AGENDA

Regional Transportation Council
Thursday, August 13, 2026
North Central Texas Council of Governments

11:00 am - 12:30 pm **RTC Workshop on Four Items: Metropolitan Planning Organization Agreement, Settlement Agreement, Two Party Operating Agreement, and Approval of the Letter to the Governor (Livestreamed)**

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

Invocation by Alan E. Sims, Councilmember, City of Cedar Hill
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 June 11, 2026, Minutes**

☑ Action ☐ Possible Action ☐ Information Minutes: 5

Presenter: Stephen Mason, RTC Chair

Item Summary: Approval of the June 11, 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. **Approval of North Texas Zero Emissions Vehicle Call for Projects Funding Recommendations**

Presenter: Lori Clark, NCTCOG

Item Summary: Staff is requesting approval of the North Texas Zero Emissions Vehicles (NTxZEV) Call for Projects (CFP) including applications received to

date, scoring results, and activities recommended for funding.

Background: In 2025, the North Central Texas Council of Governments 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. RTC approved the first round of awards on April 9, 2026. Since then, additional information has led staff to recommend some modifications to the initial awards approved. In addition, staff has developed funding recommendations for applications received by the second and third deadlines for competitive review, which were May 15, 2026, and June 19, 2026, respectively. Funding recommendations are summarized in Electronic Item 3.1.1. Additional details on project scoring are provided in Electronic Item 3.1.2. This is the second in a series of approvals that will be requested as staff continues to accept applications for this program through rolling deadlines. Staff is actively working to support applicants for the next funding round. A flyer promoting the opportunity is available in Electronic Item 3.1.3. Staff encourages distribution of this flyer to help promote the program to local fleets. Additional program details can be found at www.nctcog.org/NTxZEV.

Performance Measure(s) Addressed: Air Quality

3.2. **Rockwall County Outer Loop Memorandum of Understanding**

Presenter: Christie Gotti, NCTCOG

Item Summary: Regional Transportation Council (RTC) approval will be requested for a Memorandum of Understanding (MOU) between the RTC and Rockwall County about the Regional Outer Loop through Rockwall County.

Background: In April 2021, the 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 the Regional Outer Loop 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 Farm to Market 741 from United States 175 to Spring Creek Blvd (Transportation Improvement Program [TIP] code 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 MOU. A draft version of the MOU was presented to the RTC in April 2026. A red lined version of the MOU is provided as Electronic Item 3.2. Action is requested to enable the RTC Chair to sign the MOU.

Performance Measure(s) Addressed: Roadway

3.3. **US 67 at Chisholm Trail Parkway/Nolan River Road Funding Partnership**

Presenter: Christie Gotti, NCTCOG

Item Summary: Regional Transportation Council (RTC) approval of a funding partnership with the Texas Department of Transportation (TxDOT) will be requested.

Background: The TxDOT Fort Worth District has requested funding assistance for congestion, accessibility, and safety improvements on Nolan River Road at US 67 where Chisholm Trail Parkway (CTP) terminates near US 67. The two-lane roadway and bridge experience frequent congestion and long queues, which will be further exacerbated once the widening of the CTP to four lanes is complete in 2028. The current construction cost is $15 million, and Metropolitan Planning Organization (MPO) staff recommend that construction be funded with $12 million of Congestion Mitigation and Air Quality

Improvement Program and Surface Transportation Block Grant Program funds. TxDOT would cover the match of $3 million. Details of the project and proposed funding partnership can be found in Electronic Item 3.3.

Performance Measure(s) Addressed: Roadway, Safety

3.4. **Returning $5 Million in Emergency Regional Transportation Council Local to the Program**

Presenter: Michael Morris, NCTCOG

Item Summary: On April 30, 2026, the Regional Transportation Council (RTC) approved $5 million in RTC Local funds for emergency purposes. No funds were used and all funds will be returned with your approval.

Background: At the time of the previous action the future between RTC and the North Central Texas Council of Governments was unclear. Action was taken in case of an administrative emergency.

Performance Measure(s) Addressed: Administrative

3.5. **Fédération Internationale de Football Association Funding Support**

Presenter: Michael Morris, NCTCOG

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

Background: Electronic Item 3.5 contains photos from the nine FIFA events held in our region. An informal luncheon sponsored by the RTC is scheduled on Wednesday, August 19, 2026, from 11:30 a.m. to 1:45 p.m. The purpose is to thank all of the team members that made the FIFA event successful.

Performance Measure(s) Addressed: Administrative

3.6. **North Central Texas Council of Governments Regional Transportation Council Landbanking Program Overview**

Presenter: Karla Windsor, NCTCOG

Item Summary: Staff is asking for approval to pay for appraisals related to the Landbanking program. Staff will provide an overview, if needed, of the North Central Texas Council of Governments (NCTCOG) Regional Transportation Council (RTC) Landbanking Program, including its history, goals, and previously funded projects and brief RTC on an upcoming potential landbanking project.

Background: The NCTCOG RTC Landbanking Program was established by the RTC as a part of the 2005-2006 Sustainable Development Call for Projects. The program provides funding assistance for local governments to facilitate land acquisition for economic development purposes. The management of Landbanking Program funds was determined by Resolution R06-05 passed by the RTC in May 2006 (See Electronic Item 3.6.1.). NCTCOG staff also developed a process for the purchase and future unbanking of properties. Resolution R06-05 established that 1) at a minimum, RTC landbanking project funds must be returned to RTC; 2) returned funds can be used for future Sustainable Development Call for Projects, and 3) RTC action is required to reprogram funds. Since its inception, the program has funded four landbanking projects. Projects are in varying stages of implementation or have been completed. A new landbanking project in the city of Everman has recently been proposed. This project is a next step for implementation of the Forest Hill Drive Planning Study completed by NCTCOG in 2024. Next steps with the RTC are provided in Electronic Item 3.6.2.

Performance Measure(s) Addressed: Roadway, Transit

3.7. **Purchase of Geographic Information System Servers to Support Implementation of a High-Performance Geographic Information System Computing Environment**

Presenter: Dan Kessler, NCTCOG

Item Summary: Regional Transportation Council (RTC) approval will be requested for the North Central Texas Council of Governments (NCTCOG) Transportation Department to propose partnering with the NCTCOG Information and Innovative Services Department (IIS) and the Agency to purchase three high performance Artificial Intelligence (AI)/Graphics Processing Units Accelerated Enterprise Computer servers that will enhance NCTCOG's Geographical Information System (GIS) computing environment. The anticipated cost for the three machines to be acquired is $375,000. In order to help facilitate the upfront payment of these machines, the Transportation Department proposes covering the cost of two machines in the amount of $250,000 in RTC Local dollars. Due to the anticipated Agency-wide benefits associated with the new computers, NCTCOG has committed to assisting the Transportation Department with the purchase of the machines by providing $15,000 in NCTCOG general funds each year for five years beginning in Fiscal Year 2027.

Background: NCTCOG's IIS Department recently evaluated options for improving the Agency's GIS computing capabilities, including cloud-based, hybrid cloud/on-premises, and fully on-premises solutions. Based on this analysis, IIS determined that a fully on-premises environment offers the best combination of performance, cost-effectiveness, security, and long-term value for Agency GIS operations. Key outcomes expected from using these powerful machines include the ability of staff to carry out intensive data processes more efficiently, shorten project timelines, minimize risk of processes not completing or being interrupted, improving the quality of analyses by facilitating multiple iterations, support processing of larger geographic areas, and lessen need for manual work reducing subjectivity and freeing staff for

other work. Further, these data servers, due to their processing capabilities, are expected to greatly advance the use of Machine Learning (ML) and AI for data processing applications. GIS is integral to the Transportation Department's operations. As more transportation-system data becomes available, GIS provides a powerful way to manage, map, analyze, and integrate that information. GIS supports data-driven transportation planning and has become an essential tool for transportation planners at NCTCOG. Transportation staff will be available at the RTC meeting to address any questions regarding this request.

Performance Measure(s) Addressed: Administrative

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

☐ Action ☐ Possible Action ☑ Information Minutes: 15

Presenter: Michael Morris, NCTCOG

1. Moment of Silence for former United States Representative Kay Granger
2. Recognition for Captain Beau Hufstetler, United States Navy, Commanding Officer, Naval Air Station Joint Reserve Base Fort Worth – Dan Kessler
3. North Texas Center for Mobility Technologies Smart and Resilient Urban Mobility and Energy Integration Framework (Electronic Item 4.1)
4. Bylaws Committee Process
5. Irving Summit – August 31 and September 1, 2026
6. High-Speed Rail Follow Up – August 20, 2026
7. Proposed Oak Farms Dallas County Convention Center Resolution
8. AMTRAK Heartland Flyer (Proposed Three-Year Program by Texas Department of Transportation)
9. 2026 Ozone Season Update (Electronic Item 4.2)
10. Air Quality Funding Opportunities (www.nctcog.org/aqfunding)
11. Upcoming Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org/events)
12. May - June Public Comments Report (Electronic Item 4.3)
13. June – July Public Comments Report (Electronic Item 4.4)
14. June Public Meeting Minutes (Electronic Item 4.5)

15. July Public Meeting Minutes (Electronic Item 4.6)
16. July Public Meeting Notice (Electronic Item 4.7)
17. Recent News Articles June and July (Electronic Item 4.8)
18. Recent Correspondence (Electronic Item 4.9)
19. Recent Press Releases (Electronic Item 4.10)

1:35 – 1:45 5. **Update on Approval of Four Items: Reapproval of the Metropolitan Planning Organization Agreement, Approval of the Settlement Agreement, Approval of the Two-Party Operating Agreement, and Approval of the Letter to the Governor**

☑ Action ☐ Possible Action ☐ Information Minutes: 10

Presenters: Rob Walters, with Gibson, Dunn & Crutcher LLP, Dan Kessler, and Michael Morris, NCTCOG

Item Summary: This item will cover materials presented earlier at the workshop. Staff will present the Metropolitan Planning Organization (MPO) Agreement with the Texas Department of Transportation, Settlement Agreement between the Regional Transportation Council (RTC) and North Central Texas Council of Governments (NCTCOG), and the Operating Agreement between the RTC and NCTCOG. The presentation will summarize the major provisions of each agreement. In addition, conversations regarding support from the Governor's office will be discussed. RTC approval of the agreements and approval of the letter to the Governor will be requested.

Background: On April 30, 2026, the RTC voted to intervene in *County of Denton, Texas v. Victoria Johnson, In Her Official Capacity, et al.*, and related governance matters affecting the RTC. Since that time, RTC leadership, NCTCOG, and legal counsel have worked to address issues raised through the litigation and related governance discussions. The proposed MPO TxDOT Agreement in Electronic Item 5.1, Settlement Agreement in Electronic Item 5.2, and Operating Agreement in Electronic Item 5.3 are intended to resolve pending litigation and related matters, clarify responsibilities, and establish procedures for future RTC operations. Presentation materials are provided in Electronic Item 5.4 and Electronic Item 5.5 contains the draft letter to request RTC consideration and action. As discussed previously, legal costs in account one, two, and three will be presented.

Performance Measure(s) Addressed: Administrative

1:45 – 1:55 6. **2027 Unified Transportation Program and Regional 10-Year Plan Update**

☑ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: The Regional Transportation Council (RTC) will be briefed on Category 12 funds proposed for approval by the Texas Transportation Commission (TTC) and action on the proposed changes for the Regional 10-Year Plan Update will be requested.

Background: Since December 2016, the RTC has annually approved a set of projects funded with Category 2 (Metropolitan Planning Organization [MPO] selected) and Category 4 (Texas Department of Transportation [TxDOT] District selected) funds and submitted for TTC consideration with Category 12 (TTC selected) funds that cover 10 years of highway and arterial projects on the TxDOT system. Since the last update in 2025, MPO staff has coordinated with the TxDOT Dallas, Paris (Hunt County), and Fort Worth districts regarding updates to previously approved projects, as well as potential additions to the 10-Year Plan to be included in the 2027 Unified Transportation Program. Electronic Item 6.1 includes additional information about the process. Electronic Item 6.2 contains the proposed list of planned projects for the Regional 10-Year Plan. Electronic Item 6.3 contains the 10-Year Plan projects that have let or been completed. Electronic Item 6.4 is a copy of the public comment email submitted to TxDOT by MPO staff addressing concerns with funding allocation trends.

Performance Measure(s) Addressed: Roadway, Safety

1:55 – 2:05 7. **Updates to the Southern Dallas Inland Port Rebuilding American Infrastructure with Sustainability and Equity Grant Project and Regional Transportation Council Local Contingency for Pre-Award Activities**

☑ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Karla Windsor, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval to repurpose $1,004,000 RTC Local temporary backstop and increase by $269,247 for a total of $1,273,247 in RTC Local Funds to support contract obligations and expenditures for the purchase of electric buses, associated in-plant inspection services, and insurance costs pending transfer. The additional funds

will ensure contract obligations are met, offset the costs to RTC, and allow staff to identify entities to purchase or receive these vehicles.

Background: In December 2024, the RTC approved a local backstop for the purchase of eight electric vehicles and required in-plant inspection services, as a part of the Fiscal Year 2021 Rebuilding American Infrastructure with Sustainability and Equity grant project. The Federal Transit Administration had issued a Letter of No-Prejudice for the purchase of electric vehicles, but after the contract execution for the vehicles, North Central Texas Council of Governments was directed to change the vehicle type in the grant to align with federal priorities. Staff is requesting to repurpose existing RTC Local backstop to mitigate potential contract enforcement risk and create regional opportunities for electric vehicles. Details are provided in Electronic Item 7.

Performance Measure(s) Addressed: Administrative, Transit

2:05 – 2:15 8. **Technology Project Identification Call for Projects**

☑ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Natalie Bettger, NCTCOG

Item Summary: Staff will request Regional Transportation Council approval of the recommended projects and funding amounts for the 2026 Technology Project Identification Call for Projects.

Background: The North Central Texas Council of Governments opened the 2026 Technology Project Identification Call for Projects on January 9, 2026, to identify innovative projects that address regional transportation needs and priorities. The Call closed on April 10, 2026. Following the close of the Call, staff reviewed the submitted project ideas for eligibility and evaluated them based on the established scoring criteria. Staff will present the recommended projects and request approval to utilize approximately $11.24 million in Surface Transportation Block Grant Program funds with Transportation Development Credits as local match. Additional details are provided in Electronic Item 8.

Performance Measure(s) Addressed: Safety

2:15 – 2:25 9. **Submittal of Grant Application to the Federal Transit Administration for the 2026 Access and Mobility Partnership Grant**

☑ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Karla Windsor, NCTCOG

Item Summary: Staff is requesting Regional Transportation Council (RTC) approval to submit an application to the Federal Transit Administration's (FTA) Fiscal Year 2026 Innovative Coordinated Access and Mobility Grant Program to implement a mobility management program with an interactive software-as-a-service platform with conversational Artificial Intelligence (AI) to improve coordination between healthcare providers and transportation services for older adults and individuals with disabilities.

Background: In July 2026, the FTA announced the 2026 Innovative Coordinated Access and Mobility Pilot Program (ICAM) Grant Program. The Notice of Funding Opportunity indicated availability of nearly $12 million in competitive grant funding to support innovative projects for older adults, people with disabilities, and individuals/households with limited financial resources that will improve the coordination of transportation and non-emergency medical transportation services. Staff requests authorization to submit a grant application to develop an interactive online regional transportation resource to enhance the existing Regional Get-A-Ride Guide with innovative software-as-a-service technology, including conversational AI. Through dedicated staff support, outreach, and partnerships with healthcare and transportation providers, the project will launch in Dallas, Tarrant, Collin, and Denton counties and expand across North Texas if successful. Staff also intends to partner with North Central Texas Council of Governments' Area Agency on Aging on outreach and implementation. Applications are due September 9, 2026. The total grant budget will not exceed $1,250,000 including $500,000 in local match to be provided using RTC Local funds. More information can be found in Electronic Item 9.

Performance Measure(s) Addressed: Administrative, Transit

2:25 – 2:30 10. **Metropolitan Transportation Plan Policy Bundle – Round 6**

☐ Action ☐ Possible Action ☑ Information Minutes: 5

Presenter: Amy Johnson, NCTCOG

Item Summary: The Regional Transportation Council (RTC) will be briefed on the proposed allocation of transportation development credits (TDCs) to be awarded in this round of the Policy Bundle. Staff is proposing a total allocation of 34.9 million TDCs, compared to the original allocation of 30 million which was previously approved by the RTC for this purpose.

Background: Recommendations in Mobility 2050 include policies, programs, and projects that support the region's transportation priorities and goals. Because infrastructure investments alone cannot achieve these goals, the Policy Bundle Program recognizes and encourages complementary local policy actions that advance regional transportation, air quality, and quality-of-life objectives. By voluntarily implementing these policies, participating entities will receive TDCs to offset local funds as matching funds for new federal transportation projects. Draft TDC allocation recommendations were presented to the Surface Transportation Technical Committee in July for information while quality control review was still underway. As a result of this review, adjustments are being proposed to the draft TDC allocations. The Transportation Improvement Program team has confirmed that sufficient TDCs are available to address the allocation corrections. The proposed allocation is included in Electronic Item 10.

Performance Measure(s) Addressed: Air Quality, Safety

The Following Information Items will be Presented if Time Permits

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2:30 – 2:40 11. **Regional Bicycle Safety Action Plan**

☐ Action ☐ Possible Action ☑ Information Minutes: 10

Presenter: Kevin Kokes, NCTCOG

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

Background: The Regional Transportation Council approved a safety position in 2017 to eliminate serious injuries and fatalities across all modes of travel. However, in recent years the number of bicyclist serious injuries and fatalities has trended upward in North Central Texas consistent with State and national trends. The purpose of the Regional Bicycle Safety Action Plan is to provide a framework for reducing the number of bicyclist crashes and fatalities in the North Central Texas metropolitan planning area. This Plan, in conjunction with the 2021 Pedestrian Safety Action Plan and the 2023 Roadway Safety Action Plan, is intended to improve safety for all road users. Additional details are provided in Electronic Item 11. The draft Plan, including appendices, is available online for public review at www.nctcog.org/bikesafety.

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

2:40 – 2:50 12. **Federal Performance Measures Update: Congestion Mitigation and Air Quality Performance and Transit Asset Management**

☐ Action ☐ Possible Action ☑ Information Minutes: 10

Presenter: Chris Klaus, NCTCOG

Item Summary: Staff will update the Regional Transportation Council (RTC) on federally required performance measures. Observed progress for the measures will be provided as well as proposed targets for the next reporting period. The targets are set in cooperation and coordination with the Texas Department of Transportation.

Background: Federal performance measures were originally introduced in the Moving Ahead for Progress in the 21st Century Act (MAP-21) and carried through in the Fixing America's Surface Transportation Act and Infrastructure Investment and Jobs Act. These laws and subsequent related rulemaking require that certain performance measures be included in the long-range metropolitan transportation planning process. These measures were established by a series of five rulemakings: Highway Safety (PM1), Infrastructure Condition (PM2), System Performance/Freight/Congestion Mitigation and Air Quality (PM3), Transit Asset Management (TAM), and Public Transportation Agency Safety Plans. Each performance measure rulemaking consists of several specific performance measures. The second performance period for all federal performance measures ends in 2026, whereas the third performance period

begins in 2026 and ends in 2030. An update will be provided on progress for the Congestion Mitigation and Air Quality measures (commonly known as PM3) and TAM. Draft targets for the PM3 measures and TAM will be included for future adoption by the RTC on September 10, 2026, to meet the required Federal due dates in October 2026. More details can be found in Electronic Item 12.

Performance Measure(s) Addressed: Air Quality, Transit

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

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

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

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

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

MINUTES

Regional Transportation Council
Thursday, June 11, 2026

The Regional Transportation Council (RTC) met on Thursday, June 11, 2026, at 1:00 pm at the North Central Texas Council of Governments. The following RTC members or representatives were present: Daniel Alemán, Bruce Arfsten, Steve Babick, Rick Bailey, Elizabeth Beck, Curtis Bergthold, Lorie Blair, Ceason Clemens, Jorga Clemson (representing Ron Jensen), Michael Crain, Theresa Daniel, Jeff Davis, Pat Deen, Andy Eads, Michael Evans, Carlos Flores, T.J. Gilmore, Raul Gonzalez, Mojy Haddad, Darrell Hale, Clay Lewis Jenkins, Jill Jester, Matt Krause, Stephen Mason, Cara Mendelsohn, Cesar Molina, John Muns, Matthew Porter, Manny Ramirez, Paul Ridley, Jim Ross, David Salazar, Kathy Stewart, Randy Stinson, Bobby Stovall, Burt Thakur, Jeremy Tompkins, William Tsao, and Dennis Webb.

Others present at the meeting were: Gail Abbad, Gavin Adkins, Vickie Alexander, Susan Alvarez, Jake Anderson, Rich Andreski, Melissa Baker, Jay Barksdale, Carli Baylor, Emily Beckham, Natalie Bettger, Bhavya, Alberta Blair, Stephanie Boardingham, Blake Brawner, Keith Britton, Farhan Butt, Daniel Byrd, Todd Carlson, Angie Carson, Aaron Cedar, Mandy Crash, Paul Cristina, Kevin Curtis, Dawn Dalrymple, Clarence Daugherty, Brian Dell, Noa Dowl, Jon Edmonds, Chad Edwards, Teresa Epps, Kevin Felt, Tom Flaherty, Chris Fletcher, Andrew Fortune, Lavra Freeland, Louis Frisbie, Eric Gallt, Eric Garcia, Brianne Goetz, Rebekah Gongora, Kenneth Govan, Stacey Graves, Quinn Greene, Shala Greer-Smith, Jeff Gurley, Tony Hartzel, Millie Hayes, Carlos Hebert, Kristina Holcomb, Chris Huff, Ernest Huffman, Joel James, Amy Johnson, Mike Johnson, Victoria Johnson, Jennifer Justice, Travis Kelly, Dan Kessler, Daphne King, Ken Kirkpatrick, Chris Klaus, Dan Lamers, Eron Linn, Aaron Long, Dee Long, Stanford Lynch, Chad Marbut, Dillon Maroney, Doc Marxen, Opal Mauldin-Jones, Nathan May, Jeremy McGraham, Kenna Mitchell, Eric Morris, Michael Morris, Will Murphy, Christopher Nelson, Mark Nelson, Dylan Niles, Jackie Nolasco, Deborah North, James Novack, Damarcus Oftoy, Amir Omar, Donald Parker, David Parnell, Michael Peters, Crystal Pollard, James Powell, Vercie Pruitt-Jenkins, Jacob Reinig, Jackson Rose, Shawna Russell Jones, Walter Shumac III, Gary Slagel, Whitney Smith-Yancy, Brandon Sparkman, Claude Spivey, Toni Stehling, Ruben Tanda, Lauren Trimble, Shane Tully, Melissa Valadez, Caroline Vandergriff, Victor Vandergriff, Elisa Villnave, Cydney Walker, Rob Walters, Whitney Warren, Duncan Webb, Ashtin Whisenant, Marxen Whisenant, Adreinne Williams, Erica Williams, Lucious Williams, Paulin Williams, Brian Wilson, Karla Windsor, Frank Wise, Hua Yang, and William Zote.

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. Quinn Greene spoke on agenda item 9, Marxen Whisenant spoke on agenda item 9, Noa Dowl spoke in support of Mayor Stephen Mason, Glen Whitley spoke on agenda item 4, and Duncan Webb spoke on agenda items 5, 8, and 9. Written comments were provided and can be found in the Public Comments Report under the Director's Report agenda item.

2. **Approval of May 14, 2026, Minutes**: Approval of the May 14, 2026, meeting minutes contained in Electronic Items 2 was requested.

A motion was made to approve the May 14, 2026, meeting minutes as submitted in Electronic Item 2. Cara Mendelsohn (M); Steve Babick (S). The motion passed unanimously.

3. **Consent Agenda**

3.1. **2027-2030 Transportation Improvement Program Technical Modifications**: Regional Transportation Council approval of technical modifications to the 2027-2030 Transportation Improvement Program was requested.

3.2. **Correspondence to the Texas Commission on Environmental Quality Addressing Ozone Challenges in North Texas**: Regional Transportation Council approval for Chair Bailey to provide correspondence to the Texas Commission on Environmental Quality regarding regional ozone trends, data and modeling concerns, and the need for clearer, actionable strategies to address increasing ozone levels in the Dallas-Fort Worth region was requested.

3.3. **North Texas Advanced Air Mobility Airport Charging Infrastructure Call for Projects**: An overview of the Texas Department of Transportation Electric Vehicle Takeoff and Landing Integration Pilot Program selection was provided and a recommendation for Regional Transportation Council approval of an Advanced Air Mobility Airport Charging Infrastructure Call for Projects was requested.

3.4. **Request to Use Regional Transportation Council Local Funds for In-House Air Quality Modeling Infrastructure and Training**: Regional Transportation Council (RTC) approval of $180,000 in RTC Local funds was requested to establish and support in-house air quality modeling infrastructure and related technical training. Approval was also requested to amend the Transportation Improvement Program and update any administrative and/or planning documents as needed to incorporate the funds.

3.5. **Authorization for Fédération Internationale de Football Association Costs for Transportation Operations**: The Dallas-Fort Worth region hosted nine Fédération Internationale de Football Association (FIFA) World Cup Matches. No additional funds were being requested. The Regional Transportation Council was requested to approve up to $25,000 to pay for food and beverages for staff providing service in the operation center for nine FIFA events.

A motion was made to approve Items 3.1, 3.2, 3.3, 3.4, and 3.5 on the Consent Agenda. Cesar Molina (M); Bruce Arfsten (S). The motion passed unanimously.

4. **Orientation to Agenda/Director of Transportation Report**: Michael Morris briefly highlighted items 1 through 17.

1. Recognition of North Central Texas Council of Governments Executive Board President Chair – Victoria Johnson, Councilmember, City of Burleson, by Regional Transportation Council Chair Bailey
2. North Central Texas Council of Governments Executive Board Vice President – Jennifer Justice, Councilmember, City of Richardson – Presentation Affirming Continued Regional Transportation Council – Executive Board Partnership by Vice Chair Stephen Mason
3. Update on Metropolitan Planning Organization Status: Legal – Rob Walters

4. Fédération Internationale de Football Association – 3 Days Out (Media Event – June 8, 2026, Selected Photos)
5. Status of Federal Transit Administration 2026 Triennial Review
6. Regional Transportation Council Item 12 from May: Dallas Area Rapid Transit, Trinity Metro (June Item #7), Denton County Transit Authority (June Item #9)
7. Legislative Update – The Better Utilizing Investments to Leverage Development America 250 Act
8. Progress North Texas (Handout)
9. High Occupancy Vehicle/GoCarma Quarterly Report
10. Regional Transportation Council Group Seat Membership Designations – June 30, 2026, Response Deadline
11. Bylaws Subcommittee Meetings
12. Bylaws Revision Subcommittee
13. Cancellation of Regional Transportation Council Meeting in July 2026
14. Surface Transportation Technical Committee Officers
15. High-Speed Rail Follow Up
16. Bankhead Highway East Connection
17. Technology Project Identification Call for Projects –Submitted Ideas and Scoring Updates – to be Approved in August
18. 2026 Ozone Season Update
19. Air Quality Funding Opportunities (www.nctcog.org/aqfunding)
20. Upcoming Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org/events)
21. April - May Public Comments Report
22. June Public Meeting Notice
23. Recent News Articles
24. Recent Correspondence
25. Recent Press Releases

5. **Approval of Signature to the Metropolitan Planning Organization Agreement and Request for Executive Board to Sign as Fiscal Agent**: Michael Morris requested the Regional Transportation Council (RTC) to approve the responsibilities of the RTC being the Metropolitan Planning Organization as outlined in the new Texas Department of Transportation Agreement.

   A motion was made to approve the responsibilities of the Regional Transportation Council being the Metropolitan Planning Organization as outlined in the new Texas Department of Transportation Agreement. Andy Eads (M); Manny Ramirez (S). Darrell Hale, Cara Mendelsohn, Paul Ridley, and William Tsao opposed. The motion passed.

6. **Fiscal Year 2025-2026 Consolidated Rail Infrastructure and Safety Improvements Program**: Michael Johnson requested Regional Transportation Council approval of the submittal of candidate projects for the Fiscal Year 2025-2026 Consolidated Rail Infrastructure and Safety Improvements Program. Applications were due to the Federal Railroad Administration by June 22, 2026.

   A motion was made to approve the submittal of the Bonds Ranch Road Segment #2 Project by Tarrant County and the Avondale Haslet Road/Haslet Parkway “Long Bridge” Project by North Central Texas Council of Governments (NCTCOG) for the Fiscal Year (FY) 2025-2026 Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program; affirmation of $9 million in Regional Toll Revenue (RTR) and $30 million in Surface Transportation Block Grant Program funds for the Bonds Ranch Road Segment #2 Project; affirmation of $5.203 million in RTR funds for the Avondale Haslet

Road/Haslet Parkway “Long Bridge” Project; and administratively amending NCTCOG’s Transportation Improvement Program (TIP) and the State TIP, as well as other planning and administrative documents, to include the proposed projects if selected for FY2025-2026 CRISI Grant awards. Manny Ramirez (M); Matt Krause (S). The motion passed unanimously.

7. **Follow Up on Regional Transportation Council Action on $40 Million Funding Request for Trinity Metro**: Christie Gotti and Michael Morris updated the Regional Transportation Council (RTC) on the follow-up activities and discussions with Trinity Metro after the RTC’s $40 million funding decision in February 2026.

   A motion was made to approve the reallocation of funding as follows: $12,938,544 from the High Intensity Bus project (deferral), $250,000 from the Transit Preventive Maintenance project (cancellation), $3,407,579 cost savings from the Trinity Lakes Station (closeout), and $2,820,000 from the Mossier Valley Trinity Railway Express Double Tracking project (deferral) for a total reallocation of $19,416,123 in funds already in Trinity Metro grants and to allocate $20,583,877 in new Congestion Mitigation and Air Quality Improvement Program funding; propose that the Regional Transportation Council (RTC) to cover first $13.88 million in contingencies, but take cost savings if they occur; direct staff to provide a letter to Federal Transit Administration confirming RTC approved funding and the timeline in which it will be added to the Transportation Improvement Program (TIP) and Statewide TIP; and direct staff to administratively amend the TIP/STIP and other planning/administrative documents to incorporate the above changes. Steve Babick (M); Michael Crain (S). The motion passed unanimously.

8. **Reapproval of the Plano–McKinney Transit Study**: Michael Morris requested the Regional Transportation Council (RTC) reaffirm their support for this study, which was approved by the RTC in March but referred back to the RTC for further consideration at the May 28, 2026, North Central Texas Council of Governments (NCTCOG) Executive Board meeting with a request to clarify local government support. The Executive Board did not approve the selections of the consultants and requested NCTCOG staff to request the RTC to obtain resolutions supporting the Transit Study from the Cities of Fairview, Allen, and McKinney.

   A motion was made to approve the request for Executive Board to approve execution of consultant contract with WSP USA, Inc., to complete the McKinney Corridor Passenger Rail Study and included direction to staff to also include broader alternatives including roadway and managed lanes in the United States 75 corridor as well as the transit corridor. Burt Thaker (M); Elizabeth Beck (S). Cara Mendelsohn opposed. The motion passed.

9. **Regional Transportation Council Transit Vision Subcommittee Proposed Legislative Pilot**: Karla Windsor provided an update on recent discussions of the Regional Transportation Council Transit Vision Subcommittee.

10. **2027 Unified Transportation Program and Regional 10-Year Plan Update**: Christie Gotti briefed the Council on anticipated revenues and proposed changes for the Regional 10-Year Plan Update.

11. **Election of Regional Transportation Council Officers**: Elizabeth Beck, Chair, Regional Transportation Council (RTC) Nominating Subcommittee, announced the following slate of officers recommended by the Subcommittee for the 2026-2027 term: Stephen Mason,

Mayor, City of Cedar Hill (Chair); Jill Jester, Councilmember, Denton County (Vice Chair); and Manny Ramirez, Commissioner, Tarrant County (Secretary). RTC officers serve a term of one year.

A motion was made to approve the slate of officers as recommended by the Nominating Subcommittee for the 2026-2027 term. Jim Ross (M); Raul Gonzalez (S). The motion passed unanimously.

12. **Appointments of the Regional Transportation Council Bylaws Revision Committee**: Stephen Mason, Chair, Regional Transportation Council (RTC), announced the following appointments to the RTC Bylaws Revision Subcommittee: Steve Babick, Mayor, City of Carrollton (Chair); Elizabeth Beck, Councilmember, City of Fort Worth (Vice Chair); Rick Bailey, Commissioner, Johnson County; Lorie Blair, Councilmember, City of Dallas; Bill Cox, Mayor, City of McKinney; Theresa Daniel, Commissioner, Dallas County; Jeff Davis, Chair, Trinity Metro; Michael Evans, Mayor, City of Mansfield; Matthew Porter, Mayor, City of Wylie; Kathy Stewart, Councilmember, City of Dallas; and Jeremy Tompkins, Councilmember, City of Euless. In addition, Chair Mason invited Duncan Webb, Commissioner, Collin County to attend subcommittee meetings as a special guest.

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

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

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

16. **Next Meeting**: The next meeting of the Regional Transportation Council is scheduled for 1:00 pm, Thursday, August 13, 2026.

Meeting adjourned at 3:15 pm.



North Central Texas Council of Governments

DALLAS - FORT WORTH CLEAN CITIES

Approval of North Texas Zero Emissions Vehicles Call for Projects Funding Recommendations

Lori Clark
Senior Program Manager and DFW Clean Cities Director

Regional Transportation Council

August 13, 2026

ELECTRONIC ITEM 3.1.1

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



Refuse Hauler



Other Vocational Vehicles**





Photo Credit: NCTCOG/Trinity Metro

**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 similar 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
Must adopt, or demonstrate consistency with, the Clean Fleet Policy (RTC Resolution R14-10)*

Scoring Criteria: Up to 100 Points

Vehicle Cost per Ton - Up to 30 Points Cost per ton of nitrogen oxides and volatile organic compound reduced	**Impact on Regional Air Quality – Up to 30 Points** Amount of time operating in priority areas, idling hours, and vehicle disposition method
Feasibility and Risk – Up to 25 Points Implementation plan, damage mitigation, NCTCOG administrative burden	**Long-Term Sustainability Efforts – Up to 15 Points** Environmental planning/practices, vehicle-to-grid compatibility or use of distributed energy resources

*To assist applicants, staff is providing clarification that applicants can adopt a consistent policy between time of application and project completion

Requested Changes to "Round 1" Approved Awards

2 Previously Approved Awards:

Awardee	Activities Previously Approved	Requested Changes	Reason for Changes	Revised Total Approximate Local Contribution (from Applicant)	Revised Total Award Amount (EPA Funds)
City of Dallas	Replace 5 diesel "other vocational vehicles" (dump trucks) with 3 battery-electric versions	Remove 1 awarded activity due to ineligibility; Decrease total award amount	Ineligible vehicle; does not meet EPA minimum operation requirements	$430,928	**$710,000**
United Parcel Service. Inc.	Replace 2 diesel and 15 gasoline step vans with 17 battery-electric versions and install supporting infrastructure	No activity changes; Increase total award amount	Maximize award amount per vehicle per EPA funding cap*	$759,909	**$2,720,000**
				Revised Total for Round 1 Awards	**$3,430,000**
				Balance Remaining After Revised Round 1 Awards	**$55,170,000**

*NTxZEV program will maximize all awards based on EPA's Maximum Funding Cap per truck replacement

“Round 2 & 3” Application and Award Summary

3 Total Applicants

1 Complete Eligible Application
1 Application Pending Additional Information; Coordination Ongoing
1 Ineligible Application

Recommended Awards:

Applicant	Activities Requested	EPA Funds Requested		Approximate Local Contribution	Recommended		
		Vehicle	Infrastructure		Old Vehicles Replaced	New Vehicles Acquired	EPA Funds
RoadRunner Charters, Inc.	Replace 1 diesel “other vocational vehicle” (charter bus) with 1 battery-electric version and install supporting infrastructure	$355,000	$60,000	$545,000	1	1	$355,000*
Total Recommended for Rounds 2 & 3					**1**	**1**	**$355,000**
Revised Total Recommended for Round 1					**21**	**19**	**$3,430,000**
Balance Remaining for Future Applications							**$54,815,000**

*Amount equals EPA Maximum Funding Cap for project type

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
- Recordings of how to fill out the application, program information, and more.

All resources are FREE and available at www.nctcog.org/NTxZEV



See Electronic Item 3.1.3 for Flyer
NCTCOG staff available to support local events, meetings, etc. to reach potential applicants

Schedule

Milestone	Date
NTxZEV Call for Projects Opened	October 24, 2025
Round 2 Call for Projects Deadline	Friday, May 15, 2026
Round 3 Call for Projects Deadline	Friday, June 19, 2026
STTC Recommendation of Round 2 & 3 Awards	July 24, 2026
RTC Approval of Round 2 & 3 Awards	August 13, 2026
Executive Board Approval of Round 2 & 3 Awards	August 27, 2026
Ongoing Rolling Application Deadlines to Fully Award Funds	**3rd Friday of every month by 5 PM CT; Applications must be received "in-hand" by the deadline**
Recommended Final Deadline	Friday, December 18, 2026
Deadline for Project Completion	October 29, 2027

Requested Action – North Texas Zero Emissions Vehicles Call for Projects

RTC approval of:

- Proposed changes to previously approved Round 1 funding recommendations for City of Dallas and United Parcel Service, Inc. as outlined in Electronic Item 3.1.2
- Proposed Round 2 & 3 funding recommendations for the North Texas Zero Emissions Vehicles Call for Projects as outlined in Electronic Item 3.1.2
- Administratively amending and updating any administrative and/or planning documents as needed to incorporate funding recommendations

RTC Action Item – August 13, 2026

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Project Website: www.nctcog.org/NTxZEV

North Texas Zero Emissions Vehicles Project: Round 3 Funding Recommendations

Project Information															Scoring					Funding Information										
				Old Vehicle(s)						New Vehicle		% of Time Operating in Priority Areas				Estimated Cost per Ton per Vehicle Replacement Activity						Estimated Project Cost		Federal Funds Requested			Estimated Approximate Local Contribution				
Rank	Unique ID	Applicant	Entity Type	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	Vehicle Cost per Ton Up to 30 Points	Impact on Regional Air Quality Up to 30 Points	Feasibility and Risk Up to 25 Points	Long-Term Sustainability Up to 15 Points	Total Score	Vehicle	Infrastructure	Vehicle	Infrastructure	Total	Vehicle	Infrastructure	Total	Recommended Award (Equal to EPA Funding Cap for Vehicle/Fuel Type)	Comments
1	5707	RoadRunner Charters, Inc.	Private	Diesel	Other Vocational Vehicle (Charter Bus)	2016	12,940	300	Sell	Battery-Electric	Yes - L2	85	10	5	0	$1,367,061	$42,708,870	30	18	17	12	**80**	$900,000	$60,000	$355,000	$60,000	$415,000	$545,000	$60,000	$605,000	$355,000	
																														Total	**$355,000**	
																														Balance of Funds Remaining	**$54,815,000**	Includes Revised Round 1 Total Award Amounts

North Texas Zero Emissions Vehicles Project: Round 1 Funding Recommendations

Project Information															Scoring					Funding Information										
				Old Vehicle(s)						New Vehicle		% of Time Operating in Priority Areas				Estimated Cost per Ton per Vehicle Replacement Activity						Estimated Project Cost		Federal Funds Requested			Approximate Local Contribution				
Rank	Unique ID	Applicant	Entity Type	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	Vehicle Cost per Ton Up to 30 Points	Impact on Regional Air Quality Up to 30 Points	Feasibility and Risk Up to 25 Points	Long-Term Sustainability Up to 15 Points	Total Score	Vehicle	Infrastructure	Vehicle	Infrastructure	Total	Vehicle	Infrastructure	Total	Recommended Award	Comments
~~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~~	~~$4,954,197~~	~~22~~	~~27~~	~~20~~	~~11~~	~~80~~	~~$299,179~~	~~$0~~	~~$194,464~~	~~$0~~	~~$194,464~~	~~$104,715~~	~~$0~~	~~$104,715~~	~~$194,464~~	~~Vehicle meets minimum operation requirements based on idling hours~~ UPDATE SINCE ROUND 1: Additional information provided confirmed this vehicle is ineligible; vehicle does not meet minimum operation requirements
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**	$188,701	$16,000	$122,655	$10,400	$133,055	$66,045	$5,600	$71,645	~~$133,055~~ $160,000	UPDATE SINCE ROUND 1: Increased award to align with EPA funding cap for vehicle/fuel type
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**	$570,464	$0	$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**	$188,701	$16,000	$122,655	$10,400	$133,055	$66,045	$5,600	$71,645	~~$133,055~~ $160,000	UPDATE SINCE ROUND 1: Increased award to align with EPA funding cap for vehicle/fuel type
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**	$188,701	$16,000	$122,655	$10,400	$133,055	$66,045	$5,600	$71,645	~~$133,055~~ $160,000	UPDATE SINCE ROUND 1: Increased award to align with EPA funding cap for vehicle/fuel type
6	4886; 1994	City of Dallas	Public	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**	$570,464	$0	$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**	$188,701	$16,000	$122,655	$10,400	$133,055	$66,045	$5,600	$71,645	~~$133,055~~ $160,000	UPDATE SINCE ROUND 1: Increased award to align with EPA funding cap for vehicle/fuel type
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**	$188,701	$16,000	$122,655	$10,400	$133,055	$66,045	$5,600	$71,645	~~$133,055~~ $160,000	UPDATE SINCE ROUND 1: Increased award to align with EPA funding cap for vehicle/fuel type
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**	$188,701	$16,000	$122,655	$10,400	$133,055	$66,045	$5,600	$71,645	~~$133,055~~ $160,000	UPDATE SINCE ROUND 1: Increased award to align with EPA funding cap for vehicle/fuel type
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**	$188,701	$16,000	$122,655	$10,400	$133,055	$66,045	$5,600	$71,645	~~$133,055~~ $160,000	UPDATE SINCE ROUND 1: Increased award to align with EPA funding cap for vehicle/fuel type
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**	$188,701	$16,000	$122,655	$10,400	$133,055	$66,045	$5,600	$71,645	~~$133,055~~ $160,000	UPDATE SINCE ROUND 1: Increased award to align with EPA funding cap for vehicle/fuel type
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**	$188,701	$16,000	$122,655	$10,400	$133,055	$66,045	$5,600	$71,645	~~$133,055~~ $160,000	UPDATE SINCE ROUND 1: Increased award to align with EPA funding cap for vehicle/fuel type
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**	$188,701	$16,000	$122,655	$10,400	$133,055	$66,045	$5,600	$71,645	~~$133,055~~ $160,000	UPDATE SINCE ROUND 1: Increased award to align with EPA funding cap for vehicle/fuel type
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**	$188,701	$16,000	$122,655	$10,400	$133,055	$66,045	$5,600	$71,645	~~$133,055~~ $160,000	UPDATE SINCE ROUND 1: Increased award to align with EPA funding cap for vehicle/fuel type
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**	$188,701	$16,000	$122,655	$10,400	$133,055	$66,045	$5,600	$71,645	~~$133,055~~ $160,000	UPDATE SINCE ROUND 1: Increased award to align with EPA funding cap for vehicle/fuel type
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**	$188,701	$16,000	$122,655	$10,400	$133,055	$66,045	$5,600	$71,645	~~$133,055~~ $160,000	UPDATE SINCE ROUND 1: Increased award to align with EPA funding cap for vehicle/fuel type
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**	$188,701	$16,000	$122,655	$10,400	$133,055	$66,045	$5,600	$71,645	~~$133,055~~ $160,000	UPDATE SINCE ROUND 1: Increased award to align with EPA funding cap for vehicle/fuel type
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**	$188,701	$16,000	$122,655	$10,400	$133,055	$66,045	$5,600	$71,645	~~$133,055~~ $160,000	UPDATE SINCE ROUND 1: Increased award to align with EPA funding cap for vehicle/fuel type
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**	$188,701	$16,000	$122,655	$10,400	$133,055	$66,045	$5,600	$71,645	~~$133,055~~ $160,000	UPDATE SINCE ROUND 1: Increased award to align with EPA funding cap for vehicle/fuel type
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**	$188,701	$16,000	$122,655	$10,400	$133,055	$66,045	$5,600	$71,645	~~$133,055~~ $160,000	UPDATE SINCE ROUND 1: Increased award to align with EPA funding cap for vehicle/fuel type
																														Revised Total	~~$3,166,405~~ **$3,430,000**	UPDATED SINCE ROUND 1
																														Revised Balance of Funds Remaining	~~$55,433,595~~ **$55,170,000**	UPDATED SINCE ROUND 1

Acronyms:
Level 2- L2
Direct Current Fast Charger- DCFC
Nitrogen Oxides (NOX)
Volatile Organic Compounds (VOC)

North Texas Zero Emissions Vehicles Project: Pending Activities

Additional information from applicant is needed for application to proceed. Will be scored as part of future funding round if sufficient information received.

Project Information																	Scoring					Funding Information									Comments
				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		Estimated Project Cost		Federal Funds Requested			Estimated Approximate Local Contribution				
Round	Unique ID	Applicant	Entity Type	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	Total Score	Vehicle	Infrastructure	Vehicle	Infrastructure	Total	Vehicle	Infrastructure	Total	Recommended Award	
2	N/A	City of DeSoto	Public	Unknown	Street Sweeper	2026	7,000	Unknown	Unknown	Battery-Electric	No	100	0	0	0	To Be Determined (TBD)	TBD	TBD	TBD	TBD	TBD	TBD	$786,000	$786,000	$786,000	$786,000	$1,572,000	$0	$0	$0	TBD	Existing vehicle information is missing from the application. Additionally, Federal Funds Requested is higher than eligible, and would have to be reduced.
1	8346; 6609	GGM Logistics	Private	Diesel	2 Straight/Box Trucks	2014; 2001	7963; 7000	45; 525	Sale; Third-Party Scrappage	Battery-Electric	Yes - DCFC; No	70; 50	10; 0	20; 50	0	TBD	TBD	TBD	TBD	TBD	TBD	TBD	$731,534	$0	$380,000	$0	$380,000	$351,534	$0	$351,534	TBD	Additional vehicle documentation is needed

North Texas Zero Emissions Vehicles Project: Ineligible Activities

Project Information																	Scoring					Funding Information									Comments
				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		Estimated Project Cost		Federal Funds Requested			Approximate Local Contribution				
Round	Unique ID	Applicant	Entity Type	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	Total Score	Vehicle	Infrastructure	Vehicle	Infrastructure	Total	Vehicle	Infrastructure	Total	Recommended Award	
2	108	Dallas Ft Worth International Airport	Private	Diesel	1 Straight/Box Truck	2008	1,100	584	Scrapping	Battery-Electric	No	100	0	0	0	Not Calculated	Not Calculated	N/A	N/A	N/A	N/A	N/A	$328,409	$0	$190,000	$0	$190,000	$138,409	$0	$138,409	Not recommended	Vehicle does not meet Gross Vehicle Weight Rating (GVWR) weight requirement. Staff recommended apply to Texas Volkswagen Environmental Mitigation Program.
1	6411; 5542	Dallas Area Rapid Transit	Public	Diesel	2 Straight/Box Trucks	2000	6,684; 3,504	550	Scrap	Battery-Electric	Yes - DCFC	100	0	0	0	Not Calculated	Not Calculated	N/A	N/A	N/A	N/A	N/A	$700,000	$240,000	$380,000	$156,000	$536,000	$320,000	$84,000	$404,000	Not recommended	**UPDATE SINCE ROUND 1:** Vehicles do not meet minimum operation requirements. Staff recommended apply to Texas Volkswagen Environmental Mitigation Program.
1	8325; 6936; 3672; 4796; 3606; 3027	Imperial Food Services	Private	1 Diesel; 5 Gasoline	N/A	2016; 2000; 2019; 2012; 2016; 2004	8,500; 6,300; 4,200; 4,200; 6,500; 8,400	630; 600; 550; 550; 620; 650	Reduced Service	Did Not Provide	No	Did Not Provide	Did Not Provide	Did Not Provide	Did Not Provide	Not Calculated	Not Calculated	N/A	N/A	N/A	N/A	N/A	Did Not Provide	Did Not Provide	Did Not Provide	Did Not Provide	Did Not Provide	Did Not Provide	Did Not Provide	Did Not Provide	Not recommended	Vehicle does not meet GVWR weight requirement
1	8956; 9374; 3476; 4578; 6645; 1060; 2335; 1661	Dallas County	Public	Diesel	1 Straight/Box Truck; 5 Other Vocational (Bus)	Did Not Provide	6,000; 3,000; 3,000; 3,000; 3,000; 3,000; 3,000	220; 150; 150; 150; 150; 150; 150	Sale	Battery-Electric	No	100	0	0	0	Not Calculated	Not Calculated	N/A	N/A	N/A	N/A	N/A	$1,890,000	$0	$1,233,500	$0	$1,233,500	$656,500	$0	$656,500	Not recommended	**UPDATE SINCE ROUND 1:** Vehicle does not meet GVWR weight requirement and is ineligible. Staff recommended apply to Texas Volkswagen Environmental Mitigation Program.
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**	$299,179	$0	$194,464	$0	$194,464	$104,715	$0	$104,715	Not recommended	~~Vehicle meets minimum operation requirements based on idling hours~~ **UPDATE SINCE ROUND 1:** Additional information provided confirmed this vehicle is ineligible; vehicle does not meet minimum operation requirements

Acronyms:
Level 2- L2
Direct Current Fast Charger- DCFC
Nitrogen Oxides (NOX)
Volatile Organic Compounds (VOC)

NORTH TEXAS ZERO EMISSIONS VEHICLES CALL FOR PROJECTS

Up to $55.4 million is available for fleets to replace existing heavy-duty vehicles with zero-emission vehicles

Applications are due every 3rd Friday of the month at 5 PM CT, until funds are exhausted

Eligible Projects: Replacement of existing Class 6 and 7 vocational vehicles operating primarily in the NCTCOG region with battery-electric or hydrogen fuel cell electric vehicles

- Vocational vehicles can include Step Vans, Box Trucks, Street Sweepers, Bucket Trucks, Refuse Haulers, Transit Buses, Dump Trucks, and more

Eligible Applicants: Public or private fleets
Funding Level: Up to 33% to 80% of the new vehicle price



Image Source: NCTCOG

Interested? Check out our FREE Resources:

- Technical Assistance from the Natl Lab of the Rockies
- Resources to help find vehicles/vendors
- Attend office hours for application assistance with NCTCOG staff



Weekly Office Hours

Weekly on Monday

10:00 AM - 11:00 AM CT

Virtual via Microsoft Teams (link on website)

JOIN US

www.nctcog.org/NTxZEV

North Central Texas Council of Governments

DALLAS · FORT WORTH · CLEAN CITIES

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 the **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, pursuant to a collaborative "partnership" arrangement between the RTC and the County, the parties mutually agreed to study the route of the Outer Loop through the County in two separate phases, and 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 TxDOT standards and oversight) of the proposed Outer Loop through the northern portion of Rockwall County, and, thereby, the County has performed its obligations with respect to such collaborative "partnership" arrangement with respect to the Outer Loop through the northern portion of the County;

WHEREAS, 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 and its route 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, and to work with the County to expedite proposed improvements

and widening of State Highway 205 (including, without limitation, the relocation of a portion of SH 205 along the path of John King Boulevard).

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 are hereby acknowledged, the County and the 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, without limitation, 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. Without limitation of the foregoing, 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 the 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~~ independent 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. Furthermore, 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 the Rockwall County Open Space Master Plan.
g. Incorporate trails and pathways for pedestrian, bicycle 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.
h. 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.
i. 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: _____

Stephen Mason, Mayor
City of Cedar Hill,
RTC Chair



US 67 AT CHISHOLM TRAIL PARKWAY/NOLAN RIVER ROAD FUNDING PARTNERSHIP

Regional Transportation Council|8.13.2026

ELECTRONIC ITEM 3.3

BACKGROUND

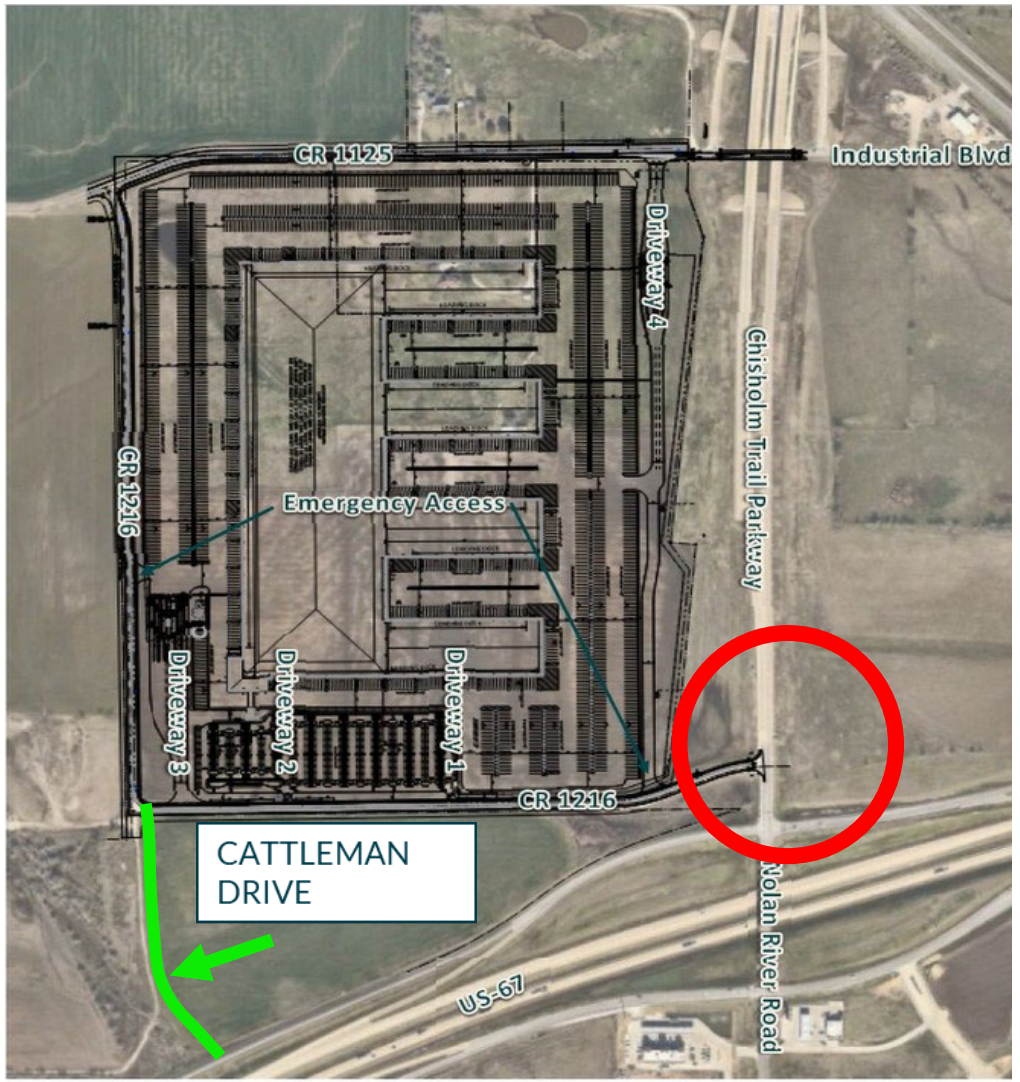
- The Texas Department of Transportation (TxDOT)-Fort Worth District has requested funding assistance for improvements on Nolan River Road at US 67 where Chisholm Trail Parkway (CTP) terminates in Cleburne
- The two-lane roadway and bridge experience frequent congestion and half mile long queues, which will be further exacerbated once the widening of the CTP to four lanes is complete in 2028



Southbound Chisholm Trail Parkway congestion on approach to US 67 interchange (NTTA)

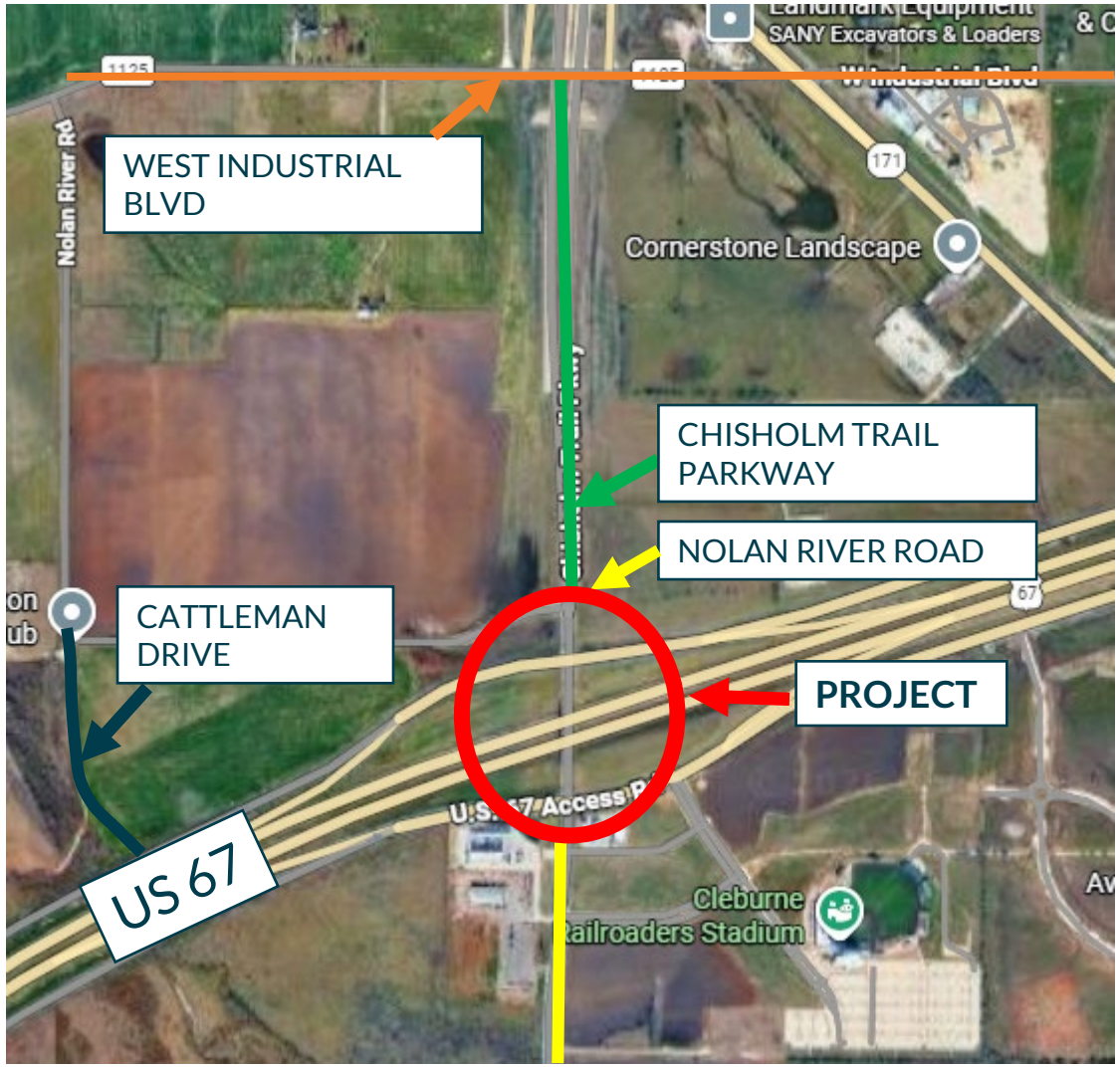
PREVIOUS INVESTMENTS IN THE AREA

- In September 2025, the Regional Transportation Council (RTC) provided funding assistance to the City of Cleburne to expedite the construction of a feeder road (Cattleman Drive) at the newly constructed Amazon facility near CTP and US 67
- The road provides truck traffic with direct access to the US 67 frontage road instead of using County Road 1216, which feeds directly into the CTP/Nolan River Road intersection
- Construction of Cattleman Drive was completed this summer



PROPOSED FUNDING PARTNERSHIP

- Proposed improvements include full reconstruction and widening of Nolan River Road from two to four lanes, which will address congestion, accessibility, and safety
- TxDOT-Fort Worth has funded both engineering and utility relocations ($1.2 million), and is working to finalize the latter activities so that the project can go to construction in June 2027
- The current construction cost estimate is $15 million
- Metropolitan Planning Organization (MPO) staff recommend that construction be funded with $12 million of Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant (STBG) funds (TxDOT would cover the match of $3 million)



TIMELINE

Meeting/Task	Date
Surface Transportation Technical Committee (STTC) Action	July 24, 2026
Public Involvement	August 2026
RTC Action	**August 13, 2026**
Add to Transportation Improvement Program (TIP)/Statewide TIP (STIP)	September 2026

REQUESTED ACTION – US 67 AT CHISHOLM TRAIL PARKWAY/NOLAN RIVER ROAD FUNDING PARTNERSHIP

- RTC approval of:
  - US 67 at Chisholm Trail Parkway/Nolan River Road funding:
    - $12 million federal (CMAQ/STBG)
    - $3 million State match
  - Administratively amending the TIP/STIP and updating any administrative and/or planning documents as needed to incorporate these changes

RTC Action Item – August 13, 2026

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Transportation Planner I

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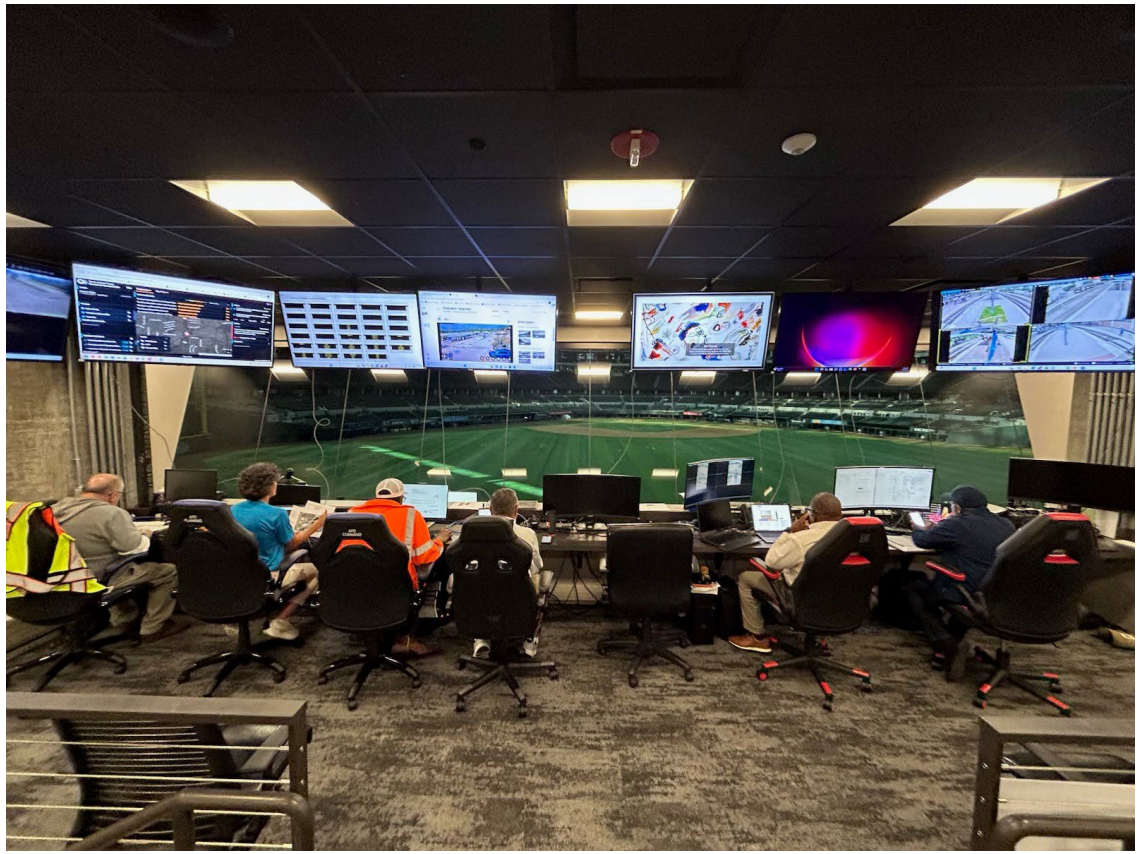
DALLAS 2026
Transportation

Fédération Internationale de Football Association Funding Support

Michael Morris, P.E. – Director of Transportation

ELECTRONIC ITEM 3.5

Transportation Management Center at Globe Life Field

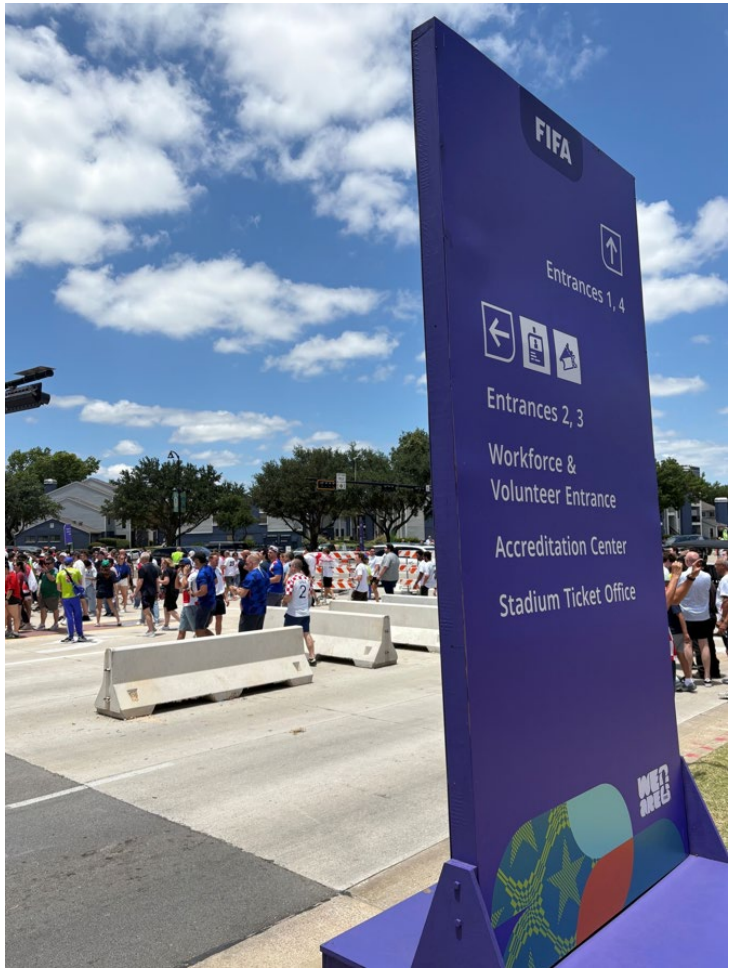




Dallas Stadium - First/Last Mile







Rideshare Lot at Medal of Honor Museum







Bus Hub at Rangers Lot H







TRE CentrePort Station



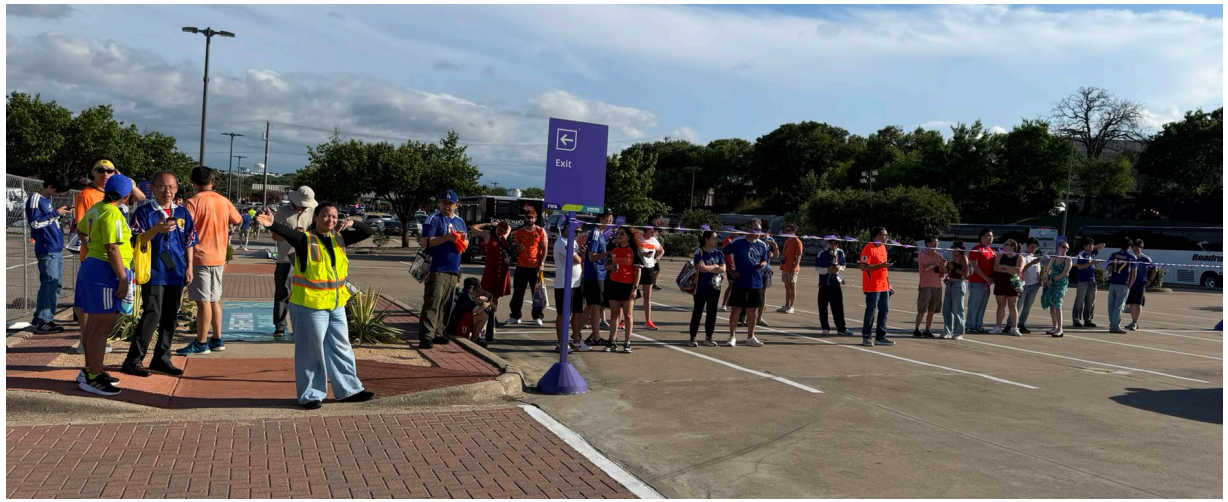




TRE CentrePort Station







THANK YOU!



WE ARE



FIFA™

DALLAS

RESOLUTION ESTABLISHING MANAGEMENT OF SUSTAINABLE DEVELOPMENT PROJECTS
R06-05

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

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

WHEREAS, the Dallas-Fort Worth area is a federally designated nonattainment area for the pollutant ozone, and air quality impacts the public and economic health of the entire region; and,

WHEREAS, the Regional Transportation Council is responsible for air quality conformity; and the Clean Air Act Amendments of 1990 require that in air quality nonattainment areas, transportation plans and improvement programs conform to the applicable air quality implementation plan; and,

WHEREAS, the Regional Transportation Council's first Sustainable Development Call for Projects successfully implemented a wide variety of projects and was awarded the inaugural Smart Moves: Transportation Strategies for Smart Growth Award sponsored by the Environmental Protection Agency, the American Association of State Highway and Transportation Officials, and the Federal Highway Administration; and,

WHEREAS, the Regional Transportation Council approved $40.61 million for the current Sustainable Development Call for Projects on April 14, 2005; and,

WHEREAS, on April 13, 2006, the Regional Transportation Council approved the projects under the Sustainable Development Call for Projects, the use of Regional Transportation Council Local Funds pending the receipt of local funding agreement(s), and the requirement that a resolution of the lead public sponsor's governing body for each project be submitted to NCTCOG offices by 5 p.m., July 14, 2006.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

Section 1. The Regional Transportation Council approves the project scope and timing for inclusion in the Transportation Improvement Program after receiving Governing Body Resolutions for individual projects.

Section 2. Standard practice is to issue a notice to proceed in the year that funds are available. In order to expedite benefits of the program, staff is authorized to develop agreements that allow immediate construction with reimbursement pending receipt of Regional Transportation Council Local Funds. The lead Public Sponsor will sign an agreement that states they understand the risk of such construction.

Section 3. Funds returned from infrastructure investments and planning projects unable to move forward will be reallocated to the next Sustainable Development Call for Projects.

Section 4. Selected land banking projects will be required to return to the North Central Texas Council of Governments, at a minimum, the Regional Transportation Council Local Funds upon resale or lease of land acquired under the program. Reasonable costs will be considered. A Land Banking Program will be established for future projects.

Section 5. The Land Banking Program is to be administered as land acquisition for economic development purposes.

Section 6. Regional Transportation Council action is required to reprogram funds from any Sustainable Development Program or Projects.

Section 7. This resolution will be transmitted to all local governments with Regional Transportation Council selected projects under the Sustainable Development Call for Projects.

Section 8. This resolution shall be in effect immediately upon its adoption.

Wendy Davis, Chair
Regional Transportation Council
Councilmember, City of Fort Worth

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on May 11, 2006.

T. Oscar Trevino, P.E., Secretary
Regional Transportation Council
Mayor, City of North Richland Hills





RTC Landbanking Program

Regional Transportation Council | August 13, 2026

Karla Windsor, Land Use and Mobility Options Team

ELECTRONIC ITEM 3.6.2

Program Overview

Purpose

- Funding assistance with land acquisition for economic development purposes

Goals

- Provide cities with a financially strategic incentive to activate underused parcels to encourage revitalization and infill development
- Purchase and assemble land at lower prices for future development opportunities
- Create a revolver of funds and growth mechanism to assist with Mobility Plan - Sustainable Development Goals

Program Overview

History

- Program established as a part of the 2005-2006 Sustainable Development Call for Projects (SDCFP)
- NCTCOG staff developed a process for the purchase and future unbanking of properties
- RTC passed a resolution May 2006 about the management of landbanking projects
- RTC has approved funding for four landbanking projects since program inception using Regional Toll Revenue (RTR) and RTC Local funds

Resolution Elements

- Required that landbanking projects must, at a minimum, return RTC-approved funding upon resale, use, or lease of land acquired under the program
- RTC action is required to reprogram funds from any Sustainable Development program or projects
- Funds returned can be used for future Sustainable Development Call for Projects

Prior/Existing Project Funding

Project Name	Funding Source	Total RTC Award	Total Returned to Program	Pending "Unbanking" (Minimum)
Arlington Central Arlington	RTC Local	$1,000,000	$1,219,895	
Irving Heritage District	RTC Local	$1,000,000	$447,431.30	$688,000
North Richland Hills Smithfield Station	RTR	$2,000,000	Pending	$2,000,000
White Settlement NAS JRB Fort Worth	RTC Local	$2,700,000	N/A due to nature of the project	
Addison Circle	RTC Local	$750,000	$750,000 (canceled)	
Lewisville Old Town	RTC Local	$750,000	$750,000 (canceled)	
TOTAL		**$8,200,000**	**$3,167,326**	**$2,688,000**

Upcoming Landbanking Project for Consideration

Everman Landbanking Project

- Follow up from Forest Hill Drive Study
- Project considering the purchase of 800 E. Enon Ave property by the City (see map)
- 100 N. Forest Hill Dr. property is needed to support widening of Forest Hill Drive and there could be a potential “swap” of uses



Upcoming Landbanking Project for Consideration

Next Steps:

Appraisal will be conducted for the vacant parcel at 800 E. Enon Ave.

- Appraisal estimated cost = $2,000
- The cost of the appraisal will be repaid to the RTC Landbanking Program

Staff will come back to STTC and RTC for approvals to support the City's purchase of 800 E. Enon Ave.

REQUESTED ACTION – Appraisal Activities

- RTC approval of:
  - Appraisals to be an eligible activity in the Landbanking Program
  - Appraisal cost to be reimbursed by the overall Landbanking Program in the future
  - Administratively amending the Transportation Improvement Program/Statewide Transportation Improvement Program and updating any administrative and/or planning documents as needed to incorporate the change (initial inclusion of $2,000)

RTC Action Item – August 13, 2026

CONTACT US

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Senior Program Manager
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07/2026

North Texas Center for Mobility Technologies

Sponsored Research Project Funding Report

CMT-1-2025 Smart and Resilient Urban Mobility and Energy Integration Framework

Background

Project Overview

Cities across the nation are facing increasing pressure to modernize transportation infrastructure, accelerate electrification, and ensure grid resilience in response to rapid electric vehicle (EV) adoption, artificial intelligence (AI) usage, and continued urban expansion. This project proposes an integrated planning and decision-support framework that unifies urban mobility systems, fleet EV routing and scheduling, public and fleet EV charging infrastructure, and electrical grid resilience with EV-based grid-support services into a single adaptive digital ecosystem.

Building on research funded by North Central Texas Council of Governments through the Texas Research Alliance (TRA), the project introduces a multi-layer analytical platform that combines urban planning, mobility modeling, and energy systems optimization. The framework is intended to transform fragmented transportation and energy datasets into actionable information for planners, utilities, and developers to support data-driven, equitable, and cost-optimized infrastructure investments.

The framework will be deployed as an AI-driven online tool that ingests data from municipalities, utilities, transportation agencies, fleet operators, and mobility providers, including traffic flow, EV adoption trends, grid capacity, charging demand, and emergency routing. Using machine learning, optimization algorithms, and digital twin technology, the system will evaluate “what-if” scenarios related to EV charger siting and sizing, traffic-aware mobility coordination, grid resiliency, emergency response, and economic and sustainability outcomes.

The City of DeSoto, Texas, will serve as the pilot site for this initiative, providing a representative testbed near major transportation corridors including I-35E, I-20, and US-67. The resulting framework is designed to be replicable and modular, allowing adoption by other cities across the Dallas-Fort Worth region and beyond.

Technical Approach

Phase I – Data Collection, Modeling, and Digital Twin Development (Year 1)

Timeline	Tasks	Deliverables
3 months	Data Collection and Local Mobility Technology Evaluation	Integrated Traffic-Power-Mobility Dataset and Execution Report.
6 months	Traffic and Grid Modeling, and Big Data Analysis	Unified Traffic-Grid Dependency Model and Critical Bottleneck Analysis.
13 months	Digital Twin Development	Data-driven Virtual Environment and Scenario Testing Package based on DeSoto.

Phase II – AI Optimization and Resilience Validation (Year 2)

Timeline	Tasks	Deliverables
17 months	AI-Powered Traffic and Charging Optimization	AI-Based Mobility Resource Optimization Algorithms and Strategy Report.
22 months	Emergency Use Case and Resilience Validation	Emergency Response EV Strategy Validation and Deployment Plan.

Phase III – City Planning Support and Final Reporting (Project Completion)

Timeline	Tasks	Deliverables
24 months	City Planning Support and Reporting	Final Infrastructure and Mobility Recommendation Report.

Impacts of Research

The development of this framework has benefits for public agencies, academic researchers, industry partners, and communities across the North Texas region. The project will create a data-driven planning tool that integrates transportation demand, EV charging needs, and grid capacity considerations to support coordinated infrastructure investments.

The framework will help identify optimal EV charger locations, sizes, and technology mixes for both municipal fleet and public charging applications. It will support improved utilization of charging infrastructure, reduce the risk of overbuilding, and provide cities with a more complete understanding of how mobility patterns, charging demand, and grid constraints interact.

The project will also evaluate Vehicle-to-Grid (V2G) and Vehicle-to-Building (V2B) strategies to understand how EV resources can support load management, critical facility resilience, and emergency operations under selected DeSoto use cases. This analysis will help determine how emerging EV technologies may contribute to future grid-supportive and resilient mobility planning.

In addition to its technical impact, the project will serve as a workforce and innovation accelerator by providing graduate and undergraduate students with hands-on experience in AI analytics, mobility modeling, energy systems, and smart city planning. The resulting framework will be scalable for use by other jurisdictions and will support regional goals related to electrification, sustainability, resilience, and economic competitiveness.

By supporting this proposal, NCTCOG will help advance an integrated mobility-energy planning framework that positions North Texas as a leader in sustainable mobility innovation and resilient infrastructure planning.

Research sponsored by: Texas Research Alliance / North Texas Center for Mobility Technologies

University leads: University of North Texas (UNT)

Electrical Engineering Department	Dr. Ken, King Man Siu
Mechanical Engineering Department	Dr. Qandil Hassan

Industry partners: City of DeSoto; Energy Systems Group (ESG); The Mobility House (TMH); Bartlett & West; Holistic Utility Solutions (HUS); Generac Industrial Energy

Project Budget: $715,000

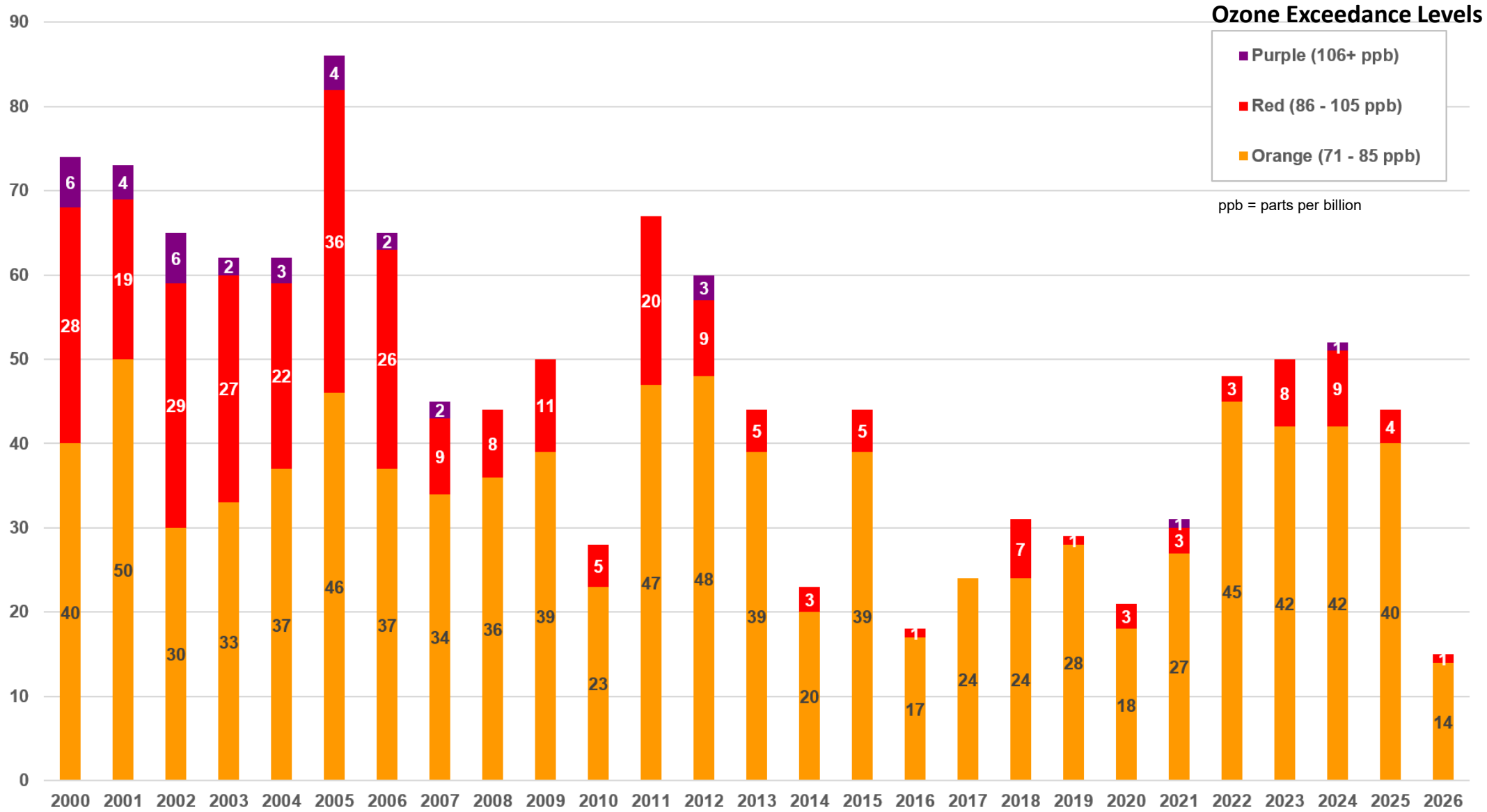
University Contribution: $178,750
NCTCOG Contribution: $178,750
Industry Contributions: $357,500 (ESG for 85k, TMH for 85k, Bartlett & west for 87.5k, Generac for 30k, Holistic for 70k)

Please feel free to contact Braulio Bessa if you have any questions.

Braulio Bessa | Transportation Planner III
Transportation Department | Technology and Innovation
Email: bbessa@nctcog.org
Phone: (817) 640-7806

8-hour Ozone NAAQS Historical Trends

Based on ≤ 70 ppb (2015 Standard) – as of August 3, 2026

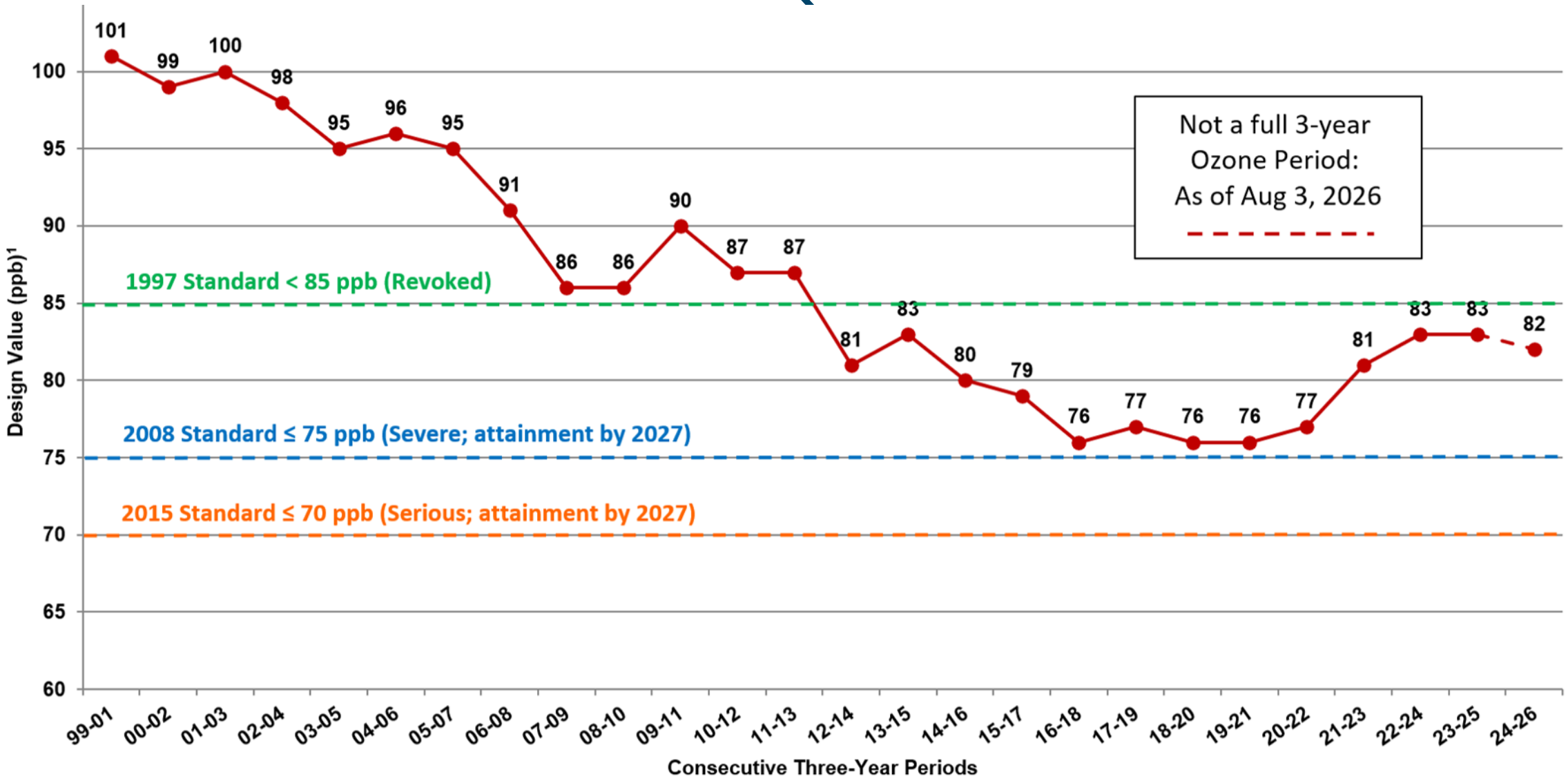


Exceedance Level indicates daily maximum eight-hour average ozone concentration.
Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the for the revised ozone standard of 70 ppb.

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

ELECTRONIC ITEM 4.2

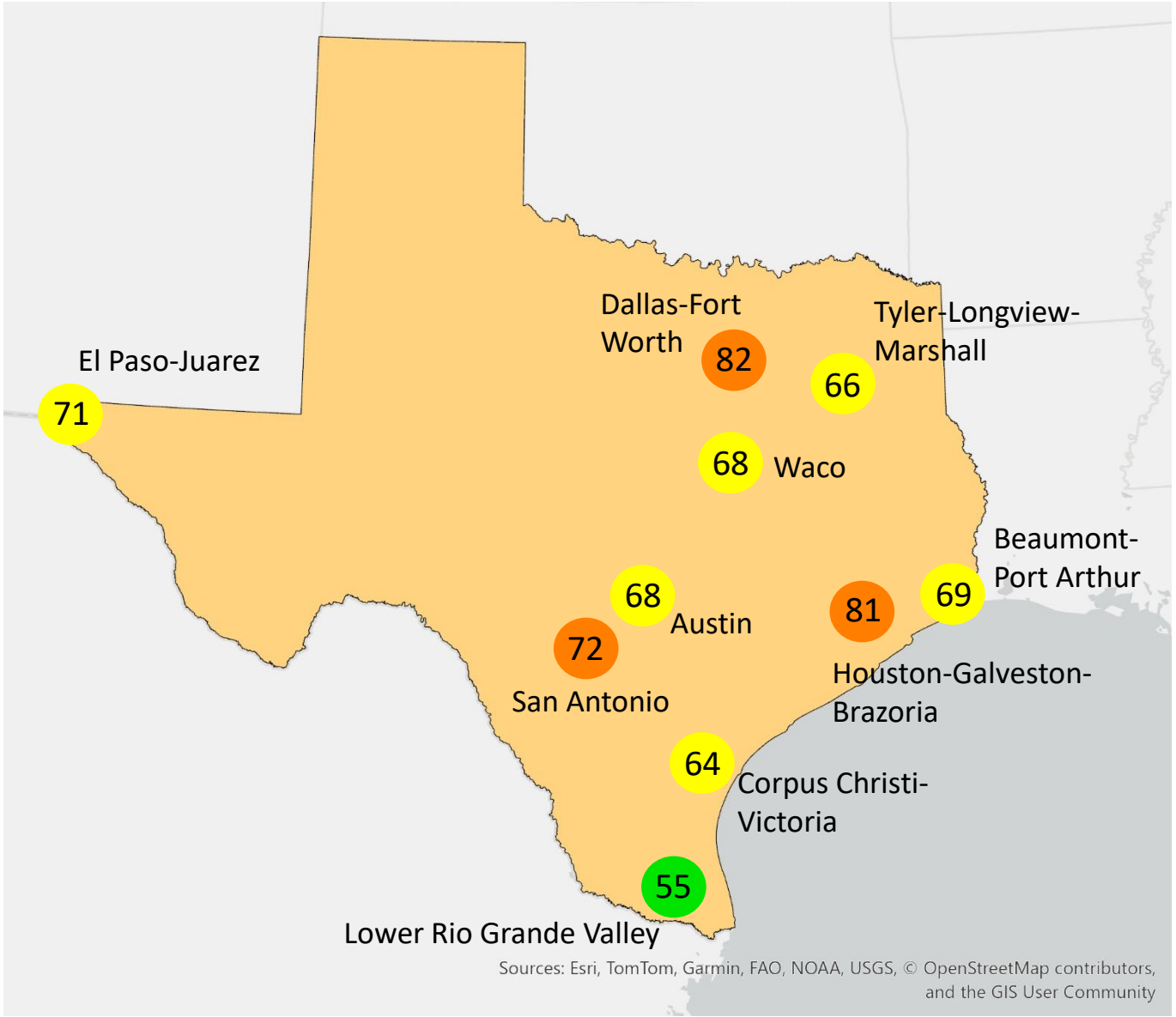
8-hour Ozone NAAQS Historical Trends



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

Source: TCEQ

Texas Ozone Design Values



Current regional design values, as of August 3, 2026.

Source: TCEQ

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

For more Information:

Daniela Tower

Air Quality Planner

dtower@nctcog.org | 817-704-5629

Jenny Narvaez

Program Manager

jnarvaez@nctcog.org | 817-608-2342

NCTCOG - Air Quality

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

Purpose

The public comments report is in accordance with the NCTCOG Transportation Department Public Participation Plan, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and updated on Oct. 9, 2025.

This document is a compilation of public comments related to various transportation and air quality initiatives that were submitted from Wednesday, May 20 through Friday, June 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 9 new comments related to bicycles, pedestrians, roadways 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

World Cup

Facebook –

1. The countdown is on! In less than two weeks, the FIFA World Cup arrives in North Texas, bringing the world's biggest sporting event right to our doorstep. With Arlington hosting a tournament-high nine matches beginning June 14 and culminating in a semifinal on July 14, fans from around the globe will be flocking to the region to experience the action both on and off the pitch. From restaurants and entertainment to special World Cup events, North Texas is preparing to welcome the world.
Our ongoing Topic of the Month series focuses on how transportation agencies, local governments and regional partners have joined together to prepare for an event unlike anything North Texas has ever hosted. Read more at the link in the comments below. #FIFAWorldCup #NorthTexas #ArlingtonTX #WorldCup2026 #Transportation #RegionalPlanning photo credit: City of Arlington, TX - City Hall - NCTCOG Transportation Department



$$$$$$$$$$$$ 🤣 🤣 - Ted Bennett

2. This morning, Trinity Metro joined regional leaders, transportation partners, tourism organizations, and elected officials at Fort Worth Central Station to celebrate our readiness to welcome visitors from around the globe for this summer's matches. The event highlighted the extensive planning, coordination, and collaboration taking place across North Texas to ensure fans can move throughout the region safely, efficiently, and confidently while experiencing everything our communities have to offer.
We were honored to hear from an outstanding lineup of speakers, including:
• Rich Andreski, President & CEO, Trinity Metro
• Anette Landeros, Chief Strategy Officer, Trinity Metro
• Fort Worth Mayor Pro Tem Carlos Flores
• Michael Morris, Director of Transportation, NCTCOG
• Monica Paul, North Texas FWC Organizing Committee
• Mitch Whitten, President & CEO, Visit Fort Worth
Thank you to all of our partners and the entire Trinity Metro team for the hard work and dedication that have gone into preparing for this global event. North Texas is ready. Fort Worth is ready. Trinity Metro is ready. Let's Ride! - Trinity Metro reposted by NCTCOG Transportation Department



Hosting the world in: Hospitality Town!#FWnow - Robert J. Mitchell

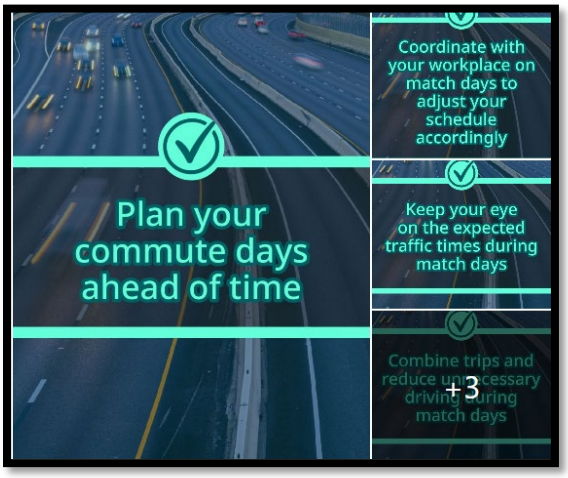
#Vision34Corridor... The future has been found in the past. - James Gyurkovic Jr

Please focus on safety and cleanliness during the event! 💚 - Mike Judd

To view more comments on this post, visit:
https://www.linkedin.com/feed/update/urn:li:activity:7469786409986572288

3. North Texas will host the first of nine World Cup matches on June 14. With increased travel expected on match days, now is a great time to start planning how you'll move around the region. Here's a checklist that can help you get ready:
- Plan your commute days ahead of time
- Coordinate with your workplace on match days to adjust your schedule accordingly
- Keep your eye on the expected traffic times during match days
- Combine trips and reduce unnecessary driving during match days
- Drive friendly, many roads users might be from outside our region and unfamiliar with our roadways
- Remember: if you're a regular TRE rider, you may see fuller trains and longer wait times

See the link in the comments below for information and tips to help keep North Texas moving this summer. Trinity Metro DART (Dallas Area Rapid Transit) City of Arlington FIFA World Cup 26™ Dallas - NCTCOG Transportation Department



> Uncrewed Aerospace is honored to be supporting FIFA World Cup 2026 with aerial drone overwatch operations in Dallas and Houston as part of a larger security and event-support ecosystem. Keeping fans and teams alike safe. - Michael Hill

High-Speed Rail

Email –

Paul Bennett, Resident

Hello, I would like to submit a public written comment for this month's RTC meeting. I have attached the Word document, and I will also copy the text below.

Thank you

Please see attachment 1 for word document.

Letter –

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

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

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

Transit

Email –

Jack Anderson, Resident

To Whom It May Concern,

I am a resident of the Azle area and commute regularly to the Alliance corridor. Like many residents in northwest Tarrant County, I am increasingly concerned about the transportation limitations created by the lack of a direct crossing over Eagle Mountain Lake.

Over the past several decades, both the Azle area and the Alliance corridor have experienced significant growth. Thousands of residents now travel between these areas for work, school, healthcare, and commerce. Yet motorists are still required to travel around the lake, adding substantial time, fuel costs, and congestion to daily commutes.

I would like to know whether a bridge or transportation crossing connecting the west side of Eagle Mountain Lake to the east side has ever been formally studied. If no study has been conducted, I would like to request consideration of a feasibility study to evaluate potential routes, projected traffic demand, environmental impacts, and long-term economic benefits.

Specifically, I am interested in understanding:

- Whether previous bridge concepts have been evaluated.
- Current traffic projections between the Azle and Alliance areas.
- The process for initiating a transportation feasibility study.
- Which agencies would be responsible for evaluating and funding such a project.

Northwest Tarrant County continues to grow rapidly, and I believe it is appropriate to begin evaluating long-term transportation solutions that could improve mobility, reduce congestion, and support future development.

Thank you for your time and consideration. I look forward to your response.

Response by NCTCOG Transportation Staff

Mr. Anderson,

Bridge crossings over Eagle Mountain Lake have been evaluated in the past, most recently by the City of Fort Worth for their Master Transportation Plan. The City's MTP, adopted in June 2026, can be seen here, complete with a bridge over the lake:

Master Roadway Network Viewer

A feasibility study for a crossing would need to be initiated by or directly coordinated with the City or Tarrant County, so a good contact to start with would be Kelly Porter, Assistant Director of Regional Transportation & Innovation at the City of Fort Worth. Kelly can be reached at Kelly.Porter@fortworthtexas.gov.

Attached you will find current and future traffic projections for the Azle/Alliance area, as requested.

Please see attachment 5 for future traffic projection maps.

To the Regional Transportation Council,

I write to you as an Arlington resident who supports the DFW High-Speed Rail project, and was too young to vote in our last transit election back in 2002. The idea of a new rapid transit system restoring passenger rail service through Arlington after a nearly 60-year absence is very exciting.

I truly hope the conversations between Fort Worth, Arlington and Dallas are productive. However, if we are truly at an impasse over the current route of the DFW High-Speed Rail line, then I implore you to consider a different "plan B" than the one that has been floated.

Please reconsider how we can possibly utilize the SH 180/UP route that was studied in the alternative alignment study. I understand this route was previously deemed inappropriate for both at-grade rail and high-speed rail, but if this alignment could possibly support some kind of elevated light metro line with a high-frequency service, it could undoubtedly provide a seamless cross-platform connection to future high-speed rail stations in Dallas and Fort Worth.

Modern regional metros like the Grand Paris Express or Montreal's REM use many of the same principles as the DFW HSR proposal: automation, grade separation, public/private partnerships, and transit-oriented development. They often act as a separate layer of transit, connecting different systems without interference to existing transit agencies.

A cross-platform approach with a light metro could also give us the flexibility to add more stations between Dallas and Fort Worth – serving larger populations and creating a more equitable route. It could give us a future platform to scale up with additional regional lines and connections, such as the D2 subway plan.

Personally, I don't see this as an either-or situation – we need both: a high-speed intercity train, as well as a regional train to act as a "frontage road" to expand its reach. This was true 100 years ago with the T&P and the Interurban lines between Dallas and Fort Worth, and it's still true today. If we're unable to start working on the one-seat, high-speed connection today – let's work on a new regional high-frequency line in the meantime.

Thank you,

Paul Bennett

Arlington resident

LGA2DFW@gmail.com



The Réseau express métropolitain (REM) is a new 67-km, 26-station integrated mass public transit network designed to link downtown Montreal, the South Shore, the West Island, the North Shore and Montreal-Trudeau airport by means of a fully automated, electric light metro system. Offering high-frequency service, the REM will operate 7 days a week, 20 hours a day, and will be connected to the existing Montreal's three metro lines.

Featured image: (REM)

Source: https://www.renewcanada.net/rem-to-begin-dry-run-of-south-shore-branch-between-gare-centrale-and-brossard-stations/

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May 26, 2026

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

Re: Michael Morris and the RTC acknowledge removal from consideration and abandonment of the legally barred and impossible alignment "2(b)" (the "eastern alignment")

Dear Mr. Kirkpatrick:

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

The purpose of this letter is to memorialize for you, as counsel for the North Central Texas Council of Governments (the "NCTCOG"), the concessions and acknowledgements of the Regional Transportation Council (the "RTC") and Michael Morris, in his capacity as the Transportation Director of the NCTCOG, regarding the removal from consideration of the legally barred and impossible alignment "2(b)" regarding possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail.

At the November 13, 2025 meeting of the RTC, Michael Morris publicly stated that "[w]e have *not* been working on the eastern alignment [*a/k/a* alignment "2(b)"] in a year because of the position the city [of Dallas] has taken" against that legally precluded route. The RTC Chair specifically noted RTC Member (and Arlington Mayor) Jim Ross's amended "motion to take out the east side [alignment '2(b)']" from further consideration in the long-stalled and procedurally infirm so-called "environmental assessment."

City of Arlington Mayor Ross emphasized that "I have no problem with making that amendment [to remove alignment '2(b)' from further consideration] since Dallas has already done that resolution and made [its position] known." Michael Morris himself characterized Mr. Ross's amended motion as "directing staff to remove [] alignment ["2(b)"] from consideration."

As part of this discussion, the RTC voted to "[r]equest[1] the North Central Texas Council of Governments (NCTCOG) Executive Board[,] and direct the Project Team[,] to proceed with the Federal Railroad Administration-led Corridor Identification and Development Program for Step

[1] A "request" is asking for something, which is distinct from a directive or command. This distinction was conceded during the above-cited November 13, 2025 RTC Meeting.

I: Scope of Work development for the Fort Worth to Houston High Speed Rail Corridor" ("the Corridor ID Program").

On January 22, 2026, the NCTCOG Executive Board approved the RTC's "request," subject to the City of Dallas' Resolutions against "aboveground rail lines through the Downtown . . . areas of Dallas," such as alignment "2(b)." Michael Morris, again in his capacity as Transportation Director, expressly stated that he was "more than happy to accept" this amendment to the RTC "request" relating to the Corridor ID Program. Morris, for good measure, is quoted as stating that he was "willing to accept everything the City of Dallas has said" regarding its Resolutions against alignment "2(b)" (the "eastern alignment"), even adding that the NCTCOG Executive Board amendment to the RTC's "request" was "fine."

The RTC – with the express endorsement of Michael Morris – has removed alignment "2(b)" from consideration in the long-stalled and otherwise legally precluded "environmental assessment." Michael Morris specifically admitted that any work on the legally barred alignment "2(b)" has been "abandoned" ("we've abandoned the eastern alignment") and that it was completely appropriate and "fine" for the NCTCOG Executive Board to amend the RTC "request" relating to the Corridor ID Program to exclude alignments contrary to the City of Dallas Resolutions, which specifically includes alignment "2(b)." The RTC's positions, including as memorialized herein, endorsed and supported the NCTCOG Executive Board's amendment removing alignment "2(b)" from the Corridor ID Program.

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

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

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

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

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

Thank you for your attention to these important matters.

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

Akin Gump Strauss Hauer & Feld LLP
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Dallas, TX 75201

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June 8, 2026

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

Re: *The United States Department of Transportation:* "The North Central Texas Council of Governments **(NCTCOG) is the MPO** of the Dallas-Fort Worth region" (not the RTC)

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 provided you multiple express admissions by Michael Morris that **the North Central Texas Council of Governments (the "NCTCOG") – and not the Regional Transportation Council (the "RTC") – is and constitutes the Metropolitan Planning Organization (the "MPO")** for the 16-County North Texas region that comprises the NCTCOG.

This week, I make you aware that the United States Department of Transportation likewise affirms on official federal government documents that:

> "The North Central Texas Council of Governments **(NCTCOG) is the MPO** of the Dallas-Fort Worth region"

https://ops.fhwa.dot.gov/publications/fhwahop13050/s8.htm (emphasis added).

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

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

> **●undeniably threatened, irreparably harmed and severely damaged the Reunion development as well as the potential for new economic activity adjacent to Dallas' new $3 billion Kay Bailey Hutchison Convention Center;**
>
> **●contravened and interfered with the City's and Hunt's legal and lawful rights under their Reunion Master Agreement – in place since 1975, and**

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Sincerely,

/s/ Eric Gambrell

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June 1, 2026

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

*Re: Michael Morris' decades-long and consistent representations that the NCTCOG – **and <u>not</u> the RTC** – is the Metropolitan Planning Organization*

Dear Mr. Kirkpatrick:

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

The purpose of this letter is to memorialize certain of the express admissions by Michael Morris and certain others, spanning decades and continuing to this day, that **the North Central Texas Council of Governments (the "NCTCOG") – and <u>not</u> the Regional Transportation Council (the "RTC") – is and constitutes the Metropolitan Planning Organization (the "MPO")** for the 16-County North Texas region that comprises the NCTCOG.

As shown in the below screenshot from Michael Morris' own "Director's Corner," which <u>currently</u> appears and can be readily accessed on the Transportation Department's web page, Mr. Morris expressly represents that **the NCTCOG is the "Metropolitan Planning Organization for the Dallas-Fort Worth area**."



Director's Corner

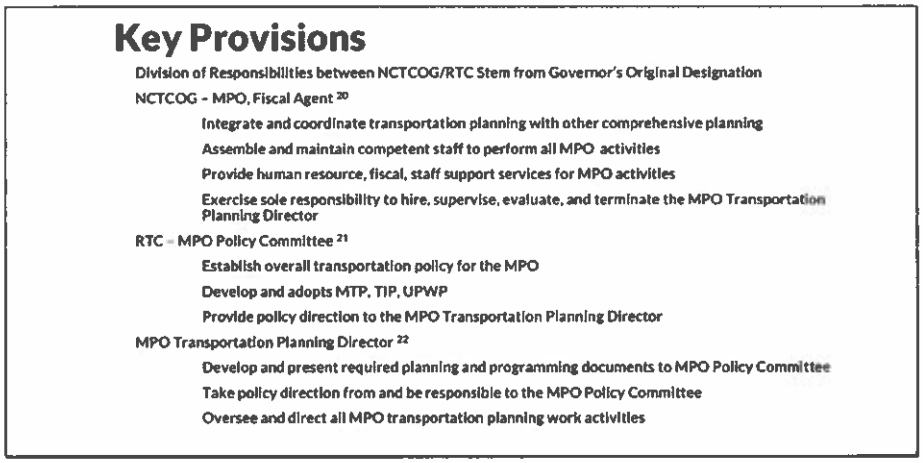
Michael Morris, P.E., Director of Transportation

Michael Morris has been on staff in the Transportation Department of the North Central Texas Council of Governments, the Metropolitan Planning Organization for the Dallas-Fort Worth area, since 1979.

The Metropolitan Planning Organization serves the region by developing transportation plans and programs that address the transportation needs of a rapidly growing metropolitan area. Mr. Morris became the director in 1990. As Director of Transportation, Michael is also responsible for coordinating plans, programs, and projects to improve mobility and reduce vehicle emissions.

Mr. Morris received his master's degree in civil engineering from State University of New York at Buffalo in 1979 and is a registered Professional Engineer in the state of Texas. He has been recognized by many groups during his tenure, including being the recipient of the Ron Kirby Award in 2021. He previously served as the chairman of the Transportation Research Board Executive Committee and a National Associate of the National Academies.

Beyond that, on March 12, 2026, the RTC was advised by its counsel, as part of an RTC workshop discussing the Metropolitan Planning Organization Roles and Responsibilities and Related Agreements, that **the "NCTCOG" is the "MPO,** [and] Fiscal Agent."



https://www.nctcog.org/getContentAsset/2a7ef77b-888f-4ee0-8dc0-b38317e63ea2/dfc3d011-8f63-43f6-9ed8-4b444333a1d0/workshoppacket03122026.pdf?language=en-US

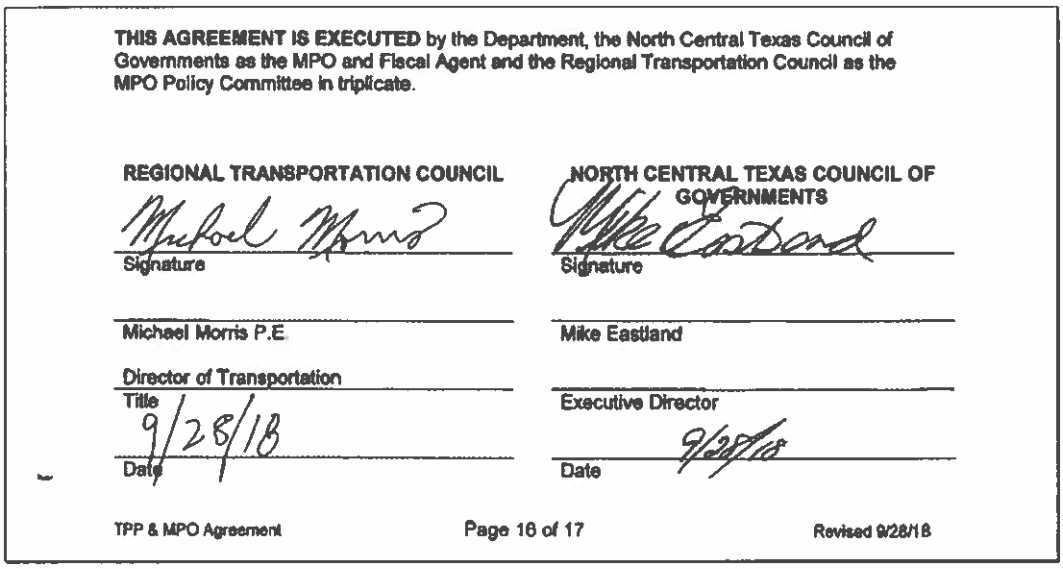
On September 5, 2022, in official written correspondence to the Texas Department of Transportation, a state agency, Michael Morris reportedly represented that: "**The NCTCOG Transportation Department serves as the Metropolitan Planning Organization (MPO) for the 12-county Dallas-Fort Worth metropolitan area . . . .**"

In the September 13, 2018 meeting of the RTC, the RTC was advised by its counsel regarding the MPO Planning Agreement, with the specific presentation discussing **the "Responsibilities of NCTCOG as the MPO."**



https://www.nctcog.org/getContentAsset/be14486a-80a0-4593-9c23-0bd0e12bf29f/dfc3d011-8f63-43f6-9ed8-4b444333a1d0/sep-presentations.pdf

On September 28, 2018, Michael Morris executed the current MPO Agreement as shown in the screenshot below. Above Michael Morris' signature is an express acknowledgement clearly indicating that that "THIS AGREEMENT IS EXECUTED by . . . **the North Central Texas Council of Governments as the MPO** . . . ."

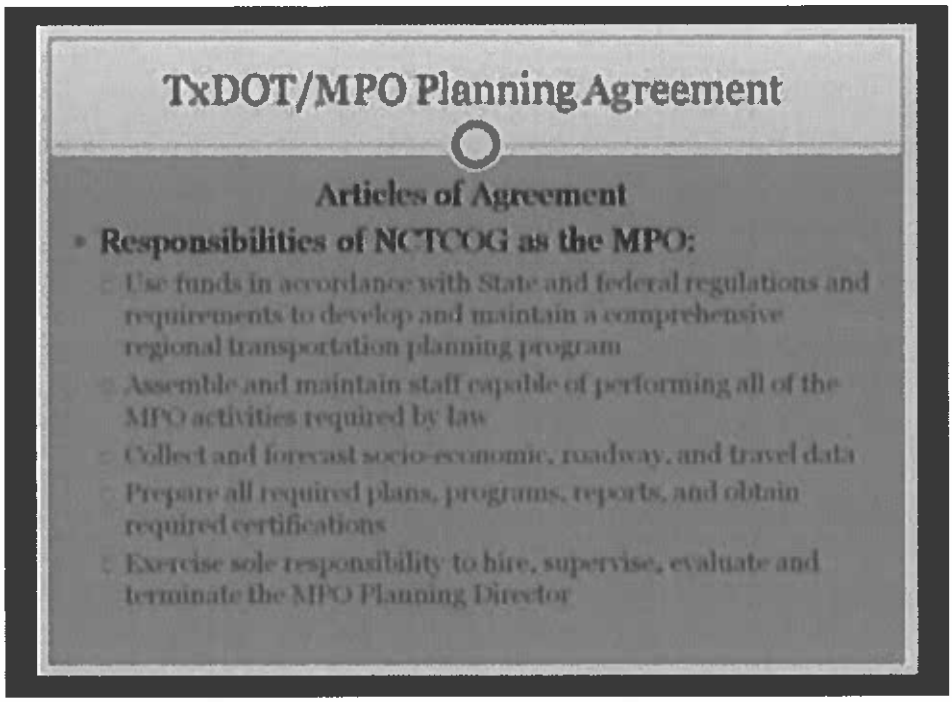


THIS AGREEMENT IS EXECUTED by the Department, the North Central Texas Council of Governments as the MPO and Fiscal Agent and the Regional Transportation Council as the MPO Policy Committee in triplicate.

REGIONAL TRANSPORTATION COUNCIL	NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS
Signature	Signature
Michael Morris P.E.	Mike Eastland
Director of Transportation	Executive Director
Title	
9/28/18	9/28/18
Date	Date

TPP & MPO Agreement Page 16 of 17 Revised 9/28/18

On August 9, 2012, as shown in the slide on the next page, Dan Kessler, under the supervision of Michael Morris, advised the RTC regarding a proposed amendment to the MPO Agreement, and reiterated that the NCTCOG – and not the RTC – is the MPO. Mr. Kessler went even further to confirm that **NCTCOG had the "[r]esponsibilit[y]" "as the MPO" to "[e]xercise sole responsibility to hire, supervise, evaluate and terminate the MPO Planning Director**."



https://nctcog.new.swagit.com/videos/259389#6

In the face of these repeated and unequivocal admissions spanning well over a decade, at the May 14, 2026 RTC meeting, Mr. Morris completely reversed to allege: "I think in 2014 it was pretty clear" that the term in the MPO Agreement agreeing that the NCTCOG (and not the RTC) is the MPO, was supposedly "out of compliance" with federal law.

Of course, Mr. Morris did not explain why, if he actually thought for at least the last decade that the MPO Agreement was contrary to allegedly binding federal law, he continued to himself (1) sign multiple amendments to the MPO Agreement and (2) repeatedly represent to the RTC and the public (continuing today on his own "Director's Corner" web page) that ***the NCTCOG is the MPO.***

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

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

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

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Sincerely,

/s/ Eric Gambrell

Eric Gambrell

TRAFFIC VOLUMES (2050)

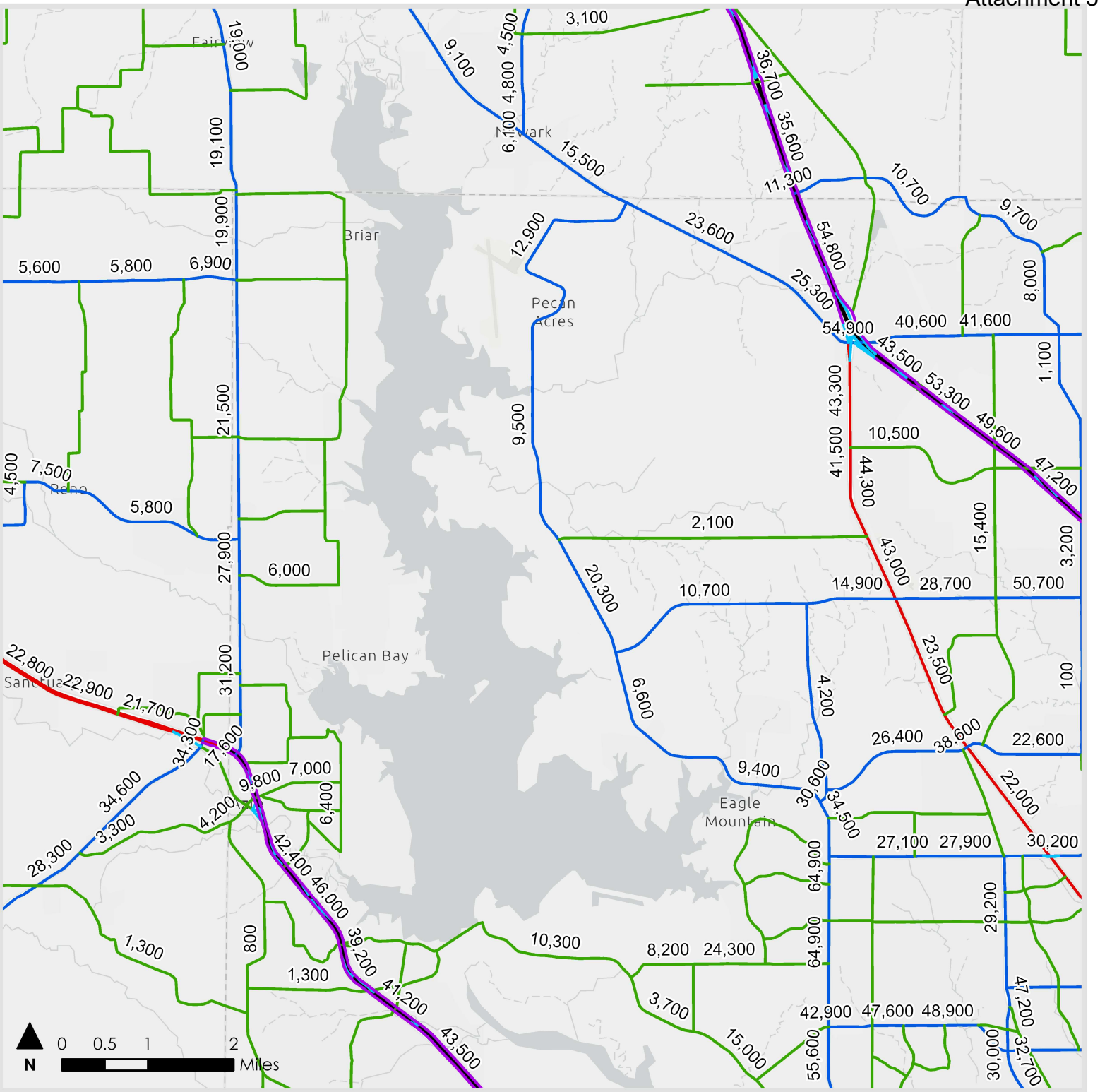
Eagle Mountain Lake Area

Roadways in the Eagle Mountain Lake area with 2050 forecasted traffic volumes.

Legend

Functional Classification

- Freeway
- Principal Arterial
- Minor Arterial
- Collector
- Ramp
- Frontage Road
- Managed Lane



North Central Texas Council of Governments

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

TRAFFIC VOLUMES (2026)

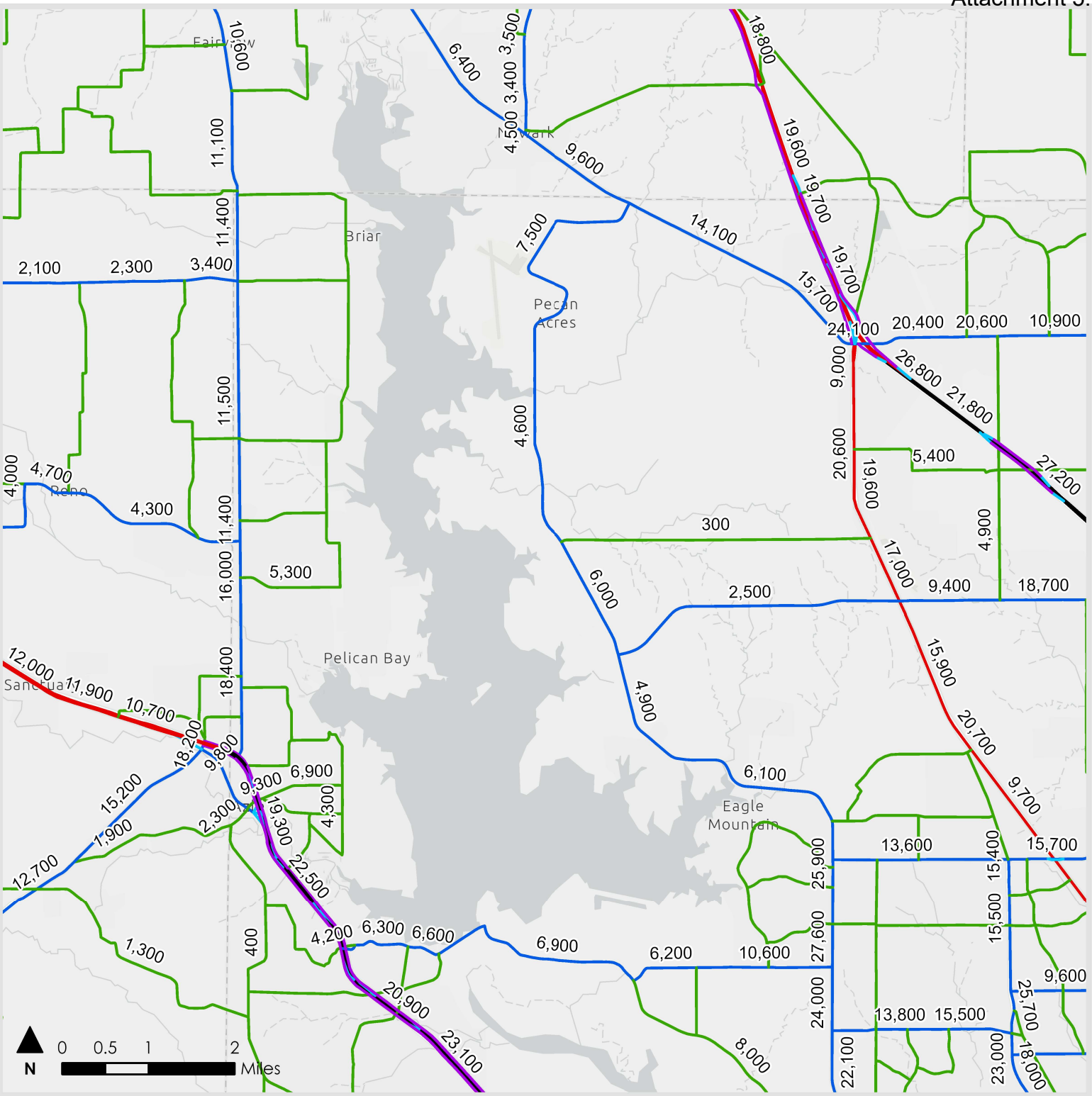
Eagle Mountain Lake Area

Roadways in the Eagle Mountain Lake area with 2026 traffic volumes.

Legend

Functional Classification

- Freeway
- Principal Arterial
- Minor Arterial
- Collector
- Ramp
- Frontage Road
- Managed Lane



North Central Texas Council of Governments

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

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 Friday, June 20 through Sunday, July 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 9 new comments related to bicycling, pedestrians, roadways and transit conditions. You can view these new comments as well as past comments by visiting: https://www.arcgis.com/apps/dashboards/4b62c8101dd7476389f3e934455b78dc#.

World Cup

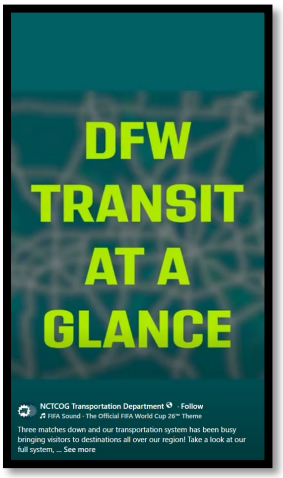
Facebook –

1. Our Topic of the Month series dedicated to the FIFA World Cup 2026 continues! This week, we're sharing tips and strategies to help keep North Texas moving during the tournament. Transit options like DART and Trinity Metro are playing a major role in connecting visitors to matches and events while helping reduce roadway congestion. Residents and employers can help, too. Simple adjustments such as carpooling, working remotely, shifting commute times or combining errands can make a meaningful difference on match days. For more tips, see the link below! - **NCTCOG Transportation Department**



It is a team effort and it's working ! - **Phil Waigand**

2. Three matches down and our transportation system has been busy bringing visitors to destinations all over our region! Take a look at our full system, plus a peek at a train ride from Dallas and Fort Worth. - **NCTCOG Transportation Department**



Each system has on demand services as well. Went from Fort Worth to Frisco to fair park to downtown Dallas and back to Fort Worth yesterday. (TexRail, DART Silver, orange, green, & TRE). – **Tina Christina**

3. Now that the FIFA World Cup is in full swing, we are seeing exactly what strong regional partnerships can accomplish. The massive teamwork and transit investments keeping fans moving today will leave a legacy that lasts long after the final whistle blows, resulting in safer, better-coordinated infrastructure and expanded mobility across our region for generations to come. To read about North Central Texas Council of Governments' role in planning for the World Cup – and beyond – read our Topic of the Month article at the link in our comments below! - **NCTCOG Transportation Department**



Great Job, NCTCOG Transportation Department! - **Barbara Maggi**

Opening a new great chapter of " Communities Coming Together" in DFW ! – **Phil Waigand**

Thanks to Michael Morris! - **Elaine Petrus**

<u>Instagram –</u>

1. Now that the FIFA World Cup is in full swing, we are seeing exactly what strong regional partnerships can accomplish. The massive teamwork and transit investments keeping fans moving today will leave a legacy that lasts long after the final whistle blows, resulting in safer, better-coordinated infrastructure and expanded mobility across our region for generations to come. To read about North Central Texas Council of Governments' role in planning for the World Cup – and beyond – read our Topic of the Month article at the link in our comments below! - **NCTCOG Transportation Department**



#Vision34Corridor - **James Gyurkovic Jr**

LinkedIn –

1. As the 2026 FIFA World Cup™ comes to a close in North Texas, we're taking a moment to recognize the incredible work of NCTCOG Transportation and our many regional partners. Long before the first fans arrived, this team was coordinating with transit agencies, airports, local governments, public safety partners, and the North Texas FWC Organizing Committee to develop a regional transportation plan capable of supporting one of the world's largest sporting events. Their thoughtful planning, innovation, and collaboration helped keep residents and visitors moving throughout the tournament while showcasing what regional cooperation can accomplish. We're proud of the Transportation Department for leading this historic effort and grateful to every partner who helped make it a success. Together, we demonstrated that North Texas is ready to deliver on the global stage! #WorldCup #Transportation #RegionalCollaboration #NorthTexas #PublicService FIFA World Cup 26™ Dallas - **NCTCOG Transportation Department**



North Texas is fortunate to have such an effective and involved Council of Governments. Kudos!! - **Leigh Johnson, CGCIO**

High-Speed Rail

Letter –

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

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

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

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

Public Involvement

Facebook –

1. Join us online, in person, or via phone for a public meeting on July 13 at 12 pm. See the topics for comment and learn more at the link below. - **NCTCOG Transportation Department**



NO MORE HIGHWAY LANES! MORE TRAINS!!! - **Texas Rail Advocates**

Air Quality

Instagram –

1. July can be a busy month, but it offers opportunities to make choices that benefit both the community and the environment. Planning trips efficiently, monitoring air quality alerts, maintaining vehicles, reporting smoking vehicles, and staying focused behind the wheel all support cleaner air in North Texas. Read more in our latest post on Clean Air Corner (link in bio) #AirQuality #AirNorthTexas #CleanAirCorner - **NCTCOG Transportation Department**



👐🚲 – **bikerichardson**

LinkedIn –

1. Ozone season has once again reared its head in North Texas, bringing hazy skies and a reminder that summer doesn't just bring triple-digit temperatures. It also brings some of our year's worst air quality. Our ongoing Topic of the Month series is devoted to air quality this month and the many ways NCTCOG and its partners are working to create a cleaner, healthier future for North Texas. From expanding air quality monitoring to supporting alternative fuels and innovative transportation technologies, these efforts are helping improve the air we all breathe while preparing the region for continued growth. Read more at the link in our comments below. - **NCTCOG Transportation Department**



Smartcitymobilitytx.com - **James Gyurkovic Jr**

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



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

NCTCOG Recognition

Facebook –

1. One employee's service led to a special honor for our entire organization.
Lt. Chris Nelson plans safer roads for North Texas communities as a Senior Planner in the NCTCOG Transportation Department– while also serving in the U.S. Coast Guard Reserve, where he recently returned to active duty. Still, he took the time to nominate NCTCOG and his supervisors for national recognition through the Employer Support of the Guard and Reserve (ESGR) — a U.S. Department of Defense program. This week, that nomination resulted in three special honors: ⭐ NCTCOG received the Above and Beyond Award ⭐ Kevin Kokes and Carmen Morones received the Patriot Award for their outstanding support of employees serving in the military.
We also proudly signed ESGR's Statement of Support, reaffirming our commitment to the employees who serve both our communities and our country. We couldn't be more proud — of Lt. Nelson, of Kevin and Carmen, and of the kind of workplace we're building together. Thank you to all NCTCOG employees — past and present — who have served in the U.S. Army, Marine Corps, Navy, Air Force, Space Force, and Coast Guard, including their National Guard and Reserve components. 🎖️ #MilitarySupport #America250 #SupportOurTroops #ESGR #PublicService #NCTCOG - **NCTCOG Transportation Department**



Thank you and all our wonderful military members and their families for their service to this great nation! – **Christy Martinez**

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June 22, 2026

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

Re: Chapter 4: The NCTCOG and not the RTC is the MPO – The Lawsuit Findings

Dear Mr. Kirkpatrick:

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

The Regional Transportation Council (the "RTC"), purporting to have legal existence as a legal entity separate from the North Central Texas Council of Governments (the "NCTCOG"), intervened in the action styled *County of Denton, Texas v. North Central Texas Council of Governments, et al.*, Cause No. 141-377160-26, in the District Court of Tarrant County, Texas (the "Lawsuit").

On May 5, 2026, the Court in the Lawsuit entered its Order Granting Plaintiff's and Intervenor's Applications for Temporary Injunction (the "Injunction").

The Injunction found, *inter alia*, that the NCTCOG was in violation of various federal statutes requiring certain composition and membership by and of a metropolitan planning organization (an "MPO"). *See, e.g.* Injunction at §§1-3.

Of course, the NCTCOG could not be in violation of any of these statutes unless it was, in fact and law, the MPO.

As a logically and legally necessary result, the law of the case in the Lawsuit, which persists until trial unless modified by a court with jurisdiction, is that the NCTCOG is the MPO.

It is not clear whether the RTC was advised, before or after the decision to intervene in the Lawsuit or the issuance of the Injunction, of the existing and persisting legal consequences of their participation in the Lawsuit in supposedly "obtaining" injunctive "relief."

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

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

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

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

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

Thank you for your attention to these important matters.

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

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June 29, 2026

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

Re: Chapter 5: Denton County states that the NCTCOG is the MPO

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").

This letter represents the fifth installment assembling statements, positions and/or admissions that the North Central Texas Council of Governments (the "NCTCOG") – as opposed to the Regional Transportation Council (the "RTC") – is and constitutes the Metropolitan Planning Organization (the "MPO") for the 16-County North Texas region that comprises the NCTCOG.

Four weeks ago, I provided you multiple express admissions by Michael Morris that the NCTCOG, and not the RTC, is and constitutes the MPO for the 16-County North Texas region that comprises the NCTCOG.

Three weeks ago, I made you aware that the United States Department of Transportation likewise affirms on official federal government documents that "[t]he North Central Texas Council of Governments (NCTCOG) is the MPO of the Dallas-Fort Worth region."

Two weeks ago, I informed you that the State of Texas agrees, including on official public websites, stating that the NCTCOG is the MPO.

Last week, I pointed out that the language in the injunction in the action styled *County of Denton, Texas v. North Central Texas Council of Governments, et al.*, Cause No. 141-377160-26, in the District Court of Tarrant County, Texas (the "Lawsuit"), stating that the NCTCOG had allegedly failed to fullfill certain of its requirements *as an MPO*, which of course could not be violated (much less apply) unless it was an MPO.

This week, I reference the fact that the County of Denton (in that same Lawsuit), states in its pleadings that *"[t]he NCTCOG serves as the MPO . . ."* *See* County of Denton, Texas Amended Petition at ¶ 5.

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

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

- **undeniably threatened, irreparably harmed and severely damaged the Reunion development as well as the potential for new economic activity adjacent to Dallas' new $3 billion Kay Bailey Hutchison Convention Center;**
- **contravened and interfered with the City's and Hunt's legal and lawful rights under their Reunion Master Agreement – in place since 1975, and**
- **been in defiance and disregard of the Resolutions passed unanimously by the City Council of the City of Dallas on, respectively, June 12, 2024 and January 21, 2026.**

Thank you for your attention to these important matters.

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

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July 6, 2026

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

Re: The RTC "vote" on February 12, 2026 to recommend paying $65 million to the Denton County Transit Authority for the expansion of rail could not be held to comply with the Texas Open Meetings Act and is void and unenforceable

Dear Mr. Kirkpatrick:

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

On February 12, 2026, the Regional Transportation Council (the "RTC") considered a posted agenda item regarding a potential motion to recommend funding for Dallas Area Rapid Transit ("DART"). *See* https://www.nctcog.org/getContentAsset/0e52c556-41ef-4968-95a7-b2e2546b4416/dfc3d011-8f63-43f6-9ed8-4b444333a1d0/agendartc02-12-2026.pdf?language=en-US.

During the presentation of that agenda item solely relating to potential *DART* funding, a motion was made to amend the original motion to, *inter alia*, pay sixty-five million dollars ($65,000,000.00) to a completely different, distinct, and separate entity, the Denton County Transit Authority ("DCTA"). *See* https://www.nctcog.org/getContentAsset/0e52c556-41ef-4968-95a7-b2e2546b4416/dfc3d011-8f63-43f6-9ed8-4b444333a1d0/agendartc02-12-2026.pdf?language=en-US.

No notice of the potential for or possibility of consideration or action to make a $65 million payment (or any other amount) to the DCTA was posted. The DCTA was nowhere mentioned.

The actually-posted agenda would not "alert a reader to the fact that some action would be considered with respect to" a payment to the DCTA – much less a massive $65 million payout. *Cox Enter., Inc. v. Board of Trustees*, 706 S.W.2d 956, 958 (Tex. 1986). Stated another way, no person – whether a member of the RTC, the NCTCOG, or the public, would have any notice of any discussion, deliberation or action relating to DCTA rail expansion funding at the February 12, 2026 RTC meeting.

As a blunt consequence, and even temporarily setting aside all other actual and/or potential issues, the purported vote to recommend funding the DCTA with $65 million could not be held under any circumstance to comply with the Texas Open Meetings Act and would thus be legally void and unenforceable. TEX. GOV'T CODE § 551.101, *et seq.*; *Cox Enter., Inc. v*, 706 S.W.2d at 958.

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

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

- **undeniably threatened, irreparably harmed and severely damaged the Reunion development as well as the potential for new economic activity adjacent to Dallas' new $3 billion Kay Bailey Hutchison Convention Center;**
- **contravened and interfered with the City's and Hunt's legal and lawful rights under their Reunion Master Agreement – in place since 1975, and**
- **been in defiance and disregard of the Resolutions passed unanimously by the City Council of the City of Dallas on, respectively, June 12, 2024 and January 21, 2026.**

Thank you for your attention to these important matters.

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

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July 13, 2026

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

Re: OMB Fiscal Year 2027 Federal Budget Cancels Billions in Previously-Awarded California High-Speed Rail Funding

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 provide you an update regarding the federal government's full-scale pull-back of federal funding for high-speed rail. Most recently, the Office of Management and Budget released its proposed Budget of the United States Government, Fiscal Year 2027, which "cancel[s]" the "$4 billion in unspent funding for California's high-speed rail boondoggle." https://www.whitehouse.gov/wp-content/uploads/2026/04/budget_fy2027.pdf.

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

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

- **undeniably threatened, irreparably harmed and severely damaged the Reunion development as well as the potential for new economic activity adjacent to Dallas' new $3 billion Kay Bailey Hutchison Convention Center;**
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- **been in defiance and disregard of the Resolutions passed unanimously by the City Council of the City of Dallas on, respectively, June 12, 2024 and January 21, 2026.**

Thank you for your attention to these important matters.

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

MINUTES

REGIONAL TRANSPORTATION COUNCIL
PUBLIC MEETING

Mobility 2050 Transportation Conformity Determination Received

Heavy-Duty Diesel Emissions Tampering Detection

Parking Requirements Findings and Management Best Practices Update

Meeting Date and Location

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting on Monday, June 8, 2026, at noon in Arlington. Patrons could attend in person, via phone or view the live stream at publicinput.com/nctcogjune2026. Chris Klaus, Senior Program Manager, moderated the meeting attended by 45 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:

- Mobility 2050 Transportation Conformity Determination Received **(Jenny Narvaez, Skylar Staffaroni)**
- Heavy-Duty Diesel Emissions Tampering Detection **(Anthony Moffa)**
- Parking Requirements Findings and Management Best Practices Update **(Brayan Cervantes)**

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/nctcogjune2026.

Summary of Presentations

Mobility 2050 Transportation Conformity Determination Received presentation:
Mobility-2050-Transportation-Conformity-Determination-Received.pdf

On April 30, 2026, the U.S. Department of Transportation granted a successful Transportation Conformity determination for Mobility 2050. The Clean Air Act of 1990 requires Metropolitan Planning Organizations with a nonattainment designation to perform an air quality analysis when a new metropolitan transportation plan is developed. Staff presented effects on final project recommendations due to the Transportation Conformity review process.

Heavy-Duty Diesel Emissions Tampering Detection presentation:
Heavy-Duty-Diesel-Emissions-Tampering-Detection.pdf

The Heavy-Duty Diesel Emissions Tampering Detection is a Truck Assessment and Goods Movement Demonstration Project that can detect if an emissions system has been tampered with. NCTCOG staff are collaborating with truck fleets and local commercial vehicle law enforcement officers to conduct tests and scan trucks throughout the region. Through recently purchased tamper detection devices, staff will identify whether these control systems have been modified in some capacity. If a vehicle system has been found to be tampered with, the information will strictly be gathered for research. However, the goal is to get them back into compliance, since tampering could affect regional air quality standards.

Parking Requirements Findings and Management Best Practices Update presentation:
Parking-Requirements-Findings-and-Management-Best-Practices-Update.pdf

The Parking Requirements Evaluation reviews 126 North Texas sites from the NCTCOG Regional Parking Demand Database to see how often developers exceed zoning minimums. It also compares required parking to observed use. Findings suggest that, along with improving data, cities and developers should expand their use of parking management tools and strategies. To support this work, NCTCOG has updated a Toolbox of Best Practices to help stakeholders improve parking outcomes for development and transportation in the Dallas-Fort Worth region. For more information, visit: NCTCOG.org/Parking.

COMMENTS RECEIVED DURING THE MEETING

Mobility 2050 Transportation Conformity Determination Received

Council member, Debrah North, City of Desoto

A. Effects of Transportation Conformity review

Questions: Did the transportation conformity review result in any changes to projects affecting DeSoto or Southern Dallas County. If so, what are the anticipated impacts on project timelines, funding and regional mobility outcomes?

Summary of response by Chris Klaus: Conformity itself does not change projects. The analysis is related to an update to the Mobility Plan, and I think there could have been some potential changes or alterations to projects . Many times, projects are delayed due to a variety of reasons, including weather or contractual issues.

Summary of response by Amy Johnson: I'm Amy Johnson from the Mobility Plan Team, and I can assist in answering this question. There were no notable changes to any projects and no known delays in the DeSoto area. I am not aware of any particular changes, but if we had anything, they would have been extremely minor things like configuring networks that drive the analysis or table modifications . These would not be things that would impact any project, as they are more for federal review documentation.

Heavy-Duty Diesel Emissions Tampering Detection

Phyllis Silver, Citizen

A. Diesel inspection

Comment: It is great that you are doing these inspections. I know this is only a study, and I'm sure it's not going to be indefinite. Do you think that tailpipe emissions will be looked at and then law enforcement will pull them over? Also, I'm not a truck driver, so I don't know if the trucks are being inspected on an annual basis like automobiles, but I would like to see it on an ongoing basis.

Summary of response by Anthony Moffa: The inspections we are doing will just be on a project basis. We're not going to be doing this indefinitely, but depending on our results, there might be room to continue to assess tailpipes. There are currently no emissions inspections for diesel trucks in the State of Texas. There's only an emissions test for light or light-duty gasoline vehicles.

Council member, Debrah North, City of Desoto

A. Emission tampering detection prioritization

Questions: How will NCTCOG prioritize where these emission tampering detection efforts are conducted? Will communities along major freight corridors in Southern Dallas County, including DeSoto, be measurable with regards to air quality benefits from this initiative?

Summary of response by Chris Klaus: There are regional monitors out there collecting and monitoring our ozone. There's 20 of them throughout the region. I think there are a couple in the City of Dallas. There is one in Midlothian that has been offline for many years, and we have continued to ask why. It is hard to know from an ozone standpoint if reducing something is having an impact because there is no way to differentiate the ozone.

What we can do is related to particulate matter. There are a multitude of studies, and we're working with the City of Dallas and the Texas Commission on Environmental Quality to not only continue monitoring the network that's out there, but also adding more particulate monitors throughout the region as needed.

Tyler, Citizen

A. Terminology clarification

Questions: *How* can your device differentiate from our right to repair including aftermarket computer changes versus "tampering"? Define "tampering" versus aftermarket changes?

Summary of response by Anthony Moffa: By federal law, one is not allowed to alter the programming and the fuel timing of a vehicle that is certified with an emissions program, which includes the aftermarket tampering, and the computer changes. Additionally, this would include the things that we're specifically looking at, including the deletion of emissions-controlled devices. Tampering includes removing or disabling emissions-control equipment, such as the diesel particulate filter, exhaust gas recirculation system, sensors or selective catalytic reduction system . It can also include altering the vehicle's computer, so it continues to operate after those

systems are removed or disabled. In contrast, repairs keep the emissions-control equipment on the vehicle and restore it to proper function.

Summary of response by Chris Klaus: The device checks for fault codes, missing tables and other anomalies compared with a factory or stock-functioning computer. If emissions systems have been deleted or modified, the device can typically detect those changes within a few minutes. A visual inspection alone may not reveal whether a problem exists or whether a change has been made, since some modifications are designed to make the emissions-control technology appear intact. The equipment being used was developed through extensive work and testing by the Environmental Protection Agency.

NCTCOG is now working to collect a larger sample of vehicle data to better understand how common tampering may be. The system captures extensive information from a truck's computer, including parameters that can help identify whether prohibited modifications have occurred. This allows staff to flag vehicles, categorize the type of tampering and understand why the device identified the issue.

The data will also help develop an information system to track how often different types of tampering occur. The project is still in its early stages. Staff have completed many visual inspections and have now begun using the device, in coordination with commercial vehicle enforcement partners and the Environmental Protection Agency, to collect computer-based information from trucks.

Other

Phyllis Silver, Citizen

A. Deadline clarification

Comment: Is there a deadline for comments this month?

Summary of response by Chris Klaus: Yes, July 7 will be the comment deadline.

Richard Schumacher, Citizen

A. Support of Transportation Director

Comment: Bring back Michael Morris.

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

Email

Council member, Debrah North, City of Desoto

Hello Jason,

Thank you for the update yesterday regarding the Mobility 2050 transportation conformity determination and related freight initiatives.

As follows up, DeSoto would appreciate any additional detail your team can provide on whether the conformity determination resulted in changes affecting projects in DeSoto or southern Dallas County, particularly any impacts on:

- Project timelines
- Funding assumptions
- Regional mobility outcomes

Additionally, as you continue identifying logistics/warehouse-focused cities for deeper analysis, DeSoto would welcome inclusion in discussions or data exchanges related to:

- Freight activity and emissions impacts
- Warehouse sitting and development patterns
- Regional mobility and goods movement trends

I've added Majed Al-Ghafry, City Manager, for awareness and input on value in exploring whether there is interest in convening a targeted regional conversation among impacted southern corridor cities.

Response by Amy Johnson, Transportation Department

Dear Council member North,

Thank you for attending our NCTCOG June 8 public meeting and for your question regarding whether the conformity determination resulted in any changes affecting projects in DeSoto or southern Dallas County.

We were able to review recommended projects for the area in detail. Following the federal conformity review process, there were no material changes to projects in the Mobility 2050 plan affecting this area. Specifically:

- Project timelines: We identified no changes to project schedules or implementation timelines in DeSoto or southern Dallas County resulting from the conformity determination. The projects included in Mobility 2050 for this area carried forward from the previous metropolitan transportation plan, Mobility 2045 Update (adopted in 2022). Projects that may be of interest include IH 20, State Loop 9, Danieldale Road, and Belt Line Road. An interactive regional map of projects included in Mobility 2050 can be found at: https://geospatial.nctcog.org/portal/apps/experiencebuilder/experience/?id=8b37e00b63d74461bd607328cebd20e9.

- Funding assumptions: There were no changes to the underlying funding assumptions as a result of the federal review process. As is typical when developing a new long-range plan, project costs were updated to reflect the latest available assumptions and information from implementing partners related to project

development. However, costs remained comparable between plans, and no substantive funding changes affecting these projects were identified.

- Regional mobility outcomes: We reviewed the projects in DeSoto and the broader southern Dallas County area and found no changes to the anticipated mobility outcomes compared with the previous plan. During the technical review process, one adjustment was made to ensure consistency between the project tables and the transportation networks used for modeling purposes. This minor correction of IH 20 frontage roads did not affect the regional modeling results or the conclusions of the conformity analysis.

Overall, the conformity determination did not result in substantive changes to projects, funding assumptions, implementation timing, or anticipated mobility outcomes for DeSoto or southern Dallas County.

It was a pleasure meeting you the other day. Please let us know if you would like any additional information.

Mail

Phyllis Silver, Citizen

Please see Attachment 1 for comments submitted via postal mail.

MINUTES

REGIONAL TRANSPORTATION COUNCIL
PUBLIC MEETING

Regional 10-Year Plan Update

Technology Project Identification Call for Projects

North Texas Advanced Air Mobility Air Mobility Readiness Call for Projects

Meeting Date and Location

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting on Monday, July 13, 2026, at noon in Arlington. Patrons could attend in person, via phone or view the live stream at publicinput.com/nctcogJuly26. Christie Gotti, Senior Program Manager, moderated the meeting attended by 104 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:

- Regional 10-Year Plan Update **(Dylan Niles)**
- Technology Project Identification Call for Projects **(Braulio Bessa)**
- North Texas Advanced Air Mobility Airport Charging Infrastructure Call for Projects **(Nicole Johnson)**

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/nctcogJuly26.

Summary of Presentations

Regional 10-Year Plan Update presentation:
Regional-10-Year-Plan-Update.pdf

The Regional 10-Year Plan, developed in coordination with TxDOT's Unified Transportation Program (UTP), focuses on three funding categories: Category 2, Category 4 and Category 12. Key development principles include prioritizing projects already included in the Metropolitan Transportation Plan, focusing on system improvements over new standalone projects and advancing projects that are within two to three years of construction due to recent funding constraints. Detailed project listings are available for those seeking further information.

The RTC will take action on the Regional 10-Year Plan on Thursday, August 13, 2026.

Technology Project Identification Call for Projects presentation:
Technology-Projecy-Identification-Call-for-Projects.pdf

The Technology Innovation Program helps cities use technology to make transportation safer, more efficient and better connected. To align project selection with regional priorities, staff developed the Technology Project Identification framework, a criteria-based process for evaluating and advancing innovative transportation concepts. The call for projects collected ideas from agencies between January 9 and April 10, evaluated and scored submissions against established criteria and will move selected projects into a future regional procurement phase once funding is approved.

The RTC will take action on the Technology Project Identification Call for Projects on Thursday, August 13, 2026.

North Texas Advanced Air Mobility Readiness Call for Projects presentation:
North-Texas-Advanced-Air-Mobility-Readiness-Call-for-Projects.pdf

The North Texas Advanced Air Mobility Readiness Call for Projects is intended to help prepare the region for a new category of aviation known as advanced air mobility. It also emphasizes the role of North Texas airports in planning for charging infrastructure, future vertiport readiness and advanced operations. Electric vertical takeoff and landing aircraft are designed for short regional trips, use electricity as their fuel source and could support future passenger service, cargo movement and public safety.

Approximately $1 million in funding is available through this particular call for projects, with applicants eligible for up to $200,000 per project and no local match required. Funding will focus on electric charging stations and compatible infrastructure for advanced air mobility operations at eligible public-use airports in the 12-county North Texas region. This CFP will support other related regional efforts including Project Nexus and the Center for Advanced Aviation Technologies. The North Texas Advanced Air Mobility Readiness Call for Projects opened on June 26 and will close on August 7. Agreements and infrastructure installation are expected to begin in the fall of 2026.

COMMENTS RECEIVED DURING THE MEETING

Technology Project Identification Call for Projects

Phyllis Silver, Citizen

A. Pedestrian and traffic light concerns

Comment: I have been commenting on pedestrians and traffic lights for years. We have cars at major intersections turning right where pedestrians are supposed to cross. Pedestrians do not have even two seconds of a lead in Addison. Since you deal with technology, I'm hoping that a project covering this aspect is working on improving this across the region.

Summary of response by Braulio Bessa: We did have a project that aligned with your comment and qualified, however, it did not get selected.

Summary of response by Christie Gotti: We do have a team that focuses on bicycle/pedestrian activities, and they have a series of ongoing roadway and pedestrian safety audits. We can flag this for them to see if those are already on their radar or if they can be added to the corridors that they are reviewing. Again, we will connect with them and see if they can respond to you directly on their programs.

North Texas Advanced Air Mobility Airport Charging Infrastructure Call for Projects

James Wood, Citizen

A. Application information

Question: Does COG have a template they'd like us to use for the Advanced Air Mobility application?

Summary of response by Nicole Johnson: There is no template for the application, however, there is a link in which I did not share on here, but we have an informational packet on our website. I can reach out to you directly and send that over.

Other

Kitty Wurtz, Citizen

B. update

Question: When will FM 156 be widened in Haslet? When will Avondale Haslet Bridge over BNSF railway be completed and tied into Haslet Parkway? This area needs help.

Summary of response by Christie Gotti: The Avondale-Haslet grade separation over the BNSF railway is already a funded project. Current funding supports the "short bridge" option, while local stakeholders are evaluating a longer bridge extension to the east. Because the longer bridge would be significantly more expensive, it has been submitted for federal discretionary grant funding. In the meantime, the project is advancing through design and pre-construction activities, including utility coordination, so it will be ready to move forward either as the funded short bridge or, if additional funding is secured, as the longer bridge alternative.

Regarding FM 156, the southern portion has already been funded and/or completed. The northern segment toward Alliance is not yet funded, but it is included in the first 10 years of the region's Mobility Plan, making it eligible for consideration in future regional funding cycles. During updates to the Regional 10-Year Plan, staff reviewed unfunded projects identified in the Mobility Plan and highlighted this segment as a priority. While funding was not available this cycle, recent project cost savings may create opportunities to advance projects that could not be previously funded.

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

Email

Michael Kovacs, City Manager of Fate

Good day NCTCOG Staff & Others,

The MPO and TXDOT have been good about repairing and replacing existing infrastructure on the state system, and I want to encourage you all to continue that practice. Whether we call it "fix it first" or "prioritizing renewal," or whatever the term is, it's important to put our scarce resources into preserving what we have and replacing infrastructure before it completely fails. TXDOT does not have the budget in its maintenance operations to handle the amount of work needed on the interstates, minor highways and farm-to-market roads. Our cities need those existing roads to continue working.

For fun, below is a link to our Street Replacement Funding Model. If it will take a town of 30,000 people nearly a billion dollars to replace its city streets, not counting the State facilities, imagine what the region's assets are going to cost. Also, I've included a white paper on U.S. infrastructure costs recently done by a major financial firm. It is focused at the city level and makes a similar point.

https://www.fatetx.gov/650/Street-Replacement-Funding-Model

Thank you!

Mail

Phyllis Silver, Citizen

Please see Attachment 1 for comments submitted via postal mail.

North Central Texas Council of Governments

TRANSPORTATION PUBLIC MEETING

JULY 13 | NOON | 616 SIX FLAGS DR. ARLINGTON, TX 76011

PRESENTATIONS

REGIONAL 10-YEAR PLAN UPDATE

Each year, the Regional Transportation Council approves an update to the Regional 10-Year Plan, which identifies major projects to be implemented in the region. An updated draft of the project list covering projects from FY2027 to FY2036 will be presented for review and comment.

TECHNOLOGY PROJECT IDENTIFICATION (TPI) CALL FOR PROJECTS UPDATE

Staff will provide an update on the 2026 Technology Project Identification Call for Projects under the Transportation Technology and Innovation Program. The presentation will summarize submitted project ideas, the scoring process, recommended projects and next steps. The TPI call for projects is intended to identify innovative transportation technology projects that support safety, mobility and system efficiency across the Dallas-Fort Worth region.

NORTH TEXAS ADVANCED AIR MOBILITY AIRPORT CHARGING INFRASTRUCTURE CALL FOR PROJECTS

This Call for Projects will provide funding to eligible public-use airports in the Dallas-Fort Worth region for electric aircraft charging infrastructure. Selected projects will help airports prepare for Electric Vehicle Takeoff and Landing (eVTOL) aircraft, attract future operators and private investment, support demonstrations and strengthen North Texas as a leading region for advanced aviation deployment.

RESOURCES + INFORMATION

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

Modifications to the FY2026 and FY2027 Unified Planning Work Program (UPWP)
NCTCOG.org/UPWP

Look Out Texans: Bicycle Safety Tips
LookOutTexans.org

New Regional Transportation Council (RTC) Officers
NCTCOG.org/RTC

*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/nctcogJuly26** or participate via phone by dialing **855-925-2801** then code **3241.***

@nctcogtrans

COMMUNITY IMPACT

DETAILS ON 7 ONGOING, UPCOMING TRANSPORTATION PROJECTS IN PLANO

By Patricia Ortiz
May 29, 2026

Here's the latest on seven ongoing and upcoming transportation projects in Plano, according to the city's community improvement program.

This list is not comprehensive.

Upcoming projects

1. Arterial Overlay 2026

Project: Small arterial concrete repairs on Legacy Drive between Coit Road and Custer Road, on Park Boulevard between the West City Limit and Preston Road, on Parker Road between Independence Parkway and US 75 and on Independence Parkway between Parker Road and Spring Creek Parkway. The city will also mill and overlay existing asphalt for railroad crossings on Plano Parkway and Jupiter Road.

Update: Ultra-thin overlay work is expected to begin in June.

- **Timeline:** June-Fall 2026
- **Cost:** $5.4 million
- **Funding source:** city of Plano

Ongoing projects

2. Cotton Belt Regional Trail Phase 2

Project: A Dallas Area Rapid Transit, or DART, trail that extends from Plano's Shiloh Station to Fort Worth's Trinity Trails. Phase 2 of the project stretches from Addison to Plano.

Update: DART is currently working on signal crossings and drainage near N Avenue.

- **Timeline:** June 2025-May 2027
- **Cost:** $50 million
- **Funding source:** TxDOT, federal and state funding

3. Plano Parkway Sewer Improvements

Project: Sewer improvements from Coit Road to Independence Parkway.

Update: Public Works Community Investment Project Manager Drew Zaeske said the

contractor is working on placing temporary asphalt in Plano Parkway to get turn lanes opened back up to traffic. The project is still on track to be complete by spring 2027.

- **Timeline:** May 2026-March 2027
- **Cost:** $17.25 million
- **Funding source:** city of Plano

4. 15th Street Paving and Waterline Reconstruction

Project: Removal and replacement for 3,065 feet of street pavement, driveways, barrier free ramps and 3,225 feet of waterline.

Update: Zaeske said waterline installation is complete from Municipal to P Avenue. Drainage pipes are being installed, and pavement replacements will take place immediately after.

- **Timeline:** October 2025-March 2027
- **Cost:** $7.14 million
- **Funding source:** city of Plano

5. Custer Road Concrete Repair

Project: Removal and rehabilitation of existing reinforced arterial concrete and sidewalk repair on and near Custer Road from Spring Creek Parkway to Hedgecoxe Road.

Update: Zaeske said the contractor is working south of Legacy Drive on Custer Road. Nighttime intersection work will take place at Legacy and Custer from June 1-12. He said the project is estimated to be completed by fall 2026.

- **Timeline:** August 2025-October 2026
- **Cost:** $1.94 million
- **Funding source:** city of Plano

6. Pittman Creek Bridge Replacement

Project: Road bridge replacement across Pittman Creek, which includes damaged drainage culverts.

Update: Two lanes of traffic will be open in each direction. The median on Parker Road is being converted to a temporary path for traffic and streetlights between Canoncita Lane and Bandolino Lane will be off until construction ends.

- **Timeline:** March 2026-February 2027
- **Cost:** $1.8 million
- **Funding source:** TxDOT

7. Coit Road Concrete Repair

Project: Arterial concrete repair along Coit Road from SH 190 to Parker Road.

Update: Zaeske said the contractor is working south of 15th Street toward SH 190. The project is on track to be completed by late summer 2026.

- **Timeline:** August 2025-July 2026
- **Cost:** $1.61 million
- **Funding source:** city of Plano

KERA NEWS

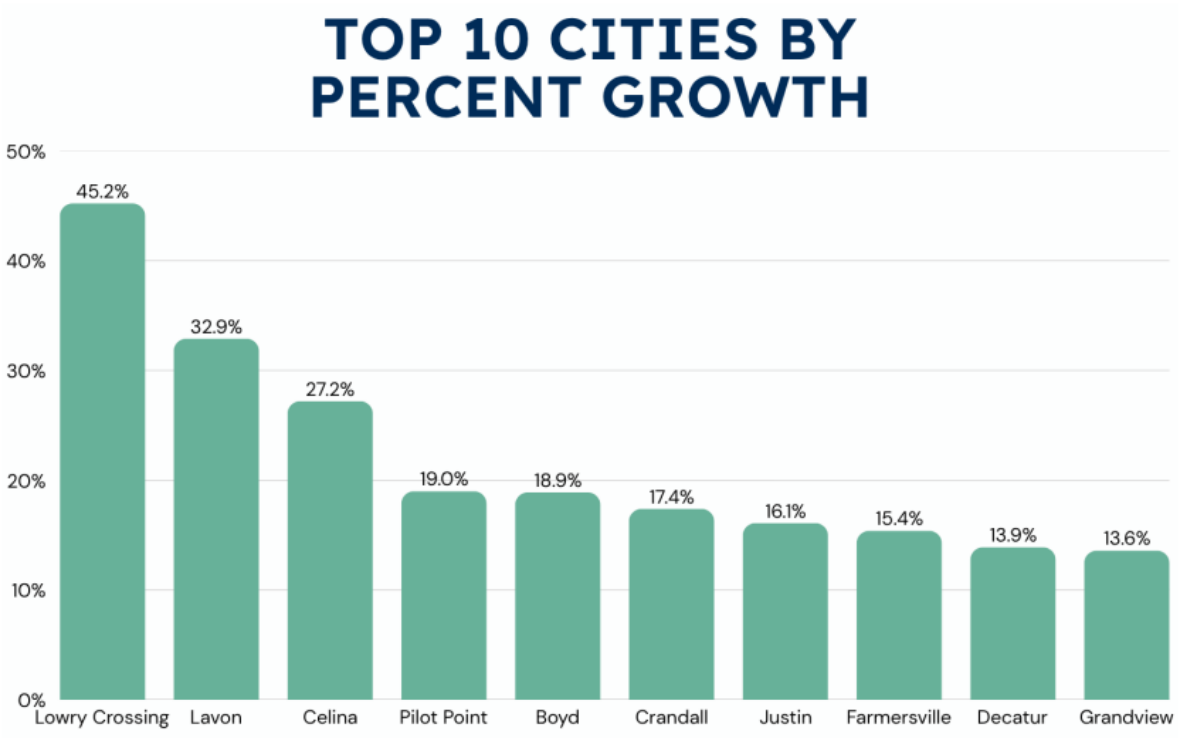
NORTH TEXAS ON TRACK TO REACH 9 MILLION PEOPLE NEXT YEAR

By Pablo Arauz Pena
June 1, 2026

North Texas is set to reach a population of 9 million people over the next year.

That's according to new data released last week by the North Central Texas Council of Governments (NCTCOG).

"It is a positive that people are moving here and I think that it really says that our area has something going for it," said Sarah Jackson, an analyst with NCTCOG.



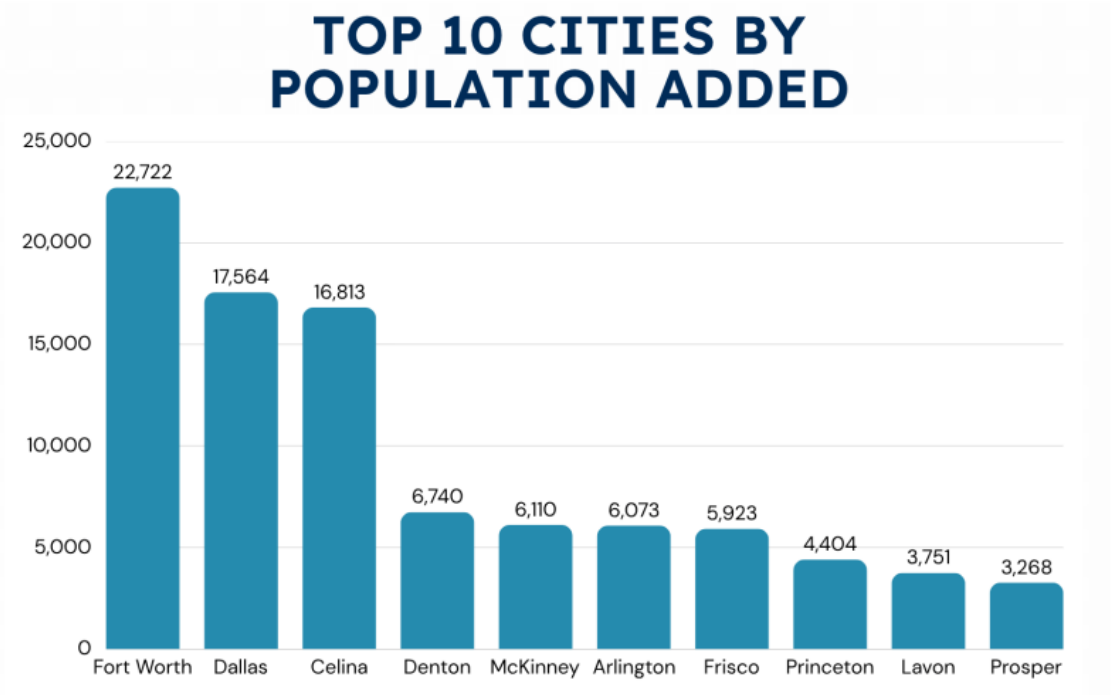
Courtesy of NCTCOG

Lowry Crossing, a suburb in Collin County, topped the list of fastest growing cities in North Texas by percentage.

The data shows the region is currently home to 8,952,590 people as of January 1, 2026. The county with the largest growth is Collin, which added about 64,700 new residents.

Lowry Crossing in Collin County was the fastest growing city, according to the data. The suburb east of McKinney grew by a little more than 45%.

"Cities like McKinney and Plano and those in that area, they still have tons of room to grow, but it might be getting more expensive in those more populated areas," Jackson said.



Courtesy of NCTCOG

Fort Worth is the fastest growing large city in North Texas by population.

Growth was slower in larger cities, but Fort Worth topped the list for adding the most residents, followed by Dallas, Celina and Denton.

Jackson said the data from NCTCOG differs from U.S. Census data in that the survey's methodology looked at permitting data and housing stock. She said the council aims to tackle the region's growth by focusing on congestion mitigation and public transit.

Data also shows the region added more than 200,000 people in 2025 — showing an acceleration from previous years. At that rate, Jackson said, the region will reach 9 million people before NCTCOG releases another population estimate for 2026.

"With that comes growing pains of where do we put all the people? How do we get all the where they need to go?" Jackson said. "I think it will drive our economy's growth because as people move here they'll need jobs, they'll spend money and that kind of thing."

THE DALLAS MORNING NEWS

OPINION: NEW DALLAS DECK PARK HAS PEDESTRIAN PROBLEM

Fast-moving traffic on service roads endangers visitors

By Dallas Morning News Editorial Board
May 29, 2026



Halperin Park, Dallas' new deck park in Oak Cliff, as it neared completion in March. Fast-moving traffic along the southbound Interstate 35E service road, which in this photo runs from the lower right corner to merge with the freeway near the upper center, makes it risky for visitors to enter the park from that side. Angela Piazza/Dallas Morning News

Halperin Park is a lovely addition to the city of Dallas. The new deck park, built over Interstate 35E south of downtown, has skyline views, beds of blooming black-eyed Susans and purple coneflowers, splash pads, an expansive playground, an event space and an amphitheater.

What it doesn't have, as of now, is a safe way for pedestrians to cross the southbound I-35E service road to enter it. There are painted crosswalks and stoplights at the northern end of the park at South Ewing Avenue. If that traffic signal at Ewing is green, however, vehicles come straight off the freeway and zoom past the park.

On recent visits, few visitors used the crosswalk at Ewing. Instead, they crossed the two-lane frontage road a little farther south, near the park entrance at Lancaster Road. There are no additional crosswalks or stoplights until Marsalis Avenue, which is even farther south. When visitors leave the park and cross the service road in the opposite direction, a line of trees makes it hard to see traffic coming.

Park supporters are aware of the traffic issue and are working on long-term solutions. The city of Dallas, the Dallas Zoo, which sits just south of Halperin Park, and the Southern Gateway Public Green Foundation secured federal funding to help improve physical access to the park. The Oak Cliff Gateway Tax Increment Finance district has also committed funding to the effort. That doesn't solve the immediate problem.

Klyde Warren Park over Woodall Rodgers Freeway in downtown Dallas, the city's first deck park, doesn't present the same challenge to pedestrians. The service roads alongside Klyde Warren function like multilane city streets, with relatively short intervals between stoplights and intersections that meet at right angles. Vehicles typically can't go as fast as they can on the frontage roads that border Halperin Park. Sidewalks are also generally wider around the downtown park and its service roads.

Dallas invested in Halperin Park hoping it would bring all sorts of people together and help reconnect a neighborhood split apart by a freeway. Early signs are that it will succeed. The danger is that it might also qualify as an attractive nuisance, something that encourages visitors but exposes them to unnecessary risk.

A city spokesperson said it will consult with the Texas Department of Transportation on interim traffic fixes. Here are a few ideas: public service officers directing traffic at peak hours; painted crosswalks; and warning signs along the service road urging drivers to slow down and watch for pedestrians.

A beautiful park deserves safer access. No one wants visitors who try to arrive on foot leaving in an ambulance.

COMMUNITY IMPACT

US 75 CROSSING, BONNIE BRAE RENOVATION: SEE 5 DFW ROAD CONSTRUCTION UPDATES

By Jenna Stephenson
June 1, 2026

Stay informed on five transportation projects around Dallas-Fort Worth.

Upcoming projects

1. US 75 at Arapaho Road crossing enhancements

Project: Work will include Arapaho Trail improvements, pedestrian lighting, new ramps, a DART bus stop connection and a trail connection under US 75 with a barrier wall between a relocated U-turn lane.

Update: The project is currently under final design.

- **Timeline:** fall 2026-winter 2027
- **Cost:** $4.9 million
- **Funding source:** city of Richardson

Ongoing projects

2. First Street widening

Project: First Street will be widened from a two-lane rural roadway to a four-lane divided suburban roadway from Dallas North Tollway to Coleman Street.

Update: Construction began May 20, according to the project website.

- **Timeline:** spring 2026-fall 2027
- **Cost:** $27.8 million
- **Funding source:** town of Prosper

3. Park Boulevard concrete repairs

Project: Work will take place along Park Boulevard between Preston Road and Independence Parkway, including concrete, sidewalks and barrier-free ramps.

Update: Construction started June 1.

- **Timeline:** June 2026-October 2027
- **Cost:** $3.2 million
- **Funding source:** city of Plano

4. Bonnie Brae renovation

Project: The roadway will be upgraded to a median-divided, four-lane road with a 10-foot-wide walk and bike trail and streetlights along both sides.

Update: Bonnie Brae Street is closed from Riney Road to US 77 while crews build new southbound lanes and is expected to reopen in late July.

- **Timeline:** estimated completion TBD
- **Cost:** $146 million
- **Funding source:** city of Denton, North Central Texas Council of Governments, federal funds

5. Ray White Road widening improvements

Project: Ray White Road will be widened to a four-lane divided road between Mirage Drive and the bridge over Bear Creek.

Update: The main lanes and roundabout modifications are now paved. The contractor is in the process of pouring sidewalks and finalizing the installation of streetlights and the traffic signal at Wall Price.

- **Timeline:** estimated completion late summer, early fall
- **Cost:** $22 million
- **Funding source:** city of Fort Worth

NBC DFW

FORT WORTH PREPARES FOR WORLD CUP VISITORS WITH EXPANDED PUBLIC SAFETY PLAN

By Tehera Rahman
June 2, 2026

Years of security planning will soon be put to the test as the **FIFA World Cup** kicks off next week, bringing watch parties, pop-up events and daily soccer celebrations across North Texas.

Fort Worth officials revealed some of their security measures at a meeting, including plans for daily World Cup events at Sundance Square, where the city's iconic silver cowboy hat is now surrounded by colorful soccer balls.

Sonny Saxton, Fort Worth's emergency management and communications director, said the city is prepared.

"Bottom line is, we are ready," Saxton said.

A FIFA patrol unit will include nearly 100 officers split into eight teams over three shifts, officials said.

"That's special for our World Cup operations, so for the next 39 days they'll be out and available for assignment," Saxton said.

Some municipal court trials and dockets will also go virtual, allowing city marshals to be reassigned to City Hall or special events.

On match days, Fort Worth plans to surge staffing not only for police, but also for fire, EMS and 911 services. Officials said new technology will help call takers communicate with visitors from around the world.

"That allows us to translate 100 languages almost instantly using artificial intelligence," Saxton said.

Fort Worth Police Chief Eddie Garcia said the added focus on visitors means fewer vacations for officers during the tournament.

"Our officers know that come the start of FIFA, you're going to have to wait until after FIFA before you take some official vacations," Garcia said.

All safety and security planning is expected to come at a cost, but officials did not yet have a total. They said they are working with the North Central Texas Council of Governments on reimbursements and hope to have an estimate next week.

ARLINGTON REPORT

KEEPING WORLD CUP FANS SAFE: POLICE, DRONES, CAMERAS, TRANSPORTATION AND LOTS OF WATER

By Scott Nishimura
June 1, 2026

With two weeks to go before the first 2026 FIFA World Cup match kickoff in Arlington, local and federal authorities in charge of ensuring safety and security for the football matches say they're ready to go after more than two years of planning.

"From the very beginning, safety and security has been our top priority," Monica Paul, president of the North Texas FIFA World Cup Organizing Committee, told reporters Monday during a news conference on the region's safety and security plans.

Local police agencies said they'll have a higher police presence on the streets, at the matches and FIFA Fan Festival at Dallas' Fair Park, and around places where visitors and media are expected to stay and gather. Undercover officers will be on the lookout for human and drug trafficking. Police stressed they have enough resources in play to ensure people who call 911 to report emergencies will receive prompt response.

Authorities also warned private pilots and drone operators to stay on top of Federal Aviation Administration advisories for temporary flight restrictions during the month and half of World Cup action in North Texas.

Authorities also warned private pilots and drone operators to stay on top of Federal Aviation Administration advisories for temporary flight restrictions during the month and half of World Cup action in North Texas.

Authorities said they took lessons from other major sporting events in North Texas, including, most recently, the Java House Grand Prix of Arlington held in March.

Dallas Police Department

"You will definitely see a higher presence of officers on the streets, you will see us in uniform, you will see us at different intersections, and, yes, we will be enforcing motor traffic," Dallas Police Chief Daniel Comeaux said. "If you're speeding, running red lights, we will be enforcing that, because that's going to be part of keeping everyone safe here."

The big police presence will extend to the fan festival, he said.

And the department will deploy its new fleet of drones. "Our drones will be in the air, flying around trying to make sure we keep everything safe and secure," Comeaux said.

At the International Broadcast Center at the Kay Bailey Hutchison Convention Center Dallas, "the security has already started," Comeaux said. "It will continue on throughout the entire event. It is our priority to make sure that that area remains totally safe."

Comeaux also "let the secret out the bag" on Dallas Police Department's effort to combat human trafficking during the matches. "We will be working undercover in this area," he said, noting such activity typically picks up during major sporting events. "Also in the drug space. We will be working undercover activities in the drug space."

Comeaux said the department has discussed the police approach with prosecutors.

“If you’re doing bad illegal things during this time, we will enforce every single law possible,” he said. “If you do something wrong, you are going to jail.”

Arlington Police Department

Officers from more than 30 outside agencies “will be coming into the Entertainment District to assist us on match days,” Al Jones, the Arlington police chief, told reporters.

The city’s local and federal partnerships “will allow us to secure the Entertainment District, and we will continue to maintain normal police staff to respond to emergencies,” Jones said.

“I really want to drive this point home. If you need help and you call 911 during World Cup, Arlington police officers will be available to respond. This event will not impact the service that our residents should expect and receive.”

Jones said the city would not disclose how many uniformed officers agencies would deploy in the city. “But I can tell you it’s going to be larger than what you would expect when you come to the Cowboys games at the stadium,” he said.

Arlington will have “several officers working in plain clothes” on match days, “as well as visible officers in strategic locations,” Jones said.

The police also will use technology such as drones and street cameras “to help us monitor crowd activity,” he said.

Some aspects of traffic management and security will be different than what Dallas Cowboys fans are aware of around the stadium on game days, Jones said.

Street closures will include portions of AT&T Way and Cowboys Way, and several parking lots also will be closed to the general public, he said.

Only the east and west plaza entrances will be open to fans, and organizers are encouraging fans to check their tickets and enter through the most appropriate entry.

“I don’t want them to have a west ticket and try to get to the east gate,” Jones told the Report. “That just clogs up everything and makes it difficult for them to get to their seats.”

Arlington transportation

Fans who don’t want to drive into Arlington will be able to use expanded Trinity Railway Express service to get to the games. Organizers have chartered 125 buses that will run between CentrePort/DFW Airport Station and a temporary bus hub near the stadium. The hub will be only for buses running from CentrePort.

Trinity Railway Express also will run at increased frequencies.

“The visitors coming are more reliant on public transit than they are on cars,” Caroline Vandergriff, a spokesperson for the North Central Texas Council of Governments, told the Report.

If organizers learn fans have overwhelmed the rail service, chartered buses will be dispatched to the rail platforms to ferry fans directly to the stadium, Vandergriff said.

Organizers have also secured a parking lot north of the Esports Stadium Arlington as the designated lot for rideshare drop-off and pick-up.

Jones said authorities prefer that fans use the Trinity Railway rail-and-bus connection.

“That’ll actually alleviate some of the traffic,” he said. “I think that’s the way to go.”

Staying hydrated

Fire departments and EMS services will put up temporary stations around the stadium and other FIFA sites to help fans stay hydrated and out of the hospital.

In Arlington, the fire and EMS services will locate the cooling stations inside and outside the secured perimeter around the stadium. Fans will need a ticket to enter the perimeter.

The cooling stations will be air-conditioned and staffed by physicians, nurses and paramedics, Arlington Fire Chief Bret Stidham said.

“We’ll have a whole slew of extra ambulances just in case, standing by,” Stidham told the Report. “We’ll also have a mobile hospital set up, like we did for the Grand Prix. “What we’re trying to do is keep people out of the hospital system as much as we can.”

Among the fans he’s most concerned for are the ones who choose to walk the half mile from the bus hub to the stadium, Stidham said.

“A lot of the folks who are coming in are not used to our Texas summers,” he said.

Dallas’ fire department also will put up hydration stations at venues in that city, Fire Chief Justin Ball told reporters.

No-fly zone

The Federal Aviation Administration announced last week that all aircraft, including drones, are barred on match days from flying within a 3 nautical-mile radius of the Arlington stadium and up to 3,000 feet above ground level.

The FAA also barred aircraft from flying within a 1 nautical-mile radius of the fan festival and up to 1,000 feet above ground. “Additional restrictions will apply for team hotels, base camps, training facilities,” Joe Rothrock, FBI special agent in charge of the Dallas field office, said.

Violation of FAA temporary flight restrictions can result in a $100,000 fine, jail time and seizure of the drone, Rothrock said.

“Before you consider flying a drone, I strongly encourage you to check for active flight restrictions using an FAA-approved airspace awareness tool,” he said.

Immigration enforcement?

After a reporter asked whether federal immigration authorities planned immigration enforcement in North Texas around the matches, Christina Foley, the U.S. Secret Service agent in charge of the Dallas field office and federal coordinator of the FIFA World Cup Dallas, said:

“The idea of making a fun environment for the fans is the whole approach. FIFA wants it to be a fantastic event for the fans from all over the world. If someone is here and gone through the

legal process to be here to see the games, there's nothing … to be worried about when it comes to any additional expectation.

"It's a matter of knowing the process," she said. "That process has been out for a very long time as far as getting visas or the required paperwork to come in. As long as that process is followed and people are here through the legal means, then there's nothing extra to worry about when they come to the stadium and fan fest."

COMMUNITY IMPACT

NORTH TEXAS OFFICIALS TEAM UP ON WORLD CUP TRANSPORTATION PLANS

By Cody Thorn
June 1, 2026

The North Central Texas Council of Governments, through its role as the metropolitan planning organization for the Dallas-Fort Worth area, plans for more than **8.5 million** travelers each day. That number could reach **10 million** a day with FIFA World Cup visitors, which will play nine games at AT&T Stadium in Arlington, known as Dallas Stadium for the event, from June 14 to July 24.

Monica Paul, president of the North Texas FWC Organizing Committee, said cities like Arlington, Fort Worth, Mansfield, Frisco and Irving, along with the airports, will have "an increased load for operating during the World Cup."

NCTCOG, Dallas Area Rapid Transit, Trinity Metro, Texas Department of Transportation, Trinity Railway Express and the cities of Dallas, Fort Worth and Arlington will be key factors in moving fans throughout the tournament, Paul said.

Residents from Fort Worth to Dallas and the areas in between should expect increased traffic from additional drivers and public transportation services, a news release from the NCTCOG states.

"Transit is the backbone of this particular plan because of the magnitude of international guests we are going to have," said Michael Morris, the NCTCOG's director of transportation.

Zooming in

Trinity Metro, which operates train services and buses in the Fort Worth area, approved a **$5.54 million** contract with AJL International, a Dallas-Fort Worth transportation company, to lease 40 coach buses for World Cup operational needs.

Anette Landeros, Trinity Metro's chief strategy officer, told Fort Worth officials April 28 that leased buses on non-World Cup game days would become enhanced shuttles to take visitors to nearby areas, like the Fort Worth Stockyards and to the Tanger Outlets and Buc-ee's in north Fort Worth.

"If anybody cannot get to where they need to be, that's going to be [how] people will remember and ... judge us," said Caroline Mays, TxDOT senior director of planning and modal programs.

The cost

The city of Fort Worth is emphasizing five areas of focus as officials prepare for the World Cup to begin in North Texas.

Sonny Saxton, the city of Fort Worth's emergency management and communications director, said those areas are hospitality, beautification, communications and engagement, infrastructure, and safety and security.

Fort Worth documents state the anticipated costs for the city's World Cup preparations are $7.03 million, with nearly **$5.1 million** expected to be reimbursed from federal funding, leaving the city responsible for more than **$1.92 million**.

"We also care a lot about our residents who are not going to the game; how do we make sure that we're not impacting them, as well?" Saxton said.

What's happening

Mohamed Charkas, executive vice president of chief infrastructure and development for Dallas Fort Worth International Airport, said the airport hopes to debut nine new gates in Terminal C as early as May 20. That $3 billion update will also add new shops, restaurants and security checkpoints.

"Many projects we believe will impact our traveling guests, we are intentionally finishing them before the World Cup," he said.

Looking ahead

Morris said the NCTCOG plan could change if there are issues after the first game, and fans should add in extra travel time to get to games. Trinity Metro will increase train rides to every 30 minutes on game days.

"We want people to travel back ... and remember Fort Worth for the welcoming city it is, not the traffic," Fort Worth District 10 council member Charlie Lauersdorf said.

FORT WORTH REPORT

WEATHER, WORLD CUP HEATING UP. HERE'S HOW TO COOL DOWN AND STAY SAFE

By Nicole Lopez, McKinnon Rice
June 2, 2026

North Texas summers are no picnic. Now, as the World Cup comes to the region, there's a chance the forecast could be for an especially hot season.

While temperatures in June are expected to remain within normal ranges, the National Oceanic Atmospheric Administration is forecasting a 40% probability of a slightly warmer than average July in Tarrant County.

"The likelihood of a warmer-than-normal summer is not particularly high," said Yunyao Li, University of Texas at Arlington assistant professor of earth and environmental sciences.

Historically, Fort Worth's summer highs average over 90 degrees.

Games take place in Arlington between June 14 and July 14.

For international visitors coming to Tarrant County who may not be accustomed to Texas summers, Erik Ledig, an emergency room physician at Texas Health Resources, recommends self-awareness.

Symptoms of heat exhaustion include fatigue, dizziness, weakness, nausea and vomiting, Ledig said.

"Having somebody else with you to notice those signs is also a recommendation," Ledig noted. "When you start feeling those signs, know to get into an (air conditioned) environment and hydrate yourself."

Those signs may point to several types of heat illness.

The more severe is heat stroke, which can occur when your body temperature rises above 104 degrees Fahrenheit. Accompanying symptoms may include confusion and seizures. This is a medical emergency that requires early and aggressive treatment, Ledig said.

Other heat illnesses can include cramps, rash, passing out and swelling in the extremities.

The summer forecast: Hot and stormy

Ahead of those nine matches and warmer than normal temperatures, experts at UTA are working with the North Central Texas Council of Governments — the local metropolitan planning agency — to learn what regional environmental conditions will look like during the World Cup.

That will involve deploying monitors to collect data on humidity levels, air quality, and temperatures, Li said.

North Texas' growing urban heat island can contribute to warmer temperatures, said Li and Arne Winguth, UT Arlington earth and environmental sciences department chair and assistant professor.

However, wet and windy conditions will mitigate the heat, Li said.

“High wind speed here will reduce urban heat island effects,” Li said.



University of Texas at Arlington assistant professor of earth and environmental sciences Yunyao Li holds a monitor. UTA environmental experts plan to install monitors around AT&T Stadium to track air quality, humidity levels and temperatures during the 2026 FIFA World Cup. (Courtesy | Herschel Heath for UT Arlington)

The weather phenomenon El Niño typically reaches its max intensity during winter months.

El Niño is a global climate pattern that occurs, on average, every two to seven years, according to the National Ocean Service.

Typically lasting between nine to 12 months, the climate phenomenon occurs when warmer than usual waters and winds cause the Pacific jet stream to move south, leading to more rainfall and flooding.

This year, El Niño is predicted to peak May through July, bringing wetter conditions to North Texas.

However, impact on the weather can be complex as North Texans feel the transition from La Niña, which occurred earlier this year, to El Niño this summer, Li said.

Unlike El Niño, La Niña occurs when warm winds moving westward lead to drier and warmer conditions in the southern United States.

Also, rapid development along Interstate 20 in Tarrant County has largely contributed to increased heat, Winguth said. I-20 is about 6 miles south of AT&T Stadium.

The effect happens when large cities and metropolitan areas experience higher temperatures than nearby rural areas, according to the Environmental Protection Agency. Buildings, roads and other infrastructure absorb and reemit the sun's heat more than natural areas, such as green spaces or lakes.

Daytime temperatures in densely developed areas experience temperatures ranging between 1 to 7 degrees higher than untouched landscapes, according to the EPA.

However, urban heat can vary, Winguth said.

Suburban areas that still have green landscapes experience urban heat less than downtown or industrial sites, he explained. Highly reflective buildings or surfaces are highly reflective, absorbing significantly less heat than a dark building, Winguth said.

How to stay safe in high temperatures

The best way to prepare for heat is to spend time outside in it — for an hour for the first week or two, and then for two hours — to help your body adjust, Ledig said.

"You need to be doing the other things as well, but that acclimatization will help you endure great heats better than people who are not prepared for it," he said.

Ledig added that hydration — including consuming drinks with electrolytes if you spend more than an hour in hot temperatures — limiting strenuous activity in high heat and wearing light-colored and loose clothing are ways to keep yourself safe. Ledig also noted that alcohol is best consumed in climate-controlled environments during the heat of the summer, as it dehydrates you.

People with cardiovascular conditions, obesity, diabetes, kidney issues or who are 65 and older are among those at higher risk. Also, Ledig encourages people to seek help when symptoms of heat illness emerge.

While visitors explore North Texas outside of AT&T Stadium, Winguth recommends that tourists and visitors closely follow forecasts and heat warnings issued by the National Weather Service to stay cool.

For information about high temperatures, how they're affected by humidity and their health risks, visit the National Weather Service's heat index chart.

Editor's note: This story was updated June 3, 2026, to reflect mitigating effects of wind and rain on the summer forecast.

DALLAS INNOVATES

ALLIANCE TEXAS IS BUILDING AMERICA'S FIRST AUTONOMOUS LOGISTICS ECOSYSTEM AND REDEFINING NORTH TEXAS AS THE FUTURE OF FREIGHT

By Staff
June 2, 2026

The future of logistics isn't being built in Silicon Valley. It's being built in Fort Worth.

Hillwood's decades-long commitment to AllianceTexas—anchored by public-private partnerships, infrastructure investment, and a clear-eyed view of what next-generation supply chains would require—created the foundation for what's happening today.

Over time, advancements in autonomous technology, regulatory frameworks, and industry needs aligned with Hillwood's existing infrastructure strategy. This convergence enabled the company to pair its vision with complementary investments from regional partners, creating a platform for additional improvements happening now and planned for the future.

That partnership extends across municipal and regional boundaries. The City of Fort Worth, TxDOT, the North Central Texas Council of Governments (NCTCOG), and the City of Haslet have coordinated to deliver a $262 million grant for a direct flyover connection from Interstate 35W into the AllianceTexas Smart Port via the SH-170 Spur connector.

This critical infrastructure optimizes freight movement to AllianceTexas facilities and BNSF's intermodal terminal while reducing congestion on public roadways and lowering emissions—a regional mobility enhancement that unlocks the full potential of what comes next.

The Infrastructure Behind the Innovation

In November 2025, the City of Fort Worth, Hillwood, and BNSF Railway established the Alliance Logistics District — a 1,400-acre zone that represents the first freight corridor of its kind within BNSF's rail and intermodal network.

Built on the foundation of what the SH-170 Spur connector will enable, the district grants unprecedented operational flexibility: the right to deploy semi- and fully autonomous vehicles along district roadways, the use of private hostler vehicles without commercial driver's license requirements, and heavy-haul freight movements exceeding 80,000 pounds without special permits.

It's a regulatory breakthrough that could save customers millions annually while reducing congestion on public roads. More significantly, it positions AllianceTexas as the proving ground for technologies that will define the next era of supply chain efficiency.

"This is a first-of-its-kind district that enables advanced logistics operations, including autonomous and heavy-haul freight movement," says Nicholas Konen, vice president of strategic development at Hillwood. "We're trying to make that movement as efficient as possible, and to allow for any type of movement that could theoretically come off of the rail."

Complementing the $262 million public grant is Hillwood's $20 million private three-lane bridge currently under construction over FM 156, designed exclusively for commercial and autonomous

semitrucks shuttling cargo between BNSF's Alliance Intermodal Facility and the district's 15 million square feet of distribution, logistics, and manufacturing space. The bridge — closed to residential traffic and equipped with automated gates — will directly link the container depot to the intermodal terminal, dramatically reducing transit time and eliminating the need for freight to navigate public roads. Construction is expected to wrap in late 2027.

The Smart Port strategy integrates multiple layers of infrastructure: an Integrated Intermodal Network leveraging BNSF's 500-acre Alliance facility processing over 1 million lifts annually, enhanced connectivity via 5G communication network capacity and a centralized container-tracking database, a new 32-acre integrated intermodal depot, Resilient Microgrid Power ensuring operational continuity, and a direct connection to the Texas Connected Freight Corridor. All working together to enable efficient movement of goods while maintaining resilience and connectivity at every layer.

Logistics and Manufacturing at Scale

While the infrastructure is critical, it's the integration of logistics operations, third-party logistics providers, and the advanced manufacturing customer base that makes AllianceTexas a genuine inflection point for the supply chain industry.

The Alliance Logistics District's operational flexibility creates a controlled environment where logistics companies can operate with unprecedented efficiency. By eliminating the variability of traditional public roadways, the district provides a testbed where advanced freight systems can operate at higher efficiency with lower risk.

"This controlled setting allows for safer integration of advanced vehicle technologies while maintaining oversight and adaptability as conditions change," Konen says.

The vehicles operating within the district are purpose-built for predictable freight movements, such as short-haul shuttles between facilities and the intermodal terminal, rather than long-distance highway runs.

These operations are being conducted by logistics providers and manufacturing tenants who rely on seamless connections between rail and their distribution facilities.

The Economic Proof Point

AllianceTexas has generated a cumulative economic impact of $142.9 billion since 1990, according to a February 2026 presentation to Fort Worth officials. Local communities have invested an estimated $4.55 billion in property taxes over that period.

But it's the recent acceleration that tells the more compelling story. In 2024, AllianceTexas accounted for $834.6 million in international trade—a 550.7 percent increase from 2016, according to a study from the Texas Comptroller's office. Exports at AllianceTexas increased 378 percent between 2023 and 2024 alone.

Acting Texas Comptroller Kelly Hancock emphasized the facility's strategic importance during a stop on the Good for Texas Tour: Ports Edition. "Ports are key to Texas' economic strength. They power trade, jobs and innovation," Hancock said. "AllianceTexas is a clear example of how forward-thinking infrastructure keeps our economy strong and competitive worldwide."

Of the $1.6 billion invested in AllianceTexas in 2025, federal and state funds accounted for 43.02 percent, reflecting the facility's recognition as critical infrastructure for national supply chain resilience.

Why This Matters for North Texas

The logistics industry is undergoing a transformation as profound as the shift from steam to diesel or analog to digital. Autonomous vehicles, AI-driven route optimization, and intelligent infrastructure are converging to redefine how goods move through global supply chains — and AllianceTexas has positioned itself as the epicenter of that transformation.

What's happening at AllianceTexas is more than incremental improvement. It's a fundamental reimagining of what a port can be. A place where policy, infrastructure, and technology align to create competitive advantages that compound over time.

The Alliance Logistics District isn't just enabling efficient movement of goods; it's reducing operational costs for co-located companies, pulling traffic off public roads, lowering carbon emissions, and creating a live testbed where the next generation of logistics technology can be developed, refined, and scaled.

A Proving Ground for the Future

AllianceTexas has become a testbed for innovations that extend well beyond freight.

Aviation startup Aerolane established its flight operations headquarters at Perot Field Alliance Airport and successfully completed flight testing of its Aerocart cargo glider system—a "sky train" technology designed to dramatically reduce fuel costs by towing unpowered cargo gliders behind traditional aircraft.

The system is now cleared for commercial deployment. Additionally, the low-altitude weather data network deployed by TruWeather Solutions throughout AllianceTexas, backed by grants from NASA and the U.S. Department of Transportation, provides real-time micro-weather intelligence critical for drone delivery and electric vertical takeoff and landing aircraft operations as well as autonomous surface operators—creating the data infrastructure necessary for next-generation autonomous air systems to operate safely in variable conditions.

Autonomous Solutions Inc., a global leader in industrial vehicle automation, opened its newest U.S. office in AllianceTexas in 2025, citing the region's momentum as a center for innovation. Even rare-earth magnet production is finding a home at AllianceTexas. MP Materials, which recently announced a multibillion-dollar Department of Defense partnership and a $500 million collaboration with Apple to produce 100 percent recycled rare-earth magnets, has operations in the development, cementing AllianceTexas' role in securing domestic supply chains for critical materials.

The Bottom Line

What's being built at AllianceTexas isn't a logistics facility. It's an operating system for the future of freight. A place where autonomous vehicles, intelligent infrastructure, and forward-thinking regulation converge to create a competitive advantage that scales.

For North Texas, that advantage compounds in two directions. First, AllianceTexas attracts the companies building next-generation supply chain technologies—the logistics innovators, the

manufacturing leaders, the third-party logistics providers who need live testing environments to validate their systems. Second, it attracts manufacturers, distributors, and e-commerce giants who need access to the most efficient, cost-effective logistics infrastructure available.

The result is an innovation flywheel: better infrastructure attracts better companies, which attract more investment, which funds better infrastructure.

North Texas has always been a logistics hub. What's happening at AllianceTexas is the evolution from hub to epicenter, a place where goods pass through to a place where the technologies defining the future of global trade are being invented, tested, and deployed at scale.

This autonomous logistics ecosystem isn't a bet on the future. It's the future arriving ahead of schedule, and AllianceTexas is writing the playbook.

Learn more about the AllianceTexas Mobility Innovation Zone at alliancetexasmiz.com.

FORT WORTH REPORT

TARRANT TO SEE WARMER THAN USUAL SUMMER DURING WORLD CUP. HERE'S WHY, HOW TO STAY SAFE

By Nicole Lopez and McKinnon Rice
June 2, 2026

North Texas summers are no picnic. Now, as the World Cup comes to the region, the forecast is for an especially hot season.

While temperatures in June are expected to remain within normal ranges, the National Oceanic Atmospheric Administration is forecasting a slightly warmer than average July in Tarrant County.

Between June and August, temperatures in North Texas are expected to be at least 40% higher than average, NOAA data shows. Fort Worth's summer highs average over 90 degrees.

Games take place in Arlington between June 14 and July 14.

For international visitors coming to Tarrant County who may not be accustomed to Texas summers, Erik Ledig, an emergency room physician at Texas Health Resources, recommends self-awareness.

Symptoms of heat exhaustion include fatigue, dizziness, weakness, nausea and vomiting, Ledig said.

"Having somebody else with you to notice those signs is also a recommendation," Ledig noted. "When you start feeling those signs, know to get into an (air conditioned) environment and hydrate yourself."

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The more severe is heat stroke, which can occur when your body temperature rises above 104 degrees Fahrenheit. Accompanying symptoms may include confusion and seizures. This is a medical emergency that requires early and aggressive treatment, Ledig said.

Other heat illnesses can include cramps, rash, passing out and swelling in the extremities.

The summer forecast: Stormy and unusually warm

Ahead of those nine matches and warmer than normal temperatures, experts at UTA are working with the North Central Texas Council of Governments — the local metropolitan planning agency — to learn what regional environmental conditions will look like during the World Cup.

That will involve deploying monitors to collect data on humidity levels, air quality, and temperatures, said Yunyao Li, University of Texas at Arlington assistant professor of earth and environmental sciences.

Humid conditions from global climate patterns, such as El Niño, and North Texas' growing urban heat island contribute to warmer temperatures, said Li and Arne Winguth, UT Arlington earth and environmental sciences department chair and assistant professor.



University of Texas at Arlington assistant professor of earth and environmental sciences Yunyao Li holds a monitor. UTA environmental experts plan to install monitors around AT&T Stadium to track air quality, humidity levels and temperatures during the 2026 FIFA World Cup. (Courtesy | Herschel Heath for UT Arlington)

The weather phenomenon El Niño typically reaches its max intensity during winter months.

El Niño is a global climate pattern that occurs, on average, every two to seven years, according to the National Ocean Service.

Typically lasting between nine to 12 months, the climate phenomenon occurs when warmer than usual waters and winds cause the Pacific jet stream to move south, leading to more rainfall and flooding.

This year, El Niño is predicted to peak in May through July, bringing wetter conditions to North Texas, and resulting in warmer temperatures later in the year.

El Niño typically cools the southern United States. However, more moisture and humidity can exacerbate already warm temperatures, Li said, worsening the urban heat island effect.

For example, rapid development along Interstate 20 in Tarrant County has largely contributed to increased heat, Winguth said. I-20 is about 6 miles south of AT&T Stadium.

The effect happens when large cities and metropolitan areas experience higher temperatures than nearby rural areas, according to the Environmental Protection Agency. Buildings, roads and other infrastructure absorb and reemit the sun's heat more than natural areas, such as green spaces or lakes.

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How to stay safe in high temperatures

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Ledig added that hydration — including consuming drinks with electrolytes if you spend more than an hour in hot temperatures — limiting strenuous activity in high heat and wearing light-colored and loose clothing are ways to keep yourself safe. Ledig also noted that alcohol is best consumed in climate-controlled environments during the heat of the summer, as it dehydrates you.

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KOCO NEWS

HEARTLAND FLYER FUNDING UNCERTAINTY RAISES CONCERNS IN OKLAHOMA

By Olivia Hickey
June 3, 2026

Oklahoma's Department of Transportation held a public meeting Wednesday to discuss the state's railway system, focusing on the uncertain future of the Heartland Flyer, a commuter rail connecting Oklahoma City to Fort Worth.

The meeting addressed concerns about the train's funding, which is set to run out at the end of August. Last month, the Texas Department of Transportation (TxDOT) informed Amtrak and Oklahoma that it could not cover its $2.5 million share of operating costs.

This is not the first time the Heartland Flyer has faced financial uncertainty. Last year, the North Central Texas Council of Governments stepped in to keep the route running.

ODOT said it is committed to keeping the train operational as long as possible.

"We would be able to run through the end of 2026, but if Texas comes through with the funding, I believe we will be able to find the funding to continue service," ODOT officials said. "At this time, we're trying to keep the Heartland Flyer alive with the funding we have and look for opportunities."

Advocates at the meeting raised questions about how the public could support the Heartland Flyer and other rail lines in the state. "Is there anything we can do as the public to support the line from Tulsa to OKC, similarly to support the Heartland Flyer line?" one attendee asked.

ODOT officials encouraged residents to speak out and voice their concerns to lawmakers to help secure funding for the train's future.

ODOT said it is still waiting for a response from the North Central Texas Council of Governments and TxDOT regarding the funding situation.

CBS NEWS TEXAS

HOW NORTH TEXANS CAN NAVIGATE WORLD CUP TRAFFIC AND REPORT SUSPICIOUS ACTIVITY

By Doug Myers
June 3, 2026

North Texas transportation officials have launched a match-day travel website to help residents prepare for World Cup-related traffic, offering schedules, closure maps, and transit guidance for the month-long tournament.

Residents are also being encouraged to join the World Cup Commuter Challenge from June 11 to July 19 by logging alternative commutes through TryParkingIt.com or the Try Parking It app, earning prize-drawing entries while helping ease congestion.

Meanwhile, the Texas Department of Public Safety is urging the public to stay vigilant and use the iWatchTexas reporting system to help keep events safe.

Nine matches coming to Arlington

AT&T Stadium – to be temporarily renamed Dallas Stadium – will host nine FIFA World Cup 2026 matches, including a semifinal, giving North Texas more games than any other host city. Match dates are June 14, 17, 22, 25, 27, and 30, and July 3, 6, and 14.

"We encourage residents to check travel information before heading out and consider small adjustments on match days," said Natalie Bettger, senior program manager of Congestion Management and System Operations for North Central Texas Council of Governments.

"By planning ahead, we can help keep North Texas moving while welcoming visitors from around the world," Bettger said.

Major delays expected on key corridors

Expect major travel delays during World Cup matches, especially on Interstate 30 and State Highway 360. Both Arlington and the Fair Park area – site of the FIFA Fan Festival – will see heavy congestion and crowded transit.

In response, NCTCOG launched a match-day travel resource, NCTCOG.org/gameplan (and a Spanish version), with schedules, traffic windows, closures, and transit info.

NCTCOG outlines expected impacts

According to NCTCOG:

- Expected impacts include increased roadway congestion, higher TRE ridership, longer travel times, and temporary road closures.
- Recommended travel adjustments include carpooling or vanpooling, taking alternate routes, adjusting commute times, working remotely when possible, and combining errands.
- Transit riders should allow extra time, check service alerts, and use the GoPass app.

Employers are encouraged to support remote work, staggered shifts, and flexible hours.

iWatchTexas promoted for safety reporting

At the same time, DPS is touting the importance of the state's iWatchTexas program to report suspicious activity at World Cup-related events. The system allows anyone to anonymously report behaviors or threats that may be linked to criminal, terrorist, or school-safety concerns.

With millions of visitors expected, DPS says safety is a shared responsibility.

"Safety and security will be our top priority as Texas hosts the 2026 FIFA World Cup matches," DPS Col. Freeman F. Martin said. "iWatchTexas will play a vital role in that by giving people a simple and effective way to report suspicious behavior and helping law enforcement take quick action to stop potential threats before anything happens. Please, if you see something suspicious, say something."

How to report suspicious behavior

Activity can be reported at iwatchtx.org or by calling 1-844-643-2251. Reports are confidential, take less than five minutes, and are reviewed by analysts, DPS said.

Examples of behaviors to report include:

- Comments about harming others
- Unusual questions about security procedures
- Social media posts about attacks or vandalism
- Support for designated foreign terrorist organizations (noting these groups have caused severe harm and human rights violations)
- Requests for sensitive information without a need to know
- Suspicious purchases such as bomb-making materials, weapons, or uniforms
- Photos or videos of security features
- Attempted or actual cyberattacks

iWatchTexas is not for emergencies – call 911 for immediate threats, according to DPS.

DALLAS BUSINESS JOURNAL

$1B BURLESON COMMUNITY SET TO BREAK GROUND BY YEAR'S END

By Seth Bodine
June 4, 2026

The developer behind a large master-planned community of thousands of rooftops plans to break ground before the end of the year in a booming area south of Fort Worth. It shows how huge projects are moving forward even amid a slowdown in the housing market.

Groundwork Development Partners is preparing for the first phase of Tallgrass, a primarily residential community spanning 621 acres at the intersection of Chisholm Trail Parkway and FM 1902 on the western edge of Burleson. The community is expected to have more than $1 billion worth of development: 4,000 residential units across single-family homes, estates, apartments and townhomes, plus more than 1 million square feet of commercial development, a town center and about 90 acres of parks.

Tallgrass is one of many master-planned communities reshaping the greater Fort Worth area. By 2045, the area along Chisholm Trail Parkway in southwest Fort Worth is projected to add more than 90,000 people, according to estimates from the North Central Texas Council of Governments.

Following the city of Burleson's October approval of a development agreement for Tallgrass, plans are advancing through city review with the goal of breaking ground on the first phase by the end of 2026, said Groundwork principal Steven Spears. He said preliminary plats have been approved for the first phase, which will span 200 acres and include 645 residences and 45 acres of parks and open space and 15 acres for a future elementary school in Joshua Independent School District.

The first 221 lots could break ground by the end of the year after final plat approvals anticipated in summer, Spears said.

The first phase will be on the southeast quadrant of the development, east of FM 1902, which is being expanded from a two-lane road to a four-lane divided road by the city of Burleson and Texas Department of Transportation. Public roads in Tallgrass will be owned and maintained by a municipal management district.

Builders haven't been selected yet, but there's widespread interest, Spears said.

"We've been very happy with the way that the market has responded since the announcement of our development agreement in October," Spears said. "We've had a significant amount of interest of various partners, whether that be in employment or retail opportunities and residential opportunities."

Austin-based Lionheart Places LLC is the planner and landscape architect on the project. Kimley-Horn is the civil and traffic engineer. Consultancies RCLCO and Residential Strategies Inc. contributed market analysis.

Spears said the goal of Tallgrass is to create a variety of housing types to allow for a "multigenerational" community, from renters in their first job to first-time home buyers and retirees.

"We are not tailoring this market to just a small slice of the demographic," he said.

Other large master-planned communities in Burleson include Chisholm Summit, dubbed the first master-planned community in the city. Plans call for more than 2,000 homes and miles of trails, along with a new trade school called Craftmasters from the founder of Florida-based Full Sail University.

WFAA

FIFA WORLD CUP 2026: CZECHIA ARRIVES, FORT WORTH PREPARES

By Sean Giggy
June 5, 226

For months, there have only been signs, but now there are signs of life.

Czechia checked into its hotel in downtown Fort Worth Friday afternoon, the first FIFA World Cup team to arrive in North Texas.

Sweden will arrive Saturday. Thousands of fans will soon follow.

“Fort Worth is truly ready to say, ‘howdy world,’” said Mitch Whitten, president and CEO of Visit Fort Worth.

To get them around, Friday morning, Trinity Metro put the wheels in motion on its’ World Cup transportation plan. It’s a plan that took three years to organize.

“It’s not important only to move people, it’s to show the world what Fort Worth is about,” said Rich Andreski, president and CEO of Trinity Metro.

To accommodate the demand, the regional transportation council bought new trains, refurbished old ones, built a new bus hub, and created new software.

Those resources will connect visitors, not only to games, but popular destinations throughout North Texas, making Dallas-Fort Worth more accessible.

“These legacy items will be for all of us to use way past FIFA,” said Michael Morris, director of transportation for the North Central Texas Council of Governments.

That is the long-term goal. Before then, there will be many other goals, beginning June 14 with North Texas’ first match.

“It’s time to say to the world, ‘let’s ride,’” Whitten said.

THE DALLAS MORNING NEWS

IF STARS MOVE TO PLANO, HOW WILL FANS GET TO GAMES? WHAT TO KNOW ABOUT TRANSIT AT WILLOW BEND

The team's proposed agreement with the city includes a transportation and parking plan, as well as a "public transportation hub"

By Lilly Kersh
June 3, 2026



Aerial view of The Shops at Willow Bend, with the Dallas North Tollway at bottom, on Thursday, Feb. 5, 2026, in Plano. Smiley N. Pool/The Dallas Morning News

If the Dallas Stars move to Plano, many fans would trade a train ride to American Airlines Center for a drive on some of North Texas' busiest roads.

The proposed arena at the Shops at Willow Bend mall site has no rail station and would rely largely on roads, buses and planned transportation improvements.

The Stars have signed a nonbinding letter of intent to relocate to the mall's property in West Plano, which the City Council will consider Monday night as part of a package of potential tax incentives and funding options.

If the Stars make Plano their new home, here's what getting there could look like.

Roads and transit

The Shops at Willow Bend site is accessible off the Dallas North Tollway and West Park Boulevard, and the property is on a Dallas Area Rapid Transit bus route.

“While West Plano is highly accessible via the Tollway and the Bush Turnpike, the site directly abuts established residential neighborhoods along Park Boulevard and West Plano Parkway,” wrote commercial real estate professional Steve Triolet in a report.

Plano is one of DART’s 13 member cities. The city called an election to leave DART, citing concerns over service quality and high costs, but canceled the vote after compromising with the transit agency on changes to funding, governance and service.

“Plano has the DART Northwest Plano Park and Ride and there are bus routes in western Plano,” said Plano’s DART board member Anthony Ricciardelli, who declined to comment on the team’s letter of intent. “But at the same time, there are a lot of areas of western Plano that don’t have any transit coverage other than microtransit and paratransit.”

There’s no train line through the area identified for the arena.

DART’s Silver Line, which runs east to west, opened in the fall of last year and connects seven cities north of Dallas, from Plano to DFW International Airport.

“As a DART board member, I intend to work on increasing public transit options,” Ricciardelli said.

Proposed improvements

According to the letter of intent that the City Council will consider approving Monday, the city and team will collaborate with Plano’s public transportation providers to expand service to include bus stops within walking distance of the arena, along with new routes and shuttle options.

The design of the entertainment district is also planned to include a “public transportation hub” with commuting options like rideshare and bikeshare services.

The team and city will work on a transportation and parking plan, including a traffic impact analysis.

The plan, according to the letter of intent, will include on-site parking options, residential permit parking, game-day parking enforcement in surrounding areas and more.

The parties will seek to minimize impact to surrounding communities related to operating hours, noise and other quality of life issues, according to city documents.

Traffic concerns

Residents may be unhappy with game night traffic, and balancing “stadium-scale event flows with suburban residential planning” will be important as agreements are deliberated, Triolet wrote.

“If this project goes forward, I’m confident that the city of Plano will work alongside DART to provide traffic management and public transportation solutions that will mitigate the traffic impact of this project for Plano residents,” Ricciardelli said.

Earlier this year, Plano resident Julia Horne told *The Dallas Morning News* she worried an arena at the Shops at Willow Bend site would be “a disaster” for local neighborhoods and said her area in western Plano “is incompatible” with an entertainment district.

Michelle Reynolds, 71, has lived in Carrollton for decades. Her house is just a few miles from the Shops at Willow Bend, but she said earlier this year she already avoids the shopping center because of the traffic. She doesn’t see how the area’s roads could accommodate an arena.

“Unless they change the roadways somehow and do something different, which will also be a mess because it would be under construction, I just don’t know how … people [will get] in and out of there without a complete gridlock,” she said.

For some Stars fans, the move may improve commutes to games.

Billy Embody lives in Plano and told *The News* earlier this year he only makes the at-times hour-long drive down to Dallas for a game every now and then, despite loving to play and watch hockey. He’s eager for the team to move to the mall’s site.

“It would be unbelievable for Plano,” he said. “There’s a lot of people up here that would love to go to a Stars game if it were within 15 minutes.”

FORT WORTH STAR-TELEGRAM

TRINITY METRO GETS FUNDING FOR TEXRAIL EXTENSION TO HOSPITAL DISTRICT

By Mary Ella Hastings
June 5, 2026

THE NEW YORK TIMES

DALLAS' HALPERIN PARK SEEKS TO RECONNECT OAK CLIFF DECADES AFTER HIGHWAY DIVIDED NEIGHBORHOOD

By Jesus Jimenez
June 6, 2026



Families visit Halperin Park in Dallas. The New York Times.

Katherine Homan remembers how the construction of Interstate 35E in the 1950s and '60s left the Oak Cliff neighborhood of Dallas broken.

Within Oak Cliff, a chunk of the Tenth Street Historic District community, one of Dallas's oldest Black neighborhoods, was demolished to make room for the multilane highway. The connection it once had to the rest of Oak Cliff was gone through eminent domain.

Dozens of families were displaced, commercial investment in the area stagnated and property values dropped in certain parts of the neighborhood.

That did not stop Ms. Homan, 85, and her family from moving into a fixer-upper on Handley Drive Street in Oak Cliff in 1974.

"People were already griping about how it had interfered with their life there," she said.

Today, the highway stands as a cautionary tale of mid-20th-century urban planning, though now with a green twist: In May, Halperin Park opened directly above Interstate 35E — a roughly five-acre elevated park that attempts to stitch together the stretch of Oak Cliff that the construction of the highway tore apart decades ago.

“That’s a history that exists all over the state and all over the country,” said April Allen, who lives in the neighborhood and is the president and chief executive of the Southern Gateway Public Green Foundation, which manages the park. “The freeways were built in alignment with redlining maps and intentionality around dividing neighborhoods, and we have this opportunity to really heal those wounds.”

Halperin Park is now the second park in Dallas built directly above a highway, and it is one of several other projects throughout Texas that are reconnecting communities and making life easier for pedestrians in a state that relies heavily on cars.

“To do this in a neighborhood like ours, I think, is a real example for other cities about how you can transform communities,” Ms. Allen said.

The divide in this part of Dallas dates back well before the highway was built. After the Civil War, freed slaves began living in a neighborhood known as Tenth Street. City records show that by 1900, the Tenth Street neighborhood had two churches, a school, drugstores and saloons. It was a thriving neighborhood until the middle of the 20th century, when construction began on what would become part of a highway that stretches from Laredo, Texas, to Duluth, Minn.

The construction of Interstate 35E was part of the Interstate Highway System, a public works project that spawned thousands of miles of new roadways across the country with the support of former President Dwight D. Eisenhower. But it created a barrier between the mostly Black residents of Tenth Street on the east side and a predominately white community on the west side.

“He did this in every city,” Ms. Homan said of Mr. Eisenhower’s project. “He just plowed through wherever he needed the road to go and did not really look at where it was going to be cutting through.”

After Interstate 35E was constructed, the demographics of this part of Dallas began to change. As schools and neighborhoods integrated, many white residents moved farther north within Texas in a wave of white flight. Today, Oak Cliff has a large Latino and Black community.

In 2016, the Texas Department of Transportation began planning improvements to Interstate 35E, which led to community meetings in the Oak Cliff area. At one meeting, Ms. Homan met Paul Carden, 36, who also lived in the area. Together, Ms. Homan and Mr. Carden helped play a role in what would become Halperin Park.

Mr. Carden, who grew up on the east side of Interstate 35E, said he remembered hearing stories from his grandparents about how the highway changed the neighborhood.

“The version of Oak Cliff I grew up in was vastly different than the one they originally moved to,” Mr. Carden said.

Growing up, he said, he also felt the impact of the highway, even playing football with his cousins.

“My aunt’s house was directly back onto the freeway itself,” he said, “so out of bounds was essentially the freeway’s right of way.”

The idea for Halperin Park was inspired, in part, by Klyde Warren Park, another green space built over a freeway in downtown Dallas. Before Klyde Warren Park opened in 2012, walking

from downtown to the Uptown neighborhood meant crossing a bridge over eight lanes of traffic as cars rushed below. In the summer, the Texas sun turned the bridge into a sweltering stretch of concrete and exhaust.

“Our founding fathers in Dallas did a lot right, but they didn’t establish a central park,” said Rob Walters, who serves on Klyde Warren Park’s board of directors. “So we’ve had to infill or reverse engineer with Klyde Warren and other downtown parks to create more green spaces.”

Klyde Warren Park now draws more than two million visitors a year. On weekends, food trucks set up around the park, feeding tourists and residents from across North Texas.

There are hopes that Halperin Park will attract the same kind of crowds as Klyde Warren Park, though some residents have expressed concerns about its long-term impact on the surrounding neighborhood.

Phil Gibson, a longtime Dallas resident and president of the Cedar Crest Merchants Association, said that residents have been largely “over the moon” about the new park. But, he said, there have been some concerns about gentrification.

“Our goal is to develop the area,” Mr. Gibson said, “but not displace people in a way that they can’t afford to live there.”

Klyde Warren Park and now Halperin Park have other cities across the country, including Austin and El Paso in Texas as well as Little Rock, Ark., asking Dallas the same question: How can they build their own?

Karla Windsor, a senior program manager with the North Central Texas Council of Governments, said a key to building these parks was support from all sides, including the community, local governments and the private sector.

Halperin Park was built and paid for in two parts. The deck of the park, which cost about $47 million, was paid for using funds from the North Central Texas Council of Governments and bonds from the city of Dallas. The amenities for the park, which cost about $75 million, were paid for with money raised by the Southern Gateway Public Green Foundation.

A similar project completed in Houston in 2023 was funded through a similar public-private partnership. The project, the Kinder Land Bridge, was built to connect the north and south sides of Memorial Park, which had been previously divided by a road that cut through the wilderness park.

Chris Ballard, the president and chief executive of the Memorial Park Conservancy, which operates the park, said that unlike other park projects, the land bridge also benefits the environment and wildlife.

“I hope that this project can serve as this example of what can be done and how it can be done in a really thoughtful way that thinks about people, wildlife, water ecology and resilience,” Mr. Ballard said.

Not to be outdone by Dallas and Houston, El Paso has a proposal to build a park over Interstate 10, and Austin is also planning a similar project over Interstate 35 that could connect East and West Austin.

In McKinney, a suburb north of Dallas, city officials had considered plans to take a different approach, building a plaza under, rather than above, a highway deck. The project, called the Lower 5 Plaza Project, was put on hold after federal funds that would have been used to build the project were rescinded. The city had expected to receive a federal grant for the project, but those funds were pulled back after the passage of the One Big Beautiful Bill Act.

Bill Cox, the mayor of McKinney, said the city was still looking for ways to improve pedestrian crossing, especially as the city continues to grow.

“Increased foot traffic,” he said, “is not going to go away.”

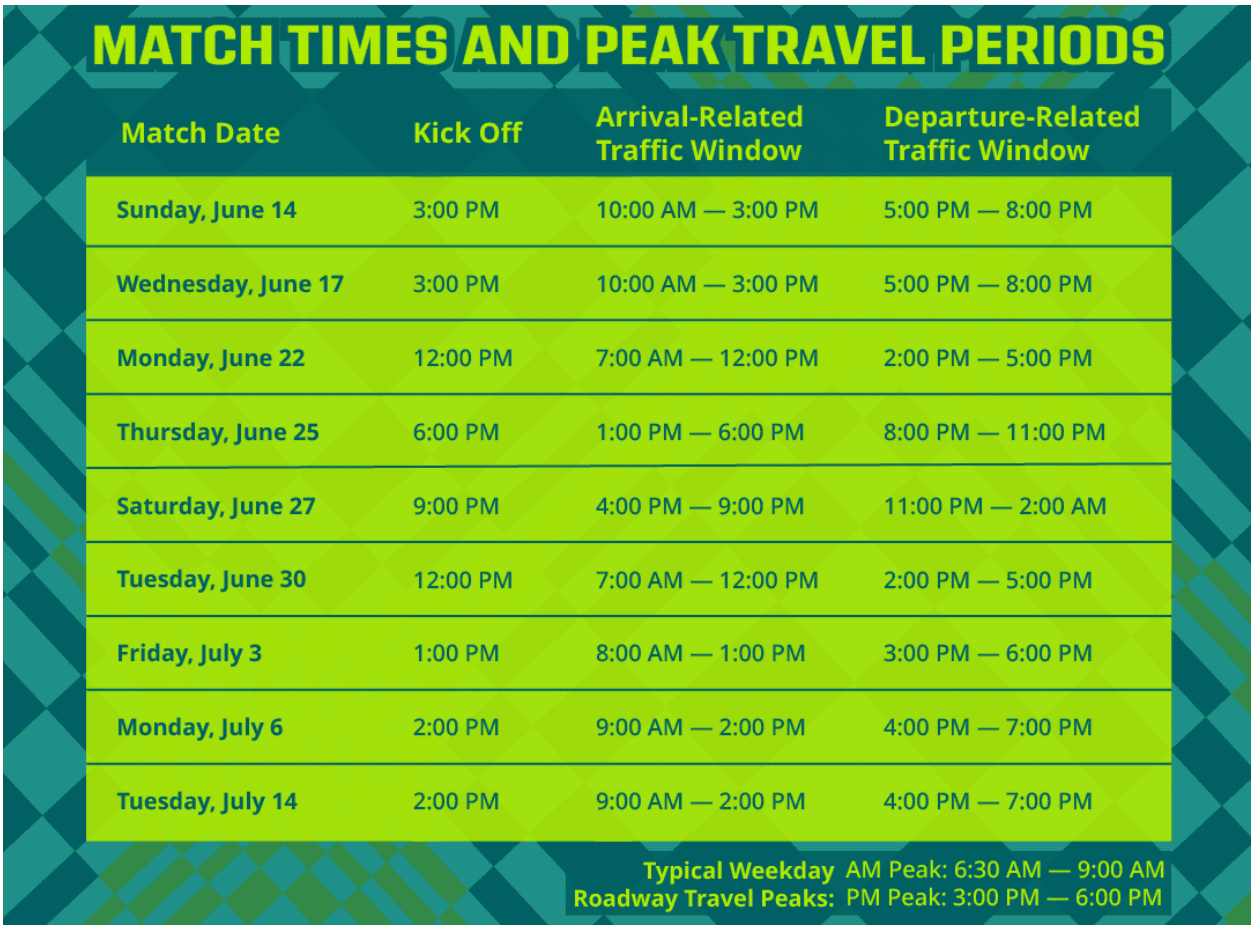
On a recent morning at Halperin Park, a few children were playing on the playground while others were making crafts at an indoor building. Food trucks were lined up nearby for hungry visitors. Watching children play there, Mr. Carden, who lives in the area, said, gave him reason to believe the neighborhood’s next generation might inherit something different.

“The idea that those kids won’t grow up with the same division and separation,” he said, “or the haves and have not, or the wrong side of the highway that we grew up with — to me, that’s just one of the greatest joys.”

FOCUS DAILY NEWS

NCTCOG SHARES TRAVEL STRATEGIES TO REDUCE DELAYS, EASE CONGESTION DURING WORLD CUP

By Kristin Barclay
June 6, 2026



MATCH TIMES AND PEAK TRAVEL PERIODS

Match Date	Kick Off	Arrival-Related Traffic Window	Departure-Related Traffic Window
Sunday, June 14	3:00 PM	10:00 AM — 3:00 PM	5:00 PM — 8:00 PM
Wednesday, June 17	3:00 PM	10:00 AM — 3:00 PM	5:00 PM — 8:00 PM
Monday, June 22	12:00 PM	7:00 AM — 12:00 PM	2:00 PM — 5:00 PM
Thursday, June 25	6:00 PM	1:00 PM — 6:00 PM	8:00 PM — 11:00 PM
Saturday, June 27	9:00 PM	4:00 PM — 9:00 PM	11:00 PM — 2:00 AM
Tuesday, June 30	12:00 PM	7:00 AM — 12:00 PM	2:00 PM — 5:00 PM
Friday, July 3	1:00 PM	8:00 AM — 1:00 PM	3:00 PM — 6:00 PM
Monday, July 6	2:00 PM	9:00 AM — 2:00 PM	4:00 PM — 7:00 PM
Tuesday, July 14	2:00 PM	9:00 AM — 2:00 PM	4:00 PM — 7:00 PM

Typical Weekday Roadway Travel Peaks: AM Peak: 6:30 AM — 9:00 AM, PM Peak: 3:00 PM — 6:00 PM

North Texas is gearing up to welcome the world this summer. Arlington will soon host nine matches of the FIFA World Cup 2026™, including a semifinal – more than any other host city in the tournament. The matches, to be held June 14-July 14 at AT&T Stadium (which will be renamed Dallas Stadium during the tournament), are expected to draw thousands of visitors, to increase travel demand across the region and to place an international spotlight on the region.

To help residents and visitors prepare, the North Central Texas Council of Governments (NCTCOG) Transportation Department has launched a match-day travel resource at www.nctcog.org/gameplan. The website includes match schedules, anticipated traffic windows, road closure maps, transit information and travel tips to help travelers plan ahead and avoid delays. A Spanish version of the site is available at www.nctcog.org/gameplanesp. World Cup travel activity is expected to peak in the hours before and after matches, particularly along major corridors, including Interstate Highway 30 and State Highway 360. Travelers should

anticipate heavier traffic, increased transit ridership and longer travel times not only near Arlington but also at Dallas' Fair Park, which will host the **FIFA Fan Festival™**.

"We encourage residents to check travel information before heading out and consider small adjustments on match days," said Natalie Bettger, senior program manager of Congestion Management and System Operations for NCTCOG. "By planning ahead, we can help keep North Texas moving while welcoming visitors from around the world."

What Residents and Commuters Should Expect

On match days, travelers may experience:

- Increased roadway traffic before and after matches
- Higher ridership on regional transit systems, especially the Trinity Railway Express (TRE)
- Longer travel times near Arlington and key regional corridors
- Temporary roadway impacts and closures around event areas

Residents are encouraged to review road closure maps and peak travel periods laid out at NCTCOG.org/gameplan before heading out on match days.

Match-Day Travel Tips

To help reduce congestion during the tournament, residents are encouraged to consider temporary travel adjustments when possible, including:

- Carpooling or vanpooling
- Using alternate routes
- Adjusting commute times outside peak travel windows
- Working remotely, when schedules allow
- Combining errands into fewer trips

Even small changes in travel habits can help improve mobility across the region.

Transit Riders Encouraged to Plan Ahead

Regional transit systems are expected to experience increased ridership throughout the tournament. Riders are encouraged to:

- Allow extra time for boarding and transfers
- Check service alerts before traveling
- Adjust schedules when possible
- Use the GoPass® app for trip planning and real-time updates

Employers Asked to Support Flexible Work Options

NCTCOG is also encouraging employers to help reduce peak-hour congestion by offering flexible work arrangements on match days, particularly for employees who may travel through or near event-related activity areas.

Suggested options include:

- Remote work opportunities
- Staggered shifts
- Flexible start and end times

Employers are also encouraged to share match-day travel information with employees in advance.

World Cup Commuter Challenge Offers Rewards

Residents are also invited to participate in the TryParkingIt.com World Cup Commuter Challenge from June 11 through July 19. Participants who log alternative commutes, including carpooling, vanpooling, biking or walking, will earn entries into prize drawings while helping reduce congestion during the tournament.

The challenge gives North Texans a way to be part of the World Cup experience, even if they are not attending a match, while helping welcome visitors from around the world. Participants can access the challenge through TryParkingIt.com or by downloading the Try Parking It app on their Apple or Android device and logging in with their account information. Additional details and registration information can be found at TryParkingIt.com.

FORT WORTH REPORT

‘WE WELCOME THE WORLD’: WORLD CUP TRANSPORTATION PLAN LAUNCHES WITH FANFARE

By Eric Garcia
June 5, 2026

It was a pep rally to welcome global visitors to Fort Worth.

Cheerleaders and band members from O.D. Wyatt High School announced their arrival at the Fort Worth Central Station Friday morning with cheers and music to mark the start of a transportation plan for the 2026 FIFA World Cup.

“We have been talking about this. We have been planning for this. We have been preparing,” said Anette Landeros, chief strategy officer at Trinity Metro, Fort Worth’s transit agency. “I know all of you in this room are ready to make sure our city shines.”



Cheerleaders and band members from O.D. Wyatt High School perform at the Fort Worth Central Station on June 5, 2026. (Eric E. Garcia | Fort Worth Report)

Rich Andreski, president and CEO of Trinity Metro, said he was excited that the agency’s transportation plan launched on Friday, June 5 — just nine days before the first of nine World Cup matches in Arlington.

“Today, we welcome the world,” he said. “Trinity Metro has been hard at work putting together a transportation plan, and today is the day we launch. Connecting our region, connecting our city is about more than moving people; it’s about amplifying, it’s about connecting, and that’s what we’re here to do today.”

Trinity Metro is the best way to get around the Fort Worth area during the World Cup, he said. The agency has created an ambassador corps to welcome visitors who need information about the city and transit services.

“We have buses, we have trains. No need to hit that rental car counter at DFW Airport. Just go right to TEXRail, hop on board and ride downtown,” Andreski said.



Michael Morris, North Texas transportation director, talks about how people will be transported during the FIFA World Cup games, (Eric E. Garcia | Fort Worth Report)

Michael Morris, transportation director for the North Central Texas Council of Governments, said he had been working on the regional transportation plan for years.

“We have had probably 100 meetings, going over all the details,” Morris said. “We had 150 people walk through from downtown Fort Worth and this station, and downtown Dallas (and) Victory Station, going to experience all the transit elements for us to make any final refinements.”

Morris said the city of Fort Worth, Trinity Metro and many other regional partners have worked hard to refine transportation plans since regional leaders made the pitch to FIFA World Cup officials.

“We’ve won nine events, more than any other community in North America,” he said.

Morris said there are redundancies in the transportation plan to ensure mobility and officials tested 20 different scenarios.

Trinity Metro has leased 40 charter buses and added extra trains to the Trinity Railway Express to help transport the large crowds who are expected to visit North Texas for the games. Special Cowtown Shuttles offering expanded service to Dallas Fort Worth International Airport and shopping areas in Fort Worth and Arlington will also debut for the tournament.



A map with information about the new Cowtown Shuttles is on display at the Fort Worth Central Station. (Eric E. Garcia | Fort Worth Report)

In addition, the Trinity Railway Express has been upgraded with additional cars to move people to CentrePort Station, south of DFW Airport. From there, buses will transport passengers to Arlington’s AT&T Stadium, dubbed Dallas Stadium for the duration of the games.

“We are prepared,” Morris said.

On game days, officials from various agencies will work together to handle issues that might arise, Morris said.

Morris said the Regional Transportation Council bought two passenger rail train sets to add railcars for passengers and new software to update the GoPass app for users. Trinity Railway Express cars were refurbished.

“We have new 911 capabilities with international languages in case someone has an emergency,” Morris said. “These legacy items will be for all of us to use way past FIFA.”

Next week, Morris said, RTC members will consider how to close a $40 million gap to fund the TEXRail extension into Fort Worth’s Medical District and Near Southside area.

“We’re so grateful,” Landeros replied, referring to the RTC agenda item.



Transit leaders and city officials cut three ribbons outside the Fort Worth Central Station on June 5, 2026. (Eric E. Garcia | Fort Worth Report)

Monica Paul, executive director for the Dallas Sports Commission and president of the North Texas FIFA World Cup Organizing Committee, said the transportation plan and 5,000 volunteers will aid visitors.

“This is what we need the next few weeks as we kick off this World Cup,” she said.

Mitch Whitten, president and CEO of Visit Fort Worth, said, “Thanks to all of you, Fort Worth is truly ready to say, ‘Howdy, World.’” He said Trinity Metro will help visitors enjoy their experiences as they visit Fort Worth destinations, including the Stockyards.

Mayor Pro Tem Carlos Flores said he has confidence in the Trinity Metro team to move people around the region for the games.

“It will be a lot of fun for all of us,” he said.

THE SHORTHORN

AN UPDATE TO PUBLIC TRANSPORTATION AHEAD OF THE 2026 FIFA WORLD CUP

By Diego Collazo
June 8, 2026

Regional transportation leaders held a press conference Monday at CentrePort Station to give updates on the Trinity Express Railway and CentrePort Station ahead of the World Cup.

Arlington is less than a week away from hosting the first of its nine World Cup matches, the most of any host city. A large portion of international fans will rely on public transportation to get to and from the city of Arlington.

Service changes to TRE

Match days: 30-minute frequency.

Weekday nonmatch days: 30-minute peak, 60-minute peak frequency.

Weekend/holiday nonmatch days: 60-minute frequency

Sunday service: 60-minute frequency, "Saturday" schedule

June 27: 60-minute service until 4:00 p.m., at which point service will run every 30 minutes.

The system frequency updates, running until July 19, will help accommodate the additional riders on game days and help ensure that everyday riders can still use the train for their needs.

CentrePort/Victory/Central Station

With so many people expected to ride the train, the North Central Texas Council of Governments will be working with Union Pacific police officers to monitor north-to-south traffic flow in real time to potentially hold up cargo/foreign trains during "critical times", Michael Morris, P.E., director of transportation for the council, said.

The critical time is around three-and-a-half hours before games start and two-and-a-half hours after games end, Morris said.

No hazardous material will be transported on the Union Pacific lines in the region on the nine game days, Morris said.

There is no direct railway line to Arlington, so fans arriving at CentrePort will have to take charter buses to a designated bus hub or rideshare services to a designated rideshare lot.

For game day ticket holders, 80 to 85 free charter buses that can seat 50 passengers each will be available to take fans to and from CentrePort Station, and the designated bus hub located on the corner of Nolan Ryan Expressway and East Road to Six Flags St., Karla Windsor, senior program manager in land-use and mobility options, said.

There are also ADA shuttles taking people to Dallas Stadium.

Workers at CentrePort station will be checking game-day tickets. If individuals don't have a game-day ticket, they won't be allowed on the bus and will be redirected to the rideshare waiting lot.

The rideshare lot, bus hub and FIFA contracted parking lots will have ADA accessible shuttles that will drop users directly at the stadium, Windsor said.

On the way back from CentrePort to Dallas or Fort Worth, groups will be split by destination to load and stagger the trains.

Several charter buses will be at Victory Station to deal with train overflow.

Volunteers will be stationed across multiple points of interest, including Victory Station, Central Station, CentrePort Station and the bus hub to help riders, according to regional transportation leaders.

The volunteers will have buttons with the different languages they speak, so fans can find someone who can best help them.

Riders can also expect to see increased security at stations and on the TRE.

In addition to increased security, heat safety features have been installed.

At CentrePort Station, a big shade tent and misting fans have been installed to help riders combat the Texas heat. There will also be food trucks in the parking lot on game days.

THE DALLAS MORNING NEWS

DART, TRINITY METRO TO PROVIDE TEMPORARY EXTENDED SERVICE DURING WORLD CUP

The regional pass, which applies to both DART and Trinity Metro, costs $9 and can be purchased on either the GoPass app or at a station

By Hedija Spahalic
June 5, 2026

Dallas Area Rapid Transit and Trinity Metro are implementing temporary service enhancements between major North Texas destinations during the World Cup, which begins on June 11 with the first game in Dallas-Fort Worth on June 14.

The expanded transit connections will link Fort Worth, Arlington, Dallas and DFW International Airport starting Monday, June 8 through July 19.

DART's Light Rail and Trinity Railway Express will increase their capacity and frequency of transit services. DART expects high ridership at Victory Station — a transfer point for the TRE — for three to four hours before and after matches, with about 10,000 expected riders on match days.

DART's Orange Line will extend to Parker Road every day instead of stopping after weekday rush hours. The Orange, Red and Blue lines will have 20-minute service all day, every day with two-car trains. An additional Green Line service will be inserted between Lawnview and Victory stations as needed.

"Operations is planning to operate extra trains and buses to accommodate the increased ridership and will adjust accordingly," said Trenise Winters, DART's chief operations officer and executive vice president, during a board meeting on May 26. "The TRE is a critical part of match day service."

TRE will be adding four-car trains and Sunday train services. Routes will provide access to Dallas Stadium, renamed from AT&T Stadium for the games, through the CentrePort Station and supplemental buses.

"This is one of the largest international events North Texas has hosted, and Trinity Metro is prepared to move people safely and efficiently on the Trinity Metro system," Rich Andreski, president and CEO of Trinity Metro, said in a news release.

Trains will have 30-minute service all day, every day except June 27, when services go to 60 minutes until 4 p.m. before returning to 30 minutes. Weekends and holidays will have 60-minute services all day. Weekday peak times will have 30-minute services from 5 a.m. to 9 a.m. and 3:30 p.m. to 7 p.m.

A special motorcoach shuttle service, the Cowtown Visitor Shuttle, will be provided by the TRE to encourage tourists to visit Fort Worth destinations and Arlington's entertainment district. The shuttle will run daily during the World Cup. The coaches operate every 30 minutes and passes cost $10 per person.

The North Central Texas Council of Governments will provide dynamic charter bus services from downtown Dallas to the stadium to supplement the TRE. On match days, there will be an additional 60 buses at Victory Station and 10 buses at the TRE West Irving Station.

More than 60 buses will be at Fair Park to support light rail services during the FIFA Fan Festival. Post-event buses will transport transit users to Pearl and Akard stations. DART estimates about 15,000 rides during and after the Fan Festival to and from both Fair Park and MLK Jr. stations. The transit authority expects about 20,000 commuters on weekends and during concerts.

“DART’s operations team, including maintenance of way and facilities, have been collaborating across the agency to ensure we can provide reliable service, both for our regular commuters as well as our guests,” Winters said during the board meeting.

A DART regional pass, which applies to both DART and Trinity Metro, costs $9 and can be purchased on either the GoPass app or at a station.

FORT WORTH REPORT

FORT WORTH, ARLINGTON COULD EARN BILLIONS IN REVENUE FROM A HIGH-SPEED ROUTE, STUDY SHOWS

By Eric Garcia
June 7, 2026

Tourism-friendly Fort Worth and Arlington could see a billion-dollar boost from a high-speed rail line.

An economic impact study commissioned last year by Tarrant County's two largest cities shows both could benefit from a proposed route from Fort Worth and Arlington to Dallas and Houston as well as another option: linking Fort Worth to a planned San Antonio-to-Laredo passenger line along the Interstate 35 corridor. The study shows Fort Worth and Arlington could earn billions in property tax revenue over a 14-year period.

A high-speed rail station in downtown Fort Worth would help generate about $3.3 billion in property tax revenue from 2036 to 2050, while Arlington would receive about $4 billion in property tax revenue over the same period, according to the study produced by Aecom, a Dallas-based infrastructure consulting firm.

Tourism would play a part in new revenue for both cities.

In Fort Worth, a high-speed rail line could generate $1.2 billion in annual spending citywide from visitors and residents upon full build out of the system. In addition, hotel tax revenue would reach about $84 million each year, while about $24 million would come from annual sales tax revenue that includes money from Trinity Metro, the city's transit authority.

In Arlington, the economic impact of high-speed rail would also be significant.

The study shows that Arlington could earn $4 billion in property taxes over a 14-year period — from 2036 to 2050 — after a system is completed. Another $1 billion would be generated from annual resident and visitor spending. Hotel tax revenue in Arlington would reach about $98 million each year, while another $21 million would come from annual sales tax revenue.

Economic development would be accelerated in both cities if a high-speed rail route is established, according to the study.

Fort Worth could see about $19.4 million in new commercial developments, while Arlington could see about $25.6 million in new commercial projects, the study showed.

While a high-speed rail "can unlock infill development or redevelopment activity, development patterns would (be) likely to follow existing suburban character of development without alignment of planning efforts connecting denser areas together," officials wrote in the study.

A Dallas economic study showed billions of dollars in economic benefits to that city.

That study, by Boston Consulting Group Inc., projected a significant reduction in vehicle traffic — up to 2.5 million car trips removed from Texas roadways. The study also noted improved job and education access between the connected cities, and more than 20,000 jobs created over the lifetime of the project's construction and operation.

Corridor update

North Texas transportation officials are planning talks with Dallas administrators to see if a proposed high-speed rail route from Fort Worth and Arlington can be built despite opposition from Dallas City Council members who adopted limits on where a downtown route could operate.

Regional Transportation Council leaders said they want to discuss options for a proposed western alignment route that would run west of downtown Dallas to reach a station south of the city's Central Business District and Interstate 30. That station would connect North Texas to Houston.

"The request is to start after the Dallas council summer break," said Michael Morris, transportation director for the North Central Texas Council of Governments. "We'll report that to the RTC Thursday. There's no rush to it. I'd rather it simmer a little bit and create some sort of partnership to get that done."

Transportation council members decided in November to advance the western alignment with an elevated track despite opposition from Dallas, where council members approved two resolutions that limit where a rail line can be built.

Dan Lamers, a senior program manager for the North Central Texas Council of Governments, told RTC members in May that the route needed to be outside of development areas for the Kay Bailey Hutchinson Convention Center in downtown Dallas and the former Reunion Arena site.

"We had questions — does this particular resolution essentially preclude the western alignment that we had been spending the last two-plus years on? We haven't formally heard anything from the city of Dallas on this point," Lamers told RTC members last month.

A high-speed rail line is needed to accommodate 12.5 million people expected to move to North Texas within the next 25 years, Morris said, adding that more than 200,000 move to the area every year.

"That's a million people every five years. … I can't imagine living in this region with 12.5 million people without high-speed rail," Morris said.

Alternative route

If the train can't reach the Dallas station, another high-speed route would be considered since about $13 million in transportation funds has been spent to develop the corridor and western alignment route.

Under that proposal, a high-speed rail line would start at Dallas Fort Worth International Airport, stop in downtown Fort Worth and Arlington then move south along the Interstate 35 corridor to Austin, San Antonio and Laredo.

Five Metropolitan Planning Organizations on the route have pledged their support when the conceptual planning study was completed in 2020, the study shows.

"We already have support from all the Metropolitan Planning Organizations — Waco, Temple-Killeen, Austin, San Antonio — (the agreements are) somewhat dated from five or six years ago," Morris said.

“If we’re unsuccessful — and I’m not sure we’ll be unsuccessful — high-speed rail between Arlington, Fort Worth and going to Austin, San Antonio (is) another way,” Morris said. “There’s a big push to get the Dallas-to-Houston (route) done now. Now, being literally now — between now and the midterm election.

“There’s still a lot of spinning plates going on right now,” he said. “We’ll just try to coordinate those and find the best path forward.”

Planning transportation options for the future can be tricky, Morris said.

“I want to make sure that someone doesn’t say in 2050, ‘Why didn’t someone back in 2026 work a little bit harder on multimodal solutions?’” Morris said. “That’s not going to happen on my watch.”

NBC DFW

HOW WORLD CUP FANS WILL USE TRANSIT TO GET FROM DALLAS AND FORT WORTH TO MATCHES IN ARLINGTON

By David Goins
June 8, 2026

More than 3 million visitors are projected to come through North Texas during the World Cup, and after years of planning, Trinity Metro, DART and the region's World Cup organizers say they are ready to help move fans around.

The plan centers on rail and buses, with the TRE CentrePort station in East Fort Worth serving as a focal point for ticketed fans traveling to matches at AT&T Stadium in Arlington, which has been temporarily renamed "Dallas Stadium" during the World Cup.

Monica Paul, with the North Texas FIFA World Cup organizing committee, said planners expect to learn quickly once the first match arrives and they've run their plan through the paces.

Organizers forecast that about 12,000 fans per match will arrive by public transit via DART in Dallas and Trinity Metro in Fort Worth.

Because there is no transit station outside "Dallas Stadium" in Arlington, fans will board TRE trains at Dallas' Victory Station and Fort Worth Central Station, then get off at CentrePort. From there, they will walk through a parking lot retrofitted for fan comfort and safety during the North Texas summer.

Shade structures have already been installed along the route from the train platform to the charter buses. Fans will have several shaded areas to use as they make their way toward buses bound for Arlington. Game tickets will be checked at another shaded location, and fans will then wait in more shade to board the charter buses.

Karla Windsor, with the North Central Texas Council of Governments, said Tarrant County Health and Fort Worth Fire will be on site with water and support for anyone affected by the heat.

"Hopefully, between the shade, misters, cooling stations and the EMTs that will be manning the station, we'll have all of those things covered," Windsor said.

Capacity is also increasing. TRE trains will run four cars every 30 minutes, with enough room for between 1,000 and 1,200 riders per train.

Charter buses will fill up continuously by the dozen on match days to get fans closer to the stadium. Once fans are dropped off at Lot H, they will find more shade while waiting for another shuttle to the FIFA security fence. Fans can also walk along a dedicated pedestrian path, which will be widened by closing one lane of car traffic.

For local fans with FIFA match tickets, planners are still asking them to drive to Arlington and allow visitors to North Texas to use public transit on game days.

Windsor said seeing the plan in action will be exciting after years of preparation.

“We’ve planned and planned and planned – so I think seeing it activated is going to be really exciting," Windsor said.

The first of nine World Cup matches is on Saturday, June 14.

FOCUS DAILY NEWS

NORTH CENTRAL TEXAS NEARS 9M RESIDENTS AS REGION ADDS MORE THAN 200K PEOPLE IN SINGLE YEAR

By Kristin Barclay
June 8, 2026

North Central Texas added 203,786 residents in 2025, bringing the region's total population to 8,952,590 as of January 1, 2026, according to newly released population estimates from the North Central Texas Council of Governments (NCTCOG).

The estimates, which cover the region's 16 counties, reflect continued rapid growth across Dallas-Fort Worth and surrounding communities, with especially strong gains in Collin County, Fort Worth, Dallas, and Celina.

"This level of sustained growth continues to shape nearly every aspect of life in North Central Texas, from housing and transportation to infrastructure and public services," said Sarah Jackson, a Program Coordinator for NCTCOG Demographics & Geospatial Analytics. "Reliable local data helps communities plan for the future and better understand how quickly the region is evolving."

Key Findings

- Fort Worth added 22,722 residents in 2025, the largest increase among regional cities.
- Dallas added 17,564 residents and surpassed 1.4 million total residents.
- Celina added 16,813 residents, ranking third in both total population growth and percentage growth rate.
- Plano surpassed 300,000 residents.
- Collin County led all counties in growth, adding 64,703 residents.
- Lowry Crossing was the fastest-growing city, posting a 45.2 percent increase.
- The region added 42,582 multifamily housing units and 42,445 single-family homes.
- The regional population center continues shifting northward and slightly eastward.

Program Background

Since 1974, NCTCOG has produced annual population estimates for cities and counties across the 16-county North Central Texas region, with updated figures released each spring. The estimates include all cities and counties, while communities with fewer than 1,000 residents are incorporated into county totals.

NCTCOG's estimates are based on a housing unit methodology that calculates population by housing type, including single-family homes, multifamily housing, mobile homes and group quarters. This approach accounts for differences in household size and occupancy rates while also providing updated housing inventory data to support regional planning efforts.

The annual estimates rely heavily on information provided by local governments, including changes in housing stock and group quarters populations, helping ensure the data reflects current growth and development trends across the region.

“By providing consistent, data-driven estimates each year, NCTCOG helps local governments make informed decisions that support a sustainable future for the entire North Central Texas region,” said NCTCOG Executive Director Todd Little. “This work reflects the mission to strengthen regional cooperation and provide planning resources that help our communities thrive.”

Availability of Data

NCTCOG presented the 2026 Population Estimates to its Executive Board on May 28, 2026. The full report, along with city- and county-level estimates and interactive web applications, is now available through the NCTCOG Open Data Portal.

Comparability with Estimates from Other Sources

NCTCOG is the most prominent local developer of annual population estimates. However, other organizations also produce annual population estimates for cities and counties in North Central Texas. There are differences in the NCTCOG population estimates and the population estimates recently released by the U.S. Census Bureau. While both datasets are valid and widely used, they are not directly comparable due to differences in timing and methodology.

Different reference dates: The Census Bureau estimates are dated July 1, 2025, while NCTCOG’s estimates reflect conditions as of January 1, 2026 — a six-month difference during a period of significant regional growth.

Different methodologies: NCTCOG’s estimates are based primarily on housing unit inventories, occupancy rates, and household size data provided by local governments. The Census Bureau uses a separate methodology and data sources. Variations between the two are expected, particularly at the city level.

Slight variation in results: At the regional scale, the estimates remain closely aligned, differing by less than 2% when comparing the same time period.

Both sets of estimates are valid tools that use different data and methods to measure a fast-growing region. Discrepancies at the local level do not indicate error on either side. They reflect the inherent differences between two rigorous but distinct approaches.

FORT WORTH REPORT

TRAFFIC, BUSES AND PEOPLE GALORE: ARLINGTON'S PREPARATION FOR WORLD CUP TRAFFIC

By Chris Moss
June 8, 2026

With Arlington hosting nine 2026 FIFA World Cup matches across the span of a month, officials are preparing for a mass influx of visitors to the city and surrounding areas.

With less than a week to go until the first game in AT&T Stadium, which will be renamed Dallas Stadium during the tournament, many eyes are on one dreaded occurrence: traffic congestion.

"We get nine matches here, and we're prepping and then debriefing and adjusting things based on our first experience," said Natalie Bettger, senior program manager of congestion management and system operations for the North Central Texas Council of Governments, or NCTCOG. "We get nine opportunities in five weeks to implement, adjust, implement, adjust."

The key goal of the World Cup transportation plan is getting fans to the stadium. Fans will arrive at CentrePort Station by train, either from downtown Dallas or Fort Worth, before being bused to Arlington's Entertainment District.

Those buses will park at Texas Rangers Lot H for drop-off, where fans will begin their walk to the stadium, Bettger said.

Others will choose to drive their own vehicles to the games.

NCTCOG expects some congestion around the stadium, Bettger said. The organization is working to direct some cars to different routes to and from parking lots.

"We have a lot of options to get to a (parking) lot around here. It's not one exit you have to get off of, so our goal is to try to balance that so it's not a complete standstill on our roadway system," Bettger said.

What's the best way to beat the traffic on major roadways?

Bettger said she expects the three hours before and after the games to have significant traffic congestion. Here's what she said could help residents beat the traffic:

- Delay your trip through the district or leave early to avoid match traffic.
- If you live near the stadium, work from home, if possible.
- Avoid major roadways such as Interstate 30 or State Highway 360; instead, take Interstate 20 or State Highway 183 when possible.
- Check match days and times to prepare a time to leave if you pass through the Entertainment District.

Managing the influx of traffic is something that will take coordination across transportation groups, Bettger said.

In Arlington, the plan's success is in the fine details.

The city has upgraded technology and software to respond to the expected increase in travelers, Arlington's city traffic engineer Chris Funches said.

One example of that preparation includes NoTraffic cameras the city purchased in 2024.

Those AI-powered cameras have been deployed at intersections across the Entertainment District to track how many cars or pedestrians are crossing throughout the event.

The technology will help the city address vehicle and pedestrian routing and allow emergency services to go through intersections uninterrupted when needed, Funches said.

Four active command centers will watch regional transportation, Funches said, focusing on the traffic surrounding the stadium and at the bus drop-off point.

"On match days, we're going to actively manage (the intersections and signal times) to make sure that we're looking on our camera and our screens of those intersections to be able to allow more efficient travel time," Funches said. "If we need to add more time somewhere, we'll be able to actively see that and do that."

One of the largest pieces of preparation regards international visitors.

"One of the things we look at is, 'How can we make (traveling to and from AT&T Stadium) easier for them?'" Funches said.

That includes wayfinding signs provided by FIFA as well as new overhead signs installed by the city along major corridors, Funches said.

Funches said the city doesn't anticipate much of the traffic to flow outside of the Entertainment District and that the city's current operations for traffic will remain.

The city will also report all road closures for navigation apps, ensuring platforms like Google Maps or Waze Navigation & Live Traffic have accurate information, Funches said.

"It's not like these events are coming to Arlington, and during these 45 days, the rest of the city will be forgotten," Funches said. "We're making sure that we're staffing appropriately to pretty much continue to provide the service to the rest of Arlington's citizens."

DALLAS BUSINESS JOURNAL

667-ACRE RANCH LISTS FOR $20M IN PATH OF FORT WORTH GROWTH

Nearly 3K acres of ranch land on market across growing Johnson County

Seth Bodine
June 8, 2026



Robinson Branch Ranch in Cleburne, 667 acres of ranch land was listed for sale for $20 million.

A large farm and ranch outside Fort Worth in the path of growth hit the market.

The 667-acre Robinson Branch Ranch at 3900 W. Highway 67, 36 miles south of Fort Worth and about 5 miles west of Cleburne in Johnson County, was listed for a little more than $20 million. The land is vacant and primarily used for ranching and farming, said listing agent Tyler Thomas, owner of TT Ranch Group.

The listing represents yet another ranch that could turn to development, a major trend for the west side of the Dallas-Fort Worth metro area.

The land is in the path of growth. Thomas said Highway 67 has seen "tremendous growth" since the completion of Chisholm Trail Parkway. North Central Texas Council of Governments estimates the Chisholm Trail Parkway corridor will add more than 90,000 people in the future.

Cleburne is also growing — there are more than 60 builders active across 200 new communities, according to the listing announcement. Major commercial developments include Amazon's plans to open a $200 million distribution warehouse, which could generate up to 1,000 jobs. A 75-acre development called Cleburne Station will add retail, restaurants, office, a movie theater and hotel to the area.

"There's a lot of commercial parks going in, and a number of major developers that are undertaking projects right in that area, and so what is unique about this ranch is it's one of few remaining that haven't already been bought up and developed or bought up and split up into smaller tracks," Thomas said.

Robinson Branch Ranch has a mix of cornfields and pockets of timber. One prominent feature is nearby creek and has an established bass fisher.

Robinson Branch Ranch is one of nine ranches for sale in Johnson County, according to the TT Ranch Group. The nine ranches available add up to about 2,931 acres.

DALLAS BUSINESS JOURNAL

BULLET TRAIN COULD DRIVE BILLIONS OF DOLLARS FOR FORT WORTH, ARLINGTON

By Plamedie Ifasso
June 9, 2026

A new study estimates a proposed high-speed rail line would generate billions of dollars in new property tax revenue for Fort Worth and Arlington.

The report, commissioned by Tarrant County's two largest cities and completed by AECOM, found that a long-proposed Dallas-to-Houston bullet train could drive approximately $3.3 billion and $4 billion in property tax revenue between 2036 to 2050 to stations in Fort Worth and Arlington, respectively. Fort Worth Report first reported on details of the study.

A proposed downtown Fort Worth station could result in $1.2 billion in annual spending and 19.4 million square feet of new commercial development at full system buildout, according to the analysis. Hotel tax revenue could grow to about $84 million annually and sales tax could rise to $12 million a year.

Meanwhile in Arlington, the analysis projects the train line could generate $1 billion in annual spending, as reported by Fort Worth Report. Hotel tax revenue in the city could increase to $98 million, while another $21 million would come from annual sales tax revenue.

Transportation leaders have long touted the Dallas-to-Houston bullet train development as a way to ease projected population growth and traffic congestion headed to the region. But the critics of the projected $30 billion development aren't convinced and instead worry it's a costly bet at the expense of other transportation projects.

Concern regarding the impacts of the transportation project is especially high in Dallas where city officials and business leaders continue to oppose a proposed elevated alignment that would run through downtown, Uptown and Victory Park.

Members of the Dallas City Council expressed concerns about the impact of the proposed route in a June 2024 resolution. Some Dallas leaders reaffirmed the stance earlier this year. The route also generated pushback from Dallas-based Hunt Realty Investment Inc., whose executives worried the proposed route of the bullet train could harm the company's planned $5 development near Reunion Tower.

Following this repeated opposition, the Regional Transportation Council directed its staff to move forward with design options for a western route that would run west of downtown Dallas to reach a station south of the city's central business district and Interstate 30. The station would connect North Texas to Houston.

The new AECOM report comes roughly a year after Boston Consulting Group Inc. released its economic impact analysis. The study commissioned by the city of Dallas projected the bullet train could grow gross domestic product in Dallas County by an average of $5 billion annually from 2029 to 2050 and generate roughly 28,300 new jobs

Overall, Boston Consulting estimates the Dallas-to-Houston system could transport up to 6.5 million passengers in its first full year of operations.

AECOM notably worked with the Dallas Economic Development Corp. on the study that provided estimates for repairing Dallas City Hall. The Dallas-based company drew criticism from opponents who support preserving and repairing the I.M. Pei-designed building. AECOM CEO Troy Rudd sent a letter to Dallas Mayor Eric Johnson and members of the Dallas City Council defending the company's work on the study.

THE DALLAS MORNING NEWS

OPINION: DART MUST CONNECT SPORTS VENUES WHEREVER THEY LAND

Transit is key to the region's future

By Randall Bryant
June 8, 2026

As conversations continue regarding the future of the Dallas Mavericks, Dallas Stars and the eventual transition away from the American Airlines Center, we must recognize that this moment is about far more than sports and entertainment venues. This is also a defining conversation about the future growth, mobility, economic development and identity of our region.

For decades, the American Airlines Center has served as a major anchor to the urban core of Dallas, generating economic activity, jobs, tourism and investment while being directly connected to our regional public transit system. The ability for fans, employees, residents and visitors to access games, concerts and events through public transit has been a critical component of that success.

As new proposals and developments emerge, it is essential that Dallas Area Rapid Transit remain a voice in those conversations.

Whether these future venues remain within the urban core or expand into other parts of North Texas, regional transit connectivity must be viewed not as an afterthought, but as foundational infrastructure.

While I recognize the impact that our current system will sustain by no longer utilizing the Victory Station at high-frequencies post 2031, I am pleased to see that both the Stars and Mavericks will remain within the DART service area.

This discussion around long-term transit planning also intersects with another important conversation: the future and role of Dallas City Hall and the surrounding civic core. As Dallas continues to evolve, we have an opportunity to think boldly about how government, entertainment, transportation, housing and economic development can work together to shape the next generation of our city.

As chair of DART, it has been my top priority to increase safety and security throughout our entire system, and we've recently made great strides, from overhauling more than 7,000 cameras to renewing our contract for more uniformed personnel on station platforms and train cars.

Our next task to achieve the highest level of security for our riders, operators and general public is "closing" the rail system — installing turnstiles and other access control measures.

One of the major hurdles to accomplishing this system-wide goal rests on the outcomes of our four stations within the central business district: West End, Akard, St. Paul and Pearl/Arts District.

One solution that will allow us to close the system and bring service to the current City Hall location is through a tunnel concept similar to a previously reported proposal called "D2."

Regardless of the structural outcome of the municipal building, I believe a transformational transit corridor connecting Deep Ellum, the Farmers Market, City Hall and the new convention center would do more than move people; it would reshape the downtown core by creating connectivity, driving economic vitality, supporting new development and building a vibrant urban center where residents, workers, visitors and businesses can thrive together. All while closing the system at the same time.

The current design of our system traversing east to west through the heart of downtown is looked down upon as the back-alley, while a newly activated underground plan with stops at established points-of-interest could serve as the gateway.

The decisions made over the coming years between private sports groups and public entities will influence development patterns and mobility for decades to come. That is why regional collaboration between cities, transportation agencies, business leaders, elected officials and private partners will be essential.

At DART, we stand ready to be a partner in those conversations. Public transportation is not simply about moving people from one place to another. It is about creating connected communities, expanding economic opportunity, supporting workforce access and ensuring that growth across North Texas remains accessible and sustainable for everyone.

I believe this moment presents an opportunity for our region to think comprehensively about the future we want to build together. Wherever these projects ultimately land, transit must remain part of the solution.

Randall Bryant is chair of the DART Board of Directors.

THE DALLAS MORNING NEWS

REGIONAL TRANSPORTATIO N LEADERS ARE URGING DFW RESIDENTS TO CHANGE THEIR COMMUTE, TRAVEL HABITS TO ACCOMMODATE WORLD CUP TRAVELERS

World Cup events are expected to increase traffic across DFW this summer

By Hedija Spahalic
June 9, 2026

With the FIFA World Cup starting this week, and games beginning in North Texas on June 14, increased traffic on major roadways is unavoidable.

The commute to and from nine matches in Arlington, a FIFA Fan Festival taking over Fair Park and the International Broadcasting Center closing downtown roads have locals worried about the impact on their daily lives.

The North Central Texas Council of Governments proposed residents make “temporary, voluntary adjustments.” Regional transportation authorities are urging local North Texas residents to minimize their time on the roads during the World Cup’s tenure in the area.

“We are telling people to look at alternate routes, if possible,” said Karla Windsor, the council’s senior program manager of land-use and mobility options.

The council is advising local residents to change their commute times, either leaving for work earlier or later to avoid congestion on major roadways, or taking a completely different route. Regional officials said if residents must travel, they should consider carpooling and combining errands into fewer trips and less time on the road. Employers are encouraged to “consider offering flexible work or telework options” on match days.

“We encourage residents to check travel information before heading out and consider small adjustments on match days,” said Natalie Bettger, the council’s senior program manager of congestion management and system, in a news release. “By planning ahead, we can help keep North Texas moving while welcoming visitors from around the world.”

More than one million visitors are expected to be in D-FW over the course of the event. This means more drivers on the roads could increase toll prices on certain North Texas highways. Regional officials have stated these numbers are just estimates, and even more people could be in North Texas at that time.

The council is using billboards, social media and radio advertisements to share information regarding the games and prompting people to be mindful of how much time they spend on the road.

“It is critical that we welcome our international guests this summer,” said Michael Morris, the council’s director of transportation.

The cities of Dallas and Arlington are not putting up any signage or encouraging residents to work from home or avoid the roads. Both cities are urging their residents to plan ahead and prepare for the onslaught of international visitors.

CBS NEWS TEXAS

TRE, BUSES SET TO TRANSPORT THOUSANDS OF WORLD CUP FANS TO DALLAS STADIUM

By Steve Pickett
June 8, 2026



Transit trains from both Dallas and Fort Worth will merge at a central location and move what could be the largest collection of sports fans in Texas history for FIFA World Cup matches.

All eyes are on the Trinity Railway Express (TRE) and the rail lines' CenterPort Station near DFW Airport. It is ground zero for fans trying to get to World Cup matches via public transit.

Monday, coordinators said they anticipate thousands each match day will catch trains from Fort Worth's downtown central station, or Dallas' Victory Station. The TRE trains will bring fans to CenterPort, then a convoy of charter buses will take fans to and from AT&T Stadium, known as Dallas Stadium throughout the World Cup.

Trains from downtown Fort Worth's center line and Dallas' Victory Station will move approximately 1,000 soccer fans every half hour to the CenterPort stop.

"For each of the nine games, we anticipate, we expect, 10-12,000 people will take the TRE and use the transit system," said Karla Windsor, with the North Central Texas Council of Governments (NCTCOG). "Seventy percent from the east, 30% from the west."

Those World Cup commuters will then hop on a convoy of charter buses that welcome game ticket holders only for nine different soccer matches, straight to the bus transit spot at the stadium, and rides back to the CenterPort train station.

"The trains will run four cars, that's unusual, also 30-minute capacity, usually TRE runs every hour," Windsor said.

"Trains will run on Sundays for the next four weeks. On our first game, trains will be there."

The first practice run? It's not a practice. It happens on Sunday.

THE TEXAN

HIGH-SPEED RAIL ECONOMIC IMPACT STUDY SUGGESTS BILLIONS IN BENEFITS TO FORT WORTH AND ARLINGTON

The Dallas-to-Houston project has been in the works for over a decade

By Kim Roberts
June 9, 2026

A high-speed rail line between Fort Worth and Houston could generate $1.2 billion in visitor spending once it and its attendant commercial development are built out, according to a new study presented to Fort Worth and Arlington.

The cities commissioned an economic impact study last year to learn of the possible benefits for them if a proposed high-speed rail route between Dallas and Houston, known as the Texas Central Railway, was extended through Arlington and into Fort Worth.

One of the “fundamental” questions answered by consultant company AECOM in its study was, “What are the fiscal and economic benefits the City can expect from resulting employment, residency, and visitation growth?”

AECOM predicts property tax revenue of $1.2 billion between 2036 and 2050, and sales tax revenue of $4.5 million annually generated by the “initial impact area” of downtown Fort Worth where the station would be located.

At full build out at a predicted 15 million square feet, the study predicts $168 million in annual property tax revenue and $53 million in annual hotel tax revenue.

The overall impact for Fort Worth, according to the study, would be $1.2 billion in annual resident and visitor spending with overall property tax revenue generation of $475 million.

Arlington could see $1 billion in annual resident and visitor spending and $21 million in sales tax revenue, according to the Fort Worth Report.

Dallas also commissioned an economic impact study that was presented to the city last year. The Boston Consulting Group study estimated the cost of the Dallas-to-Houston line at $30 billion, and said it will bring an estimated $5 billion average increase in gross domestic product and 28,300 new jobs to Dallas County.

One of the assumptions of the study is that construction of the project will begin in 2029, with train service starting in 2034.

Instead of Dallas-to-Fort Worth high-speed rail, the study suggested that upgrading the Trinity Railway Express commuter rail “could provide a temporary or long-term solution for enhanced Dallas-Fort Worth connectivity.” It will cost approximately $1 billion to upgrade the line sufficiently, according to the study.

In its resolution in January, the Dallas City Council urged the North Central Texas Council of Governments — a local regional transportation planning body — to consider the Trinity Railway Express upgrade in lieu of a high-speed rail.

John Kleinheinz is the lead investor in the Texas Central high-speed rail project. In an op-ed last summer, he claimed that the project is “shovel-ready” and that he believes it is time to “finish the job.”

The proposed high-speed rail line between Dallas and Houston has been in the works for over a decade, yet it hasn’t come to fruition, having been plagued by a multitude of issues, from landowner opposition to ballooning costs and funding issues.

In April 2025, U.S. Secretary of Transportation Sean Duffy announced that a $63.9 million grant previously awarded to Amtrak for the Dallas-to-Houston project would be terminated.

The project also does not have a construction permit, which will only be granted by the Surface Transportation Board after full regulatory and financial scrutiny through the application process.

The route’s alignment also remains uncertain given the Dallas City Council’s adoption in January of a resolution that reaffirms its 2024 decision that any high-speed rail line between Dallas and Fort Worth should not be built above-ground through the Central Business District, Victory Park, nor the uptown area of the city.

The original alignment was designed to have potential connections from the proposed high-speed rail station to Dallas’ Kay Bailey Hutchison Convention Center, the Eddie Bernice Johnson Union Station for other Amtrak and light rail connections, and convention center hotels.

However, a proposed alignment west of downtown would not allow for those connections.

NCTCOG Transportation Director Michael Morris emphasized in 2024 that the location of the Dallas high-speed rail station cannot change, as its location and design are part of an environmental study approved in 2020.

“If that station changes, then the Dallas-to-Houston high-speed rail investment is dead,” Morris said.

CBS NEWS

MASS TRANSIT WILL BE PUT TO THE TEST FOR WORLD CUP HOST CITIES ACROSS THE U.S. HERE'S HOW MUCH IT WILL COST

By Kris Van Cleave
June 9, 2026

Over the next few weeks, 11 U.S. cities will host hundreds of thousands of World Cup fans, putting mass transit to the test across the country.

While mass transit won't be cheap in some cities, others are determined to not burden the fans.

MetLife Stadium in New Jersey is home to eight World Cup matches, including the final. With little available parking and no viable walking route, the majority of the more than 82,000 fans at each match will have to rely on mass transit, but that will come at a high price.

After the initial price of $150 for a round-trip ticket caused significant backlash, the transit agency announced it lined up sponsors to cut the price to $98, which is still more than seven times what the trip would normally cost.

"This FIFA train is not a regular service," said New Jersey Transit CEO Kris Kolori. "We have to start it every time there's a special event, and this one is more special and more secure than anything else we've done."

The special service will cost $6 million a match, the agency said, which New Jersey's governor said should be paid by attendees and not taxpayers.

In Massachusetts, the train from Boston to Foxborough's Gillette Stadium will be $80 round trip and an express bus is $95.

Lower-cost transit

But pricing problems aren't an issue in all U.S. World Cup host cities.

In Atlanta, Houston and Seattle, the stadiums are directly linked to rail lines. Regular fares will apply and they're all under $5.

In Philadelphia, the trip is free because of a sponsorship deal.

Shuttle buses in Kansas City will take fans to Arrowhead Stadium for $15.

In Dallas, a fleet of charter buses will help take fans from a rail station to the matches at AT&T Stadium in Arlington.

"Part of our FIFA commitment is to showcase our regional rail system to the world," said Michael Morris, the North Texas director of transportation. The ticket to ride is about $4 each way.

"When you're in our particular region, if you're traveling on fan fest days or you're traveling on match days, the fare you pay to get to this particular location is the same fare everyone else pays," Morris said.

Miami officials announced five locations around Miami-Dade and Broward on game days where fans can catch a free shuttle bus.

"This free round-trip shuttle service will be available exclusively to verified ticket holders and will take fans directly into the Miami Stadium, not to a remote parking lot," said Stacy Miller from Miami-Dade Transportation.

In California, Los Angeles and the San Francisco Bay area will each host matches. State leaders announced in March the two regions will receive a combined $18.4 million in transit funding for the World Cup.

The World Cup begins June 11 and ends July 19 with matches in the U.S., Canada and Mexico.

KERA NEWS

TRANSIT OFFICIALS READY FOR WORLD CUP TRAIN TRAFFIC AT CENTREPORT

By Eric Garcia
June 9, 2026

Moving thousands of people from CentrePort/DFW Airport Station to Arlington for FIFA World Cup games is a challenge that transportation officials say they are ready for.

Essentially, they said, the experience for riders will be like waiting in line for a ride at Six Flags Over Texas, with the wait dependent upon how many people are wanting to get on board.

The regional mobility plan to transport 10,000 to 12,000 people on game days using Trinity Railway Express trains and up to 125 charter buses was on display Monday as officials did a walk-through of the station to demonstrate how the system will work. Officials estimate that 70% of passengers will come from Dallas and 30% from Fort Worth.

Riders should use the GoPass app for tickets and train schedules. Additional trains and charter buses will be available if needed, officials said.

Signage in multiple languages has been posted, and scores of multilingual volunteers will be on hand at the station south of Dallas Fort Worth International Airport to direct visitors as they converge at CentrePort from Fort Worth and Dallas.

Trinity Railway Express trains — a joint operation with Dallas Area Rapid Transit and Fort Worth's Trinity Metro — will each have four railcars that can hold between 1,000 to 1,200 people, officials said. Operations will start five hours before kickoff and continue for three hours after each game. The trains will run on a 30-minute schedule during games and operate for the next four Sundays although the service is usually closed on that day. Shuttles for those who are disabled will be available for direct access to the stadium.

Monica Paul, president of the North Texas FIFA World Cup Organizing Committee, said she hopes the process is seamless.

"We know we'll learn a lot, I think, on the first match and then be prepared to make some modifications as needed," Paul said. "But really, hopefully people will have a fantastic experience getting out to AT&T Stadium."

Karla Windsor, senior program manager for the North Central Texas Council of Governments, said TRE passengers arriving at CentrePort/DFW Airport Station on Sunday will be greeted by volunteers who will direct them to massive shade structures with corral gates set up in the parking lot. Portable restrooms and food trucks are also available for those waiting for a charter bus to Arlington.

Though remote work is encouraged for regular TRE passengers in the area, seats will be reserved for passengers who rely on the train for commuting.

"If they don't have a car, then transit is still the way to go and we're gonna have seats available for people who take the train to work every day," Windsor said.

Officials recommend that World Cup ticket holders plan to leave for the Arlington stadium hours before kickoff.

“Plan to come early,” Windsor said. “Just make sure you’re starting at Victory Station in Dallas (or) Fort Worth Central Station in Fort Worth and get off at CentrePort. This is your stop. This is the only one that will have the charter buses (to Arlington).”

When people arrive at CentrePort, they will be directed by transit staff to a massive shade structure installed in the parking lot to get on charter buses.

“Everyone will come under these large shade tents that have been installed,” Windsor said. “Then, they’ll be sent down these corrals. We’ve got fans, we’ve got misters that will have water all along the route to cool people down, depending on how the heat’s doing that day.”

A Fort Worth fire substation near CentrePort will be prepared in case of emergencies, Windsor said.

Once the buses reach the Arlington Entertainment District, they will drop passengers off in the Lot H parking lot, which is about a short walk from the stadium, she said.

For return trips, passengers at CentrePort will be separated by city destination to board them onto a train going to either Fort Worth or Dallas.

“After the games, there will be additional trains to get the volume moving out quicker,” Windsor said.

About 100 volunteers did a successful walk-through of the plan last week, Windsor said.

“It was a really good test of the system,” she said.

About 30,000 more riders are expected to use DART on game days, said Trenise Winters, that agency’s executive vice president and chief operations officer.

“We are prepared to put out extra service,” she said, referring to using DART buses.

Reed Lanham, chief operating officer of Trinity Metro, said his agency expects to see about 12,000 riders on game days — about 4,000 more than daily ridership. The agency plans to supplement service with charter buses and is introducing a new shuttle service to Fort Worth and Arlington shopping areas on days with no games scheduled.

“We’ll be able to comfortably handle that many or we’ll always be able to pivot,” he said.

Michael Morris, transportation director for the council of governments, said some freight rail traffic will be delayed to accommodate TRE trains on game days. Officials are working with Union Pacific and other railroads to delay shipments of hazardous materials.

“We’ll be monitoring our north-south traffic flow in real time and we’ll be talking directly to the (Union Pacific) police, and we’ll potentially hold a (freight) train at critical times,” Morris said.

Vehicle traffic is expected to increase significantly around Arlington, but the games are aided by an abundance of parking near the stadium, Morris said.

“If you come to the stadium, get your parking pass,” Morris said. “Your parking pass gives you instructions on how to minimize your travel time to and from.”

Morris said the mobility plan resulted from a prior plan used for SuperBowl XLV played in Arlington on Feb. 6, 2011.

THE DALLAS MORNING NEWS

UTA SCIENTISTS PLAN TO STUDY HOW THE WORLD CUP AFFECTS LOCAL AIR QUALITY

UTA researchers will explore how this sudden influx of visitors will affect local air quality

By Niamh Ordner
June 5, 2026



Yunyao Li, assistant professor of earth and environmental sciences at the University of Texas at Arlington, holds a sensor that will measure particulate matter, ozone, wind, humidity and temperature. UT Arlington

With Dallas expecting millions of visitors for the World Cup, researchers are measuring how an expected increase of pollutants will affect local air quality.

Researchers at the University of Texas at Arlington plan on using the World Cup matches in Dallas as a case study to better understand how large-scale events temporarily disrupt local environment conditions.

This research is being done in collaboration with the North Central Texas Council of Governments and the city of Arlington.

Environmental sensors have been deployed around AT&T Stadium, DFW International Airport, and UTA to continuously monitor air quality and pollution levels before, during and after the World Cup.

These boxlike sensors are solar-powered and collect a variety of environmental data, including temperature, humidity, particulate matter, ozone and wind. Data will also be collected from NASA satellites, and there are plans to add an additional sensor in Plano.

The Dallas-Fort Worth region is the fourth-largest metropolitan area in the United States. However, it has been covered far less extensively in air quality studies when compared to metropolitan areas of similar size, said Yunyao Li, UTA assistant professor of earth and environmental sciences and director of the Atmospheric Intelligence and Modeling Lab.

Li, who is leading the study, said it's especially important to research D-FW because it's a developing region, and many people have been moving here in recent years.

"We want to see how this development — how the city grows — affects the air quality," she said. "We want to make sure we provide clean air and a healthy environment to all the people who live here."

Volunteers are also being recruited to set up PurpleAir Flex air-quality sensors in their homes. Participation is free and the sensors are provided by the research team at no cost.

These sensors will increase the study's area of coverage and measure weather conditions like temperature and humidity, volatile organic compounds and PM2.5, a kind of small particulate matter.

The results of the research can aid in the development of future air quality modeling projects. These projects, Li said, can help calculate the air pollution exposure experienced by different communities and guide future urban planning.

FORT WORTH REPORT

`CATALYST' PANTHER ISLAND APARTMENT TOWER LANDS $10M IN FORT WORTH INCENTIVES

By Scott Nishimura
June 10, 2026

A $100 million, 12-story apartment building planned on the south end of Panther Island landed $10 million in city incentives Tuesday, setting the stage for what local officials say will be a "catalyst" project for future development.

Fort Worth City Council members voted unanimously to approve the tax incentives, which must be completed by Dec. 31, 2030, under the agreement.

"It is a catalyst project for the Panther Island area that we're trying to get ignited," Carlos Flores, the Northside council member whose district includes Panther Island, said during a June 2 work session on the development.

Seco Ventures, an Austin commercial real estate investment firm, plans 290 apartments, and about 9,000 square feet of ground-floor retail.

The incentives are meant to close the financing gap on the project and help prove the viability for future development on Panther Island, city officials said.

"One of the key drivers of the financial gap … ultimately comes down to the elevated risk of delivering a project like this in an unproven district like Panther Island," Michael Hennig, city economic development manager, told council members during a June 2 work session.

Seco agreed to spend $100 million, with $75 million in construction costs. Thirty percent of total spending must go to certified small business firms.

City officials said they hope the development will spur Seco to do more on Panther Island, where it owns an additional 32 acres.

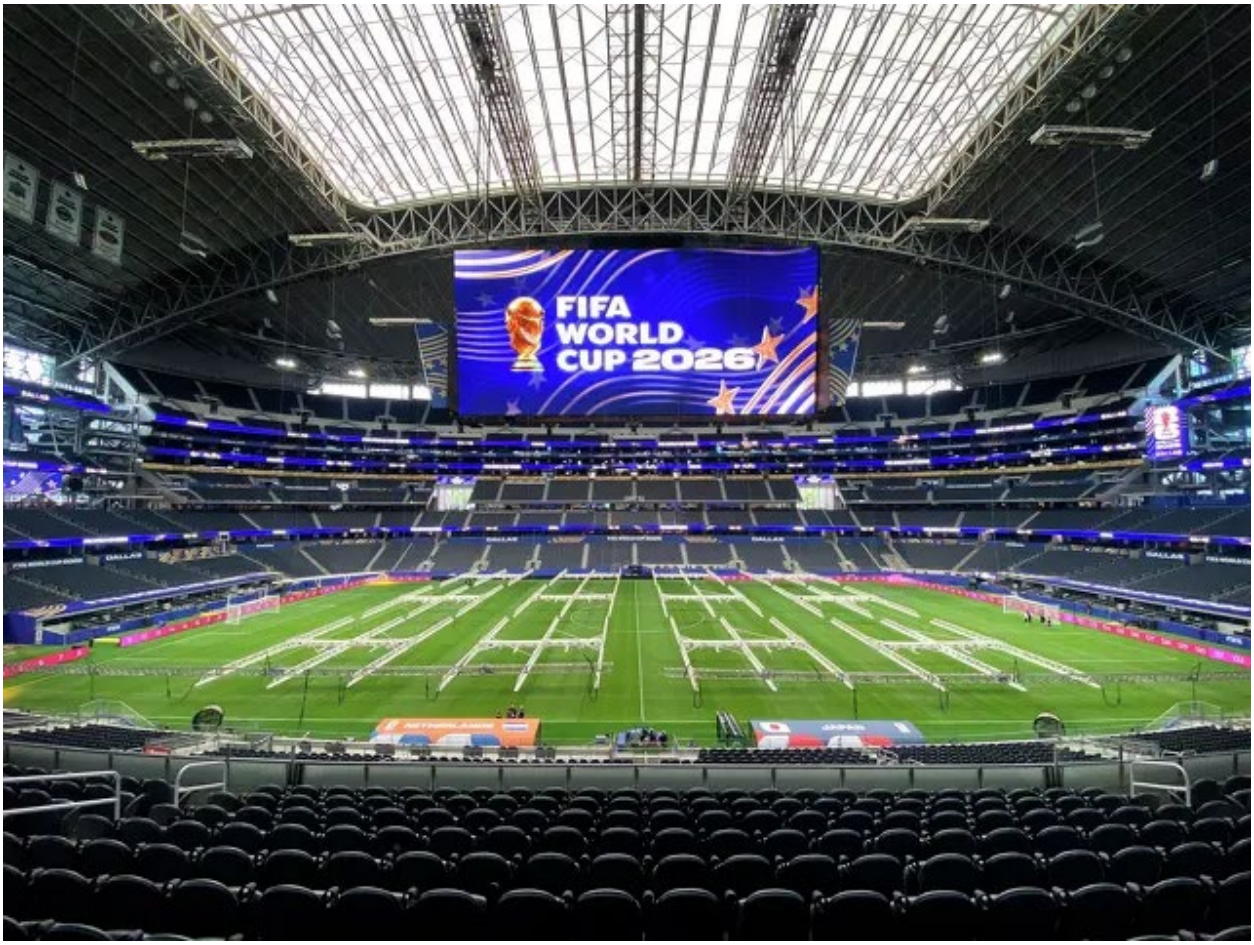
The city of Fort Worth and the Tarrant Regional Water District hosted an evening meeting June 3 at Rose Marine Theater to provide public awareness of updates to the form-based codes that will guide all new development on Panther Island.

THE DALLAS MORNING NEWS

A TOUR OF DALLAS STADIUM'S TRANSFORMATION SHOWS HOW READY NORTH TEXAS VENUE IS FOR WORLD CUP

The name and pitch changes at AT&T Stadium, aka Dallas Stadium, were only part of the metamorphosis reporters saw Wednesday

By Brad Townsend
June 10, 2026



The interior of Dallas Stadium is outfitted for the FIFA World Cup as seen during a media tour in Arlington, June 10, 2026. The stadium will host 9 matches including the semifinal in July. Tom Fox/The Dallas Morning News

Metaphorically, the clock ticks more loudly by the hour, with a mounting blend of urgency and excitement.

For the first time since 1994, the outer band of the monthlong World Cup cyclone has arrived in North Texas, with preparations and anticipation building toward Sunday's first match here.

A grand opening news conference occurred Wednesday afternoon for the Dallas Host City Media Center at Kay Bailey Hutchison Convention Center.

And in Arlington, about 50 reporters received a preview tour as workers finalized the transformation of AT&T Stadium to "Dallas Stadium," which will host a World Cup-most nine matches.

“The venue here in Dallas has been so accommodating, so helpful in every way,” said Ian Craig, FIFA’s pitch venue manager for the matches here. “This is a fabulous stadium.”



ESPN Deportes reporter Carlos Nava (right) reports from one of the teams locker rooms during a FIFA World Cup media tour of Dallas Stadium in Arlington, June 10, 2026. The stadium will host 9 matches including the semifinal in July. Tom Fox/The Dallas Morning News

For soccer novices, a brief explainer: Pitch is soccer’s term for playing surface. Natural grass is a strict FIFA requirement for all 104 World Cup matches that will be played in 16 venues across the United States, Canada and Mexico.

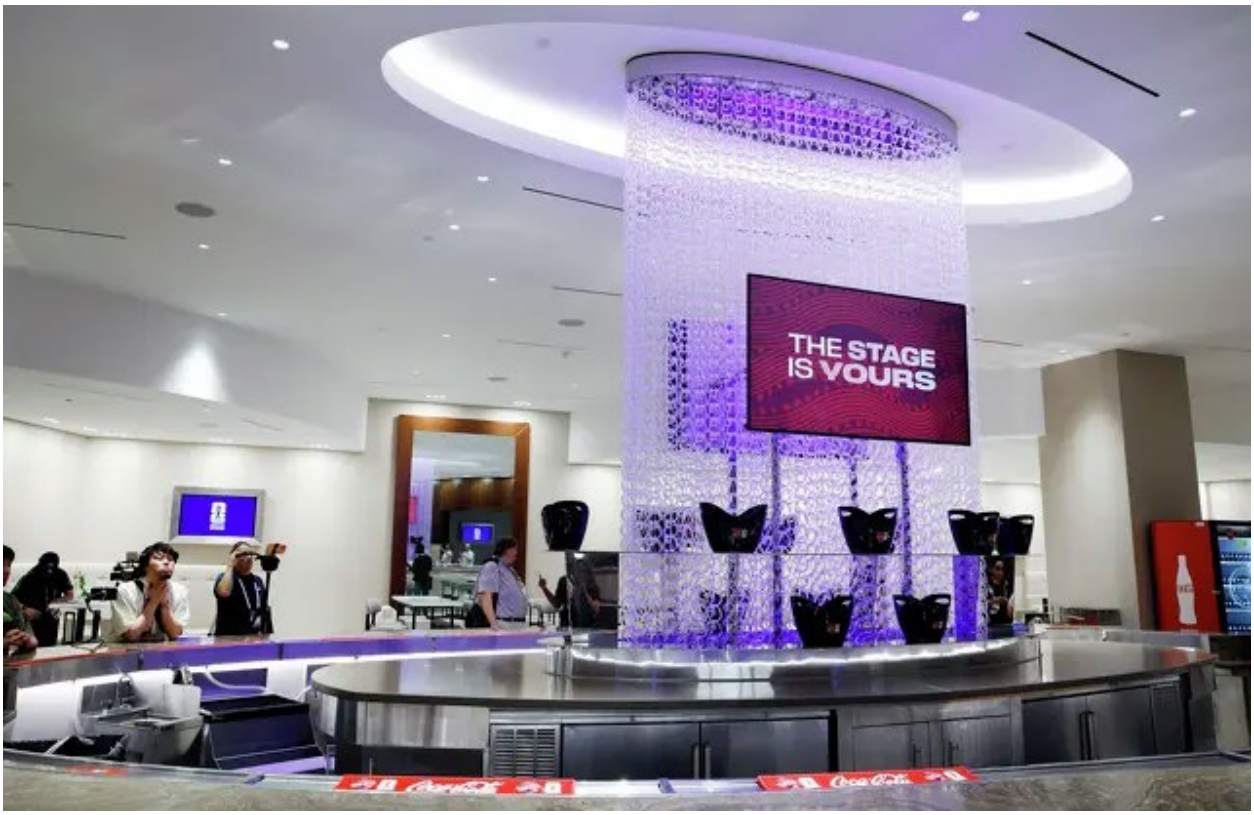
This 23rd quadrennial World Cup, the most expansive in the event’s history, officially begins Thursday with two matches in Mexico, starting with that host nation’s 2 p.m. game against South Africa in Mexico City.

There will be two matches Friday, including the United States’ Group D opener against Paraguay in Los Angeles.

After four more matches on Saturday, North Texas finally gets into the tournament fray with Sunday’s 3 p.m. Group F matchup between Netherlands and Japan.

With a projected 3.8 million fans flocking to North Texas during the next month, early arrivals who want to get into the World Cup spirit before Sunday can attend Thursday’s opening of the FIFA Fan Festival at the Pavilion at Fair Park.

As for AT&T Stadium, aka Dallas Stadium to conform to FIFA’s sponsor policies, the name and pitch changes were only part of the metamorphosis reporters saw Wednesday.



An interior view of a luxury club during a FIFA World Cup media tour of Dallas Stadium in Arlington, June 10, 2026. The stadium will host 9 matches including the semifinal in July. Tom Fox/The Dallas Morning News

There's also Pepsi to Coke. Football to futbol. Dallas Cowboys signage to FIFA 2026 World Cup. At least one Cowboys fan shop still was in mid-transformation to a FIFA merchandise and apparel store.

Stadium general manager Tod Martin noted that most of the physical upgrades to the high-end hospitality areas and suites were part of the $300 million "refreshen" that the Cowboys commissioned before last season.

One hospitality area, though, has been renamed the Trophy Lounge for World Cup. Another has temporarily changed from Legends Club to "Champions."

Reporters also got glimpses of the transformed locker rooms, including Locker Room A, which will host world power Argentina and superstar Lionel Messi on June 22, when they meet Austria in the first of Argentina's two matches here in five days.

Most reporters' focus Wednesday, though, was on the pitch and Martin's innovative rigging of the Grow Lights system to the stadium rafters. While all domed and roofed venues in this World Cup are using Grow Lights, the other systems have to be wheeled in and out by crews.

"Which makes our life a lot easier," said FIFA's Craig, who is working his third World Cup. "It cuts out a lot of work for us . . . Effectively, what we're trying to do is create an environment indoors that can sustain the grass growth throughout this tournament."

From all appearances, at least visually because reporters weren’t allowed to step on the turf, the system is working well. The Kentucky bluegrass and ryegrass pitch, grown in Colorado and shipped to North Texas in refrigerated trucks, was installed in mid-May.

Is it pitch-perfect for Sunday?

“It's where I want it to be at the moment,” Craig said. “As a turf professional, I'm never fully satisfied. It can always be better.”

Craig said the pitch probably would be mowed 10 or 11 more times before Sunday. To what height?

“Twenty-two to twenty-five centimeters,” Craig said.

THE DALLAS MORNING NEWS

DALLAS SECURES UP TO $24.6M IN FEDERAL FUNDS FOR FIFA WORLD CUP SECURITY

Most of the money would reimburse police, fire and emergency management expenses

By Everton Bailey Jr.
June 11, 2026



Dallas County officials, law enforcement for various cities and reps from the FBI provided an overview of safety and security planning efforts and preparations during a North Texas FIFA World Cup Safety and Security press conference, June 1, 2026. Tom Fox/The Dallas Morning News

Dallas could receive up to $24.6 million in federal reimbursement to help cover public safety costs related to hosting the 2026 FIFA World Cup.

The Dallas City Council approved an agreement Wednesday allowing the city to seek federal reimbursement through the North Central Texas Council of Governments for eligible World Cup expenses, including police and fire personnel, emergency management, equipment and vehicle use. The global soccer tournament began Thursday.

The reimbursement would cover most of the city's previously projected $32.9 million public safety budget for the tournament. Dallas officials have said security is the city's largest World Cup expense.

Nine World Cup matches, including a semifinal, will be played at Dallas Stadium in Arlington. Dallas is hosting the FIFA Fan Festival at Fair Park and the tournament's International Broadcast Center at the Kay Bailey Hutchison Convention Center.

About $17.2 million of the federal funds is designated for the Dallas Police Department. Another $4.7 million could go to Dallas Fire-Rescue. About $2 million could go toward emergency management.

Federal, state and local agencies have spent months preparing for the tournament. Officials have said visitors should expect an increased law enforcement presence across North Texas as police, fire and emergency management agencies coordinate security for matches, the fan festival and other related events.

THE DALLAS MORNING NEWS

HOW TO GET TO DALLAS STADIUM FOR THE WORLD CUP GAMES USING PUBLIC TRANSPORTATION

Regional officials expect increased congestion during the World Cup and are encouraging fans to use public transportation to reach Dallas Stadium

By Hedija Spahalic
June 9, 2026

Higher toll prices. More congestion. Increased rideshare fares. Traffic in North Texas isexpected to worsen during the World Cup as more than 1 million people are expected to converge on the city over the nine match days. With millions of dollars being invested in the region's public transportation systems, regional officials are encouraging match attendees to use the provided trains and buses.

No direct rail lines to Dallas Stadium are available. However, game-goers can still get to the matches using public transportation in both Dallas and Fort Worth. DART estimates the overall journey will take attendees approximately 1.5 hours from their starting destination.

"For each of the nine games, we expect 10-12,000 people will take the Trinity Railway Express and use the transit system," said Karla Windsor, a senior program manager for the North Central Texas Council of Governments.

North Central Texas Council of Governments Senior Program Manager Karla Windsor gives a walking tour for the media. She leads what will be soccer fans from the Trinity Railway Express (TRE) train at CentrePort/DFW Airport Station in Fort Worth to air-conditioned buses, June 8, 2026. Tom Fox/The Dallas Morning News

Here's how to get to the stadium.

Step 1: Before boarding onto the TRE, attendees first need to arrive at the designated station using connecting lines, ride hailing or parking in the station's lot.

Step 2: Fans coming from Dallas can get on the TRE at Victory Station in downtown Dallas and ride to CentrePort Station, near DFW International Airport. Fort Worth attendees can get to CentrePort Station by jumping on the TRE at Fort Worth Central Station located downtown. The trains will run every 30 minutes on match days.

Once match attendees have arrived at CentrePort Station, they will get off the platform and head to the first of two shaded areas.

North Central Texas Council of Governments

In case trains reach capacity, charter buses will be available at Victory Station and TRE's West Irving Station on match days and will take game-goers to the stadium's bus hub. The charter bus service begins five hours before kickoff and will run three hours after the match ends.

Step 3: Once match attendees have arrived at CentrePort Station, they will get off the platform and head to the first of two shaded areas. There, fans will wait until directed to the second shaded area – a ticketing checkpoint where officials and volunteers conduct a "soft-check" before allowing passengers to line up for the free charter buses routed to the stadium's bus hub.

The council said the shaded areas are approximately 15 degrees cooler than standing in the sun. Food trucks and water stations will be parked near the tents.

Windsor said volunteers from both the east and west successfully tested out the transportation plan.

“They said it's a little bit like Six Flags, going through all the lines,” Windsor said.

ADA-accessible shuttles will be parked near the first shaded area and will take ticketholders with wheelchairs or mobility issues directly to the stadium.

Step 4: However, those not on ADA charter buses will be dropped off at the stadium’s bus hub, which is half a mile walk from the entrance area.

Those not on ADA charter buses will be dropped off at the stadium’s bus hub, which is half a mile walk from the entrance area.

On the return trip, riders will be separated by their destination, Dallas or Fort Worth, and directed onto appropriate trains.

Regional officials said they have been planning for the World Cup for years. Confident that they have considered every possibility, they are ready for the games to begin.

“If I had something I was worried about, I would have put it in the plan,” said Michael Morris, the council’s director of transportation. “It’s all in the plan.”

COMMUNITY IMPACT

CITY OF FORT WORTH RECEIVES $2M FIFA WORLD CUP PUBLIC SAFETY GRANT

By Cody Thorn
June 11, 2026

Fort Worth received $2 million from the North Central Texas Council of Governments for the FIFA World Cup Project Funding Grant for public safety.

Council approved the acceptance of the grant during the June 9 meeting. In addition, a contract change for the Fort Worth Convention Center project was amended to $109 million for the second phase of construction.

Some context

The $2 million in funding is from the FIFA Host Committee, the United States Department of Homeland Security and the Federal Emergency Management Agency. The NCTCOG is overseeing reimbursements through an interlocal agreement.

The purpose of the grant is to provide enhanced security for the 2026 FIFA World Cup, according to city documents.

The city expected to spend $7.03 million to prepare for the World Cup in North Texas, according to previous reporting. During a March 14 council work session, Sonny Saxton, the emergency management and communication director, said the city's estimated cost for the police department was $2.8 million.

Officer Bradley C. Perez, the Fort Worth Police Department's public information officer, said the city is taking every precaution to help ensure the safety of everyone who decides to visit Fort Worth during the tournament and the department will continue to patrol all areas of Fort Worth.

There will be watch parties held at Sundance Square and the Fort Worth Stockyards. City documents state there is an expected increase in tourism, watch parties and heavy fan travel through the city on match days.

The funding is a reimbursement grant, as city employees will charge time worked on the project and the $2 million will be used to cover that additional time, according to city documents.

What else?

A $7 million amendment to the contract for the Fort Worth Convention Center was approved, bumping the total value of the contract to $109 million for the second phase.

The change by contractor Hunt/Byrne/Smith was to order structural steel and subcontractor design assistance. According to city documents, another amendment for the rest of the structural steel will be presented to the council at a later date, with an anticipated cost of $10

million.

The second phase on construction will replace the arena with additional exhibit halls, ballroom and meeting rooms in the facility that opened in 1968, according to city documents. The second phase is scheduled to be done by early 2030.

The first phase, which cost $95 million, included demolition of the east annex, straightening of Commerce Street, covered loading docks and new food and beverage facilities. A ribbon-cutting was held Dec. 8 to celebrate the phase completion, according to the city website.

The anticipated final cost for the renovations will be between $600-$700 million, according to the city documents.

DFW AIRPORT

DFW AIRPORT MARKS COMPLETION OF EAST-WEST CONNECTOR ROADWAY

By Staff
June 12, 2026

Dallas Fort Worth International Airport (DFW) today celebrated the completion of the East-West Connector Project, recognizing the opening of a critical new roadway that has been nearly two decades in the making. The new corridor improves regional mobility, reduces congestion and enhances access to growing commercial areas surrounding the airport.

Construction on the approximately 1.65-mile corridor, an extension of Rental Car Drive, began in the first quarter of 2024. The roadway stretches from the South Service Road of International Parkway to the State Highway 360 northbound frontage road at Hardwood Drive, connecting State Highway 161 to State Highway 360. Designed to strengthen east-west mobility, the project enhances safety, reduces congestion and improves access to existing and future commercial developments in the area. First envisioned nearly 20 years ago, the connector fulfills a long-term transportation vision for the airport's southern corridor.

The $30.8 million project was funded in part through federal transportation programs and administered by the North Central Texas Council of Governments (NCTCOG), which provided approximately 80 percent of the project funding. The project was delivered under a Local Project Advance Funding Agreement between DFW and the Texas Department of Transportation (TxDOT) Fort Worth District.

The successful delivery of the project required extensive coordination among numerous utility providers and multiple departments within DFW Design, Code and Construction. Key external partners included the Civil Landside Program Management/Construction Management team (STV/AZ&B JV), Sinacola Construction Co. and Garver, the Engineer of Record.

Throughout construction, teams successfully navigated complex engineering and infrastructure challenges, including large debris removal operations and dam clay core stabilization. The opening reflects the success of extensive planning, design and coordination efforts among multiple partner agencies and stakeholders.

FORT WORTH REPORT

FIFA WORLD CUP COULD HELP NORTH TEXAS RESEARCHERS UNDERSAND HOW LARGE EVENTS AFFECT AIR QUALITY

By Abigail Ruhman/KERA News
June 12, 2026

Researchers at the University of Texas at Arlington are using the FIFA World Cup to measure how big crowds, more flights and increased traffic affect air quality.

Environmental sensors at Arlington's AT&T Stadium – known as Dallas Stadium for the duration of the World Cup – and Dallas Fort-Worth International Airport will monitor conditions throughout the tournament. The project could help researchers and local governments understand how to improve air quality in North Texas.

Yunyao Li, an assistant professor of earth and environmental sciences and director of UTA's Atmospheric Intelligence and Modeling Lab, said her team wants to understand where pollution is coming from, how large events can change air quality and which communities are most affected.

"The World Cup can give us a unique, real-world stress test," she said. "With more visitors, more cars, more busses, airport activity, we can observe which traffic-related pollutants increase, how far the effects [go] and whether certain neighborhoods are more affected than the others."

The need for air quality data

Air quality can be affected by several factors, including weather, traffic patterns and what's happening in the area. Li said understanding what is causing air pollution is critical to developing ideas or policies to improve air quality.

Harmful gases, like the carbon monoxide released from gas-powered cars, and particulate matter, like dirt or smoke, have been shown to have negative effects on the environment. But many researchers also highlight the significant ways those pollutants can affect people's health.

"Bad air quality can affect everyone, but some groups are more vulnerable," Li said. "This includes children, older adults, people with asthma and people with heart issues or lung issues."

Pollutants can irritate people's lungs, worsen asthma symptoms, reduce lung function and increase the risk of respiratory and cardiovascular issues. Li said that's why the U.S. Environmental Protection Agency set national ambient air quality standards for major air pollutants.

Several North Texas counties have exceeded those levels for years.

Li's team is building a regional air quality monitoring network to put together a fuller image of what causes air pollution in North Texas, so that local officials can make informed decisions on how to improve air quality.

Based on her team's analysis, as well as previous studies, Li said traffic is a major source of pollution in the Metroplex, but that could come from a lot of different factors.

“If we can know which one is the major source, we can use different strategies to reduce air pollutants in the area,” Li said. “If the tailpipe is a major source, we can have more [electric vehicle] polices. If road dust is a major source, we can have more frequent road cleaning.”

In her research, Li partners with the City of Arlington and the North Central Texas Council of Governments, or NCTCOG, to provide them weekly updates on the information her team has gathers.

“For example, in the past year, we showed them some satellite observations,” she said. “The average satellite measured air quality in this region…we use that map to identify some air pollution hotspots in the DFW region.”

Li said the city and NCTCOG found that data helpful, and she hopes the data collected during the World Cup will give them important information.

How the FIFA World Cup could offer insight

Li said the World Cup is a big opportunity to gather data because of the millions of people expected to visit. She said it offers a snapshot into what future growth could mean for North Texas – one of the fastest growing areas in the country.

The region is expected to reach a population of nine million people over the next year, according to recent data from NCTCOG.

To accommodate growth in the region, Li said North Texas needs to continue developing, but that could add even more pollution. But officials and researchers may not know what pollutants to focus on.

“This research hasn’t been done before,” Li said. “The air quality study focused on this region is not much compared to other major metropolitan areas in the U.S. This data is a new study and can give us new insights.”

Li has been at UTA working on this type of research since 2024. She said the goal is to develop long-term data – which is what makes the World Cup such a valuable opportunity.

Li’s team will be able to contextualize the data collected during the World Cup with the data they already have and the data they plan on continuing to collect.

Getting the public involved

While the World Cup could offer valuable insight, Li said one of the challenges in air quality research is how small of a scale they’re able to measure.

The environmental sensors that Li’s team uses just measure the conditions in a small area – which can limit how much data they’re able to collect and analyze.

Li said the next step of her team’s research is to find people living in the DFW region willing to have a small, low-cost sensor, provided by UTA, in their backyard.

“Even though we have multiple sensors…the monitoring network is still spatially sparse,” she said. “There are many areas between the monitors where we do not have direct measurements, so that’s why we want to use these low-cost sensors and collaborate with volunteers to get more information between these monitors.”

To participate, Li said people can reach out to her via email or contact UTA's Air Quality Lab.

"This will help us to collect more neighborhood level data and have a better understanding of how air quality varies across the region," Li said.

FORT WORTH REPORT

REGIONAL TRANSPORTATION COUNCIL APPROVES NEW TXDOT AGREEMENT

By Eric Garcia
June 11, 2026

Regional Transportation Council members on Thursday approved the signing of an agreement with the Texas Department of Transportation, a key document in a lingering dispute with the North Central Texas Council of Governments executive board.

In a 41-4 vote, RTC members requested that executive board members sign a Metropolitan Planning Organization agreement to remain the body's fiscal agent. Outgoing chair Rick Bailey, a Johnson County commissioner, immediately signed the agreement after the vote.

The issue stems from the recent firing of North Texas transportation director Michael Morris by Todd Little, council of governments executive director. The NCTCOG board claims Little had the authority to fire Morris, although two state district judges upheld the assertion that the RTC is the policy-making body for North Texas transportation funding decisions. Morris was later reinstated.

Rob Walters, an attorney for the transportation council, said the independent policy-making body is recognized as the Metropolitan Planning Organization for North Texas because it received federal government certification in 2025 as it has every four years since 1995.

Walters said the council regularly approves transportation funding decisions that go directly to implementing agencies without approvals by the council of governments executive board, which pays the organization's bills.

In addition, the RTC "is the only entity in the region" that meets federal requirements on voting authority by transit entities, TxDOT representation, fair-share allocation of voting weights and membership from policy officials within the designated area, according to the RTC agenda.

In Texas, the NCTCOG executive board can't be designated as both the Metropolitan Planning Organization and the fiscal agent at the same time, Walters said.

NCTCOG leadership contends in the April 6 lawsuit that the executive board is the Metropolitan Planning Organization.

The executive board was accused of overreach in its duties as the council's fiscal agent, according to the lawsuit by Denton County.

On Thursday, Denton County Judge Andy Eads pointed to an agenda item about a Plano-to-McKinney transit study that he claimed showed overreach. Although RTC members approved their support for the study in March, the executive board added a request stating that resolutions to support the study were needed by the cities of Fairview, Allen and McKinney.

"This council of governments board is at it again," Eads said. "They are brazenly violating two district court orders. … This is exactly why Denton County sued."

That agenda item — to determine if a passenger rail system is needed from Plano to McKinney — was approved with a sole opposition vote by Dallas City Council member Cara Mendelsohn, also an executive board member.

Trinity Metro funding

RTC members also clarified $40 million in funding for a TEXRail extension into Fort Worth's Medical District/Near Southside area.

Although the funding request was approved in March, RTC members clarified that deferred or lesser-priority transportation projects would be delayed or canceled to release money to begin TEXRail construction.

Transportation staff are working to understand increased costs and identify revenues to cover the funding gap, Christie Gotti, a senior program manager, told the council.

The delayed projects include $12.9 million for a high-intensity bus project, $3.4 million in cost savings from the building of the Trinity Lakes Station in east Fort Worth, $2.8 million from a Trinity Railway Express double-track project and $250,000 from a preventive maintenance project. Officials said some projects would be rescheduled.

Staffers will provide the Federal Transit Administration with a letter confirming the approving funding and a timeline in which the TEXRail extension will be added to the federal Transportation Improvement Program.

New RTC officers

Cedar Hill Mayor Stephen Mason, appointed to the transportation council in May 2024, was elected Thursday to lead the 45-member entity as chair for the next year.

Denton City Council member Jill Jester, a member since August 2024, will serve as vice chair and Tarrant County Commissioner Manny Ramirez was elected secretary. He was named to the transportation council in January 2023.

The three will serve through June 2027.

TRAVEL AND TOUR WORLD

DALLAS-FORT WORTH INTERNATIONAL AIRPORT SPARKS NEW ERA OF ROAD TRAEL WITH GAME-CHANGING EAST-WEST CONNECTOR TRAVEL BREAKTHROUGH

By Staff
June 14, 2026

Dallas Fort Worth International Airport, Texas, USA has marked a major infrastructure milestone with the opening of a new East West Connector roadway, reshaping access routes around one of the busiest aviation hubs in the United States. The development at Dallas Fort Worth International Airport is expected to significantly streamline traffic movement, ease congestion, and improve connectivity across rapidly expanding commercial zones surrounding the airport.

The newly completed corridor reflects years of long-term planning aimed at strengthening ground transport efficiency in North Texas. It arrives at a time when passenger and cargo movement continues to rise, placing increasing pressure on airport-adjacent road systems.

A Long-Planned Corridor Finally Becomes Reality in North Texas

The East West Connector forms an approximately 1.65-mile extension of Rental Car Drive, designed to improve east–west mobility in the airport's southern perimeter. The route links key highway systems including State Highway 161 and State Highway 360, creating a more direct flow between major regional corridors.

The road begins at the South Service Road of International Parkway and extends to the SH 360 northbound frontage road near Hardwood Drive. This alignment allows smoother transitions for both passenger vehicles and commercial traffic moving through the airport district.

Planning for this connection dates back nearly two decades. Its completion now closes a critical gap in the regional transport map, reinforcing the broader mobility framework around Dallas–Fort Worth's aviation ecosystem.

Strategic Infrastructure Designed to Reduce Congestion and Improve Flow

The primary objective of the project is to reduce congestion across heavily used airport access routes. By distributing traffic more evenly between SH 161 and SH 360, the new corridor reduces pressure on traditional entry and exit points surrounding the airport.

Authorities indicate that the upgraded road system enhances safety by minimizing bottlenecks and improving traffic movement during peak travel hours. The improved connectivity also supports nearby commercial growth zones, making access more efficient for logistics operators, businesses, and airport service providers.

This infrastructure improvement plays a key role in supporting the long-term operational resilience of the airport's surrounding transport network.

Funding Structure Supported by Federal and Regional Agencies

The project carried an investment value of approximately 30.8 million dollars. A significant portion of the funding was provided through federal transportation programs, managed with support from the North Central Texas Council of Governments.

Nearly 80 percent of the financial backing came through this coordinated funding mechanism, reflecting strong regional cooperation in infrastructure development.

Project administration was carried out under a Local Project Advance Funding Agreement involving the airport authority and the Texas Department of Transportation Fort Worth District. This structure ensured regulatory alignment and financial efficiency throughout the construction lifecycle.

Engineering Coordination and Multi-Agency Delivery Effort

The delivery of the East West Connector required extensive coordination between multiple engineering, construction, and utility stakeholders.

Several departments within DFW's design and construction divisions worked alongside external partners, including program management and construction oversight teams. Engineering responsibility was led by Garver as the Engineer of Record, while Sinacola Construction Co. handled primary construction execution.

Support was also provided by the Civil Landside Program Management and Construction Management joint venture team STV/AZ&B JV.

Utility relocation and coordination efforts involved multiple service providers, requiring precise scheduling to avoid disruption to surrounding airport operations and nearby communities.

Complex Construction Challenges Overcome During Development

The construction phase involved a range of technical challenges due to the scale and location of the project. Teams addressed issues such as large-scale debris removal and soil stabilization work involving dam clay core materials.

These engineering complexities required adaptive construction methods and continuous coordination across disciplines. Despite these challenges, the project was delivered successfully through structured planning and phased execution.

The result is a durable roadway designed to support long-term traffic demands and future expansion in the surrounding transport corridor.

A New Mobility Gateway Supporting Future Growth

The opening of the East West Connector represents more than just a roadway expansion. It is a strategic mobility enhancement that supports the continued growth of North Texas as a major economic and aviation hub.

By improving access between key highways and reducing pressure on existing airport entry routes, the corridor strengthens the operational efficiency of surrounding transport systems.

The development also supports ongoing commercial expansion near the airport, helping businesses and logistics operators benefit from faster and more predictable travel routes.

As regional travel demand continues to rise, infrastructure upgrades like this are expected to play a central role in shaping future connectivity standards.

A Quiet Transformation Beneath the Movement of Thousands

On the ground, the impact of the new connector will be felt in smoother journeys, reduced delays, and improved reliability for daily commuters and airport users. What was once a long-planned vision is now a functioning part of Texas's transport landscape.

As vehicles begin to flow across the newly opened corridor, the airport region steps into a new phase of mobility efficiency, reinforcing its position as a vital gateway in the United States aviation network.

FORT WORTH REPORT

HIGH-FIVES FOR TRANSIT AS WORKERS, VOLUNTEERS SUIT UP TO MOVE MASSES OF SOCCER FANS

By Eric Garcia
June 14, 2026

Aubra Baggett was celebrating World Cup soccer on Sunday morning.

The McKinney volunteer was generously handing out high-fives at the CentrePort/DFW Airport Station as she directed fans from the Trinity Railway Express to charter buses for their trek to Dallas Stadium for the opening match in Arlington between the Netherlands and Japan.

“I’m from a big soccer family,” she said during a break in the stream of passengers headed toward buses. “This is a great opportunity.”

Earlier in the morning, volunteers appeared to outnumber transit riders at Fort Worth Central Station as they arrived to ensure a smooth operation.



McKinney volunteer Aubra Baggett high-fives soccer fans as they head toward charter buses from CentrePort/DFW Airport Station in far east Fort Worth. (Eric E. Garcia | Fort Worth Report)

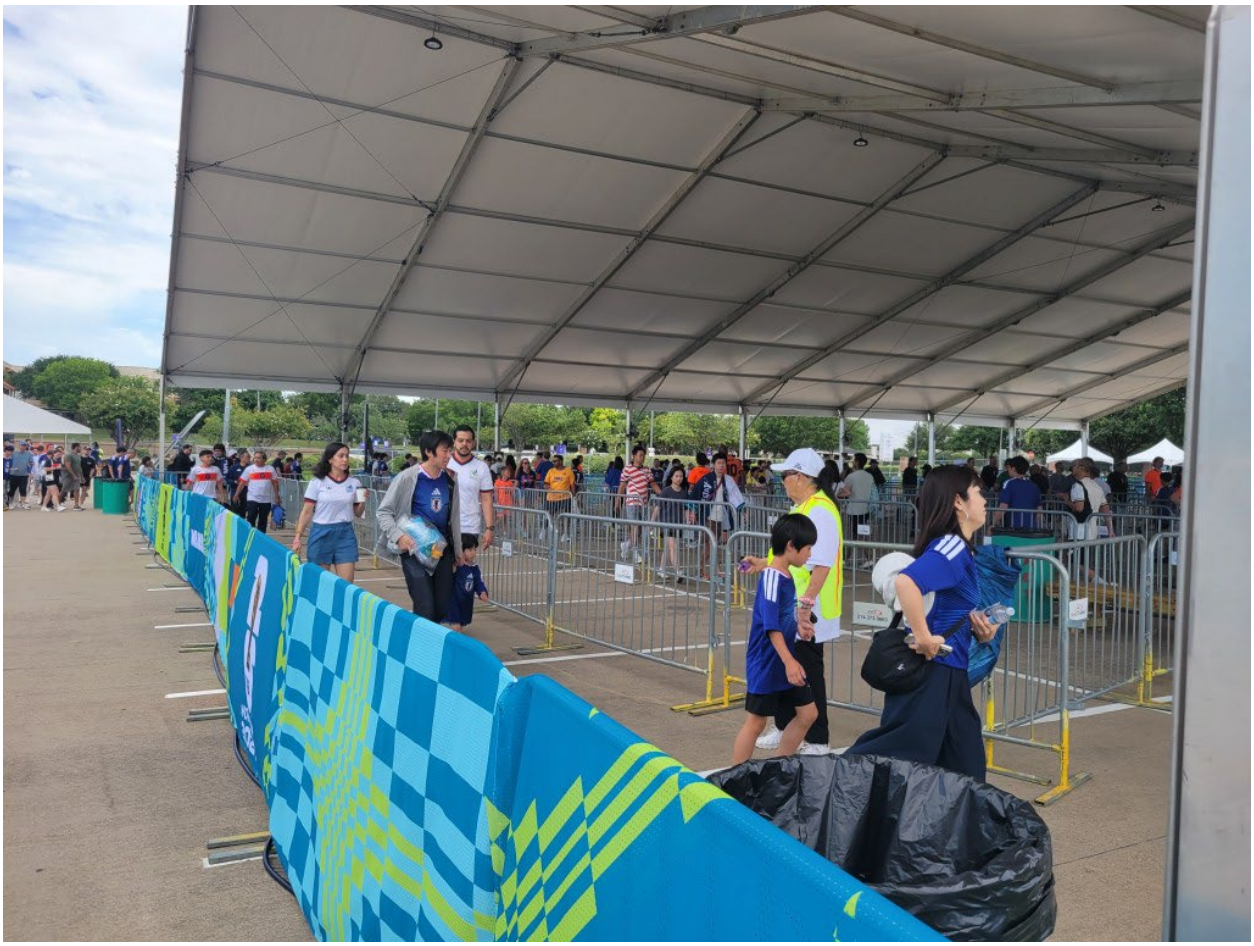
Passengers easily boarded Trinity Railway Express trains where some cars had plenty of empty seats for a mid-morning departure to the rail station south of DFW International Airport. Other soccer fans boarded charter buses headed directly to Arlington.

“We are prepared for capacity as far as our guests that are arriving from other countries or FanFest people that are here,” said Ted Zimmerman, Trinity Metro’s vice president of marketing and communications.

Zimmerman said a large number of volunteers were on hand to ensure guests “can have an exceptional visit to Fort Worth.”

“We want them to come back,” he said.

At CentrePort, most train traffic — about 70% — was arriving from Dallas as transportation planners had estimated. The remainder came from downtown Fort Worth.

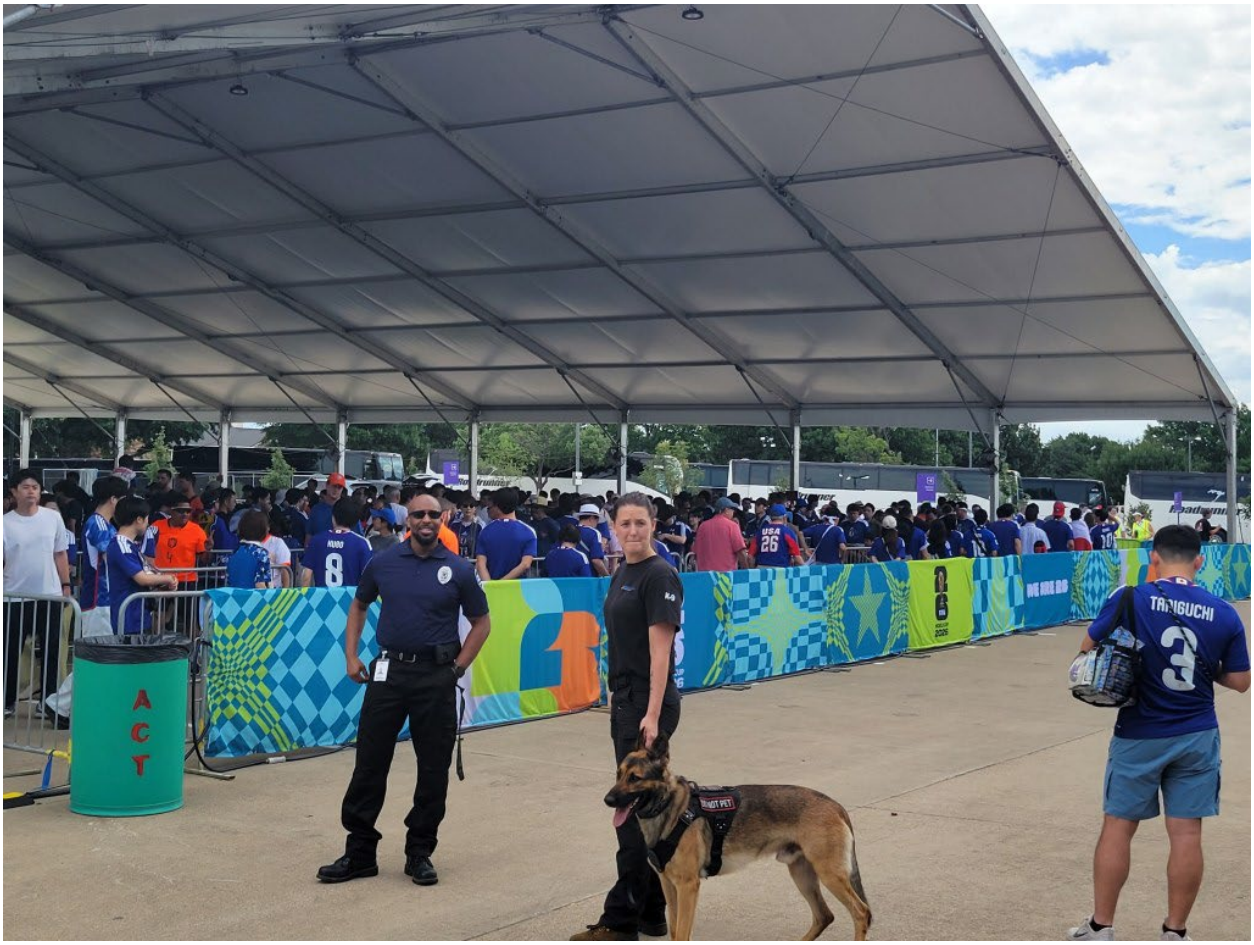


Soccer fans are corralled through gated areas at CentrePort/DFW Airport Station before reaching charter buses to Arlington. (Eric E. Garcia | Fort Worth Report)

Ticketed passengers were corralled through gated areas under large shade structures before they reached charter buses, dozens of which were lined up at the station and on nearby streets.

“We expected it to be more crowded,” said Richardson resident Chris Chan, who supported Japan. “The ride here was pretty smooth.”

The regional mobility plan was working, said Karla Windsor, senior program manager for the Arlington-based North Central Texas Council of Governments.



Throngs of soccer fans are lined up at CentrePort/DFW Airport Station to board charter buses. (Eric E. Garcia | Fort Worth Report)

“It’s going really good,” Windsor said while monitoring passenger flow at CentrePort. “We’ve got the trains paced really well, so by the time the first crowd gets off the train, they’re feeding through the corral and we’re able to get them on the buses. And then the next train comes once they’re all through — so the pacing has been really good this morning.”

Windsor said the only issue at CentrePort is that some people believed they could park at the station.

“There’s no game-day parking at the CentrePort station,” she said. “They have to go to the west Irving station or somewhere nearby.”

Other riders used Uber or Lyft to reach CentrePort.

That’s OK, Windsor said.

“If they wanna get dropped off and they can come get an Uber lift on the way back, that’ll work.”

THE DALLAS MORNING NEWS

INSIDE NORTH TEXAS TEXPRESS LANES: WHO OWNS THEM AND HOW THEY WORK

Dynamic pricing adjusts rates based on traffic conditions and demand

By Hedija Spahalic
June 10, 2026

North Texans know traffic. In fact, most motorists find themselves stuck in a stop-and-go flow at some point every day while driving on major roadways.

The solution to reducing traffic and road congestion by major transportation authorities was to optimize the highways. This meant the creation of toll roads.

The Texas Department of Transportation's toll lanes, better known as TEXpress lanes, have been a point of confusion for many North Texans. Misconceptions of foreign ownership and private funding have locals raising questions about where their toll money goes, what it is being used for and who exactly owns these roads.

Here's what we found out.

Who owns and operates TEXpress lanes?

TxDOT owns all TEXpress lanes. However, the transportation authority is not responsible for maintaining three corridors: Lyndon B. Johnson Interstate 635, North Tarrant Express 820 and North Tarrant Express 35W.

Referred to as TEXpress LBJ/NTE/35W, this private company manages about 43 of the 120 miles of TEXpress lanes in North Texas. Almost a third of all lanes operated by the company are managed, or tolled, lanes.

Why are some TEXpress lanes run by private companies?

For many years, I-635 was ranked as one of the most congested corridors in Texas. TxDOT wanted to address the problem at a time when state funding wasn't available. As a result, the transportation authority had to turn to public-private partnerships to help fund the multi-billion-dollar projects.

The LBJ Infrastructure Group and NTE Mobility Partners represent a consortium of investors including Cintra, Meridiam Infrastructure and APG Asset Management. These groups make up the P3s selected to help fund the toll roads. The contracts were negotiated and agreed upon in 2009 between several transportation authorities, including TxDOT, the Regional Transportation Council and the North Texas Toll Authority.

How are TxDOT and private partners involved with TEXpress?

Both TxDOT and the private partners are involved, but in different ways. Operating under the partnership model, each entity plays a specific role in running the three corridors.

"Every year, we have roughly 10 million drivers that use the projects," said Jon Takahashi, deputy chief executive officer at TEXpress LBJ/NTE/35W. "Every day, approximately 1 million trips are being made."

TxDOT still owns the highways and sets the transportation policies to ensure the roads are in compliance with state-mandated laws. If necessary, they can contribute public funding to projects to supplement some of the costs.

P3s allow for private concessionaires to operate and maintain the roads after assuming responsibility for the project, including funding. The three corridors were funded using private investors, loans and bonds, and the total cost of all three projects was about $6.8 billion, with $1.1 billion in public funding.

TEXpress LBJ/NTE/35W was in charge of designing and building the highways. In turn, the company can collect toll revenue for the duration of the contract, which expires in 2061.

“These corridors were completely gridlocked,” said Pablo Ferrando, CEO of TEXpress LBJ/NTE/35W. “These areas [surrounding the corridors] were not really growing, and now they’re growing really, really fast. Our projects are a large contributor to that.”

Where does the toll revenue go?

TEXpress LBJ/NTE/35W uses toll revenue – collected from the three corridors – for all operational and maintenance purposes. From providing employee salaries to maintaining all lanes on the three corridors, the revenue collected is used to cover these expenses first. In addition, toll revenue covers the maintenance of the three corridors’ general purpose lanes, frontage roads and bridges.

Once the operational and maintenance expenses are paid, the company uses the revenue to pay off the Transportation Infrastructure Loan and private activity bonds used to fund the projects. Referred to as a “cash waterfall,” the company has a list of 14 provisions they must pay before investors see a dime.

“We have to make sure [the provisions] get paid first before anything is shared with the investors,” Takahashi said. “They always have been, and always will be the last to get paid.”

All revenue earned on the TxDOT-managed TEXpress lanes goes to the transportation department.

Why do toll prices change throughout the day?

All TEXpress lanes, including the privately operated ones, use dynamic pricing. With special sensors that monitor the flow of traffic and congestion, toll rates are updated in real time. Refreshed every five minutes, the price of the managed lanes is dependent on the speed at which traffic is flowing in the general purpose lanes.

“At least one of these options, the managed lanes, has to always be flowing,” Ferrando said.

The price of the toll is also dependent on the size of the vehicle, not the number of axles. The sensors measure the dimensions of the vehicle to determine the rate at which the vehicle will be charged when passing through a gantry – the overhead bridge with cameras and sensors. Each segment has its own rates for vehicles of different sizes.

Prices on TEXpress toll segments can range from 15 to 35 cents per mile during lighter traffic, and between 45 and 90 cents per mile during rush hour. However, there is no cap on how much a toll could cost on a managed lane, and prices could potentially be much higher. TEXpress

officials stated the reason for dynamic pricing is to provide motorists with a choice and “maximize the effective capacity of the corridor.”

“We just follow the traffic,” Ferrando said. “More traffic, higher tolls. Less traffic, lower tolls.”

FOX 4 NEWS

INTERNATIONAL FANS HAPPY WITH NORTH TEXAS PUBLIC TRANSPORTATION TO WORLD CUP

By David Sentendrey
June 14, 2026

Fans from the Netherlands and Japan might be more used to public transit than North Texans, but those international fans who utilized public transit to go to Dallas Stadium on Sunday had glowing reviews for the service.

What they're saying:

FOX 4's David Sentendrey spoke to several fans in Dallas who traveled to and from Sunday's World Cup match in Arlington on the Trinity Railway Express.

"It was by far so easy. There were lots of people telling you where to go," Laurie Flood, a Netherlands fan, told Sentendrey.

"I would highly recommend anyone going out to the World Cup to try to do this system. It was seamless."



Melonie Koeijmans & Laurie Flood

"It actually was pretty easy. I was kind of worried about how busy it would be, but it was super smooth, which I was super surprised about," Rafia Nguyen, a Japan fan, said.

There were concerns regarding public transportation in North Texas since the region does not rely as heavily on it as other countries do, but the consensus after the first match day was ‘so far so good’.

The TRE is normally inactive on Sunday, but was open for Sunday's match to take hundreds of fans to and from Dallas Stadium.



Uber costs after match

If you want to take an Uber after one of the World Cup matches in North Texas, be prepared to pay up.

Prices to leave Arlington in an Uber about an hour after Sunday's match ended were anywhere from $35 to $90.

World Cup public transit in North Texas

There are no rail lines that go directly to Dallas Stadium. But you can take the Trinity Railway Express train from Victory Station in downtown Dallas or the Central Station in downtown Fort Worth to the Centreport Station, which is north of the stadium in Arlington.

A free charter bus will then take riders with a valid FIFA World Cup match ticket to the stadium. The charter service begins 5 hours before each match and continues for 3 hours after the game.

A day pass for the TRE is $9.

DART said the trip is about 1.5 hours, not including wait times. One passenger told Sentendrey it took about an hour to walk out of the stadium, get to the bus, and ride the train back to Victory Park in Dallas.

Read more on how to get to Dallas Stadium without a car here.

WFAA

ARLINGTON OFFICIALS CELEBRATE WORLD CUP DEBUT, EYE IMPROVEMENTS BEFORE WEDNESDAY

By Brittany Costello
June 15, 2026

Arlington Mayor Jim Ross said he was "blown away" by Sunday's World Cup match at AT&T Stadium — and he isn't alone.

Across the city, the officials, transit planners, and law enforcement officers who spent months preparing for the event largely shared his assessment. But rather than savoring the moment, they're already deep into planning for Wednesday's next match.

"Nobody has prepared better than North Texas," Ross said, a sentiment that appeared to be borne out by the day's results.

CentrePort Station, the regional transit hub designated for FIFA ticket holders, processed about 7,000 fans — roughly 5,000 fewer than the maximum capacity organizers had braced for. That lower-than-expected turnout gave the system breathing room, and by most accounts, it showed.

Natalie Bettger, Senior Program Manager at the North Central Texas Council of Governments, said her team was pleased with how the transit operation held up.

"We were very happy with the transit component of it," she said.

Still, Bettger was quick to identify areas for improvement, particularly around rideshare coordination. Getting clearer information to drivers — about designated pickup and drop-off areas, and where parking is not permitted — is near the top of her team's to-do list before Wednesday.

"The rideshare lot — we have a little work to do for that, communicating more to rideshare operators," she said.

Mayor Ross emphasized that communication is especially critical for the large share of visitors experiencing Texas for the first time. To help, the city has deployed more than 20 interactive kiosks throughout Arlington. The touchscreen stations offer directions, local restaurant listings, and even the ability to take selfies. More importantly, each kiosk can connect users directly to emergency services if needed — a feature that, fortunately, wasn't called upon during Sunday's match.

On the public safety side, Arlington Police Deputy Chief Leo Daniels reported three arrests over the course of the day: one for criminal trespass, one for public intoxication and one for trademark counterfeiting. He described the overall event as a success but stressed that his department views every game as a chance to learn.

"We look at every day as a practice," Daniels said. "We see what went well, what didn't go well." He added that traffic control is one area the department is already working to improve ahead of Wednesday.

Ross said the bar for the next match is straightforward: replicate what worked.

"We absolutely want to see exactly what we saw — very little hiccups in what was going on," he said.

Transportation officials echoed that optimism while staying focused on the details. Following Sunday's event, organizers held a formal debrief Monday to review logistics, transit flow and stadium drop-off zones.

Planning for Wednesday draws on multiple sources of information. Officials are analyzing ridership and crowd data from Sunday, researching the travel habits of the teams competing in the upcoming match, and exchanging notes with other FIFA host cities around the country. Bettger said the communication improvements extend beyond rideshare: her team is looking at how to better convey route information and parking restrictions to all visitors traveling to and from the stadium.

"How we communicate the routes to those folks, how we communicate no parking in certain areas — just general communications to the people who are traveling to and from the match," she said.

FORT WORTH REPORT

FORT WORTH AND ARLINGTON MAYORS ELECTED TO NCTCOG EXECUTIVE BOARD

By Eric Garcia
June 15, 2026

The mayors of Tarrant County's two largest cities have new roles after their election to the executive board of the Arlington-based North Central Texas Council of Governments.

Fort Worth Mayor Mattie Parker and Arlington Mayor Jim Ross were among the 17 officials elected to one-year terms on the 2026-27 executive board during the NCTCOG 60th general assembly Friday at the Hurst Conference Center.

In a 98-39 vote, members also chose two Tarrant leaders as directors — Mansfield Mayor Michael Evans and Hurst City Council member Jon McKenzie. Tarrant County Judge Tim O'Hare was reelected as a director, bringing a total of five Tarrant leaders to the board.

NCTCOG members from Tarrant and Rockwall counties were not allowed to vote because those entities did not agree on their representatives, outgoing executive board president Victoria Johnson said.

Dallas County Judge Clay Jenkins made a motion to accept a slate of candidates without nominations from the floor. "Otherwise, we will literally be here all day," he said.

Members debated whether new nominations should be accepted, but Jenkins' original motion was voted upon, Johnson said.

After the vote, there was scattered applause.

"In previous years, that was much more celebratory," said Johnson, a Burleson City Council member.

Richardson City Council member Jennifer Justice was elected president, Erath County Judge Brandon J. Huckabee was elected vice president and Lewisville Mayor TJ Gilmore will serve as secretary-treasurer.

Others elected to the board include Johnson as past president, Jenkins, Johnson County Judge Christopher Boedeker, Dallas Mayor Pro Tem Jesse Moreno, Denton County Commissioner Bobbie Mitchell, Frisco City Council member Burt Thakur, Haslet Mayor Gary Hulsey, Midlothian City Council member Ross Weaver and State Rep. Mitch Little, R-Carrollton, as ex officio member.

Justice said she would continue building regional cooperation.

"The incredible growth in North Central Texas comes with both extraordinary opportunity and real responsibility," she said in a statement. "This new board is ready and equipped to make decisions that will help shape the quality of life our residents experience for decades to come."

The new board members arrive amid a lingering dispute between NCTCOG executive board and the Regional Transportation Council. Some RTC members have accused executive board

members of overreach in their responsibilities since they do not make policy decisions about transportation projects.

Members also voted against approving new bylaws as a block but they were not voted on individually.

The organization also handed out awards to public officials.

Richardson City Secretary Aimee Nemer won the Linda Keithley Award for Women in Public Management.

Marty Wieder, executive director of the Arlington Economic Development Corp., won the William J. Pitstick Regional Excellence Award. The award, established in 1993, is named for a former NCTCOG executive director who strengthened cooperation among local governments.

Several cities — Frisco, McKinney, Plano, Richardson, Fairview, Little Elm, Lucas, Melissa, Prosper, Rowlett and Sachse — shared the Mike Eastland Regional Cooperation Award. That award, established in 1996, was renamed in 2025 to honor Eastland's 32 years of service with NCTCOG.

THE DALLAS MORNING NEWS

WHICH HIGHWAYS WILL BE THE MOST CONGESTED DURING THE WORLD CUP?

More than 1 million people are expected to converge on Arlington

By Hedija Spahalic
June 16, 2026

Ready, set, go nowhere.

Traffic in North Texas is expected to increase exponentially during the World Cup this month and next. With nine games, a fan festival and the International Broadcast Center being hosted in Dallas-Fort Worth, transportation officials are estimating over a million additional people will be in the region.

The busiest periods on major road ways are expected to be three to five hours before kickoff and three hours after the matches.

Although several million dollars have been invested in public transit to help combat the congestion, some people will still depend on cars as their primary means of transportation. The North Central Texas Council of Governments announced road closures in Dallas and Arlington taking place on match days and for the duration of the World Cup.

Here's what major roads are expected to have the most congestion during the World Cup.

Interstate 30

The primary east-west route between Dallas and Arlington, I-30 will likely be the most congested highway this summer. It is the main highway heading toward Dallas Stadium. Match attendees, World Cup fans and local commuters will be using this corridor heavily.

State Highway 360

Referred to as the "last mile," SH 360 is the final stretch prior to getting to Arlington's entertainment district and Dallas Stadium (AT&T Stadium). Whether visitors arrive via I-30, Interstate 20, State Highway 183 or State Highway 114, many will have to funnel onto SH 360 to reach the entertainment district and the stadium.

State Highway 183

One of the main airport-access corridors in North Texas, SH 183 will be busy with tourists and locals as they come and go for summer vacation. This highway is another major connector for the mid-cities surrounding Dallas and Arlington, both of which are heavily visited by local commuters and World Cup fans.

State Highway 114

Another major airport access road, SH 114 helps connect northwest Tarrant County and North Dallas. Motorists from surrounding areas such as Southlake, Grapevine and Las Colinas also rely on SH 114 as one of their main points of connection. The roadway supports daily commuters, airport travelers and, until July 14, incoming World Cup fans visiting the region.

President George Bush Turnpike

Sometimes referred to as State Highway 161, the turnpike is a connector for many of the mid-cities such as Plano, Garland, McKinney and Richardson. Commuters living or working in major hubs such as Dallas, Frisco or Arlington use the turnpike as a road on their primary route. It could also potentially experience increased congestion as an indirect result of regional drivers avoiding traffic on other routes to Dallas Stadium (AT&T Stadium).

Interstate 20

The southern alternative to I-30, this highway provides access to Arlington from communities south of Dallas and Fort Worth. Oftentimes, when congestion increases on I-30, navigation systems will redirect traffic to I-20. This could result in I-30's traffic spilling over to I-20 with airport travelers, match attendees or local commuters trying to get around and avoid congestion.

THE SHORTHORN

WORLD CUP FANS STAY ON TRACK WITH EFFICIENT PUBLIC TRANSIT

By Diego Collazo
June 18, 2026



World Cup fans board trains and buses at CentrePort Station. Maricela Gonzales

Fans said they are having a positive experience using Trinity Metro and Dallas Area Rapid Transit systems to get to World Cup matches at AT&T Stadium.

With no direct line to Arlington from either Dallas or Fort Worth, many fans chose to use public transportation.

“It was really well organized. A lot of people were guiding us. TRE, great train, clean,” said Dallas resident Ben Castilloux about using the Trinity Railway Express for the first time to get to the match on Sunday. “I think they did a great job.”

Castilloux also said travel directives he received from FIFA and the North Central Texas Council of Governments, along with signage at each stage of the journey, made the trip very easy.

“I didn't know if they would be prepared, but they were 100%,” Castilloux said.

The match on Wednesday, however, did raise concerns about daily commuters clashing with international fans, a challenge they didn’t have to worry about during Sunday’s match.

Karla Windsor, senior program manager for the North Central Texas Council of Governments, said sending people to and from the matches has gone well thanks to planning and the systems in place.

One of those systems is the travel demand management program, which encourages daily commuters to seek alternatives like working from home or taking different routes, has been working well.

The sample size is only one game, but Windsor said they didn't see much mingling with daily commuters and FIFA fans.

Windsor said the train ran every 30 minutes while getting people to CentrePort Station.

Volunteers were guiding fans to the ride-share lot or to the free charter buses available to game-day ticket holders.

Fans could also take advantage of multiple shade tents with mist fans to help combat the heat while waiting for their ride. Free water and a food truck were also on site.

Denver resident John Schlesinger, 32, said he parked in downtown Fort Worth, took the TRE to CentrePort Station and hopped on a shuttle to the stadium.

He said the whole trip was "easy peasy."

Schlesinger had high praises for the shuttle buses. He said they saved the trip because it would have taken him twice as long to get to his destination without them.

"I haven't heard any complaints or anything from anyone," Schlesinger said. "They set the expectations, and they met that expectation."

On the way back from the match, fans were separated by destination at CentrePort Station: Dallas, Fort Worth, DFW airport and ride-share users.

Trains to Dallas and Fort Worth ran every 15 to 30 minutes. The trains were staggered, boarding people by destination. Buses took people directly to the airport.

"Partnering with Trinity Metro and DART, we had teams monitoring how many people we could get on the platform and get on the train," Windsor said. "It just balanced really well and flowed out of here, and we were really pleased with how well it went."

Windsor said the only problem they've experienced so far has been an unexpected number of people trying to park at CentrePort Station, which has no game-day parking.

As for what adjustments were made after Sunday's match, Windsor said they made more accommodations to the ride-share lot to adjust to more usage and reorganized some of the fences and queues for better flow.

Arlington will host seven more matches, and Windsor said they hope they can make each day better than the last.

COMMUNITY IMPACT

EAST-WEST CONNECTOR AT DALLAS-FORT WORTH INTERNATIONAL AIRPORT OPENS

By Cody Thorn
June 19, 2026

A 1.65-mile stretch of road within the Dallas Fort Worth International Airport campus opened June 12.

The $30.8 million East-West Connector was first envisioned nearly 20 years ago to connect transportation in the airport's southern corridor, according to a news release.

The details

The roadway extends from Rental Car Drive to the Harwood Drive/SH 360 intersection and will connect drivers to the Southgate Plaza, near Terminal E and the under-construction Terminal F.

The project was funded through federal transportation programs and administered by the North Central Texas Council of Governments, which provided approximately 80% of the funding. There was a funding agreement between DFW Airport and the Texas Department of Transportation Fort Worth District for the remaining 20%.

Also of note

Mario Sinacola & Sons Excavating Inc. was the contractor for the project, according to previous reporting.

The North Central Texas Council of Governments noted that the first planning and engineering study for the project happened in 2008.

- **Timeline**: early 2024 to June 2026
- **Cost**: $30.8 million
- **Funding sources**: federal transportation program, North Central Texas Council of Governments, TxDOT, DFW Airport

KERA NEWS

THE RISE OF AUTONOMOUS VEHICLES IN NORTH TEXAS

By Ron Corning, Miranda Suarez
June 17, 2026



A Waymo self-driving car. Houston Public Media

Autonomous technology, like passenger vehicles and drones, is on the rise in North Texas. NTX Now's Ron Corning spoke to Ashleigh de la Torre, vice president of public policy at Amazon, Ernest Huffman, program manger for North Central Texas Council of Governments, and David "Nemo" Neal, chief of design at Mozee, about where the industry stands at a recent Dallas Assembly event.

Following that conversation, Ron and NTX Now's Miranda Suarez talked with Bart Huffman, a data strategy, security, and privacy attorney at Holland & Knight in Houston, about how the data landscape is changing with the rise of these new technological advancements.

Skepticism of autonomous technology

Many people in the audience at the Dallas Assembly event raised their hand when asked "who here thinks they will never ride in an autonomous vehicle?" De la Torre thinks over time, their minds will change.

"I think you'll be surprised about the adoption of this technology," she said. "10 years ago would any of us have gotten in the back of some random person's personal vehicle to get driven from our house to the airport? And now we don't think another thing about it."

Physical safety concerns

De la Torre said companies who are competing with each other to create this autonomous technology is a good thing for consumer safety.

"I think the most important thing industry can do, beyond competing with each other, is ensuring a really high safety bar," she said. "We're talking about regulations and how we're focused on collecting data."

Ernest Huffman also said safety is the top priority.

"If it's not safe, the regulators aren't going to allow for it to exist in our city," he said. "So it needs to be safe."

Autonomous drone delivery

One way Amazon is utilizing this technology is through autonomous drone delivery. De la Torre explained that this technology would save consumers time, whether it was for ordering late night medicine for a sick kid or to quickly get a forgotten ingredient mid-dinner party.

Bart Huffman explained that while Amazon is able to complete these deliveries, and the consumer who ordered the drone delivery may have consented to property scanning in order to complete the delivery, the community surrounding them might not have.

"Maybe the person receiving the package would be asked to consent to this and think about the implications, but the person next door probably didn't, right?" Huffman said. "And the people along the street that [the drone] saw and ingested information about along the way."

Future regulations

Bart Huffman explains that communities will have to decide if having packages delivered at quicker rates is worth the uncertainty surrounding data protection.

"You have to think about, are we doing it in a way that is necessary and proportionate for that aim? Or is there a potential that an entire fleet of autonomous vehicles could be in fact recording the whereabouts and identity of everybody in a whole urban area?" Huffman said. "And what are the security protections that are in place to stop a really awful consequence like that from occurring."

THE DALLAS MORNING NEWS

FIRED ONE WEEK, BACK THE NEXT: WHY MICHAEL MORRIS STILL MATTERS

By Dave Lieber
June 19, 2026

When I learned that Michael Morris, the region's supreme transportation czar, was fired in April, all I could think of was the famous announcement: "The king is dead. Long live the king."

Wait. What? You don't know who Michael Morris is?

He's the road guy who, in his long career, handed out billions upon billions of dollars in grants to cities, counties and more. He who has the money has the power.

Sitting in traffic because the highways he promoted aren't wide enough for you? Think about Morris.

Whizzing along without facing traffic congestion? Thank him for that, too.

He's so powerful that he was fired on April 28. But by May 5, he got his job back. In only seven days! Who gets their job back like that? Plus, a judge declared he wasn't actually fired. His job was "rescinded." He didn't lose a penny of pay.

Still, his reappearance might only be temporary. He could lose it again after a November trial. Again, another sign of power. Who's dismissal leads to a trial? Not yours or mine.

Small town, big money

Before I identify the legal entities involved in this web, I want to show you an example of Morris' style through the eyes of a small town mayor.

Gary Hulsey, mayor of tiny Haslet, only 10 square miles, says motorists at a railroad crossing might wait as long as a half-hour for a train to slowly creep by. Or they might only drive a mere 1 mile in a half-hour.

Morris' solution is a bridge over the train tracks. There are two proposals. One is called "the long bridge," and the other is called "the short bridge."

Haslet can't have both — only one or the other. Morris has lined up a $75 million federal grant for the winning bridge.

Asked by The Watchdog to describe the king, Hulsey told me, "Mike can be headstrong. Mike can be forceful. He knows how to get things done. But he likes things done his way."

Hulsey, who sits on a transportation board that funds roadway projects, voted against a Morris-backed plan involving light rail. Did Morris punish him for this? Did he kill his bridges project? He did not.

"He's the consummate professional," the mayor said.

Morris interview

I shared the mayor's comment with Morris during an interview. Morris told me he wasn't even aware of the mayor's vote.

He said, "I don't see politics when I work on transportation projects. … I see problems and solutions. … Politics has nothing to do with me with regard to what projects I work on. My whole, whole focus is on the merits of the project. It's not whether a person likes me."

When I asked him about his firing, he replied, "I really don't want to get into that. Keeping Michael Morris out of this political situation is the best strategy for me."

He was sitting in his Arlington office, swiveling sideways back and forth in his office chair. I asked him what his leadership style entailed.

He answered, "You need to listen to people on what they're saying instead of just dictating to people what you think they need. That's our secret. We're good listeners. We develop good options and gain consensus in how best to proceed."

The players

If you're still with me, here's the web.

Morris is the transportation director for the Regional Transportation Council, or RTC, the policy panel that prioritizes funding. Meanwhile, the North Central Texas Council of Governments, or NCTCOG, handles payments for projects.

Last year, Todd Little was hired as executive director of NCTCOG. He's the one who tried, without a full board vote, to fire Morris.

Now NCTCOG and RTC, which for decades have gotten along in a nonpartisan way, are at war. The RTC has sued NCTCOG over this.

Denton County Judge Andy Eads, a former RTC chairperson who approved the lawsuit, blames NCTCOG and its new leader, Little, for "overreaching."

When will he retire? Morris appears to enjoy his work. He submitted a required succession plan, but he declined to announce a retirement date.

DART savior

Did you notice how Dallas Area Rapid Transit was recently in trouble, and then suddenly cities, seemingly against funding, jumped aboard in an 11th-hour save? That was due to a Morris concocted plan to set aside $75 million in federal and state grants for DART, said Eads, who made the motion to adopt Morris' DART plan.

That illustrates what Arlington economic development official Marty Wieder told me: "The man is brilliant. He's able to take what he had to work with, leverage it and create opportunities for even more."

All this has happened in the run-up to FIFA's World Cup. Morris has worked for three years on transportation plans. He authored a 300-page master plan that he is shepherding through. "It's going well," he said.

Politization

The decadeslong nonpartisanship of both bodies is over. Like so much else, it's become an us-versus-them fight.

Proof came in an email from the far-right True Texas group urging members to attend a public transportation meeting and protest.

As the email put it: "The squishes and the Left want more light rail/DART spending, and the right wants roads to be repaired. The COG for our area is all Republicans except Dallas, and yet, the Left gets their way."

It's no longer a debate about transportation. It's a political purity test.

Since Morris didn't want to talk about his firing, I asked what's the one paragraph he would like to insert into this story. He replied in the third person, saying, "Michael Morris does things not to be famous. He doesn't want to be famous. He doesn't like the attention. But Michael Morris works every day to focus on outcomes to solve transportation, safety, air quality and congestion problems."

And here's the danger: If the effort to dismember the RTC and NCTCOG succeeds, the people who launched the attack may find themselves with less influence than before. And less money to invest in our future.

The old warning applies: If you're going to kill the king, you better not miss.

COMMUNITY IMPACT

AIRPORT CONNECTOR, US 75 – SEE 5 DFW TRANSPORTATION UPDATES

By Jenna Stephenson
June 22, 2026

Check out five upcoming, ongoing and completed construction projects in the Dallas-Fort Worth area.

Upcoming projects

Project: The work will add enhancements to landscaping, erosion control, irrigation and new decorative rock to key intersections along the US 75 corridor in Allen, including Stacy Road, McDermott Drive and Bethany Drive.

Update: Texas Department of Transportation officials authorized advertising the construction project in early June. Officials expect to award the construction project by October.

- **Timeline:** November 2026–March 2027
- **Cost:** $1.3 million
- **Funding sources:** TxDOT, city of Allen

Ongoing projects

2. Coit Road phase 1 widening

Project: Coit Road will be widened from a four-lane roadway to a six-lane concrete roadway from First Street to Prosper Trail. The project includes the roadway, curbs, underground work and drainage.

Update: Construction is roughly two-thirds complete. Paving was scheduled to begin in early June but has been delayed due to heavy rain.

- **Timeline:** estimated completion October 2026
- **Cost:** $23.64 million
- **Funding source:** town of Prosper

3. Lakeside Boulevard reconstruction

Project: A full street reconstruction and utility improvements of Lakeside Boulevard from US 75 to Campbell Road.

Update: Work in the northbound lanes of Lakeside Boulevard and Lawnview Drive is complete. Work is currently taking place in the southbound lanes.

- **Timeline:** winter 2025-winter 2026

- **Cost:** $10 million
- **Funding source:** city of Richardson

Project: The project involves widening and reconstructing the road, improving utilities and drainage, adding parking, sidewalks, seating, landscaping, lighting and wayfinding signage.

Update: Sewer installation between Keller Parkway and Taylor Street began in May.

- **Timeline:** expected completion by summer 2028
- **Cost:** $32 million
- **Funding sources:** city of Keller, Tarrant County

Completed projects

Project: The roadway extends from Rental Car Drive to the Harwood Drive/SH 360 intersection. It connects drivers to the Southgate Plaza, a mixed-use development near Terminal E, and Terminal F, which is under construction.

Update: Construction on the roadway is complete, and the connector opened on June 12.

- **Timeline:** early 2024–June 2026
- **Cost:** $30.8 million
- **Funding sources:** federal funding, North Central Texas Council of Governments, Dallas Fort Worth International Airport, Texas Department of Transportation

FOX 4 NEWS

DALLAS LEADERS TO VOTE ON NEW CONVENTION CENTER HEIGHT TO SAVE HISTORIC VIADUCTS

By Lori Brown
June 19, 2026

A decision is looming for the Dallas City Council as members prepare to vote on whether to lift the newly expanded convention center back to its originally planned height to avoid cutting off two major historic viaducts from downtown.

However, a new memo from the city manager is warning council members against making that change, sparking concern among neighborhood residents who fear their daily commutes are about to be severely impacted.

Convention center height debate



The Dallas City Council will decide at its meeting this Wednesday whether or not to raise the convention center back to its original height. The Transportation and Infrastructure Committee requested the design return to the original plans so the Jefferson and Houston viaducts remain connected to downtown Dallas.

Under the original plan, the expanded convention center was designed to be tall enough for traffic to flow continuously underneath the building. However, after efforts to cut $500 million in costs, the building's plans were lowered by two stories.

In March, city staff proposed a plan to divert traffic from Jefferson Street onto the Houston Street viaduct due to the lowered design. Currently, Houston Street runs southbound over the Trinity River, and Jefferson Boulevard runs northbound into downtown.

Under the city's latest proposal, Houston Street would be reduced to just one lane in each direction. Jefferson Boulevard would be configured to have two lanes in each direction but would dead-end into the Reunion parking garage, south of the convention center. The city would eventually build a flyover ramp to connect it to Houston Street.

Financial warnings vs. neighborhood impact

The Dallas City manager said the proposed redesign will cost $597 million and delay the convention center construction by a year.

She said that delay would cause more than $271 million in lost clients and another $1.4 million a month in future losses.

While the city manager is focusing on the steep municipal and construction price tags, nearby Kessler Park residents are urging officials to look at the broader community impact.

Neighbors said they hope the city calculates the potential economic impact to local homeowners as well as nearby businesses in the Bishop Arts District that could suffer if the area is plagued by constant traffic gridlock.

Sarah Marguccio is among the neighbors working to sound the alarm for commuters before Wednesday's vote.

"We were surprised when we found out," Marguccio said. "We have a lot of people in District 1 who are employed in the Central Business District. I think their daily commute is going to be greatly impacted. Employers in the central business district, I don't think even realize how much their employees are going to be affected and the retention in employees, how easy it is to get to work every day. It's definitely going to bottleneck and increase traffic."

Marguccio also expressed frustration over how the plans were handled by city officials.

"The most frustrating part is really just the lack of notification to the residents, lack of education and awareness, no community meetings really for it up until here very, very recently," Marguccio said. "I think that with as many people that use it and as valuable as it is to our community that it should have been something that we were a part of the discussion from the get-go and not an afterthought."

WFAA

FIFA WORLD CUP IS ALREADY DELIVERING BIG WINS FOR NORTH TEXAS BUSINESSES

By Mitti Hicks
June 23, 2026

More than a week into the FIFA World Cup, North Texas businesses are already counting their wins and some are scrambling to keep up.

In Frisco, the FIFA World Cup has turned Rollertown Beerworks into one of the hottest spots in North Texas and it's not hard to see why. Sweden's official team base camp is just steps away, drawing fans from across the globe straight to their door.

It's beyond CEO Jonathan Rogers' wildest dreams.

"When the U.S. or Mexico plays, especially a night game, people will show up three hours early," Rogers told WFAA.

Soccer fans who wait until the last minute will discover that finding a spot inside or outside at his brewery will be nearly impossible.

By the time WFAA caught up with Rogers on Tuesday afternoon, he had already added more bar space to keep up with demand and was preparing to interview more than a dozen candidates to start as soon as possible.

"There's a lot of decisions that have to be made very quickly," Rogers said. "But these are great problems to have."

Between the matches, fan events and parades, Rogers isn't the only one benefiting from soccer fans. Arlington businesses are also feeling the boom.

"In terms of hotels, restaurants, and other retail businesses, everybody seems to be doing very well so far from FIFA," said Brent DeRaad, president and CEO of the Arlington Convention & Visitors Bureau. "Business in our Entertainment District has been extremely strong. We would love to see more business downtown."

In Dallas, a Visit Dallas spokesperson said FIFA's opening weekend delivered a major boost for hotels, with revenue up 170% compared to this time last year.

Public transportation has been another big win for the region. Getting around has gone smoothly for riders.

"We are not seeing any significant problems at our modes of transportation," said Michael Morris with the North Central Texas Council of Governments. "Trains are running exactly to schedule to the minute."

FIFA World Cup matches in North Texas run through July 14. But for Rogers, he hopes the excitement and crowds are only the beginning for his business.

"Our staff and everybody associated with Rollertown are really energized by those feelings," Rogers said.

NBC DFW

NORTH TEXAS TRANSIT NETWORK SEEING SRONG WORLD CUP TURNOUT WITH ROOM TO GROW

Transportation planners say North Texas transit system can handle additional riders

By David Goins
June 23, 2026

North Texas transportation planners say there is still plenty of room for more fans to use trains and charter buses to reach upcoming World Cup matches at Dallas Stadium.

Officials are beginning to see how many fans from around the world have embraced the region's transportation plan, which includes riding DART in Dallas or Trinity Metro in Fort Worth, taking the TRE to CentrePort and then boarding a charter bus to Arlington.

About 6,000 fans are using the transit system per game, according to Michael Morris. Current capacity stands at about 10,000 riders per match before additional buses would need to be activated.

That available capacity is prompting transportation planners to adjust their message to local fans.

Earlier in the tournament, officials encouraged local fans to drive when possible in order to preserve transit capacity for international visitors. Morris said that is no longer necessary.

"I don't think that needs to be the message anymore – I think we have plenty of transit capacity," said Morris.

One international visitor said the transportation options have made getting around North Texas easier.

Austria fan Max Bankhamer said the combination of trains and charter buses, along with expanded rideshare lot capacity near the stadium, has worked well during his visit.

"The green line, orange line is pretty handy," said Bankhamer.

Bankhamer described the overall experience as "pretty solid."

Transportation leaders will continue monitoring ridership as the tournament progresses, particularly for an upcoming 6 p.m. match on Thursday and a 9 p.m. match on Saturday.

Monica Paul, who leads the North Texas World Cup effort, said officials expect ridership numbers could increase as the tournament continues.

"I anticipate that some of the numbers will start to increase a little bit," said Paul.

Even so, transportation officials say the extensive planning effort has paid off through the first three matches and are encouraging more fans to consider trains and buses on game days.

Paul said organizers remain focused on the work ahead.

"We're also heads down and know that we are only three matches in and we have six more to go," said Paul.

This story was originally reported for broadcast by NBC DFW. AI tools helped convert the story into a digital article, and an NBC DFW journalist edited it again before publication.

THE DALLAS MORNING NEWS

HOW MUCH TRAFFIC IS THE WORLD CUP BRINGING TO DALLAS? HERE'S WHAT WE KNOW SO FAR

Thousands of FIFA fans have crowded highways and public transit alike

By Sophie Hanawalt, Hedija Spahalic
June 23, 2026

Two years ahead of Dallas' FIFA World Cup games, planning began to address a pressing concern: the traffic on major roadways and public transportation that inevitably would be generated by more than 1 million visitors.

This planning came to a head Sunday, June 14, as the Netherlands and Japan kicked off North Texas' first FIFA World Cup match at Dallas Stadium.

Following England's win against Croatia on June 17, North Texas transportation officials reported an uptick in traffic, but has it met expectations?

Here's what we know about each game day's output so far.

How much traffic has the World Cup generated so far?

Multiple accidents along Interstate 30 forced traffic following the Netherlands-Japan draw to slow to a crawl. On June 17, though, traffic was mostly normal traffic, except for heavier traffic near the stadium after England doubled Croatia's goals.

This was consistent with what Karla Windsor, a senior program manager at the North Texas Council of Governments, said regarding traffic for both games.

Though accidents disrupted the flow of traffic from the stadium for the first game, Windsor cited England vs. Croatia match-day traffic flow as evidence the plans in place successfully controlled traffic.

North Texas Tollway Authority data shared by Media Relations Manager Micheal Rey indicated an increase in traffic on toll roads.The President George Bush Turnpike gantry north of Interstate 30 saw 50,907 drivers pass through compared to 47,512 the previous Sunday.

Malcolm Mayhew, a communications specialist for the council, said after the June 14 game that match traffic was in line with typical patterns for "major event" days in North Texas.

The LBJ Infrastructure Group and NTE Mobility Partners did not observe a "noticeable increase in incidents or accidents in any of the concessions," according to Director of Corporate Affairs and Communications Robert Hinkle.

Hinkle said the change in traffic patterns on June 14 were primarily observed on Lyndon B Johnson Freeway, whereas the North Tarrant Express and Interstate 35W did not show a significant impact.

"While we do not have a way to identify which specific drivers were traveling to the stadium, the TEXpress Lanes on LBJ showed a clear shift in traffic behavior compared to the prior week," Hinkle wrote.

From 1-4 p.m., Hinkle said tolls were higher than the previous Sunday across the LBJ segments, $4 per segment compared to the $3.50.

Unlike the June 14 match, the June 17 match concluded during rush hour, presenting a new challenge for match attendees and North Texas residents alike. In anticipation of World Cup traffic interfering with commutes, regional transportation leaders urged Dallas-Fort Worth residents to change their routes and adjust travel times to avoid rush hour.

According to Windsor, traffic did increase during rush hour. “Not as many people were able to change up their route as maybe we had hoped,” she said.

NTTA traffic numbers for June 17 were lower than the day prior, though the reason wasn't clear, Rey said. Traffic counts on President George Bush Turnpike at the main lane gantry north of the I-30 Interchange were 102,570 Wednesday compared to 103,417 Tuesday. South of the I-30 interchange, counts were 67,080 Wednesday and 69,684 Tuesday.

Following the June 17 match, Hinkle reported a 6% increase in traffic along the North Tarrant Express and Lyndon B Johnson Freeway in comparison to the June 14 match. He did not provide toll price averages for Wednesday.

How many fans took public transportation to World Cup matches?

After the June 14 match, officials reported an increase in ridership for both DART and Trinity Metro. More than 12,000 regional day passes were sold at train stations and via the GoPass app, according to Jasmyn Carter, director of public relations for DART.

“DART saw a significant increase in ridership during yesterday's game as fans chose transit to avoid traffic and parking challenges,” Carter said. “TRE ridership was high and about double what we would normally see on a typical weekday.”

DART declined a request for ridership data for the June 17 match between England and Croatia.

Windsor said DART had slightly lower ridership numbers June 17, and that the council would double down on efforts to encourage the use of public transit.

“Everyone that did use transit, we got wonderful feedback from them. They said it was a very smooth process,” Windsor said.

What should North Texans, World Cup visitors expect ahead of the remaining Dallas Stadium matches?

North Texans looking to avoid World Cup-related traffic should continue to anticipate congestion on I-30, Interstate I-20, State Highway 360, State Highway 183, State Highway 114 and the President George Bush Turnpike.

Traffic on these roads is expected three to five hours before matches and three hours after.

Windsor said the council is working with ride-hailing companies to ensure drivers know where to stage and what time they are needed. The council and its partnering transit agencies are continuing to monitor the results of their planning, observing traffic cameras and the flow of roadways surrounding matches, Windsor said.

LITTLE ELM JOURNAL

LITTLE ELM GREENLIGHTS RETAIL PROJECT, EXPANDS TOWN ANIMAL SHELTER

By Ashton York
June 23, 2026

The Little Elm Town Council moved forward with several major commercial and community developments at its June 16 meeting, greenlighting a new shopping center off U.S. Highway 380, adopting updated safety building codes and securing a five-year deal with PepsiCo.

Council members approved the rezoning of 17.55 acres at the southwest intersection of U.S. Highway 380 and South Paloma Creek Boulevard. The land will shift from light commercial to a planned development district.

The property will be divided into four lots for a phased commercial shopping center. The approved plans allow for a multi-building development featuring retail, restaurant, office and medical spaces, including three standalone drive-thrus and one end-cap drive-thru.

The town updated its local construction standards by adopting the 2024 editions of the International Building Code and the 2023 National Electrical Code. The update modifies Chapters 22 and 50 of the town's ordinances, covering residential, plumbing, mechanical, fire and energy conservation regulations.

Little Elm staff coordinated the updates with the North Central Texas Council of Governments to ensure local building guidelines remain consistent with regional North Texas standards and modern safety requirements.

The council awarded a construction contract to AUI Partners LLC to expand the town animal shelter at 1605 Mark Tree Lane. The project will add 2,920 square feet to the facility, bringing its total size to 6,475 square feet.

The expansion will add more dog kennels, build out employee workspaces and renovate the older mechanical systems in the existing building.

The council awarded PepsiCo a five-year contract for exclusive beverage pouring and promotion rights across all town concessions, catering and vending services. The agreement covers soft drinks, juice, water, energy drinks and sports drinks.

PepsiCo was the sole bidder for the contract after Coca-Cola declined to submit a proposal. Under the terms of the agreement, PepsiCo will provide the town with up to $14,000 in sales rebates, $25,000 in annual marketing support, $12,000 in vending commissions and up to $7,500 in free product.

The council approved two specific-use permits for rooftop solar panel installations on existing commercial buildings at 2047 Old Witt Road and 26740 East University Drive.

Oasis Carts, located near FM 423 and East Eldorado Parkway, also received a permit to display up to four golf carts outdoors during business hours. The owner requested the permit to increase visibility after experiencing slow sales since opening indoor operations in May 2025.

Officials approved a fireworks agreement with Bubba's Fireworks LLC to operate a seasonal stand at 27052 East University Drive from June 24 through July 4. The agreement utilizes a partnership with Denton County Fresh Water District No. 10 to ensure sales tax collected from the stand goes to the town.

FOX 4 NEWS

PUBLIC TRANSPORTATION FOR FIFA WORLD CUP IN NORTH TEXAS RUNNING SMOOTHLY, OFFICIALS SAY

By Alex Boyer
June 23, 2026

Groups in charge of organizing the public transportation plan for FIFA World Cup matches say so far, everything has gone smoothly.

FIFA World Cup public transit in North Texas

The North Texas FIFA World Cup Organizing Committee and the North Central Texas Council of Governments held a press conference Tuesday to give an update on how their public transit plan for the World Cup has performed so far.



Michael Morris

The official plan involves taking the Trinity Railway Express to the CentrePort Station south of DFW Airport, then taking a bus to a parking lot north of Dallas Stadium.

Officials said that on average, 5,000 to 6,000 fans are using their public transportation plan going to and from matches.

80% of riders take the TRE east, while 20% come to CentrePort Station from the west.

Michael Morris, Director of Transportation for the NCTCG, says that fans who arrive early and stay late at venues like Texas Live! in Arlington have eased congestion on the public transit system.

"They're walking up through the tent, directly into their charter buses. Very little time in a queue, maybe three to five minutes. Most of the time, no queue. They're walking directly to their buses," Morris said.

"The buses are getting to the CentrePort station in the 20-minute allotment. We have no queue with regard to those individuals walking down to the platform."

On non-match days, fans can use DART to get to the FIFA Fan Festival in Fair Park. FOX 4's Alex Boyer spoke to several fans about their experience using public transit during the World Cup so far.

"DART is a good experience. I took the Silver Line, the Orange Line, the Green Line. It's been a good experience," Carlos Coloma said.

"It was very nice. It was easy to come here. We're in Richardson, so we take like two trains to get here," Rigo Herrera said.



What's next:

Officials aren't recommending any changes to the current system, but will keep an eye on the rest of the tournament and adjust as needed.

KERA NEWS

NO, OAK CLIFF VIADUCTS WILL NOT BE TORN DOWN. WHAT TO KNOW AS DALLAS KEEPS CONVENTION CENTER PLAN

By Megan Cardona
June 24, 2026

A majority of Dallas City Council voted to prevent a redesign — and the further setback — of the Kay Bailey Hutchison Convention Center on Wednesday. The vote means the roads leading to the Jefferson Boulevard and Houston Street viaducts will be rerouted to accommodate the renovated building height.

An initiative to maintain the viaduct routes called "Save the Bridge" started last week. Dallas resident Brett Shipp, a former investigative reporter for WFAA-TV, said he and other volunteers walked along Jefferson holding signs and passing out flyers to raise awareness about the plan.

He told KERA that many of the people he saw were people of color and service industry workers.

He said the bridge was how those workers got to work on time every day.

There was some confusion among Wednesday's speakers, with some under the impression that the viaducts were under threat of being closed or torn down completely — which is not the case.

Houston is planned to become a pedestrian greenway. Jefferson, the only viaduct of the two for vehicular traffic, would have a ramp down to Hotel Street going around the Convention Center to Reunion Boulevard and then to Young Street. The reroute will keep the same amount of lanes.

City Manager Kimberly Bizor Tolbert told council members ahead of Wednesday's meeting that redesigning the building to accommodate the viaducts would add labor, equipment, and time to the project. It would have also set the project back by an additional $597 million.

Some Dallas residents and hospitality industry professionals also warned against further delaying the convention center.

Craig Davis, president and CEO of Visit Dallas, told council members that the city has lost $92 million in convention lodging and $13.7 million in local taxes since the convention center closed for renovations last year. He added that the 2030 delay would cost the city $2 billion in spending.

Traci Mayer, Hotel Association of North Texas executive director, said workers in the hospitality industry knew what to expect when the convention center closed for renovations.

She said they willingly accepted loss of business and shift cuts because they believed in the renovation timeline.

"Another year of reduced hours and uncertainty will have a direct negative impact on our workforce," Mayer said. "These challenges are not small, the struggle is real and deeply felt by the people who rely on us for their livelihoods."

The city has worked for months on a plan to change traffic patterns for the viaducts to better accommodate the convention center.

The Jefferson viaduct was originally planned to go underneath the renovated convention center, but city staff were asked to lower costs as the price tag for the expansion reached $3.5 billion.

The building height was lowered by two stories to save $500 million. Now the convention center’s first floor will be above ground level, at the same height as the Jefferson viaduct. Because the roadway can no longer go under the building, it will have to be rerouted.

Engineering consultants have said the new route could increase travel time by two minutes in the morning.

Morning peak travel between 7:30 and 8:30 a.m. could see as much as a ten minute increase in travel time during construction. Consultants reduced that estimate by about 25%, assuming travelers will choose different routes because of congestion.

Oak Cliff residents were especially concerned about the reroute plan because the viaducts serve as a direct connection into downtown.

A town hall was one of the only public engagement initiatives for the project and happened after the reroute plan was presented to the Transportation and Infrastructure Committee meeting in May. City staff initially planned to start public engagement on the program after thoroughfare amendments were submitted.

Several council members, including Zarin Gracey, told staff that confusion over the viaducts could have been prevented with more community outreach.

"We've got to start huddling up and rolling these things out in a way that the public understands it, it doesn't feel nefarious, there's no room for any accusations and everyone feels like they were included in that," Gracey said.

Lack of community outreach has been an issue on other recent topics including the debate on Dallas City Hall.

But Deputy Mayor Pro Tem Maxie Johnson said it was council members' responsibility to conduct community outreach, not staff.

ARLINGTON REPORT

TRANSPORTATION OPTIONS TO LOCAL WORLD CUP GAMES TO REMAIN THE SAME, OFFICIAL SAYS

By Bianca Rodriguez-Mora
June 24, 2026

Existing methods of transportation to the FIFA World Cup games in Arlington via charter buses and train rides will remain the same for now, an official of the North Central Texas Council of Governments said.

Michael Morris, transportation director for the council of governments, said at a June 23 update meeting provided by the North Texas FWC Organizing Committee and the council that the transit plan launched in early June is going smoothly.

He said that he feels confident continuing to use the system and proposed no transportation changes for Thursday's match between Japan and Sweden at Dallas Stadium in Arlington.

"We're not getting cocky with our particular plan," Morris said. "We have plenty of transit capacity with plenty of parking capacity. I propose no changes to the plan going into (Thursday's match)."

Morris said the team would reconvene later to review the transportation plan once again but is confident that transportation will continue to run smoothly for both residents and tourists.

The council would review the plan again after receiving data from Saturday evening's match between Jordan and Argentina, Morris said. There could be a possible strain on the system due to late-night hours and usage, Morris said.

About a year ago, Monica Paul, the North Texas FWC Organizing Committee president, gave the committee the idea to stagger fan traffic by hosting game day events at Texas Live! in Arlington's Entertainment District. Morris shared that this method has had a significant impact on reducing traffic.

"Our post-event pulse is not showing up as significant, because there are things to do now," Morris said, referring to events at Texas Live! before and after matches. "We're not seeing delays in the CentrePort Station or at the bus hub of individuals having to wait long periods of time in the weather."

Wait times for charter buses from the CentrePort/DFW Airport Station to the stadium have ranged from three to five minutes, Morris said. At the stadium, buses arrive and depart in about 20-minute allotments. Morris also said that the use of charter buses to the CentrePort Station is higher after the games than before, due to surge pricing that occurs after the games.

The average number of users is only about 6,000 people using this method to arrive at games, Morris said.

"We have room for additional capacity," Morris said. "If you want to take transit to these matches, you're more than welcome to take transit. We still have plenty of capacity for that."

THE DALLAS MORNING NEWS

9 P.M. WORLD CUP MATCH SATURDAY COULD PRESENT NEW TRAFFIC CHALLENGES

Texas Live! has played a key role in easing traffic congestion before and after Dallas World Cup matches so far, but a late-night finish could be different

By Jacquelyn Burrer
June 23, 2026

After three FIFA World Cup matches in Arlington, North Texas transportation leaders say traffic and transit operations have gone largely according to plan.

However, a 9 p.m. kickoff this weekend will be a major test of how late-night travel patterns interact with World Cup traffic, officials with the North Texas FIFA World Cup organizing committee and the North Central Texas Council of Governments said at a Tuesday news conference.

Monica Paul, president of the organizing committee, said the transportation plan has been a success so far. The main challenges have been airport weather delays and minor modifications for traffic flow around Dallas Stadium, she said.

“My primary responsibility is to get people to and from the stadium and to get people to and from Fan Fest,” said Michael Morris, the council’s director of transportation. “Things, in our opinion, are going extremely well.”

Morris said he does not know what exactly to expect from a late-night kickoff, but he said officials are prepared to adjust operations if needed.

“I’ll know more comparing a 9 p.m. start with a noon start after Saturday,” Morris said. “My goal is to have nine successful events.”

Saturday is the only 9 p.m. start in Dallas-Fort Worth. The remainder of games after that will kick off in the afternoon.

Morris credited Texas Live!, the Arlington entertainment district hosting World Cup watch parties, with helping reduce congestion around the stadium district before and after matches by encouraging some fans to stay later, spreading out the traffic.

Though mass transit ridership has increased during the tournament, Morris said, the system has the capacity to accommodate more passengers.

“If you want to take transit to these matches, you’re more than welcome to take transit,” Morris said.

North Texas drivers should continue to expect congestion on the following highways before and after World Cup games:

- Interstate 30
- I-20
- State Highway 360

- State Highway 183
- State Highway 114
- President George Bush Turnpike

Traffic volumes have been highest during the three to five hours before matches and for about three hours after.

THE DALLAS MORNING NEWS

FIFA BRACELETS PROMPT THREE-HOUR LINES AT DALLAS FAN FESTIVAL

Two million bracelets have been distributed at World Cup sites after memento went viral

By Sana Muneer, Lola Jahant
June 26, 2026



Fans customize charm bracelets at the Bank of America booth at FIFA Fan Festival in Fair Park on Thursday. Lola Jahant

Fans waited in line for up to three hours Thursday to score free bracelets at the FIFA Fan Festival in Fair Park.

The bracelets, that can be customized with a series of designs, have gone viral on social media.

Bank of America, the official bank sponsor of the 2026 World Cup, sponsored the free “Fan Bands.” Starting June 11, bank officials said 2 million bracelets have been distributed at World Cup host cities, including Dallas.

Fans can customize their charm bracelet with red, blue or black bands and more than 140 custom beads. The charms range from country flags, soccer emblems, numbers and custom beads from the host city’s landmarks.

In Fair Park, fans can customize their bracelets with Dallas-specific charms such as a cowboy hat and longhorn.

Jennifer Chandler, president of Bank of America Dallas, said the partnership with FIFA has been in the works for about a year. The idea for the bracelets, she said, stemmed from wanting to provide a keepsake to those who were not able to attend a match, and providing them a way to have a memento.

“How do we make sure that there's something tangible as people are either attending the match or attending the Fan Fest to have something to remember this incredible experience by?” Chandler said.

Due to the high demand and long lines, Bank of America created a new wristband system where fans reserve a time to create their band.

Mario Garcia, senior experiential manager at Octagon, said the new time system began at Dallas Fan Festival on June 21, and they have been passing out bracelets as late as midnight. Octagon is assisting in planning Fan Festival experiences.

“Honestly, when I signed up for this I did not expect it to be this crazy,” Garcia said. “It's just a blessing from a sports marketing perspective, not only making peoples' days, but helping people and other countries … and using sports, specifically a bracelet, to connect the world.”

Emilio Munoz, 22, said he traveled from San Antonio to experience the “World Cup atmosphere.” He waited in line with friends for two hours after hearing about the bracelets on social media.

“It’s a cool piece of memorabilia that I feel like in a few years will be so important,” Munoz said.

On social media, some fans said they’ve gotten bracelets directly from Bank of America locations near Dallas Stadium to avoid the lines.

Noelle LeVeaux, chief marketing officer for the North Texas Host City Organizing Committee, wanted the bracelets to reflect Dallas.

“I love that they're taking a whole life of their own and that fans are getting an opportunity to have something that’s such a special piece of memorabilia, but also where they have this great experience and this core memory that's been built for families and visitors,” LeVeaux said.

Avoiding bootleg merch

U.S. Immigration and Customs Enforcement warned fans of buying counterfeit merchandise at the FIFA World Cup.

To avoid buying counterfeit merchandise, officials recommend shoppers shop at trusted storefronts and websites, look out for poor quality, check online bank statements and buy tickets and merchandise from authorized dealers.

For the bracelets, Garcia said the fan festival and Dallas Stadium are the only two locations where fans should go to ensure they are getting a legitimate product. While customizable bracelets are available at Fan Festival, pre-made bracelets are also offered at Dallas Stadium.

“Every year, major international sporting events attract bad actors who attempt to cash in by selling fake jerseys, hats, tickets and memorabilia,” said ICE Deputy Director Charles Wall in a statement. “These counterfeit goods are often marketed online and in person, preying on fan enthusiasm and making it difficult to identify authentic products from fraudulent ones.”

THE DALLAS MORNING NEWS

HIGH RIDESHARE DEMAND AT DALLAS STADIUM PUSHES REGIONAL OFFICIALS TO ADJUST TRANSPORTATION PLANS

Transportation officials said approximately 3,000 rideshare drop-offs occurred during each match

By Hedija Spahalic
June 25, 2026

Headed into the fourth World Cup match scheduled for 6 p.m. Thursday at Arlington's Dallas Stadium (AT&T Stadium), transportation authorities have identified areas where further improvements can still be made.

Regional transportation agencies provided updates at a news conference on Tuesday on how operations have been running. Officials said more people used rideshare services, such as Uber and Lyft, to get to and from matches than they had anticipated.

"Our demand for rideshare technology is higher," said Michael Morris, director of transportation for the North Central Texas Council of Governments, during Tuesday's news conference. "As a person who's responsible for the safety of the Dallas-Fort Worth region, I like a whole bunch of people taking rideshare technology to special events, that I think is a win-win"

Transportation officials said approximately 3,000 rideshare drop-offs occurred during each match, holding two to three people each. Because of the additional and unexpected rideshare traffic, regional transportation officials have added another rideshare lot, Lot D, in addition to the current ES Sports Lot.

"We worked with the [Texas] Rangers, the city [of Arlington], Uber and Lyft to open a new lot up," said Natalie Bettger, a senior program manager for the council. "It became a lot of vehicles trying to get into our ES Sports Lot and so we opened up Lot D. [ES Sports Lot] is not quite large enough to accommodate that amount of traffic."

To help alleviate some of the post-match traffic, Uber is providing a paid shuttle service to get match attendees to downtown Dallas and downtown Fort Worth. Right now, the rideshare service has 25 shuttles available after matches that can seat up to 54 passengers. Uber is expecting these shuttles to reach 100% capacity by the Round of 32 matches and is prepared to add more shuttles as needed.

"We want to make sure that we're dispersing fans and trying to get as many people moving as quickly as we can once the matches are over," said Javier Correoso, Uber's senior director of federal affairs and U.S. policy for the south.

FORT WORTH REPORT

NORTH TEXAS SEES 10 HIGH OZONE DAYS SINCE MARCH. EXPERTS TO TRACK WORLD CUP'S IMPACT

By Nicole Lopez
June 25, 2026

With ozone season in full swing, North Texas planners are preparing their assessment of the World Cup's impact on air quality.

The North Central Texas Council of Governments, which tracks and monitors the region's air quality during the smoggy season from March through November, has identified 10 days so far that exceeded moderate levels of ground-level ozone — or smog — according to its latest data.

Of those 10, eight Ozone Action Day alerts were issued by the Texas Commission on Environmental Quality, the organization that enforces state and federal environmental regulations.

Planners have yet to see higher than average concentrations of ozone in connection to World Cup match dates in North Texas so far, council of governments air quality planner Daniela Tower said.

Alerts are issued when ozone levels exceed 70 parts per billion. Levels ranging between 71 to 85 parts billion are considered unhealthy for sensitive groups like young children, older adults, people who are active outdoors and those with lung disease, according to the council of governments.

A part per billion is a unit typically used to measure concentrations of emissions or air pollutants. One part per billion is equivalent to a single drop of water in an Olympic-size swimming pool.

North Texas had its worst ozone day on May 13, when smog was recorded between 86 to 105 parts per billion.

Ground-level ozone is a gas that forms in the atmosphere when volatile organic compounds and nitrogen oxides are emitted and react in the sunlight.

Emissions from motor vehicles, industrial sites, power plants and area sources such as paints and motorized lawn equipment contribute to ground-level ozone.

Breathing in smog causes respiratory health effects such as chest pain, cough, throat irritation and congestion. It has also been found to worsen conditions such as bronchitis, emphysema and asthma, according to the council of governments.

The region's current design value of ozone, gauged from 2024-26, measures at 82 parts per billion, well over the federal standard of 70 parts per billion. Design value is the average of the fourth-worst ozone day from each year across a three-year period, according to the council of governments.

North Texas has long failed to bring ozone levels down to comply with the Environmental Protection Agency's air quality standards, according to the Report's coverage.

If the region continues to fail to reduce levels to 70 parts per billion, polluters could face fines up to $45 million by 2028, according to the state environmental commission.

However, the enforceability of those fines remains in question with the Trump administration rolling back air quality regulations, including those on ozone.

North Texas' smog levels were similar this time last year despite increased traffic this summer from World Cup activity, Tower said.

The World Cup's impact on the region's air quality was an area of discussion at the annual EarthX conference in Dallas. Local officials spoke on how they are practicing sustainability throughout the sporting event.

It is not yet known how much impact the influx of World Cup visitors is having on air quality, said Jenny Narvaez, air quality program manager with the council of governments. However, officials are gathering information on air quality, humidity and temperature to later study the tournament's effect.

The council of governments and University of Texas at Arlington experts partnered to collect and assess data from monitors installed around Dallas Stadium in Arlington.

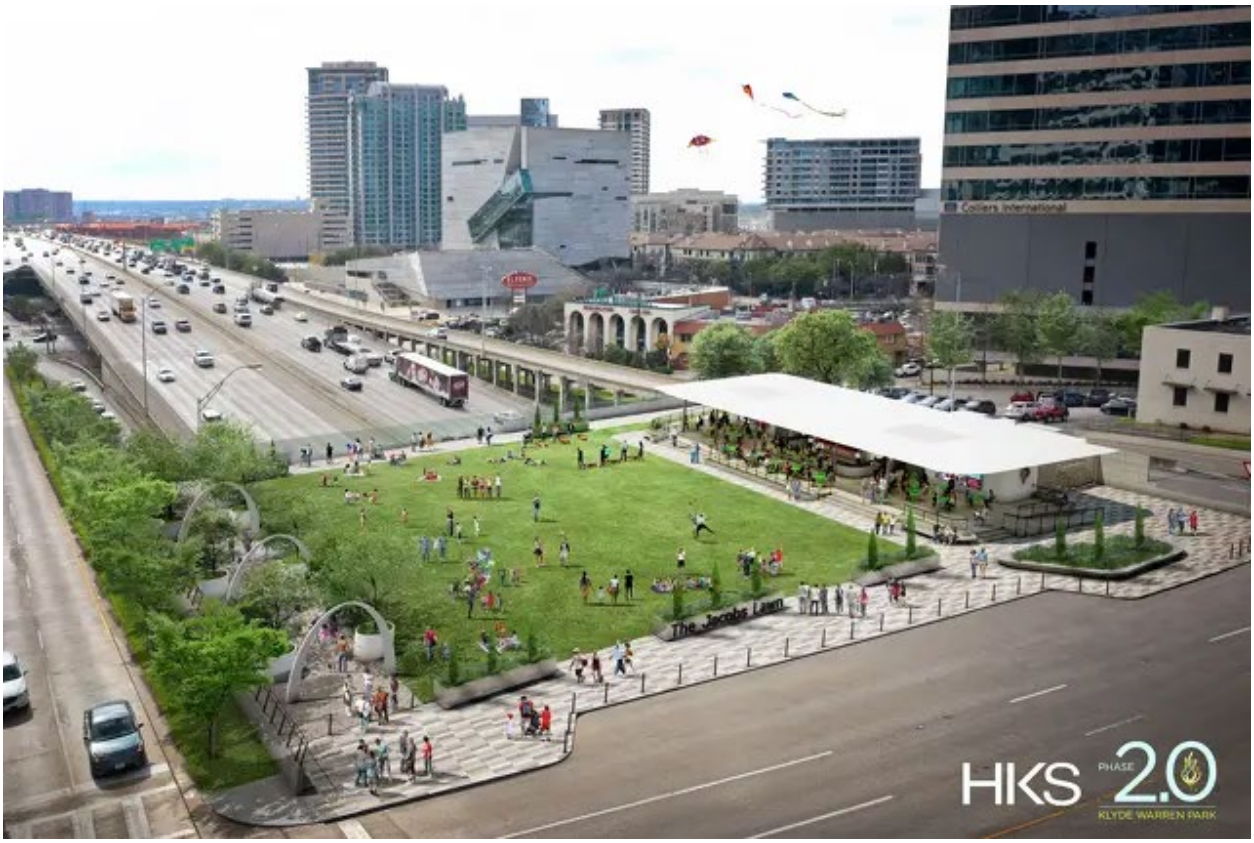
Four of the nine scheduled World Cup games at Dallas Stadium have been played, with the fifth taking place Saturday night.

THE DALLAS MORNING NEWS

DALLAS' KLYDE WARREN PARK TO EXPAND BY 1.7 ACRES

Transformative deck park will add event pavilion and activity lawn

By The Dallas Morning News Editorial Board
June 28, 2026



Jacob Lawn will be a 37,000 square-foot patch of open space that can be used for private or public events. Courtesy Woodall Rodgers Park Foundation

We can think of few projects so transformational to Dallas as Klyde Warren Park.

The dream of Sheila and Jody Grant to reconnect Uptown and downtown over the expanse of the Woodall Rodgers Freeway was once considered a dream. Today, it is an international model for restoring cities that highways broke apart.

We couldn't be happier to announce here that, after years of hard work, the park is almost ready to begin a long-planned, 1.7-acre western expansion that will restore even more of our city to the public.

The nearly $200 million expansion is expected to begin in the fall with the construction of an additional deck between St. Paul and Akard streets. This additional space will make the entire park 7.1 acres of reclaimed space over the freeway.

The existing park, at 5.4 acres, has already generated some $6 billion dollars in growth for Uptown and downtown. At a time when the central business district has seen its share of bad

news, it’s worth remembering the incredible growth that can be traced directly to the planning and opening of this welcoming public space.

Jody Grant, founder of Texas Capital Bank, estimates that the addition will bring some $3 billion to $3.5 billion in additional growth. We don’t doubt it based on the increased demand for land around the park when it became clear it was more than a dream.



A view from the pavilion roof, long planned and now closer to becoming a reality. Courtesy Woodall Rodgers Park Foundation

“We announced this project in February of 2005, and that started the stampede to acquire properties within reasonable distance of the park,” Jody Grant said.

His team has counted 29 high-rises built since that time, and anyone who looks at the before and after pictures should believe it.

This westward expansion toward the Perot Museum will open up that much more potential, even as it reminds us that freeways both create and diminish economic opportunity.

The addition to the park will include a glass and steel pavilion that the Grants have planned to the last detail.

“It's already been totally designed. We have the chandeliers, the furniture, everything picked out,” Sheila Grant said.

We expect the pavilion, with a 5,000 square-foot indoor meeting space and a rooftop terrace that can accommodate 600 people, will be in instant demand upon completion.

It also serves a critical role in drawing revenue for the park.

From the beginning, the Grants wanted Klyde Warren to be self-sustaining. It is so important that the park be free from the annual budget wrangling at City Hall. But operating Klyde Warren

at the high level people have come to expect comes at great expense. The events building could, by itself, bring in some 25% to 30% of operating expenses, the Grants estimate.

That pavilion will be in the new space between St. Paul and Akard (and both streets will remain open upon completion). West of Akard will be the Jacob Lawn, a 37,000 square-foot turf open space that can be used for private or public events. Sheila Grant described it as a place for activities similar to the RHS Chelsea Flower Show in London or the Christmas Market in New York's Bryant Park. During the Christmas season, there is also a plan to use the lawn for an ice-skating rink the size of Rockefeller Center's.

All of this work will take a little while, but the new, $111 million deck should be complete in about two years after it begins. After that, finishing out the park will take another 18 to 24 months and some $80 million to $100 million in private donations.

No project of this nature happens in a vacuum. This has been a public-private partnership from the start, and the expansion is no different. The city of Dallas has contributed enormously. Special thanks also goes to Michael Morris at the North Texas Council of Governments for ensuring this project got the federal funding required to build the deck.

We write a lot about vision on this page. So it's worth noting here what that really means. You can trace this park to a day in 2004, when Jody Grant had a "yahoo" moment standing near the site of the current Winspear Opera House, looking down into the canyon of speeding cars below him. It could be a park, he decided. He could see it right there in front of him.

Woodall Rodgers Freeway was designed with the idea that one day, somehow, it could be spanned with a deck. But it was Grant who decided it not only could be done, it had to be done for Dallas.



The Klyde Warren Park expansion adds two acres to the deck park, including an western-facing overlook. Courtesy Woodall Rodgers Park Foundation

He and his wife risked their own funds to get the project started. And there were plenty of naysayers along the way. But the Grants developed a vision; they developed a fundraising strategy; they worked tirelessly on design and planning; they talked to anyone who would listen. They understood that this park could change things for the better. They believed in it as a space for all of the city. It has become a space for more than that. It has become the blueprint for making neighborhoods whole again, bit by bit.

Here in Dallas alone, we have seen the results, with the beautiful Halperin Park now spanning Interstate-35 and bringing a major piece of Oak Cliff back together. The plan for decking Interstate-30 is underway now.

People who see what is and what can be for their city are not easy to come by. We are lucky to have these two in Dallas, doing this work for a beautiful public space that will endure long after we are all gone.

FUTURE TRANSPORT NEWS

STUDY FINDS AUTONOMOUS VEHICLES COULD CUT DALLAS-FORT WORTH TRAFFIC BY A THIRD

By Tiana May
June 28, 2026

A study led by researchers at Southern Methodist University (SMU) has found that widespread adoption of autonomous vehicles could reduce traffic congestion and travel delays across the Dallas–Fort Worth (DFW) region by 2045, without the need to expand the existing road network.

The research, published in the Journal of Urban Technology, examined how connected and autonomous vehicles (CAVs) could affect traffic conditions using the North Central Texas Council of Governments' Transportation Analytical Forecasting Tool (TAFT), a regional travel model covering 13 counties.

The research team, led by SMU civil and environmental engineering professor Khaled Abdelghany, assessed 25 scenarios based on different levels of autonomous vehicle adoption. These included fleets consisting of 25%, 50% and 100% driverless vehicles, with each scenario compared against a 2045 forecast that assumed no autonomous vehicles.

The researchers also investigated whether communication between autonomous vehicles and traffic signals could further improve traffic flow, and considered the impact of people choosing to live further from their workplaces if they no longer needed to drive themselves.

According to the study, the largest improvements occurred when all vehicles on the road were autonomous. Under this scenario, traffic delays across the DFW region fell by around 33%, reducing the amount of time drivers spent in congested traffic.

The study also found that daily vehicle-hours travelled could decrease by at least 19% if households and employment gradually shifted from central areas of Dallas, Tarrant, Collin and Denton counties towards surrounding communities. Vehicle-hours travelled is a measure of the total time spent by vehicles travelling across a road network.

The addition of vehicle-to-signal communication technology produced only limited further improvements once autonomous vehicles had been widely adopted.

The research was partially funded by the North Central Texas Council of Governments and carried out in collaboration with Behruz Paschai, a senior research engineer with the Texas Transportation Institute's Travel Forecasting Program, and Abby Morgan, an associate engineer at Kittelson & Associates.

Alongside the potential traffic benefits, the researchers noted that autonomous vehicles could improve access to transport for people who are unable to drive, including older adults and those with visual impairments or disabilities.

The authors acknowledged that public acceptance of driverless vehicles remains uncertain, but said the modelling indicates that high levels of adoption could improve the efficiency of the region's transport network over the coming decades.

THE DALLAS MORNING NEWS

KLYDE WARREN PARK WESTWARD EXPANSION COMES TOGETHER WITH ICE RINK, PAVILION IN THE WORKS

The long-awaited construction of the 1.7-acre deck could begin this year

By Charlotte Kramon
June 29, 2026



Jody Grant, chairman of Klyde Warren Park (left) talks with Michael Morris, director of transportation for the North Central Texas Council of Governments, after a news conference at Klyde Warren Park on Monday. Chitose Suzuki/The Dallas Morning News

Dallas city leaders gathered at Klyde Warren Park on Monday to celebrate the coming 1.7-acre westward addition of the park with an indoor pavilion and seasonal ice skating rink.

“As great as this park is today, we are not a city that rests on its laurels,” said Dallas Mayor Eric Johnson. “Dallas is always looking forward, and this expansion is about more than just adding physical acreage to our urban core. It’s another deliberate and strategic investment in our city’s future.

Klyde Warren Park opened in 2012 and bridged the freeway between downtown and Uptown. It is considered an essential city project that revitalized downtown life. The park sees 1.3 million visitors every year, and the expansion could increase free events by 30%, Jody Grant, chairman of Klyde Warren Park, previously told *The Dallas Morning News*.

The $200 million expansion will extend the existing 5.4-acre park and fill the gap between North St. Paul and North Akard streets with the building on top of it. It is expected to take about two

years. The COVID-19 pandemic and expensive bids delayed the project. It received $6.5 million through a $1.25 billion bond package in 2024. In 2017, the city allocated $10 million from a bond program.



Children play soccer at Klyde Warren Park on Monday. Chitose Suzuki/The Dallas Morning News

Jody Grant, the park's founder, said he hopes the new phase of the park will attract a younger crowd for both casual activities and events as major as weddings. There will be restaurants and retail on the first floor, an event space on the second floor and a deck on the roof, he said.

"This part of the park phase one has been very much family-oriented," said Grant, who is also the founder of Texas Capital bank. "That addition will be targeted more to the 20 to 40 age group. We want to capture newlyweds and young couples and have the amenities that they will find particularly attractive."

Grant hopes construction will begin in November or December. Michael Morris, director of transportation for the Regional Transportation Council, said he expects construction to begin after the slew of Christmas events put on in the park.

Morris said the new project was tricky to fund because it was a potential fit for various funding streams. The project will receive funding from sources including the Regional Transportation Council, the city of Dallas, the federal government and the Woodall Rogers Park Foundation.

"You need to balance where the revenue is coming from with who's benefiting from the project," Morris said.

Morris recalled when he and his staff were deciding which project to submit for federal funding — Klyde Warren Park's second phase, Halperin Park, or the "Three Fingers" project over Interstate 30. They decided to submit all three, and got funding for each of them. Former U.S. Transportation Secretary Pete Buttigieg visited to announce a grant that would support the projects.

The young staff working on the parks, Morris said, convinced "graduate people sitting in Washington that the combined vision of a Dallas urban core is much more significant."

After the announcement, Grant recalled bringing his wife, Sheila, to the area when he was first inspired to launch the park.

"She stayed about 30 seconds, and said, 'I've seen enough. We need to get this project done,' " Grant said.

Today, he marvels at how Klyde Warren Park has become a magnet for major financial institutions.

Dallas city manager Kimberly Bizor Tolbert celebrated the park as a revenue-generating "north star" for revitalizing city spaces.

"Great cities are defined not by their skylines, but by the spaces where people gather, connect, and build community," Bizor Tolbert said. "They're where people, cultures and opportunities come together, and Dallas is so fortunate to have one of the most successful urban parks anywhere in the country."

WEB WIRE

NCTCOG REGIONAL POLICE ACADEMY ENHANCES OFFICER TRAINING WITH MOTOROLA SOLUTIONS BODY CAMS

By Staff
July 1, 2026

The North Central Texas Council of Governments Regional Police Academy is strengthening officer preparedness through the use of Motorola Solutions V700 body cameras.The technology helps recruits sharpen their communication, decision-making and de-escalation skills during realistic training scenarios.

The academy began integrating the cameras into training in January 2026, using video captured during simulated public interactions and emergency response exercises to help the next generation of officers review their performance and identify opportunities for improvement.

“Body cameras provide an objective record of interactions and have become an important tool in helping to promote community trust and transparency in modern policing,” said Christy Martinez, the director of the NCTCOG Regional Police Academy. “By incorporating this technology into recruit training, we’re helping future officers become more comfortable with equipment they will likely use in the field – while strengthening judgment, communication and professionalism that communities expect from law enforcement…”

Scenario-based police training is often fast-paced and high-pressure, with learning traditionally dependent on instructors’ observations and recruits’ memories of how things unfolded. Before the body cameras were introduced, after-action reviews at the academy required teachers to spend additional time debriefing each team individually.

“The body cameras streamline our curriculum significantly by allowing us to move through post-scenario reviews more quickly and efficiently,” said Martinez. "The footage translates to better insights, better feedback and better teaching. Our recruits are spending less time in the classroom and more time on scenario-based exercises that will prepare them to protect our communities as our next generation of police officers.

By reducing time spent on after-action reviews, the academy has expanded opportunities for additional scenario-based exercises, increasing hands-on training while strengthening discussion and repetition around best practices.

The NCTCOG Regional Police Academy trains approximately 250 recruits annually and serves law enforcement agencies across 16 counties in North Central Texas, preparing the next generation of officers through classroom instruction, practical exercises and immersive scenario-based training.

THE DALLAS MORNING NEWS

10 QUESTIONS TO SEE IF YOU KEPT UP WITH THE WATCHDOG

Pop quiz: I realize you might not see all I do. How much do you recall from the second quarter of 2026? Answers at the bottom

By Dave Lieber
July 3, 2026

Test your knowledge of the biggest Watchdog consumer stories of spring 2026, from credit card fees and Lotto Texas to data centers and water bill surcharges. Answers at the bottom.

1. Which statement about credit and debit cards is true in Texas?

a) Debit cards should not have credit card processing fees attached to them because the money is immediately withdrawn from an account.

b) Governments must charge fees on all payments.

c) Complaints about violators should go to the county treasurer's office.

2. Which of these statements did North Texas transportation czar Michael Morris make in an interview with The Watchdog. After he was fired for political reasons and rehired a week later, he said:

a) Politics has nothing to do with me with regard to what projects I work on.

b) Keeping Michael Morris out of this political situation is the best strategy for me.

c) His 300-page master plan for FIFA transportation was going well.

d) All of the above.

3. What concerns Texans most about the intrusion of data centers?

a) water use

b) electricity consumption

c) noise

d) All of the above.

4. True or false? Thanks to a corporate tax break, when Google buys equipment for its planned Texas data centers, the supergiant won't have to pay 6.25% state sales tax on items such as electricity.

5. In the town of Godley, the big scandal is:

a) Former police chief Matthew Melton Cantrell was charged with racketeering, promoting prostitution and sexual assault of a crime victim.

b) Members of the police department allegedly harassed political enemies, including school board and City Council members.

c) A prostitution ring allegedly operated in town with police protection, some of whom were customers.

d) All of the above.

6. Do you keep bottled water inside your hot vehicle? Do you keep them outdoors in the sun? You shouldn't because:

a) Leaving plastic water bottles in the heat allows water to break down the plastic into harmful microplastics and nanoplastics.

b) Storing water is safer in glass containers.

c) Using tap water with water filters is recommended.

d) All of the above.

7. The latest on the $95 million Lotto Texas scheme is:

a) The game involved has been suspended.

b) Interpol, the global police force, is investigating.

c) Former Texas Lottery Director Gary Grief has been indicted on state charges of using his office "to harm and defraud."

8. In a study I made of homeowners insurance, the biggest problems appear to be:

a) high premiums.

b) massive claims denials.

c) weakened powers of state regulators.

d) All of the above.

9. More and more victims of an alleged colossal roofing scandal are finding out that others suffered the same fate. They learn this by seeing:

a) Paid ads on Facebook.

b) Anonymous notes left for a victims group.

c) The WhatsApp group, which can bring people together for a host of problems and causes.

10. True or false? If you pay your Dallas Water Utilities bill by automated phone system or with a debit or credit card, a new 3.15% surcharge is added by the payment processor.

Note: If you missed any of these and want to learn more, click on the link or go to your favorite search engine and type in my name and the story subject.

ANSWERS: 1) a; 2) d; 3) d; 4) True; 5) d; 6) d; 7) c; 8) d; 9) c; 10) True.

COMMUNITY IMPACT

LOS RIOS PARK TRAIL CONSTRUCTION TO START SUMMER 2027

By Patricia Ortiz
July 6, 2026

A new trail in east Plano is estimated to start construction next summer after Plano City Council approved an agreement with the Texas Department of Transportation to fund the project.

City officials approved the agreement at a meeting June 22.

The gist

Los Rios Park Trail will connect Cottonwood Creek Greenbelt Park to Bob Woodruff Park with a 12-foot-wide paved concrete trail spanning 2 miles, according to city documents. Park Planning Manager Katie Dunham said the trail will come with benches, garbage facilities and other amenities for pedestrians and cyclists.

“This has been quite a long process. We’ve had a lot of learning to do along the way because the entire site is within the floodplain,” Dunham said.

Dunham said designs for the trail have been most impacted by the floodplain, which has led to a lengthier design process. Two creeks—Rowlett and Cottonwood—go through Los Rios Park.

The cost

TxDOT will be covering $4,365,900 of the project through a grant awarded to the city. Dunham said the total project cost is estimated to be over $5 million.

Grant funding has also contributed to the trail’s timeline, Dunham said, because both TxDOT and the North Central Texas Council of Governments have had to approve designs for the project.

“We’re trying to work with the land that we have and the space that we have,” she said.

Construction is expected to take a year once it’s begun, Dunham said.

The background

The new trail will be located at the former Los Rios Golf Course, according to city documents. The city purchased the land in 2014, and a master plan for Los Rios Park was developed in 2018 after community engagement, Dunham said.

Infrastructure for the former golf course was removed in spring 2020, per previous reporting, and design funding for the new trail was approved in March 2020.

COMMUNITY IMPACT

MCKINNEY COUNCIL TO DISCUSS SH5 CROSSING AT WORK SESSION

By Colby Farr
July 2, 2026

City staff is scheduled to update McKinney City Council members on proposed improvements along the State Highway 5 corridor at an upcoming work session in July.

The overview

Plans are underway to reconstruct and widen SH 5 as a divided four-lane road between McMakin Street and Power House Street, according to a city document. Design is underway, and the Texas Department of Transportation is expected to start construction in late 2027 or early 2028.

As part of that project, the city is contributing funding for additional enhancements along the corridor, such as median-mounted roadway lighting and turn lanes. The city is also planning an enhanced at-grade crossing between East Virginia Street and East Louisiana Street.

City staff is making the presentation to receive direction from council members as they continue to coordinate with TxDOT and the North Central Texas Council of Governments to incorporate improvements along the corridor.

Council members are scheduled to meet at 3 p.m. July 7 for the work session.

In case you missed it

McKinney officials are proposing an enhanced at-grade crossing after the loss of $15 million in federal funding for a proposed plaza project. The Lower 5 Plaza project planned for a bridge at ground level and a park that extended underneath SH 5.

Council members voted on a resolution to redirect efforts to additional improvements along the corridor during a meeting in September 2025. City officials have to coordinate with TxDOT and NCTCOG to include those additional improvements.

Stay tuned

McKinney City Council will meet for a work session and regular meeting July 7 at McKinney City Hall, located at 401 E. Virginia St. The meetings will be livestreamed for those unable to attend in person. For more information about McKinney City Council meetings, visit www.mckinneytexas.org/1168/council-meetings.

THE DALLAS MORNING NEWS

WORLD MEETS DART: FIFA WORLD CUP FANS ‘PLEASANTLY SURPRISED’ WITH NORTH TEXAS PUBLIC TRANSIT

DART ridership is up as fans board trains to get to FIFA matches. Here’s what international and local riders think of North Texas transit amid the World Cup

By Lilly Kersh, Joe Snell
July 3, 2026



Dozens await a train's arrival at Victory Station in Dallas ahead of a World Cup match on Tuesday, June 30. Joe Snell/The Dallas Morning News

In the lead-up to the FIFA World Cup, officials and residents feared the worst for the region’s transportation system — that hordes of fans would create weeks of rush-hour traffic and that North Texas’ public transportation would fail international visitors.

Over a year before the first kickoff in Arlington, former Dallas City Council member Tennell Atkins warned that preparing Dallas Area Rapid Transit should be a priority for FIFA planning.

“If we don’t get this DART situation under control,” he said on the dais, “they’re going to say, ‘Dallas, you failed us with transportation.’”

But public transportation has fared better than expected, accommodating millions of riders across weeks of FIFA festivities — even when Arlington, the city hosting the games, has no mass transit system.

“We were pleasantly surprised, because we'd been to America lots of times, and public transport’s never really a big thing,” said English tourist Ray Couch while waiting for his train on the way to a match.

Hundreds of volunteers, $20 million in funding and increased security have contributed to the smooth ride for FIFA fans.

Here's what they had to say.

First impressions

In the first three weeks of FIFA events, DART reports the agency provided more than 2 million passenger trips across all transportation modes, with most FIFA ridership on the light rail system and the Trinity Railway Express. The latter commuter line takes riders from Dallas to Arlington, where ticketholders board a shuttle to get to Dallas Stadium.

Light rail ridership has increased 16% and TRE ridership by 55% compared to the same time last year, DART reports. More people are riding trains than buses, a change from DART's normal ridership trends.

Included in the millions of passengers are fans from around the world, many experiencing Texas transit for the first time.

Masaru Hoshino visited Dallas from Japan and used DART to get to and from the airport and the stadium. He used the Silver Line and was impressed with the affordable $3 ticket for a three-hour pass. A regional pass costs $9.

In Tokyo, they have a "very mechanical and sophisticated transportation system." Half the people don't own a car, he said.



Fans board a train at Victory Station to Dallas Stadium ahead of a World Cup match on Tuesday, June 30 in Dallas. Joe Snell/The Dallas Morning News

“Before I came to the U.S., I expected we must use Uber every time, but this system was so great,” he said of DART. The frequency of trains, however, could be improved, Hoshino said.

Fans are relying heavily on trains to get around.

On game days, stations are dotted with yellow-shirted DART ambassadors, assisting riders alongside FIFA volunteers and guiding tourists to the proper trains in 90-degree heat. Each week, hundreds of DART’s 3,500 employees step away from their regular duties to help fans on the platforms.

While England has more public transportation overall, Couch, the English tourist, said the trains in America are “pretty good.”

“But when you go to some of the cities, it's really quite difficult to get around if you don't drive and we don’t like driving everywhere,” Couch said.

But with gas “so cheap” compared to the $10 Couch said he spends on a gallon in England, he said he’s eager to drive.

Daniel Nystøyl, 18, came to Dallas from Norway for his country’s match against the Ivory Coast.

“It works very well,” he said while waiting for the TRE to take him to the stadium. “We planned the route very good, and it went very smooth. … I don't take a lot of trains in Norway, but when I do, they are pretty similar, pretty good.”

Americans more skeptical

For some American tourists visiting Texas, a perception of lackluster public transportation options seems the norm.

“We prefer to take public transit when we can, it’s just in the U.S., it’s usually not easy to do,” said Kayla Picha, who was visiting Dallas from Minnesota.

Kyle Picha agreed, saying “public transit leaves a lot to be desired” outside of cities like New York or Boston. But he was happy with a $9 train ticket that got him all the way to the stadium.

“From what we've heard about other cities, that is not the case,” Kyle Picha said.

Even North Texans weren’t used to riding DART.

Zamira Sanchez, 26, lives in Richardson and has used DART three to four times over the past four years she’s lived in North Texas.

“Sometimes driving is just a little bit better,” she said. “I get to leave and go whenever I want.”

Sanchez said the city should invest in better public transportation all the time, not just for the World Cup, which “sets the example of cleanliness … it should have in the first place.”

DART has received or expects to receive nearly $18 million in special funding and grants to support FIFA operations, the agency reports, for additional security and service on the TRE and light rail.

The funding comes from federal and regional sources, and DART is also budgeting another $2.5 million to support FIFA operations. The money is going toward overtime pay for police and security officers, staffing and maintenance for extra operations.

The agency has expanded service frequency and duration on buses and trains.

Lewisville resident Emanuel Ordaz, sporting a Mexico jersey at a DART station en route to Arlington, said DART “cleans up very well.” He’s seen a lot of international fans using the system.

“That's their standard there, so obviously they're going to use it a lot more than us locals,” he said.

Ordaz, who had never taken DART, said he’ll use it more going forward, for events like the State Fair or Dallas sports games.

“I didn't know that it stopped here, so that's definitely a convenience,” he said. “It gets you everywhere local, but if you're trying to see all of D-FW, you definitely need a car.”

PEOPLE NEWSPAPERS

AUTONOMOUS VEHICLES COULD REDUCE DFW TRAFFIC, SMU STUDY FINDS

By Rachel Snyder
July 7, 2026

While the rollout of autonomous vehicles in Dallas has come with some early traffic issues and concerns remain, a new SMU study found that they could reduce future traffic congestion in the region.

Ride-hailing services with autonomous vehicle technology operating in Dallas began with human-supervised Avride from Uber, which debuted in December, and now also include the driverless Tesla Robotaxi, and Waymo. An Amazon subsidary, Zoox, announced in March that it also plans to serve the area.

High profile instances of autonomous vehicles blocking roadways have garnered headlines and raised concerns, but the new SMU study suggests there may be reason for hope.

The study by SMU civil and environmental professor Khaled Abdelghany and his collaborators utilized a North Texas travel model developed by the North Central Texas Council of Governments, to examine how connected and autonomous vehicles (CAVs) could impact traffic by 2045.

“Traffic congestion is often driven not only by high demand but also by speed variability and stop-and-go behavior, which reduce flow efficiency,” said Abdelghany, a fellow at the Stephanie and Hunter Hunt Institute for Engineering and Humanity. “Autonomous vehicles may help mitigate these effects through smoother and more coordinated driving.”

The study first evaluated how different percentages of fully autonomous vehicles on major roads such as U.S. 75 and Interstate 635 would affect traffic flow. Then, the study evaulated what the added impact of real-time communication between driverless vehicles and traffic signals might be on travel times.

Lastly, the study assessed what the effect might be on DFW traffic if commuters who no longer had to drive lived farther from their workplaces.

Researchers had the model test scenarios with either 25%, 50% or 100% driverless cars over 25 experiments. All experiments were benchmarked against a hypothetical 2045 base scenario that assumes no connected and autonomous vehicles in the traffic composition.

The study, published in the Journal of Urban Technology, found traffic delay fell 33% by 2045 at 100% driverless cars. It also found that daily vehicle-hours traveled (VHT) would decrease by at least 19%, if households and jobs gradually moved from the core parts of Dallas, Tarrant, Collin, and Denton counties to peripheral areas or other cities with full autonomous vehicle adoption. VHT refers to the total amount of time spent by all vehicles traveling within a transportation network or roadway system during a given period.

The study was conducted by Abdelghany, Behruz Paschai, a senior research engineer with the Texas Transportation Institute’s Travel Forecasting Program, and Abby Morgan, an associate engineer at Kittelson & Associates, Inc.

FRISCO ENTERPRISE

LEWISVILLE, FRISCO VOLUNTEERS LEAD DFW CLEANUP CHALLENGE

By Jack Hintze
July 7, 2026

As North Texas continues to welcome thousands of fans for the 2026 FIFA World Cup, communities across the region collected more than 150,000 pounds of litter through the North Texas Community Cleanup Challenge.

This year, the Dallas-Fort Worth region saw 153,690 pounds of litter cleaned up, more than double the amount collected in any previous year. The annual competition, organized by the North Central Texas Council of Governments, unites cities and counties throughout the region in a friendly but impactful effort to keep public spaces clean and vibrant.

The city of Lewisville won the overall NTCCC, and the city of Frisco was named the winner of the mayor's challenge, an accompanying competition that invites local elected officials to champion the effort through community engagement and formal proclamations.

This year, 29 cities registered for the NTCCC, with 10,246 bags of trash picked up between March 1 and May 31. Nearly 77 tons of litter were collected by a total of 8,320 volunteers at 317 events.

The city of Frisco held 26 events with 692 volunteers, and the city of Lewisville held 85 events with 931 volunteers.

"Congratulations to the city of Lewisville and the city of Frisco on being named our Community Cleanup Challenge champions," Monica Paul, president of the North Texas FWC Organizing Committee, said. "I'm incredibly proud of the dedication and hard work demonstrated by all of our participating cities throughout this challenge. Together, they've made a meaningful impact in helping protect and preserve our region's environment."

Susan Alvarez, environment and development director for the North Texas FWC Organizing Committee, said this year's winners "went above and beyond to keep North Texas beautiful, and it's a privilege to celebrate what they've accomplished."

"Our partnership with the North Texas FWC Organizing Committee helped bring even more communities into the challenge this year," Alvarez said. "Every participant played a part in creating a cleaner, healthier region, and that impact will last for years to come."

The city of Frisco's efforts will be recognized at its July 7 city council meeting. The city of Lewisville's efforts will also be recognized at its Aug. 3 meeting.

THE DALLAS MORNING NEWS

DALLAS IS BUILT FOR CARS. HERE'S WHAT IT COSTS TO OWN ONE

A monthly car payment is just the beginning

By Hedija Spahalic
July 8, 2026

Despite millions of dollars invested in public transportation over the past few years, Dallas is still a car-centric city. Much of the major infrastructure in the city, such as the toll roads and highways, are based on getting around via car. For some folks, public transportation is only accessible by car.

Because Dallas and the surrounding suburbs are largely car-dependent, owning a vehicle isn't optional. So, how much does it cost to own one here?

The North Central Texas Council of Governments estimates the average North Texas household spends approximately $15,000 per year on transportation. Two of the biggest recurring expenses are monthly car payments and insurance. According to the Texas Department of Insurance, premiums in the state have risen over the past five years because claim costs have increased and vehicles have become more expensive.

"Personal auto insurance rates went up in 2022 and 2023 because car repair and replacement costs, and bodily injury expenses all increased," said Michele Greer, communications director for the Texas Department of Insurance. "Car prices also rose significantly. This requires drivers to purchase more insurance to cover the value of their cars."

As of May, the new average vehicle transaction price is $49,220, according to Kelley Blue Book. U.S. Census Bureau American Community Survey data estimates the salary per capita in Dallas County is about $43,000 per year.

"Some areas may have higher rates of unemployment or loan defaults that increase risks for lenders, and there can also be differences in state regulations, foreclosure processes, and even competition among local lenders," said Ben Luthi, a personal finance expert and writer. "All that said, you likely won't see massive variations because the prime rate has far more influence than regional impacts."

Interest rates for a car loan can range from 5-16% depending on a person's credit score and whether it's a new or used car. New car loans come with lower interest rates, but can result in higher monthly payments. According to Experian data, consumers are opting for longer loan periods to have smaller, more maintainable monthly payments.

Other monthly car expenses include gas and tolls.

When the war with Iran was at its peak, gas in some parts of North Texas reached more than $4 a gallon, and diesel cost more than $5.50 per gallon. Prices fell as the Strait of Hormuz reopened; however, President Donald Trump this week declared the cease fire between the two nations is over, leaving many worried prices will skyrocket once again. Regardless, North Texans continue to feel the strain, even now as prices remain over $3 a gallon.

"Inflation has ticked back up in the past few months, largely due to the Iran war and its impact on oil prices," Luthi said. "Beyond the pump, oil price volatility can ripple across the economy, affecting prices for groceries, clothing, utilities and plastic goods."

For motorists using only North Texas Toll Authority roads, the average monthly spend per TollTag account is $32.54. Each account can have multiple vehicles linked to it. Motorists driving on toll roads and not using a TollTag are charged double.

With all transportation costs on the rise, commuters are looking for cheaper alternatives. Public transportation authorities such as DART want people to use transit at least once a week to reduce individual car commutes.

DART provides commuters with a way to check how much money they save using its services via a cost calculator. Using national averages and comparing it to the cost of a monthly pass, DART wants people who have easier access to transit to see its benefit.

“We encourage North Texans to think holistically about their transportation choices and consider sustainable changes,” said Erin Myers, vice president of public relations for DART.

THE DALLAS MORNING NEWS

DART TO HOST PUBLIC MEET AND GREET WITH CEO CANDIDATES SATURDAY

The agency has not released the names of the candidates. CEO Nadine Lee stepped down in March after a tumultuous year for the transit agency

By Lilly Kersh
July 7, 2026

Dallas Area Rapid Transit will host a "meet and greet" Saturday to allow the public to speak with candidates for the agency's open CEO position.

DART has not released the names of the candidates or specified how many will attend the event. The names will be released after the public transportation agency's board of directors meets Friday morning, according to a statement.

Before a candidate is selected, the board of directors is seeking public feedback for the position and finalists for the job will "hear first-hand from the community about the issues and priorities most important to them," the agency said in a statement Tuesday.

The "meet and greet" will take place from noon to 2 p.m. Saturday at DART headquarters.

Former CEO Nadine Lee stepped down in March after a turbulent year for the agency as it bargained over funding, governance and service with unsatisfied member cities. David Leininger came in as interim CEO, overseeing the daily operations of DART while the agency recruits its next leader.

The next person in the job will be tasked with keeping the system from fracturing and with seeing through crucial changes to governance, funding and service. The job description emphasizes that building trust with member cities is more vital than ever.

The Saturday event will operate on a first-come, first-served basis and is anticipated to reach capacity, according to a statement from DART. Every attendee is not guaranteed an opportunity to meet the candidates.

- What: DART CEO finalist candidate "meet and greet"
- When: 12-2 p.m. Saturday, July 11
- Where: DART Headquarters 1401 Pacific Ave, Dallas, TX 75202

THE DALLAS MORNING NEWS

THE INTERNET PANNED UNIVERSAL KIDS PARK. BUT THE INTERNET ISN'T THE JUDGE

The park was designed for children; they should decide if it is a success

By The Dallas Morning News Editorial Board
July 11, 2026

The new Universal Kids Resort has had a bumpy opening ride.

The park opened earlier this month in Frisco, sits on 32 acres and offers 13 attractions. According to Universal, it's the first of its kind to be designed specifically for children 3 to 8 years old.

While the opening of a major new attraction in North Texas should be celebrated for bringing a positive development to the region, it only took the internet a few minutes to find something to hate.

Commenters on social media declared what they determined were issues with Universal's newest theme park. From the themes to the ride quality, many of them decided it didn't live up to the expectations they had.

Sure, some of the images of Universal Kids leave something to be desired, and there is always room for improvement. But the thing these commenters seem to have forgotten is the people at the center of the park's mission — children.

Universal's marketing made it clear this is not like the other parks in its portfolio, and it wasn't designed to compete with what it has in Florida or California — but act as an addition to it.

While some adults may struggle to accept that Rhonda's TrollsFest Express or the Jellyfish Fields Jamboree wasn't designed for them, that's exactly the point. These attractions were created for families with young kids. It's only right that the kids get the final say on if this is a success or not.

The narrative that surrounds this park should not be one that angry adults on the internet create. It should be about the way a place has been created where little kids can have little-kid fun. In a time where it has become more difficult to encourage creative play for children, this should always be the goal.

It's also refreshing to see how the city of Frisco has created a variety of options, both free and paid, for families to entertain their children. Whether it be at Universal Kids or at one of its public parks, like the redevelopment project at Grand Park, Frisco has put the families that live there first. Good on the city for remembering who it is serving.

Attractions like this are also needed in other areas of North Texas as it continues to expand. The North Central Texas Council of Governments projects that the population of the region will grow to over 9 million people by 2027. By opening an attraction like Universal Kids, families recognize that our area is committed to creating meaningful experiences for their children.

While the park may not be the image of what some expected to see, it is far too soon to announce it is a failure. The children are the ones who get to decide.

WEATHERFORD DEMOCRAT

RESIDENTS CAN COMMENT ON 10-YEAR REGIONAL TRANSPORTATION PLAN LIVE MONDAY OR ONLINE THROUGH AUG. 11

By Glenn Evans
July 12, 2026

Residents of 16 counties surrounding DFW can provide input to a 10-year transportation plan during a meeting at noon Monday and contribute comments through Aug. 11.

The 45-member Regional Transportation Council, on which Parker County Judge Pat Deen is a member, will meet at noon Monday in Arlington.

Residents are welcome to attend the public meeting or view online at PublicInput.com/nctcogJuly26/.

The meeting also is accessible at 855-925-2801, enter code 3241.

Monday's public meeting is at the North Central Texas Council of Governments offices, 616 Six Flags Drive.

At the meeting, staff will update members on major transportation projects planned in the coming decade.

An update also will be presented on the 2026 Technology Project Identification Call for Projects. The Call outlines safety, mobility and system efficiency projects, including a scoring process leading to next steps.

The North Texas Advanced Air Mobility Charging Infrastructure Call for Projects also will be presented.

Finally, staff will present modifications for a bicycle safety plan, Map Your Experience, an interactive mapping tool for two-wheel travel.

COMMUNITY IMPACT

DALLAS STARS AND ARENA DEVELOPERS SHARE INSIGHT ON PLANO'S APPEAL

By Patricia Ortiz
July 10, 2026

Dallas Stars President Brad Alberts said the team ultimately decided to move to Plano to follow its fans.

Stars officials and representatives with Centennial and Cawley Partners, two real estate companies involved in the development of a new arena in Plano, were present for an open house hosted by the city of Plano about the project.

What they're saying

Alberts said the Stars fanbase has been progressively moving north up the Dallas North Tollway.

"As we start to project out, it's only going to skew even farther north of that tollway," Alberts said. "As we think about growth north of Plano, north of Frisco, Celina and all those areas start to come and mature, those are gonna be NHL hockey fans living in those areas."

The Stars arena would be under a 30-year lease, per previous reporting, which developers said would give the stability it needs for more development.

"[The Stars arena] allows this project to be built in a way that it otherwise couldn't be built," Centennial Chief Executive Officer Steven Levin said.

Centennial is the primary owner of The Shops at Willow Bend, where the arena will be located. Cawley Partners is another development company working on the project and focuses on mixed-use or multifamily developments.

Cawley Partners Chief Executive Officer Bill Cawley said the new arena and the district to be developed with it will lead to an experiential development for those who live there.

"Willow Bend was beautiful, but it just never worked as it was, and it's exciting to be able to find this quality of location," Cawley said. "This city is so progressive and connected. It's just great real estate in the hands of people that really care, and it's going to be what it should be."

Put in perspective

Data from the North Central Texas Council of Governments from May found that Collin County led all counties in growth across the metroplex. The population has continued to shift northward and slightly eastward, according to NCTCOG.

The North Central Texas region saw 200,000 more residents in 2025. The entire region's population is nearly 9 million as of Jan. 1, per NCTCOG data. In Plano, population growth reached more than 300,000 residents.

The city expects Plano to reach more than 340,000 residents by 2035, but also projects that its population growth will level out at 300,000.

Looking ahead

Residents have previously expressed concerns about the traffic, noise, and safety concerns that could come with a new arena arriving in Plano. The city will be hosting its second open house event July 14 from 6-8 p.m. for residents to learn more about the city's current regulations and share feedback about the stadium.

"We don't want the experience for our fans coming to events or coming to the restaurants ... of this development to be inconvenienced by traffic," Alberts said. "At the same time, we live in a big city, so everyone has to have realistic expectations."

HOODLINE

NORTH TEXAS COMMUTE SHOWDOWN: WHO GETS A SLICE OF $95 BILLION?

By Nate Simmons
July 13, 2026

State and regional transportation officials are asking North Texas residents to help decide which roads, bridges and transit projects should rise to the top of the to-do list and which ones sit on the back burner.

The outreach comes as planners refresh a 10-year regional project list and the state drafts its own decade-long blueprint that will control which projects can actually get built. For Dallas-Fort Worth commuters, the choices could shape whether those dollars land in freeway widening, bridge repairs, transit expansions or splashy new technology pilots.

Fort Worth Report first spotlighted the call for local input this week, noting that regional and state project lists are out for review and public comment. Reporters and transportation advocates say these meetings offer a rare shot for residents to call out the choke points and corridors that define their daily grind.

Where To Weigh In

North Central Texas Council of Governments staff will roll out the draft regional 10-year project list at a hybrid public meeting at noon today at 616 Six Flags Drive in Arlington, with phone participation available at 855-925-2801 (meeting code 3241), according to NCTCOG.

The meeting page notes that the deadline to submit comments or questions on those topics is Tuesday, Aug. 11, and lists an online viewing option along with a $6 round-trip ride from CentrePort/DFW Station. Staff will present the FY2027–2036 project list, updates on technology projects and a call for electric-aircraft charging projects at public-use airports.

Statewide Plan And Deadlines

The Texas Department of Transportation is assembling a draft 2027 Unified Transportation Program (UTP) that it says includes more than $95 billion for projects across Texas over the next decade, TxDOT reports. TxDOT has opened a public comment period from July 3 to Aug. 3 and scheduled a virtual UTP hearing for July 29 at 2 p.m., which the agency says can be joined by phone at 800-717-1738.

TxDOT Executive Director Marc Williams has stressed that public feedback is “vital” for improving connectivity, safety and overall quality of life as the department locks in its project slate.

What The Region Is Planning

On the regional front, NCTCOG’s long-range Mobility 2050 plan outlines about $217.3 billion in transportation needs through 2050, with significant chunks earmarked for freeways and managed lanes, rail and bus, and infrastructure maintenance, according to NCTCOG. The plan also projects that the Dallas-Fort Worth population will top 12 million by mid-century, a growth

curve that planners say makes careful prioritization and steady repair work essential if the region wants to avoid even worse congestion and more crumbling assets.

What Officials Are Listening For

Planners are asking for specifics: which interchanges are the worst offenders during rush hour, which bridges or pavement stretches feel most in need of urgent repair, and where transit or safety upgrades would give the biggest return.

Local reporting notes that a household travel survey in 2025 gathered roughly 5,500 responses that staff will use to help shape priorities, and NCTCOG materials show project ideas that run from traditional lane and bridge fixes to transit investments and a pilot program to fund electric-aircraft charging at regional airports. Officials say public comments will be folded into staff recommendations before project lists are scored and ranked.

The bottom line is that local voices carry real weight right now. TxDOT's comment window for the draft 2027 UTP runs through Aug. 3, and regional feedback for the NCTCOG meeting is being accepted through Aug. 11.

Residents can check the TxDOT and NCTCOG notices for participation details, meeting links and submission forms as planners move toward final recommendations and votes later this summer.

FORT WORTH REPORT

WHERE ARE NORTH TEXAS ROAD IMPROVEMENTS NEEDED? OFFICIALS WANT YOUR INPUT ON SPENDING $95B

By Eric Garcia
July 12, 2026

Dozens of long-range and short-term road improvement projects are planned across North Texas to increase mobility as the region booms.

State and regional transportation planners are seeking public input to determine which projects are most needed as they develop 10-year plans to address immediate needs.

The Texas Department of Transportation is working on a draft of the 2027 Unified Transportation Project — a blueprint for more than $95 billion in funding for road programs over the next decade.

The goal is to make progress on existing, high-priority projects under development, officials said.

“Hearing from Texans and our transportation partners is vital to help this plan improve Texans’ connectivity to communities, jobs and family, as well as enhance safety, quality of life and innovation throughout the state,” Marc Williams, TxDOT executive director, said in a statement.

Williams said public feedback is vital as projects earmarked under the robust 10-year plan will focus on improving safety, reducing congestion and enhancing connectivity to roads and highways. In addition, the plan supports aviation, rail, freight, bicycle and pedestrian projects that advance connectivity.

Residents can submit comments to TxDOT via online forms through Aug. 3. Forms are available in English, Spanish, Arabic, Cantonese, Hindi, Mandarin and Vietnamese.

A virtual public hearing on the 2027 draft plan is scheduled for 2 p.m. July 29. People can join the meeting by calling 800-717-1738.

In August, the Texas Transportation Commission plans to vote on the draft at its scheduled meeting.

North Texas meeting

Transportation planners with the Arlington-based North Central Texas Council of Governments also want public input for a regional 10-year plan. They will hold a meeting at noon July 13 at the organization’s office at 616 Six Flags Drive.

North Texans can view the meeting online at PublicInput.com/nctcogJuly26 and participate by calling 855-925-2801, entering code 3241. The organization, which monitors more than 12,000 lane miles of pavement and 3,900 bridges in North Texas, will accept public comments through Aug. 11.

The group plans to spend more than $217.3 billion for transportation improvements over the next 25 years with the North Texas population expected to reach more than 12 million by 2050.

NCTCOG staff will discuss major projects for North Texas planned from 2027 to 2036 as well as two funding initiatives related to transportation technologies.

Planners will also present the North Texas Advanced Air Mobility Charging Infrastructure Call for Projects, a funding initiative that will provide electric aircraft infrastructure to public-use airports in the region to support vertical take-off vehicles such as air taxis.

North Texans who plan to use the Trinity Railway Express passenger train to attend the meeting can pay $6 for round-trip rides from the CentrePort/DFW Airport Station to the council of governments office through the Arlington Transportation app. That app can be downloaded at ArlingtonTX.gov/ondemand.

About 5,500 responses were collected as part of a widespread household travel survey in 2025, officials said.

DALLAS BUSINESS JOURNAL

DEVELOPER SEEKS REZONING FOR MIXED-USE PROJECT NEAR TARLETON STATE FORT WORTH

By Seth Bodine
July 13, 2026

A Fort Worth developer wants to transform a large tract of land in a fast-growing area into a mixed-use development that could feature retail space including a new grocery store as well as a new hospital.

Hayco Realty Ltd. wants Fort Worth to annex 111.4 acres at the northwest corner of Farm-to-Market Road 1187 and Chisholm Trail Parkway on the city's southwest side. That would allow it to tap into city services such as police and fire while also requiring adherence to the city's ordinances and codes.

The development could entail big box retail, a grocery store, restaurants and a hospital, as well as mixed-use and office space, according to plans submitted to the City Plan Commission.

The commission recommended approval of the annexation during a July 9 meeting. The project is poised to go before the city's zoning commission Aug. 12. City council could vote on the annexation Sept. 29.

Randy Lockhart with Hayco Realty declined to comment on the development, stating he'd like to wait until the annexation occurs.

The development, if it moves forward, would exemplify the wave of growth occurring along the Chisholm Trail Parkway corridor. The area is projected to add 90,000 residents by 2045, according to North Central Texas Council of Government estimates. It's already home to the new Tarleton State University campus, which is planning a 17-building expansion.

The Hayco application notes the planned extension of Brewer Boulevard would connect the mixed-use development with the university campus, to the benefit of both.

"This connection would link a community of students, faculty and staff to the commercial areas, improving the long-term performance of retail, dining and hospitality uses, while the proposed mixed-use multifamily component would provide a significant market within walking distance of the rest of the development," the application states.

Arlington-based MMA is the civil engineer on the project. Andrea Taylor, a principal at MMA, said during the City Plan Commission meeting that 70 acres would be developable and 30 would be designated as floodplain.

"It was not intended to be developed anytime soon until Texas Health Resources approached [Hayco] to buy 10 acres along 1187," she said

Taylor said the land is for sale and that the developer wants to work with the community and neighborhood on what they want to see in the area. Taylor said nothing is signed for the big box and grocery spaces, but said there have been discussions with "all the big box folks," such as Lowe's, Walmart, Kroger and Home Depot.

AV WEB

NORTH TEXAS OFFERS $1M FOR eVTOL AIRPORT CHARGERS

Eligible public-use airports may receive up to $200k for on-site charging equipment

By Matt Ryan
July 13, 2026

The North Central Texas Council of Governments has opened a $1 million funding program for electric-aircraft charging equipment at public-use airports in the Dallas-Fort Worth region. Applications are due Aug. 7 at 5 p.m. CDT.

The money was initially approved in September 2024 for a potential advanced-air-mobility demonstration connected to the 2026 World Cup. That plan did not proceed as originally envisioned. Arlington dropped expectations for carrying passengers during the tournament because aircraft certification and FAA regulations would not be completed in time, and NCTCOG later redirected the funding toward permanent charging infrastructure and airport readiness.

The revised program also supports North Texas' participation in the larger eVTOL Integration Pilot Program (eIPP). The state's participation in the initiative is led by the Texas Department of Transportation and is intended to develop infrastructure, routes and operating procedures for future electric-aircraft demonstrations and service.

Airports in the council's 12-county planning area may seek awards of up to $200,000. The program does not require matching funds. Eligible expenses include an eVTOL charger and infrastructure directly required to install and operate it. Stand-alone electrical improvements that do not result in an installed charger are not eligible.

The council said applications will be evaluated on airport planning documents, knowledge of advanced-air-mobility infrastructure, partnerships and implementation schedules. Proposed projects must also demonstrate how the equipment could support future aircraft operators, demonstrations or private investment.

THE DALLAS MORNING NEWS

DRIVING IN EXTREME HEAT? HERE'S HOW HIGH TEMPERATURES AFFECT NORTH TEXAS ROADS

North Texas heat is damaging roads and railways

By Hedija Spahalic
July 14, 2026

As Dallas' summer enters its hottest months and triple-digit weather persists in North Texas, local transportation authorities are taking extra precautions to care for roads and railways.

Hunt County drivers northeast of Dallas-Fort Worth found out first-hand Sunday how destructive Texas' summer heat can be when a portion of U.S. Highway 69 began to melt.

The road surface was as hot as 200 degrees Fahrenheit, the Texas Department of Transportation said Monday, well above what it takes to cause an asphalt highway to melt.

"While pavement failures caused by extreme heat cannot always be completely prevented, TxDOT works to minimize the risk through routine roadway inspections, ongoing maintenance, and monitoring of pavement conditions," said Jeff Williford, a TxDOT spokesperson.

Repairs that were supposed to begin Monday were delayed by rain. Fixing the highway between FM 903 and U.S. Highway 69D is expected to take up to two weeks.

Here's how heat can damage roads in Texas:

Asphalt heats quickly because it absorbs solar radiation

Dark-colored asphalt absorbs solar radiation rapidly, which can cause it to turn into a thick, sticky consistency. Asphalt is made of a mix of sand, rocks and a tar-like substance called bitumen, which softens between 104 and 150 degrees depending on the mixture.

The softening of the bitumen can cause permanent surface deformations in the road, much like the ones motorists in Hunt County were experiencing.

"In traffic at a standstill like what occurred on US 69, the heat from engines can play a role in heating the roadway and affecting the pavement surface," said TxDOT spokesperson Tony Hartzel.

Concrete also can overheat and cause problems for drivers

Concrete buckling occurs when heat causes the road materials to naturally expand, according to Jeff Neal, the transportation planning and project delivery senior projects manager for the North Central Texas Council of Governments.

"Extreme heat impacts will threaten the durability and service-life of transportation infrastructure not built to withstand or adapt to expanded duration and intensity of high temperatures," Neal said.

Places most susceptible to buckling include stretches of road where old and new concrete is joined, and where there is a bridge joint.

When concrete expands upward, it can result in dangerous roadway bumps. Outward expansion gaps are caused when heat forces the concrete to push itself out to create more room.

Mass transit can also be impacted by extreme heat

Extreme heat can affect public transportation as well.

High temperatures can cause sun kinks, which is when railroad tracks bend or buckle, resulting in mandatory speed reduction to prevent train derailments. DART announced its annual speed reduction of light rail services in June, as temperatures began consistently reaching 95 degrees Fahrenheit.

DALLAS BUSINESS JOURNAL

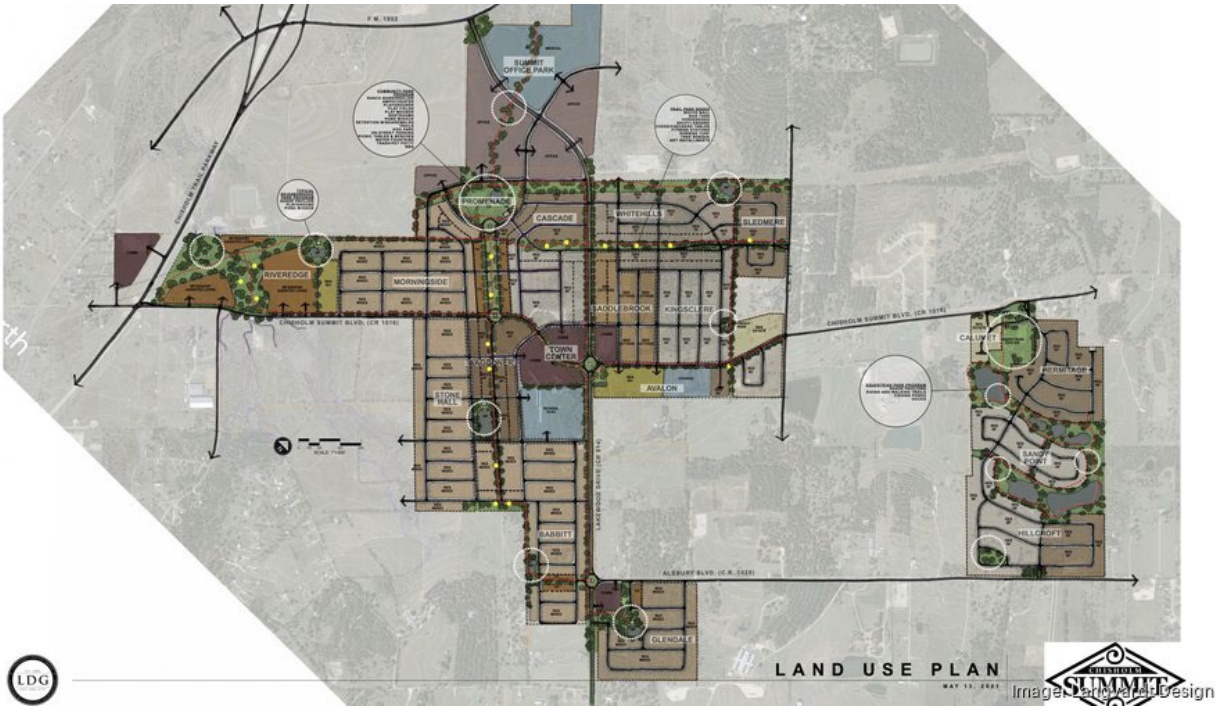
START OF HOME CONSTRUCTION NEARS FOR 2,500-HOME BURLESON NEIGHBORHOOD

Seth Bodine
July 16, 2026

The developer behind a huge community set to reshape a city just outside Fort Worth says homebuilding will start in 2027.

Chisholm Summit is an 800-acre community planned on the west side of Burleson that could bring 2,500 homes, 100 acres of parks and 10 miles of trails. It has been described as Burleson's first true master-planned community.

Justin Bond, chief operations officer for R.A. Development, said homebuilding should begin in early 2027. Utilities are finished and streets will be paved in the next four to six weeks, which will unlock 400 lots for builders across three phases.



Land use plan for Chisholm Summit, a master-planned community in Burleson. R.A. Development

Homebuilders already on board include David Weekley Homes, Broomfield Homes, Bransom Homes and Graham Hart. Prices will start in the high $300s, Bond said, and homes will range in size from 1,500 square feet to 3,500 square feet.

Bond said there's been a lot of behind-the-scenes work ahead of vertical construction. R.A. Development worked with the Burleson Economic Development Corp. to build 2 miles of four-lane roadway and to construct a 3 million-gallons-per-day wastewater lift station, while also bringing natural gas, telecom and electric utilities to the area. That will benefit future developments in the area, not just Chisholm Summit.

"All of that infrastructure represents another 2,000-plus acres that now can be developed alongside the Chisholm Trail Parkway," he said.

Bond, a native of Burleson, sees the growth coming. The Chisholm Trail Parkway corridor is projected to add 90,000 residents by 2045, according to North Central Texas Council of Governments estimates. Other master-planned developments are in the works nearby, such as $1 billion Tallgrass with 4,000 homes.

Bond views it as an opportunity to create a stronger community.

"I think our job as developers then is to just make the best decisions with the land that we have to show that culture matters," he said. "And once we finish Chisholm Summit, I feel like we will have established a corner of Burleson with a culture that matches its core, and to me, that becomes a success that we can be proud of in the future."

Meanwhile, a $150 million construction-focused trade school next to Chisholm Summit by the creator of Full Sail University is on pause. Chad Turnbull, managing director of Craftmasters, said plans for 20 campuses across the country, including a flagship campus in Burleson, are still in development.

The Burleson campus could span 62 acres and be the school's headquarters and could employ 400 corporate workers along with a student experience center. Turnbull said more details about the Burleson campus could come in 2027.

"We have had a lot of government conversations, a lot of corporate partner conversations, and the vision has really grown quite a bit larger around the country," Turnbull said. "That has caused us, as it relates to the Burleson campus, to just have to pause while we work through some of these bigger opportunities and figure out how the full picture comes together."

THE DALLAS MORNING NEWS

NINE WORLD CUP MATCHES. ONE LINGERING QUESTION: WHY DIDN'T DFW GET THE FINAL?

We got Lionel Messi (twice), Kylian Mbappe, Cristiano Ronaldo, Japanese fans, Norway's rowing and more. But not getting the final still stings

By Eric Prisbell
July 16, 2026



A handful of celebrities were spotted at Dallas Stadium in Arlington for the World Cup semifinal matchup between France and Spain on Tuesday, July 14, 2026. Tom Fox / Staff Photographer

After Dallas-Fort Worth earned rave reviews for successfully hosting nine World Cup matches, one lingering question remains: Why didn't AT&T Stadium get the final?

On Sunday, a few billion people globally will watch the Spain-Argentina final played inside MetLife Stadium, which was awarded the game in February 2024, much to the disappointment of D-FW World Cup organizers.

What has played out since has only amplified the question of whether FIFA got it right. Climate-controlled AT&T Stadium, which hosted more matches (nine) than any of the 16 North American cities, received praise for its fan experience, ingress and egress and the quality of the pitch.

Meantime, outdoor MetLife Stadium, which will host its eighth match Sunday, has been criticized for a variety of issues, most notably the heat (which it can't control), stadium ambience and the grass.

Asked if he was disappointed that Dallas Stadium didn't get the final, Chad Estis, the Dallas Cowboys' executive vice president of business operations, told *The Dallas Morning News*: "Yes. Yes. And always will be. I'm biased but just felt we were best suited for it."

Estis stressed he's not complaining, referring to a buffet of World Cup attractions on display at Dallas Stadium, the venue's name for the tournament. D-FW hosted a cavalcade of stars — Lionel Messi (twice), Kylian Mbappé, Cristiano Ronaldo, Erling Haaland, Lamine Yamal (also twice) — and memorable fan bases like the Netherlands and Japan. Plus, it hosted the semifinal between France and Spain.

But Estis said he never got a "satisfactory" explanation why New Jersey won the final.

"My own personal opinion is there was just an element of New York's the big city that everybody in the world knows," Estis said.

When posed the same question, Monica Paul, the president of the North Texas World Cup Organizing Committee, instead chose to focus on the many highlights of the past several weeks and the efforts of countless D-FW leaders and organizers to stage such a global event.

But she addressed the issue at length during a World Cup symposium in April at The Star in Frisco.

"I think we were positioned well for the final," Paul said during the panel. "You've got to look yourself in the mirror at some point and say, 'Did I leave it all out on the table? Did we do everything we could from a stadium standpoint, a Cowboys standpoint, a city and region standpoint? ' I think we did.

"I think we had the stadium, what they're getting with the experience, and from a financial standpoint, that was covered as well."

In the lead-up to the announcement of the site location for the final, Paul said, there were two articles that raised their hopes and stirred their excitement about D-FW landing the game, which only made the letdown that much more pronounced when the site was revealed.

She said D-FW was still battling "international perception" of New York being the epicenter of the United States.

"I think it was the perception of New York being more of the capital of the United States, basically, of business in the United States and maybe media as well," she said. "And I think the president of FIFA makes that decision, so I can't battle that."

Years ago, New York City-area stakeholders laid it on thick in their attempt to get the final.

In September 2021, according to NJ.com, a delegation from FIFA was on hand on the top floor of Jersey City's Hyatt hotel to hear leaders from New Jersey and New York City make their pitch. In a dark room, a video played on big screens, with the narrator, New York City native Robert DeNiro, delivering the message that "the world's game" belonged on "the world's biggest stage."

The New Jersey stadium, across the Hudson River from New York City, does have another thing going for it.

For World Cup matches, FIFA can sell more tickets to games at MetLife Stadium, whose capacity is around 80,000, compared with some 70,000 for matches at Dallas Stadium.

But MetLife Stadium has largely been panned during the World Cup. Both The Athletic and *Sports Illustrated* ranked it as the worst of the 16 venues, citing issues ranging from game-day atmosphere to challenging transit in the New York City area.

Then there's the grass. After France played one match at MetLife Stadium, Front Office Sports reported that France coach Didier Deschamps lamented "there might be some cement below the grass."

Worries about the grass at Dallas Stadium are what kept Dan Hunt, co-chair of the North Texas Organizing Committee, up at night the entire tournament. But it did more than just hold up.

"The pitch looked flawless," he said. "I've seen some other stadiums where it started to show wear and tear. But generally speaking, across the entire tournament, they've been great."

Bolstered by the success of this men's World Cup, Hunt said D-FW will pursue the women's World Cup final in 2031.

And he has no regrets about how they pursued the final of this World Cup. Hunt said they could not have done a better job putting the bid together and attributed the final going to New Jersey largely to the perception of New York.

"It's a great city, and recognized globally," Hunt said. "But this is that moment I told everybody about before the tournament started. This is our coming out party as a global city. And I think everybody around the world will now tell you that Dallas is truly a global city."

THE TEXAS TRIBUNE

DALLAS BIRTHED THE BOOMING DFW REGION. IT'S NOW BLEEDING PEOPLE, ARENAS AND COMPANIES TO THE SUBURBS

North Texas is growing and Dallas' financial sector is booming. But the city is losing residents and businesses – and two major sports franchises are departing the urban core

By Joshua Fechter
July 20, 2026

On Tuesday morning in downtown Dallas, it might have been hard to tell the state's third largest city has suffered some big-name economic losses.

Colorful street art installed for the FIFA World Cup, which has injected good vibes and camaraderie into the sprawling 8.5 million-person region, adorned car-jammed streets. Employees holding coffee cups passed through the glass front doors of Whitacre Tower, long home to AT&T, like any other day.

But AT&T plans to leave downtown Dallas for a mega-campus in nearby Plano, one of many prominent setbacks the city faces. The Dallas Stars, the city's National Hockey League franchise, will join them. Though the Dallas Mavericks plan to remain in city limits, the team is also leaving the city's urban core, opting for a spot closer to the city's northern, more suburban fringe.

Those departures from in and around downtown follow years of relative stagnation in Dallas. Last year, the city's population fell for the first time since the COVID-19 pandemic — it's now at 1.3 million people after losing 1,800 residents — while the region and other large Texas cities boomed.

"We're a bug floating in a sink of water, and for the first time, the water didn't rise, the water went down a little bit," Dallas County Judge Clay Jenkins said. "We need to deal with the fact that the sink has a leak."

As big names depart for Dallas' suburbs and its population stagnates, the city's status as the region's economic engine could be in serious jeopardy — and the suburbs once birthed by Dallas now hold the cards.

Dallas has long sustained an outflow of people to the surrounding suburbs, driven by perceptions of better schools, attainable housing, public safety and family friendliness. Officials and experts say that Dallas hasn't built enough housing, which could stanch the bleed, and without efforts to seriously beef up the city's population growth, observers warn that the city could wind up hollowed out.

"If you start having population decline, then you're going to have empty housing," said Lloyd Potter, the state demographer. "When you have empty housing, the property values start going down. If your tax base starts decreasing, you're going to be hurting pretty bad especially with the kind of infrastructure demands that Dallas has."

The string of recent losses has fueled an already impassioned debate over whether Dallas should demolish its iconic-but-divisive City Hall downtown in a moonshot bid to spur redevelopment — a bitter fight that has magnified the stresses of the city's uncertain future as well as its potential reinvention.



Y'all Street development in downtown Dallas on Feb. 17, 2026. Manoo Sirivelu/The Texas Tribune

Signs abound that Dallas could be on the verge of renewed growth, spurring some optimism amid the losses. The city's burgeoning financial sector, dubbed "Y'all Street," is on the rise. Pockets of vibrancy exist throughout the city in places like the Bishop Arts District and Lower Greenville. And the urban core is adding residents as developers transform long empty office towers into new residences.

"I don't think we are going to become that city who bottoms out and has to declare bankruptcy and start over," Council Member Paula Blackmon said. "Dallas is that can-do city. We build stuff."

Civic and business leaders argue the losses are potentially a blip on the way to greater growth. But they acknowledge the city could be more competitive with its neighbors to prevent a growing exodus.

"The city has reinvented itself a number of times over the decades," said Brad Cheves, who heads the Dallas Regional Chamber. "I think we're at one of those moments right now, and I think that's thrilling. We should embrace it as opposed to being fearful of it."

Flight to the suburbs

This year's commercial purge started with AT&T, which in January announced it will relocate from downtown to a sprawling, 2.3-million-square-foot campus in suburban Plano — replete with a 280-foot tower resembling downtown Dallas' distinctive Reunion Tower. Plano officials lured the company with a $20 million incentive package.

Months later, the Stars, the city's National Hockey League franchise, said it too would move to Plano, setting up shop on the sprawling site of a flagging suburban mall, which the Stars plan to redevelop into a mixed-use development that includes an arena as well as apartments, shops and restaurants.

The move puts the Stars at the center of the region's growth, Stars CEO Brad Alberts said in an interview. The team's base of ticketholders is there, and with the growth of cities further north like Celina, Prosper and Anna, they only expect that ticket base to grow, Alberts said.

"Our fans live up this direction, and we're betting that it's only going to increase over time," Alberts said.



The new Aura 3Twenty housing development in McKinney, Texas, on Sept. 28, 2025. Manoo Sirivelu/The Texas Tribune

While Dallas' population grew by 2% from 2020 to 2025, the Dallas-Fort Worth region grew by a whopping 10%, driven largely by the suburban explosion, according to Census figures. Six cities

in the region — Fort Worth, Celina, McKinney, Frisco, Denton and Princeton — added more residents than Dallas in that span.

Companies “want a safe and secure environment, and they want to make sure that their employees are safe and secure,” said John Muns, mayor of Plano, about the suburban attraction. “They want good education for their employees’ children and they want a qualified workforce.”

And among the state’s five largest cities, Dallas has added the fewest residents since 2020.

Given the city’s growth woes, Dallas housing advocates want city officials to urgently pass a suite of potential reforms to make it easier for developers to build denser, more affordable kinds of housing including townhomes, duplexes and smaller apartment buildings. That would enable the city to absorb more of the region’s growth, advocates posit, while bringing down the city’s housing costs.

For the past five years, Collin, Tarrant and Denton counties have consistently seen more homes permitted per capita than Dallas County, according to a Texas Tribune analysis of Texas A&M University building permit data.

Last year, jurisdictions in Dallas County permitted about 4.7 homes for every 1,000 residents. In Collin County, that figure was 14.7. The amount of undeveloped land on the urban fringe has enabled suburbs and exurbs to quickly put up tens of thousands of single-family homes, though the other counties also build more apartments per capita than Dallas County.

“As a city, if we value having our workforce actually live in our city, we need to make it as easy as possible to build good quality housing close to jobs, transit and schools,” said Dallas City Council Member Chad West.

Weak growth has already compounded Dallas’ budget problems, leaving the city with a potential $51 million hole in its upcoming budget. Without enabling more housing, local governments of all stripes will find themselves in an increasing financial bind, putting the rising cost of government services like public safety and infrastructure on a stagnant tax base. If that base doesn’t grow, homeowners and business owners may find themselves paying higher taxes to pay for crucial services.

“If we don’t see some growth, it’s a really bad deal for businesses and homeowners,” Jenkins said.

Downtown dreams

Some see growing downtown Dallas as the road to more robust growth for the city. It’s at the heart of the city and it’s easier to build housing there because residents are less likely to fight it as they might in parts of town dominated by single-family homes.

“If we attract young professionals and people as they move and relocate to North Texas, if we’re competitive as a place to live, we’ll put forth the best chance to retain a robust employment sector,” Scripps said.

Downtown has steadily added residents since 2010, and is now home to about 16,000 residents bolstered by conversions of empty office spaces to apartments, according to a presentation by Downtown Dallas Inc., a nonprofit that oversees the area.522



The view from a bedroom of an apartment at Santander Tower in downtown Dallas on Nov. 7, 2023. Ben Torres for The Texas Tribune

Those conversions have produced more than 1,100 apartments since 2020, and another 1,975 are in the works, according to CBRE Group Inc., a commercial real estate services and investment firm.

Some think downtown Dallas needs a big jolt to sustain the progress, eying the iconic City Hall, designed by the legendary brutalist architect I.M. Pei, as a site that could potentially serve as a catalyst for new development — if it were razed.

The City Council voted in June to stop making repairs on the building and explore options to relocate, citing estimates that it would cost hundreds of millions of dollars to make various repairs to the current building as the city faces a budget crunch.

“We must fight for the city of tomorrow rather than worship decaying, outdated government buildings from bygone eras,” Dallas Mayor Eric Johnson, who declined an interview through a spokesperson, said in June.

That opens up the opportunity to help bring life to a long-dormant section of downtown, proponents argue. The area around City Hall is pock-marked by half-empty parking lots and vacant land as well as some low-lying commercial buildings and warehouses.

“City Hall is iconic,” Cheves, the Dallas Regional Chamber head, said. “It’s not historic.”



Dallas City Hall on July 11, 2024. Azul Sordo for the Texas Tribune

Others aren't convinced such a move is necessary, and that razing what they see as an architectural gem without a clear plan for what happens to the site after would pose a huge risk.

"It's our seat of government," Blackmon said. "You don't dispose of your seat of government like it is a disposable building."

It's possible to reinvigorate downtown Dallas without tearing down City Hall, said Zaida Basora, an architect and co-leader of the Save Dallas City Hall Coalition. A proposal put together by architectural students at the University of Texas at Arlington shows that new high-rises, hotels and arenas could theoretically fit into the section of downtown occupied by City Hall without demolishing the building.

"There's room for everybody," Basora said.

Dallas' name still carries weight

The Dallas name still has power, business groups said. It's what created the city's burgeoning financial sector, luring the Texas Stock Exchange and a raft of the country's biggest financial firms to the city including Goldman Sachs, whose home in Uptown Dallas will become the financial giant's largest presence outside New York City. Morgan Stanley is weighing a $1.3 billion office tower that would bring 4,800 jobs to Dallas proper.

Boosters see areas where Dallas outshines the suburbs, including in its presence of the arts and neighborhood character that can't be found in the suburbs.

“We have a diversity of communities and neighborhoods in Dallas that they don’t have in other communities,” said Linda McMahon, executive director of Dallas Economic Development Corporation.

There are also signs that the city’s population is ticking up this year. Population estimates from the North Central Texas Council of Governments, the agency in charge of transportation planning for the region, project the city’s population has surpassed 1.4 million as of Jan. 1.



The Kay Bailey Hutchison Convention Center in Dallas in 2022. The convention center is getting a major renovation. Kylie Cooper for The Texas Tribune

Signs of vitality, too, abound. Kay Bailey Hutchison Convention Center is undergoing a $3.8 billion overhaul. A half mile away, the Dallas Farmers Market boasts more than 1,800 apartments and 200 townhomes as well as restaurants and shops.

The city’s newest deck park, the name for a greenspace built over a freeway, opened in May in southern Dallas over a portion of Interstate 35. Since then, the 2.8-acre Halperin Park has hosted a Fourth of July celebration along with musical performances and classes.

The park came about as a way to restitch a community divided when the highway was first constructed and bring renewed vibrancy to the community, said April Allen, who led the effort to build the park and now oversees it. The hope is that the park is also a proving ground for development in southern Dallas, which has long gone underdeveloped.

Allen said she’s bullish on Dallas.

“I don’t think the future of our city is going to be decided by whoever’s leaving,” Allen said. “It’s really going to be shaped by the people that are here, the places that we’re investing in, and the momentum that we’re creating.”

Officials and the city’s boosters admit that the city needs to be proactive to sustain the momentum Allen speaks of and to offset the big-name economic departures and population drop. Waiting-and-seeing is what can kill cities.

”We don’t want to wait 10 or 15 years to where we’re circling the drain to deal with it,” Jenkins said.

PASSENGER TRANSPORT

TRANSIT AGENCIES DELIVER DURING FINAL WORLD CUP MATCHES

By Staff
July 20, 2026



MARTA's transit ambassadors.

Public transit agencies in World Cup host regions delivered safe, efficient service for fans during the final stretch of the tournament. From Dallas, TX, to Atlanta, GA, to Miami, FL, to the New York/New Jersey region, agencies focused on expanded service, multimodal coordination, and customer-facing support to move large crowds.

The Metropolitan Atlanta Rapid Transit Authority (MARTA) and Dallas Area Rapid Transit (DART), which provided services for the semi-final matches, saw an overall increase in ridership over the course of the tournament. DART experienced a 13 percent increase in ridership, which

the agency said is “a testament to the role public transit played” in moving locals and fans across the region for the event. The additional services were funded by federal and local grants.

In Atlanta, MARTA reported 4.7 million rail passenger trips over 35 days of World Cup matches, fan festivals, concerts, events, and the Peachtree Road Race. Match days generated approximately two to three-and-a-half times normal daily rail ridership.

MARTA Interim General Manager and CEO Jonathan J. Hunt thanked employees, police officers, ambassadors, volunteers, and regional partners for supporting the operation and ensuring the system was safe and secure. “I am proud of every one of the almost 5,000 MARTA employees who moved millions of people safely and efficiently while our entire Atlanta metropolitan region was on the world stage,” he said.



Miami-Dade’s Martin Luther King Jr. Plaza Metrorail station.

In Miami-Dade County, the Department of Transportation and Public Works (DTPW) delivered fans to seven matches at Miami Stadium, including the third-place final, and a 23-day Fan Fest at Bayfront Park. The county’s Miami Game Day Express provided roundtrip shuttle service for verified ticket holders from four regional hubs, including connections with Metrorail and Tri-Rail.

Stacy L. Miller, DTPW director and CEO, said the tournament gave the county a global platform to demonstrate its multimodal network while focusing on “helping fans travel safely and efficiently on game days and throughout their visit, while minimizing impacts on residents and the surrounding community.”

For the final match at New York New Jersey Stadium, New York Metropolitan Transportation Authority (NYMTA) and NJ TRANSIT continued to share travel information via social media,

customer support, and transit ambassadors holding soccer ball signs. NJ TRANSIT operated expanded rail service with matchday-only rail and bus connections to the stadium. NYMTA increased service on select lines where watch parties and related events were taking place.



NYMTA transit ambassador signage.

The final weeks of the tournament underscored the central role public transportation played in connecting fans to stadiums, fan festivals, and regional destinations. Across host regions, agencies used expanded service, special shuttles, real-time customer communications, multilingual support, and interagency coordination to help deliver safe and reliable mobility during one of the world's largest sporting events.

DENTON RECORD-CHRONICLE

U.S. DEPARTMENT OF TRANSPORTATION AWARDS DENTON $1M GRANT TO IMPROVE TRAFFIC FLOW, ROAD INFRASTRUCTURE

By Alejandra Osegueda
July 18, 2026

Denton has secured a $1 million grant from the United States Department of Transportation to help the city fund its first Intelligent Transportation Systems Master Plan that aims to improve daily traffic flow.

The Innovation Finance and Asset Concession grant was awarded to only 19 cities out of over 100 nationwide applicants. The main motivator for Denton to create an ITS Master Plan came when a population census by the North Central Texas Council of Governments determined the county's population would significantly increase, reaching 1,877,835 by 2050.

"Now that demographic data set suggests that by 2050 Denton County's population will be more than double and employment will be more than double as well," said Farhan Butt, the city's director of transportation . "So that really puts us in a difficult spot because it's 2026 and we only have 24 years ... and we are facing this population challenge."

Modern road sensors, communication technology and data analytics are some of the infrastructure developments the city is planning to use the funding for. These initiatives fall under Denton's first Smart Mobility Transition Strategy, part of the ITS Master Plan that aims to update the city's road infrastructure to include smart mobility technologies.

Some surrounding North Texas cities, such as Frisco, have already implemented transportation master plans to account for future population growth, infrastructure and roadway deterioration or increases in non-automotive traffic, such as bikes or pedestrians.

"We are also planning to take some best practices from our partner cities," Butt said. "For example, we may go to Frisco and see what worked for them and what was the best thing that they did and learn from their experience because they have developed an ITS Master Plan, and we may reach out to other cities that have already developed [their plans] recently."

The IFAC grant came from the USDOT's Build America Bureau, an extension of the department focused on providing federal funding opportunities for municipalities. The bureau also collaborates with awarded cities after they receive funding to ensure any improvements or plans are made sustainably and within federal and state guidelines.

"Funding from the IFAC program will help recipients look beyond traditional project funding," said Morteza Farajian, Build America Bureau executive director , in a press release. "... This novel program ... is not only helping our state and local partners identify opportunities, but also enabling them to connect with private developers and investors and their innovative ideas and capital."

Butt also said the ITS Master Plan will improve crosswalks and road safety and adhere to the Americans with Disabilities Act when outlining future infrastructure improvement plans.

Additionally, public transportation improvements, such as bus routes, will also be a priority for the city, with Denton County Transportation Authority and the Texas Department of Transportation collaborating on the city's ITS Master Plan.

Butt said the federal grant will cover most ITS Master Plan initiatives. However, the city's transportation department is still planning to apply for additional external grants and funding opportunities to continue updating Denton's infrastructure and utilize smart mobility technology.

"We are also dealing with an enormous challenge when it comes to smart mobility because it's very expensive for the city, so we want to be watchful of what we introduce and how we introduce," Butt said.

Currently, the city is working to finalize the IFAC grant agreement with the USDOT and begin an implementation proposal to present to the Denton City Council.

"These grants are about reducing taxpayer waste, accelerating construction timelines and helping people get where they want to go safer," said Sean P. Duffy, the U.S. secretary of transportation, in a press release.

Butt said the timeline for any ITS Master Plan improvements and initiatives will take a year to a year and a half following City Council approval.

"I wanted to highlight that none of this will be done without public engagement," Butt said. "... Staff is already planning on reaching out to the public to get their feedback on our plans. ... The transportation department here in the city believes in public opinion and we reach out for most, actually all, of our projects because it is the most critical and important piece of any planning study that we do."

HOODLINE

FEDS DROP $1M TO TACKLE DENTON'S TRAFFIC HEADACHE

By Nate Simmons
July 21, 2026

Denton just scored a $1 million federal grant to create the city's first Intelligent Transportation Systems master plan, city officials announced this week. The funding is meant to bring smart signals, road sensors and data analytics to Denton streets to cut delays and boost safety. City leaders say the plan is also supposed to position Denton for larger implementation grants and private investment later on.

What the federal award covers

The money comes from the U.S. Department of Transportation's Build America Bureau through its Innovative Finance and Asset Concession (IFAC) program. U.S. Department of Transportation officials say the IFAC round supports dozens of capacity building awards nationwide and that Denton received $1 million to develop an ITS master plan. These grants are about reducing taxpayer waste, accelerating construction timelines and helping people get where they want to go safer, Secretary Sean P. Duffy said in the department's announcement.

How Denton plans to use the money

According to the City of Denton's staff report, the grant will cover most of the work for the city's ITS master plan, including an asset inventory, an assessment of priority improvements and a Smart Mobility Transition Strategy to phase in sensors, communications and analytics. The City of Denton notes that the award requires no local match and that staff will finalize the grant agreement with USDOT before presenting an implementation proposal to City Council. Transportation Services Director Farhan Butt is listed as the staff contact for the project.

Why the timing matters

City officials point to rapid regional growth as a key reason to move now. The North Central Texas Council of Governments projects Denton County's population will reach about 1.88 million by 2050, increasing travel demand across the network. Figures from NCTCOG fed into the city's grant pitch, staff said, and officials expect the ITS plan to make future construction bids and federal applications more competitive.

Next steps

The city is wrapping up paperwork and preparing an implementation proposal for City Council. If council members sign off, staff say the master plan work could take roughly one to one and a half years to complete, North Texas Daily reported. That reporting also notes that the city expects to coordinate with the Denton County Transportation Authority and the Texas Department of Transportation as it develops deployment phases and seeks follow-on funding.

Build America Bureau Executive Director Morteza Farajian said the IFAC awards help recipients connect with private developers and investors and complete infrastructure upgrades faster and at lower cost, a pitch city staff echoed as they plan to chase additional grants and public-private partners. U.S. Department of Transportation and the city both say the master plan is intended to be a road map for projects that would follow the study phase.

FORT WORTH REPORT

LAS COLINAS LAUNCHES FREE IRVING CONNECTOR LOOP TO SOLVE 'LAST MILE' PROBLEM NEAR THE URBAN CENTER

The ADA-compliant van runs from 11 a.m. to 10 p.m. and seats 10 passengers

By Hedija Sphalic
July 20, 2026



The Irving Connector has launched a new segment. City of Irving.

Las Colinas, a planned community in Irving, is home to the largest concentration of office spaces and employment centers in North Texas – also known as the Urban Center. However, locals still face daily transportation issues, despite having DART rail services and miles of walking paths.

This hub of businesses surrounds Lake Carolyn and features the Irving Convention Center, Toyota Music Factory and many higher-end apartment complexes. Yet, North Texans and visitors without a car cannot access the Urban Center's last mile.

Why? DART delivers patrons from the Orange Line to either the Las Colinas Urban Center Station or the Irving Convention Center Station, putting them as close as possible to the entertainment area.

But hotels, offices and venues are still much farther, forcing guests to find a second mode of transportation to get to their final destination. For some, walking one or two miles in Texas

weather may not be possible, and limited pedestrian infrastructure along roads makes the task even harder. Without proper options, the Urban Center could suffer.

A new segment of the Irving Connector – the city's microtransit – known as the Loop at Las Colinas is meant to solve this problem.

A free pilot program launched by the city of Irving in July, the Loop at Las Colinas connects residents, tourists and commuters to the Urban Center. Referred to as an "economic powerhouse," Las Colinas hosts hundreds of events annually and provides 30,000 to 45,000 jobs for local residents, according to city officials.

"Once in the Urban Center, the Loop provides DART riders, along with all transit riders, accessibility to several destinations in an efficient, safe and timely manner," said Saul Garza, communications manager for the city of Irving. "This is a last mile connection from the two DART stations."

The ADA-compliant van runs from 11 a.m. to 10 p.m. and seats 10 passengers. Services run every 15 to 30 minutes, and riders can use the Citymapper app to check real-time arrivals.

Garza referred to the service as "an efficient and reliable form of transit for the Urban Center." Riders can hop on the Loop at any point without a ticket to reach destinations located in the Urban Center.

The service furthers Las Colinas founder Ben Carpenter's main vision: providing "a well-connected environment" for everyone in the area. Carpenter used his family's land to turn Las Colinas into the mixed-use development it is today.

"This project carries forth that vision and provides residents, visitors and businesses access to several destinations…while also reducing environmental impacts of vehicles in that area," Garza said.

Since the project is in its infancy, officials are testing how much use the service gets before deciding whether to extend its boundaries.

The operating costs for Irving's various microtransit services, including the Loop, are about $1.7 million annually. The Irving Connector was created to service discontinued DART bus routes 225 and 255 and began in early June, according to the city's website.

VOX

THE MOST SURPRISING WINNER OF THE WORLD CUP WAS AMERICAN PUBLIC TRANSIT

America is having a soccer awakening. Can it have a transit one, too?

By Sara Herschander
July 15, 2026



En route to USA vs. Paraguay in LA. Etienne Laurent/AFP

Much like its indifference toward soccer, America's aversion to public transport has made it a global anomaly, an oddity encapsulated by the nation's sacred pregame pastime: the tailgate.

Here in the US, celebrating sports means driving your big car to a colossal suburban gridiron football stadium, where you'll grill, baby, grill until the smoky scents of burgers and bratwurst float across vast plains of asphalt.

So entrenched is the nation's car culture that the average American spends about half a month sitting behind the wheel every year. In fact, while the US has tens of millions more cars than it has people to drive them, even its largest cities have far fewer trains or buses per capita than our global peers.

As a result, Americans are more than twice as likely to die in a car accident as Europeans, and nearly five times as likely to die in a car crash as someone in train-happy Germany. While many transit projects carry similar price tags, the US still boasts many dozens more college football stadiums than it does rapid transit systems or subway networks.

The US lags way behind the world on public transit

In 2026, even the largest American metropolises, like New York or Chicago, have far fewer buses, trains, and trams per capita than other global cities.



En route to Brazil vs. Morocco in New Jersey. Adam Gray/Getty Images

So, it's no wonder that critics doubted that US cities hosting this year's World Cup, the largest single sporting event in human history, could effectively find ways to schlep visiting fans around. After abandoning its initial pledges to shepherd fans for free, New Jersey earned scorn for trying to sell $150 round-trip train tickets to MetLife Stadium, prompting journalists to test how difficult it would be to reach it by foot, bike, or canoe.

Kansas City's shiny new pop-up World Cup buses got caught in hours of ensnarled traffic on their way to their city's very first game between Algeria and Argentina.

And yet, on the precipice of the tournament's final stage, the nation's widely expected World Cup public transit meltdown has simply not materialized. To the surprise of pretty much everyone, US cities have managed to absorb the influx of fans with relative ease, even under the pressure of record ridership en route to stadiums, watch parties, and fan zones.

Eli Lipmen, executive director of the advocacy group MoveLA, said that he had "actually been pleasantly surprised and quite impressed" with how the Los Angeles transit system performed amid the World Cup.

As he explained, that notoriously gridlocked city is in the midst of a “major cultural shift” around public transit. As Angelenos spend less time in their cars, the city has gotten quieter, he said. “People are happier. There’s more of a sense of community,” Lipmen said.



En route to Ivory Coast vs. Norway in Dallas. Joe Snell/The Dallas Morning News

A renewed commitment to public transit infrastructure has played a part in that shift — and not just in Southern California. In the lead-up to the World Cup and the 2028 Olympics, Los Angeles unveiled three new subway stations in May, its first new stations to open in over two decades.

Meanwhile, Seattle’s Sound Transit shuttled a record-shattering 309,000 riders when Team USA faced Team Belgium, thanks in part to its completion of a light rail extension that had been in the works for nearly two decades. Atlanta overhauled its bus network, Miami made use of a new rapid transit line, and Kansas City spent millions to expand its tram service and rolled out pop-up shuttles.

As it turns out, US cities *can* build new buses, trams, and trains much faster than they may think. The harder question now is whether they can keep up that momentum when it serves locals, and not just visitors. Just hours after Kansas City’s final World Cup match — Argentina 3, Switzerland 2 — its cash-strapped transit authority shut down its extended tram service with plans to slash a quarter of its regular bus routes by the end of this summer.

Many host cities “are still not building [transit] as a serious modal shift” away from cars, said Eric Goldwyn, director of the NYU Marron Institute of Urban Management. “They’re building it as a cutesy-patootsie complement.”

Americans learned to love soccer. Can they learn to love transit too?

LA is among the exceptions, and not only because of its looming Olympics host gig. The city has made a concerted effort over the past couple of years to invest in and rebrand its transit system, which had long had a reputation for grime and danger. “If you’d spoken to me two and a half years ago, this conversation would be about safety and security on the metro system,” said Lipmen, referencing a bus that was taken hostage in 2024, one of several “really horrible, very high-profile incidents” that left many Angelenos feeling unsafe on the system. “Now, the conversation is about joy and celebration.”

What changed?

LA began investing heavily in building more trains, buses, and subway stations, and overhauled its public safety approach, which led to a 6.7 percent drop in violent crime on transit and a 33 percent drop in incidents like drug use and weapons possession. For Lipmen, the real shift came when the metro system opened its three new stations along the D line in May, and released a raunchy “Ride the D” shirt to celebrate it. Almost immediately, the Metro’s cheeky merchandise sold out, and would continue to sell out every time it was restocked for months to follow.

It might sound silly, but the hype genuinely helped dull some of the stigma associated with taking the train. “People who were quietly riding transit all of a sudden felt comfortable in their own skin as a transit-rider, and proud to be a transit-rider,” Lipmen said.

Overall, LA’s big bet appears to be slowly working. “LA is a transit city,” Jennifer Vides, Metro Los Angeles’s chief customer experience officer, told the Associated Press last week. “People want to try to say that it’s not. Obviously, we have a lot more expansion to do and we’re working on it. But people really want transit.”

Beyond adding new train lines or bus fleets, normalizing public transit requires “a dramatic recast of how people get around and travel,” Goldwyn said. Cities need a vision that ensures that there is an actual “destination on the other end” of their new transit line, like offices or the kind of housing California’s new bill aims to get built near transit hubs.

Most cities will need a mixture of “carrots and sticks” to help people who are used to driving everywhere see the value in hopping on a bus or tram as part of their everyday commute, not just to get to the airport or the stadium. “If your transit is not connecting you to places you want to go, you’re not going to use it,” Goldwyn said.

A single tournament, like a single train line, will never be enough to change how Americans move. But if this nation of football fans can learn to love soccer, then surely they can learn to love the train a little bit more too. At the very least, with LA28 precisely two years away, Los Angeles just got closer to making its car-free summer Olympic dreams come true.

FOX 4 NEWS

DART NAMES NATHANIEL FORD AS NEXT PRESIDENT AND CEO

By Tracy DeLatte and Amelia Jones
July 21, 2026



Nathaniel Ford. Fox4 News

Dallas Area Rapid Transit plans to hire Nathaniel Ford as its next president and CEO.

DART board members voted last week to select Ford as the lone finalist for the job but did not publicly release his name.

They made it official on Tuesday following the completion of the employment process. Ford was named DART's new CEO in a 9-4 vote.

Ford has been the head of the Jacksonville Transportation Authority, or JTA, since 2012. He has also worked at transportation companies in New York City, San Francisco, and Atlanta.

His salary was not disclosed, but it was mentioned that Ford is taking a pay cut to come to North Texas. Public records show his salary with the JTA was $625,000.

"Mr. Ford brings decades of executive leadership in public transportation, a proven record of organizational transformation, and a deep understanding that transit is about much more than buses and trains," said DART Board Chair Randall Bryant. "Today, we are turning the page. The board has made its decision, and now it’s time to get back to what matters most: serving the people of North Texas."

"He's ran agencies twice as big as DART, so he has a full and robust knowledge and understanding of transit as a whole," Bryant continued. "Working with federal governments,

working with state governments, he's done just about everything under a transit authority agency."

Finalist Controversy

The DART board's public and closed session were the cause of much debate. The term "red flags" popped up consistently before Ford's confirmation vote.

Ford himself answered questions from board members during Tuesday's executive session. DART did not say what questions were asked.

"So not having the time to air those out anymore. I'll respect the will of the chair and the board to go with the five individuals. But because of that, I'll be voting against it," DART board member Rick Stopfer.

"I want to say that I am satisfied that every single issue has been addressed, that there's a, a rational, explanation for each of them and that none of them, deserve to be called red flags," DART board member Enrique MacGregor said.

Last week, several DART board members tried to delay the vote, citing a lack of time to properly vet each candidate. They also argued that Ford, who was one of three finalist candidates, was only brought into the process a few days earlier.

"A candidate bypassed the process and became a finalist on Friday, July 10," Dough Hrbacek, a DART board member, said. "That's two business days ago. Two business days later, we are being asked to vote on that candidate."

Their motion failed after DART Board Chairman Randall Bryant assured the process for vetting candidates has been more thorough than previous CEO searches.

Ford’s tenure in Jacksonville has also been controversial.

In 2024, Florida's Office of the Inspector General looked into concerns about taxpayer funds being spent on extensive travel, including a $10,000 trip to Spain.

FOX 30 in Jacksonville reported that JTA records state half of Ford's time with the JTA has been spent outside the office traveling.

Ford had taken himself out of the running for the DART CEO job in June, but re-entered the process after three DART board members asked for his inclusion.

What's next:

Ford will not start his new role until late October as he wraps up his job with the Jacksonville Transit Authority.

His later start means he will not be part of the City of Dallas' 2027 budget discussions.

DART has been led by David Leninger as its Interim President & CEO since April. The company terminated outgoing CEO Nadine Lee's contract when the two sides could not come to a severance agreement.

Lee, who had led the transportation company since 2021, announced she would not seek to extend her contract in March.

She pointed to recent "political hurdles" for the service when examining her time with DART in an interview with FOX 4's Shaun Rabb.

"But at the broader level, we've encountered a lot of political hurdles, and that's one of the things that has distracted us from our mission, distracted us from moving faster at improving the quality of our services and things like that.

Hurdles included DART withdrawal elections held in Addison, Highland Park and University Park in May. Addison and University Park voted to stay in DART's service area, while Highland Park voted to leave.

THE DALLAS MORNING NEWS

IN OAK CLIFF, NEIGHBORHOODS TO SEE DALLAS TAKE ON LONG-DESIRED HOME REPAIRS, SIDEWALK IMPROVEMENTS

City leaders announced millions in funding for southern Dallas

By Aria Jones
July 21, 2026

Dallas plans to use more than $6 million in funding to bring much-needed repairs to homes and infrastructure in Oak Cliff neighborhoods, officials announced Tuesday.

Across southern Dallas, residents have long dealt with crumbling sidewalks and missing water and sewer lines, which advocates say have burdened efforts to revitalize neighborhoods with aging homes. The funding for Dallas City Council District 4, which includes parts of Oak Cliff, is aimed at preserving neighborhoods.

“This is very important to our community because now we’re seeing real action take place,” said Deputy Mayor Pro Tem Maxie Johnson, who represents the district. “It’s one thing to talk about equity. It’s another thing to do equity and this morning, we’re doing equity.”

The funding, which was already secured, is being applied by the city’s housing and transportation departments, officials said. The announcement comes as the city deals with a more than $30 million budget shortfall, staff face furloughs and officials aim to make every dollar count.

“You’re going to start seeing changes immediately,” Johnson said.

Dallas has faced scrutiny over the area’s infrastructure needs and incomplete promises for repairs in the area. Officials made the announcement days after *The Dallas Morning News* reporting showed that advocates pointed to needed help from the city to address infrastructure and blighted, vacant lots across southern Dallas.

“Part of our job as an office is to really look at the various funding sources and see how we match those with community need,” said James Armstrong III, deputy director of the city’s housing and homelessness division. “You will see that there will be sort of this marrying of funding sources with the need, so that we can obviously have more efficiency around how we use the money.”

These improvements could also help residents not far from the new Halperin Park, a multimillion-dollar deck park stretching across Interstate 35E. Though residents have enjoyed the park’s benefits, it’s also raised concerns that gentrification and displacement could follow.

Johnson said the nearby historic Tenth Street neighborhood now has $4 million for roads, sidewalks, lighting and other critical infrastructure that could improve quality of life for residents. This is through the transportation department, he said.

“This is money that I’ve been asking, ‘Where’s the money? What’s going on? ’” Johnson said. “It went from ‘We don’t have any money’ to ‘Hey, now this is where we at.’”



Southern Dallas Progress President and Board Chair James McGee exits a Church Street home his organization is renovating in the Tenth Street Historic District on Nov. 14, 2025, in Dallas. He said dirt was pushed into the front yard of the homes along Church Street partially burying front doors in some cases during street repaving. Angela Piazza/Staff Photographer

Locating that money wouldn't have been possible without the city manager's support, Johnson said. In an emailed statement Wednesday morning, the city said the $4 million comes from the 2017 bond program and funding from the North Central Texas Council of Governments approved in 2024. The funding is being used now, according to the city, because projects in the Tenth Street Historic District are now in the construction phase.

The $4 million in transportation work includes the reconstruction of Tenth Street from Interstate 35E to Clarendon Drive, which started in December and is expected to finish in spring 2027. Sidewalk improvements are expected to start in early 2027.

For critical home repairs, the city is looking to use $2 million from the area's Tax Increment Financing District., and Armstrong said it would be used in a targeted approach.

In November, the City Council approved a $13.1 million agreement for Volunteers of America Texas to administer the city's Home Improvement and Preservation Program. TIF districts are included in the funding.

Lori Little, strategic advisor for the nonprofit, said it started work on homes in May, some of which had significant repair needs.

"We inherited some homes already that the city had made promises on and had gotten through the application process," Little said.

Also, $300,000 is available for homeowners who had previously been approved for repairs with the city, but whose projects weren't completed because former contractors failed to perform the work.

Barbara Johnson, at the news conference, described dire needs for her home in the Tenth Street district. She was expecting to get $100,000 worth of work in what has been a "long, tedious process." She said she was supposed to get roofing, foundation work, tree trimming and paint.

Johnson said now she's had issues with code compliance over unpainted wood. Her foundation has shifted. Her roof has dry-rotted and even though it was supposed to have been replaced, it has a gap.

"It rains in the house," Johnson said, adding that she hadn't gotten a call back about the issue until the councilman's team took action.

The reality of what residents are dealing with can be scary, said Johnson, the council member. Funding is available to right wrongs and collaboration is underway to make it happen, he said, even for issues that were before his time.

"We're going to continue to work," he said, adding, "I don't make promises that we cannot do … We're going to be heavily involved in this matter. We're going to follow policy, but we also want to make sure that transparency and accountability is taken, at our forefront."

Armstrong said when going through the requirements for repairs, his department does not want to "stop at the 'no.'" Heirship issues, for example, are common in southern Dallas where families pass down properties over the generations.

"We want to give the homeowner resources to jump over the hurdle … or meet the requirement, and then we want to be sure that they are able to understand the parameters of the program," Armstrong said.

Johnson's community office, in the Glendale Shopping Center, will be open Thursday from 9 a.m. to noon to sign up for repairs and get information from Volunteers of America Texas.

FORT WORTH REPORT

WORLD CUP TRANSPORTATION PLAN SUCCESSFUL AS 40,000 USE RAIL, CHARTER BUSES, OFFICIALS SAID

By Eric Garcia
July 22, 2026



McKinney volunteer Audra Baggett high-fives soccer fans as they head toward charter buses from CentrePort/DFW Airport Station in far east Fort Worth. (Eric E. Garcia | Fort Worth Report)

Global soccer fans embraced transit options during their treks to Arlington for 2026 FIFA World Cup matches.

The transportation plan, including passenger rail and charter bus services, proved successful as North Texas officials managed daily ridership on the Fort Worth and Dallas systems on game days.

More than 40,000 people rode charter buses between the CentrePort/DFW Airport Station and the bus hub near AT&T Stadium, dubbed “Dallas Stadium” during the tournament, North Central Texas Council of Governments officials said.

Most of those fans — about 30,000 — used the Trinity Railway Express, a joint passenger train venture between Fort Worth’s Trinity Metro transit agency and Dallas Area Rapid Transit, to reach CentrePort.

At the station, fans were ushered through covered gate areas onto 125 charter buses that took them to Arlington's Entertainment District.

Monica Paul, president of the North Texas FWC Organizing Committee, said the successful transportation plan required monumental teamwork and coordination from the council of governments' transportation department, transit agencies and the Regional Transportation Council.

"By aligning our federal, state and local partners under a single, coordinated vision, we didn't just move people efficiently, we proved that our region can deliver at the highest level to successfully host the biggest sporting event in the world," Paul said in a statement.

The plan was developed by the council of governments' transportation department with the expectation that global visitors would likely use public transportation for matches, although a sizable number did drive to Arlington.

"The success of this transit plan belongs to an incredible coalition of local transit providers who aligned to move millions of fans and residents reliably across our multimodal system," Michael Morris, transportation director at NCTCOG, said in a statement.



Soccer fans are guided through gated areas at CentrePort/DFW Airport Station before reaching charter buses to Arlington. (Eric E. Garcia | Fort Worth Report)

The CentrePort/DFW Airport Station was the transit nerve center for guiding fans and volunteers to the stadium, officials said.

Extra cars were added to the TRE and officials operated the train service at increased frequency during the tournament, including Sundays, to ensure sufficient space for fans and commuters alike. Charter buses were used to supplement the TRE service.

The busiest day at CentrePort station was June 25, when 7,400 people hopped onto charter buses for the Japan vs. Sweden match. Later that day, an additional 400 people rode on charter buses back to CentrePort, bringing the total to 7,800 riders, officials said.

THE DALLAS MORNING NEWS

WHO'S WATCHING DALLAS TRAFFIC? INSIDE THE CONTROL CENTERS MANAGING YOUR COMMUTE

Two traffic management centers watch hundreds of cameras across Dallas highways every hour of every day

By Hedija Spahalic
July 27, 2026



ITS operations technician Doyle King uses a joystick to control live traffic cameras before a wall of video monitors at TxDOT's DalTrans Traffic Management Center in Dallas, July 7, 2026. Tom Fox/The Dallas Morning News

Long before notification of a backup on Dallas-Fort Worth highways appears on a navigation app or an electronic message board, operators inside two traffic management centers are already responding. The centers, which are in Dallas, monitor traffic constantly with the help of hundreds of cameras that inform real-time decisions to keep traffic flowing.

Here's how they do it.

What do traffic management centers do?

According to the Federal Highway Administration, traffic management centers are "the nerve center" of roadway operations. Transportation authorities, such as the Texas Department of Transportation, monitor roads and initiate strategies to control traffic and incident responses.

Dallas has two major traffic management centers: DalTrans Traffic Management Center and the Lyndon B. Johnson Express Traffic Management Center. Both help manage commute times, prevent congestion and provide quick emergency responses.

DalTrans is TxDOT's Dallas district office, focused on monitoring the district's general purpose highway lanes. It is the largest state-owned center, according to Business Operations Manager Joe Hunt. Fort Worth has its own TxDOT traffic management center.

Using more than 700 live cameras, operators work 24/7 to track congestion and road conditions. The cameras do not record and information is not stored. Cameras sit between a quarter mile and one mile apart, covering as much road as possible.

"The volume of traffic [in Dallas] leads to a lot of different incidents, and with that traffic stacks up," Hunt said.

DriveTexas, TxDOT's live-feed traffic tracker, launched earlier this year. Hunt said cameras are being added to rural roads in the Dallas district to help monitor road conditions such as extreme weather, collisions and congestion.

The LBJ Express Traffic Management center operates 250 cameras and monitors the managed lanes on the LBJ Express, North Tarrant Express and North Tarrant Express Interstate 35W. The LBJ center tracks traffic volumes and speeds, and ensures the accuracy of the equipment that updates dynamic toll pricing on TEXpress LBJ/NTE/35W toll roads. The toll prices are adjusted to reflect congestion in the general purpose lanes and refresh every five minutes.

How does this impact me?

Operators are updating message boards constantly, providing drivers with crucial information to navigate the roads safely. They alert motorists of estimated travel times and lane closures, provide road updates on conditions such as collisions or construction, and help motorists avoid congestion by suggesting alternate routes to bypass traffic.

"During bad weather, when major storms come through, the operators get slammed," Hunt said. "They have pre-loaded response plans. When they input the incident, it'll suggest what sign and where to put it, which is great."

Operators also update their systems when a collision occurs to alert apps, such as Google Maps and Waze. They will reach out to local law enforcement, fire departments and other emergency service providers to make sure they are aware of the incident.

What does roadway assistance do?

Roadside assistance services usually help drivers with common problems such as flat tires, dead car batteries and emergency fuel delivery. If it is a minor incident or they are the initial responders, roadside assistance will direct traffic and clear stalled vehicles.

The DalTrans Courtesy Patrol is TxDOT's partnership in conjunction with the Dallas County Sheriff's Office. The patrol officers provide free roadside assistance 24/7 to motorists on any TxDOT roads in the Dallas district. This includes all major highways in Dallas County such as Interstate 30 and U.S. Highway 75.

To reach dispatch directly, call 214-320-4444.

For TEXpress managed lanes, dial #789.

If a driver is in need of assistance, transportation officials urge them to safely pull over to the shoulder. Turn on the hazard lights and call for help. Unless the vehicle is on fire or smoking, do not get out of the car. Wait for help inside the vehicle.

THE DALLAS MORNING NEWS

RETIRING IS GETTING MORE EXPENSIVE. MEET THE MOTHER-DAUGHTER DUO WITH A SOLUTION

Grace Barber has lived with her daughter's family since 2017 after realizing saving for retirement would be difficult. Local organizations say the practice is becoming more common

By Sophie Hanawalt
July 25, 2026

While watching TV one night, Grace Barber, 65, decided to make a career change.

A commercial showcasing a nurse tending to a car crash victim, performing CPR and responding to a series of other emergencies resonated with her as an already practicing medical professional. At the end, the commercial revealed the nurse was not the one actually on-scene, but rather the students she taught.

Barber continued working full time while earning her alternative certification in teaching health, science and technology, and began instructing at Dallas' School of Health Professions.

As the years passed, Barber began planning for retirement at the encouragement of her friends and a financial advisor. Most of her savings came from the social security benefits of a 12-year nursing career.

Barber's daughter, Laura Hayes, grew concerned about her mom's ability to save enough when Barber, whom she said spent her life in service of others, received a $200 monthly increase in rent.

Haynes sat down with her mom and compared recommended retirement numbers to reality. The result? "Pretty sobering."

Barber would eventually move in with Haynes, her husband and their two children, in 2017.

The financial factor

David John, a senior strategic policy advisor at AARP Public Policy Institute, said inflation and the rising cost of living are among the most pressing concerns for older adults across the nation. Social security benefits have not risen at a high enough rate to match inflation, John said, making retirement more difficult to save for.

In North Texas, organizations such as The Senior Source work to help older adults address these concerns as they navigate aging.

Julie Krawczyk is the director of the non-profit's Elder Financial Safety Center, where financial counseling services reach lower and middle income adults who receive social security benefits.

"Our older adults are walking through the door already at a deficit," Krawczyk said, noting the average affordable senior apartment in Dallas is $1,418 a month while the average social security benefit ranges from $1,200 or $2,000. Add transportation, healthcare, food and essential needs, and the challenge mounts.

Both John and Krawczyk said they often hear older adults say saving for retirement is important to them, but in practice, these savings cannot meet the cost of living demands.

A rise in multigenerational housing

After years of seeing adult children move in with their parents, Krawczyk has noticed an increase in older adults moving to and from Texas in order to live in a multigenerational home. She believes this trend will continue and credits it to a lack of affordable housing.

Doni Green, director of aging programs for the North Central Texas Council of Governments, is part of the Texas Department of Housing and Community Affairs. She said the department has been discussing a limited availability of affordable homes for older adults in Dallas.

She pointed to a National Low Income Housing Coalition report which found Dallas-Fort Worth only offered 18 affordable and available rental homes for every 100 low income renter households, lower than the state's average.

Juliana Horowitz, senior associate director of social trends research at the PEW Research Center, studies how the American family and the workplace are changing.

In 2022, her team undertook a project to understand the increase in multigenerational homes in the U.S. Researchers concluded finances were one of the top reasons Americans chose to live in multigenerational homes.

The prevalence of multigenerational homes also varies depending on demographic background, Horowitz said. White adults are the least likely to live in a multigenerational home in the U.S., whereas nearly a quarter of Hispanic and Asian adults do.

Haynes echoed this sentiment, saying her first-generation immigrant friends responded with immense joy after hearing about Barber moving in.

"They jumped up off the chair and gave me a big hug and said, 'I'm so happy for you, you're living the dream. I can't wait until the day we're financially stable enough that I can reach out to my parents and offer to have them live with us.'"

Yet, a number of Haynes' American-born friends immediately asked if everything was okay.

Life inside the home

Most days, Haynes and Barber end up doing things together – eating dinner, jigsaw puzzles and, the stand out, spending time with the children.

"I hope when my kids look back on this, it's the cumulative impact of hundreds of little moments," Haynes said.

Most recently, Barber assisted her granddaughter and friends in a homemade theater production. Cooking and sewing also allow the generations to spend more quality time together, compared to when Barber was raising Haynes as a single working parent.

If she's not yet awake in the morning, Barber's granddaughter will come wake her and ask, "have you done your morning stretches?"

A garage office behind the house enables Barber to have her own haven away from the chaos of small children.

She graded papers there until she retired in May.

ARLINGTON REPORT

HERE'S WHAT WE KNOW SO FAR AFTER THE WORLD CUP'S ARLINGTON STOP

By Chris Moss
July 28, 2026

As the dust continues to settle on Tarrant County's World Cup summer, some of its effects are coming into view.

There's still a lot we don't know. Officials will be tallying up the score sheet for the next few months.

With two weeks having passed since the semifinal between France and Spain wrapped up activity in Arlington, here's what we do know so far.

Business Impact

In June, the city of Arlington reported roughly $31 million in hotel occupancy tax revenue, Mayor Jim Ross said.

That amount topped the previous total for most hotel occupancy tax revenue the city has ever received: $23.5 million in Nov. 2024. In that month, the city hosted three Dallas Cowboys games and a boxing match between Jake Paul and Mike Tyson.

During a news conference ahead of the July 14 semifinal match, which represented Arlington's final game as a World Cup host, Ross said the city was projected to get $160 million in economic impact from the tournament.

He added that the annual economic impact of AT&T Stadium is roughly $324 million.

"$160 million is literally about half of that entire impact on our city, so it's been substantial," Ross said.

Ahead of the tournament, officials with the North Texas FIFA World Cup Organizing Committee commissioned a study that estimated a total impact for North Texas of between $1.5 to $2 billion.

Organizing committee president Monica Paul said the actual economic impact numbers won't arrive for "many months," as data from the state and businesses comes in.

"I think you'll have a pretty large wrap-up report after this is over," Paul said.

Locally, some businesses enjoyed massive rewards from the tournament, while others say they saw little to no impact.

Randy Ford, the owner of J. Gilligan's Bar & Grill, and Greg Gardner, an owner of Grease Monkey Burger Shop, said their businesses saw increased foot traffic on match days.

Ford said his business experienced roughly four times as many sales as usual during match days, while Gardner said Grease Monkey saw a roughly 25%-30% increase.

On the other hand, the owners of businesses in downtown Arlington's Urban Union district that aren't specifically geared to the average sports fan said they saw the same amount of traffic to their stores, or, in some cases, even less than usual due to concerns about traffic.

Transportation

Despite early hesitancy based on uncertainty over World Cup passenger turnout, Paul said the transportation plan went "flawlessly."

On match days, ticketholders rode the Trinity Railway Express to CentrePort Station. From there, fans took private charter buses from the station to a Texas Rangers parking lot near AT&T Stadium.

Some fans took alternative routes, either driving to a parking lot near the stadium or using a rideshare to be dropped off at the Esports Stadium Arlington lot near the National Medal of Honor Museum.

More than 40,000 passengers used the World Cup public transit, according to officials.

Natalie Bettger, the senior program manager of Congestion Management and System Operations for the North Central Texas Council of Governments, said the transportation plan met her expectations.

"Every match was a little different in what we experienced, like different crashes that would occur on the roadway and working with our partner agencies to get those cleared quickly," Bettger said. "The transit component, making sure folks know how to get to and from the charter services, really had flown smoothly from our perspective."

Bettger said organizers were not expecting the use of rideshare to be as high as it was, but they quickly added a drop-off lot to accommodate the extra traffic.

Before the tournament, Bettger said communication across different organizations such as the council of governments and municipalities would be key to making small traffic changes in real time.

Ahead of the final game in Arlington, she said the communication paid off.

"We all have to kind of play our part and know who to contact to make those adjustments on the fly when we see things that happen out there on the transit system or the roadway system," Bettger said.

How many people went to matches or World Cup events?

In a social media post, FIFA President Gianni Infantino said a total of 631,843 fans attended the nine matches in Arlington.

According to Nina Vaca, a co-chair of the local organizing committee, there were 33,000 volunteer applications for the games and the fan festival in Dallas. Of those, 5,200 were on the ground for the matches.

We also now know how many people got a true Texas experience during the tournament.

In a Monday news release, the Fort Worth Stockyards National Historic District announced it welcomed 1.8 million visitors during the span of the tournament. That amount signified a 44.7% surge in visitation year over year, according to the release.

Cultural Impact

The World Cup also brought soccer fever to the United States for just over a month, and that fever proved contagious in Tarrant County.

From the extension of the "More Than a Match" exhibit at the Arlington Museum of Art to the birth of a new crop of pickup soccer crews, the area has seen an immediate cultural impact.

Questions linger over how this will affect the future of organized soccer, such as whether the youth pay-to-play model will change. Still, the tournament brought more local eyes to the game than ever before.

Arlington's future

The World Cup wasn't just the largest sporting event AT&T Stadium and Tarrant County have hosted. Officials in Arlington hope it was a launchpad for the future.

Ross, Paul and others involved with the local World Cup organizing committee have already set their sights on potentially hosting the women's tournament in 2031.

"We had a vision for putting on the best World Cup that we could for 2026, but our vision is also toward 2031, and hopefully being able to host the FIFA Women's World Cup in 2031," Paul said on July 13.

That work may have already begun. In 2025, the United States Soccer Federation nominated a slate of venues in its bid to host the Women's World Cup alongside Mexico, Costa Rica and Jamaica. The venues for 2031 have not been formally announced.

Among the 14 host sites proposed for the U.S. was AT&T Stadium.

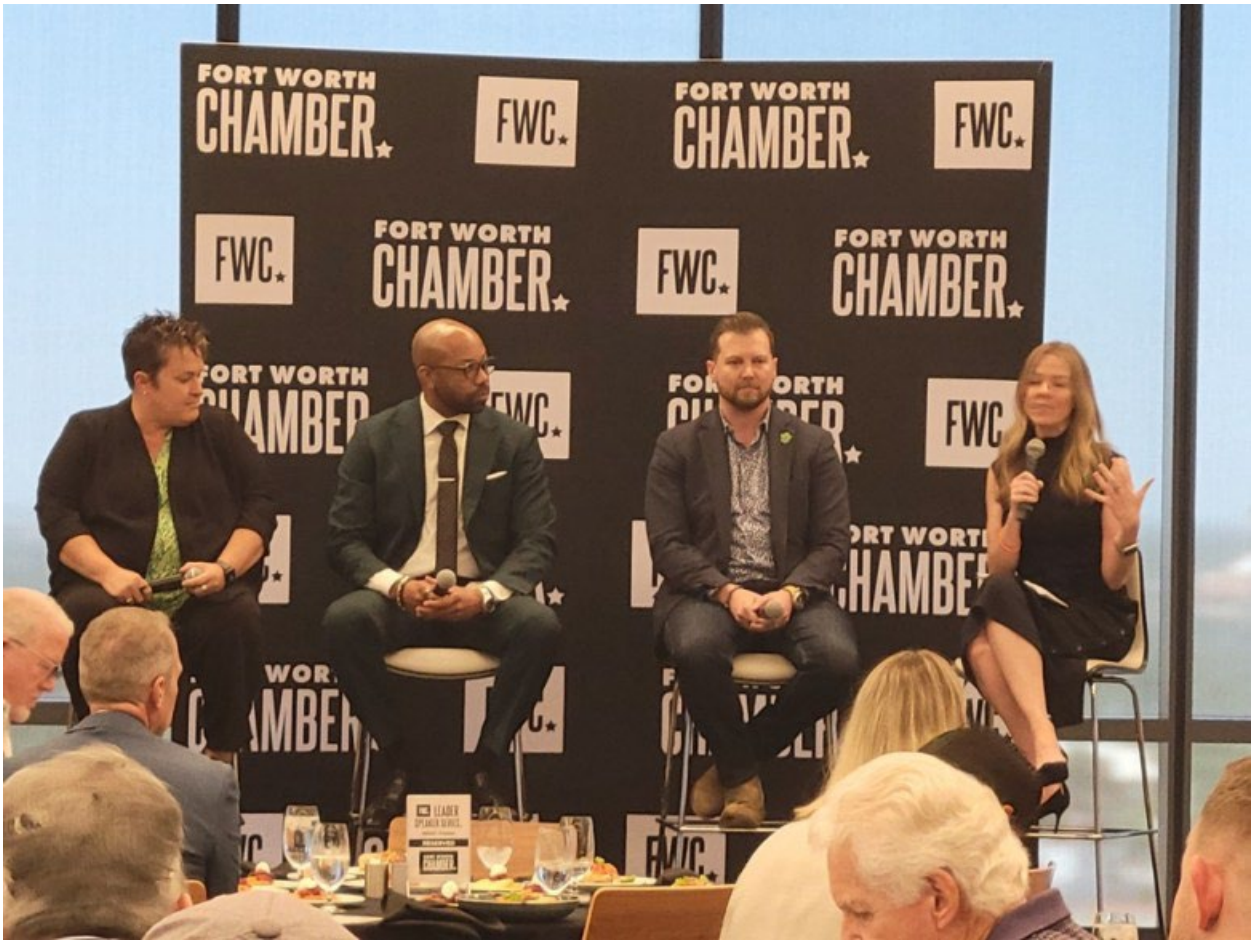
Ross said that he doesn't know what the future holds for Arlington and the events that could come to town but that anything is possible.

"We have no limits," Ross said. "We're only limited by our imagination, and we know how to develop relationships to make anything possible."

FORT WORTH REPORT

HOW SUCCESSFUL WAS NORTH TEXAS PLANNING FOR THE WORLD CUP? OFFICIALS OUTLINE KEY TAKEAWAYS

By Eric Garcia
July 28, 2026



Monica Paul, left, president of the North Texas FIFA World Cup Organizing Committee and executive director of the Dallas Sports Commission; Jerome Woodard, chief operating officer of Dallas Fort Worth International Airport; and Drew Hays, executive director of the Fort Worth Sports Commission, listen to questions during a panel discussion July 28 from moderator Caroline Clayton, senior vice president of communications and chief marketing officer at American Airlines. (Eric E. Garcia | Fort Worth Report)

North Texas shined as host of the 2026 FIFA World Cup matches in Arlington, organizers said at a Fort Worth panel discussion Tuesday.

The success of the region's nine games in June and July came through partnerships between cities and federal, state and local authorities, said Monica Paul, president of the North Texas FIFA World Cup Organizing Committee and executive director of the Dallas Sports Commission.

Paul was among the panelists at a Fort Worth Chamber lunch discussion at the PalmWood event center downtown. She was joined by Jerome Woodard, chief operating officer of Dallas

Fort Worth International Airport, and Drew Hays, executive director of the Fort Worth Sports Commission. Some key takeaways from the discussion:

- Local officials developed key relationships with federal and state agencies to advance regional planning for transportation, security and funding, Paul said. “This is a process that didn’t exist,” she said.
- Texas hospitality was at the forefront of the tournament, Woodard said. Enthusiastic volunteers and others welcomed global visitors with warmth and authenticity, coupled with local watch parties and other events that shared the Texas experience.
- Fort Worth tourism officials created their own “Howdy” brand to unite Tarrant County communities, Hays said. About 180 Fort Worth area businesses participated in the campaign by placing welcome banners, window clings and other marketing tools for visitors to see. The effort bolstered related watch parties at Sundance Square and the Fort Worth Stockyards.
- Transportation plans went well with a combination of passenger rail and charter buses used to move people to Arlington but more rideshare locations were needed, Paul said. Global visitors used the Trinity Railway Express to reach CentrePort/DFW Station, where they boarded buses to reach AT&T Stadium, rebranded to Dallas Stadium during the World Cup. However, officials were unsure how many visitors would use rideshare services for pickups and dropoffs. Officials added a parking lot for rideshare services, Paul said.
- Officials needed to move faster from the planning to the operational stage, Woodard said. “Don’t get stuck in the planning,” he said, urging officials to begin operational strategies sooner than later.
- The tournament helped rally Fort Worth voters to pass Proposition B in the 2026 bond election, Hays said. That $185 million initiative will provide upgrades and infrastructure improvement for parks and recreation as well as new open space acquisitions.

The local plan will be modified for future sporting events that regional officials intend to bid for, including the 2031 FIFA Women’s World Cup and the potential return of the World Cup in 2038.

“I think everything went well operationally,” Paul said.

THE DALLAS MORNING NEWS

WHAT NORTH TEXAS LEARNED ABOUT TRAFFIC AFTER HOSTING THE FIFA WORLD CUP

North Texas officials spent years preparing for more than 1 million World Cup visitors

By Hedija Spahalic
July 28, 2026

During the nine matches and a month-long fan festival, the North Central Texas Council of Governments said over a million visitors and match attendees moved throughout North Texas during the tournament's run.

From expanded rail services to regionally coordinated traffic management efforts, officials used the World Cup as a test of the region's transportation abilities. Regional officials attribute the combined efforts of transportation authorities to some of the success the World Cup brought to the region. Now that the tournament has ended, here's what regional transportation authorities learned.

Regional planning works

The council worked in tandem with several regional transit authorities and city officials to create a comprehensive transportation plan for the World Cup. The council used the 2011 Super Bowl as a reference to develop a regional mobility plan, addressing highways, rail, buses, pedestrians, rideshare operations and emergency response simultaneously.

Instead of agencies working solely within their jurisdiction, the plan required extensive collaboration and coordination on all fronts – DART, Trinity Metro, the cities of Arlington and Dallas and local law enforcement. This effort allowed for faster response times to changing traffic conditions and emerging incidents.

"Executing a seamless experience for global fans required monumental teamwork, and the innovative transit strategy delivered by the [council of government's] Transportation Department, regional transit agencies and the Regional Transportation Council was vital to this success," Monica Paul, president of the North Texas FIFA World Cup Organizing Committee, said in a news release. "By aligning our federal, state and local partners under a single, coordinated vision, we didn't just move people efficiently, we proved that our region can deliver at the highest level to successfully host the biggest sporting event in the world."

Public transit plays an important role

Despite Dallas-Fort Worth-Arlington being the fourth largest metropolitan area in the United States, according to the 2020 U.S. Census Bureau, it has the worst public transportation system. Arlington, home of AT&T Stadium – renamed Dallas Stadium for the games – is the largest city in the country without a connected public transportation system.

Regional officials recognized many international visitors would rely on public transit as their primary means of transportation. In an effort to get cars off the road and prevent further traffic congestion, millions of dollars were invested to improve DART and Trinity Metro prior to the World Cup.

“You don’t build rail corridors for special events, you build rail corridors for what you need every day, and then you look at your every day assets and see how you can use them for special events…” said Michael Morris, the council’s director of transportation. “We will be expanding rail services in a region that approaches 12 million people, but it won’t be in corridors that are a function of special events.”

The Trinity Railway Express used four-car trains and extended services running at increased frequencies during the tournament. Designed to carry about 1,200 passengers per trip, the TRE transported nearly 8,000 riders on its busiest World Cup match day on June 25 to watch Japan take on Sweden. A bus bridge was stationed nearby in case trains reached full capacity, but they were never deployed. Approximately 30,000 fans arrived at CentrePort station using the Trinity Railway Express throughout the tournament.

“The temporary service enhancements allowed Trinity Metro to align service with actual customer demand as the tournament progressed,” said Ted Zimmerman, vice president of marketing and communications for Trinity Metro. “The ability to adapt service in real time ensured resources were deployed where they were most effective.”

The last mile matters

For decades, Arlington’s biggest problem hasn’t been getting people into the city. It’s getting them to their final destination. No direct rail lines or bus routes go to AT&T Stadium.

The city has a microtransit service, Arlington On-Demand, which connects to the TRE CentrePort Station. However, with tens of thousands of anticipated commuters, transportation officials had to think bigger when planning for the World Cup.

Charter buses from the station to the stadium became the solution.

Loading six buses at a time with a maximum capacity of 50 passengers, the charter buses were transporting up to 300 match attendees at a time.

“It almost looked like it was continuous," Morris said.

According to the council, more than 40,000 fans rode charter buses between CentrePort Station and the Bus Hub by AT&T Stadium. ADA accessible vans were available at the station and transported match attendees directly to the stadium. The walk from the Bus Hub to the stadium was half a mile, downhill. The council extended the walking lane from the Bus Hub toward the stadium, giving people more room.

A blueprint for future events

North Texas is no stranger to large-scale events. What separated the World Cup from others was the duration. Officials coordinated multiple, simultaneous month-long events in the region between several organizations. Regional officials believe the years of extensive planning done ahead of the World Cup were the reason for the transportation system’s success in the region.

“Fortunately, the years of planning paid dividends and only small changes were required,” Morris said. “When hosting special events, especially one the magnitude of the World Cup, it is important to remain flexible.”

Although a similar event is not planned for the region anytime soon, officials said they are using their World Cup experience as a guidepost for all future events in North Texas. Transportation officials now have real-world data on how people traveled throughout North Texas during one of the area's busiest events. They know which highways experienced the highest demand, how many people relied on rideshare services and how public transportation can reduce congestion.

"DART demonstrated its ability to meet that demand while providing top-tier service," said Jasmyn Carter, director of public relations for DART. "The experience will help inform planning for future major sporting events, conventions, festivals and other regional gatherings requiring sustained, high-capacity transit service."

FORT WORTH REPORT

BRAKING POINT: POLICE PRESENCE TO INCREASE ON LOOP 820 AND I-30 BEGINNING AUGUST 1

By Ash Petrie
July 30, 2026

The city of Fort Worth launched a 90-day project that will increase police presence on designated roadways in an effort to reduce speeding.

Through a partnership with the North Central Texas Council of Governments, a voluntary association established to assist local government, the Fort Worth Police Department will enforce traffic laws on Loop 820 and I-30 beginning Aug. 1.

From 8 p.m. to 4 a.m daily, the city will have officers patrolling Loop 820, from I-35 West to I-30, and I-30 east of downtown, from I-35 West to Loop 820, said Brian Wilson, communications supervisor for the North Central Texas Council of Governments.

“The Fort Worth Police Department will be enforcing speeds and reckless driving (laws),” said Daniel Segura, a Fort Worth Police Department public information officer.

He said officers will be “specifically targeting these areas during times when they may not normally be patrolled.”

The targeted times are statistically the most dangerous hours to be on these stretches of roadway, considered areas where the likelihood of a serious crash is high, said Natalie Bettger, a senior project manager for North Central Texas Council of Governments.

“We’re taking a proactive approach to reducing speeding, preventing crashes and ultimately saving lives,” Bettger said.

Speeding caused 34% of the serious and fatal crashes on Dallas-Fort Worth highways in 2025, according to data collected by the council from the Texas Department of Transportation.

Although the number of speed-related deaths has dropped 15% since 2023, the Regional Transportation Council of the North Texas Council of Governments is trying to reduce those numbers even further, according to its partnership announcement on July 30.

Fort Worth is the first city to partner with the council in launching the program. After 90 days, the council will evaluate whether it helped reduce accidents, the announcement said. If it’s successful, the program could be expanded to other North Texas cities, the announcement said.

Police Chief Eddie Garcia called the program an important safety initiative.

“Targeted enforcement in high-risk corridors helps us address dangerous driving behaviors,” Garcia said. “We look forward to participating in this pilot program and using the results to enhance traffic safety.”

FORT WORTH REPORT

DID THE WORLD CUP DELIVER FOR TARRANT COUNTY? PANELISTS TO WEIGH WINS, LOSSES ON AUG. 6

Traffic was smooth and crowds packed venues, but the World Cup's benefits were uneven. A Fort Worth Report panel takes a look in extra time

By Matthew Sgroi
July 29, 2026

When Randy Ford looked back at the World Cup's match days in Arlington, the payoff at J. Gilligan's Bar & Grill was unmistakable.

The longtime downtown establishment recorded about four times its normal sales during the tournament. Grease Monkey Burger Shop, another Arlington business, reported a 25% to 30% increase.

A few blocks away, the tournament's effects looked different. Businesses in downtown Arlington's Urban Union district that did not cater directly to sports fans reported the same traffic as usual — or less — as residents avoided the area over fears of congestion.

That uneven experience is a part of the larger question Tarrant County leaders are now confronting: Was hosting the world's largest sporting event worth the investment?

On Aug. 6, the Fort Worth Report will host a panel discussion examining the World Cup's wins and losses for Tarrant County residents, including its effects on transportation, public safety, public health, local businesses and daily life.

Before the tournament, regional organizers projected the nine Arlington matches would generate between $1.5 billion and $2 billion in economic impact and help bring more than 100,000 visitors to North Texas each day.

The post-World Cup numbers that are starting to come in are eye-opening. FIFA reported a combined 631,843 fans attended Arlington's nine matches. The Fort Worth Stockyards welcomed 1.8 million visitors during the tournament, a 44.7% increase from the same period a year earlier.

The complete financial picture, however, is not yet available. Monica Paul, president of the North Texas FIFA World Cup Organizing Committee, said the actual economic impact will take months to calculate as state and business data comes in.

"I think you'll have a pretty large wrap-up report after this is over," Paul said.

Traffic fears, transit wins

Transportation was among the region's largest pre-tournament concerns.

Trinity Metro approved a contract of up to $6 million to lease as many as 40 buses a day. Officials also added Trinity Railway Express cars and used charter buses to carry fans from CentrePort Station to a parking lot near the stadium.

More than 40,000 passengers used World Cup public transportation, according to officials. Paul described the plan as having gone flawlessly.

Natalie Bettger, a senior program manager for the North Central Texas Council of Governments, said each match created different challenges, including crashes nearby that needed to be cleared quickly. Organizers also saw more rideshare use than expected and added another drop-off lot.

“We all have to kind of play our part and know who to contact to make those adjustments on the fly,” Bettger said.

Fortunately for organizers, a transportation breakdown never arrived. But the perception that it might may have carried its own cost remains, particularly for business owners who said local customers stayed away.

Public concerns, smaller flashpoints

The tournament arrived amid concerns over immigration enforcement, demonstrations, human trafficking and the strain millions of visitors could place on hospitals and emergency responders.

One of the expected flashpoints provoked far less action than anticipated. About a dozen people protested U.S. Immigration and Customs Enforcement outside Arlington’s first match June 14. Federal officials had said large-scale immigration enforcement actions were not planned during the games.

Health and public safety agencies spent more than a year coordinating emergency plans, hospital capacity and disease surveillance. The broader assessment of how those systems performed — and which preparations should remain in place for future events — is ongoing.

Questions to be addressed extend beyond dollars and traffic. Organizers have pointed to new soccer pitches, cultural programming and greater interest in the sport as part of the tournament’s legacy. Arlington leaders already are looking toward a potential role in the 2031 Women’s World Cup.

Know before you go

Who’s speaking at Candid Conversation: The World Cup’s Wins and Losses?

- Drew Hays, executive director of the Fort Worth Sports Commission and vice president of sports at Visit Fort Worth
- Anette Landeros, chief strategy officer of Trinity Metro
- Michael E. Nalley, director of hospitality management and professor of practice at the University of Texas at Arlington
- Jennifer Wichmann, deputy city manager for the city of Arlington

When: Breakfast and beverages will be served starting at 7:30 a.m. Aug. 6, while supplies last. The panel discussion begins at 8 a.m.

Where: Martin Ballroom at Texas Wesleyan University

Tickets are available **here**.

Unable to attend? The conversation will stream on the Fort Worth Report’s YouTube channel. Readers may submit questions for the panel to hello@fortworthreport.org.

THE DALLAS MORNING NEWS

HALPERIN PARK RAISES HOPES AND GENTRIFICATION FEARS IN OAK CLIFF

Could this new deck park transform southern Dallas' future? Research points to how the city could reap its benefits

By Aria Jones
July 29, 2026



Giovanni Balderas plays soccer with his family during an opening celebration for Halperin Park, Oak Cliff's new deck park in Dallas, Saturday, May 9, 2026. Angela Piazza/The Dallas Morning News

Cars and pedestrians swarmed an Oak Cliff neighborhood as Dallas police directed FIFA World Cup fans carrying folding chairs, strollers and kids across the Interstate 35E service road.

Hundreds gathered on a grassy concrete structure above the highway for the Mexico vs. South Korea watch party at Dallas' new public greenspace, Halperin Park — an estimated $300 million investment aimed at mending communities long fractured by the road below. For some, the park has not only emerged as a gathering space, but a symbol of renewed interest and investment for neglected corners of southern Dallas.

"I feel like there was not a lot of attention over here, but now we have this big park," said Stephanie Hernandez, who visited the watch party from her nearby home. "We're seen."

Gazing at the sea of fans, she said the park was an acknowledgement from the city. Early estimates boast a massive economic impact — $1 billion over the first five years. That's if the

nonprofit running it, the city and area developers do their part in activating the space, handling needed infrastructure and balancing the effects of growth.

Parks, championed by Dallas Mayor Eric Johnson, offer benefits to communities' economic growth, health, sustainability and connection. Deck parks, with a much larger price tag, take measures a step further by adding green space — often to areas ripped apart by highway construction in decades past.

Otherwise known as cap or lid projects, the structures are built over roadways to form bridges or decks. Parks can then be designed to fill the limited space on top with greenery, amenities or buildings.

Like cities across the country, Dallas is using these projects as a tool to bridge neighborhoods and spark economic growth. It's not always clear how well the new structures achieve their goals, especially in the long term, research shows. Dallas' first deck park, Klyde Warren in Uptown, saw early success. The massive impact was enough for some Oak Cliff residents to call for one of their own.

"We believed over a decade ago, the city could do better for Oak Cliff," said Paul Carden, a community member who advocated for the park, when it opened.

Some have concerns about gentrification, while Halperin's supporters say its benefits are maximized because its design, programming and location are tailored to the community. Nationally, deck parks have emerged as a sort of compromise for past harms.

"Dallas is lucky because of the topography and the way the freeway is done," said Diane Jones Allen, the landscape architecture program director at the University of Texas at Arlington. "In a case like this, where the freeway is sunk in, and you can knit [neighborhoods] together — that's kind of rare."

Tenth Street's history can't be undone

Communities that ended up with harmful infrastructure were often in places where residents didn't have the political power to resist, Jones said.

"These freeways are going from suburbs into cities and intentionally, or sometimes unintentionally, went through swaths of more vulnerable populations," she said. "Eventually, people start thinking about, 'OK, how do we remedy this?'"

When Interstate 35E was built, it sliced through the heart of the historic Tenth Street neighborhood, once a bustling freedman's town. In the decades that followed, the neighborhood has lost historic structures. Crumbling sidewalks and overgrown lots pepper the neighborhood. With the addition of the park, residents are thinking about what could change.

Cedric Junius, 45, said when he and his wife moved into the area in 2021, he didn't know the park was coming. Junius, who works in the insurance industry and co-owns a catering business, hopes that the spotlight on the park encourages the city to deal with the area's issues such as homelessness and street repairs.



Soccer fan Emmanuel Arochi, in white, celebrates with a crowd after Mexico scored during a World Cup watch party featuring Mexico vs. Korea at Halperin Park in Dallas, Thursday, June 18, 2026. Angela Piazza/The Dallas Morning News

“More improvements have been done in the last year versus the first four years we’ve been here,” Junius said.

Overall, he sees how the new park could attract investment, but he has concern for his neighbors, whom he doesn’t want to see pushed out by rising property taxes when developers start taking interest. He said consistent community involvement will be key in ensuring area neighborhoods, not just their visitors, use and benefit from the park.

Despite gentrification concerns, Kenneth Thomas called the park “one of the best investments made for the area by the city.” At 61, Thomas said he is finally seeing investment coming south after living in the area his whole life.

Thomas, a truck driver, has gone to the park three times since it opened in May. Thomas was quick to note a nearby development, East Dock. The more than 100-year-old property is now home to restaurants and offices, where Thomas orders food such as sushi, which he’d normally head north for.

“I can ride my bike now and get that same experience. It’s a wonderful feeling,” he said. But Thomas said the park’s acknowledgement of history can’t fix what was damaged.

Several Black families have already moved away since the highway cut through the neighborhood in the 1950s, Thomas said. Other residents died. As new residents move in, he

said the parks may not help those harmed but may benefit the new and diverse community that now surrounds it.

Balancing gentrification concerns

The park is meant to shift narratives for visitors, showing residents that they are important and valuable enough to enjoy it, said April Allen, president and CEO of the Southern Gateway Public Green Foundation, which manages the park.



From left, Stephanie Hernandez, of Oak Cliff, Leilah Sanchez, and Kendra Jackson pose in a photo booth during a World Cup watch party featuring Mexico vs. Korea at Halperin Park in Dallas, Thursday, June 18, 2026. Angela Piazza/The Dallas Morning News

“It’s about sending a message that you matter,” she said. Allen recalls when she moved to Dallas in 2004. She zeroed in on north Oak Cliff but said she was told by a real estate agent, “You don't want to live there. It’s not the right demographic for you. We'll get you a condo in Uptown.”

Allen found a new agent and moved anyway. When people are unabashed with those types of comments, she said, “that sends an implicit message to every kid that lives in Oak Cliff about how they’re valued.”

At the World Cup watch party, 25-year-old Hernandez watched as her son and other kids took turns in a photo booth. It was the same one they had seen previously at a downtown park. Hernandez, who works in healthcare and lives in north Oak Cliff, at first had worries about gentrification. Once she saw the park fully in use, her mind changed.

“It's something that we need, to grow a little bit, to be open-minded and to take care of the park,” she said.

To the east and west of Halperin, residents have said they worried about how the area would change and whether their neighbors can afford to stay if property values rise.

“The concerns about gentrification are real,” Allen said, “and we’re taking them very seriously.”

In a UNT Dallas analysis, published in 2022, the impact of Halperin is estimated to draw 2,400 residents to the surrounding area, with about 200 households facing displacement by redevelopment. The displacement estimate was lower than first thought because of vacant property.

Allen added that, with the park’s opening, there’s still a community outreach team and the foundation is still taking feedback, negative and positive. Like some other areas of southern Dallas, Oak Cliff has seen tall modern homes cropping up alongside older houses.

Allen said a foundation staff member is focused on housing issues, such as showing the community how to protest property taxes. The foundation has partnerships, including with nonprofit Builders of Hope, focused on anti-displacement efforts.

Details about how Builders of Hope will be involved are still being worked out, said Chris Lewis, its president and CEO. He said while the park is a great addition to Oak Cliff, it’s important to be mindful of vulnerable residents.

“When you bring a new investment into a historically marginalized neighborhood, our property values rise, residents absorb all these bills, taxes and other things,” Lewis said. “So, they are going to be the first ones very sensitive to these new developments.”

The nonprofit has worked in West Dallas, which has seen rapid gentrification, and works to create affordable housing in changing neighborhoods. It employs a number of strategies to help residents take actions like handling property taxes, navigating assistance for home repairs or sorting out titles and deed transfers for properties passed down through families.

Residents deserve the “right to stay,” he said. In 2024, the nonprofit released its anti-displacement toolkit, a report showing how residents could be protected from the negatives of gentrification. Some of the Dallas residents who are most vulnerable to displacement live near Halperin and across southern Dallas, the report says.

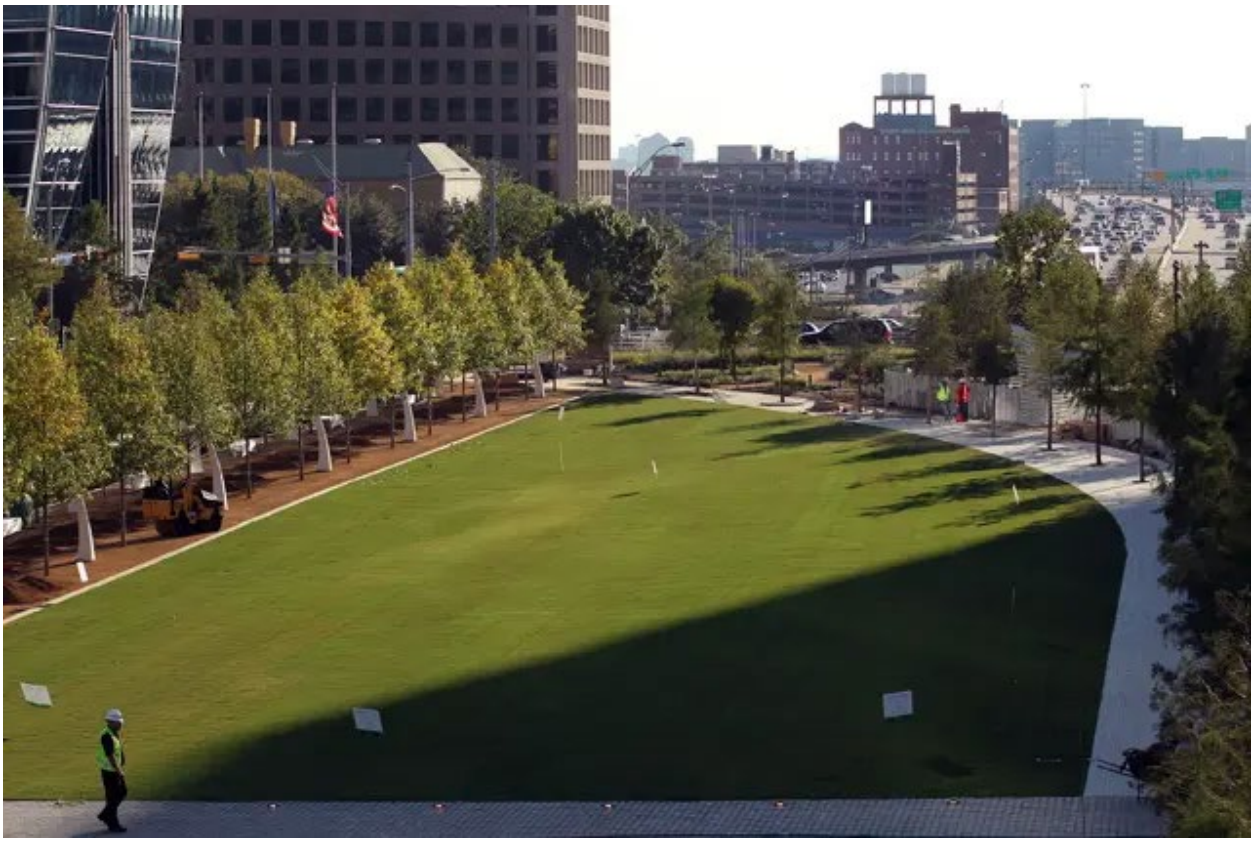
Along Interstate 35E, several areas experienced demographic change between 2011 and 2021. The report showed the housing market accelerating.

Halperin Park’s benefits

Still, years of underinvestment for urban neighborhoods mean the environmental and health benefits of having a park within walking distance could be underestimated, Allen said.

“You just walk around our neighborhood and you can tell the difference from a neighborhood in North Dallas,” Allen said. “It's been neglected and overlooked and underinvested in. The sidewalks. The streetlights. The streetscapes.”

Halperin, she said, brings beauty to the environment, which could also address mental health. The impact, providing a low-cost recreation option to families, could go beyond entertainment, research shows.



Klyde Warren Park spans 5.2 acres. It encompasses some 200,000 square feet and is about 1,045 long and 210 feet wide. If you want to work out by walking completely around the park, it's about half a mile. Maximum capacity is about 10,000 people, with some 5,000 on the great lawn. Kye R. Lee

Locally, deck parks can address some air and noise pollution, bring neighborhoods together and shorten trips for pedestrians and cyclists. They're not as effective at addressing larger-scale issues such as regional air pollution, suburban sprawl or health impacts, according to a 2022 report from the U.S. Department of Transportation. Those results are harder to track.

Still, southern Dallas is home to some of the county's highest health vulnerabilities and fewest health resources, such as hospitals.

A simulation of a deck park over a New York City expressway showed it translating exercise and relaxation into public health benefits. This kind of investment could lead to savings in the long-term.

"Deck parks have the potential to reduce diabetes, heart disease, mental illness, cancer, low birth weight and death associated with accidents," according to a study published in 2018 in the American Journal of Public Health.

More than two dozen parks built or proposed across 24 U.S. cities were examined in a University of California, Irvine, study published in 2019. These structures vary in size and have

different physical limitations.

The report notes it can be difficult to strike a balance between economic, environmental and equity concerns when building these parks. They should be embraced as a strategy to reconnect cities, the researchers wrote, “but planners should take strong steps to address housing affordability and gentrification concerns for adjacent communities.”

How is Halperin different?

For decades, parks like Halperin have been proposed as a method to mend neighborhoods. Currently, green spaces connecting downtown to South Dallas neighborhoods, stretching across Interstate 30, have been proposed.

Dallas’ first deck park, Klyde Warren, has largely been seen as a success since its 2012 opening and is now planning its expansion as visitors from across the city and around the globe take to it.

It’s also in Uptown, surrounded by towers, restaurants and luxury apartments. Its nearby freedman’s town has largely been wiped away and gentrified.

The UC-Irvine analysis found that “equity concerns were cast in the shadow of economic development,” with the city taking modest steps toward addressing those concerns. Still, the park’s creation has generated major revitalization and elevated the arts district.

The concept of Halperin Park is credited to community members who looked at what was happening to the north and sought generational change for the area. The two parks, Halperin and Klyde Warren, are not a one-to-one match.

Halperin’s designs are also specific and deck parks are “one of the best examples of intentionality,” said Russell Crader, director of arts and culture with architecture firm HKS, which helped design the park.

The design considers weight distribution, has reflections of the area’s lush landscape and takes lessons from Klyde Warren, including freeway noise or food truck parking.

“The community engagement was a guiding light for where the community is today,” Crader said. “As they evolve, and they start to come together and this becomes a destination, I think we're going to learn how to adapt, to make it more attuned to their needs in the future.”

Halperin’s future

While Klyde Warren has its differences, it influenced Halperin’s preliminary economic analysis. Researchers at UNT Dallas, looking to show Halperin’s possibilities, projected up to about $1 billion in impact over five years around the park.

With Klyde Warren, some $6 billion in growth has been generated for Uptown and downtown. It sees about 1.3 million visitors each year. Halperin’s analysis depends on an ideal situation, with Halperin opening at full speed, city involvement to improve area neighborhoods and buy-in from nearby groups.

Mike Gruber, who has been involved with the park's development for more than a decade and is the foundation's board chair, said it takes coordination between the city, which owns the park; the Texas Department of Transportation; the nearby Dallas Zoo; and other agencies to not only create Halperin, but seize on opportunities that come to the area.

"We heard from everybody that it couldn't be done the whole time we were building it," he said, adding, "Once the park really opened, all of a sudden everything seems kind of different."



People walk across the skywalk at Halperin Park during the opening celebration of Oak Cliff's new deck park in Dallas, Saturday, May 9, 2026. Angela Piazza/The Dallas Morning News

Halperin is on track to welcome over a million visitors in its first year, he said, and has hosted a steady stream of programming.

Public-private partnerships got the park over the finish line. Formerly called Southern Gateway, the park was renamed following a $23 million contribution from the Halperin Foundation. It was one of the largest investments in a southern Dallas park. The Halperin family said in a statement that it saw the vision and its leadership and wanted in.

"We believe public spaces like this are investments in our collective well-being," Dave Halperin said last year. "Parks bring people together. They strengthen neighborhoods. They make cities more livable and enjoyable."

Allen and Gruber pointed to new developments around the park and across southern Dallas.

Without the park, it would be challenging to make the nearby retail and office space at East Dock work, said AJ Ramler, who co-founded Proxy Property, which redeveloped the space and tailored it to keep growth in the community. Of 20 suites, 17 are occupied. Most of its business owners, 80%, live in Oak Cliff.

Ramler saw the foundation's commitment to taking community feedback and keeping the space active. He said East Dock wouldn't be possible without tax incentives brought on by Halperin.

The park's foundation is employing local economic tools with the city, like a Tax Increment Financing District, while looking at ways policy changes could help residents. Homeowners could also see their properties appreciate in value, which Allen said could build generational wealth as the foundation looks at ways to help mitigate tax burdens.

"A park without the people is just green space," Ramler said. "You can sit here and list all these things that need to be right. Infrastructure has got to be right … But there is a nuance to it that happens in the community meetings and that happens in the small decisions."

There have been some concerns, too, especially for pedestrian safety measures along the fast-moving service roads that border the park. The city accepted federal funding for crosswalks and other fixes a few years ago, but the city only recently approved an engineering contract, which will be followed by construction.

Allen said there should be an opportunity for the park's surrounding community to create a vision, like an area plan, and proactively lay out how it should develop rather than waiting on landowners or the city to decide.

She hopes the park ushers in higher-quality affordable housing.

"I don't think we should have to force communities to make trade-offs between these great amenities and housing," Allen said. "So, how do we create the system that allows for both?"

THE DALLAS MORNING NEWS

Q&A: THE SMU RESEARCHER WHO SAYS DRIVERLESS CARS COULD TRANSFORM MORE THAN NORTH TEXAS TRAFFIC

An SMU professor explains why autonomous vehicles could reshape commuting, housing, public transit and the region's future

By Wilborn P. Nobles III
July 30, 2026



Khaled Abdelghany is a professor in the Department of Civil and Environmental Engineering and a Fellow at the Stephanie and Hunter Hunt Institute for Engineering and Humanity of Southern Methodist University. Courtesy of Khaled Abdelghany

Khaled Abdelghany describes autonomous vehicles as a "big elephant" coming to North Texas roads. Yet the SMU civil and environmental engineering professor does not expect them to account for more than about 10% of traffic by 2045 unless the technology advances significantly and gains wider public acceptance.

His research nevertheless shows why transportation planners are preparing. In one experiment that assumed every vehicle was autonomous, Dallas-Fort Worth's total daily congestion delay fell 33% without adding highway lanes.

But Abdelghany says the effects could extend beyond traffic, reshaping where people live and work, how lower-income residents get around and how passengers connect to public transportation.

The study was partially funded by the North Central Texas Council of Governments and published in the Journal of Urban Technology. This conversation with Abdelghany has been condensed and edited for clarity.

How could autonomous vehicles reduce D-FW congestion without adding highway lanes?

Abdelghany: The main short-term benefit is making better use of the lanes we already have. Vehicles driven by robots could coordinate their speeds and movements. We call this speed harmonization. You can think of a platoon of vehicles moving together like a train at a steady speed.

Today, drivers travel at different speeds and have different reaction times. That creates instability and what we call flow breakdown. Sometimes traffic slows to a crawl, drivers assume there must be a crash ahead and then find nothing. The slowdown was caused by instability in the traffic.

Connected vehicles could communicate with each other, agree on a speed and keep traffic flowing more steadily. That could increase how many vehicles a highway can accommodate without adding more concrete.

You expect autonomous vehicles to represent only about 10% of traffic by 2045. Why did the study examine scenarios reaching 100% adoption?

Abdelghany: In one experiment with 100% adoption, the model estimated a 33% reduction in total daily traffic delay. Delay means the additional time spent traveling under congested conditions compared with free-flow conditions, such as driving the same route at 2 a.m.

But I do not believe we will reach 100% adoption by 2045. Unless there is a significant breakthrough in the technology and its public acceptance, I think we will remain below 25%, perhaps around 10%.

That is why we examined different adoption rates. Even at 25%, the model found benefits, although mixing autonomous vehicles with human-driven vehicles creates another challenge. One idea under consideration is establishing dedicated technology lanes, similar to HOV lanes, to separate the two types of traffic.

How could autonomous vehicles increase the number of miles traveled while reducing congestion?

Abdelghany: People may become more willing to travel longer distances because they will no longer have to concentrate on driving. The vehicle could become an office, game room or another place where passengers do something useful. Someone working in downtown Dallas, for example, may become more willing to live in a distant suburb.

That could also change where businesses locate. If workers move farther out, employers and services may follow them. Over several decades, autonomous vehicles, remote work and digital connectivity could reshape where people live and work across the region.

Could robotaxis make transportation more affordable, or could they deepen existing mobility gaps?

Abdelghany: The future transportation system could include large fleets of robotaxis operated by competing companies. Instead of owning and maintaining a car, someone could request a vehicle through an app. Competition among those companies could make transportation more affordable.

But there is also an equity concern. The vehicles could concentrate in parts of the region where demand and profitability are highest. Someone in one area may receive a vehicle in two minutes, while someone in southern Dallas waits much longer because fewer vehicles are available. Prices may improve while the quality and reliability of service remain unequal.

Robotaxis could also help solve public transportation's first- and last-mile problem by taking passengers to and from rail stations. That would require public agencies and private transportation companies to coordinate their services.

What is the biggest misconception readers should avoid when interpreting the study?

Abdelghany: The numbers should not be treated as precise predictions. This is a long-term planning study based on assumptions about the technology, adoption rates and travel behavior.

THE DALLAS MORNING NEWS

WILL DRIVERLESS CARS ACTUALLY REDUCE DFW TRAFFIC? HERE'S WHAT A NEW SMU STUDY FOUND

Autonomous vehicles are already operating on some Dallas streets, but researchers say their biggest benefit could still be years away

By Hedija Spahalic
July 30, 2026

Traffic is one of the biggest frustrations for North Texans, and regional transportation officials have long searched for ways to address the issue without continuously expanding highways.

A new Southern Methodist University study suggests the uptick in autonomous vehicles on Dallas roads could be the answer.

Partially funded by the North Central Texas Council of Governments, researchers at the university modeled traffic across 13 counties in the Dallas-Fort Worth area using the council's Transportation Analytical Forecasting Tool. The long-range planning study found that widespread adoption of AVs could reduce travel delays by about 33% by 2045 without adding new highway lanes. No specific corridors were analyzed in the study.

"Congestion improvements are likely to occur gradually over several years as autonomous vehicles become more common," said Khaled Abdelghany, an engineering professor at SMU who led the study.

Abdelghany said the earliest benefits North Texans could see may not be congestion reduction but improved mobility for older adults and people with disabilities, as well as enhanced roadway safety.

The study modeled low, medium and widespread adoption of autonomous vehicles throughout the Dallas-Fort Worth area by 2045. The more AVs on the road, the less congestion was present. However, Abdelghany believes the area won't reach high enough adoption numbers, remaining below 25%.

Several advancements in both technology and infrastructure are needed to see changes in traffic patterns.

"We anticipated that smarter traffic signals would have a larger impact, but in an already highly congested network such as D-FW, there appears to be limited additional capacity that can be gained through signal optimization alone," Abdelghany said. "This suggests that broader system-level changes, rather than isolated infrastructure improvements, will likely be needed to achieve substantial congestion reductions."

The purpose of the study was to help transportation planners understand how the systems respond to varying degrees of AV adoption.

"Connected and autonomous vehicles are driving significant safety and economic growth advancements across Texas," said Ryan LaFontaine, public information officer for The Texas Department of Transportation. "TxDOT's role is to work with autonomous vehicle companies on what's needed to ensure the state's infrastructure is prepared for the safe and efficient roll out of AVs."

The council sees potential in AV adoption and has invested over $40 million in planning, training, communications, technology and software to support vehicles in the region. Due to the automated nature of the vehicles, the council believes they leave less room for human error such as unexpected breaking, lane changes and inattentive drivers.

“Because autonomous vehicles can react more quickly than human drivers and process much more information in real time, they have the potential to improve traffic flow and recover more quickly from disruptions,” said Arash Mirzaei, the council’s senior program manager for model and data development. “As a result, highways could ultimately carry more traffic without requiring additional lanes."

WFAA

FORT WORTH BEGINS 90-DAY CRACKDOWN ON EXCESSIVE SPEEDING AS PART OF NEW PILOT PROGRAM

Fort Worth and North Central Texas Council of Governments are launching a program that will increase enforcement along 820 and I-30

By Tina Valverde
July 30, 2026

The City of Fort Worth and the North Central Texas Council of Governments (NCTCOG) are partnering on a 90-day pilot program aimed at reducing excessive speeding on some of the city's busiest highways.

Beginning Aug. 1, the Fort Worth Police Department will increase traffic enforcement along portions of Loop 820 and Interstate 30 between 8 p.m. and 4 a.m., when officials say roadways are statistically the most dangerous.

The initiative is part of the Regional Transportation Council's $57 million regional safety program, which includes $7 million dedicated to reducing excessive speeding.

NCTCOG said it identified the highways to be patrolled by analyzing locations where drivers frequently exceed the 80 mph speed limit and comparing that with fatal crash statistics.

"By working with the Fort Worth Police Department to increase enforcement along key corridors and when serious crashes are likeliest to happen, we're taking a proactive approach to reducing speeding, preventing crashes and ultimately saving lives," Natalie Bettger, senior program manager for congestion management and system operations at NCTCOG, said.

According to NCTCOG, speeding accounted for 34% of serious and fatal crashes on the region's highways in 2025.

"The Fort Worth Police Department is proud to partner with the North Central Texas Council of Governments and Regional Transportation Council on this important safety initiative," Garcia said. "Targeted enforcement in high-risk corridors helps us address dangerous driving behaviors while reinforcing our commitment to protecting everyone who travels on Fort Worth's roadways."

Fort Worth is the first city to partner with the agency on the initiative.

The pilot program will run through the end of October before officials evaluate its effectiveness. If successful, NCTCOG and the Regional Transportation Council said the initiative could expand to other North Texas police departments.

FORT WORTH REPORT

NORTH TEXAS SEES 14 DAYS OF UNHEALTHY LEVELS OF SMOG. ‘MODERATE’ AIR QUALITY TO COME

By Nicole Lopez
July 30, 2026

North Texas has seen 14 days when smog reached unhealthy levels this year, according to the latest data.

Of the 14 days that exceeded federal air quality standards, there were 10 days when Ozone Action Day alerts were issued. The notifications are issued by the Texas Commission on Environmental Quality a day in advance so industries, businesses and people can take steps to reduce activity or pollutants that contribute to ozone formation.

The region is down by one alert compared to this time last year, when 11 action day alerts were issued between April through July, according to the Report’s previous coverage. May 9 was the first day when the region’s ozone reached “orange levels,” measured at 71-85 parts per billion.

Smog that exceeds 70 parts per billion is considered unhealthy for small children, older adults and people with respiratory conditions or disease such as asthma, according to the North Central Texas Council of Governments, the agency that monitors that region’s air quality.

Parts per billion is the unit used to measure concentrations of air pollutants or emissions. A part per billion is equivalent to a single drop of water in an Olympic-size swimming pool.

The Environmental Protection Agency’s standard on ozone is set at a design value of 70 parts per billion.

May 13 is the only day so far when ozone reached “red” levels, between 86 to 105 parts per billion. When smog reaches these levels, the public — including children and those with respiratory disease — is advised to limit time spent outdoors.

Fort Worth’s air quality is expected to reach moderate levels of smog and particulate matter through the end of the week. Ozone levels are not expected to exceed 70 parts per billion, according to the state environmental commission’s forecast.

Ground-level ozone, or smog, forms as a gas in the atmosphere when nitrogen oxides and volatile organic compounds emitted by human activities and natural sources react in the sunlight, according to the council of governments.

Major sources of volatile organic compounds include power plants, industrial sites, vehicle emissions and oil and gas operations. While they account for fewer pollutants, area sources such as paints and motorized lawn equipment also contribute to ozone formation.

Breathing in ozone can lead to a variety of health problems, such as chest pain, coughing, throat irritation and congestion, according to the council of governments. Poor air quality can also worsen respiratory conditions such as bronchitis, emphysema and asthma.

The region’s overall design value currently sits at 82 parts per billion, with Fort Worth’s at 80 parts per billion.

Fort Worth’s ozone levels sit just behind Frisco, the city currently with the highest levels of smog in North Texas, data shows.

The design value is the average of the fourth worst day of ozone across a three year period, according to the council of governments.

North Texas began this year’s ozone season with a design value of 74 parts per billion.

The region’s current design value is slightly down from the 2023-2025 value of 83 parts per billion.

Ozone season in Texas begins in March and runs through November.

THE DALLAS MORNING NEWS

WHAT DALLAS DRIVERS NEED TO KNOW ABOUT AUTONOMOUS VEHICLES, WHERE THEY OPERATE

By Hedija Spahalic
July 30, 2026

Due to the state's legislative and regulatory policies, autonomous vehicle companies have flocked to large Lone Star cities to deploy and test fleets. Dallas has become one of these hubs, with vehicles from Uber, Tesla and Waymo often seen on streets.

However, the purpose and functionality of autonomous vehicles remains a mystery for some North Texans, especially when these vehicles work the same areas daily. A new study from Southern Methodist University said AVs may be the answer to Dallas congestion and traffic issues, but what about their boundaries?

From their effect on public transportation to the degree of autonomy, here's the three biggest misconceptions about autonomous vehicles.

Are AVs the same as cars with autopilot?

Autonomous vehicles require no human input. The Society of Automotive Engineers defines six levels of automation, from fully manual, level 0, to fully autonomous, level 5.

Advanced Driver Assistance Systems, such as emergency braking, parking assistance and adaptive cruise control, are features found on cars as the degree of automation gets more complex.

According to the society, cars ranked level 0 through 2 require constant supervision from a person. This includes driving the vehicle, lane centering and reactive response to traffic conditions. A car ranked level 3 or 4 includes cars with self-driving features such as Tesla. However, a person must be present to activate features. Level 5 vehicles are completely autonomous and do not require human assistance.

"The reality we're dealing with is that AVs are going to be incorporated along human drivers for the foreseeable future," said Richard Willder, Uber's global head of autonomous policy.

Will AVs replace public transportation?

Regional transportation officials want autonomous vehicles to complement public transportation, not replace it. The North Central Texas Council of Governments has invested over $40 million in research to develop AV technology in the Dallas-Fort Worth region.

"Autonomous vehicles could reduce the need for some expensive interchange projects, but the outcome will depend on local conditions," said Arash Mirzaei, the council's senior program manager for model and data development. "The benefits of improved traffic flow and reduced congestion will need to outweigh any increase in travel demand."

Texas has become a popular testing ground for companies to deploy fleets due to the statewide regulatory framework, which allows autonomous vehicles to operate on public roads without requiring separate permits from individual cities. The Texas Department of Transportation works

closely with these companies, as well as other local transportation authorities to ensure safe travels on all roadways.

Officials believe older adults and people with disabilities stand to gain the most from the technology, giving them a sense of autonomy.

“In dense areas, as we move towards autonomous vehicles, we start to enter a phase where people are more reliant on transportation networks and multimodal systems that all connect,” Willder said.

Can AVs drive anywhere?

Current AV models can only operate within carefully mapped areas known as operational design domains. The driving system is designed to function safely while considering conditions such as weather, roadway types and traffic parameters. The domain is established to prevent the need for human intervention.

Some vehicles cannot operate in heavy rain, and oftentimes private properties are excluded. Riders ordering a car using rideshare services will be paired with a human driver if their desired destination is out of the vehicle’s zone of operation.

“There’s a real value-use case for human drivers at the same time as we start to adjust as a community to what an increasingly autonomous future looks like,” Willder said.

GOVERNING MAGAZINE

WHAT THE WORLD CUP TAUGHT NORTH TEXAS ABOUT TRAFFIC

Hosting one of the world's largest sporting events tested the region's transportation system and offered lessons that could shape future mobility planning

By Hedija Spahalic
July 31, 2026



Members of the North Central Texas Council of Governments ©James D. Smith/North Texas FWC

North Texans spent months hearing about the influx of people coming to the region and the expected overflow of traffic on major motorways during the World Cup. But did that happen, and did transportation suffer?

During the nine matches and a month-long fan festival, the North Central Texas Council of Governments said over a million visitors and match attendees moved throughout North Texas during the tournament's run.

From expanded rail services to regionally coordinated traffic management efforts, officials used the World Cup as a test of the region's transportation abilities. Regional officials attribute the combined efforts of transportation authorities to some of the success the World Cup brought to the region. Now that the tournament has ended, here's what regional transportation authorities learned.

Regional Planning Works

The council worked in tandem with several regional transit authorities and city officials to create a comprehensive transportation plan for the World Cup. The council used the 2011 Super Bowl as a reference to develop a regional mobility plan, addressing highways, rail, buses, pedestrians, rideshare operations and emergency response simultaneously.

Instead of agencies working solely within their jurisdiction, the plan required extensive collaboration and coordination on all fronts — DART, Trinity Metro, the cities of Arlington and

Dallas and local law enforcement. This effort allowed for faster response times to changing traffic conditions and emerging incidents.

"Executing a seamless experience for global fans required monumental teamwork, and the innovative transit strategy delivered by the [council of government's] Transportation Department, regional transit agencies and the Regional Transportation Council was vital to this success," Monica Paul, president of the North Texas FIFA World Cup Organizing Committee, said in a news release.

"By aligning our federal, state and local partners under a single, coordinated vision, we didn't just move people efficiently, we proved that our region can deliver at the highest level to successfully host the biggest sporting event in the world."

Public Transit Plays an Important Role

Despite Dallas-Fort Worth-Arlington being the fourth largest metropolitan area in the United States, according to the 2020 U.S. Census Bureau, it has the worst public transportation system. Arlington, home of AT&T Stadium — renamed Dallas Stadium for the games — is the largest city in the country without a connected public transportation system.

Regional officials recognized many international visitors would rely on public transit as their primary means of transportation. In an effort to get cars off the road and prevent further traffic congestion, millions of dollars were invested to improve DART and Trinity Metro prior to the World Cup.

"You don't build rail corridors for special events, you build rail corridors for what you need every day, and then you look at your every day assets and see how you can use them for special events..." said Michael Morris, the council's director of transportation. "We will be expanding rail services in a region that approaches 12 million people, but it won't be in corridors that are a function of special events."

The Trinity Railway Express used four-car trains and extended services running at increased frequencies during the tournament. Designed to carry about 1,200 passengers per trip, the TRE transported nearly 8,000 riders on its busiest World Cup match day on June 25 to watch Japan take on Sweden.

A bus bridge was stationed nearby in case trains reached full capacity, but they were never deployed. Approximately 30,000 fans arrived at CentrePort station using the Trinity Railway Express throughout the tournament.

"The temporary service enhancements allowed Trinity Metro to align service with actual customer demand as the tournament progressed," said Ted Zimmerman, vice president of marketing and communications for Trinity Metro. "The ability to adapt service in real time ensured resources were deployed where they were most effective."

The Last Mile Matters

For decades, Arlington's biggest problem hasn't been getting people into the city. It's getting them to their final destination. No direct rail lines or bus routes go to AT&T Stadium.

The city has a microtransit service, Arlington On-Demand, which connects to the TRE CentrePort Station. However, with tens of thousands of anticipated commuters, transportation officials had to think bigger when planning for the World Cup.

Charter buses from the station to the stadium became the solution.

Loading six buses at a time with a maximum capacity of 50 passengers, the charter buses were transporting up to 300 match attendees at a time.

"It almost looked like it was continuous," Morris said.

According to the council, more than 40,000 fans rode charter buses between CentrePort Station and the Bus Hub by AT&T Stadium. ADA accessible vans were available at the station and transported match attendees directly to the stadium. The walk from the Bus Hub to the stadium was half a mile, downhill. The council extended the walking lane from the Bus Hub toward the stadium, giving people more room.

A Blueprint for Future Events

North Texas is no stranger to large-scale events. What separated the World Cup from others was the duration. Officials coordinated multiple, simultaneous month-long events in the region between several organizations. Regional officials believe the years of extensive planning done ahead of the World Cup were the reason for the transportation system's success in the region.

"Fortunately, the years of planning paid dividends and only small changes were required," Morris said. "When hosting special events, especially one the magnitude of the World Cup, it is important to remain flexible."

Although a similar event is not planned for the region anytime soon, officials said they are using their World Cup experience as a guidepost for all future events in North Texas. Transportation officials now have real-world data on how people traveled throughout North Texas during one of the area's busiest events. They know which highways experienced the highest demand, how many people relied on rideshare services and how public transportation can reduce congestion.

"DART demonstrated its ability to meet that demand while providing top-tier service," said Jasmyn Carter, director of public relations for DART. "The experience will help inform planning for future major sporting events, conventions, festivals and other regional gatherings requiring sustained, high-capacity transit service."

Regional Transportation Council

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

July 28, 2025

Texas Department of Transportation (TxDOT)
Attn: TPP – UTP
125 East 11th Street
Austin, TX 78701
RE: Draft 2026 UTP Public Comments

To Whom it May Concern:

On behalf of the Regional Transportation Council (RTC) and the North Central Texas Council of Governments, I would like to provide comments on the draft 2026 Unified Transportation Program (UTP). As a region that is in nonattainment for the pollutant ozone, your proposed decrease in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding allocations to Metropolitan Planning Organizations (MPOs) starting in fiscal year 2029 will have negative consequences.

At the January 2025 Texas Transportation Commission (TTC) meeting, it was stated that TxDOT intends to take advantage of the flexibility that allows the transfer of up to 50 percent of CMAQ funds to other less restrictive categories in order to utilize federal funding more quickly. CMAQ funds have been a valuable tool for our region since they were created. They have been used to implement improvements that facilitate more efficient vehicular travel as well as increased non-vehicular travel, both of which can improve air quality, and as a result, quality of life of our citizens. If a portion of these funds are transferred to other categories that are not for non-air quality projects, regions in nonattainment will face greater difficulty achieving air quality conformity.

Air quality conformity is a federal requirement that ensures initiatives in a regional long range Metropolitan Transportation Plan (MTP) align with motor vehicle emissions budgets (MVEB) for ozone precursors, as established by the State in the State Implementation Plan (SIP). When situations arise that MTP emissions are higher than the applicable MVEB, emission benefits from CMAQ projects are used to offset the difference. For example, Attachment 1 shows that in 2009, the MTP had both nitrogen oxide and volatile organic compound emission estimates above the MVEBs. In that instance, the RTC leveraged surplus emission reductions from CMAQ projects to reduce MTP emission estimates below MVEB levels, ensuring compliance with federal conformity requirements. Therefore, CMAQ programming must continue to prioritize projects that deliver measurable air quality reductions enabling timely implementation of MTP initiatives. If conformity cannot be met, roadway projects cannot proceed.

Recent trends indicate that MTP horizon-year emission estimates are significantly increasing, driven by limited future engine emission control technologies and rapid population growth tied to a strong economy (see Attachment 2). Reduced CMAQ funding for emissions-reducing projects will make it extremely difficult to meet SIP MVEB targets, which are based on near-term attainment deadlines. Failure to achieve conformity would lead to significant consequences for transportation in the form of potential sanctions and project implementation being halted for all

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http://www.nctcog.org/trans

capacity increasing roadway projects. Recent modeling shows a significant increase in emissions in the Dallas-Fort Worth region, which makes this a more pressing concern.

While the RTC supports the goal of utilizing federal funding more quickly, there are other ways that this can be accomplished that would not reduce a funding source that is critical to improving air quality. We stand ready to partner with TxDOT, the TTC, and our fellow MPOs on ways to utilize federal funds in a more timely manner and implement critical transportation projects within our regions. If you have any questions or concerns, please contact me at (817) 695-9241 or mmorris@nctcog.org.

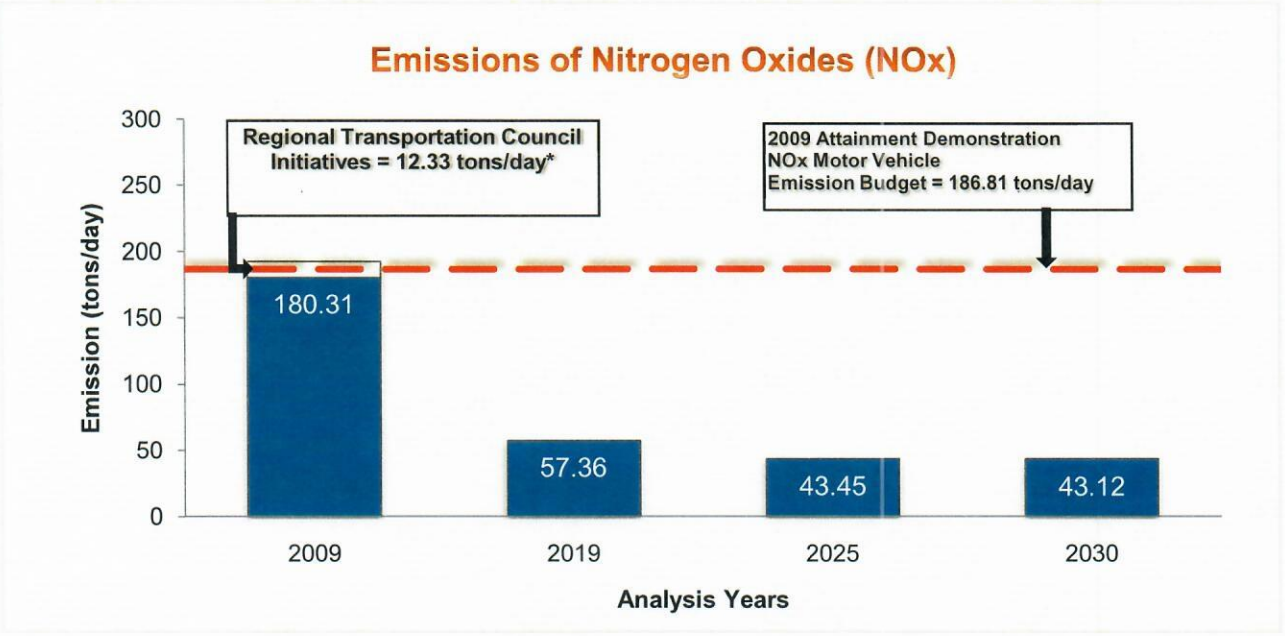
Sincerely,

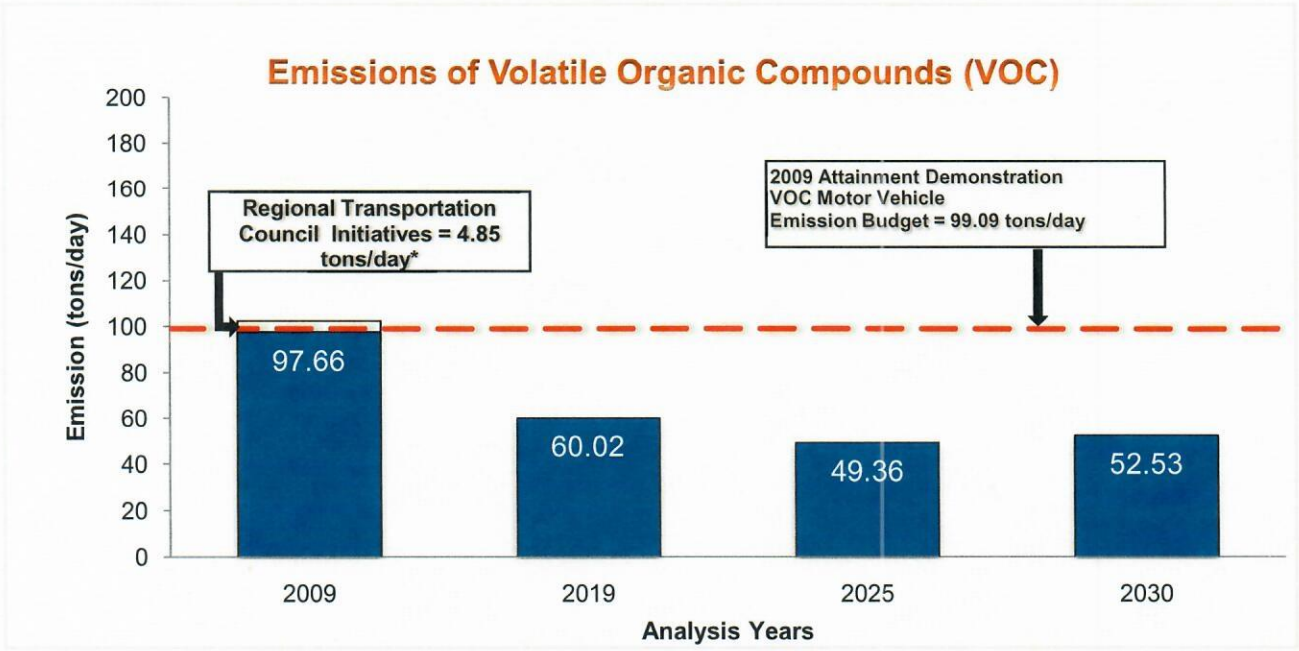
Michael Morris, P.E.
Director of Transportation

BD:
Attachment

cc: J. Bruce Bugg, Jr., Chairman, Texas Transportation Commission
Rick Bailey, RTC Chair, County Commissioner, Johnson County
Marc Williams, P.E., Executive Director, TxDOT
Brandye Hendrickson, Deputy Executive Director for Planning and Administration, TxDOT
Brian Barth, P.E., Deputy Executive Director for Program Delivery, TxDOT
Ceason Clemens, P.E., District Engineer, TxDOT Dallas District
David Salazar, P.E., District Engineer, TxDOT Fort Worth District
Noel Paramanantham, P.E., District Engineer, TxDOT Paris District

2009 TRANSPORTATION CONFORMITY
THE NORTH CENTRAL TEXAS NINE COUNTY NONATTAINMENT AREA
MOBILITY 2030: THE METROPOLITAN TRANSPORTATION PLAN
2009 AMMENDMENTS

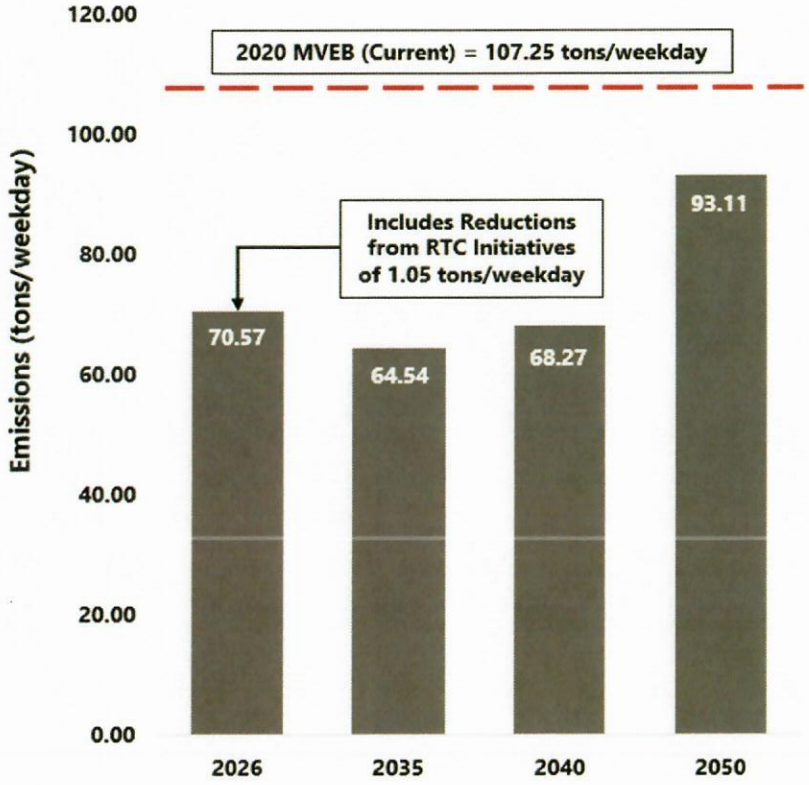




* Local Initiative Benefits Shown Represent Post Processed Estimates

2025 Transportation Conformity Analysis Results

On-road, Nitrogen Oxides (NO_X), Weekday



Nitrogen Oxides (NO_x) (tons/weekday)
NCTCOG 10-County Ozone Nonattainment Area

MVEB = Motor Vehicle Emission Budget

Source: NCTCOG

Regional Transportation Council

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

June 17, 2026

The Honorable David Fink
Administrator
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Administrator Fink:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) policy body for the Dallas-Fort Worth area, I am pleased to support the Fiscal Year 2025-2026 Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grant Program application for the **Railroad Service Expansion, Capacity & Safety Improvement Project** submitted by Fort Worth and Western Railroad (FWWR).

The Railroad Service Expansion, Capacity & Safety Improvement Project will rehabilitate up to 188 miles across the Fort Worth, Dublin, and Cleburne Subdivisions of the FWWR in central Texas. FWWR seeks Final Design and Construction funding to address deteriorated track conditions, drainage deficiencies, and rail defects that constrain safe and reliable freight operations. The Project includes mechanical undercutting, right-of-way drainage restoration, crosstie replacement, ballast renewal, and curve rail replacement. These improvements will restore short-line infrastructure to a state of good repair, support FWWR's ongoing efforts to restore Class III operating capability, reduce track-caused derailment risk, and improve freight reliability.

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, RTC supports FWWR's CRISI application for the **Railroad Service Expansion, Capacity & Safety Improvement Project**. Thank you for your time and consideration. 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,

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

JN:kw

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

Regional Transportation Council

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

July 27, 2026

ATTAIN Selection Committee
Federal Highway Administration
Office of Operations
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Members of the ATTAIN Selection Committee:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) policy body for the Dallas-Fort Worth (DFW) area, I am pleased to support the City of Arlington's Fiscal Years (FY) 2025-2026 Advanced Transportation Technology and Innovation (ATTAIN) application.

The RTC has been proud to partner with the City of Arlington in delivering innovative roadway and traffic management solutions that improve mobility, enhance public safety, and provide accurate, real-time traveler information. Throughout our partnership, Arlington has consistently demonstrated a forward-thinking approach to transportation management and has established itself as a national leader in leveraging technology to improve the traveler experience.

The City has successfully utilized their experience to coordinate and communicate transportation impacts associated with some of the region's largest and most complex events, including the 2026 Fédération Internationale de Football Association (FIFA) World Cup, Cotton Bowl Classic, Rangers Opening Day, Supercross, and numerous other large-scale entertainment and sporting events held within Arlington's Entertainment District. Most notably, Arlington recently welcomed the world as host of nine FIFA World Cup 2026 matches, the most of any host city in the tournament. Successfully supporting transportation operations for an event of this global scale required exceptional coordination, real-time situational awareness, and the ability to communicate rapidly changing roadway conditions to both the traveling public and transportation partners. Arlington's commitment to innovation and operational excellence during the tournament further demonstrated its ability to deploy advanced transportation technologies that improve safety, reduce congestion, and enhance the overall visitor experience.

Beyond special event operations, Arlington has demonstrated a commitment to leveraging real-time transportation information to improve day-to-day mobility and respond more effectively to incidents, roadway closures, and weather-related disruptions. The proposed ATTAIN project represents the next logical step by integrating transportation operations, connected vehicle technologies, emergency response, and intelligent flood monitoring into a unified operational environment.

The goals of the ATTAIN grant align closely with Arlington's demonstrated commitment to advancing intelligent transportation systems and digital infrastructure. Continued investment through this program will allow the City to further expand its capabilities by:

- Improving real-time traveler information and roadway transparency.
- Enhancing coordination among transportation, public works, emergency management, law enforcement, and special event stakeholders.
- Streamlining digital workflows that reduce manual effort while increasing operational efficiency.
- Improving roadway safety through timely, accurate, and trusted information regarding work zones, incidents, weather-related hazards, and roadway closures.
- Strengthening regional data sharing while supporting connected vehicle deployment, intelligent transportation systems, and smart city initiatives.
- Building a scalable transportation technology framework capable of supporting future growth and major regional events.

From our experience working alongside Arlington, we have seen firsthand the City's willingness to embrace innovation, collaborate across agencies, and continually improve how transportation information is managed and communicated. Arlington has consistently served as an example of how modern technology can be successfully implemented to benefit residents, businesses, visitors, and regional transportation partners alike.

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

Again, RTC supports Arlington's ATTAIN application. Thank you for your time and consideration. 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,



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

JN:kw

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

Regional Transportation Council

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

June 4, 2026

The Honorable David Fink
Administrator
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Administrator Fink:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) policy body for the Dallas-Fort Worth (DFW) area, I am pleased to support the City of Arlington's application for Fiscal Year (FY) 2025-2026 Railroad Crossing Elimination Program (RCEP) grant application for the Great Southwest Parkway Grade Separation Project.

The proposed project would support planning, environmental review, engineering, and final design activities associated with development of a grade-separated crossing solution at the existing Union Pacific Railroad (UPRR) crossing located on Great Southwest Parkway between East Division Street and East Abram Street in Arlington, Texas (USDOT Crossing Inventory Number 794971E). The project corridor serves an important role within the regional freight and transportation network, supporting industrial, manufacturing, warehouse, logistics, and commercial activity within the DFW metropolitan region.

Regional freight planning efforts, including the Texas Freight Mobility Plan and the Texas Department of Transportation (TxDOT) Metroplex Freight Mobility Study, identified the importance of improving freight reliability, multimodal connectivity, operational efficiency, and mobility along critical freight corridors throughout North Texas. The Great Southwest Parkway crossing has been recognized as a location experiencing significant freight and mobility conflicts associated with recurring rail activity and blocked crossing conditions.

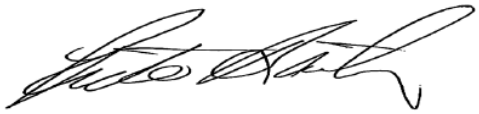
The proposed project is anticipated to improve transportation reliability, freight mobility, emergency response access, regional connectivity, and overall operational efficiency within a significant industrial and freight corridor. Advancing the planning, environmental review, and engineering activities necessary to support a future grade-separated crossing solution represents an important investment in the long-term safety, resiliency, and economic competitiveness of the North Texas region.

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.

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http://www.nctcog.org/trans

Again, the RTC supports the City of Arlington's FY 2025-2026 RCEP grant application for the Great Southwest Parkway Grade Separation Project. Thank you for your time and consideration. 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,



Rick Bailey, Chair
Regional Transportation Council
County Commissioner, Johnson County

JN:kw

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

Regional Transportation Council

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

June 17, 2026

The Honorable David Fink
Administrator
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Administrator Fink:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) policy body for the Dallas-Fort Worth (DFW) area, I am pleased to support the Fiscal Year (FY) 2025-2026 Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grant Program application for the City of Arlington's Multimodal Rail Crossing Safety Initiative.

This project represents an exceptional opportunity to advance two regionally significant rail safety and mobility initiatives through a single, cost-effective investment. The proposed project combines completion of long-planned pedestrian railroad crossing safety improvements at the Center Street and Mesquite Street crossings with full implementation of Arlington's TRAINFO railroad crossing notification system, creating substantial safety, mobility, operational, and emergency response benefits throughout the region.

The Center Street and Mesquite Street improvements will advance a project that has already reached approximately 95 percent design and undergone extensive coordination with Union Pacific Railroad (UPRR). Construction will improve safety, accessibility, and connectivity at active freight rail crossings located within Arlington's urban core.

At the same time, the project will expand Arlington's innovative TRAINFO railroad notification system across a network of crossings carrying approximately 129,700 vehicles daily. By providing real-time train activity and crossing status information, the system will help reduce transportation delays, improve traveler awareness, support emergency response routing, and enhance overall transportation network reliability.

The RTC recognizes the value of projects that leverage prior investments, demonstrate implementation readiness, and deliver measurable regional benefits. This application builds upon previous regional investments in TRAINFO technology and advances infrastructure improvements that are ready to move toward construction. For a relatively modest federal investment, the project will deliver multiple complementary improvements that will benefit residents, businesses, freight operators, emergency responders, and the traveling public.

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

Again, the RTC supports the City of Arlington's CRISI application for the Arlington Multimodal Rail Crossing Safety Initiative. Thank you for your time and consideration. 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,



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

JN:kw

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

Regional Transportation Council

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

June 4, 2026

The Honorable David Fink
Administrator
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Administrator Fink:

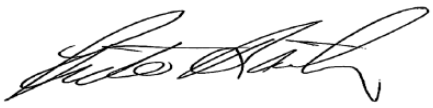
On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) policy body for the Dallas-Fort Worth (DFW) area, I am pleased to confirm a funding commitment of $30,000,000 in Surface Transportation Block Grant funds for the Bonds Ranch Road West Grade Separation Project, which is also being submitted to the 2026 Consolidated Rail Infrastructure & Safety Improvements (CRISI) Program for by Tarrant County.

The proposed project is a road overpass grade separating the BNSF Railway and Union Pacific Railroad (UPRR) crossings on Bonds Ranch Road near Business 287 and Hicks Airfield in the City of Fort Worth. The BNSF rail crossing DOT number is 274642V and is located on the Wichita Falls Subdivision. The UPRR rail crossing DOT number is 922597T and is located on the Duncan Subdivision. The BNSF crossing has one track, and the UPRR crossing has two tracks. The current at grade crossing has two lanes. An overpass covering these two crossings will eliminate challenges, including blocked crossings and rail/roadway incidents. This project will reduce congestion and emissions and increase roadway/railroad efficiency and mobility. Most importantly, this project will increase safety for pedestrians and motor vehicles passing through the area.

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

Again, RTC supports Tarrant County's CRISI application for the Bonds Ranch Road West Grade Separation Project. Thank you for your time and consideration. 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,



Rick Bailey, Chair
Regional Transportation Council
County Commissioner, Johnson County

JN:kw

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

Regional Transportation Council

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

June 4, 2026

The Honorable David Fink
Administrator
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Administrator Fink:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) policy body for the Dallas-Fort Worth (DFW) area, I am pleased to support the 2026 Consolidated Rail Infrastructure & Safety Improvements (CRISI) Program Grant proposal for the Bonds Ranch Road West Grade Separation Project submitted by Tarrant County.

The proposed project is a road overpass grade separating the BNSF Railway and Union Pacific Railroad (UPRR) crossings on Bonds Ranch Road near Business 287 and Hicks Airfield in the City of Fort Worth. The BNSF rail crossing DOT number is 274642V and is located on the Wichita Falls Subdivision. The UPRR rail crossing DOT number is 922597T and is located on the Duncan Subdivision. The BNSF crossing has one track, and the UPRR crossing has two tracks. The current at grade crossing has two lanes. An overpass covering these two crossings will eliminate challenges, including blocked crossings and rail/roadway incidents. This project will reduce congestion and emissions and increase roadway/railroad efficiency and mobility. Most importantly, this project will increase safety for pedestrians and motor vehicles passing through the area.

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, RTC supports Tarrant County's CRISI application for the Bonds Ranch Road West Grade Separation Project. Thank you for your time and consideration. 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,

Rick Bailey, Chair
Regional Transportation Council
County Commissioner, Johnson County

JN:kw

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

Regional Transportation Council

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

July 1, 2026

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

Dear Secretary Duffy:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) policy body for the Dallas-Fort Worth (DFW) area, I am pleased to support Dallas Area Rapid Transit's (DART) Fiscal Year (FY) 2026 Rail Vehicle Replacement Program application for their transit light rail vehicle (LRV) replacement program, an investment essential to maintaining and modernizing one of the nation's largest light rail systems.

DART began light rail operations in 1996 and continues to rely on its original fleet of 93 LRVs. These vehicles have exceeded their 25-year useful life and are experiencing increasing maintenance needs, equipment obsolescence, and declining parts availability. As a result, reliability challenges and operating costs continue to increase, placing pressure on service delivery and long-term system performance.

To address these challenges, DART will replace its aging fleet with 77 modern LRVs that improve reliability, enhance safety, and reduce lifecycle maintenance costs. DART seeks additional funding to assist with this project through the Federal Transit Administration's (FTA) Rail Vehicle Replacement Program. This investment is the cornerstone of DART's broader system modernization program and will support future upgrades to stations, signals, communications systems, and maintenance facilities.

The proposed project will enhance community connectivity, improve passenger safety, increase system reliability, and support a more secure transit environment while improving the quality of life and economic competitiveness across a regional transit system serving approximately 56 million annual passenger trips across a 700-square-mile service area.

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, RTC supports DART's Rail Vehicle Replacement Program application for their LRV replacement program. Thank you for your time and consideration.

P.O. Box 5888 • Arlington, Texas 76005-5888 • (817) 695-9240 • FAX (817) 640-3028
http://www.nctcog.org/trans

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,



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

JN/cc:

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

Regional Transportation Council

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

June 4, 2026

The Honorable David Fink
Administrator
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Administrator Fink:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) policy body for the Dallas-Fort Worth (DFW) area, I am pleased to support Dallas Area Rapid Transit's (DART) application for the Federal Railroad Administration's (FRA) Fiscal Year 2025 - 2026 (FY2025 - 2026) Railroad Crossing Elimination (Crossing Safety) Program (RCEP). This application seeks funding for the *Wireless Crossing Sensors to Improve Safety and Mobility along the Silver Line Project*.

The proposed project will deploy wireless crossing sensors to optimize gate timing at seven grade crossings serving three Silver Line stations: Downtown Carrollton, Addison, and 12th Street Station in Plano. Under current conditions, crossing gates on both sides of a station are activated as trains approach, even when those trains are scheduled to stop, resulting in unnecessary gate downtime on the far side of the station.

With the proposed enhancements, the Positive Train Control (PTC) system will enable downstream gates to remain open while passenger trains are stopped at stations, activating only upon train departure. Freight trains, which bypass station stops, will continue to activate all crossing gates to ensure maximum public safety.

This approach will significantly reduce crossing-related delays, improve emergency response times, enhance safety for roadway users and rail operations, support innovation along the corridor, and extend the lifecycle of crossing equipment.

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 FY2025 - 2026 RCEP grant application for the *Wireless Crossing Sensors to Improve Safety and Mobility along the Silver Line Project*. Thank you for your time and consideration. 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,

Rick Bailey, Chair
Regional Transportation Council
County Commissioner, Johnson County

JN:kw

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

Regional Transportation Council

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

June 4, 2026

The Honorable David Fink
Administrator
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Administrator Fink:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) policy body for the Dallas-Fort Worth (DFW) area, I am pleased to support the Denton County Transportation Authority's (DCTA) application for 2026 Railroad Crossing Elimination Program (RCEP) grant funding for rail crossing safety improvements on the DCTA A-train passenger rail corridor proposed extension. This project includes the addition of dual crossing gates at crossings currently lacking safety features, as well as critical upgrades to equipment and technology along the entirety of the new corridor. This initiative is consistent with the RTC's regional transportation goals and our commitment to advancing a safe and efficient transportation network across the North Texas region.

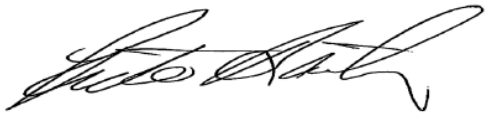
Implementing the DCTA A-train rail line from Trinity Mills Station to the Downtown Carrollton Silver Line Station represents a logical and necessary advancement in the continued buildout and integration of our regional transportation network, consistent with adopted metropolitan transportation planning priorities. The proposed extension will eliminate transfer barriers and significantly reduce travel times to key destinations, including DFW International Airport and major employment centers throughout the region. By directly connecting the DCTA A-train with Dallas Area Rapid Transit's (DART) Green and Silver Lines, the project will enhance system connectivity in all directions, improve network efficiency, and strengthen the overall performance and resilience of the region's multimodal transportation system.

The proposed safety enhancements along this corridor will directly benefit passengers, motorists, and pedestrians along a corridor positioned for significantly increased activity. Investments in upgraded crossings, advanced signalization, and corridor protections are critical components of the safe and efficient regional transportation network that the RTC plans and programs on behalf of the region. These improvements will also support the successful integration of the DCTA A-train onto the existing freight rail corridor, with a focus on increasing safety with this added activity on this corridor.

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 DCTA's Fiscal Year 2025-2026 RCEP grant application for rail crossing safety improvements on the DCTA A-train passenger rail corridor proposed extension. Thank you for your time and consideration. 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,



Rick Bailey, Chair
Regional Transportation Council
County Commissioner, Johnson County

JN:kw

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

Regional Transportation Council

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

June 9, 2026

Awards Committee
Texas Chapter
American Planning Association

Dear Awards Committee Members:

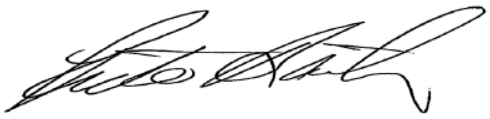
On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) policy body for the Dallas-Fort Worth area, I am pleased to support the City of Denton's Vision Zero Action Plan for American Planning Association Texas Chapter (APATX) award recognition.

The Vision Zero Action Plan exemplifies excellence in transportation planning through its data-driven analysis, strong stakeholder engagement, and commitment to improving safety for all roadway users. By aligning local priorities with regional safety goals, the City of Denton has developed a practical and forward-looking framework for reducing traffic fatalities and serious injuries.

The collaborative approach taken throughout the planning process, including coordination with regional partners and the community, reflects the leadership and innovation needed to advance transportation safety across North Texas. The City of Denton's plan is also consistent with the policies and programs of Mobility 2050: The Metropolitan Transportation Plan for North Central Texas.

Again, RTC supports the City of Denton's Vision Zero Action Plan nomination for APATX award recognition. Thank you for your time and consideration. 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,



Rick Bailey, Chair
Regional Transportation Council
County Commissioner, Johnson County

JN:kw

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

Regional Transportation Council

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

May 29, 2026

The Honorable David Fink
Administrator
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Administrator Fink:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) policy body for the Dallas-Fort Worth (DFW) area, I am pleased to support the Dallas Garland & Northeastern Railroad (DGNO) and Texas Northeastern Railroad's (TNER) Fiscal Year (FY) 2025-2026 Consolidated Rail Infrastructure and Safety Improvements Program (CRISI) application for the Texas Rail Infrastructure Revitalization and Economic Growth Project (the Project). The Project represents a vital investment in short line rail infrastructure that will strengthen safety, improve reliability, and bolster economic competitiveness across northeast Texas.

DGNO operates 161 miles of track in the Dallas and the North Dallas areas. TNER operates 70 miles of track across two line segments: one from Sherman to Bonham and Trenton, and another from New Boston to Texarkana. Both railroads provide critical first-mile/last-mile service for their customers and provide connections to the national freight rail network with multiple Class I interchanges. These connections play an indispensable role in supporting the broader Texas and regional economies. Sustaining the viability of short line rail service is critical to ensuring producers, businesses, and communities remain integrated with the nation's supply chain.

The Project will upgrade rail infrastructure on a critical DGNO corridor and on an entire subdivision on the TNER by installing modern 115-pound rail, replacing ties, completing ballast and surfacing work, and making improvements to grade crossings. Collectively, these improvements will enhance track speed and reliability, reduce derailment risk, and support both existing and future customer shipments along this key corridor. Once the track infrastructure has been upgraded, the Project will see the deployment of a Wabtec Pathfinder Track Inspection Boxcar which will employ multi-sensor track inspection with geometry, internal rail, and subgrade assessment.

The public benefits associated with this Project are significant. By improving rail capacity and performance, the Project will support existing and new business opportunities in the rapidly expanding DFW area and support a new transload facility being developed in the Celeste, TX area. Moreover, the enhanced rail service will stimulate economic development by supporting business expansion, job creation, and long-term transportation resilience.

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, RTC supports DGNO and TNER's CRISI application for the Project. Thank you for your time and consideration. 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,

Rick Bailey, Chair
Regional Transportation Council
County Commissioner, Johnson County

JN:kw

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

Regional Transportation Council

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

June 9, 2026

The Honorable David Fink
Administrator
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Administrator Fink:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization policy body for the Dallas-Fort Worth area, I am pleased to support the City of Fort Worth's Fiscal Year 2025-2026 Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grant Program application to initiate a Rail Crossing Information System.

If awarded, the City of Fort Worth would use the federal grant funds to procure, from TRAINFO or a similar commercial vendor, a Rail Crossing Information System comprising sensors, cameras, analytical tools, and software that predicts rail crossing blockages before a train arrives. The sensors and equipment will be installed outside the railroad right-of-way and would integrate with the city's traffic management system, emergency response system, and Dynamic Message Signs to transmit information about blocked at-grade railroad crossings that could cause travel delays. This information can then be delivered to motorists through mobile navigation apps and first responders via their dedicated communications systems, allowing timely decision-making for rerouting, and thereby collectively saving time and potentially lives.

This project aligns with the vision and goals of the CRISI Program and will enhance safety, efficiency, and reliability for roadway users on trips that traverse the City of Fort Worth's multiple railroad corridors. Additionally, the project is consistent with several freight and safety-oriented programs and policies included within the North Central Texas Council of Governments' *Mobility 2050: The Metropolitan Transportation Plan for North Central Texas*. This investment will meaningfully improve railroad safety and travel time reliability within Fort Worth, but those benefits will translate across the greater North Central Texas region as well.

Again, the RTC fully supports the City of Fort Worth's CRISI application for the Rail Crossing Information System and remains committed to continued coordination through project advancement. 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,



Rick Bailey, Chair
Regional Transportation Council
County Commissioner, Johnson County

JN:cmg

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

Regional Transportation Council

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

July 14, 2026

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

Dear Secretary Duffy:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) policy body for the Dallas-Fort Worth (DFW) area, I am pleased to support the City of Fort Worth's Fiscal Year (FY) 2026 Nationally Significant Multimodal Freight and Highways Projects (INFRA) Track 2 Commercial Motor Vehicle Parking application for the Fort Worth Alliance I-35W Corridor Truck Parking Expansion. This project would construct 100 free, publicly accessible truck parking spaces at the State Highway (SH) 170/Interstate 35 West (I-35W) interchange, in partnership with Pilot Travel Centers LLC.

The DFW region is one of the Nation's largest and fastest-growing freight markets, with approximately 760 million square feet of warehouse and distribution space and freight volumes that rank multiple regional interchanges among ATRI's top-100 national truck bottlenecks. The shortage of safe, authorized truck parking is a documented regional concern, consistent with the findings of the Texas Statewide Truck Parking Study. Expanding free public truck parking capacity at the gateway to the AllianceTexas logistics hub, adjacent to the region's dedicated air cargo airport and a principal intermodal facility, addresses that need in one of the most acute areas, while also removing parked trucks from the I-35W corridor's shoulders, ramps, and frontage roads.

This project aligns with the policies and programs in Mobility 2050: The Metropolitan Transportation Plan for North Central Texas. If the project receives funding, 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 Fort Worth's INFRA Track 2 application for the Fort Worth Alliance I-35W Corridor Truck Parking Expansion. Thank you for your time and consideration. 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,



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

JN:kw

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

Regional Transportation Council

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

July 17, 2026

ATTAIN Selection Committee
Federal Highway Administration
Office of Operations
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Members of the ATTAIN Selection Committee:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) policy body for the Dallas-Fort Worth (DFW) area, I am pleased to support the Pennsylvania Department of Transportation's (PennDOT) Fiscal Years (FY) 2025-2026 Advanced Transportation Technology and Innovation (ATTAIN) application for the Networked Exchange for Unified Safety (NExUS) project, which is being developed in partnership with a multi-state coalition and the Southwest Research Institute (SwRI). NExUS is a vital, innovative step forward in establishing a scalable, cloud-to-cloud, vehicle-to-everything (V2X) orchestration framework that directly addresses the challenges of regional traffic safety and jurisdictional fragmentation.

In the DFW region, operations are heavily impacted by the current limitations of localized, hardware-dependent V2X deployments. The lack of standardized data taxonomies and Application Programming Interfaces (API) structures across state lines has historically created significant barriers to investing in and deploying continuous, user-facing safety features. By shifting V2X intelligence to a 100% cellular-based (V2N) cloud network, NExUS delivers an uninterrupted, borderless geographic operating environment that makes wide-scale adoption technically and economically viable for private sector stakeholders.

The RTC and staff intend to engage with the NExUS Multi-State Project Working Group during the project lifecycle to support its core objectives:

- **Public-Private Data Reciprocity**: We recognize the immense value of the project's bidirectional data exchange model. We look forward to exploring secure, anonymized data-sharing agreements to ingest standardized Safety-Related Traffic Information (SRTI) alerts into our platforms while exploring pathways to provide vehicle telemetry back to public agencies to enhance real-time traffic operations.
- **Technical Harmonization**: We are eager to participate in stakeholder outreach workshops to align data taxonomies, review standard API endpoints, and evaluate Security and Credential Management System (SCMS) integration requirements.
- **System Performance Enhancement**: We believe that the virtual coordination of work zone boundaries, slippery road alerts, and queue warnings will directly reduce non-recurrent congestion, lower fuel costs from idling, and actively prevent secondary crashes along critical multi-state corridors.

NExUS represents a highly efficient use of public funds by building upon mature, existing state platforms such as Florida Department of Transportation's (FDOT) Amazon Web Services (AWS)-hosted Data Exchange Platform for Operational Technology (DEPOT) and production

Advanced Traffic Management Systems (ATMS), such as ActiveITS and OpenTMS, rather than creating new software products. This infrastructure-light model maximizes the return on previous transportation technology investments while demonstrating an ideal blueprint for national replication.

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 implementation as a complementary component of an existing regional partnership project included in the 2027 - 2030 Transportation Improvement Program for North Central Texas.

Again, RTC supports PennDOT's ATTAIN application for the NExUS project. Thank you for your time and consideration. 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,



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

JN:kw

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

Regional Transportation Council

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

June 4, 2026

The Honorable David Fink
Administrator
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Administrator Fink:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) policy body for the Dallas-Fort Worth (DFW) area, I am pleased to support the Town of Ponder's application for Fiscal Year (FY) 2025–2026 Railroad Crossing Elimination Program (RCEP) discretionary funding application for the Ponder Siding and Railroad Crossing Project. This project aligns with RCEP's vision and goals, and it will enhance safety, efficiency and reliability.

If awarded, the Town of Ponder would use the federal funds for final design and construction activities for several project components, including the closure of an at-grade crossing at James Street and at-grade crossing improvements. The Ponder Siding and Railroad Crossing Project is a coordinated package of projects that address the current adverse conditions, such as multiple closely spaced rail crossings, crossings blocked by standing trains in the current location of the siding, crossings with limited sight clearance, no Quiet Zone infrastructure, and limited pedestrian access across the tracks. This project would directly address those concerns by improving public safety, supporting economic development, and enhancing operational efficiency.

This project is not only vital to Denton County, Texas, but also to the broader transportation network across the State of Texas. It will improve rail safety and roadway operations while fostering economic opportunities that will benefit residents and businesses for years to come.

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 Town of Ponder's FY 2025-2026 RCEP grant application for the Ponder Siding and Railroad Crossing Project. Thank you for your time and consideration. 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,

Rick Bailey, Chair
Regional Transportation Council
County Commissioner, Johnson County

JN:kw

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

Regional Transportation Council

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

June 4, 2026

The Honorable David Fink
Administrator
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Administrator Fink:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) policy body for the Dallas-Fort Worth (DFW) area, I am pleased to support the Texas Department of Transportation's (TxDOT) Fiscal Year 2025-2026 (FY2025-2026) Railroad Crossing Elimination Program (RCEP) application for the Ranch to Market (RM) 2871/Chapin School Road Grade Separation Project in Fort Worth, Texas.

This project will eliminate the existing at-grade highway-rail crossing of the Union Pacific Railroad (UPRR) for RM 2871 immediately south of the Aledo Road intersection (USDOT Crossing Inventory Number 839210L). The existing active public crossing is traversed daily by nearly 17,000 vehicles and 14 train movements, with train speeds occurring up to 60 miles per hour (MPH). These conditions create ongoing safety concerns, traffic delays, and mobility challenges for roadway users, emergency responders, and freight rail operations.

The requested RCEP funds will support construction of a grade-separated overpass carrying RM 2871 over both the UPRR corridor and Aledo Road. Eliminating the highway-rail conflict with this grade separation will significantly improve safety and emergency response reliability, as well as alleviate delays caused by exposure to blocked crossings. With accommodation for a new 10-foot shared-use path and an extra travel lane in each direction, the project will strengthen north-south connectivity and support the safe, efficient, and growing multimodal movements of people and goods through southwest Fort Worth and Tarrant County.

This project's recommendations are consistent with multiple local, regional, and state planning and programming documents, including NCTCOG's Mobility 2050: The Metropolitan Transportation Plan for North Central Texas. If the project is selected to receive funds, the RTC will update its entry in the 2027-2030 Transportation Improvement Program for North Central Texas. This letter also reaffirms the RTC's commitment of $8 million in federal Surface Transportation Block Grant (STBG) Program funds for project delivery.

Again, the RTC supports TxDOT's FY2025-2026 RCEP grant application for the RM 2871/Chapin School Road Grade Separation Project. Thank you for your time and consideration. 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,

Rick Bailey, Chair
Regional Transportation Council
County Commissioner, Johnson County

JN:kw

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

SENATOR TAYLOR REHMET

DISTRICT 9

Wednesday, July 29, 2026

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

Dear Mr. Morris,

I want to personally reach out to congratulate and thank you for your leadership in welcoming millions of visitors to North Texas. While it wasn't easy, your work supported hundreds of small businesses, brought happiness to residents throughout the region, and showcased the hospitality that makes Texas such a special place. Your dedication played an important role in making this event a success and leaving a positive impression on visitors from around the world.

An undertaking of this magnitude is never accomplished by one person or organization alone. It requires strong partnership, thoughtful planning, and a shared commitment by all community members. The outstanding results of this event will leave a legacy for North Texas by strengthening our reputation as a world-class destination.

Now that the Men's World Cup has ended, we look forward to bringing the energy back in 2031 for the Women's World Cup. I am confident that the same spirit of collaboration and Texas hospitality will once again make our events successful. Again, congratulations on this remarkable achievement and I look forward to seeing your team continue to thrive.

Sincerely,

Taylor Rehmet
State Senator, D9



CAPITOL OFFICE:
P.O. Box 12068
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AUSTIN, TEXAS 78711
(512) 463-0109

Taylor.Rehmet@Senate.Texas.Gov

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FORT WORTH, TEXAS 76104
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FOR IMMEDIATE RELEASE
Contact: Brian Wilson
817-704-2511
bwilson@nctcog.org

North Texas Transportation System Delivers Smooth Results During FIFA World Cup 2026™

Regional collaboration key to successful mobility plan during monthlong tournament

July 22, 2026 (Arlington, TEXAS) – North Texas has concluded a successful run of nine FIFA World Cup 2026™ matches, efficiently moving over a million visiting soccer fans during the tournament's monthlong run in the region. The North Central Texas Council of Governments Transportation Department worked with the North Texas FWC Organizing Committee and local, state and federal partners to ensure the transportation system could accommodate visiting soccer fans, along with the nearly 9 million residents who rely on the system every day.

"Executing a seamless experience for global fans required monumental teamwork, and the innovative transit strategy delivered by the NCTCOG Transportation Department, regional transit agencies and the Regional Transportation Council was vital to this success," said Monica Paul, president of the North Texas FWC Organizing Committee. "By aligning our federal, state and local partners under a single, coordinated vision, we didn't just move people efficiently, we proved that our region can deliver at the highest level to successfully host the biggest sporting event in the world."

GETTING TO MATCHES

One of the fundamental responsibilities of any host city is to safely and efficiently move people. The backbone of the World Cup mobility plan was the currently available rail assets in the region. For match days, the Trinity Railway Express was instrumental in transporting fans and volunteers to the stadium. The TRE's CentrePort Station served as the transit nerve center for the tournament, where most fans arrived via commuter rail. Once fans reached CentrePort Station, they boarded 125 charter buses bound for the matches at AT&T Stadium, renamed Dallas Stadium for the tournament.

More than 40,000 fans rode charter buses between CentrePort Station and the Bus Hub during the tournament. Most of these fans – approximately 30,000 – arrived at CentrePort on the TRE. The NCTCOG Transportation Department developed a plan with the expectation that, while most fans would drive to matches, the international flavor of the World Cup meant a sizable percentage of fans would use public transportation.

GETTING TO FAN FESTIVAL AND AROUND THE REGION

Regional rail assets by Trinity Metro and extensive light rail assets by Dallas Area Rapid Transit provided mobility to the region, with concentrated service to the Fan Festival at Fair Park in the

City of Dallas. The FIFA Transportation plan was built on showcasing not just the existing transit rail assets but the extensive roadway assets in the region, as well. A balanced transportation system for nine match days at Dallas Stadium and 34 days at the Fan Festival reinforced the robust nature of the current transportation system.

The TRE used longer trains running at increased frequencies during the tournament, including Sunday service, ensuring there was sufficient space for fans and commuters alike. If more capacity were needed, a fleet of charter buses stood ready to supplement the TRE. Fans who did not have match tickets but still wanted to participate in the soccer festivities were directed to rideshare options.

Many of the teams participating in the tournament represented nations where public transit is more common. The busiest day at CentrePort was Thursday, June 25, when 7,400 fans boarded charter buses bound for the stadium to watch Japan take on Sweden. The 7,800 fans who rode charter buses back to CentrePort Station after the match represented a tournament high.

“The success of this transit plan belongs to an incredible coalition of local transit providers who aligned to move millions of fans and residents reliably across our multimodal system,” said Michael Morris, P.E., director of transportation at NCTCOG. “I want to personally thank Monica Paul, the North Texas FWC Organizing Committee and our transit agencies for their plan execution and relentless dedication.”

WHAT WE LEARNED

Previous special events demonstrated the transportation system could handle the influx of people. However, most other events took place over a few days. The nine World Cup matches stretched across an entire month, from June 14-July 14. Still, the multimodal nature of the transportation system proved valuable as the region hosted events over several weeks. The combination of regional rail and charter buses efficiently moved thousands of fans to and from the matches and created a contingency transit system in case of either high demand or mechanical disruptions.

TRANSPORTATION LEGACY

The Regional Transportation Council approved funding for reasonable transit fares and operations, transportation, and safety enhancements made in and around the Arlington Entertainment District in advance of the World Cup. Gaps in the sidewalk network were filled and lighting was improved, ensuring people who parked in the district would be able to safely make their way to and from the stadium. Traffic signals and electronic wayfinding signage in the Entertainment District were also upgraded.

The overall transportation plan showed the world that a region as large as Dallas-Fort Worth could move residents and guests efficiently around the region using multiple modes.

North Texas will use this experience from efforts over the past two years to prepare for the next opportunity to showcase its transportation system to a visiting audience, no matter how they prefer to move throughout the region.

“We are grateful to FIFA, whose trust and confidence allowed us to prove our regional transportation network is fully equipped to excel on the global stage, leaving behind a blueprint for future events of this magnitude in North Texas,” Arlington Mayor Jim Ross said. “We are also grateful for the future business opportunities that will result for all of North Texas from the successful results of FIFA events, the kindness of our citizens to our worldwide guests and long-term international ~~notoriety~~ acclaim born from this region’s accomplishments.”

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 in the two urban centers of Dallas and Fort Worth. For more information on the Transportation Department, visit www.nctcog.org/trans.

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

NCTCOG, City of Fort Worth Partner to Launch Effort to Reduce Excessive Speeding

90-day pilot project begins Aug. 1 along select Fort Worth corridors

July 30, 2026 (Arlington, Texas) – The North Central Texas Council of Governments (NCTCOG) and the City of Fort Worth are launching an effort Aug. 1 to curb excessive speeding, which remains the top contributor to serious and fatal crashes in the Dallas-Fort Worth region.

The effort is part of the Regional Transportation Council's $57 million safety program, which allocated $7 million to efforts to reduce speeding.

As part of this new pilot program, the Fort Worth Police Department will increase enforcement on stretches of Loop 820 and Interstate Highway 30 from 8 p.m. to 4 a.m. This timeframe represents when roadways are statistically among the most dangerous.

To identify high-risk corridors, NCTCOG located roadways with speeds exceeding 80 mph and combined the results with roadway fatality statistics. NCTCOG then sought partnerships with enforcement agencies in areas with high instances of excessive speeding to test how an increase in police presence could improve safety. Fort Worth is the first city to partner with NCTCOG in this effort.

The primary goal of the program is to improve safety by reducing speeding, crashes, injuries and fatalities. The pilot program will also provide valuable data as NCTCOG and the RTC seek opportunities to partner with other police departments across the region to improve overall safety.

"The Regional Transportation Council is committed to making our roadways safer through data-driven strategies and strong local partnerships," said Natalie Bettger, senior program manager for congestion management and system operation at NCTCOG. "By working with the Fort Worth Police Department to increase enforcement along key corridors and when serious crashes are likeliest to happen, we're taking a proactive approach to reducing speeding, preventing crashes and ultimately saving lives."

Driving too fast accounted for 34% of serious and fatal crashes on the region's highways in 2025. The data is trending in a positive direction, with the 12-county Dallas-Fort Worth area experiencing a decline of approximately 15% in highway fatalities between 2023 and 2025.

The Regional Transportation Council wants to continue this trend by implementing programs to make a positive impact of the safety of the region's roadways. Fort Worth officials are ready to test the effectiveness of increased police presence on roadway safety.

"The Fort Worth Police Department is proud to partner with the North Central Texas Council of Governments and Regional Transportation Council on this important safety initiative," Fort Worth Police Chief Eddie Garcia said. "Targeted enforcement in high-risk corridors helps us address dangerous driving behaviors, while reinforcing our commitment to protecting everyone who travels on Fort Worth's roadways. We look forward to participating in this pilot program and using the results to enhance traffic safety across our community."

The pilot program with Fort Worth will be evaluated after 90 days and adjusted where necessary. If successful in Fort Worth, this program could be expanded to other North Texas cities, ultimately making the roads safer throughout the region.

About the Regional Transportation Council:
The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 45 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at NCTCOG.org.

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

NCTCOG INVITES PUBLIC INPUT ON TRANSPORTATION AND SAFETY INITIATIVES AT JULY 13 PUBLIC MEETING

Public comments will be accepted through August 11

July 9, 2026 (Arlington, TEXAS) – The North Central Texas Council of Governments invites the public to provide input on an update to the Regional 10-Year Plan as well as two funding initiatives related to transportation technologies, during a public meeting at noon on Monday, July 13.

The hybrid meeting will be held at the NCTCOG offices, 616 Six Flags Drive in Arlington. Those unable to attend in person can view the meeting online at PublicInput.com/nctcogJuly26. North Texans can also participate by calling 855-925-2801 and entering code 3241. Public comments will be accepted through Tuesday, August 11.

NCTCOG staff will present an update to the Regional 10-Year Plan, which identifies major projects to be implemented in the region. A draft list covering projects from Fiscal Year 2027 to Fiscal Year 2036 will be presented for review and comment.

Additionally, staff will provide an update on the 2026 Technology Project Identification Call for Projects, which identifies innovative transportation technology projects that support safety, mobility and system efficiency. The presentation will summarize submitted project ideas, the scoring process, recommended projects and next steps.

Staff will also present the North Texas Advanced Air Mobility Charging Infrastructure Call for Projects. This initiative will provide funding to eligible public-use airports in the Dallas-Fort Worth region for electric aircraft charging infrastructure. Selected projects will help airports prepare for Electric Vehicle Takeoff and Landing (eVTOL) aircraft, attract future operations and private investment and support demonstrations.

Modifications to the Fiscal Year 2026 and Fiscal Year 2027 Unified Planning Work Program; bicycle safety tips; Map Your Experience, an interactive mapping tool; and a list of the 2026-27 Regional Transportation Council officers will also be posted online for public review.

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, which can be downloaded at ArlingtonTX.gov/ondemand. 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.

About the Regional Transportation Council:

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) policymaking body for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 45 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at www.nctcog.org.

North Central Texas Council of Governments

FOR IMMEDIATE RELEASE

Contact: Brian Wilson
817-704-2511
bwilson@nctcog.org

FIFA World Cup 2026™ Match Day Transit Operations Media Walkthrough

Media are invited to attend a behind-the-scenes walkthrough of regional transit operations supporting the FIFA World Cup 2026™. The event will showcase how fans will travel to and from matches using the Trinity Railway Express (TRE) and connecting shuttle bus service from CentrePort/DFW Airport Station.

Representatives from regional transportation agencies and the North Texas FIFA World Cup Organizing Committee will provide tours and be available for interviews regarding transportation planning, regional coordination and match day operations.

EVENT DETAILS

What:
FIFA World Cup 2026™ Match Day Transit Operations Media Walkthrough

When:
Monday, June 8, 2026
10:00 a.m.

Where:
Trinity Railway Express
CentrePort/DFW Airport Station
14470 Statler Blvd.
Fort Worth, TX 76155

MEDIA OPPORTUNITIES

- Guided walkthrough tour of CentrePort/DFW Airport Station
- Tours aboard the Trinity Railway Express train
- Demonstration of shuttle bus operations for FIFA World Cup 2026™ ticketholders
- Interview opportunities with regional transportation and World Cup representatives
- B-roll and photo opportunities

PARTICIPANTS

North Central Texas Council of Governments

- Michael Morris, Director of Transportation
- Natalie Bettger, Senior Program Manager
- Karla Windsor, Senior Program Manager
- Gypsy Gavia, Program Manager
- Brian Wilson, Communications Supervisor

North Texas FIFA World Cup Organizing Committee

- Monica Paul, President

Additional representatives available for interviews from:

- Trinity Railway Express (TRE)
- Dallas Area Rapid Transit (DART)

About the North Central Texas Council of Governments:

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions. NCTCOG serves a 16-county region of North Central Texas, which is centered in the two urban centers of Dallas and Fort Worth. For more information on the Transportation Department, visit www.nctcog.org/trans.

PRESS RELEASE
Contact: Brian Wilson
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CEDAR HILL MAYOR CHOSEN AS NEXT REGIONAL TRANSPORTATION COUNCIL LEADER

Denton councilmember Jill Jester and Tarrant County Commissioner Manny Ramirez also named officers for 2026-27

June 11, 2026 (Arlington, Texas) – The Regional Transportation Council (RTC) is proud to announce its new chair: Cedar Hill Mayor Stephen Mason, who on Thursday was elected to lead the 45-member policymaking body for the next year.

Mason replaces Johnson County Commissioner Rick Bailey, who has chaired the RTC for the past 12 months.

“It is an honor to serve as chair of the Regional Transportation Council at such a pivotal time for North Texas,” Mason says. “Our region continues to experience unprecedented growth, and meeting the mobility needs of more than 8.5 million residents requires strong partnerships, thoughtful planning and a commitment to innovation. I look forward to working with my fellow RTC members to advance transportation solutions that strengthen our economy, improve quality of life and prepare our region for the future.”

Denton County Councilmember Jill Jester has been elected vice chair for 2026-27, and Manny Ramirez, Commissioner, Tarrant County Precinct 4, will serve as secretary. Mason was appointed to the RTC in May 2024, Jester in August 2024 and Ramirez in January 2023.

The Regional Transportation Council, the transportation policymaking body of the North Central Texas Council of Governments (NCTCOG), includes local elected or appointed officials from the 12-county Dallas-Fort Worth area and representatives from the region’s transportation providers.

The RTC oversees transportation planning for the nation’s fourth-largest metropolitan area, which is home to more than 8.5 million residents. The policymaking body guides the development of roadway, rail and bicycle-pedestrian plans and programs; allocates transportation funding; and recommends projects to the Texas Transportation Commission for other programs. The RTC also works with NCTCOG staff and regional transportation partners to coordinate transportation services throughout the region and help ensure compliance with federal air quality standards.

The RTC often takes an innovative approach to addressing the region’s transportation challenges and preparing for future growth. One example is Regional Transit 2.0, an effort recently launched by NCTCOG to help transportation managers, board members and elected officials develop a next-generation transit system for a region whose population is expected to eclipse 12 million by 2050. Jester serves as chair of the subcommittee, while Mason is vice chair.

NCTCOG and the RTC will continue working between legislative sessions on a plan to develop a transit system that meets the needs of a region expanding beyond the boundaries established when the existing transit providers were created decades ago. The RTC is also expected to work with regional partners in advance of the 2027 Texas legislative session to identify transportation priorities and opportunities that support the region's long-term mobility needs.

The new officers will serve in their positions through June 2027. For more information, visit NCTCOG.org/rtc.

About the Regional Transportation Council:
The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 45 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at NCTCOG.org.

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North Central Texas Council of Governments

FOR IMMEDIATE RELEASE
Contact: Brian Wilson
817-704-2511
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GOING TO A WORLD CUP MATCH AT DALLAS STADIUM? BUY A PARKING PASS IN ADVANCE

Prices will increase 24 hours before each match

June 5, 2026 (Arlington, Texas) – With the first of nine FIFA World Cup 2026™ matches kicking off at Dallas Stadium in Arlington in just days, on Sunday, June 14, fans are beginning to finalize their match day plans.

Anyone driving will need to secure a parking pass in advance. There will be no on-site parking on match days. Inventory is limited and selling quickly. Fans should not wait until the last minute — spots will sell out. Parking passes can be purchased at https://www.dallasfwc26.com/.

For those looking to bypass game-day driving entirely, a robust public transit operation will be in place. Organizers expect approximately 10,000 fans per match to use the region's public transit system for match day transportation. They will ride the Trinity Railway Express commuter rail service to CentrePort/DFW Airport Station and board charter buses to the stadium.

"We are confident with the extensive planning and coordination leading to this moment that the region is ready to welcome fans from across the country and around the world," said Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments. "Our transportation system is ready to take fans to the matches and help make their time in North Texas special. Many will take transit. But we expect several thousand fans to drive to Dallas Stadium. It is crucial for these fans to make sure they purchase parking in advance."

Whether fans are traveling to Dallas-Fort Worth from another state or nation, or driving from right down the road, organizers are urging fans to finalize their travel, ticketing and parking checklists today to make FIFA World Cup 2026™ a lasting memory."

About the North Central Texas Council of Governments:

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STATE OF TEXAS §

COUNTY OF TRAVIS §

METROPOLITAN PLANNING AGREEMENT

THIS AGREEMENT is made by and between the State of Texas, acting through the Texas Department of Transportation, called the "Department," Regional Transportation Council (MPO), and North Central Texas Council of Governments, which serves as the Fiscal Agent for the MPO.

W I T N E S S E T H

WHEREAS, 23 United States Code (USC) §134 and 49 USC §5303 require that MPOs, in cooperation with the Department and transit agencies, develop transportation plans and programs for urban areas of the State; and

WHEREAS, 23 Code of Federal Regulations (CFR) §450.314 requires the MPO, State, and public transportation operators within each metropolitan planning area (MPA) to enter into a written agreement to clearly identify the responsibilities of the parties in carrying out the metropolitan planning process; and

WHEREAS, 23 USC §104(d) authorizes Metropolitan Planning funds and 49 USC §5305 authorizes funds to be made available to MPOs to support the urban transportation planning process; and

WHEREAS, the Department participates in the Consolidated Planning Grant program in which federal transit planning funds authorized under 49 USC §5305 are transferred to the Federal Highway Administration (FHWA), combined with additional federal funds, and distributed to the state as a single distribution; and

WHEREAS, the federal share payable for authorized activities using the Consolidated Planning Grant funds, also known as Transportation Planning Funds (TPF), is eighty percent (80%) of allowable costs; and

WHEREAS, Texas Transportation Code §221.003 authorizes the Department to expend federal and state funds for improvements to the state highway system; and

WHEREAS, Texas Transportation Code §201.703 authorizes the Department to expend federal funds and to provide state matching funds for allowable costs necessary for the improvement of roads not in the state highway system; and

WHEREAS, this agreement outlines the requirements and responsibilities of the parties for federal reimbursement using TPF and other federal transportation funds that may be used for

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planning (e.g., Surface Transportation Program, National Highway System, Congestion Mitigation and Air Quality, etc.); and

WHEREAS, an area equal to or larger than the above-mentioned urban area(s) has been delineated in accordance with federal and state guidelines where required metropolitan transportation planning activities may take place; and

WHEREAS, 23 CFR §420.117 requires that in accordance with 49 CFR §18.40, the Department shall monitor all activities performed by its staff or by Subrecipients with FHWA planning and research funds to assure that the work is being managed and performed satisfactorily and that time schedules are being met;

NOW, THEREFORE, it is agreed as follows:

AGREEMENT

Article 1. Definitions

A. **Department** – Texas Department of Transportation acting on behalf of the State of Texas.
B. **Federal Fiscal Year** – A twelve-month period commencing on October 1 of each calendar year and ending on September 30 of the following calendar year, inclusive of both dates.
C. **Fiscal Agent** – The third-party entity that accepts and is responsible for providing various financial, grants, and administrative duties on behalf of the MPO.
D. **Metropolitan Planning Area (MPA)** – The geographic area and boundaries cooperatively determined by agreement between the metropolitan planning organization and the Governor under 23 CFR §450.312 as the subject area for conducting the metropolitan planning process as required by 23 USC §134 and 49 USC §§5303-5306.
E. **Metropolitan Planning Organization (MPO)** – The policy-making body, often referred to as the policy board, policy committee, or regional transportation council designated under 23 USC §134, 49 USC §5303, and Texas Transportation Code §472.031, responsible for overseeing the metropolitan transportation planning process, establishing overall transportation policy for the MPO, and making necessary approvals. The MPO consists of governmental agencies and any additional agencies or organizations added, as specified in the MPO's bylaws, as amended.
F. **Nonattainment Area** – A geographic area as defined in 42 USC §7501 under section 107 of the Clean Air Act that does not meet the national primary or secondary ambient air quality standard for the air pollutant for which a national ambient air quality standard exists.
G. **MPO Director** – The MPO's lead staff member responsible for overseeing the planning process and implementing the MPO's goals and policies. This role includes supporting and reporting to the MPO governing body, as well as interacting with local, state, and federal agencies. The MPO Director may also be referred to as the Executive Director or a similar title, as specified in the MPO bylaws, as amended.
H. **Pass-Through Entity** – A non-federal entity that provides a Subaward to a Subrecipient to carry out part of a federal program as defined in 2 CFR §200.1, as amended.
I. **State Fiscal Year** – A twelve-month period commencing on September 1 of each calendar year and ending on August 31 of the following calendar year, inclusive of both dates.

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J. **Subaward** – As defined in 2 CFR §200.1, as amended, an award provided by a pass-through entity to a Subrecipient to carry out part of a federal award received by the pass-through entity. It does not include payments to a contractor, beneficiary, or participant. A Subaward may be provided through any form of legal agreement consistent with criteria in 2 CFR §200.331, including an agreement the pass-through entity considers a contract.
K. **Subcontractor** – An entity that receives a subcontract.
L. **Subrecipient** – As defined in 2 CFR §200.1, as amended, a non-federal entity that receives a Subaward from a pass-through entity to carry out part of a federal program; but does not include an individual that is a beneficiary of such program. A Subrecipient may also be a recipient of other federal awards directly from a federal awarding agency.
M. **Transportation Management Area (TMA)** – An urban area with a population over 200,000, as defined by the Bureau of the Census and designated by the Secretary of the U.S. Department of Transportation (USDOT), or upon special request from the Governor and the MPO designated for the area as described in 49 USC 5303(k), as amended.
N. **Transportation Planning Funds (TPF)** – In accordance with 23 CFR Part 420, FHWA Metropolitan Planning (PL-112) funds and Federal Transit Administration (FTA) Section 5303 (§5303) funds provided by the Department to MPOs to carry out metropolitan planning provisions under 23 USC §134. TPF are allocated through a distribution formula developed by the Department and approved by FHWA. At the federal level, TPF are referred to as Consolidated Planning Grants.

Article 2. Agreement Period

A. This Agreement becomes effective when signed by all parties making the agreement fully executed. The Department shall not continue its obligation to the MPO under this agreement if: the MPO designation is withdrawn by the Governor; federal funds cease to become available; or the agreement is superseded, terminated, or expired.
B. This Agreement expires on **August 31, 2031**. No fewer than one hundred and twenty (120) days before the expiration date, the Department may, at its sole discretion, exercise in writing an option to extend the agreement by a period of no more than two years. The Department may exercise this option no more than two times. If all terms and conditions of this agreement remain viable and no amendment to the existing agreement or new agreement is required, a letter from the Department to the MPO shall constitute renewal of this agreement subject to all terms and conditions specified in this agreement. However, an amendment or a new agreement may be executed, if necessary.

Article 3. Sole Agreement

This Agreement constitutes the sole and only agreement between the parties and supersedes any prior understandings or written or oral agreements between the parties respecting the subject matter of this Agreement.

Article 4. Responsibilities of the Department

The responsibilities of the Department are as follows:

A. Assist in the development of the Unified Planning Work Program (UPWP), approve the format of work programs submitted by the MPO, and, where required by federal law or regulation, monitor the MPO's performance of activities and expenditure of funds under a UPWP. Where monitoring is not required, the Department is responsible for reviewing the

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MPO's activities and expenditure of funds and will comment on and make suggestions relating to those activities and expenditures.

B. Develop a timeline for development of the UPWP, Annual Performance and Expenditure Report (APER), and Transportation Improvement Program (TIP) by the MPO. In consultation with the MPOs, establish a standard format for each to be used by all MPOs in accordance with Texas Administrative Code (TAC), Title 43, §§16.52 and 16.101.
C. Make available to the MPO its share of all TPF and provide any non-federal match authorized by the Texas Transportation Commission. The Department will distribute TPF to the MPO based on a formula developed by the Department, in consultation with the MPOs, and approved by FHWA, FTA, and other applicable federal agencies.
D. Provide to the MPO, as appropriate, technical assistance and guidance for the collection, processing, and forecasting of socio-economic data needed for the development of traffic forecasts, plans, programs, and planning proposals within the MPA, including collecting, processing, and forecasting vehicular travel volume data in cooperation with the MPO, as appropriate.
E. Jointly promote with the MPO the development of the intermodal transportation system within the MPA by identifying points in the system where access, connectivity, and coordination between the modes and inter-urban facilities would benefit the entire system.
F. Share with the MPO information, data, and sources to assist the MPO in carrying out required planning activities, including but not limited to the development of financial plans and future funding estimates.
G. Cooperatively develop and share information with the MPO related to transportation performance data, the selection of performance targets, the reporting of performance targets, tracking progress toward attainment of critical regional outcomes, and the collection of data for the State asset management plan for the National Highway System (NHS).
H. Provide the MPO with an updated organizational chart reflecting any changes to, and contact information for, planning personnel assigned to support the MPO in a timely manner.
I. Provide oversight in cooperation with the MPO on federal awards, including monitoring the activities of the MPO under federal awards to ensure compliance with all requirements and in meeting performance expectations.
J. Ensure sufficient processes are in place to monitor Subrecipients in accordance with 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards. This includes:
    1. Evaluating Subrecipient's risk of non-compliance,
    2. Monitoring Subrecipient activities, and
    3. Verifying Subrecipients are audited as required by 2 CFR Part 200 and Article 12 (Single Audit Report) of this Agreement.
K. Ensure that Subrecipients of federal funds comply with federal statutes, regulations, and the terms and conditions of the Subaward.
L. Evaluate each Subrecipient's fraud risk and risk of noncompliance with a Subaward to determine the appropriate Subrecipient monitoring described in 2 CFR Part 200.

Article 5. Responsibilities of the MPO

The MPO is the policy-making body, often referred to as the policy board, policy committee, or regional transportation council as defined above, and is the organization created to ensure that the comprehensive performance-based multimodal transportation planning process is based on

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a continuing, cooperative, and comprehensive (commonly referred to as the 3C) planning process.

The responsibilities of the MPO are as follows:

A. Ensure that all state and federally required metropolitan planning and programming activities are carried out in accordance with applicable laws and regulations, as amended, including but not limited to those set forth in:
   1. 23 USC §134. Metropolitan transportation planning
   2. 23 USC §135. Statewide and nonmetropolitan transportation planning
   3. 49 USC §5303. Metropolitan transportation planning
   4. 49 USC §5326. Transit asset management (c) Performance Measures and Targets
   5. 49 USC §5329. Public transportation safety program (d) Public Transportation Agency Safety Plan
   6. 23 CFR Part 420 Planning and Research Program Administration
   7. 23 CFR Part 450 Planning Assistance and Standards
   8. 23 CFR Part 490 National Performance Management Measures
   9. 43 TAC Part 1 Chapter 16 Subchapter B Transportation Planning, and Subchapter C Transportation Programs
   10. Transportation Code §201.9911 Planning Organization 10-Year Plan
B. Use funds provided in accordance with this Agreement to develop and maintain a comprehensive regional transportation planning program, including but not limited to the development of financial plans, in accordance with federal and state laws and regulations, including the requirements of the Texas Comptroller of Public Accounts Texas Grant Management Standards (TxGMS).
C. To prevent plan or program lapses and meet update frequencies or schedules, the MPO shall initiate development well in advance of lapse dates. Furthermore, the MPO shall coordinate with the Department, notify them and their stakeholders of any anticipated lapse dates, and implement corrective actions to mitigate or prevent impacts due to delays.
D. Produce the following, as applicable, in coordination with the Department ensuring adherence to applicable requirements and regulations in a professional, orderly, and timely manner accurately reflecting high standards of work:
   1. Metropolitan Transportation Plan (MTP)
   2. 10-Year Transportation Plan
   3. Transportation Improvement Program (TIP)
   4. Unified Planning Work Program (UPWP)
   5. Public Participation Plan (PPP)
   6. Congestion Management Process (CMP), if the MPO is within a Transportation Management Area (TMA)
   7. MPA boundary designation
   8. Other planning documents as may be required by the Department or state or federal laws or regulations
E. Produce or develop the following, as applicable, in coordination with the Department in a professional, orderly, and timely manner accurately reflecting high standards of work:
   1. Annual Listing of Obligated Projects (ALOP or APL)
   2. Annual Performance and Expenditures Report (APER)

3. Congestion Mitigation and Air Quality Improvement Program (CMAQ) Annual Report, if applicable
4. Transportation Alternatives Annual Report, if applicable
5. Performance Measures targets, which may include adoption of the State's targets or MPO specific targets
6. Other reports as may be required by the Department or state or federal laws or regulations

F. Provide an explanation in the APER if task expenditures exceed or fall short of the budgeted task amount by twenty-five percent (25%) or more.
G. Provide planning policy direction to the MPO director, as the lead MPO staff person, and ensure MPO duties are carried out in a cooperative manner.
H. Assemble and maintain an adequate, competent staff, including an MPO director, with the knowledge, skills, abilities, and experience to perform all MPO activities required by law. The MPO shall provide the Department with an updated organizational chart and contact information following any lead personnel changes in a timely manner.
I. Ensure accurate charging, including MPO staff hours, vacation, sick and other forms of paid leave.
J. Exercise the authority to appoint, direct, evaluate, and relinquish duties of the MPO director in accordance with the MPO bylaws and this Agreement. If the MPO bylaws do not address this responsibility, this Agreement shall take precedence. If the MPO bylaws assign this responsibility to a different entity, the MPO bylaws shall prevail.
K. Forecast, collect, and maintain appropriate socio-economic, roadway, and travel data on a timely basis, in cooperation with the Department.
L. Share information and resources with the Department and appropriate stakeholders concerning transportation planning issues.
M. Participate in other related planning efforts and studies with the Department and other regional partners.
N. Ensure the settlement of all contractual and administrative issues arising out of procurement entered into in support of work under this Agreement.
O. Monitor the activities of the MPO staff and Subcontractors under the federal award to ensure compliance with all requirements and performance expectations.

Article 6. Responsibilities of the Fiscal Agent

The responsibilities of the Fiscal Agent are as follows:

A. Maintain required accounting records for state and federal funds consistent with federal and state record retention requirements.
B. Make available funding approved in the UPWP to ensure the MPO can fulfill its obligations in this Agreement.
C. Provide human resource services to the MPO in a timely manner to ensure the MPO can fulfill its obligations in this agreement.
D. Provide benefits for the MPO staff that shall be the same as the Fiscal Agent normally provides its own employees; or as determined through an agreement between the MPO and the Fiscal Agent. Costs incurred by the Fiscal Agent for these benefits may be reimbursed by the MPO, in accordance with federal and state laws, rules, and regulations.

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E. Establish procedures and policies for procurement and purchasing by or for the MPO, in cooperation with the MPO, and subject to prior approval by the Department, including any subsequent updates.

Article 7. Unified Planning Work Program (UPWP)

A. The MPO shall annually or biennially develop and submit an approved UPWP and any subsequent amendments to the Department that meet federal and state requirements in accordance with the Department's established format and timeline.
B. A UPWP submitted in a format other than the standard format developed by the Department will not be approved.
C. Failure to adhere to the timeline developed by the Department may result in a delay in the authorization for the MPO to incur costs.
D. The UPWP shall include:
   1. Goals, objectives, and tasks required by each of the agencies involved in the metropolitan transportation planning process.
   2. Transportation planning work tasks to be funded by federal, state, or local planning funds.
   3. A description of all planning work within the MPA and the resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds for a period of one (1) year or two (2) years unless otherwise agreed to by the Department and the MPO. The UPWP shall reflect only that work that can be accomplished during the time period of the UPWP.
E. The MPO may engage with other agencies, non-profit organizations, or contractors for specific UPWP elements pursuant to 23 CFR Part 450.
F. The use of MPO staff time in a UPWP product or task shall be clearly described in the UPWP, accounting for administrative tasks with details for staff roles and responsibilities.
G. The MPO shall approve the UPWP and any subsequent revisions, and shall not delegate the approval authority, except for corrective actions. Corrective actions are those that do not change the scope of work, result in an increase or decrease in the amount of task funding, or affect the overall budget. Examples of corrective actions include typographical, grammatical, or syntax corrections.
H. The effective date of each UPWP will be October 1st of each year or the date of approval from the appropriate oversight agency, whichever occurs later. On that date, the UPWP shall constitute a new federal project and shall supersede the previous UPWP.
I. The MPO shall not incur any costs for work outlined in the UPWP or any subsequent amendments (i.e., adding new work tasks or changing the scope of existing work tasks) prior to receiving approval from the Department. Any costs incurred prior to receiving Department approval or not included in the approved UPWP are not eligible for reimbursement from TPF.
J. The use of TPF shall be limited to transportation planning activities affecting the transportation system within the boundaries of a designated MPA. Costs incurred for transportation planning activities outside the boundaries of a designated MPA are not eligible for reimbursement unless an MPO determines that data collection and analysis activities relating to land use, demographics, or traffic or travel information conducted outside its boundaries affects the transportation system within its boundaries and the activities are specifically identified in the MPO's approved UPWP.

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K. The use of TPF is limited to corridor/subarea level planning or multimodal or system-wide transit planning studies. Major investment studies and environmental studies are considered corridor level planning. Use of TPF by the MPO for engineering plans, specifications, and estimates (PS&E) and construction administration is not allowed unless otherwise authorized by federal law or regulation and in cooperative agreement with the Department.
L. Costs incurred by the MPO shall not exceed the total budgeted amount of the UPWP without prior approval of the MPO and the Department. Costs incurred on individual work tasks shall not exceed that task budget by twenty-five percent (25%) without prior approval of the MPO and the Department. If the costs exceed 25% of the task budget, the UPWP shall be revised, approved by the MPO, and submitted to the Department for approval.
M. Travel outside the State of Texas by MPO staff and other agencies participating in the MPO planning process must be approved by the Department if funded with TPF. The MPO must receive approval prior to incurring any costs associated with the actual travel (e.g., registration fee). This provision will not apply if the travel is at the request of the Department. Travel to the State of Arkansas by the Texarkana MPO staff and travel to the State of New Mexico by the El Paso MPO staff shall be treated as in-state travel if applicable.
N. The cost of travel incurred by elected officials serving on the MPO for MPO-related business is eligible for reimbursement with TPF.
O. The Department closely monitors progress of the UPWP. If the Department finds that the MPO is not making adequate progress toward fulfilling the work program, it may request mitigating actions.
P. Should any conflict be discovered between the terms of this agreement and the UPWP, the terms of this Agreement shall prevail.

Article 8. Compensation

The Department's reimbursement of any cost incurred under this Agreement is contingent upon all of the following:

A. Federal funds are available to the Department in a sufficient amount for making payments.
B. The incurred cost is authorized in the UPWP. The maximum amount payable under this Agreement shall not exceed the total budgeted amount.
C. The cost has actually been incurred by the MPO and meets the following criteria:
    1. Is verifiable from MPO records;
    2. Is not included as match funds for any other federally assisted program;
    3. Is necessary and reasonable for the proper and efficient accomplishment of program objectives;
    4. Is allowable under 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, and the state's TxGMS; and
    5. Is not paid by the Department or federal government under another assistance program unless authorized to be used as match under the other federal or state agreement and the laws and regulations to which it is subject.
D. After October 1st of each year, the Department will issue a work order to the MPO establishing the effective date of work and the total funds authorized. If the UPWP is subsequently revised, necessitating a revision to the original work order, or the Department deems a revision necessary, a revised work order may be issued at any time throughout the federal fiscal year. If the amount in the UPWP differs from the amount in the work order, the amount in the work order prevails.

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E. The MPO is authorized to submit requests for reimbursement (RFR) of authorized costs incurred under this Agreement no more than fifteen (15) times a year and no less than monthly as expenses occur. Each RFR shall be submitted in a manner and format specified to the Department. An RFR submitted in a format other than the standard format developed by the Department will not be accepted.
F. The MPO shall submit the final RFR from the previous federal fiscal year to the Department no later than ninety (90) days after the end of the federal fiscal year. Any RFRs submitted more than ninety (90) days after the end of the fiscal year in which the funds have been de-obligated will be processed against the current federal fiscal year's UPWP.
G. Reimbursement of costs is contingent upon compliance with the terms of Article 5 (Responsibilities of the MPO) of this Agreement. Noncompliance may result in cancellation of authorized work and suspension of reimbursements after a thirty (30) day notification by the Department to the MPO.
H. A compliant RFR shall be reimbursed by the Department to the MPO within fifteen (15) business days of submission.
I. If corrections are needed to the RFR, including but not limited to mistakes or missing information, the Department will notify the MPO that the RFR has been rejected and provide an explanation within fifteen (15) business days of submission. The Department may coordinate with the MPO to resolve any discrepancies or inconsistencies.
J. A corrected invoice for an RFR that was previously submitted, whether the original RFR was rejected or under review, will restart the fifteen (15) business day review period for the Department to reimburse an MPO.
K. The MPO shall be responsible for any funds determined to be ineligible for federal reimbursement and shall reimburse the Department the amount of those funds previously provided to it by the Department.
L. The Department's acceptance of an invoice does not constitute approval or acceptance of work performed nor work products.

Article 9. Procurement and Property Management Standards

A. The parties to this Agreement shall adhere to the procurement standards in 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, and to the state's TxGMS. The Department must pre-approve the MPO's procurement procedures for purchases to be eligible for state or federal funds.
B. The MPO agrees to comply with applicable Build America, Buy America requirements set forth in the Infrastructure Investment and Jobs Act (Pub. Law 117-58), 23 USC §313, 23 CFR §635.410, 49 CFR Part 661, and 2 CFR Part 184, Buy America Preferences for Infrastructure Projects.
C. The Subrecipient shall pay invoices to vendors within thirty (30) days of receipt in accordance with Texas Government Code §2251.021.

Article 10. Subcontracts

A. Any subcontract for services in implementing any tasks specified in the UPWP, rendered by individuals or organizations not a part of the MPO, shall not be executed without prior authorization and approval of the subcontract by the Department and, when federal funds are involved, the USDOT. All work in the subcontract is subject to the state's TxGMS. If the work for the subcontract is authorized in the current approved UPWP, and if the MPO's

procurement procedures for negotiated contracts have been approved by the Department either directly or through self-certification by the MPO, the subcontract shall be deemed to be authorized and approved, provided that the subcontract includes all provisions required by the Department and the USDOT.

B. Subcontracts exceeding $10,000 shall contain all required provisions of this Agreement.
C. No subcontract will relieve the MPO of its responsibility under this Agreement.
D. Subcontractors shall comply with the Fiscal Agent procurement policy and requirements of 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

Article 11. Federal Funding Accountability and Transparency Act Requirements

A. Any recipient of funds under this Agreement agrees to comply with the Federal Funding Accountability and Transparency Act and implementing regulations at 2 CFR Part 170, Reporting Subaward and Executive Compensation Information.
B. The MPO or Fiscal Agent, as applicable, agrees that it shall annually obtain and provide to the Department a Unique Entity Identifier (UEI), or the Entity ID, a unique twelve-character alphanumeric ID that allows the federal government to track the distribution of federal money.

Article 12. Single Audit Report

A. The parties shall comply with the single audit report requirements stipulated in 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.
B. If threshold expenditures of $1,000,000 or more are met during the federal fiscal year, the MPO must submit a Single Audit Report and Management Letter (if applicable) to the Department's Compliance Division, 125 East 11th Street, Austin, TX 78701 or contact the Department's Compliance Division by email at singleaudits@txdot.gov.
C. If expenditures are less than the threshold during the federal fiscal year, the MPO must submit a statement to the Department's Compliance Division as follows: "We did not meet the $1,000,000 expenditure threshold and therefore, are not required to have a single audit performed for FY _____."
D. For each year the UPWP remains open for federal funding expenditures, the MPO will be responsible for filing a report or statement as described above. The required annual filing shall extend throughout the life of this Agreement, unless otherwise amended or the UPWP has been formally closed out and no charges have been incurred within the current federal fiscal year.

Article 13. Inspection of Work and Retention of Documents

A. The Department, and USDOT when federal funds are involved, and their authorized representatives shall have the right at all reasonable times to inspect or otherwise evaluate the work performed or being performed under this Agreement and the premises on which it is being performed.
B. If any inspection or evaluation is made on the premises of the MPO or a Subcontractor, the MPO shall provide or require its Subcontractor to provide all reasonable facilities and assistance for the safety and convenience of the inspectors in the performance of their

duties. All inspections and evaluations shall be performed in a manner that will not unduly delay the work.

C. The MPO agrees to maintain all books, documents, papers, computer generated files, accounting records, and other evidence pertaining to costs incurred and work performed under this Agreement and shall make those materials available at its office during the time period covered and for seven (7) years from the date of final payment under the UPWP, or as required under the Texas State Records Retention Schedule, as amended. A state record may not be destroyed if its retention period has expired or expires during any litigation, claim, negotiation, audit, public information request, administrative review, or other action involving the record; its destruction shall not occur until the completion of the action and the resolution of all issues. Within fifteen (15) business days of receiving notice from the Department, these materials shall be made available for inspection by the Department, the USDOT, the Office of the Inspector General of the USDOT, and any of their authorized representatives for the purpose of making audits, examinations, excerpts, and transcriptions.

D. The state auditor may conduct an audit or investigation of any entity receiving funds from the Department directly under this Agreement or indirectly through a subcontract under this Agreement. Acceptance of funds directly under this agreement or indirectly through a subcontract under this agreement acts as acceptance of the authority of the state auditor, under the direction of the legislative audit committee, to conduct an audit or investigation in connection with those funds. An entity that is the subject of an audit or investigation must provide the state auditor with access to any information the state auditor considers relevant to the investigation or audit under the state's TxGMS.

Article 14. Non-Collusion

The MPO shall warrant that it has not employed or retained any company or person, other than a bona fide employee working for the MPO, to solicit or secure this Agreement, and that it has not paid or agreed to pay any company or person, other than a bona fide employee working for the MPO, any fee, commission, percentage, brokerage fee, gift, or any other consideration contingent upon or resulting from the award or making of this agreement. If the MPO breaches or violates this warranty, the Department shall have the right to annul this Agreement without liability or, in its discretion, to deduct from the Agreement price or consideration, or otherwise recover the full amount of the fee, commission, brokerage fee, gift, or contingent fee.

Article 15. Force Majeure

Except with respect to defaults of Subcontractors, the MPO shall not be in default by reason of failure in performance of this Agreement in accordance with its terms (including any failure by the MPO to progress in the performance of the work) if that failure arises out of causes beyond the control, and without the fault or negligence, of the MPO. Those causes may include, but are not limited, to acts of God or of the public enemy, fires, floods, epidemics, quarantine restrictions, strikes, freight embargoes, and unusually severe weather. In every case, however, the failure to perform must be beyond the control and without the fault or negligence of the MPO.

Article 16. Remedies

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This Agreement shall not be considered as specifying the exclusive remedy for any dispute, but all remedies existing at law and in equity may be availed of by either party and shall be cumulative. Notwithstanding the immediately preceding sentence, disputes between the Department, the MPO, and/or the Fiscal Agent that could result in the termination of, or withdrawal from, this Agreement shall be resolved pursuant to the dispute resolution provision in Article 27, Paragraph G. If the Governor withdraws designation of the MPO, the Department may terminate this Agreement without any obligation to comply with the dispute resolution provision of Article 27, Paragraph G.

Article 17. Gratuities

A. Employees of the Department or the MPO shall not accept any benefits, gifts, or favors from any person doing business with, or who may do business with the Department or the MPO under this Agreement.
B. Any person doing business with, or who may do business with the Department or the MPO under this Agreement, may not make any offer of benefits, gifts, or favors to the Department or the MPO employees. Failure on the part of the Department or the MPO to adhere to this policy may result in termination of this Agreement.

Article 18. Compliance with Laws

The parties to this Agreement shall comply with all applicable federal and state laws, statutes, rules, and regulations, as well as the orders and decrees of any courts or administrative bodies or tribunals, as may be amended from time to time, in any matter affecting the performance of this Agreement. This includes, but is not limited to, compliance with workers' compensation laws, minimum and maximum salary and wage statutes and regulations, licensing laws and regulations, civil rights compliance, nondiscrimination, and equal opportunity statutes and authorities. When required, the MPO shall furnish the Department with satisfactory proof of its compliance.

Article 19. Debarment Certifications

The MPO is prohibited from making any award or permitting any award at any tier to any party that is debarred, suspended, or otherwise excluded from or ineligible for participation in federal assistance programs under Executive Order 12549, Debarment and Suspension. By executing this Agreement, the MPO certifies that it is not currently debarred, suspended, or otherwise excluded from or ineligible for participation in federal assistance programs and further certifies that it will not do business with any party that is currently debarred, suspended, or otherwise excluded from or ineligible for participation in federal assistance programs. The MPO shall require any party to a subcontract or purchase order awarded under this agreement as specified in 49 CFR Part 29 (Debarment and Suspension) to certify its eligibility to receive federal funds and, when requested by the Department, to furnish a copy of the certification. The MPO shall verify with the Comptroller of Public Accounts and System for Award Management (SAM.gov) that vendors are not suspended or debarred before executing the contract.

Article 20. Disadvantaged Business Enterprise (DBE) Program Requirements

If federal funds are used:

A. As applicable, the parties shall comply with the Disadvantaged Business Enterprise Program requirements established in 49 CFR Part 26.

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B. As applicable, the MPO shall incorporate into its contracts with Subcontractors a DBE goal consistent with the State's DBE goal and in consideration of the local market, project size, and nature of the goods or services to be acquired. As applicable, the MPO shall submit its proposed scope of services and quantity estimates to the State to allow the State to establish a DBE goal for each MPO contract with a Subcontractor. As applicable, the MPO shall be responsible for documenting its DBE actions.
C. The MPO shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any contract or, as applicable, in the administration of its DBE program. The MPO shall take all necessary and reasonable steps to ensure non-discrimination in award and administration of subcontracts. The State's DBE program, as applicable, is incorporated by reference in this Agreement. Implementation of this program is a legal obligation. As applicable, failure to comply shall be treated as a violation of this Agreement. Upon notification to the MPO of its failure to carry out its approved program, the State may impose sanctions as provided for under 49 CFR Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 USC §1001 and the Program Fraud Civil Remedies Act of 1986 (31 USC §3801 et seq.).
D. Each contract the MPO signs with a Subcontractor (and each subcontract the prime contractor signs with a Subcontractor) must include the following assurance: *The Subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The Subcontractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of USDOT-assisted contracts. Failure by the Subcontractor to carry out these requirements is a material breach of this Agreement, which may result in the termination of this Agreement or such other remedy as the recipient deems appropriate.*

Article 21. Environmental Protection and Energy Efficiency

A. The MPO agrees to comply with all applicable standards, orders, or requirements issued under Section 306 of the Clean Air Act, 42 USC §7602; Section 508 of the Clean Water Act 33 USC §1368; Executive Order 11738 and Title 40 CFR, "Protection of Environment." The MPO further agrees to report violations to the Department.
B. The MPO agrees to recognize standards and policies relating to energy efficiency that are contained in the State energy conservation plan issued in compliance with the Energy Policy and Conservation Act (Pub. L. 94-163).

Article 22. Lobbying Certification

In executing this Agreement, each signatory certifies to the best of that signatory's knowledge and belief, that:

A. No federal appropriated funds have been paid, or will be paid, by or on behalf of the parties to any person for influencing, or attempting to influence, an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
B. If any funds other than federal appropriated funds have been paid, or will be paid to, any person for influencing or attempting to influence an officer or employee of any agency, a

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Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with federal contracts, grants, loans, or cooperative agreements, the signatory for the MPO shall complete and submit the Federal Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

C. The parties shall require that the language of this certification shall be included in the award documents for all Subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and all Subrecipients shall certify and disclose accordingly. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 USC §1352. Any person who fails to file the required certification shall be subject to a civil penalty.

Article 23. Distribution of Products

A. The MPO shall provide a number of copies to be specified by the Department of all information, reports, proposals, brochures, summaries, written conclusions, graphic presentations, and similar materials developed by the MPO and financed, in whole or in part, as provided in this Agreement. All reports published by the MPO shall contain the following prominent credit reference to the Department, USDOT, FHWA, and FTA: *Prepared in cooperation with the Texas Department of Transportation and the U.S. Department of Transportation, Federal Highway Administration, and Federal Transit Administration. The preparation of this document was financed in part through grants from the U.S. Department of Transportation. The content of the document does not necessarily reflect the official views or policy of the U.S. Department of Transportation, Federal Highway Administration, Federal Transit Administration, or the Texas Department of Transportation. Acceptance of this document does not constitute a commitment on the part of any federal or state agency to participate in the development depicted therein nor does it indicate that any proposed development is environmentally acceptable in accordance with public laws.*

B. Upon termination of this Agreement, all documents prepared by the MPO during the term of this Agreement, or furnished to the MPO by the Department, shall upon request be delivered to the Department. All documents, photographs, calculations, programs, and other data prepared or used under this Agreement may be used by the Department without restriction or limitation of further use.

Article 24. Copyrights

The Department and the USDOT shall, with regard to any reports or other products produced under this Agreement, reserve a royalty-free, nonexclusive and irrevocable right to reproduce, publish, or otherwise use, and to authorize others to use the work for government purposes.

Article 25. Indemnification

A. To the extent permitted by state law, the MPO and the Fiscal Agent shall indemnify and hold harmless the Department and its officers and employees from all claims and liability that are due to activities of the MPO, the Fiscal Agent, its agents, or its employees performed under this agreement and that are caused by or result from error, omission, or negligent act of the MPO or of any person employed by the MPO.

B. To the extent permitted by state law, the MPO and the Fiscal Agent shall indemnify and hold harmless the department from any and all expense, including but not limited to, attorney fees that may be incurred by the Department in litigation or otherwise resisting claims or

liabilities that may be imposed on the Department as a result of the activities of the MPO, its agents, or its employees.

C. To the extent permitted by state law, the Department shall indemnify and hold harmless the MPO, the Fiscal Agent, agents, officers, and employees from all claims and liability that are due to activities of the Department, its agents, or employees performed under this agreement and that are caused by or result from error, omission, or negligent act of the Department or of any person employed by the Department.

D. To the extent permitted by state law, the Department shall indemnify and hold harmless the MPO and the Fiscal Agent, and their agents, officers, and employees from any and all expense, including but not limited to, attorney fees that may be incurred by the MPO or the Fiscal Agent, and their agents, officers, and employees in litigation or otherwise resisting claims or liabilities that may be imposed on the MPO or the Fiscal Agent, and their agents, officers, and employees as a result of the activities of the Department, its agents, or its employees.

Article 26. Legal Construction

In case any one or more of the provisions contained in this Agreement shall for any reason be held to be invalid, illegal, or unenforceable in any respect, that invalidity, illegality, or unenforceability shall not affect any other provisions and this Agreement shall be construed as if it did not contain the invalid, illegal, or unenforceable provision.

Article 27. Termination

A. The Department may terminate this Agreement at any time before the date of completion if the Governor withdraws designation of the MPO. If the Governor withdraws designation of the MPO, the Department may terminate this Agreement without any obligation to comply with the dispute resolution process in this Article 27, Paragraph G.

B. The Department or the MPO may terminate this Agreement if either party fails to comply with the conditions of the Agreement. The Department or the MPO shall give written notice to all parties at least ninety (90) days prior to the effective date of termination and specify the effective date of termination.

C. The Department may terminate this Agreement for any reason upon ninety (90) days' notice to the MPO and the Fiscal Agent.

D. The parties to this Agreement may terminate this Agreement when its continuation would not produce beneficial results commensurate with the further expenditure of funds. In this event, the parties shall agree upon the termination conditions.

E. Upon termination of this Agreement, whether for cause or at the convenience of the parties, all finished or unfinished documents, data, studies, surveys, reports, maps, drawings, models, photographs, etc., prepared by the MPO shall, at the request of the Department, be delivered to the Department within ninety (90) days.

F. The Department shall reimburse the MPO for those eligible expenses incurred during the Agreement period that are directly attributable to the completed portion of the work covered by this Agreement, provided that the work has been completed in a manner satisfactory and acceptable to the Department. The MPO shall not incur new obligations for the terminated portion after the effective date of termination.

G. No party shall take action to terminate or withdraw from this Agreement unless and until the following conditions are satisfied:

Contract No.:	
Federal Highway Administration:	
ALN Title:	
ALN No.:	
Not Research and Development	

a. The party that considers there to be a dispute that might cause them to terminate or withdraw from this Agreement shall provide written notice describing the dispute to the other parties;
b. Within thirty (30) days of the written notice, the MPO's Chair and counsel, the Fiscal Agent's President and counsel, and the Department's representative and counsel shall confer in good faith;
c. If the parties to this Agreement are unable to reach an agreement to resolve the dispute through informal conference, the parties shall mediate within sixty (60) days of the conference the dispute before a mutually agreed upon mediator, or before a mediator selected by an agreement between mediator selected by RTC, a mediator selected by NCTCOG, and a mediator selected by the Department.;
d. If the Parties are unable to reach an agreement through mediation, the dispute shall be resolved through litigation between RTC and NCTCOG, initiated by the filing of a lawsuit by one of the parties, before the 141st District Court in Tarrant County, Texas.

Article 28. Successors and Assigns
No party shall assign or transfer its interest in this Agreement without written consent of the other parties.

Article 29. Amendments
Any change to one or more of the terms and conditions of this Agreement shall not be valid unless made in writing and agreed to by all parties before the change is implemented.

Article 30. Notices
All notices to any party by the other parties required under this Agreement shall be delivered personally or sent by certified or U.S. mail, postage prepaid, addressed to the party at the following addresses:

MPO:	Chair Regional Transportation Council 616 Six Flags Drive Arlington, TX 76011
Fiscal Agent:	North Central Texas Council of Governments 616 Six Flags Drive Arlington, TX 76011
Department:	Director, Transportation Planning & Programming Division Texas Department of Transportation 125 E. 11th Street Austin, Texas 78701

All notices shall be deemed given on the date delivered or deposited in the mail, unless otherwise provided in this Agreement. Any party may change the above address by sending written notice of the change to the other parties. Any party may request in writing that notices

Contract No.:	
Federal Highway Administration:	
ALN Title:	
ALN No.:	
Not Research and Development	

shall be delivered personally or by certified U.S. mail, and that request shall be honored and carried out by the other parties.

Contract No.:	
Federal Highway Administration:	
ALN Title:	
ALN No.:	
Not Research and Development	

Article 31. Signatory Warranty
Each signatory warrants that the signatory has necessary authority to execute this Agreement on behalf of the entity represented.

THIS AGREEMENT IS EXECUTED by the Department, the MPO, and the Fiscal Agent in triplicate.

THE MPO

Signature

Typed or Printed Name

Policy Board Chair

Date

THE FISCAL AGENT

Signature

JENNIFER JUSTICE
Typed or Printed Name

PRESIDENT
Title

AUGUST 6, 2026
Date

THE DEPARTMENT

Signature

Humberto Gonzalez, Jr., P.E., M.B.A
Typed or Printed Name

Director, Transportation Planning and Programming Division
Texas Department of Transportation
Title

Date

SETTLEMENT AGREEMENT AND RELEASE

This Settlement Agreement and Release ("Settlement Agreement") is entered into as of the date of the last signature below (the "Effective Date"), by and between Denton County, Texas ("Denton" or "Denton County") and the Regional Transportation Council ("RTC") (collectively Denton County and the RTC are referred to herein as "Plaintiffs"), on the one hand, and the North Central Texas Council of Governments ("NCTCOG"), on the other hand. Each of the foregoing is referred to herein as a "Party" and together as the "Parties."

RECITALS

WHEREAS, a dispute arose between the Parties concerning aspects of governance of the federally mandated metropolitan transportation planning process for the Dallas–Fort Worth region, including the respective roles, responsibilities, and authority of the RTC and NCTCOG (the "Governance Dispute");

WHEREAS, on April 6, 2026, Denton County filed its Original Petition and Application for Temporary Restraining Order, Temporary Injunction, and Permanent Injunction against members of the Executive Board of the NCTCOG, in their official capacities, ("NCTCOG Board Members") in the 431st Judicial District Court of Denton County, Texas, styled *County of Denton, Texas v. North Central Texas Council of Governments, et al.*, Cause No. 26-3611-431 (the "Lawsuit");

WHEREAS, on April 7, 2026, the Denton County district court signed an order granting Denton County's application for an ex parte temporary restraining order;

WHEREAS, on April 22, 2026, the Denton County district court signed an order transferring venue to Tarrant County, where the Lawsuit was assigned to the 141st Judicial District Court of Tarrant County, Texas and given Cause No. 141-377160-26;

WHEREAS, on April 28, 2026, the Tarrant County district court signed an order modifying the temporary restraining order;

WHEREAS, on May 4, 2026, the RTC filed its Petition in Intervention in the Lawsuit as intervenor-plaintiff adding NCTCOG as a defendant in the Lawsuit;

WHEREAS, on May 5, 2026, the Tarrant County district court signed orders denying pleas to the jurisdiction as to Denton County and the RTC, granting Plaintiffs' applications for a temporary injunction (the "Temporary Injunction"), and setting the Lawsuit for trial on November 9, 2026;

WHEREAS, on May 22, 2026, NCTCOG perfected an interlocutory appeal from the Temporary Injunction, now pending in the Court of Appeals for the Second District of Texas as Cause No. 02-26-00338-CV (the "Appeal," and together with the Lawsuit, the "Litigation");

WHEREAS, the Texas Department of Transportation ("TxDOT"), the RTC, and NCTCOG are the parties to a Metropolitan Planning Agreement, dated September 18, 2018, that identifies the responsibilities in carrying out the metropolitan transportation planning process for the region, a copy of which is attached as Exhibit 1 (the "2018 MPO Agreement");

WHEREAS, TxDOT, the RTC, and NCTCOG are the contemplated parties to a Metropolitan Planning Agreement that identifies the parties' respective responsibilities in carrying out the metropolitan transportation planning process for the region, a copy of which is attached as Exhibit 2 (the "2026 MPO Agreement");

WHEREAS, the RTC and NCTCOG intend to enter into an operating agreement governing the operational, staffing, and administrative relationship between them, as will be further described in this Settlement Agreement (the "Operating Agreement"); and

WHEREAS, the Parties wish to fully and finally resolve the Litigation, and to avoid the uncertainty, expense, and burden of continued litigation, on the terms set forth in this Settlement Agreement.

NOW, THEREFORE, in consideration of the mutual covenants, promises, and representations contained in this Settlement Agreement, and of other good and valuable consideration, the receipt and sufficiency of which are acknowledged, the Parties agree as follows:

I. Settlement Considerations

A. Execution of the 2026 MPO Agreement

NCTCOG and RTC will execute the 2026 MPO Agreement. The 2026 MPO Agreement is attached as Exhibit 2 and incorporated in all respects into this Settlement Agreement by reference. NCTCOG and RTC will promptly present the 2026 MPO Agreement, as executed by NCTCOG and the RTC, to TxDOT for its execution, and they will use reasonable and diligent efforts to obtain TxDOT's execution.

B. Execution of the Operating Agreement

Simultaneous with the execution of the 2026 MPO Agreement by NCTCOG and RTC, NCTCOG and RTC will execute the Operating Agreement that addresses operational, staffing, and other administrative matters. If the Operating Agreement is executed by NCTCOG and RTC before the 2026 MPO Agreement is executed by NCTCOG, RTC, and TxDOT, then the NCTCOG and RTC agree to comply with the Operating Agreement as a condition of this Settlement Agreement and to resolve any disputes related to the Operating Agreement by following the dispute resolution procedures in Section VI(B) of this Settlement Agreement. The Operating Agreement is attached as Exhibit 3 and incorporated in all respects into this Settlement Agreement by reference.

C. Potential Violations

The Parties agree that the following terms concerning the MPO Director (a position defined in the 2026 MPO Agreement) will continue as obligations under this Settlement Agreement and that the RTC will be irreparably harmed and is entitled to injunctive relief in the event NCTCOG violates one or more of these terms:

(a) Michael Morris, formerly MPO Transportation Planning Director (as defined in the 2018 MPO Agreement), shall continue to discharge all of the duties and responsibilities of MPO Director;

(b) NCTCOG shall not preclude the MPO Director's discharge of those duties and responsibilities;
(c) NCTCOG shall not pursue a replacement for the MPO Director unless otherwise directed, through a process defined, by RTC; and
(d) NCTCOG engages in activities: (i) beyond its responsibilities as Fiscal Agent; and (ii) conferred on the RTC as Metropolitan Planning Organization, as those responsibilities for the Fiscal Agent and the Metropolitan Planning Organization are described in the 2026 MPO Agreement.

For the avoidance of doubt, nothing in this Section limits the RTC's authority to appoint, direct, evaluate, and relinquish the duties of the MPO Director under the 2026 MPO Agreement or otherwise contradicts that Agreement.

II. Voluntary Dismissal

A. Conditions Precedent

The Parties' obligations under Section II.B. and the effectiveness of the releases contained in Section III are conditioned on the execution by the RTC and NCTCOG of the (i) 2026 MPO Agreement, (ii) the Operating Agreement, and (iii) this Settlement Agreement. In the event that the Parties fail to execute these three agreements, and secure dismissals under Sections II.B(a)-(b), this Settlement Agreement shall be void and of no further effect.

B. Dismissal of the Lawsuit; Dissolution of the Temporary Injunction; Dismissal of the Appeal

(a) Within three (3) days after satisfaction of the conditions in Section II.A by the RTC and NCTCOG, the Parties shall file a joint motion for, and submit, an Agreed Order of Dismissal With Prejudice in the form attached as Exhibit 4, dismissing with prejudice all claims, counterclaims, cross-claims, and third-party claims asserted by any Party in the Lawsuit, including Plaintiffs' applications for temporary injunction, dissolving the Temporary Injunction and any temporary restraining order (except that the Parties' obligations set forth in Section I.C survive as binding obligations under this Settlement Agreement), and providing for the release and return of all injunction bonds; and

(b) Within three (3) days after the Lawsuit is dismissed with prejudice by Court Order, the Parties shall file a joint motion to dismiss the Appeal in the form attached as Exhibit 5, and take any further steps necessary to dismiss the Appeal.

III. Releases and Agreement Not to Sue

A. Plaintiffs' Release

Effective on satisfaction of the conditions in Section II.A, Plaintiffs voluntarily, knowingly, and irrevocably release, acquit, and forever discharge, and agree not to sue, the NCTCOG and each of their past and present officials, officers, members, directors, employees, agents, attorneys, representatives, predecessors, successors, and assigns, from any and all claims, demands, causes of action, damages, and liabilities, whether known or unknown, that Plaintiffs ever had or now have

arising out of or relating to the Governance Dispute or the Litigation. This release is limited to claims arising from conduct or actions that occurred through the effective date of this Settlement Agreement and does not include claims arising from conduct, actions, or inactions occurring after the effective date.

B. NCTCOG's Release

Effective upon satisfaction of the conditions in Section II.A, NCTCOG voluntarily, knowingly, and irrevocably releases, acquits, and forever discharges, and agrees not to sue, Plaintiffs and each of their past and present officials, officers, members, commissioners, directors, employees, agents, attorneys, representatives, predecessors, successors, and assigns, from any and all claims, demands, causes of action, damages, and liabilities, whether known or unknown, that the NCTCOG ever had or now have arising out of or relating to the Governance Dispute or the Litigation. This release is limited to claims arising from conduct or actions that occurred through the effective date of this Settlement Agreement and does not include claims arising from conduct, actions, or inactions occurring after the effective date.

C. Additional Limitations on the Parties' Releases

Nothing in this Section releases any Party from its obligations under this Settlement Agreement, the 2026 MPO Agreement, or the Operating Agreement, and nothing in this Section precludes any action arising out of, or brought to enforce, these agreements.

IV. Representations and Warranties

A. Plaintiffs' Representations and Warranties

To induce the NCTCOG to enter this Settlement Agreement, Plaintiffs represent and warrant as follows:

1. **Advice of Counsel.** Plaintiffs and their authorized representative have carefully read this Settlement Agreement, have been advised by their attorney about and fully understand all of its terms, consequences and ramifications;

2. **No Reliance.** In signing this Settlement Agreement, Plaintiffs are not relying on any statement, representation, or promise made by the NCTCOG or any employee, agent, representative or attorney, except as specifically provided in this Settlement Agreement;

3. **Voluntary Act.** Plaintiffs are signing this Settlement Agreement freely and voluntarily, without coercion of any kind;

4. **Authority and Binding Effect.** Plaintiffs have full authority and capacity under law to enter into this Settlement Agreement, the 2026 MPO Agreement, and the Operating Agreement. The person signing this Settlement Agreement on Plaintiffs' behalf is capable of and authorized to do so, and this Settlement Agreement is binding on Plaintiffs in accordance with its terms.

B. NCTCOG's Representations and Warranties

To induce Plaintiffs to enter this Settlement Agreement, the NCTCOG represents and warrants as follows:

1. **Advice of Counsel.** The NCTCOG and its authorized representatives and agents have carefully read this Settlement Agreement, have been advised by their attorneys about and fully understand all its terms, consequences and ramifications;

2. **No Reliance.** In signing this Settlement Agreement, the NCTCOG is not relying on any statement, representation, or promise made by Plaintiffs, or any of their employees, agents, representatives, or attorneys, except as specifically provided in this Settlement Agreement;

3. **Voluntary Act.** The NCTCOG is signing this Settlement Agreement freely and voluntarily, without coercion of any kind; and

4. **Authority and Binding Effect.** NCTCOG has full authority and capacity under law to enter into this Settlement Agreement, the 2026 MPO Agreement, and the Operating Agreement. The person or persons signing this Settlement Agreement on the NCTCOG's behalf is capable of and authorized to do so, and this Settlement Agreement is binding on the NCTCOG in accordance with its terms.

V. Attorneys' Fees for Enforcement

In the event that any other action is brought to enforce the terms or provisions of this Settlement Agreement, the prevailing Party shall be entitled to recover its reasonable costs, expenses, and attorney's fees incurred in connection with that action.

VI. Miscellaneous Provisions

A. Choice of Law. This Settlement Agreement shall be construed and interpreted by and according to the laws of the State of Texas, without consideration of Texas's choice of law rules.

B. Dispute Resolution. In the event that a dispute arises relating to NCTCOG's or RTC's responsibilities under this Settlement Agreement, the 2026 MPO Agreement, or the Operating Agreement, NCTCOG and RTC shall work to resolve the dispute by following the dispute resolution procedures below:

a. The party that considers there to be a dispute shall provide written notice describing the dispute to the other party;
b. Within thirty (30) days of the written notice, the RTC's Chair and counsel and NCTCOG's President and counsel shall confer in good faith;
c. If the parties to this Agreement are unable to reach an agreement to resolve the dispute through informal conference, the parties shall mediate within sixty (60) days of the conference the dispute before a mutually agreed upon mediator, or before a mediator selected by an agreement between mediator selected by RTC and a mediator selected by NCTCOG;

d. If the Parties are unable to reach an agreement through mediation, the dispute shall be resolved through litigation between RTC and NCTCOG, initiated by the filing of a lawsuit by one of the parties, before the 141st District Court in Tarrant County, Texas.

C. Forum; Continuing Jurisdiction. The Parties agree that the 141st District Court of Tarrant County, Texas retains jurisdiction to enforce this Settlement Agreement. Any action to enforce this Settlement Agreement shall be brought exclusively in the 141st District Court of Tarrant County, Texas, and the Parties consent to the jurisdiction and venue of that court.

D. RTC and NCTCOG's Compliance with Law. In discharging their respective responsibilities under this Settlement Agreement, the 2026 MPO Agreement, and the Operating Agreement, RTC and NCTCOG intend to and will comply with all applicable law.

E. Notice. Any notice permitted or required by this Settlement Agreement shall be directed in writing and transmitted by facsimile or overnight mail as follows:

1. To RTC:

GIBSON, DUNN & CRUTCHER LLP
2001 Ross Ave., Ste. 2100
Dallas, TX 75201
Telephone: 214-698-3100
Facsimile: (214) 571-2900

2. To Denton County:

HAYES, BERRY, WHITE & VANZANT, LLP
512 W. Hickory, Suite 100
Denton, Texas 76201
Telephone: 940-387-3518
Facsimile: 866-576-2575

3. To the NCTCOG:

KELLY HART & HALLMAN LLP
201 Main Street, Suite 2500
Fort Worth, Texas 76102
Telephone No. 817-332-2500
Facsimile No. 817-878-9280

F. No Implied Waivers. A waiver or breach of any provision of this Settlement Agreement shall not be construed as a continuing waiver of other breaches of the same or any other provision of this Settlement Agreement.

G. Entire Agreement. This Agreement constitutes the Parties' entire agreement and understanding; this Settlement Agreement merges and supersedes all prior discussions, negotiations, understandings and agreements among the Parties. No Party shall be bound by any condition,

definition, warranty, right, duty or covenant other than as expressly stated in this Settlement Agreement or as subsequently set forth in a written document signed by the Parties hereto. The provisions of this Settlement Agreement, including this paragraph, may be modified or waived only in writing signed by the Party to be charged. The Parties specifically agree that no Party will be bound by any failure to respond or object to a written or oral communication from the other Party that purports to impose or confirm any obligation not expressly set forth in this Settlement Agreement.

H. Future Cooperation. The Parties to this Settlement Agreement agree to execute, acknowledge, and deliver all further instruments and to do all further acts as may be necessary or appropriate to carry out the intent and purpose of this Settlement Agreement.

I. Successors and Assigns. This Settlement Agreement shall inure to the benefit of and be binding on each Party's successors and assigns.

J. No Drafting Presumption. This Settlement Agreement shall be construed as if each Party participated equally in its negotiation and drafting.

K. Headings. The headings contained in this Settlement Agreement are for reference only and shall not affect the meaning or interpretation of this Agreement in any way.

L. Severability. If any part or provision of this Settlement Agreement is determined to be unenforceable, the Parties intend and agree that the remaining provisions shall not be affected by such determination.

M. Execution in Counterparts. This Settlement Agreement may be executed in multiple counterparts, each of which shall be enforceable against the Party who has executed it. Facsimile and e-mail signatures shall be deemed as effective as original signatures.

IN WITNESS WHEREOF, signed effective as of the dates below.

COUNTY OF DENTON, TEXAS

By: _____

Name: _____

Title: _____

Date: _____

REGIONAL TRANSPORTATION COUNCIL

By: _____

Name: _____

Title: _____

Date: _____

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

By: _____

Name: Jennifer Justice

Title: President

Date: August 6, 2026

AGREED AS TO FORM:

_____

GIBSON, DUNN & CRUTCHER LLP

Counsel for the Regional Transportation Council

_____

HAYES BERRY WHITE VANZANT LLP

Counsel for the County of Denton, Texas

J W Whitfield

_____

KELLY HART & HALLMAN LLP

Counsel for the NCTCOG

OPERATING AGREEMENT
BETWEEN
NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS
AND THE
REGIONAL TRANSPORTATION COUNCIL AS THE METROPOLITAN PLANNING ORGANIZATION

This Agreement is between the North Central Texas Council of Governments (NCTCOG), hereinafter the "Fiscal Agent," and the Regional Transportation Council as the Metropolitan Planning Organization, hereinafter the "MPO." When referencing both Fiscal Agent and MPO staff collectively, they will be referred to as NCTCOG staff. All employees referenced in this Agreement are NCTCOG employees.

Article 1. Purpose

The purpose of this Agreement is to outline the functional roles and responsibilities between the Fiscal Agent and the MPO in accordance with carrying out the respective duties of the Metropolitan Planning Agreement ("2026 MPO Agreement") with the Texas Department of Transportation (TxDOT).

Article 2. Definitions

The following terms are defined and have the same meaning as in the 2026 MPO Agreement. To the extent there are any variations between these definitions and the definitions contained within the 2026 MPO Agreement, the 2026 MPO Agreement shall prevail.

A. Fiscal Agent – "The third-party entity that accepts and is responsible for providing various financial, grants, and administrative duties on behalf of the MPO."

B. Metropolitan Planning Organization (MPO) – "The policy-making body, often referred to as the policy board, policy committee, or regional transportation council designated under 23 USC §134, 49 USC §5303, and Texas Transportation Code §472.031, responsible for overseeing the metropolitan transportation planning process, establishing overall transportation policy for the MPO, and making necessary approvals. The MPO consists of governmental agencies and any additional agencies or organizations added, as specified in the MPO's bylaws, as amended."

C. MPO Director – "The MPO's lead staff member responsible for overseeing the planning process and implementing the MPO's goals and policies. This role includes

supporting and reporting to the MPO governing body, as well as interacting with local, state, and federal agencies. The MPO Director may also be referred to as the Executive Director or a similar title, as specified in the MPO bylaws, as amended."

The following terms are defined for clarity.

D. MPO staff – NCTCOG Transportation Department employees assigned to perform metropolitan transportation planning, programming, technical, public involvement, administrative, and related work activities necessary to carry out the responsibilities of the Metropolitan Planning Organization under the applicable federal and state laws, regulations, and agreements. MPO staff work under the policy direction of the Regional Transportation Council, through the MPO Director, in support of the metropolitan planning process.

E. Fiscal Agent Staff – NCTCOG employees outside of the Transportation Department that provide various financial, grants, human resources, administrative duties, and other support services for MPO-related functions.

Article 3. Governance and Operating Principles

3.1 Compliance. NCTCOG shall perform all responsibilities in compliance with applicable federal, state, and local laws, regulations, grant requirements, and agency policies. The Parties shall conduct a review of contract signature authority and various designations consistent with this Agreement.

3.2 Internal Controls. NCTCOG shall maintain appropriate administrative, technology, and programmatic controls to safeguard public resources and ensure accountability.

3.3 Cooperation and Coordination. Fiscal Agent staff shall work cooperatively and collaboratively with MPO staff, partner agencies, funding entities, consultants, contractors, and stakeholders to support transportation programs and the responsibilities of both the MPO and Fiscal Agent.

3.4 Public Communications and Representations. Communications relating to transportation plans, programs, projects, studies, funding, policy matters, or activities of the MPO or Regional Transportation Council shall be developed and issued under the direction of the MPO Director or designee. No department or employee shall represent, advocate, or communicate positions on behalf of the MPO or Regional Transportation Council unless authorized by the MPO Director or Regional Transportation Council. The MPO retains sole discretion regarding transportation-related communications but will make an effort to coordinate or

collaborate with the Fiscal Agent on communications, public engagement activities, initiatives, and other matters of mutual interest.

3.5 Continuous Improvement. NCTCOG may periodically evaluate and improve administrative, technology, and programmatic processes to enhance efficiency, compliance, transparency, and service delivery.

Article 4. Operational Responsibilities

NCTCOG provides management and operational support necessary to implement policies, support programs, and ensure efficient day-to-day operations. These responsibilities ensure accountability, compliance, operational continuity, and effective implementation of regional transportation initiatives and programs.

4.1 On behalf of the MPO, the Fiscal Agent will carry out the duties described in the NCTCOG Organizational Operating Functions which outlines the operating framework for the following activities:

a. accounting and financial management, purchasing, staffing, and

b. human resources, payroll and benefits, office operations, and facilities support, and

c. technology infrastructure, cybersecurity, application support, information systems, and data development services.

4.2 If requested by the Fiscal Agent, MPO staff may perform responsibilities on behalf of the MPO, the Fiscal Agent, or both, as necessary to assist in carrying out activities of NCTCOG. Responsibilities described in this Operating Agreement are intended to support the effective administration of MPO functions, Fiscal Agent functions, and the continued coordinated implementation of all applicable requirements, plans, programs, and activities.

Article 5. Term and Continuity of Operations

5.1 Term. This Agreement shall become effective upon execution by the Parties and shall remain in effect until amended, superseded, or terminated by mutual agreement of the parties.

5.2 NCTCOG Operations Resolution Procedures. A party seeking to raise an operational item shall follow the procedures set forth herein.

5.2.1 Daily Operations. For matters related to policy, operations, administration, human resources, technology, or other matters arising under

this Agreement, either the MPO or the Fiscal Agent may initiate the resolution procedures in accordance with the process set forth in Attachment A.

5.2.2 MPO Director Oversight and Performance. For matters relating to the MPO Director's performance, employment actions, or other MPO Director-specific matters arising under this Agreement, either the MPO or the Fiscal Agent may initiate the resolution procedures in accordance with the process set forth in Attachment B.

5.3 Settlement Agreement. If the issue remains unresolved following the process described herein, either Party may follow the Dispute Resolution process as outlined in the 2026 Settlement Agreement.

Article 6. MPO Staff Oversight and Management

6.1 Employment Actions Involving MPO Staff. MPO staff shall be subject to the Fiscal Agent's personnel policies, procedures, and employment practices. Any unresolved conflict between the MPO and Fiscal Agent regarding MPO employment actions can utilize the resolution procedure described in Attachment A.

Article 7. MPO Director

7.1 Authority and Oversight. The MPO Director shall be responsible for carrying out the duties and responsibilities assigned to the position under the 2026 MPO Agreement, MPO bylaws, and policies adopted by the Regional Transportation Council. The MPO Director shall report to the Regional Transportation Council regarding MPO functions and responsibilities.

7.2 Participation in NCTCOG Operations and Regional Objectives. The MPO Director shall be an active participant in NCTCOG and shall comply with applicable NCTCOG policies, practices, and procedures, and shall participate as an active member of the NCTCOG leadership team. The MPO Director shall work collaboratively with other NCTCOG Directors and departments to support organizational effectiveness, regional objectives, and cross-department coordination when practical and consistent with available resources. Nothing in this Section 7.2 limits the MPO Director's discharge of the duties and responsibilities of the position or the MPO's authority under Section 7.3 of this Agreement or the 2026 MPO Agreement.

7.3 Employment Oversight. Consistent with the applicable provisions of the 2026 MPO Agreement, the Regional Transportation Council shall have authority to determine the employment of the MPO director, including recruitment,

appointment, performance evaluation, compensation action, disciplinary actions, and termination. The Fiscal Agent shall provide the services identified in Article 4.1 necessary to support employment lifecycle actions and administrative functions relating to the MPO Director. The Parties acknowledge the MPO Director may be subject to a separate employment agreement establishing additional terms and conditions of employment. Upon execution of such an agreement, the MPO will provide a signed copy to the Fiscal Agent's HR Department.

7.4 Complaints and Investigations. Complaints involving the MPO Director and alleged policy violations by the MPO Director shall be administered in accordance with the Fiscal Agent policies, practices, and procedures and the MPO Director Oversight and Performance Resolution Procedures set forth in Attachment B. Nothing in this section should be read to conflict with the 2026 MPO Agreement.

Attachments

Attachment A – NCTCOG Operations Resolution Procedures
Attachment B – MPO Director Oversight and Performance Resolution Procedures

Approved to be effective on the date of the last party to sign.

North Central Texas Council of Governments

Jennifer Justice, President

Todd Little, Executive Director

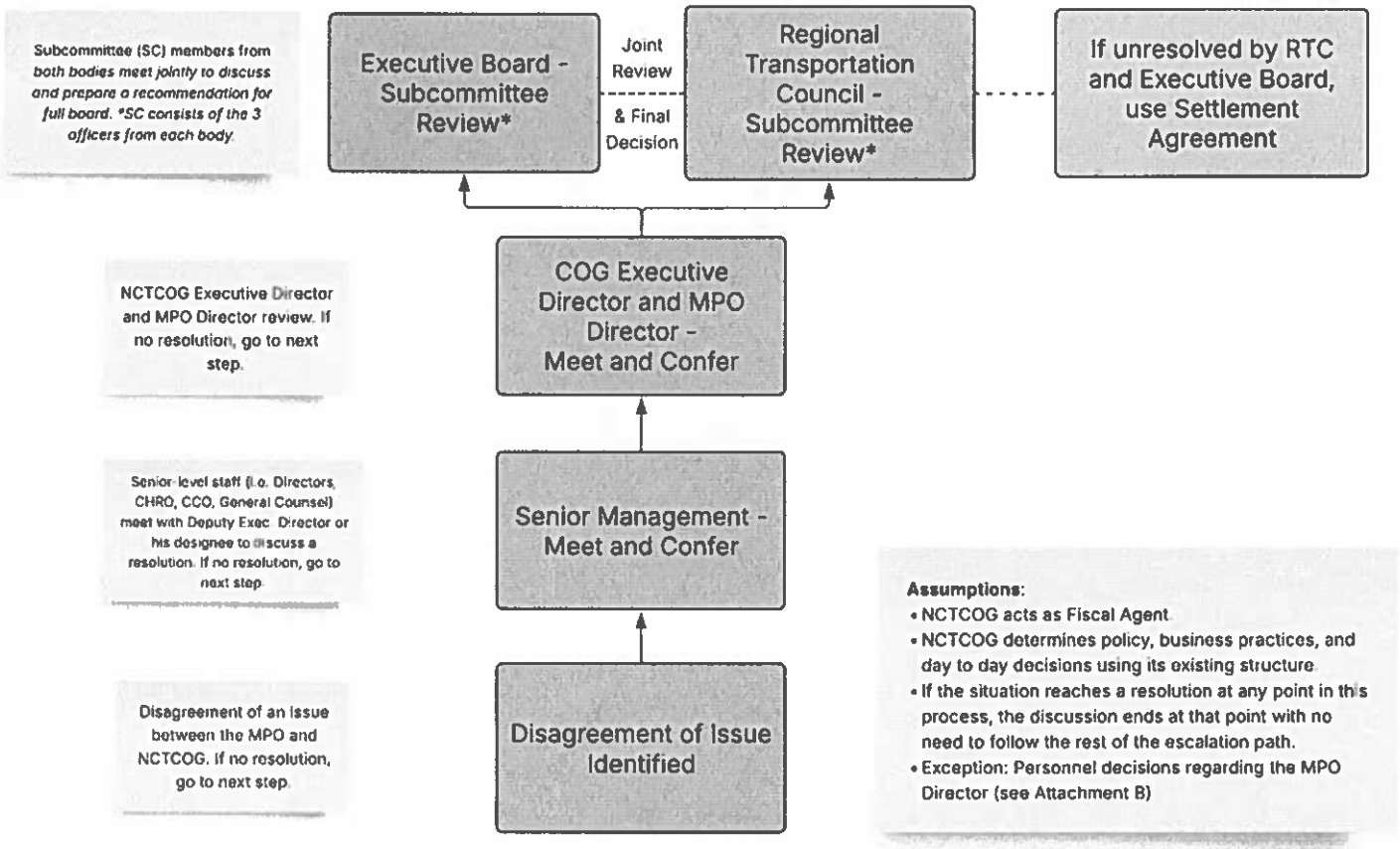
Regional Transportation Council

Stephen Mason, Chair

Michael Morris, P.E., MPO Director

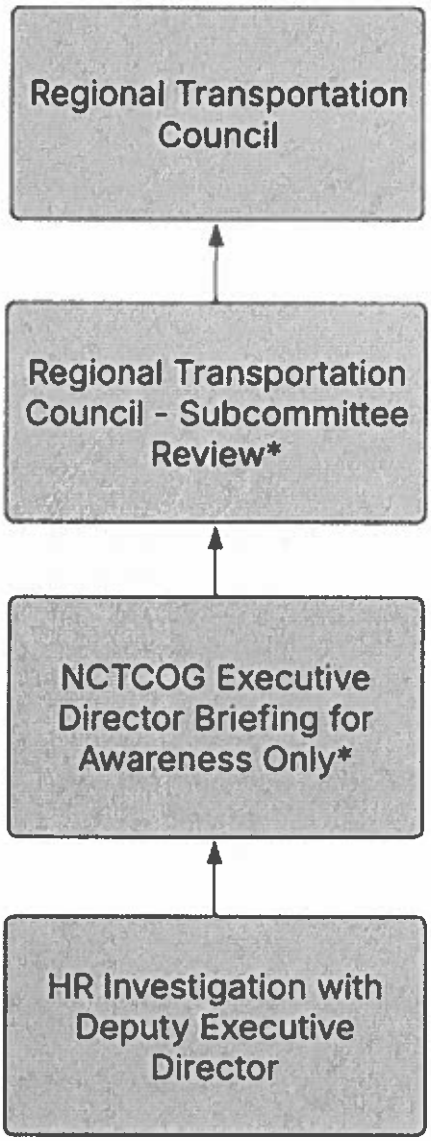
ATTACHMENT A

NCTCOG Operations Resolution Procedures



ATTACHMENT B

MPO Director Oversight and Performance Resolution Procedures



If there is no resolution at previous levels, issue may be appealed to entire RTC which will render a final decision.

RTC Officers Review HR/ Deputy ED findings and recommendations.
**Subcommittee consists of the 3 officers from the RTC.*

*If NCTCOG's Executive Director (ED) interprets a financial risk to the Executive Board (EB), ED may present the item to the EB for awareness

Assumptions:

- NCTCOG acts as Fiscal Agent (Compensation, Benefits, etc.).
- NCTCOG determines policy, business practices, and day to day decisions using the existing structure.
- If the situation reaches a resolution at any point in this process, the discussion ends at that point with no need to follow the rest of the escalation path.
- NCTCOG Executive Director and Subcommittee receive updates for awareness only.



Resolution of RTC-NCTCOG Governance Matters

Regional Transportation Council

August 13, 2026

ELECTRONIC ITEM 5.4

Re-Approval of the Metropolitan Planning Organization Agreement

Article 25 Indemnification.

Non-substantive edits fixing several typos and confusing language.

Article 27 Termination.

Adds language that RTC and NCTCOG cannot terminate without following dispute resolution process.

TxDOT need not comply with dispute resolution process if Governor withdraws designation of the MPO.

Re-Approval of the Metropolitan Planning Organization Agreement

Article 27. G Dispute Resolution.

If a dispute arises, Parties agree to the following:

First, the party that considers there to be a dispute shall provide written notice describing the dispute to the other party;

Second, the RTC's Chair and counsel and NCTCOG's President and counsel shall confer in good faith;

Third, the Parties may turn to litigation but only before the 141st District Court in Tarrant County, Texas, the same court as the current lawsuit.

Approval of the Settlement Agreement

Execution of the Tri-Party Metropolitan Planning Agreement, Operating Agreement, and Settlement Agreement

Upon execution of all three agreements by both the RTC and NCTCOG, the parties will file a joint motion to dismiss the lawsuit.

Approval of the Settlement Agreement

Potential Violations

The Parties agree to the following terms concerning the MPO Director and that the RTC will be irreparably harmed and is entitled to injunctive relief in the event NCTCOG violates one or more of these terms:

- Michael Morris shall continue to discharge all of the duties and responsibilities of the MPO Director;
- NCTCOG shall not preclude the MPO Director's discharge of those duties and responsibilities;
- NCTCOG shall not pursue a replacement for the MPO Dir3ector unless otherwise directed, through a process defined, by RTC;
- NCTCOG engages in activities: (i) beyond its responsibilities as Fiscal Agent; and (ii) conferred on the RTC as Metropolitan Planning Organization.

Approval of the Settlement Agreement

Releases

The parties mutually agree to release each other ever had or now have arising out of or relating to the Governance Dispute or the Litigation. This release is limited to claims arising from conduct or actions that occurred through the effective date of this Settlement Agreement and does not include claims arising from conduct, actions, or inactions occurring after the effective date.

Approval of the Settlement Agreement

Dispute Resolution

If a dispute arises, the parties agree to the following process

First, the party that considers there to be a dispute shall provide written notice describing the dispute to the other party;

Second, the RTC's Chair and counsel and NCTCOG's President and counsel shall confer in good faith;

Third, the Parties may turn to litigation but only before the 141st District Court in Tarrant County, Texas, the same court as the current lawsuit.

Approval of the 2-Party Operating Agreement

Purpose: Provide continuity, transparency, and clear operating expectations while outlining responsibilities of the Fiscal Agent (NCTCOG) and the MPO (RTC).

Core principles:

- Clarifies responsibilities between Fiscal Agent and MPO.
- Supports effective coordination between Fiscal Agent and MPO responsibilities.
- Recognizes RTC policy direction for MPO functions.
- Maintains appropriate communications and representations for transportation-related matters.
- Supports compliance, accountability, and stewardship.
- Provides resolution processes for operational continuity.

Responsibilities of RTC and Executive Board

Distinguishes transportation policy and funding decisions from fiscal agent oversight and administrative responsibilities in seven areas:

- Request for Grant Applications
- Consultants and Personal Service Agreements
- Subrecipient Agreements with Local Goverments, Transit Agencies, and others
- Receipt of Funds and Local Match Contributions
- Approval of Policy Items
- Federal and State Designations
- Receipt of Audit Reports

Presented at the Executive Board Orientation in July

Status Report on External Legal Costs

External Legal Support	Firm	Expenses	
		Month	Amount
Engagement #1 – Governance	Gibson, Dunn, Crutcher	April	$165,155
		May	$281,432
		June	$125,738
		TOTAL Engagement #1	**$572,325**
Engagement #2 – Ongoing Support for RTC Policy and Programs	Taylor, Adkins, Olson, Sralla, Elam	April	$1,278
		May	$0
		June	$0
		TOTAL Engagement #2	**$1,278**
Engagement #3 - Texas Open Meetings Act and meeting procedures	Taylor, Adkins, Olson, Sralla, Elam	April	$731
		May	$6,009
		June	$1,065
		TOTAL Engagement #3	**$7,805**
		Cumulative Total All Engagements Through June	**$581,408**

Status Report on Internal Legal Costs to the RTC

Month (2026)	Total Hours	Ken	James
January	112.50	68.00	44.50
February	136.50	76.00	60.50
March	164.50	89.50	75.00
April	53.00	26.00	27.00
May	55.50	31.50	24.00
June	26.50	21.50	5.00
Total	548.50	312.50	236.00
Total of Cost for Five Months for Two Attorneys $103,607			

2025 Comparison (January –June)	**1,048.50**	**599.00**	**449.50**
Total Cost for Five Months in 2025 $188,090.66			

Key Takeaways

Internal support hours decreased by 500 hours compared to Jan-June 2025

Internal support costs decreased by approx. $84,500 compared to Jan- June 2025

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

Approximate $75,000 of costs savings for General Counsel and RTC meeting support costs to RTC

REQUESTED ACTION –

RTC Approval of:

- Re-approval of the Metropolitan Planning Organization (MPO) Agreement, including authorization for execution by the RTC Chair
- Approval of the Settlement Agreement between the RTC and NCTCOG, including authorization for execution by the RTC Chair
- Approval of the Operating Agreement between the RTC and NCTCOG, including authorization for execution by the RTC Chair and MPO Director
- Approval of the Letter to the Governor

Contact Us

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Regional Transportation Council

North Central Texas Council of Governments

August 13, 2026

Dear Governor Abbott:

Fifty-two years ago, Governor Dolph Briscoe designated the Dallas-Fort Worth area's first Metropolitan Planning Organization. What followed is one of the greatest growth stories in American history. Together, the Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG), with the Texas Department of Transportation (TxDOT), planned and built the roads, interchanges, and rails that carried Dallas-Fort Worth to a bustling region of almost nine million people. Dallas-Fort Worth now stands poised to emerge as the third-largest metropolitan region in the nation and an epicenter of commerce in our nation and the world. As no one knows better than you, this did not happen by happenstance. It happened because of inspired leadership at the highest levels of the State. It happened because, for half a century, our two entities and TxDOT orchestrated a sweeping transportation network for the Metroplex of tomorrow.

This past year tested that partnership. We disagreed—candidly, publicly, and finally in court—about how our institutions should interact. We are pleased to report that we have put those issues behind us. The region's transportation leadership has chosen renewal over rupture. We move forward as partners who remembered why we started and who are committed to ensuring the future vibrancy and growth of the region. Simply put, we are committed to ensuring that our past is prologue.

In that spirit, RTC and NCTCOG have executed three agreements: (1) a settlement agreement resolving the litigation; (2) an operating agreement defining specifics of the working relationship between the RTC and NCTCOG; and, most importantly, (3) the State's new tri-party Metropolitan Planning Agreement. The RTC and NCTCOG have already signed the Metropolitan Planning Agreement—only one signature remains, that of the Texas Department of Transportation.

We respectfully ask for your support, Governor, and for your Department of Transportation's execution of that agreement. Full execution of the standard State-wide new Metropolitan Planning Agreement will augur a new chapter for the region. We request your support for completion of the Metropolitan Planning Agreement.

Respectfully,

Jennifer Justice, President
Councilmember, City of Richardson

Stephen Mason, RTC Chair
Mayor, City of Cedar Hill

P.O. Box 5888 • Arlington, Texas 76005-5888

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2027 UNIFIED TRANSPORTATION PROGRAM AND REGIONAL 10-YEAR PLAN UPDATE

Regional Transportation Council | August 13, 2026

ELECTRONIC ITEM 6.1

BACKGROUND

- Texas House Bill (HB) 20 requires that Metropolitan Planning Organizations (MPO) develop 10-Year Plans using performance-based planning and project selection methods
- Covers highway and arterial projects on the Texas Department of Transportation (TxDOT) system (e.g., US and State Highways and Farm-to-Market Roads) funded with:
  - Category 2 (MPO selected)
  - Category 4 (TxDOT District selected)
  - Category 12 (Texas Transportation Commission [TTC] selected)
- The Regional 10-Year Plan was originally approved by the Regional Transportation Council (RTC) in December 2016
- This plan is updated annually in conjunction with the development of TxDOT's Unified Transportation Program (UTP)

REGIONAL FUNDING ALLOCATIONS (2023-2027 UTPS)[1]

Funding Category[2]	2017-2022 UTPs (Average)	2023 UTP	2024 UTP	2025 UTP	2026 UTP	2027 UTP (Proposed)[3]
Category 2 (MPO)	$3.431	$3.205	$3.470	$3.448	$2.930	$2.754 ~~$2.723~~
Category 4 (District)	$1.374	$1.593	$2.341	$2.626	$2.232	$2.097 ~~$2.074~~
Category 12 (Commission)	$2.178	$3.132	$4.082	$3.626	$3.704	$4.089
Total Allocation	**$6.983**	**$7.930**	**$9.893**	**$9.700**	**$8.866**	**$8.940**

1: UTP allocations are for 10-year periods
2: Amounts shown in billions
3: UTP allocations increased in the July draft due to stronger than expected Proposition 1 revenue forecasts

FUNDING OUTLOOK AND PROPOSED CHANGES

- Approximately $47.24 million for the region was initially available to program on projects:
  - $2.723 billion (Initial 10-Year allocation [Reduced from $2.930 billion in 2025 10-Year Plan])
  - -$927.76 million (Amount allocated to projects advanced to early lettings in recent years)[1]
  - -$1.748 billion (Funding already approved on existing projects)
  - $47.24 million
- Project bids have been coming in lower than approved funding, which has freed up funding for future programming ($98.37 million)[2]
- TxDOT released final 10-Year allocations in July which included additional Category 2 funding for our region ($31 million), and will be available for future programming

1: Amount is adjusted as projects let, have change orders, or are completed. This number is as of February 2026

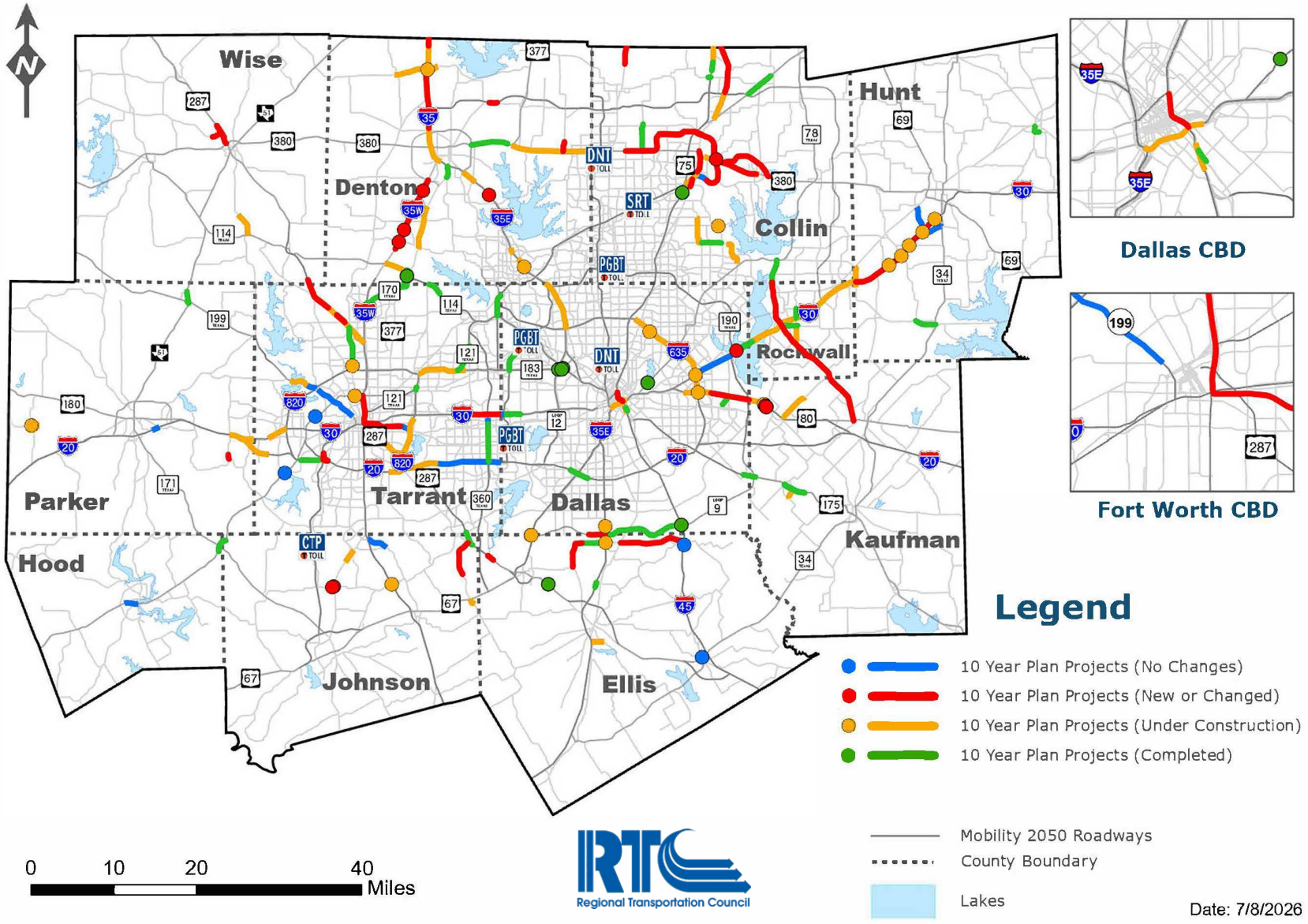
2: Amount is as of August 2026

PROPOSED CATEGORY 12 FUNDING CHANGES

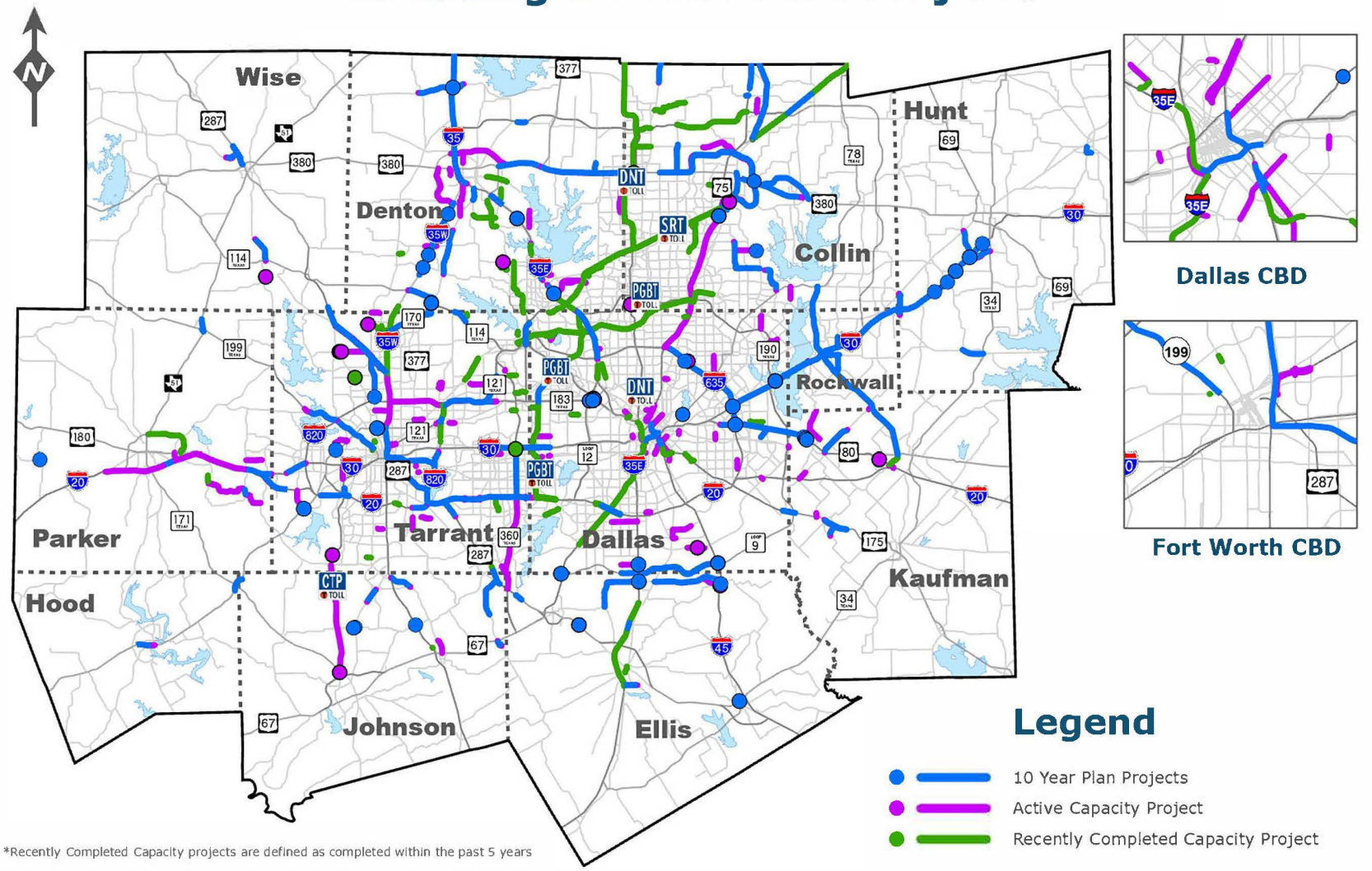
- Through the 2027 UTP, the TTC is proposing to add Category 12 to the following corridors:
  - $215 million of new Category 12 funding to IH 345 in the Dallas District (project has existing $75 million of Category 2, $45 million of Category 4, and $250 million of Category 12)
  - $69.9 million of new Category 12 funding for an IH 35W funding partnership in the Dallas District (partnership also includes $105.5 million of Category 2 and $3 million of Category 4)
  - $100 million of Category 12 funding to IH 35W (from IH 30 to SH 183) in the Fort Worth District

Dallas-Fort Worth Regional 10 Year Plan Projects

FY 2017 - FY 2036



Recently Completed & Active Capacity Transportation Projects including 10 Year Plan Projects



WEST/EAST DISTRIBUTION – CATEGORY 2

	West	East	Total
2027 UTP Allocation [1]	$853,621,754	$1,899,996,807	$2,753,618,561
Carryover [2]	-$84,703,673	-$744,683,273	-$829,386,946
Remaining Funding for 2027 UTP	$768,918,081	$1,155,313,534	$1,924,231,615
Currently Approved 2026 UTP Projects [3]	$757,246,450	$990,314,482	$1,747,560,932
Proposed 2027 UTP Category 2 Additions [4]	-$1,414,696	$50,797,931	$49,383,235
Remaining Balance	**$13,086,327**	**$114,201,121**	**$127,287,448**

1: Applied 31% West and 69% East formula; This amount includes additional $31 million allocated in July 2026
2: Includes projected carryover from 2025 to 2026 plus anticipated lettings, change orders, and cost increases in 2026; negative carryover indicates that our region is advancing projects faster than other regions of the State, so able to use more than our typical allocation for a given year; this number is as of July 2026
3: Includes approved project funding in 2026 UTP for projects in 2027+
4: Includes any proposed new projects and/or cost increases/decreases on existing projects in 2027+

2027 UTP PUBLIC COMMENT

- Staff has observed the following trends in recent fiscal years:
  - Reduced allocations to Category 2
  - Reduced allocations to Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding as part of TxDOT's effort to transfer 50% of funds to less restrictive programs
- Staff submitted an email through the UTP Public Involvement process addressing concerns with these trends
- The UTP Public Involvement period ended August 3, 2026

REQUESTED ACTION – 2027 UTP/ REGIONAL 10-YEAR PLAN UPDATE

RTC approval of:

- The Regional 10-Year Plan project listings, including the proposed changes on the “Let and Completed Projects” listing.
- Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate these changes.

RTC Action Item – August 13, 2026

CONTACT US

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10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY2027 - FY2036

TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
Collin County Projects																		
13088	0047-10-005	Spur 399	SH 5 to Airport Dr	SH 5 to Stewart Rd: Reconstruct and widen 4 to 8 lane freeway and 4/6 lane continuous to 4/6 lane continuous frontage roads; Stewart Rd to Airport Dr: Construct 0 to 8 lane freeway and 0 to 4/6 lane discontinuous frontage roads	October 2029 ~~February 2032~~	2030 ~~2032~~	Category 2 funding offset by previous reduction on TIP 55287/CSJ 0047-10-002	$239,315,003	$239,315,003	$46,242,349	$46,242,349	$42,371,957	$42,371,957			$150,700,697	$150,700,697	79.11
13088.1	0047-10-006	Spur 399	Airport Dr to FM 546B	Construct 0 to 8 lane freeway and construct 0 to 4/6 lane continuous frontage roads	February 2032	2032	Breakout project from TIP 55287/CSJ 0047-10-002; Funding offset by reduction on TIP 55287/CSJ 0047-10-002; Propose to reduce Category 2, 4, and 12 funding and transfer to breakout CSJs 0047-10-008, 0135-15-009, 0135-16-004, and 0135-02-077 (only $104,190,000 needed for this project)	$104,190,000	$104,190,000	$9,065,396	$3,065,396	$78,144,397	$28,144,397	$182,188,235	$50,000,000	$424,355,303	$22,980,207	69.49
13088.2	0047-10-008	Spur 399	FM 546B to US 380	Construct 0 to 4/6 lane continuous frontage roads	August 2032	2032	Proposed breakout project from TIP 13088.1/CSJ 0047-10-006; Proposed funding would be offset by reduction on TIP 13088.1/CSJ 0047-10-006	$167,455,902	$167,455,902	$0	$3,000,000	$0	$25,000,000			$0	$139,455,902	70.54
13010	0047-09-034	SH 5	Spur 399 to South of FM 1378	Reconstruct and widen 2 lane to 4 lane roadway and construct new shared use path	August 2028	2028	Project also has $504,682 of CMAQ funding; Proposed Category 4 funding would be offset by reduction on TIP 13022/CSJ 0047-04-033	$25,171,695	$24,667,013	$17,426,001	$17,426,001	$0	$7,241,012					72.39
13073.1	0047-05-061	SH 5	North of El Dorado Parkway to Power House Street	Reconstruct 4 to 4 lane roadway and construct new sidewalks and turn lanes	March 2028	2028	Breakout project from TIP 13073/CSJ 0047-05-057; Project also has $2,189,970 of CMAQ funding; Proposed additional Category 4 funding would be offset by reduction on TIP 13022/CSJ 0047-04-033	$61,045,211	$58,855,241	$45,005,441	$45,005,441	$9,072,498	$13,849,800					78.69
13026	0047-05-054	SH 5	Power House Street to South of CR 275	Reconstruct and widen 2 lane roadway to 4 lane roadway (ultimate 6 lanes)	September 2032	2033	Insufficient funding for this project	$93,726,176	$0	$0	$0							78.69
13026.2	0047-04-030	SH 5	South of CR 275 to SH 121	CR 275 to southwest of CR 338/Fannin Road: Reconstruct and widen 2 to 4 lane roadway; Southwest of CR 338/Fannin Road to SH 121: Reconstruct 4 to 4 lane roadway (ultimate 6); Realign SH 121/SH 5 intersection	September 2032	2033	Project will be considered for funding in future 10-Year Plan Update; Insufficient funding for this project	$37,282,758	$0	$0	$0							80.73
13075	0047-04-029	SH 5	SH 121 to South of Melissa Rd	Reconstruct and widen 2 lane roadway to 4 lane roadway	September 2032	2033	Project will be considered for funding in future 10-Year Plan Update; Insufficient funding for this project	$12,668,063	$0	$0	$0	$0	$0					85.68
13021	0047-04-032	SH 5	North of Collin County Outer Loop to FM 455 with Transitional Section/North of Hackberry Drive	Reconstruct and widen 2 lane to 4 lane roadway with new sidewalks, new shared use path, new turn lanes and signals, and signal retiming	November 2026	2027	Project also has $5,300,000 of CMAQ funding	$56,879,262	$51,579,262			$58,404,773	$51,579,262					73.07
13022	0047-04-033	SH 5	North of Hackberry Drive to CR 375	Reconstruct and widen 2 lane to 4 lane roadway	August 2032	2032	TxDOT proposes to remove Category 4 funding and transfer it to TIP 13010/CSJ 0047-09-034, TIP 13073.1/CSJ 0047-05-061, and TIP 50001/CSJ 0092-14-094	$51,122,117	$0			$32,473,108	$0					75.64
54023	0091-03-022	SH 289	N Bus 289C, North of Celina to N CR 60/CR 107 (Grayson County Line)	Reconstruct and widen 2 lane to 4 lane roadway (Ultimate 6 lanes)	December 2028	2029	TxDOT proposes to reduce Category 4 funding due to anticipated cost savings and transfer to TIP 13035.3/CSJ 1051-01-064	$40,926,893	$40,926,893			$42,442,704	$40,926,893					68.46
55280	0135-11-024	US 380	Denton/Collin County Line to East of SH 289	Reconstruct 6 lane arterial to 6 lane freeway and construct 0 to 4/6 lane continuous frontage roads	August 2036	2036	Improvements called for in the MTP by 2040; Insufficient funding for this project	$530,970,611	$0							$0	$0	72.12
55281	0135-02-068	US 380	East of SH 289 to West of Lakewood Drive	Reconstruct 6 lane arterial to 6 lane freeway and construct 0 to 4/6 lane continuous frontage roads	August 2036	2036	Improvements called for in the MTP by 2040; Insufficient funding for this project	$570,128,940	$0							$0	$0	72.90

Amounts only include Cat 2, 4, 12 funds
Strikethroughs and red text indicate project changes since June 2026 RTC meeting

RTC Action
August 13, 2026

ELECTRONIC ITEM 6.2

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY2027 - FY2036

TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
13067	0135-02-065	US 380	Coit Road to JCT US 380/University Drive	Coit Road to Lakewood Road: Reconstruct 6 to 6 lane arterial; Lakewood Road to JCT US 380/University Drive: Reconstruct and widen 6 lane arterial as an 8 lane freeway with 0 to 4/6 lane continuous frontage roads	September 2032	2033	Breakout of larger US 380 project; Part of 2022 SE Connector Cat 2/12 exchange; Funding moved to a portion of the SE Connector project (TIP 55041.1/CSJ 0008-13-250)	$333,906,240	$0	$0	$0	$0	$0			$0	$0	69.40
TBD	0135-02-077	US 380	Coit Road to JCT US 380/University Drive	From Coit Road to Lakewood Road: Reconstruct 6 to 6 lane arterial; From Lakewood to JCT US 380/University Drive: Reconstruct and widen 6 lane arterial as an interim 4 lane freeway with 0 to 4/6 lane continuous frontage roads	August 2032 ~~2035~~	2032 ~~2035~~	TxDOT proposes to offset $138,200,399 of Category 12 funding with reduction on TIP 13088.1/CSJ 0047-10-006; Remaining $296,851,001 of Category 12 funding was requested by TxDOT Dallas through the 2027 UTP, but it was not included in draft UTP	$435,051,400	$138,200,399							$0	$138,200,399	83.23
13070.1	0135-15-004	US 380	JCT US 380/West University Drive to Bloomdale Road East	Construct 0 to 8 lane freeway	September 2032	2033	Breakout from TIP 13070/CSJ 0135-15-002	$484,064,000	$0	$0	$0	$0	$0					87.62
13085	0135-15-005	US 380	JCT US 380/West University Drive to Ridge Road (CR 161)	Construct 0 to 4/6 lane continuous frontage roads	February 2032 ~~September 2029~~	2032 ~~2030~~	Breakout from TIP 13070/CSJ 0135-15-002; Proposed Category 2 and additional Category 4 funding would be offset by reduction on TIP 13087/CSJ 0135-15-007; TxDOT proposes to reduce Category 12 funding and transfer it to CSJ 0135-16-004 and CSJ 0135-16-005; Category 2 funding is part of the Collin County Federal/Local Partnership that was approved by the RTC on November 9, 2023	$206,895,618	$206,895,618	$0	$23,000,000	$11,141,247	$55,141,247			$350,123,450	$128,754,371	87.62
13070.2	0135-15-010	US 380	Ridge Road (CR 161) to Bloomdale Road East	Construct 0 to 4/6 lane continuous frontage roads	August 2035	2035	Breakout from TIP 13070/CSJ 0135-15-002; Category 2 and Category 4 funding proposed to be offset by reduction on TIP 13087/CSJ 0135-15-007; Category 12 funding proposed to be offset by reductions on TIP 13087/CSJ 0135-15-007 and TIP 13086/CSJ 0135-15-006	$179,228,813	$179,228,313	$0	$23,000,000	$0	$55,000,000	$0	$75,000,000	$0	$26,228,313	83.01
13087	0135-15-007	US 380	Bloomdale Road East to Trinity Falls	Construct 0 to 4/6 lane continuous frontage roads	September 2030	2031	Breakout from TIP 13070.1/CSJ 0135-15-004; Category 12 funding partially offset by reduction on CSJ 0135-15-005 and TIP 55287/CSJ 0047-10-002; $86,243,581 was requested through the 2026 UTP, but it was not approved; Propose to reduce Category 2 funding and transfer it to TIP 13085/CSJ 0135-15-005, TIP 13086/CSJ 0135-15-006, CSJ 0135-15-010, CSJ 0135-15-011, and CSJ 0135-15-012; TxDOT proposes to reduce Category 4 funding and transfer it to TIP 13070.1/CSJ 0135-15-004, TIP 13086/CSJ 0135-15-006, CSJ 0135-15-010, CSJ 0135-15-011, and CSJ 0135-15-012; TxDOT proposes to reduce Category 12 funding and transfer it to CSJs 0135-15-010, 0135-15-011, and 0135-15-012	$100,796,511	$100,796,511	$136,775,300	$21,775,300	$314,954,923	$58,954,923	$151,653,226	$10,000,000	$23,699,173	$10,066,288	87.62
13070.3	0135-15-011	US 380	Trinity Falls to SH 5	Construct 0 to 4/6 lane continuous frontage roads	August 2033	2033	Proposed breakout from TIP 13070/CSJ 0135-15-002; Propose to offset funding with reductions on TIP 13087/CSJ 0135-15-007	$125,004,375	$125,004,375	$0	$23,000,000	$0	$55,000,000	$0	$47,004,375			82.08

Amounts only include Cat 2, 4, 12 funds
Strikethroughs and red text indicate project changes since June 2026 RTC meeting

RTC Action
August 13, 2026

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY2027 - FY2036

TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
13086	0135-15-006	US 380	SH 5 to FM 2933 North	Construct 0 to 4/6 lane continuous frontage roads (Phase 1)	February 2034 ~~September 2029~~	2034 ~~2030~~	Breakout from TIP 13070/CSJ 0135-15-002; Propose to offset Category 2 and additional Category 4 funding with reductions on TIP 13087/CSJ 0135-15-007; TxDOT proposes to reduce Category 12 funding and transfer it to CSJ 0135-03-060, CSJ 0135-15-012, CSJ 0135-15-010, and CSJ 0135-16-004; Category 2 funding is part of the Collin County Federal/Local Partnership that was approved by the RTC on November 9, 2023	$250,188,694	$250,188,693	$0	$23,000,000	$8,753,838	$55,753,838			$419,098,735	$171,434,855	87.62
13070.4	0135-15-012	US 380	FM 2933 North to JCT US 380/East University Drive	Construct 0 to 4/6 lane continuous frontage roads	August 2032 ~~2035~~	2032 ~~2035~~	Proposed breakout from TIP 13070/CSJ 0135-15-002; Propose to offset Category 2 and Category 4 funding with reductions on TIP 13087/CSJ 0135-15-007; Proposed Category 12 funding would be offset by reductions on TIP 13086/CSJ 0135-15-006 and TIP 13087/CSJ 0135-15-007; $14,000,000 of Category 2 funding is part of the Collin County Federal/Local Partnership that was approved by the RTC on November 9, 2023	$153,967,777	$153,967,777	$0	$23,000,000	$0	$55,000,000	$0	$19,648,851	$0	$56,318,926	73.68
13088.3	0135-15-009	US 380	At Spur 399	Reconstruct US 380 at Spur 399 intersection	March 2030 ~~August 2035~~	2030 ~~2035~~	Proposed breakout from TIP 13088.1/CSJ 0047-10-006; Category 2, 4, and 12 funding proposed would be offset by reductions on TIP 13088.1/CSJ 0047-10-006	$32,950,117	$32,950,117	$0	$3,000,000	$0	$25,000,000			$0	$4,950,117	79.95
55283.1	0135-03-060	US 380	FM 1827 to JCT US 380/West Princeton Drive	Construct 0 to 4/6 lane continuous frontage roads	August 2032 ~~2035~~	2032 ~~2035~~	Proposed breakout from TIP 55283/CSJ 0135-03-056; TxDOT proposes to offset new Category 12 funding with reduction on TIP 13086/CSJ 0135-15-006	$56,182,456	$56,182,456							$0	$56,182,456	74.54
55283.2	0135-16-005	US 380	JCT US 380/West Princeton Drive to FM 1377	Construct 0 to 4/6 lane continuous frontage roads	August 2032 ~~2035~~	2032 ~~2035~~	Category 12 funding proposed to be offset by reduction on TIP 13085/CSJ 0135-15-005	$212,317,846	$212,317,846							$0	$212,317,846	72.75
55283.3	0135-16-004	US 380	North of FM 1377 to JCT US 380/East Princeton Drive	Construct 0 to 8 lane freeway	August 2032 ~~2035~~	2032 ~~2035~~	Category 12 funding proposed to be offset by reductions on TIP 13088.1/CSJ 0047-10-006, TIP 13085/CSJ 0135-15-005, and TIP 13086/CSJ 0135-15-006; $150,000,000 of Category 12 funding was formerly Category 2 funding (part of a funding exchange to advance IH 30 Canyon project in Dallas)	$382,575,216	$382,575,216					$0	$132,188,235	$0	$250,386,981	69.61
13069	0135-04-036	US 380	JCT US 380/East Princeton Drive to CR 560	Reconstruct and widen 4 lane arterial to 8 lane freeway and construct 0 to 4/6 lane continuous frontage roads	March 2033	2033	US 380 breakout project as it includes a N/S roadway bridge at the lake; Insufficient funding for this project	$422,234,960	$0	$0	$0			$0	$0	$0	$0	87.62
55285	0135-04-038	US 380	CR 560 to JCT US 380/Audie Murphy (West of Farmersville)	Reconstruct and widen 4 lane arterial to 6 lane freeway and construct 0 to 4/6 lane continuous frontage roads	N/A	N/A	Entry is only for environmental clearance (received June 2023); Construction will be funded under future breakout projects; Improvements called for in the MTP by 2040; Insufficient funding for this project	N/A	$0	$0	$0					$0	$0	67.01
55286	0135-17-002	US 380	JCT US 380/Audie Murphy (West of Farmersville) to West of CR 698 (Collin/Hunt County Line)	Construct 0 to 6 lane freeway and construct 0 to 4/6 lane continuous frontage roads	N/A	N/A	Entry is only for environmental clearance (received June 2023); Construction will be funded under future breakout projects; Improvements called for in the MTP by 2040; Insufficient funding for this project	N/A	$0	$0	$0					$0	$0	60.92
55282	0135-05-028	US 380	West of CR 698 (Collin/Hunt County Line) to CR 698/CR 699 (Collin/Hunt County Line)	Reconstruct 4 lane arterial to 4 lane freeway and construct 0 to 4/6 lane continuous frontage roads	N/A	N/A	Entry is only for environmental clearance (received June 2023); Construction will be funded under future breakout projects; Improvements called for in the MTP by 2040; Insufficient funding for this project	N/A	$0	$0	$0					$0	$0	61.27
																Total Proposed Funding - Collin County		**$2,525,296,635**	

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10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY2027 - FY2036

TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
Dallas County Projects																		
13000	1068-04-170	IH 30	Dallas County Line to SH 161	Reconstruct and widen from 6 to 8 main lanes with 2 to 2 reversible managed lanes and construct 0 to 4 lane continuous frontage roads; Modifications to SH 161 connections	September 2032	2033	Project being implemented by the Fort Worth District, but using Dallas District Category 2 since it is physically within Dallas County; Category 4 funds are from Fort Worth District	$22,000,000	$22,000,000	$11,000,000	$11,000,000	$11,000,000	$11,000,000					88.54
13043.4	0009-11-267	IH 30	IH 635 to Bass Pro Drive (in Garland)	From IH 635 to Bobtown Road: Reconstruct and widen from 8 to 11 lane roadway and ramp modifications; From Bobtown Road to Bass Pro Drive: Operational improvements to add auxiliary lanes	August 2032	2032	TxDOT requested additional Category 12 funding through the 2026 UTP, but it was not proposed for TTC approval; TxDOT Dallas requested additional Category 12 funding through the 2027 UTP, but it was not included in draft UTP	$159,600,209	$88,707,912					$88,707,912	$88,707,912			80.71
13043.1	0009-11-252	IH 30	IH 45 to Ferguson Rd	Reconstruct and widen from 8 to 10 general purpose lanes and reconstruct 4/6 lane discontinuous to 2/6 lane discontinuous frontage roads	August 2032	2032	Insufficient funding for this project	$1,642,251,991	$0					$0	$0			77.40
55253	0009-11-248	IH 30	at Bass Pro Drive	Reconstruct Interchange	February 2027	2027	Propose to reduce Category 2 and Category 4 proportionally due to anticipated cost savings	$73,667,723	$73,667,723	$39,573,925	$36,833,862	$39,573,925	$36,833,861					88.84
55061	0196-03-199	IH 35E	IH 30 to North of Oak Lawn Avenue	Reconstruct 10 to 10/11 general purpose lanes, 2/6 lane discontinuous to 2/6 lane discontinuous frontage roads, and 2/4 to 2/4 collector distributor lanes	August 2036	2036	Improvements called for in the MTP by 2040; Insufficient funding for this project	$49,140,915	$0									72.81
55062	0196-03-266	IH 35E	South of Oak Lawn Avenue to Regal Row	Regal Row to SH 183: Reconstruct and widen 6 to 8 general purpose lanes and reconstruct existing 4/6 discontinuous to 4/6 discontinuous lane frontage roads; SH 183 to Market Center: Widen 10 to 11 general purpose lanes, reconstruct 4/6 continuous to 4/6 continuous lane frontage roads, and construct 0 to 2 collector-distributor lanes; Market Center to Oak Lawn: Reconstruct and widen 10 to 12 general purpose lanes and reconstruct 4/6 continuous to 4/6 continuous lane frontage roads	August 2036	2036	Improvements called for in the MTP by 2040; Insufficient funding for this project	$1,161,898,958	$0									68.59
50001	0092-14-094	IH 345	IH 30 to Spur 366	Reconstruct 6 lane freeway to 6 lane freeway, reconstruct 4/6 lane discontinuous to 2/6 lane discontinuous frontage roads and reconstruct interchanges at IH 30 and SP 366	September 2031	2032	TxDOT submitted a federal competitive grant application for this project, but it was not selected; Project also has $225,000,000 of Category 6 Bridge funding; TxDOT proposes to partially offset additional Category 4 funding with a reduction on TIP 13022/CSJ 0047-04-033; TxDOT Dallas requested $656,619,534 of additional Category 12 funding through the 2027 UTP ($215,000,000 is being proposed for TTC approval)	$1,650,000,000	$684,927,378	$75,000,000	$102,682,291	$45,000,000	$117,245,087	$0	$215,000,000	$250,000,000	$250,000,000	71.35
53198	0094-07-044	SH 183	1 mile East of Loop 12 to West end of Elm Fork Trinity River Bridge	Reconstruct and widen existing 8 to 10 general purpose lanes, 2 to 4 concurrent managed lanes, and 4/6 lane discontinuous to 4/6 lane continuous frontage roads (Ultimate)	August 2036	2036	Funding previously moved to TIP 11527; Improvements called for in the MTP by 2040; Insufficient funding for this project	$137,014,032	$0									71.09

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FY2027 - FY2036

TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
54072	0094-07-045	SH 183	West End of Elm Fork Trinity River Bridge to West of IH 35E	Elm Fork Trinity River to Empire Central: Reconstruct and widen 8 to 10 general purpose lanes, and reconstruct 4/6 lane discontinuous to 4/6 lane continuous frontage roads; Empire Central to IH 35E: Reconstruct 6 to 6 general purpose lanes and construct 0 to 4 collector-distributor lanes and reconstruct 4/6 lane continuous to 4/6 lane continuous frontage roads	August 2036	2036	Funding previously moved to TIP 11527; Improvements called for in the MTP by 2040; Insufficient funding for this project	$372,634,124	$0									68.99
TBD	TBD	SH 183	SH 161 to Story Road	Construct 6 to 8 general purpose lanes and 2 to 6 concurrent managed lanes	TBD	TBD	Improvements called for in the MTP by 2040; Insufficient funding for this project	$360,000,000	$0									72.81
TBD	TBD	SH 183	PGBT Western Extension (SH 161) to SL 12	Reconstruct and widen 6/8 to 8 general purpose lanes, 4/6 lane discontinuous to 4/6 lane continuous frontage roads, and 2/4 concurrent to 4 concurrent managed lanes	TBD	TBD	Funding previously moved to TIP 53003 and 11527; Improvements called for in the MTP by 2040; Insufficient funding for this project	$0	$0									65.95
TBD	TBD	SH 183	SL 12 to SH 114		TBD	TBD	Funding previously moved to TIP 11527; Improvements called for in the MTP by 2040; Insufficient funding for this project	$0	$0									65.95
55105	2964-10-006	SL 9	US 67 to IH 35E	Construct 0 to 2 (Ultimate 6) lane continuous frontage roads	August 2033	2033	Funding previously moved to breakout project (TIP 55105.4/CSJ 2964-12-009); Insufficient funding for this project	$10,000,000	$0	$0	$0							71.29
55112	0353-05-120	SL 12	At Skillman	Reconstruct grade separation	August 2045	2045	Funding previously moved to TIP 13055/CSJ 0047-04-031; Discussions underway between City of Dallas, TxDOT and NCTCOG regarding project scope; Once discussions have concluded, funding and schedule will be re-evaluated	$51,779,102	$0									78.89
13018	0581-02-146	SL 12	at IH 30	Reconstruct interchange	August 2032	2032	TxDOT and NCTCOG staff are working to develop consensus on project scope; Insufficient funding for this project	$275,728,706	$0									76.19
55304	0047-07-249	US 75	South of Royal Lane to Churchill Way	Operational improvements (Construct ramp modifications and add auxiliary lanes) for improved weaving and lane balance	August 2033	2033	TxDOT requested Category 12 Clear Lanes funding through 2023, 2024, and 2026 UTPs, but the project was not proposed for funding; TxDOT Dallas requested Category 12 funding through the 2027 UTP, but it was not included in draft UTP	$43,989,098	$0					$0	$0			79.21
53108	0095-10-033	US 80	IH 30 to East of Town East Blvd	Reconstruct and widen 4 to 6 mainlanes and 2/6 lane continuous to 4/6 lane continuous frontage roads	September 2031	2032	Category 12 funding previously shifted from this project to TIP 53110/CSJ 0095-02-096; TxDOT Dallas requested Category 12 funding through the 2027 UTP, but it was not included in draft UTP	$131,714,649	$0	$0	$0	$0	$0	$0	$0			75.63
TBD	0095-02-125	US 80	East of Town East Blvd. to East of Gus Thomasson Road	Reconstruct and widen 4 to 6 mainlanes and 2/6 continuous lane to 4/6 continuous lane frontage roads	September 2031	2032	Category 12 funding previously shifted from this project to TIP 53110/CSJ 0095-02-096; TxDOT Dallas requested Category 12 funding through the 2027 UTP, but it was not included in draft UTP	$75,010,384	$0	$0	$0	$0	$0	$0	$0			65.12

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY2027 - FY2036

TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
53110	0095-02-096	US 80	East of Belt Line Road to Lawson Road	Reconstruct and widen 4 to 6 mainlanes and 2/4 lane continuous frontage road to 4/6 lane continuous frontage roads	N/A	N/A	Project split out from TIP 53109; Category 4 funding previously reduced and moved to CSJ 2374-02-162; Project awarded Category 12 Clear Lanes funds in 2022 and 2024 UTPs; $63,822,920 of Category 12 funds moved to TIP 53110.2/CSJ 2472-02-162 (2022 10-Year Plan Update); TxDOT proposes to remove all funding from this project and transfer it to breakout projects (CSJ 0095-02-127 and CSJ 0095-02-128); Entry will only be for environmental clearance (received April 2020) and right-of way acquisition; Construction will be funded under breakout projects	N/A	$0	$0	$0	$62,066,566	$0	$331,346,035	$0			79.95
53110.3	0095-02-127	US 80	East of Belt Line Road to East of Collins Road	Reconstruct and widen 4 to 6 mainlanes and 2/4 lane continuous frontage road to 4/6 lane continuous frontage roads	January 2032	2032	Proposed breakout from TIP 53110/CSJ 0095-02-096; Proposed funding would be offset by decrease on TIP 53110/CSJ 0095-02-096	$191,381,484	$191,381,484			$0	$62,066,566	$0	$129,314,918			79.95
53110.4	0095-02-128	US 80	East of Collins Road to Lawson Road (Dallas/Kaufman County Line)	Reconstruct and widen 4 to 6 mainlanes and 2/4 lane continuous frontage road to 4/6 lane continuous frontage roads	September 2028	2029	Proposed breakout from TIP 53110/CSJ 0095-02-096; Proposed funding would be offset by decrease on TIP 53110/CSJ 0095-02-096; Project also has $1,588,226 of local funding from Town of Sunnyvale	$203,619,343	$202,031,117					$0	$202,031,117			79.95
													Total Proposed Funding - Dallas County				**$1,262,715,614**	
Denton County Projects																		
13045	0081-05-049	FM 428	At Greenbelt/ Regional Outer Loop	Construct interchange	September 2033	2034	Propose to remove Category 2 funding and transfer it to CSJ 0081-13-085, CSJ 0081-13-086, CSJ 0081-13-078, and CSJ 0081-13-077; Insufficient funding for this project	$105,609,823	$0	$92,575,000	$0							59.61
55197.4	0195-02-090	IH 35	US 77 (North of Denton) to North of FM 3163	Reconstruct and widen 4 lane to 6 lane freeway with ramp modifications and 4 lane continuous to 4/6 lane continuous frontage roads	November 2028	2029	Breakout project from TIP 55197/CSJ 0195-02-074; TxDOT proposes that additional Category 12 funding be offset by a reduction on TIP 55197.5/CSJ 0195-02-092	$182,485,031	$182,485,031			$155,359,007	$155,359,007			$23,723,130	$27,126,024	90.11
55197.6	0195-02-091	IH 35	North of FM 3163 to North of Rector	Reconstruct and widen 4 lane to 6 lane freeway with ramp modifications and 4 lane discontinuous to 4/6 lane continuous frontage roads	August ~~November~~ 2027	2027 ~~2028~~	Breakout project from TIP 55197/CSJ 0195-02-074; TxDOT proposes that additional Category 12 funding be offset by a reduction on TIP 55197.5/CSJ 0195-02-092; TxDOT proposes to reduce Category 4 funding and transfer it to TIP 55273.1/CSJ 1315-01-035 (would be replaced with $11,708,840 of Category 11 District Discretionary funding)	$172,173,376	$160,464,536			$62,565,071	$50,856,231			$102,434,929	$109,608,305	90.11
55197.5	0195-02-092	IH 35	North of Rector to South of FM 455	Reconstruct and widen 4 lane to 6 lane freeway and 4 lane discontinuous to 4/6 lane continuous frontage roads with new sidewalks, new shared use path, turn lanes, Texas U-turn, ITS installation, and signal improvements	November 2026	2027	Breakout project from TIP 55197/CSJ 0195-02-074; Project also has $5,964,000 of CMAQ funding; TxDOT proposes to reduce Category 12 funding and transfer it to TIP 55197.4/CSJ 0195-02-090 and TIP 55197.6/CSJ 0195-02-091	$186,305,593	$180,341,593							$190,917,863	$180,341,593	90.11
55197.3	0195-02-084	IH 35	South of View Rd to Denton/Cooke County Line	Reconstruct and widen 4 to 6 lane freeway with ramp modifications and reconstruct and widen 4 lane continuous to 4/6 lane continuous frontage roads	December 2029	2030	Additional Category 12 funding was requested through the 2026 UTP, but was not proposed for TTC approval; TxDOT proposes to remove all funding and transfer it to CSJ 0081-13-080, CSJ 0081-13-071, CSJ 0081-13-085, CSJ 0081-13-077, CSJ 0081-13-083, CSJ 0081-13-086, and CSJ 0081-13-081 (IH 35W breakout projects) and requested new Category 12 funding to replace it through the 2027 UTP; No Category 12 funding is included in draft UTP	$130,390,648	$0			$3,042,044	$0			$85,615,880	$0	90.11

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FY2027 - FY2036

TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
13033.5	0196-01-113	IH 35E	at Lake Sharon Drive/Dobbs Road	Construct interchange	January 2032	2032	Denton Priority Project #6; Part of 2022 Southeast Connector Cat 2/12 exchange; TxDOT requested additional Category 12 funding through the 2026 UTP, but it was not proposed for TTC approval; Propose to remove Category 2 funding and transfer it to CSJs 0081-13-086 and 0081-13-083; TxDOT proposes to remove Category 12 funding and transfer it to CSJs 0081-13-082, 0081-13-083, and 0081-13-085 (IH 35W breakout projects)	$125,399,113	$0	$12,918,639	$0					$61,486,864	$0	68.29
30001	N/A	IH 35E	TBD	Phase 2 Placeholder	TBD	TBD	Part of the Loop 9 Category 2/STBG exchange approved by the RTC in October 2021; Funding ($25,725,634) will be placed on a project in a future 10-Year Plan Update; Project also has $10,574,366 of CMAQ funding	TBD	$0	$0	$0							N/A
55230	0081-13-058	IH 35W	Tarrant County Line to SH 114	Reconstruct and widen 4 lane to 6 lane freeway	September 2035	2036	Improvements called for in the MTP by 2040; Insufficient funding for this project	$447,903,383	$0									91.84
55242	0081-13-050	IH 35W	SH 114 to IH 35W/IH 35E Interchange	Widen and reconstruct 4 lane to 6 lane freeway	September 2035	2036	Improvements called for in the MTP by 2040; Insufficient funding for this project	$894,296,969	$0									86.73
55259.1	0081-13-071	IH 35W	South of FM 407 to North of Robson Ranch Road/Crawford Road	Reconstruct 4 to 4 lane freeway and construct 0 to 4/6 lane continuous frontage roads	September 2028	2029	Category 2 and 12 funding previously moved from TIP 55259/CSJ 0081-13-065 to this project, which is the higher priority; TxDOT requested $47,689,232 of additional Category 12 funding through the 2026 UTP, but it was not approved; Propose to reduce Category 2 funding and transfer it to TIP 55273.1/CSJ 1315-01-035 (funding would be replaced with $11,708,840 of Category 11 District Discretionary funding); TxDOT proposes that additional Category 12 funding be offset by a decrease on TIP 55197.3/CSJ 0195-02-084	$215,731,473	$204,022,633	$24,537,247	$12,828,407					$188,486,753	$191,194,226	67.36
TBD	0081-13-075	IH 35W	At Dale Earnhardt Way	Reconstruct interchange and widen existing 4 lane discontinuous to 4/6 lane continuous frontage roads	August 2032 ~~2036~~	2032 ~~2036~~	Proposed breakout of TIP 55259/CSJ 0081-13-065; TxDOT Dallas requested Category 12 funding through the 2027 UTP, but it was not included in draft UTP	$27,306,342	$0							$0	$0	52.48
TBD	0081-13-076	IH 35W	Dale Earnhardt Way to FM 1171	Construct 0 ~~Reconstruct and widen 4 lane discontinuous~~ to 4/6 lane continuous frontage roads	August 2032 ~~2035~~	2032 ~~2035~~	Proposed breakout of TIP 55259/CSJ 0081-13-065; TxDOT Dallas requested Category 12 funding through the 2027 UTP, but it was not included in draft UTP	$78,886,067	$0							$0	$0	68.43
55259.2	0081-13-077	IH 35W	At FM 1171	Reconstruct interchange and construct 0 to 4/6 ~~existing 4~~ lane continuous frontage roads	August 2032 ~~2035~~	2032 ~~2035~~	Proposed breakout of TIP 55259/CSJ 0081-13-065; Proposed Category 2 funding proposed would be offset by a reduction on TIP 13045/CSJ 0081-05-049; Category 12 funding proposed to be offset by a reduction on TIP 55197.3/CSJ 0195-02-084; Project also has $5,000,000 from Denton County	$77,253,494	$72,253,494	$0	$62,801,041					$0	$9,452,453	71.34
55259.3	0081-13-078	IH 35W	FM 1171 to Cleveland Gibbs Road	Construct 0 ~~Reconstruct and widen 4 lane discontinuous~~ to 4/6 lane continuous frontage roads with new sidewalks	August 2032 ~~2035~~	2032 ~~2035~~	Proposed breakout of TIP 55259/CSJ 0081-13-065; Proposed Category 2 funding would be offset by a reduction on TIP 13045/CSJ 0081-05-049; Propose to add $2,380,295 (total) of CMAQ funding	$29,773,959	$27,393,664	$0	$27,393,664							69.70
TBD	0081-13-079	IH 35W	At Cleveland Gibbs Road	Reconstruct interchange and construct 0 to 4/6 ~~existing 4~~ lane continuous frontage roads	August 2032 ~~2036~~	2032 ~~2036~~	Proposed breakout of TIP 55259/CSJ 0081-13-065; TxDOT requested Category 12 funding through the 2027 UTP, but it was not included in draft UTP	$21,563,984	$0							$0	$0	65.98
55259.4	0081-13-080	IH 35W	Cleveland Gibbs Road to Future Denton Creek Drive	Construct 0 ~~Reconstruct and widen 4 lane discontinuous~~ to 4/6 lane continuous frontage roads	August 2032 ~~2035~~	2032 ~~2035~~	Proposed breakout of TIP 55259/CSJ 0081-13-065; Proposed Category 4 and Category 12 funding would be offset by a reduction on TIP 55197.3/CSJ 0195-02-084	$11,348,884	$11,348,884			$0	$3,042,044			$0	$8,306,840	65.43

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FY2027 - FY2036

TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
55259.5	0081-13-081	IH 35W	Future Denton Creek Drive to FM 407	Construct 0 ~~Reconstruct and widen 4 lane discontinuous~~ to 4/6 lane continuous frontage roads	August 2032 ~~2035~~	2032 ~~2035~~	Proposed breakout of TIP 55259/CSJ 0081-13-065; Proposed Category 12 funding would be offset by a reduction on TIP 55197.3/CSJ 0195-02-084	$34,711,983	$34,711,983							$0	$34,711,983	65.15
55259.6	0081-13-082	IH 35W	North of Robson Ranch Road/Crawford Road to Allred Road/John Paine Road	Construct 0 ~~Reconstruct and widen 2~~ to 4/6 lane continuous frontage roads	August 2032 ~~2036~~	2032 ~~2036~~	Proposed breakout of TIP 55259/CSJ 0081-13-065; Proposed Category 12 funding would be offset by a reduction on TIP 13033.5/CSJ 0196-01-113	$47,854,662	$47,854,662							$0	$47,854,662	62.55
55259.7	0081-13-083	IH 35W	At Allred Road/John Paine Road	Reconstruct interchange and construct 0 to 4/6 ~~existing 4~~ lane continuous frontage roads	August 2032 ~~2036~~	2032 ~~2036~~	Proposed breakout of TIP 55259/CSJ 0081-13-065; Proposed Category 2 funding would be offset by a reduction on TIP 13033.5/CSJ 0196-01-113; Proposed Category 12 funding would be partially offset by reductions on TIP 55197.3/CSJ 0195-02-084 and TIP 13033.5/CSJ 0196-01-113 with the remainder requested by TxDOT through the 2027 UTP	$85,010,973 ~~$75,010,973~~	$85,010,973	$0	$10,334,911					$0	$74,676,062	60.88
TBD	0081-13-084	IH 35W	Allred Road/John Paine Road to FM 2449	Construct 0 ~~Reconstruct and widen 2~~ to 4/6 lane continuous frontage roads	August 2032 ~~2036~~	2032 ~~2036~~	Proposed breakout of TIP 55259/CSJ 0081-13-065; TxDOT Dallas requested new Category 12 funding through the 2027 UTP, but it was not included in draft UTP	$74,802,503	$0							$0	$0	64.36
55259.8	0081-13-085	IH 35W	At FM 2449	Reconstruct interchange and construct 0 to 4/6 ~~existing 4~~ lane continuous frontage roads	August 2032 ~~2035~~	2032 ~~2035~~	Proposed breakout of TIP 55259/CSJ 0081-13-065; $15,478,284 of proposed Category 12 funding would be offset by reductions on TIP 55197.3/CSJ 0195-02-084 and TIP 13033.5/CSJ 0196-01-113 with the remainder requested by TxDOT through the 2027 UTP ($11,038,716 proposed for TTC approval)	$30,956,567	$26,517,000							$0	$26,517,000	62.34
55259.9	0081-13-086	IH 35W	At Future Denton Creek Drive	Construct interchange and 0 to 4/6 ~~reconstruct existing 4~~ lane continuous frontage roads	August 2032 ~~2036~~	2032 ~~2036~~	Proposed breakout of TIP 55259/CSJ 0081-13-065; Proposed Category 2 funding would be offset by a reduction on TIP 13033.5/CSJ 0196-01-113 and TIP 13045/CSJ 0081-05-049; $1,420,475 of proposed Category 12 funding would be offset by a reduction on TIP 55197.3/CSJ 0195-02-084 with the remainder requested by TxDOT through the 2027 UTP; Project also has $5,000,000 of local funding from Denton County	$22,768,997	$17,768,997	$0	$4,964,023					$0	$12,804,974	68.59
55273.1	1315-01-035	FM 1385	US 380 to Union Park Boulevard	Reconstruct and widen 2 lanes to 6 lanes and add new signals with signal re-timing and new shared use path	August 2032	2032	Propose to add new project to the 10-Year Plan; Project also has $2,096,512 of CMAQ (previously approved by RTC), $1,000,000 of STBG (previously approved by RTC), and $11,708,840 of Category 11 District Discretionary funding; Proposed Category 2 and Category 4 funding would be offset by reductions on TIP 55259.1/CSJ 0081-13-071 and TIP 55197.6/CSJ 0195-02-091 respectively	$38,223,032	$23,417,680	$0	$11,708,840	$0	$11,708,840					73.23
55292	0135-10-065	US 380	Teel Pkwy/ Championship Drive to Denton/Collin County Line	Reconstruct 6 lane arterial to 6 lane freeway and construct 0 to 4/6 lane continuous frontage roads	September 2035	2036	TxDOT requested Category 12 funds through 2024 UTP, but it was not proposed for TTC approval; Improvements called for in the MTP by 2040; Insufficient funding for this project	$108,587,618	$0							$0	$0	80.20
																	$1,073,591,130	
Ellis County Projects																		
14028	0172-12-007	BUS 287S	McKinney Street to Breckinridge Street	Construct grade separation at the intersections of Bus US 287/Ennis Avenue and the UPRR Line and East Main Street, reconstruct Ennis Avenue from 4 to 4 lanes; Construct new sidewalks	February 2027	2027	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has $18,750,000 of STBG, $2,500,000 of Category 11, $23,970,000 of CMAQ, and $2,680,000 of local funding	$57,863,056	$12,500,000	$12,500,000	$12,500,000							67.56

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RTC Action
August 13, 2026

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY2027 - FY2036

TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
13020	1394-02-027	FM 1387	Midlothian Parkway to Long Branch Road/Bryson Lane	Reconstruct and widen from 2 lane to 4 lane roadway (6 lane ultimate)	August 2036	2036	Insufficient funding for this project	$108,623,271	$0	$0	$0							70.00
13028	1051-01-052	FM 664	FM 1387 to Westmoreland Road	Reconstruct and widen 2 lane to 4 lane roadway (Ultimate 6 lane)	December 2029	2030	Propose to reduce Category 2 funding and transfer it to TIP 13035.3/CSJ 1051-01-064; Project also has $10,000,000 of Category 11 funding	$76,250,668	$66,250,668	$57,151,237	$53,302,748	$12,947,920	$12,947,920					82.22
13035.1	1051-01-051	FM 664	IH 35E to West of Ferris Road	Reconstruct and widen 2/4 lane roadway to 6 lane roadway	September 2031	2032	Category 2 funding previously moved to a breakout project (TIP 13035.3/CSJ 1051-01-064); Insufficient funding for this project	$182,734,267	$0	$0	$0							81.42
13035.3	1051-01-064	FM 664	SH 342 to West of Ferris Road	Reconstruct and widen 2 lane to 4 lane roadway (Ultimate 6) with new sidewalks, new turn lanes, and signal installation with retiming	September 2028	2029	Project is a breakout of TIP 13035.1/CSJ 1051-01-051 that would make FM 664 4 lanes from IH 35E to IH 45; Project also has $4,607,327 of CMAQ funding and $10,000,000 million of Category 11 District Discretionary funding; Propose to partially offset additional Category 2 funding with a reduction on TIP 13028/CSJ 1051-01-052 and TIP 13035.2/CSJ 1051-03-001; Proposed Category 4 funding would be offset by a reduction on TIP 54023/CSJ 0091-03-022	$118,116,656	$103,509,329	$85,442,389	$101,993,518	$0	$1,515,811					81.42
13035.2	1051-03-001	FM 664	West of Ferris Road to IH 45	West of Ferris Road to North Central Street: Realign and widen 2 to 4 lane roadway (6 lanes ultimate); North Central Street to IH 45: Construct 0 to 4 lane roadway (6 lanes ultimate)	September 2028	2029	Breakout of TIP 13035.1/CSJ 1051-01-051; Propose to reduce Category 2 funding and transfer it to TIP 13035.3/CSJ 1051-01-064 (would be replaced with $10,000,000 of Category 11 District Discretionary funding	$74,481,854	$64,481,854	$68,481,854	$58,481,854	$6,000,000	$6,000,000					71.72
13029	0092-03-053	IH 45	At FM 664	Construct interchange	September 2028	2029		$83,760,306	$83,760,306	$37,643,105	$37,643,105	$12,117,201	$12,117,201			$34,000,000	$34,000,000	76.70
55105.4	2964-12-009	SL 9	East of Westmoreland Road/Dallas County Line to IH 35E	Construct 0 to 2 (ultimate 6) lane continuous frontage road	May 2030	2030	Breakout project from TIP 55105/CSJ 2964-10-006	$14,835,354	$14,835,354	$10,000,000	$14,835,354							71.29
53119	0172-08-103	US 287	West of Boyce Road to East of Cooke Road	Reconstruct 4 lane arterial to 4 lane freeway; Construct 0 to 4/6 lane continuous frontage roads and interchanges at Boyce Road and Cooke Road	August 2033	2033	Project in proximity to Ennis Speedway; Category 2 funding previously removed to free up funds for projects that can advance sooner	$175,339,836	$0	$0	$0							60.13
53119.1	0172-08-108	US 287	At Boyce Road	Construct interchange	August 2033	2033	Project in proximity to Ennis Speedway; Breakout of TIP 53119/CSJ 0172-08-103; TxDOT requested Category 12 funding through the 2026 UTP, but it was not approved; Insufficient funding for this project	$94,661,924	$0							$0	$0	78.00
53119.2	0172-04-058	US 287	East of Mountain Creek to Cottonwood Creek	Reconstruct 4 lane arterial to 4 lane freeway; Construct 0 to 2 lane continuous frontage roads and interchanges at Lakeview Drive and Prairie Ridge Boulevard	August 2033	2033	Propose to add new project to the 10-Year Plan list; ~~FY2026 BUILD Grant application submitted for this project; Proposed Category 2 funding is part of commitment in that application as approved by the RTC in February 2026~~	$67,885,417	$18,317,709	$0	$18,317,709							68.69
Total Proposed Funding - Ellis County																	**$363,655,220**	
Kaufman County Projects																		
55111	2588-01-017	FM 548	Windmill Farms Blvd to South of SH 205 (Rockwall County Line)	Widen and reconstruct 2 lane to 4 lane roadway (6 lane ultimate)	March 2033	2033	Category 2 funding previously transferred to projects that can advance sooner; Project will be re-funded in a future 10-Year Plan Update; Insufficient funding for this project	$83,273,997	$0	$0	$0							80.78

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10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY2027 - FY2036

TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
TBD	0095-14-036	IH 20	West of FM 741 to Big Brush Creek	Construct 0 to 4 lane continuous frontage roads	August 2031	2031	Category 4 funds previously transferred to projects that can advance sooner; Insufficient funding for this project	$255,918,042	$0			$0	$0					71.25
55220	0495-01-071	IH 20	SP 557 to SH 34	Construct 0 to 4 lane continuous frontage roads	August 2033	2033	Category 4 funds previously transferred to projects that can advance sooner; Insufficient funding for this project	$142,898,536	$0			$0	$0					52.68
13081	0495-01-083	IH 20	SH 34 to Wilson Road	Construct 0 to 4 lane continuous frontage roads	August 2033	2033	Category 4 funds previously transferred to projects that can advance sooner; Insufficient funding for this project	$133,912,128	$0			$0	$0					52.48
50013.2	0095-03-098	US 80	South Frontage Road at Buffalo Creek	Replace bridge and approaches and construct new sidewalks	September 2026	2027	Project also has $3,900,000 of Category 6 funding; Project also has $275,476 of CMAQ funding	$6,884,505	$2,709,029			$3,609,029	$2,709,029					81.12
50013.4	0095-03-099	US 80	South Frontage Road at Buffalo Creek Relief	Replace bridge and approaches and construct new sidewalks	September 2026	2027	Project also has $7,186,044 of Category 6 funding; Project also has $246,277 of CMAQ funding	$10,049,183	$2,616,862			$2,802,906	$2,616,862					80.84
50013.3	0095-03-100	US 80	Westbound at Buffalo Creek	Replace bridge and approaches	September 2026	2027	Project also has $5,600,000 of Category 6 funding	$11,392,452	$5,792,452			$6,692,451	$5,792,452					79.13
50013.5	0095-03-101	US 80	Eastbound at Buffalo Creek	Replace bridge and approaches	September 2026	2027	Project also has $4,900,000 of Category 6 funding	$9,882,856	$4,982,856			$6,282,855	$4,982,856					72.45
50013.6	0095-03-102	US 80	Westbound at Buffalo Creek Relief	Replace bridge and approaches	September 2026	2027	Project also has $10,399,520 of Category 6 funding	$17,080,562	$6,681,042			$7,280,561	$6,681,042					77.14
50013.7	0095-03-103	US 80	Eastbound at Buffalo Creek Relief	Replace bridge and approaches	September 2026	2027	Project also has $7,743,100 of Category 6 funding	$14,294,732	$6,551,632			$6,994,731	$6,551,632					74.05
50013	0095-03-108	US 80	At Buffalo Creek	Replace bridge and approaches and construct new sidewalks	September 2026	2027	Project also has $192,526 of CMAQ funding	$10,094,023	$9,901,497			$9,901,497	$9,901,497					81.20
50013.1	0095-03-109	US 80	At Buffalo Creek Relief	Replace existing multiple culverts with a bridge, approaches, and construct new sidewalks	September 2026	2027	Project also has $264,592 of CMAQ funding	$18,780,751	$18,516,159			$18,516,159	$18,516,159					77.42
55072	0451-02-028	SH 205	US 80 in Terrell to South of FM 548	South of FM 548 to North of US 80: Widen 2 lane to 4 lane roadway; From North of US 80 to US 80: Reconstruct 4 lane to 4 lane roadway with raised median and continuous left turn lane throughout entire limits (6 lane Ultimate), including new shared use path and signal improvements	August 2028	2028	Project also has $6,772,780 of CMAQ funding; TxDOT proposes to reduce Category 4 funding and transfer it to TIP 55071/CSJ 0451-01-053 due to anticipated cost savings on this project	$120,020,720	$113,247,940	$6,415,178	$6,415,178	$112,454,818	$106,832,762					54.67
													Total Proposed Funding - Kaufman County				**$170,999,469**	
Rockwall County Projects																		
13017	2588-02-008	FM 548	South of SH 205 (Kaufman County Line) to SH 205	Widen and reconstruct 2 lane to 4 lane roadway (Ultimate 6)	March 2033	2033	Category 2 funding previously transferred to projects that can advance sooner; Project will be re-funded in a future 10-Year Plan Update; Insufficient funding for this project	$19,128,617	$0	$0	$0							78.71
13038.1	0451-05-003	SH 205	JCT SH 205/John King (South Goliad Street) to JCT SH 205/John King (North Goliad Street)	Reconstruct 4 lane to 4 lane roadway	September 2031	2032	Project split out from TIP 55074; Propose to reduce Category 2 funding and transfer it to TIP 55071/CSJ 0451-01-053, which is a higher priority segment	$57,941,410	$38,219,244	$51,526,232	$38,219,244							83.19
55074	0451-04-021	SH 205	JCT SH 205/John King (North Goliad Street) to North of John King (Collin County Line)	Reconstruct and widen 4 lane to 6 lane roadway	August 2045	2045	Improvements called for in the MTP by 2040; Insufficient funding for this project	$9,988,490	$0	$0	$0							88.75

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RTC Action
August 13, 2026

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY2027 - FY2036

TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
55074.1	0451-04-025	SH 205	JCT SH 205/John King (North Goliad Street) to North of John King (Collin County Line)	Reconstruct and widen 2 lane to 4 lane roadway (6 lane ultimate)	September 2031	2032	Project split out from TIP 55074; Category 2 funding previously transferred from TIP 55074/CSJ 0451-04-021	$9,988,490	$9,988,490	$9,988,490	$9,988,490							88.75
55071	0451-01-053	SH 205	South of FM 548 to JCT SH 205/John King (S. Goliad Street)	Reconstruct and widen 2 lane to 4 lane roadway (6 lane ultimate between Pullen Road and South of FM 548)	September 2028	2029	Propose to offset additional Category 2 funding with a reduction on TIP 13038.1/CSJ 0451-05-003 and additional Category 4 funding with a reduction on TIP 55072/0451-02-028	$151,660,357	$151,660,357	$44,046,699	$57,353,687	$88,684,614	$94,306,670					75.83
TBD	0009-12-226	IH 30	SH 205 to West of FM 2642 (Hunt County Line)	Reconstruct and widen 4 to 6 main lanes; Reconstruct and widen 4 lane continuous to 4/6 lane continuous frontage roads; Construct new and reconstruct existing interchanges; Ramp modifications and pedestrian improvements	August 2035	2035	TxDOT Dallas requested Category 12 funding through the 2027 UTP, but it was not included in draft UTP	$181,354,670	$0							$0	$0	72.42
Total Proposed Funding - Rockwall County																	**$199,868,091**	
Various County Projects																		
11618.3	0918-00-503	VA	Regional Mobility Assistance Patrol (Dallas District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	September 2027	2027	Includes $5,821,500 of STBG (approved through 2027-2029 M&O Initiative); TxDOT Dallas requested Category 12 funding through the 2027 UTP, but it was not included in draft UTP	$7,762,000	$0							$0	$0	N/A
11618.3	0918-00-504	VA	Regional Mobility Assistance Patrol (Dallas District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	August 2028	2028	Includes $6,025,500 of STBG (approved through 2027-2029 M&O Initiative); TxDOT Dallas requested Category 12 funding through the 2027 UTP, but it was not included in draft UTP	$8,034,000	$0							$0	$0	N/A
11618.3	0918-00-505	VA	Regional Mobility Assistance Patrol (Dallas District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	August 2029	2029	Includes $6,236,250 of STBG (approved through 2027-2029 M&O Initiative); TxDOT Dallas requested Category 12 funding through the 2027 UTP, but it was not included in draft UTP	$8,315,000	$0							$0	$0	N/A
Total Proposed Funding - Various County																	**$0**	
Total Category 2, 4, and 12 Funding									$5,596,126,159	$893,314,482	$944,112,413	$1,270,650,800	$1,308,546,858	$753,895,408	$968,895,408	$2,304,642,777	$2,374,571,480	

Future Project Lettings (FY2027-FY2036)			
	Category 2	Category 4	Category 12
2027-2036	$944,112,413	$1,308,546,858	$3,343,466,888
Total	**$944,112,413**	**$1,308,546,858**	**$3,343,466,888**

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10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects
FY2027 - FY2036

TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
Hood County Projects																		
54018	0080-03-049	US 377	Overstreet Blvd to Pirate Drive	US 377 from Overstreet Blvd to SH 144: Reconstruct 4 lane to 4 lane divided (Transition section at end with auxiliary lanes); From SH 144 to Pirate Dr: Upgrade 4 lane rural highway to 4 lane urban highway with 0 to 4 lane discontinuous access roads; Reconstruct SH 144 interchange	November 2026	2027	TxDOT requested Category 12 funding through 2024 UTP, but it was not proposed for TTC approval; Leaving surplus funding until project lets	$110,924,822	$127,000,000	$75,000,000	$75,000,000	$52,000,000	$52,000,000					72.76
Total Proposed Funding - Hood County																	**$127,000,000**	
Johnson County Projects																		
54053	0747-05-035	FM 157	BU 287P to CR 510	Realign and widen roadway from 2 to 4 lanes urban divided	November 2031	2032	Propose to reduce Category 2 funding and transfer to TIP 11955.1/CSJ 1181-02-033 and TIP 11955.2/CSJ 1181-03-036	$172,999,657	$118,165,143	$78,000,000	$58,165,143	$60,000,000	$60,000,000					72.84
11955.1	1181-02-033	FM 917	West of Ave F to Main Street	Construct railroad grade separation and realign FM 917	October 2032	2033	Propose to offset increased Category 2 funding with a reduction on TIP 54053/CSJ 0747-05-035; FY2026 BUILD Grant application submitted for this project	$23,335,287	$23,335,287	$10,000,000	$23,335,287							77.01
11955.2	1181-03-036	FM 917	Main Street to East of SH 174	Construct railroad grade separation and realign FM 917	October 2032	2033	Propose to offset increased Category 2 funding with a reduction on TIP 54053/CSJ 0747-05-035; FY2026 BUILD Grant application submitted for this project	$9,499,570	$9,499,570	$3,000,000	$9,499,570							86.06
52501	3372-01-010	FM 3391	IH 35W to East of CR 602	Reconstruct and widen from 2 lanes to 6 lanes from IH 35W to Hurst Avenue and 2 lanes to 4 lanes from Hurst Avenue to CR 602	January 2031	2031	Category 4 funding replaced with Category 2 due to the project not being eligible for Category 4; Offset by removal of Category 2 funding on TIP 13037/CSJ 0171-05-094, which was replaced with Category 4	$86,628,562	$68,661,515	$68,661,515	$68,661,515	$0	$0					65.51
Total Proposed Funding - Johnson County																	**$219,661,515**	
Parker County Projects																		
14041	0008-09-037	FM 1187	Maverick St to FM 5	Reconstruct and widen from 2 lanes (with center turn lane) to 4 lane (with center turn lane) urban roadway (6 lane ultimate); Intersection improvements	June 2028 ~~September 2027~~	2028	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has $1,290,000 of CMAQ funding; STBG funds on this project were exchanged for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066) in 2022 10-Year Plan Update	$17,992,927	$16,702,927	$13,450,000	$16,702,927							78.61
13054	0314-07-061	IH 20	FM 2552 to Bankhead Highway	Construct 0 to 4/6 lane continuous frontage roads	October 2032	2033		$76,944,001	$51,000,000			$20,000,000	$20,000,000			$31,000,000	$31,000,000	75.83
TBD	0314-07-090	IH 20	Spur 312 to US 180	Reconstruct and widen from 4 to 6 general purpose lanes	April 2036	2036	New project proposed by TxDOT; TxDOT Fort Worth requested Category 12 funding through the 2027 UTP, but it was not included in draft UTP	$500,000,000	$0							$0	$0	49.27
21093.1	0008-03-131	IH 20	From FM 1187 to US 180	Reconstruct from 6 to 6 general purpose lanes and reconstruct and widen 4 lane continuous to 4/6 lane continuous frontage roads	September 2033	2034	Part of the US 287 Category 2/STBG exchange approved by the RTC on October 2021; $588,436 of STBG to remain on the project; Funding exchange will be completed in a future UTP; Insufficient funding for this project	$448,000,000	$0	$0	$0							61.50
Total Proposed Funding - Parker County																	**$67,702,927**	

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10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects
FY2027 - FY2036

TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
Tarrant County Projects																		
13019	0008-16-043	IH 20/SH 183	At Chisholm Trail Parkway	Add northbound and southbound direct connect ramps	May 2029	2029	Project also has $20,000,000 of STBG funding (total); Propose to reduce Category 2 funding due to cost reduction	$39,999,999	$19,999,999	$31,085,095	$19,999,999							63.16
13027.2	2374-05-093	IH 20	Park Springs Blvd. to Dallas County Line	Reconstruct eastbound & westbound frontage roads from 4/8 lane discontinuous to 4/8 lane continuous on IH 20 from Park Springs to Cooper Street; On eastbound IH 20 exit to Bardin road (frontage road) improve drainage	September 2030	2031	TxDOT requested Category 12 funding through 2024 UTP, but it was not approved; Project funding previously reduced in order to offset funding increase on TIP 13061.1/CSJ 0008-03-133; TxDOT Fort Worth requested Category 12 funding through the 2027 UTP, but it was not included in draft UTP	$150,000,000	$25,000,000	$25,000,000	$25,000,000					$0	$0	76.01
55043.1	2374-05-094	IH 20	Little Road to Park Springs Blvd.	Reconstruct and widen from 8 to 10 general purpose lanes, 4/6 discontinuous lanes to 4/8 continuous frontage road lanes; Add shared-use path and sidewalks	September 2031	2032	Part of the Southeast Connector project	$453,228,160	$200,000,000					$200,000,000	$200,000,000			82.70
13002	1068-01-230	IH 30	Cherry Lane to Green Oaks Road	Reconstruct from 6 to 8 main lanes and reconstruct 2/4 lane discontinuous to 4/6 lane continuous frontage roads; Reconstruct IH 30/SH 183 interchange	September 2036	2037	Category 2 funding moved to TIP 55045/CSJ 0008-13-206; Project will be re-funded in a future 10-Year Plan update; TxDOT requested Category 12 Clear Lanes funding through 2023 and 2026 UTPs, but project was not approved by the TTC; Improvements called for in the MTP by 2040	$350,000,000	$0					$0	$0			73.24
TBD	1068-02-072	IH 30	East of IH 35W to Cooper Street	Widen 6 to 8/10 general purpose lanes	September 2036	2037	Project will be funded in a future 10-Year Plan Update; Improvements called for in the MTP by 2040	$1,120,000,000	$0									60.78
13001	1068-02-147	IH 30	West of Cooper Street to Dallas County Line	Reconstruct and widen 6 to 8 general purpose lanes, convert 2 concurrent managed lanes to 2/3 concurrent managed lanes, and reconstruct existing 4/6 discontinuous to 4/6 discontinuous frontage road lanes	June 2031	2031	TxDOT to build safety barriers into managed lane design; TxDOT proposing to reduce Category 4 funding and transfer to CSJ 0014-16-289	$278,820,000	$118,820,000	$48,180,000	$48,180,000	$170,640,000	$70,640,000					80.82
TBD	0014-16-289	IH 35W	IH 30 to SH 183	From IH 30 to SH 121: Construct 0 to 8 collector-distributer lanes and reconstruct and widen 1/2 lane discontinuous to 4/6 lane discontinuous frontage roads; From SH 121 to SH 183: Reconstruct and widen 6 to 8 general purpose lanes and reconstruct existing 4/6 lane discontinuous to 4/6 continuous frontage roads	March 2036	2036	New project proposed by TxDOT; TxDOT proposing that new Category 4 funding be offset by a reduction on TIP 13001/CSJ 1068-02-147; TxDOT Fort Worth requested Category 12 funding through the 2027 UTP and it was included in draft UTP	$400,000,000	$200,000,000			$0	$100,000,000			$0	$100,000,000	50.76
53070	0014-02-055	IH 35W	South of Garden Acres to South of Alsbury Blvd	Construction of new interchange IH 35W at FM 1187, with 4/6 lane continuous to 4/8 lane continuous one way frontage roads, ramp modifications including new ramps, construct 0 to 2 northbound collector distributor lanes, and shared use path	September 2036	2037	TxDOT requested Category 12 funding through 2023, 2024, and 2026 UTPs, but project was not approved by the TTC; Improvements called for in the MTP by 2040	$170,000,000	$0					$0	$0			83.01
13005.2	0008-14-132	IH 820	Navajo Trail/Cahoba Drive to Marine Creek Parkway	Relocate ramps, realign frontage roads, and add bridges	October 2033	2034	Breakout of TIP 13005/CSJ 0171-05-068; Category 2 funding previously removed to cover cost overruns on projects that can advance sooner; Project will be re-funded in a future 10-Year Plan Update; Insufficient funding for this project	$977,897,081	$0	$0	$0							86.84

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10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects
FY2027 - FY2036

TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
13056	0008-05-029	Lancaster Avenue/ SH 180	IH 35W to Tierney Road	Reconstruct roadway 6 to 6 lanes with pedestrian improvements, new signals, and turn lanes	June 2027	2027	Project also has $11,430,160 from City of Fort Worth and $17,000,000 of CMAQ funding; Project awarded $20 million RAISE grant (plus $5 million state match); Propose to reduce Category 2 funding due to anticipated cost savings	$136,069,841	$94,069,840	$89,069,840	$69,069,840	$25,000,000	$25,000,000					80.42
13057	0008-06-052	Lancaster Avenue/ SH 180	Tierney Road to IH 820	Reconstruct roadway 6 to 6 lanes with pedestrian improvements	June 2027	2027	Previously split from TIP 13056; Project also has $5,000,000 from City of Fort Worth	$37,500,000	$37,500,000	$37,500,000	$37,500,000							79.36
13064	0094-05-070	SH 183	At Pumphrey	Construct intersection improvements including turn lanes and new traffic signal	March 2030	2030	FY2026 BUILD Grant application submitted for this project	$41,000,960	$21,000,000	$21,000,000	$21,000,000							61.51
55034	0364-05-039	SH 183	SH 121 ~~FM 157~~ to Bear Creek Parkway	Reconstruct and widen 6 to 8 general purpose lanes and widen 3/4 to 6/8 concurrent managed lanes and reconstruct and widen existing 2/6 lane discontinuous to 4/6 lane discontinuous frontage roads (ultimate)	TBD	TBD	Funding source to be determined (likely as a Public-Private Partnership); May propose to utilize RTR funding from the managed lanes on this corridor	TBD	$0									72.81
55035	0094-02-136	SH 183	Bear Creek Parkway to Dallas County line	Reconstruct and widen 7 to 8 general purpose lanes, 2 to 6 concurrent managed lanes, and reconstruct 4/6 lane discontinuous to 4/6 lane discontinuous frontage roads	TBD	TBD	Funding source to be determined (likely as a Public-Private Partnership); May propose to utilize RTR funding from the managed lanes on this corridor	TBD	$0									72.81
13005	0171-05-068	SH 199	North of Azle Ave to South of IH 820	Construct 0 to 4 main lanes (6 ultimate) with interchange at IH 820	October 2033	2034	$20,000,000 of Category 2 funds previously moved to CSJ 0008-14-132 (part of the SH 199 imp); Funding previously reduced by $110M in order to offset funding increases on other projects (TIP 13057/CSJ 0008-06-052, TIP 13008/CSJ 2266-02-148, TIP 13003/CSJ 1068-01-214, and TIP 13063/CSJ 0014-15-078) due to lack of consensus between TxDOT & local governments project scope; Once scope has been finalized, funding will be re-programmed; $70M of Category 12 funding was formerly Category 2 funding (part of funding exchange to advance IH 30 Canyon project in Dallas); TxDOT requested additional Category 12 funding through 2026 UTP, but it was not approved; TxDOT proposing to fund a smaller breakout project with available funding	$70,000,000	$70,000,000	$0	$0					$70,000,000	$70,000,000	86.64
13037	0171-05-094	SH 199	South of North University Drive/West Northside Drive to South of IH 820	Reconstruct and widen 4 to 6 lane divided urban	February 2031	2031	Category 2 funding previously replaced with Category 4 and moved to TIP 52501/CSJ 3372-01-010, which is not eligible for Category 4	$68,661,515	$68,661,515	$0	$0	$68,661,515	$68,661,515					78.28
13008	2266-02-148	SH 360	North of E. Randol Mill Rd. to South of E. Randol Mill Rd.	Reconstruct and widen 6 to 8 main lanes and railroad underpass and 4/8 lane continuous to 4/8 lane continuous frontage roads	September 2031	2032	Project was split out from TIP 51346; $70,000,000 of Category 12 funding was formerly Category 2 funding (part of a funding exchange to advance IH 30 Canyon project in Dallas)	$70,000,000	$70,000,000	$0	$0	$0	$0			$70,000,000	$70,000,000	94.82
13058	2266-02-150	SH 360	SH 183 to IH 30	Operational improvements	March 2031	2031	Project will be re-funded in a future 10-Year Plan Update; Insufficient funding for this project	$329,999,999	$0	$0	$0							77.49

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RTC Action
August 13, 2026

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects
FY2027 - FY2036

TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
14092	2266-02-159	SH 360	Trinity River to Post and Paddock	Construct 0 to 2 lane continuous southbound frontage road, bridge over Riverside Parkway, and new sidewalks	September 2030	2031	Part of the US 287 Category 2/STBG exchange approved by the RTC in October 2021; Funding previously transferred to projects that can advance sooner (2025 10-Year Plan Update); Project will be re-funded in a future 10-Year Plan Update; Insufficient funding for this project	$70,102,097	$0	$0	$0							
55044.1	0172-06-105	US 287	Village Creek Road to Berry Street	Reconstruct 6 to 6 mainlanes plus auxiliary lanes with 4 discontinuous frontage road lanes to 4/6 discontinuous frontage road lanes; Add shared-use path and sidewalks	September 2031	2032	Project is part of the Southeast Connector project; Project was awarded $178,000,000 of Category 12 funding through 2024 UTP	$319,546,080	$178,000,000						$178,000,000	$178,000,000			80.36
13063	0014-15-078	US 81/US 287	South of North Tarrant Parkway to Avondale Haslet Road	Operational improvements including ramp modifications, 4/6 lane discontinuous to 4/8 lane continuous frontage roads, and sidewalks	April 2031 ~~2029~~	2031 ~~2029~~	Propose to reduce Category 2 funding and transfer to breakout project (TIP 13063.1/CSJ 0014-15-090); $16,403,111 of additional Category 2 funding proposed to be offset by a decrease on TIP 55302/CSJ 0013-08-147	$219,206,407	$186,380,717	$116,600,000	$73,003,111	$113,377,606	$113,377,606					81.86
13063.1	0014-15-090	US 81/US 287	Blue Mound Road to Bonds Ranch Road	Construct frontage road and entrance ramp on southbound US 287; Relocate exit ramp on northbound US 287 to Blue Mound Road; Construct intersection improvements at Bonds Ranch Road and US 287; Construct U-turn lane at Blue Mound Road	June ~~March~~ 2027	2027	Propose to add project to the 10-Year Plan; Project is breakout of TIP 13063/CSJ 0014-15-078; Project will construct improvements needed to facilitate the Bonds Ranch Road project and minimize traffic impacts while it is under construction; Propose that Category 2 funding be offset by decrease on TIP 13063/CSJ 0014-15-078	$60,000,000	$60,000,000	$0	$60,000,000							77.30
53074	0014-15-087	US 81	Wise/Tarrant County Line to Avondale Haslet Road	Reconstruct 4 to 4 lane freeway; Construct/reconstruct/re-stripe 4 lane, 2-way discontinuous to 4 lane, 1-way continuous frontage roads	January 2030	2030	TxDOT proposing to reduce Category 4 funding and transfer to TIP 55302/CSJ 0013-08-147 due to anticipated cost savings on this project	$21,200,000	$21,200,000			$34,717,812	$21,200,000					62.40
21019	0080-07-102	US 377	at RM 2871	Intersection improvements including construction of new dual left turn lanes and reconstruction of right turn lane on eastbound RM 2871, and traffic signal improvements to accommodate the additional turn lanes	June 2030 ~~2032~~	2030 ~~2032~~	Part of the 2022 SE Connector Category 2/STBG exchange; STBG funds on this project were exchanged for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066); Project also has $5,000,000 of STBG and $4,000,000 of CMAQ funding; Proposing to increase CMAQ funding to $6,800,000 to cover increased costs	$16,800,000	$5,000,000	$5,000,000	$5,000,000							77.66
																Total Proposed Funding - Tarrant County		**$1,375,632,071**
Wise County Projects																		
13004.3	0013-09-012	BU 81-D	CR 1160 - Realigned FM 1810 intersection to North of CR 2090	Realignment of BU 81-D at realigned intersection of US 81/287 and FM 1810/BU 81-D	May 2030	2030	Propose that additional Category 2 funding be offset by reduction on TIP 55302/CSJ 0013-08-147	$6,996,908	$6,996,908	$6,300,000	$6,996,908							67.70
13004.1	2418-01-013	FM 1810	West of CR 1170 to intersection of US 81/287 at FM 1810	Construct 0 to 4 lane roadway on new alignment of FM 1810	May 2030	2030	Propose that additional Category 2 funding be offset by reduction on TIP 55302/CSJ 0013-08-147	$36,378,871	$36,378,871	$32,500,000	$36,378,871							67.70
13004.2	0013-07-083	US 81	North of CR 2195 to North of US 380	Construct mainlane grade separation at relocated FM 1810 and US 81D, with addition of ramps and 0 to 2 lane access roads	May 2030	2030	Propose that additional Category 2 funding be partially offset by reduction on TIP 55302/CSJ 0013-08-147	$102,338,583	$102,338,583	$55,500,000	$102,338,583							68.44

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10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects
FY2027 - FY2036

TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
55302	0013-08-147	US 81	Northstar Parkway to Wise/Tarrant County Line	Reconstruct 4 to 4 lane freeway and grade separation; Construct/reconstruct/restripe 4-lane, 2 way discontinuous frontage roads to 4 lane, one-way continuous frontage roads	June 2027 ~~January 2030~~	2027 ~~2030~~	Propose to remove Category 2 funding and transfer to TIP 13004.1/CSJ 2418-01-013, TIP 13004.2/CSJ 0013-07-083, TIP 13004.3/CSJ 0013-09-012, and TIP 13063/CSJ 0014-15-078 due to cost savings on this project; TxDOT proposing that additional Category 4 funding be offset by a reduction on TIP 53074/CSJ 0014-15-087	$56,800,000	$56,800,000	$41,400,000	$0	$43,282,188	$56,800,000					61.99
Total Proposed Funding - Wise County																	**$202,514,362**	
Various County Projects																		
11619.2	0902-00-379	VA	Regional Mobility Assistance Patrol (Fort Worth District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	September 2027	2028	Includes $3,087,524 of STBG (approved through 2027-2029 M&O Initiative); TxDOT Fort Worth requested Category 12 funding from the TTC, but it was not included in draft UTP	$4,116,699	$0							$0	$0	N/A
11619.2	0902-00-380	VA	Regional Mobility Assistance Patrol (Fort Worth District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	September 2028	2029	Includes $3,342,842 of STBG (approved through 2027-2029 M&O Initiative); TxDOT Fort Worth requested Category 12 funding from the TTC, but it was not included in draft UTP	$4,457,123	$0							$0	$0	N/A
11619.2	0902-00-420	VA	Regional Mobility Assistance Patrol (Fort Worth District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	September 2029	2030	Includes $3,468,636 of STBG (approved through 2027-2029 M&O Initiative); TxDOT Fort Worth requested Category 12 funding from the TTC, but it was not included in draft UTP	$4,624,848	$0							$0	$0	N/A
Total Proposed Funding - Various County																	**$0**	
Total Category 2, 4, and 12 Funding									$1,992,510,875	$757,246,450	$755,831,754	$587,679,121	$587,679,121	$378,000,000	$378,000,000	$171,000,000	$271,000,000	

Future Project Lettings (FY2027-FY2036)			
	Category 2	Category 4	Category 12
2027-2036	$755,831,754	$587,679,121	$649,000,000
Total	**$755,831,754**	**$587,679,121**	**$649,000,000**

Amounts only include Cat 2, 4, 12 funds
Strikethroughs and red text indicate project changes since June 2026 RTC meeting

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Paris District) - Planned Projects
FY2027 - FY2036

TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Approved	Cat 12 Proposed	MPO Project Score
Hunt County Projects																
13052	2659-01-010	FM 1570	IH 30 to SH 66	Reconstruct and widen 2 lane to 4 lane divided with shoulders (HMAC pavement and RR crossing) North project	September 2029	2030	Hunt County is doing environmental clearance	$43,856,208	$38,000,000	$38,000,000	$38,000,000					82.54
13051	0692-01-020	FM 1570	SH 34 to IH 30	Reconstruct and widen 2 lane to 4 lane divided roadway (South Project)	September 2029	2030		$35,640,000	$31,900,000	$31,900,000	$31,900,000					90.27
13065	0009-13-174	IH 30	FM 2642 to Monty Stratton Parkway	Reconstruct and widen 4 lane to 6 lane freeway and 2/6 lane continuous to 4/6 lane continuous frontage roads	September 2029	2030	TxDOT Paris requested additional Category 12 funding through the 2027 UTP, but it was not included in draft UTP	$191,077,617	$124,477,618	$26,500,000	$26,500,000	$0	$1,900,000	$96,077,618	$96,077,618	62.27
13078	0009-13-194	IH 30	Monty Stratton to East of Division St	Reconstruct and widen 4 to 6 lane freeway	August 2034	2034	Category 2 funding previously moved to TIP 13065/CSJ 0009-13-174 which is the higher priority; Insufficient funding for this project at this time	$224,000,000	$0	$0	$0					69.84
13079	0009-13-195	IH 30	East of Division St to East of Lamar St	Reconstruct and widen 4 to 6 lane freeway	August 2034	2034	Category 2 funding previously moved to TIP 13065/CSJ 0009-13-174 which is the higher priority; Insufficient funding for this project at this time	$168,000,000	$0	$0	$0					68.32
13080	0009-13-196	IH 30	East of Lamar St to East of FM 513	Reconstruct and widen 4 to 6 lane freeway	August 2034	2034	Category 2 funding previously moved to TIP 13065/CSJ 0009-13-174 which is the higher priority; Insufficient funding for this project at this time	$280,000,000	$0	$0	$0					65.90
13053.2	0083-11-026	SH 11	West of SH 24 to Monroe Street	Construct pedestrian safety and traffic calming improvements	August 2034	2034	Breakout project for control section break (offset by reduction on TIP 13053/CSJ 0768-01-057); Coordination between project stakeholders on scope is delaying the project	$2,100,000	$600,000	$600,000	$600,000					65.49
											Total Proposed Funding - Hunt County				**$194,977,618**	
				Total Category 2, 4, and 12 Funding					$194,977,618	$97,000,000	$97,000,000	$0	$1,900,000	$96,077,618	$96,077,618	

Future Project Lettings (FY 2027-FY 2036)			
	Category 2	Category 4	Category 12
2027-2036	$97,000,000	$1,900,000	$96,077,618
Total	**$97,000,000**	**$1,900,000**	**$96,077,618**

Amounts only include Cat 2, 4, 12 funds
Strikethroughs and red text indicate project changes since June 2026 RTC meeting

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2026

TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
Collin County Projects													
14071	1392-01-044	FM 1378	FM 3286 to South of FM 3286	Construct intersection improvements (sidewalks and turn lanes)	May 2023 (Actual)	2023	Part of the 2022 SE Connector Category 2/STBG trade; Project also has $7,471,784 of CMAQ funding that is covering change orders	$6,682,469	$1,710,685	$1,710,685			
54005	2351-01-017	FM 2478	FM 1461 to US 380	Widen 2 lane rural highway to 4 lane divided; Realign intersection at FM 1461; 6 lane ultimate	September 2020 (Actual)	2021	Project completed in January 2024; Proposing to increase Category 2 funding to cover change order	$24,834,021	$25,052,736 ~~$24,834,021~~	$25,052,736 ~~$24,834,021~~			
54005.1	2351-02-014	FM 2478	FM 1461 to North of FM 1461	Widen 2 lane rural highway to 4 lane divided; 6 lane ultimate; Realign intersection of FM 1461	September 2020 (Actual)	2021	Project split out from TIP 54005/CSJ 2351-01-017; Project completed in January 2024	$3,219,051	$3,219,051	$3,219,051			
20083	2679-02-008	FM 2514	FM 2551 to West of FM 1378	Widen 2 lane rural to 4 lane (Ultimate 6 lane) urban roadway including new pedestrian improvements and left/right turn lanes	May 2018 (Actual)	2018	Project also had $2,879,212 RTR, $1,202,000 CMAQ, and $116,301 of local funding; Project completed in April 2021	$19,081,190	$13,600,000	$13,600,000			
55037	2679-03-016	FM 2514	North of Drain Drive to Brown Street	Widen facility from 2 lane to 4/6 lane urban divided	July 2022 (Actual)	2022	Project also has $9,536,315 of Category 1 funding to cover funding gap	$33,641,069	$24,107,754	$24,107,754			
55038	2679-03-015	FM 2514	East of Lavon Parkway to North of Drain Drive	Widen facility from 2 lane to 4 lane urban divided (ultimate 6 lane divided)	July 2022 (Actual)	2022	Project also has $5,436,455 of Category 1 and $9,228,407 of Category 11 COCO funding to cover funding gap and change orders; Proposing to increase Category 2 funding to cover change orders	$16,744,842	$12,180,830 ~~$11,360,404~~	$12,180,830 ~~$11,360,404~~			
83209	2056-01-042	FM 2551	FM 2514 to FM 2170	Reconstruct and widen 2 lane rural to 6 lane urban divided	April 2023 (Actual)	2023	Project also has $4,500,000 of Category 1 funding to cover funding gap	$46,333,942	$45,920,230	$45,920,230			
14071.2	3476-02-013	FM 3286	FM 1378 to East of FM 1378	Construct intersection improvements (sidewalks and turn lanes)	May 2023 (Actual)	2023	Part of the 2022 SE Connector Category 2/STBG trade; Project also has $3,392,988 of CMAQ funding	$5,212,988	$1,820,000	$1,820,000			
35004	0816-04-101	FM 455	US 75 to CR 286	Reconstruct and widen 2 lane rural to 4 lane divided	December 2015 (Actual)	2016	Funds are Proposition 1 - Category 4; Project completed in August 2020	$2,746,785	$2,746,785		$2,746,785		
13071	0364-04-051	Spur 399	US 75 to SH 5	Reconstruct and widen 4 lane freeway to 8 lane freeway and construct 4/8 lane continuous to 4/8 lane continuous frontage roads	December 2024 (Actual)	2025		$38,799,849	$38,799,849	$38,799,849			
55156	0364-04-049	Spur 399	At SH 5	Construct interchange	December 2024 (Actual)	2025		$36,131,076	$36,131,076	$36,131,076			
13055	0047-04-031	SH 5	SH 121 to North of Collin County Outer Loop	Reconstruct and widen 2 lane rural to 4 lane urban roadway	December 2022 (Actual)	2023	Project also has $371,537 of Collin County funds	$39,271,527	$39,479,990		$39,479,990		
13072	0047-05-058	SH 5	SH 5/Spur 399 intersection to Stewart Rd	Reconstruct and widen 4 lane arterial to 8 lane freeway and construct 0 to 4/6 lane continuous frontage roads	December 2024 (Actual)	2025		$18,634,223	$18,634,223	$18,634,223			
13073	0047-05-057	SH 5	Stewart Road to El Dorado Parkway	Reconstruct and widen 4 lane undivided roadway to 6 lane divided roadway	December 2024 (Actual)	2025	Project also has $1,206,587 of local contribution	$63,793,866	$64,221,173	$39,555,215	$24,665,958		

Amounts only include Category 2, 4, 12 funding.
Strikethroughs and red text indicate project changes and updates since June 2026 RTC meeting

RTC Action
August 13, 2026

ELECTRONIC ITEM 6.3

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2026

TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
13015	0549-03-024	SH 121	Collin County Outer Loop to North of FM 455	Reconstruct and widen from 2 lane to 4 lane rural divided; Construct 0 to 4 lane discontinuous access road and FM 455 interchange	October 2020 (Actual)	2021	Project completed in October 2024	$38,917,859	$38,917,859		$38,917,859		
55073	0451-03-013	SH 205	North of John King to SH 78	Widen 2 lane rural highway to 4 lane divided (6 lane ultimate)	July 2022 (Actual)	2022	Change orders covered by Category 1; Project completed in May 2025; Proposing to increase Category 2 funding to cover change orders	$33,380,213	$33,945,715 ~~$33,380,213~~	$33,945,715 ~~$33,380,213~~			
13025	0047-14-084	US 75	North of FM 455 to CR 370	Construct interchange	June 2018 (Actual)	2018	Project completed in April 2020	$20,213,387	$20,730,431	$20,730,431			
13044	0047-06-161	US 75	At Ridgeview Drive	Reconstruct interchange	June 2022 (Actual)	2022	Project also had $8,447,878 of Category 1 funding and $8,945,594 of STBG funding; Project completed in February 2025; Proposing to increase Category 2 funding to cover change orders	$43,578,574	$28,133,613 ~~$27,300,067~~	$28,133,613 ~~$27,300,067~~			
20084	0047-14-053	US 75	North of CR 370 to CR 375 (Grayson County Line)	Reconstruct and widen from 4 lane to 6 lane freeway and reconstruct and widen existing 4 lane continuous frontage road to 4/6 lane continuous frontage roads	January 2024 (Actual)	2024	MPO Milestone Policy Project (Round 2)	$80,040,840	$80,669,840		$16,870,821	$63,799,019	
55233	0135-03-046	US 380	West of Bridgefarmer Road to 4th Street	Reconstruct and widen 4 lane roadway to 6 lane divided	March 2025 (Actual)	2025	Project also has $11,000,000 of Collin County funds	$74,514,878	$65,091,878	$24,189,901	$40,901,977		
55233.1	0135-03-057	US 380	Airport Drive to West of Bridgefarmer Road	Reconstruct and widen 4 lane roadway to 6 lane divided	March 2025 (Actual)	2025		$55,336,709	$55,614,998	$55,614,998			
55234	0135-04-033	US 380	4th Street to CR 458	Reconstruct and widen 4 lane roadway to 6 lanes divided	March 2025 (Actual)	2025		$11,561,158	$11,561,158	$11,561,158			
N/A	1012-02-030	FM 545	FM 2933 to BS-78D	Realign existing roadway to improve horizontal and vertical alignment and add shoulders	N/A	N/A	Entry is only for environmental clearance (received June 2019), which is completed, so it is moving to this list; Category 4 funding previously moved to CSJs 0047-04-031, which was ready to advance sooner, and CSJ 1012-03-043, which was funded outside of the 10-Year Plan	N/A	N/A				
55287	0047-10-002	Spur 399	SH 5 to US 380	SH 5 to Stewart Rd: Widen 4 to 8 lane freeway and 4/8 lane discontinuous to 4/6 lane continuous frontage roads; Stewart Rd. to US 380: Construct 0 to 8 lane freeway and 0 to 4/6 lane discontinuous frontage roads	N/A	N/A	Entry is only for environmental clearance (received March 2023), which is completed, so it is moving to this list; Construction is being funded under breakout projects	N/A	N/A				
13070	0135-15-002	US 380	JCT US 380/West University (West of McKinney) to JCT US 380/East University (East of McKinney)	Construct 0 to 8 lane freeway and 0 to 4/6 lane continuous frontage roads	N/A	N/A	Entry is only for environmental clearance (received September 2023), which is completed, so it is moving to this list; Construction is being funded under breakout projects	N/A	N/A				
55283	0135-03-056	US 380	FM 1827 to JCT US 380/West Princeton Drive	Reconstruct and widen 6 lane arterial to 10 lane freeway and construct 0 to 4/6 lane continuous frontage roads	N/A	N/A	Entry is only for environmental clearance (received December 2024), which is completed, so it is moving to this list; Construction is being funded under breakout projects	N/A	N/A				
55284	0135-16-002	US 380	JCT US 380/West Princeton Drive to JCT US 380/East Princeton Drive	Construct 0 to 8/10 lane freeway and construct 0 to 4/6 lane discontinuous frontage roads	N/A	N/A	Entry is only for environmental clearance (received December 2024), which is completed, so it is moving to this list; Construction is being funded under breakout projects	N/A	N/A				

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10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2026

TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
N/A	N/A	North/ South Roadways	West and East of Lake Lavon		N/A	N/A	Entry is for preliminary engineering/environmental clearance only, which is completed, so it is moving to this list; Feasibility study being done by NCTCOG; Funding previously moved to breakout project CSJ 0135-04-036	N/A	N/A				
N/A	N/A	Regional Outer Loop	DNT to SH 121		N/A	N/A	Entry is for preliminary engineering/environmental clearance only, which is completed, so it is moving to this list; Local environmental document; Collin County desires that local funds be used on Regional Outer Loop, so federal funds were moved to North/South Roadways and US 380 projects	N/A	N/A				
N/A	N/A	Regional Outer Loop	US 380 to Rockwall County Line; North/South Arterial		N/A	N/A	Entry is for preliminary engineering/environmental clearance only, which is completed, so it is moving to this list; Local environmental document; Collin County desires that local funds be used on Regional Outer Loop, so federal funds moved to US 380 project	N/A	N/A				
												Total Approved Funding - Collin County	**$662,289,874**
Dallas County Projects													
55240	2374-04-085	IH 20	West of Cockrell Hill Road to Hampton Road	Construct 0 to 4 lane frontage road	December 2021 (Actual)	2022	Commitment to Red Bird Mall area; Proposing to increase Category 2 funding to cover change orders; Project completed in December 2025	$79,838,372	$80,907,013 ~~$80,581,578~~	$80,907,013 ~~$80,581,578~~			
52527	1068-04-119	IH 30	SH 161 to NW 7th Street	Construct 0 to 4 lane frontage roads	June 2018 (Actual)	2018	Change orders covered by Category 11; Project completed in August 2022	$25,781,036	$25,781,036		$25,781,036		
54033	1068-04-149	IH 30	NW 7th Street to Belt Line Road	Construct 0 to 2/3 lane westbound frontage road and ramp modifications	June 2018 (Actual)	2018	Category 11 funds used to fund the remainder of the project; Project completed in August 2022	$13,291,213	$11,000,000		$11,000,000		
55169	0009-11-241	IH 30	Bass Pro Drive to Dalrock Road	Construct 0 to 6 lane frontage roads, Bayside bridge, and ramp modifications; Reconstruct Dalrock interchange	March 2021 (Actual)	2021	Project also had $5,000,000 of Category 1 funding for potential cost overruns; Project completed in May 2025	$120,678,632	$120,574,879		$120,574,879		
55179	0009-11-238	IH 30	Bass Pro Drive in Garland to Dalrock Road	Widen to add shoulder	March 2021 (Actual)	2021	Project also had $3,500,000 of Category 1 funding for potential cost overruns; Project completed in May 2025; Proposing to remove Category 2 funding to match amount charged to date	$13,601,005	$13,301,005 ~~$21,128,162~~	$0 ~~$7,827,157~~		$13,301,005	
13030	0009-11-254	IH 30	IH 35E to IH 45	IH 35E to Cesar Chavez Blvd: Reconstruct and widen 6 to 12 general purpose, reconstruct 2/6 lane discontinuous to 2/6 lane discontinuous frontage roads and remove 4 westbound collector distributor lanes; Cesar Chavez Blvd to IH 45: Reconstruct and widen 6 to 7 general purpose, reconstruct 1 to 1 lane HOV-R and construct 0 to 2/4 lane discontinuous frontage roads	February 2025 (Actual)	2025	IH 30 Canyon Project; Trade previously reduced Category 12 funds on this project & replaced it with Category 2 funds (offset by reduction on TIP 13070/CSJ 0135-15-002, TIP 55287/CSJ 0047-10-002, TIP 13005/CSJ 0171-05-068, TIP 13008/CSJ 2266-02-148) in order to enable project to let on time as Category 12 funding not available until out years; Project also has $57,403,034 ~~$57,201,806~~ of STBG, $98,175,435 of Category 11 COCO funds, and $9,940,011 of local funds from City of Dallas	$831,505,327	$666,188,075	$450,709,923	$93,939,810	$85,000,000	$36,538,342

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10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2026

TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
13012.2	0196-03-274	IH 35E	IH 635 to Denton County Line	Reconstruct and widen 6 general purpose lanes to 8 general purpose lanes and reconstruct existing 2/8 discontinuous frontage road lanes to 2/8 discontinuous frontage road lanes	August 2021 (Actual)	2021	Design-build project; Project was also awarded $182,098,750 of Design-Build funds by the TTC; Proposing to reduce Category 2 funding to match amount charged to date	$567,250,507 ~~$614,317,018~~	$396,299,704 ~~$432,218,268~~	$166,644,118 ~~$202,562,682~~		$229,655,586	
13012.3	0196-03-282	IH 35E	IH 635 to Denton County Line	Reconstruct existing 2 managed lanes to 2 managed lanes	August 2021 (Actual)	2021	Project split out from TIP 13012.2/CSJ 0196-03-274; Project was awarded $14,470,000 of Design-Build funds for the remainder of the project	$93,951,732	$79,481,732	$79,481,732			
54119.5	0442-02-162	IH 35E	Ellis County Line to Bear Creek Road	Construct interchange at SL 9 and IH 35E	February 2024 (Actual)	2024	Project also has $3,879,813 of STBG funds	$22,719,613	$19,422,801	$19,422,801			
14032.2	0442-02-161	IH 35E	at Bear Creek Road	Construct intersection improvements including reconstructing existing 4 lane continuous to 4 lane continuous frontage roads with the addition of a Texas U-Turn and sidewalks	February 2025 (Actual)	2025	Part of the 2022 SE Connector Category 2/STBG trade; Project also has $7,257,395 of CMAQ and $100,000 of STBG funding	$16,449,139	$9,567,743	$9,567,743			
55067	0092-14-088	IH 45	Lenway St. to Good Latimer	Reconstruct IH 45 and SM Wright Interchange (Phase 2B)	December 2019 (Actual)	2020	Project also has Category 11 funding; Proposing to reduce Category 2 funding to match amount charged to date	$30,136,042	$26,327,302 ~~$30,136,042~~	$26,327,302 ~~$30,136,042~~			
55249	0092-02-130	IH 45	At SL 9	Reconstruct existing 2 to 2 lane southbound frontage road and ramp modifications	July 2021 (Actual)	2021	Project also had $395,464 of Category 1 funding; Project completed in September 2025	$4,228,798	$3,833,334		$3,833,334		
54111	2374-01-171	IH 635	At Skillman/Audelia	Interchange improvements	August 2019 (Actual)	2019	Project has Category 12 funds from the MPO Revolver trade; $7,202,000 of Design-Build funding to offset reduction in Category 2 funding	$57,972,000	$50,770,000	$46,393,000			$4,377,000
55060.1	2374-01-137	IH 635 (E)	Miller Road to West of the KCS RR (West of SH 78)	Widen 8 to 10 general purpose lanes and reconstruct 4/6 lane discontinuous to 4/6 lane continuous frontage roads	August 2019 (Actual)	2019	Project also has $63,193,281 of Design-Build funding; Proposing to remove Category 2 funding to match amount charged to date	$216,441,214 ~~$246,941,214~~	$153,247,933 ~~$183,747,933~~	$0 ~~$30,500,000~~	$132,848,147	$20,399,786	
55060.2	2374-01-191	IH 635 (E)	Miller Road to West of the KCS RR (West of SH 78)	Reconstruct existing 2 HOV/express to 2 HOV/express lanes	August 2019 (Actual)	2019	Project split out from TIP 55060.1/CSJ 2374-01-137; Project also has $6,513,375 of Design-Build funding	$49,935,875	$43,422,500	$43,422,500			
55075.1	2374-02-053	IH 635 (E)	West of the KCS RR (West of SH 78) to IH 30	Widen 8 to 10 general purpose lanes and reconstruct 4/6 lane discontinuous to 4/8 lane continuous frontage roads	August 2019 (Actual)	2019	Project also has $25,000,000 CMAQ, $92,752,017 STBG, $7,014,863 Category 11, and $122,653,801 of Design-Build funding; Proposing to remove Category 2 funding to match amount charged to date	$400,415,660 ~~$408,845,681~~	$152,995,000 ~~$161,425,000~~	$0 ~~$8,430,000~~	$42,151,853	$110,843,147	
55075.2	2374-02-152	IH 635 (E)	West of the KCS RR (West of SH 78) to IH 30	Reconstruct existing 2 HOV/express to 2 HOV/express lanes	August 2019 (Actual)	2019	Project also has $7,142,858 STBG and $26,139,846 of Design-Build funding	$200,405,486	$167,122,782	$167,122,782			
55075.3	2374-02-153	IH 635 (E)	At IH 30	Reconstruct interchange	August 2019 (Actual)	2019	Project also has $25,000,000 STBG and $83,400,711 of Design-Build funding	$303,694,615	$195,293,904	$195,293,904			
55165.1	2374-01-183	IH 635 (E)	East of US 75 to Miller Road	Widen 8 to 10 general purpose lanes and reconstruct existing 4/8 lane discontinuous to 4/6 lane continuous frontage roads	August 2019 (Actual)	2019	Project also has $125,710,231 of Design-Build funds	$432,206,098	$306,495,867			$306,495,867	

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RTC Action
August 13, 2026

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2026

TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
55165.2	2374-01-190	IH 635 (E)	East of US 75 to Miller Road	Reconstruct existing 2 managed lanes to 2 managed lanes	August 2019 (Actual)	2019	Project split out from TIP 55165.1/CSJ 2374-01-183; Project also has $8,509,875 of Design-Build funding	$65,242,375	$56,732,500	$56,732,500			
54069	2964-01-048	SH 161	South of SH 183 to North of Belt Line Road	Widen and reconstruct 4 (6 lanes during peak period) to 8 general purpose lanes	June 2018 (Actual)	2018	Change orders covered by Category 1; Project completed in April 2021	$21,821,798	$21,821,798		$21,821,798		
55065	0092-01-059	SH 310/ SM Wright Interchange	Pennsylvania Avenue to North of Al Lipscomb Way	Reconstruct IH 45 and SM Wright Interchange (Phase 2B)	December 2019 (Actual)	2020	Related to TIP 55067/CSJ 0092-14-088 and TIP 20062/CSJ 0092-01-052; Project also has Category 11 funding; Proposing to reduce Category 2 funding to match amount charged to date	$11,916,518	$10,100,000 ~~$11,916,518~~	$10,100,000 ~~$11,916,518~~			
35000	0430-01-057	SH 352	North of Kearney Street to US 80 EB Frontage Road	Reconstruct 4 lane undivided rural to 4 lane divided urban roadway with intersection and sidewalk improvements	March 2020 (Actual)	2020	Project also had $701,700 CMAQ and $1,452,481 Category 11; Category 12 funds are part of MPO Revolver Trade; Project completed in August 2022	$12,469,181	$9,915,000	$7,900,000			$2,015,000
13032	0009-02-067	SH 78	At Gaston Ave	Reconfigure intersection with sidewalk improvements	May 2021 (Actual)	2021	Project also had $7,000,000 of CMAQ funds; Project completed in January 2024; Proposing to increase Category 2 funding to match amount charged to date	$6,336,367	$1,050,000 ~~$1,000,000~~	$1,050,000 ~~$1,000,000~~			
11527	0581-02-124	SL 12	At SH 183	Reconstruct interchange (Phase 2)	May 2020 (Actual)	2020	Project also had $37,748,649 of Category 1 funding; Change orders covered by Category 12; Project completed in July 2025	$222,203,919	$156,607,670			$156,607,670	
54119.1	2964-10-008	SL 9	IH 35E to Dallas/Ellis County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	July 2021 (Actual)	2021	Project split out from TIP 54119/CSJ 2964-10-005; Project had $432,000 of CMAQ funding, $3,788,000 of RTR funding, $2,500,000 of Category 1 funding, and $20,087,399 of STBG funding; Category 2 funding removed and replaced with STBG funding as part of a funding exchange to reduce the region's STBG carryover balance; Project completed in September 2025	$24,307,399	$0	$0			
54119.2	2964-10-009	SL 9	Ellis/Dallas County Line to IH 45	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	July 2021 (Actual)	2021	Project split out from TIP 54119/CSJ 2964-10-005; Project had $408,000 of CMAQ funding, $6,000,000 of Category 1 funding, and $54,055,351 of STBG funding; Category 2 funding removed and replaced with STBG funding as part of a funding exchange to reduce the region's STBG carryover balance; Project completed in September 2025	$54,463,351	$0	$0			
53003	0094-03-060	SS 482	At SH 114 and SH 183	Reconstruct interchange (Phase 2)	May 2020 (Actual)	2020	Cost savings were used to cover change orders; Project completed in July 2025	$91,202,288	$156,607,670			$156,607,670	
53110.2	2374-02-162	IH 635	At US 80 Interchange	Reconstruct existing interchange	July 2024 (Actual)	2024	Project also has $1,014,582 of local contribution from the City of Mesquite	$197,499,361	$201,575,779		$129,245,388	$63,822,920	$8,507,471
55014.2	0261-02-081	US 67	At Lake Ridge Parkway	Construct interchange	March 2026 (Actual)	2026	Proposing to reduce Category 2 funding due to cost savings at letting	$26,514,888	$26,514,888 ~~$31,790,409~~	$26,514,888 ~~$31,790,409~~			
53109	0095-02-107	US 80	East of Town East Blvd. to East of Belt Line Road	Reconstruct and widen 4 to 6/8 mainlanes and 2/4/6 lane continuous frontage road to 4/6 lane continuous frontage roads and reconstruct IH 635 interchange	July 2024 (Actual)	2024		$342,164,864	$342,164,864	$37,916,764	$228,404,680	$75,843,420	

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10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2026

TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
55120	0197-02-124	US 175	East of East Malloy Bridge Rd. to Kaufman County Line	Ramp modifications, mill and inlay existing frontage roads	October 2020 (Actual)	2021	Remaining costs were covered by Category 1 funding; Project completed in December 2021	$1,007,339	$907,339	$907,339			
Total Approved Funding - Dallas County													**$3,506,030,118**
Denton County Projects													
83255	0816-02-072	FM 455	West of FM 2450 to East of Marion Road	Reconstruct and widen 2 lane rural highway to 4 lane divided urban	July 2022 (Actual)	2022	Project also has $28,587,589 ~~$23,052,037~~ of Category 1 funding; Proposing to increase Category 2 funding to cover change orders	$73,248,171	$48,032,076 ~~$44,660,582~~	$48,032,076 ~~$44,660,582~~			
55177	0353-09-002	SH 114	West of US 377 to East of US 377	Construct 0 to 6 lane grade separation over US 377	June 2021 (Actual)	2021	Project completed in March 2024	$32,367,838	$32,367,839	$26,109,253	$6,258,586		
51060	0353-02-053	BS 114K	At UP RR Underpass in Roanoke DOT No 795 342V	Replace railroad underpass and improve BS 114-K drainage	November 2019 (Actual)	2020	Project also had $3,000,000 of Bridge funds and $552,921 of CMAQ; Project completed in April 2024	$11,088,528	$7,500,000	$7,500,000			
13033.3	0195-03-090	IH 35	IH 35W to US 380	Reconstruct interchange and existing 4 lane continuous to 4/8 lane continuous frontage roads	April 2024 (Actual)	2024	Project also has $9,450,000 Category 11 Energy Sector and $34,627,752 Category 11 COCO funds	$205,860,139	$161,782,387	$30,969,735			$130,812,652
55197.2	0195-02-081	IH 35	North of FM 455 to North of View Rd	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and reconstruct and widen 4 lane continuous to 4/6 lane continuous frontage roads	August 2025 (Actual)	2025		$128,704,134	$175,274,675				$175,274,675
55198	0195-03-087	IH 35	US 380 to US 77 North of Denton	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and 4 lane continuous to 4/6 lane continuous frontage roads	April 2024 (Actual)	2024	Project also has $20,000,000 Category 11 Energy Sector, $11,925,553 Category 11 COCO, and $1,452,495 of local contribution from the City of Denton	$261,858,377	$233,357,330		$43,647,905		$189,709,425
55250	0195-02-076	IH 35	At FM 455	Reconstruct and widen 4 to 6 mainlanes and reconstruct existing 4 to 4 lane frontage roads	July 2022 (Actual)	2022	Project also has $13,045,742 of Category 1 funding	$40,791,605	$28,212,007		$1,349,711		$26,862,296
13033.1	0196-02-128	IH 35E	At FM 1171/Main Street	Reconstruct grade separation and existing 4 to 4 lane continuous frontage roads	January 2023 (Actual)	2023	Denton Priority Project #3; Project also has $18,815,274 of STBG funds and $2,549,146 of local contribution from the City of Lewisville	$105,457,045	$85,852,625	$85,852,625			
13033.6	0195-03-099	IH 35E	North Texas Blvd to IH 35W	Reconstruct interchange and existing 4 lane continuous to 4/6 lane continuous frontage roads (facility transition area)	April 2024 (Actual)	2024	Project also has $18,812,905 Category 11 Energy Sector and $8,920,000 Category 11 COCO funds	$116,185,323	$88,452,418	$35,008,319	$31,394,099	$10,000,000	$12,050,000
13033.2	0196-02-127	IH 35E	At Business 121	Reconstruct grade separation and existing 4 lane continuous to 4 lane continuous frontage roads	January 2025 (Actual)	2025	Denton Priority Project #4; Project also has $5,800,085 of local funds from City of Lewisville for aesthetic improvements	$100,994,633	$95,194,548	$95,194,548			
13033.4	0196-02-126	IH 35E	At Corporate Drive	Reconstruct grade separation and existing 4 lane continuous to 4 lane continuous frontage roads	January 2025 (Actual)	2025	Denton Priority Project #5; Project also has $4,161,470 of local funds from City of Lewisville for aesthetic improvements; Proposing to increase Category 2 funding to cover change order	$110,371,467	$108,116,437 ~~$108,08,0131~~	$108,116,437 ~~$108,08,0131~~			
25033.3	0196-01-109	IH 35E	South of Mayhill Road to South of SL 288	Reconstruct grade separation and existing 4 lane continuous to 4 lane continuous frontage roads	June 2025 (Actual)	2025		$123,539,232	$125,307,232	$125,307,232	$0		

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10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2026

TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
20115	0081-03-047	US 377	South of FM 1171 to Crawford Road	Reconstruct and widen roadway from 2 lane to 4 lane with new sidewalks, turn lanes, a Texas U-turn, new signal installation with retiming, and a grade separation	May 2026 (Actual)	2026	MPO Milestone Policy Project; Project also has $6,108,525 of CMAQ funding; Proposing to reduce Category 2 funding due to cost savings at letting	$117,837,901	$111,729,376	$18,840,942	$92,888,434		
20118	0081-04-025	US 377	IH 35E to South of FM 1830	Widen 2 lane to 6 lane urban divided section with sidewalk improvements	July 2018 (Actual)	2018	Project also had $9,237,129 2MP1, $9,204,379 4P1, & $2,901,189 CMAQ; Change orders covered with Category 1; Project completed in May 2021	$18,791,508	$350,000	$350,000			
20120	0081-03-048	US 377	Henrietta Creek Road to North of BS 114K	Reconstruct and widen 2/4 to 4 lane divided urban	November 2019 (Actual)	2020	Project also had $2,847,689 of Category 1 & $1,922,275 of CMAQ; Project completed in April 2024; Proposing to increase Category 2 funding to cover change orders	$18,803,011	$14,545,371 ~~$13,444,113~~	$14,545,371 ~~$13,444,113~~			
20215	0081-04-035	US 377	At UP RR Overpass (0.4 miles South of IH 35E)	Replace with 6 lane overpass (2 to 6 Lanes)	July 2018 (Actual)	2018	Project also had $2,269,248 2MP1, $4,019,642 of 4P1, and $2,418,314 of Category 1 funds; Change orders covered by Category 1; Project completed in May 2021	$10,207,204	$1,500,000	$1,500,000			
55104	0135-10-057	US 377/380	SL 288 to US 377/US 380 Intersection	Add raised median with left turn lanes, add right turn lanes and re-stripe for shared use	June 2020 (Actual)	2020	Also had $95,000 local, $2,017,722 Category 11, and $665,000 CMAQ; Local funding was required for additional bicycle/pedestrian scope items that TxDOT did not fund; Project completed in August 2024; Proposing to increase Category 2 funding to cover change order	$20,616,737	$19,686,009 ~~$17,839,014~~	$19,686,009 ~~$17,839,014~~			
20096	0135-10-050	US 380	US 377 to West of CR 26 (Collin County Line)	Widen 4 to 6 lanes divided urban with new grade separations at FM 423, FM 720, Navo Rd., Teel Pkwy, and Legacy Drive with sidewalk improvements	July 2021 (Actual)	2021	Project also has $56,200,000 CMAQ and $22,277,120 STBG	$132,896,797	$62,367,423	$62,367,423			
55235	0353-02-037	SH 114	East of IH 35W to BUS 114K	Construct 0 to 6 main lanes; Reconstruct and widen 4 to 4/6 lane frontage roads	April 2023 (Actual)	2023	Part of the Loop 9 Category 2/STBG trade approved by the RTC in October 2021; Proposing to increase Category 2 funding to cover change orders	$68,192,321	$72,071,082 ~~$68,192,321~~	$72,071,082 ~~$68,192,321~~			
55260	0353-09-003	SH 114	BUS 114K to West of US 377	Construct 0 to 6 main lanes; Reconstruct and widen 4 to 4/6 lane frontage roads	April 2023 (Actual)	2023		$28,239,411	$28,239,411	$28,239,411			
55197	0195-02-074	IH 35	US 77 (North of Denton) to South of FM 455	Reconstruct and widen 4 to 6 lane freeway with ramp modifications and reconstruct and widen 4 lane discontinuous to 4/6 lane continuous frontage roads	N/A	N/A	Entry is only for environmental clearance (received October 2019) and right-of-way acquisition, which is completed, so it is moving to this list; Construction is being funded under breakout projects	N/A	N/A				
55259	0081-13-065	IH 35W	Dale Earnhardt Way to FM 407	Construct 0 to 4/6 lane continuous frontage roads	N/A	N/A	Entry is only for environmental clearance (received June 2020), which is completed, so it is moving to this list; Construction is being funded under breakout projects	N/A	N/A				
												Total Approved Funding - Denton County	**$1,499,938,246**
Ellis County Projects													
11751	1051-01-037	FM 664	(On Ovilla Road) from Westmoreland Road to IH 35E	Widen 2 lanes to 6 lanes urban divided including intersection improvements along Ovilla Road/FM 664 with sidewalk improvements	May 2018 (Actual)	2018	Project also had $1,921,068 Category 11 & $11,147,127 STBG; Project completed in June 2021	$28,877,127	$17,100,000	$17,100,000			

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10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2026

TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
13042	0048-04-094	IH 35E	At FM 387 (Butcher Road)	Reconstruct interchange; Reconstruct and widen 4 lane discontinuous to 4/6 lane continuous frontage roads	January 2022 (Actual)	2022	Funding from TIP 55092/CSJ 0048-04-090; Project also had $4,000,000 of Category 1 funds; Project completed in May 2025	$45,984,067	$42,000,000		$42,000,000		
13034	0442-03-042	IH 35E	At FM 664	Reconstruct interchange	February 2024 (Actual)	2024	Project also has $7,627,931 of Category 11 funding and $48,839 of local funding	$79,799,197	$77,154,426		$77,154,426		
54119.6	0442-03-044	IH 35E	Reese Drive to Dallas County Line	Construct interchange at Loop 9 and IH 35E	February 2024 (Actual)	2024	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Part of the 2022 SE Connector Category 2/STBG exchange; Project also has $1,796,292 of STBG funding and $1,319,348 of Category 11 COCO funding	$34,602,495	$31,586,928	$31,586,928			
54119.3	2964-12-001	SL 9	From IH 35E to Dallas County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	July 2021 (Actual)	2021	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also had $734,000 of CMAQ funding and $1,500,000 of Category 1 funding; Category 2 funding removed and replaced with $3,956,540 of STBG funding as part of a funding exchange to reduce the region's STBG carryover balance; Project completed in September 2025	$4,690,541	$0	$0			
54119.4	2964-12-002	SL 9	Dallas/Ellis County Line to Ellis/Dallas County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	July 2021 (Actual)	2021	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also had $96,000 of CMAQ funding and $1,500,000 of Category 1 funding; Category 2 funding removed and replaced with $4,938,800 of STBG funding as part of a funding exchange to reduce the region's STBG carryover balance; Project completed in September 2025	$5,034,801	$0	$0			
13076	2921-01-010	Spur 394	IH 35E to FM 877	Construct 0 to 4 lane roadway at new location with new shared use path, curb ramps, grade separated pedestrian crossing, turn lanes, and signal improvements	February 2026 (Actual)	2026	Project in proximity to future Waxahachie ISD high school; Project also has $5,350,240 of CMAQ funding and $15,000,000 of STBG; Part of NT MOVES BUILD Grant Local Match Partnership: Proposing to remove Category 2 funding due to cost savings at letting	$18,932,077	$0	$0			
55014	0261-01-041	US 67	At Lake Ridge Parkway	Construct interchange	March 2026 (Actual)	2026	Related to TIP 55014.2/CSJ 0261-02-081; Proposing to reduce Category 2 funding due to cost savings at letting	$37,963,186	$37,963,186 ~~$49,310,617~~	$37,963,186 ~~$49,310,617~~			
35001	0172-05-115	US 287	At Walnut Grove Road	Construct interchange	April 2019 (Actual)	2019	Project also had $10,330,000 of Prop 1 - Cat 4 and $50,000 of Category 11 funding; Change orders covered by Category 11; Project completed in December 2021	$27,666,577	$17,286,577		$17,286,577		
												Total Approved Funding - Ellis County	**$223,091,117**
Kaufman County Projects													
83284	0751-05-001	FM 148	South of FM 3039 to US 175	Realign existing 2 lane rural undivided roadway to 2 lane rural undivided roadway	June 2023 (Actual)	2023	Includes $5,000,000 of Kaufman County funding; $1,792,634 of Category 11 to cover remainder of cost overrun	$13,687,533	$6,894,899	$6,894,899			

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10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2026

TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
N/A	0095-03-085	FM 460	at US 80	Replace bridge and approaches	June 2022 (Actual)	2022	Project awarded INFRA grant funding; Category 4 funding was committed as well as part of grant application; Project also has $1,882,263 of Category 6 funding and $3,944,904 of Category 10 funding	$6,723,349	$2,778,445		$2,778,445		
55111.2	2588-01-022	FM 548	North of US 80 to Windmill Farms Blvd	Widen and reconstruct 2 lane rural to 6 lane urban divided	March 2025 (Actual)	2025		$81,127,417 ~~$80,359,417~~	$81,127,417	$81,127,417			
53086	0095-03-080	US 80	Lawson Rd. (Dallas/Kaufman C/L) to FM 460	Reconstruct and widen 4 to 6 mainlanes and reconstruct and widen 2/4 lane discontinuous frontage roads to 4/6 lane continuous frontage roads	June 2022 (Actual)	2022	Project also has $1,000,000 of Category 1 funding; Costs have increased since letting	$116,810,288	$116,810,288		$116,810,288		
51460	0197-03-054	US 175	FM 148 to CR 4106 in Crandall	Construct new 2 lane frontage roads; Convert existing frontage road from 2 lane, 2-way to 2 lane, 1-way frontage road and ramp modifications	October 2020 (Actual)	2021	Project also had $253,983 of Category 11 funding; Project completed in September 2023	$13,179,601	$12,925,618	$12,925,618			
55134	0197-03-074	US 175	Dallas County Line to West of FM 1389	Ramp modifications, mill and inlay existing frontage roads	October 2020 (Actual)	2021	Project also had $1,000,000 of Category 1 funding for cost overruns; Project completed in December 2021	$1,238,789	$1,238,789	$1,238,789			
13077	0197-03-078	US 175	West of FM 148 Bypass to East of FM 148 Bypass	Construct new interchange at FM 148	June 2023 (Actual)	2023	Project also has $3,662,623 of Category 11 funding	$43,212,466	$39,549,843	$39,549,843			
												Total Approved Funding - Kaufman County	**$261,325,299**
Rockwall County Projects													
83221	1015-01-024	FM 549	SH 205 to SH 276	Reconstruct and widen 2 lane to 4 lane roadway with new shared use path and intersection improvements	February 2026 (Actual)	2026	Project also has $5,987,882 of CMAQ funding; Proposing to reduce Category 4 funding due to cost savings at letting	$29,962,034	$23,974,152 ~~$46,491,402~~		$23,974,152 ~~$46,491,402~~		
83222	1015-01-023	FM 3549	IH 30 to North of SH 66	Widen from 2 lane rural to 4 lane urban divided section with sidewalk improvements	May 2018 (Actual)	2018	Project also had $925,000 of Prop 1 - Cat 2 and $40,000 of CMAQ; Change orders covered by Category 11; Project completed in August 2021	$9,290,063	$8,325,063	$8,325,063			
13036	0009-12-219	IH 30	SH 205 to West of FM 2642 (Hunt County Line)	Reconstruct & widen 4 to 6 main lanes; Reconstruct & widen 4 to 4/6 lane continuous frontage roads; Construct new & reconstruct existing interchanges; Ramp modifications; Pedestrian improvements	June 2023 (Actual)	2023	Project also has $50,000,000 of CMAQ funds; Proposing to increase Category 2 funding to cover change orders	$342,870,407	$295,770,547 ~~$295,320,406~~	$89,512,854 ~~$89,062,713~~		$206,257,693	
55195	0009-12-220	IH 30	Dalrock Road to East of Horizon Road	Construct 0/4 to 4/6 lane frontage roads; Reconstruct Horizon Road interchange and ramp modifications	October 2022 (Actual)	2023		$199,292,314	$199,292,314		$32,045,599	$167,246,715	
55221	0009-12-215	IH 30	Dalrock Road to SH 205	Add shoulder; Reconstruct and widen 6 general purpose lane to 8 general purpose lane; Reconstruct 4/6 discontinuous frontage road lanes to 4/6 continuous frontage road lanes; Ramp modifications and interchange at FM 740	October 2022 (Actual)	2023	Proposing to increase Category 2 funding to cover change orders	$113,230,273	$113,842,769 ~~$113,230,273~~	$67,605,372 ~~$66,992,876~~		$46,237,397	

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RTC Action
August 13, 2026

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2026

TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
55222	0009-12-221	IH 30	Dalrock Road (Rockwall County Line) to East of Dalrock Road	Transition from Dalrock Interchange including reconstruction of existing 4 to 4 lane frontage roads and ramps	March 2021 (Actual)	2021	Project also had $1,000,000 of Category 1 funding for potential cost overruns; Project completed in May 2025	$8,124,858	$7,000,000		$7,000,000		
2998	1290-02-017	SH 276	SH 205 to FM 549	Reconstruct and widen 2 lane rural to 4 lane divided urban (Ultimate 6)	April 2018 (Actual)	2018	Project also had $1,358,000 of CMAQ and $992,442 of Category 1; Change orders covered by Category 1; Project completed in February 2021	$17,257,442	$14,900,000	$14,900,000			
55096	1290-03-027	SH 276	FM 549 to East of FM 549	Reconstruct and widen 2 lane rural to 4 lane divided urban (Ultimate 6)	April 2018 (Actual)	2018	Category 1 funds used to cover overruns; Project completed in February 2021	$719,165	$719,165	$719,165			
												Total Approved Funding - Rockwall County	**$663,824,010**
Various County Projects													
11618.2	0918-00-341	VA	Regional Mobility Assistance Patrol (Dallas District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	February 2023 (Actual)	2023	Additional funds paying for a proposed expansion of this program; Includes $4,387,500 of STBG; Project completed in January 2024	$6,084,000	$1,696,500				$1,696,500
11618.2	0918-00-342	VA	Regional Mobility Assistance Patrol (Dallas District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	April 2024 (Actual)	2024	Additional funds paying for a proposed expansion of this program; Includes $4,575,000 of STBG; Project completed in June 2025	$5,270,400	$2,013,000				$2,013,000
11618.2	0918-00-362	VA	Regional Mobility Assistance Patrol (Dallas District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	June 2025 (Actual)	2025	Additional funds paying for a proposed expansion of this program; Includes $4,725,000 of STBG; Project was awarded $2,331,000 of Category 12 Strategic Priority funds in the 2022 UTP	$7,056,000	$2,331,000				$2,331,000
												Total Approved Funding - Various County	**$6,040,500**
Total Category 2, 4, and 12 Funding									$6,822,539,164	$3,050,461,371	$1,467,772,537	$1,712,117,895	$592,187,361

Project Lettings			
	Category 2	Category 4	Category 12
2016	$0	$2,746,785	$0
2018	$77,224,659	$58,602,834	$0
2019	$508,964,686	$192,286,577	$442,115,800
2020	$86,058,682	$0	$315,230,340
2021	$378,996,059	$176,584,658	$242,956,591
2022	$227,307,001	$162,938,444	$26,862,296
2023	$439,177,001	$71,525,589	$421,438,305
2024	$154,904,547	$526,717,319	$556,557,907
2025	$1,094,509,720	$159,507,745	$299,144,017
2026	$45,355,830	$116,862,586	$0
Total	**$3,050,461,371**	**$1,467,772,537**	**$2,304,305,256**

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10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects
FY2017 - FY2026

TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
Denton County Projects													
54068	3559-01-004	SH 170	Tarrant County Line to SH 114 Interchange	Restripe 2 to 4 main lanes and ramp modifications	June 2020 (Actual)	2020	Part of the 2022 SE Connector Category 2/STBG trade; Project also had $4,971,784 of CMAQ funding; Work was completed under TIP 54088/CSJ 3559-02-007, which was completed in March 2024	$1,000,000	$0				$0
Total Approved Funding - Denton County													**$0**
Hood County Projects													
54114	0080-11-001	US 377	Johnson/Hood County Line to South of SH 171	Construct 0 to 4 lane divided roadway with interchange at US 377 and BU 377; Grade separation at FWWR and SH 171	August 2018 (Actual)	2018	Category 2 funds for this project were exchanged for Category 7 due to increased cash flow capacity at the federal level; Project also had $11,000,000 in local funding from Hood County; Project completed in November 2024	$46,969,449	$0	$0			
Total Approved Funding - Hood County													**$0**
Johnson County Projects													
13040	0747-05-043	FM 157	Main Street from 8th Street to North of County Road 108B	Rehab 2 lane to 2 lane roadway with sidewalks and turn lanes	May 2026 (Actual)	2026	Project split out from TIP 13041/CSJ 0747-05-042; ~~Project also has $625,530 of Category 11 District Discretionary funding~~; Proposing to reduce Category 2 funding due to cost savings at letting	$2,625,530	$2,625,530 ~~$3,567,899~~	$2,625,530 ~~$3,567,899~~			
13040.1	0747-08-002	FM 157	Main Street from 8th Street to North of County Road 108B	Construct 0 to 2 lane urban roadway and intersection improvements at FM 157 and Student Drive	May 2026 (Actual)	2026	Project split out from TIP 13040/CSJ 0747-05-043; Proposing to reduce Category 2 funding due to cost savings at letting	$5,059,581	$5,059,581 ~~$6,424,015~~	$5,059,581 ~~$6,424,015~~			
13041	0747-05-042	FM 157	US 67 to 8th Street	Reconstruct rural 2 lane to urban 2 lane with sidewalks and turn lanes	May 2026 (Actual)	2026	Proposing to reduce Category 2 funding due to cost savings at letting; Project also has $1,483,423 of local funding	$9,493,380	$8,009,956 ~~$9,773,279~~	$8,009,956 ~~$9,773,279~~			
13046	0014-03-088	IH 35W	Bethesda Rd to Asher Rd	Reconstruct interchange at FM 917	July 2026 (Actual)	2026	Proposing to reduce Category 4 funding due to cost savings at letting	$64,599,552	$64,599,552 ~~$84,000,000~~		$64,599,552 ~~$84,000,000~~		
14063	0019-01-146	SH 174	North of Elk Drive to Wicker Hill Road	Reconstruct and widen from 4 to 6 lanes rural divided with sidewalks	June 2026 (Actual)	2026	Part of the 2022 SE Connector Category 2/STBG exchange; $6,510,000 of STBG funds on this project were exchanged for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066) in 2022 10-Year Plan Update; Project also has $900,000 of CMAQ funding and $22,179,782 of STBG funding	$20,462,334	$6,510,000	$6,510,000			
13060	0172-10-013	US 287	Tarrant County Line to Lone Star Road/FM 157	Construct freeway auxiliary lanes, new 0 to 2 lane frontage roads, ramps, Texas U-turn at Lone Star Bridge and widen from 2 to 3 lanes, Lone Star Road widen 2 to 3 lanes, shared use path, intersection improvements at US 287 and Lone Star Road/FM 157, retaining wall, drainage structure, sidewalks and signals	August 2021 (Actual)	2021	Category 2 funding previously removed and replaced with $22,800,000 of STBG funding to help reduce regional carryover balance; Project completed in April 2026	$17,554,206	$0	$0			

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FY2017 - FY2026

TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
54125	0080-12-001	US 377	North of SH 171 to Johnson/Hood County Line	Construct 0 to 4 lane divided roadway with an interchange at US 377 and BU 377	August 2018 (Actual)	2018	Project split out from TIP 54114/CSJ 0080-11-001 in Hood County; Project also had $10,750,000 of Category 12 (425) funds; Project completed in January 2026; Proposing to reduce Category 2 funding to match amount charged to date	$13,744,381	$2,994,380 ~~$3,950,000~~	$2,994,380 ~~$3,950,000~~			
Total Approved Funding - Johnson County													**$89,798,999**
Parker County Projects													
14012	0313-02-057	FM 51	North of Cottondale Road to Texas Drive	Widen 2 lane roadway to 3 lanes urban; intersection improvements including turn lanes and new signal improvements	May 2019 (Actual)	2019	Flooding issue; Project also had $3,650,000 of Category 5 and $900,000 of Category 7 funds; ~~Cost overruns were covered with Category 1 funds;~~ Category 1 funding to cover remaining construction costs; Project completed in January 2024; Proposing to reduce Category 2 funding to match amount charged to date	$21,057,907	$11,818,145 ~~$12,000,000~~	$11,818,145 ~~$12,000,000~~			
14042	0717-01-025	FM 113	Old Millsap Road to North of Old Millsap Road	Realign FM 113 (2 to 2 lanes)	September 2025 (Actual)	2026	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has $1,400,000 of Category 11 funding; STBG funds on this project were exchanged for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066)	$1,351,259	$600,000	$600,000			
14012.1	0171-03-070	SH 199	North of Ash Street to North of Old Springtown Road	Reconstruct roadway and intersection improvements	May 2019 (Actual)	2019	Project split out from TIP 14012/CSJ 0313-02-057; Grouped project; Fully funded with Category 1 funds; Project completed in January 2024	$2,303,163	$0	$0			
13061	0008-03-094	IH 20	IH 20/IH 30 Split to Tarrant/Parker County Line	Construct interchange at Walsh Ranch Parkway including auxiliary lanes	May 2023 (Actual)	2023		$28,293,108	$28,293,108		$28,293,108		
13061.1	0008-03-133	IH 20	FM 1187/FM 3325 to IH 20/IH 30 Split	Reconstruct 2 lane continuous to 2 lane continuous frontage roads, construct shared use path, construct new ramps on IH 20 between FM 1187/FM 3325 and IH 30, lower IH 20 main lanes at FM 1187/FM 3325 & westbound IH 20, lower IH 30 main lanes	May 2024 (Actual)	2024	Project also has $500,000 of Category 7 funds to cover change order for IH 30 at future UTA West campus deceleration ramp; Proposing to reduce Category 4 due to cost savings at letting	$57,093,262	$57,093,262 ~~$77,000,000~~	$25,000,000	$32,093,262 ~~$52,000,000~~		
13062	1068-05-014	IH 30	IH 20/IH 30 Split to Tarrant/Parker County Line	Lower the mainlanes under Walsh Ranch Pkwy at IH 30 (No change to capacity)	May 2024 (Actual)	2024	Grouped project; Proposing to reduce Category 4 due to cost savings at letting	$40,390,214	$40,390,214 ~~$48,000,000~~	$26,500,000	$13,890,214 ~~$21,500,000~~		
Total Approved Funding - Parker County													**$138,194,729**
Tarrant County Projects													
11244.1	0718-02-045	FM 156	US 81/287 to Watauga Road (McElroy)	Reconstruct and widen 2 lane to 4 lane divided	August 2018 (Actual)	2018	Category 2 funds for this project were exchanged for Category 7 due to increased cash flow capacity at the federal level; Project already had $13,109,245 of Category 7 before this change; TxDOT wants to keep remainder for potential change orders; Project completed in April 2026	$48,600,000	$0	$0			
21024	0718-02-076	FM 156	At Industrial Blvd	Construct intersection improvements including left and right turn lanes and sidewalks	May 2025 (Actual)	2025	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has $3,062,272 of CMAQ funding and Category 1 funding being used for the remainder; Proposing to reduce Category 2 funding to match amount charged to date	$6,426,835	$2,854,325 ~~$3,364,563~~	$2,854,325 ~~$3,364,563~~			

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RTC Action
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10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects
FY2017 - FY2026

TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
13061.2	0008-16-044	IH 20	Tarrant/Parker County Line to Markum Ranch Road	Construct new IH 20 interchange at Minor 1/Bentley Road (including auxiliary lanes)	May 2023 (Actual)	2023		$26,105,384	$26,515,384	$6,875,000	$19,640,384		
55182	0008-16-042	IH 20	Bryant Irvin Road to Winscott Road	Construct 1 auxiliary lane in each direction and ramp modification	April 2020 (Actual)	2020	Project completed in February 2025	$20,961,182	$23,000,000		$23,000,000		
13003	1068-01-214	IH 30	SS 580 (East of Linkcrest Drive) to IH 820	Reconstruct and widen 4 to 6 main lanes; Reconstruct and widen 4 lane discontinuous frontage to 4/6 lane continuous frontage roads; Reconstruct SS 580 interchange and westbound exit ramp to Academy Blvd	July 2024 (Actual)	2024	$35,000,000 of the Category 2 funding offset by decrease on SH 199 (TIP 13005/CSJ 0171-05-068); Category 1 funding for cost overruns	$261,399,462	$261,399,462	$66,000,000	$145,399,462	$50,000,000	
55041.1	0008-13-250	IH 820	Ramey Ave to Brentwood Stair Road	Reconstruct and widen freeway from 4/8 to 8 main lanes and 4/6 discontinuous frontage road lanes to 4/6 continuous frontage road lanes and remove 4 to 0 collector distributor lanes; Add shared-use path and sidewalks	February 2023 (Actual)	2023	Part of the Southeast Connector project; Category 2 funds previously transferred from several projects (TIP 13070/CSJ 0135-15-002, TIP 13067/CSJ 0135-02-065, and TIP 13033.5/CSJ 0196-01-113) to this project in order to fully fund it (2022 10-Year Plan Update/2023 UTP)	$451,409,000	$451,409,000	$451,409,000			
21022	0008-13-248	IH 820	at Trinity Railway Express Line from North of Trinity Blvd to South of SH 10	Reconstruct northbound 2 to 2 general purpose lanes and approaches	May 2023 (Actual)	2023	Part of the US 287 Category 2/STBG trade approved by the RTC in October 2021; Project completed in September 2025; Proposing to increase Category 2 funding to match amount charged to date	$19,092,215	$19,431,431 ~~$19,092,215~~	$19,431,431 ~~$19,092,215~~			
13006	0353-03-100	SH 114	FM 1938 to Dove Road	Construct 0 to 2 lane eastbound frontage road from FM 1938 to Solana/Kirkwood with the addition of auxiliary lanes & construct 0 to 2 lane westbound & 0 to 2 lane eastbound frontage roads from Solana/ Kirkwood to Dove with the addition of auxiliary lanes & ramp modifications	July 2020 (Actual)	2020	Local contribution of $3,000,000 by the City of Southlake; Project completed in April 2026; Proposing to reduce Category 2 funding to match amount charged to date	$31,413,964	$28,910,909 ~~$33,000,000~~	$28,910,909 ~~$33,000,000~~			
13007	0364-01-147	SH 121	Stars and Stripes Blvd to South of IH 635	Construct IH 635 and FM 2499 deferred connections	March 2018 (Actual)	2018	Design-build; Project also had $1,600,000 of Category 1 funding; Project completed in August 2021	$371,600,000	$370,000,000			$370,000,000	
13049	0364-01-148	SH 121	Glade Road to SH 183	Interim operational bottleneck improvement, ITS, and illumination	September 2018 (Actual)	2019	Also had $1,600,000 of STBG funds & $1,800,000 of Category 1 funds; Cat 2 funds replaced with $25,000,000 of Cat 7 funds; Project completed in December 2020	$16,964,773	$0	$0			
54088	3559-02-007	SH 170	IH 35W to Denton County Line	Construct 0 to 4 mainlanes	June 2020 (Actual)	2020	Project completed in March 2024	$98,999,997	$113,106,349				$113,106,349
13066	0094-01-032	SH 183	At UP RR & UP RR Spur	Replace railroad underpass	March 2023 (Actual)	2023	Project also has $12,000,000 of Category 6 Bridge funding	$26,588,577	$18,594,527	$18,594,527			
55173	0171-05-097	SH 199	South end of Lake Worth Bridge to Azle Avenue	Construct 0 to 6 lane freeway, construct bridges over SH 199	June 2020 (Actual)	2020	Cost overrun post letting	$5,929,113	$22,000,000		$22,000,000		

Amounts only include Category 2, 4, 12 funding.
Strikethroughs and red text indicate project changes and updates since June 2026 RTC meeting

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects
FY2017 - FY2026

TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
55176	0171-04-050	SH 199	North of FM 1886 to South end of Lake Worth Bridge	Reconstruct & widen 4 lane arterial to 6 lane freeway; Reconstruct 4 lane to 4 lane frontage roads; Construct bridges over Lake Worth & traffic management system	June 2020 (Actual)	2020	Proposing to reduce Category 2 funding to match amount charged to date	$97,837,881	$111,406,446 ~~$113,999,400~~	$42,413,446 ~~$45,006,400~~	$68,993,000		
51346	2266-02-086	SH 360	North of E. Abram Street to IH 20 Interchange	Reconstruct and widen from 6 to 8 lanes	February 2018 (Actual)	2018	Project completed in April 2021	$53,391,000	$56,300,000	$56,300,000			
11572	0902-48-579	US 81/US 287	at FM 3479/Harmon Rd/North Tarrant Parkway	Construct North Tarrant Parkway over US 81 with turnaround on eastside; Construct Harmon Rd over US 81	August 2026	2026	MPO Milestone Policy Project (letting deadline of end of CY2026; Part of the 2022 SE Connector Category 2/STBG exchange; Project also has $1,653,702 of local funding; STBG funds were exchanged for Category 2 funding in 2022 10-Year Plan Update (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066)	TBD	$23,402,377	$23,402,377			
53029	0014-15-033	US 81	North of Harmon Road to North of IH 35W	Reconstruct 2 to 2 lane northbound frontage road	August 2026	2026	MPO Milestone Policy Project (letting deadline of end of CY2026); Project also has $6,016,331 of STBG funding	TBD	$4,783,669	$4,783,669			
53030	0014-15-034	US 81	North of Harmon Road to North of IH 35W	Reconstruct 2 lane one way to 2 lane one way southbound frontage road	August 2026	2026	MPO Milestone Policy Project (letting deadline of end of CY2026); Project also has $7,227,821 of STBG funding	TBD	$11,838,179	$11,838,179			
53031	0014-15-035	US 81	North of Harmon Road to North of IH 35W	Reconstruct northbound and southbound exit ramp to Harmon Road/North Tarrant Parkway and southbound entrance ramp from Harmon Road	August 2026	2026	MPO Milestone Policy Project (letting deadline of end of CY2026)	TBD	$1,838,179	$1,838,179			
53032	0014-15-036	US 81	North of FM 3479 to North of IH 35W Interchange	Construct auxiliary lane for northbound exit to North Tarrant Parkway; Auxiliary lane for southbound entrance from North Tarrant Pkwy	August 2026	2026	MPO Milestone Policy Project (letting deadline of end of CY2026)	TBD	$18,856,480	$18,856,480			
13059	0172-09-037	US 287	Union Pacific Railroad to Johnson County Line	Construct freeway auxiliary lanes, construct 0/4 to 4 frontage road lanes, Texas U-turn, retaining walls, drainage structures, sidewalks, and signalization	August 2021 (Actual)	2021	Category 2 funding previously removed and replaced with $11,250,000 of STBG funding to help reduce regional carryover balance; Project also had $1,000,000 of Category 1 funds; Project completed in April 2026	$12,193,894	$0	$0			
55041	0008-13-125	IH 820	IH 20 to Ramey Ave	Reconstruct and widen freeway from 4/8 to 8/14 main lanes and 4/6 discontinuous frontage road lanes to 4/8 continuous frontage road lanes; Add shared-use path and sidewalks	February 2022 (Actual)	2022	Project is part of the Southeast Connector; Design-Build project; Project also has $106,400,000 of Design-Build funding; Proposing to reduce Category 2 funding to match amount charged to date	$575,822,671	$467,448,697 ~~$469,422,670~~	$37,846,697 ~~$39,820,670~~		$429,602,000	
55042	0172-09-028	US 287	IH 20 Interchange to Sublett Road	Reconstruct and widen 4 to 6 general purpose lanes and 4/6 discontinuous frontage road lanes to 4/6 discontinuous frontage road lanes, and add shared-use path and sidewalks	February 2022 (Actual)	2022	Project is part of the Southeast Connector; Design-build project; Project also has $6,400,000 of Design-Build funding	$36,400,000	$30,000,000		$30,000,000		

Amounts only include Category 2, 4, 12 funding.
Strikethroughs and red text indicate project changes and updates since June 2026 RTC meeting

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects
FY2017 - FY2026

TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
55044	0172-06-080	US 287	IH 820 to Village Creek Road	Reconstruct 6 to 6 mainlanes plus auxiliary lanes with 4 discontinuous frontage road lanes to 4/6 continuous frontage road lanes; Add shared-use path and sidewalks	February 2022 (Actual)	2022	Project is part of the Southeast Connector; Design-build project; Project also has $19,600,000 of Design-Build funding	$109,474,141	$89,874,140	$49,874,140	$40,000,000		
55043	2374-05-066	IH 20	IH 820 to Little Road	Reconstruct & widen from 8/10 to 10 general purpose lanes, 4/6 discontinuous frontage road lanes to 4/8 discontinuous frontage road lanes, 0 to 8 collector distributor lanes (from IH 820 to US 287) and add shared-use path and sidewalks	February 2022 (Actual)	2022	Split from IH 20 from US 287 to Park Springs Blvd; Project is part of the Southeast Connector project; Project a part of the 2022 Category 2/STBG trade; Project also has $97,873,821 of STBG funding and $190,400,000 of Design-Build funding; Proposing to reduce Category 2 funding to match low bid	$726,945,646	$438,671,824 ~~$536,545,646~~	$232,341,824 ~~$330,215,646~~	$153,000,000		$53,330,000
55045	0008-13-206	IH 20	IH 20/IH 820 Interchange to Forest Hill Drive	Reconstruct and widen 8 to 12 mainlanes and 4/6 discontinuous frontage road lanes to 4/8 continuous frontage road lanes and add shared-use path and sidewalks	February 2022 (Actual)	2022	Project is part of the Southeast Connector; Project also has $27,200,000 of Design-Build funding	$142,692,716	$115,402,715	$115,402,715			
11251.2	0008-14-059	IH 820	IH 35W to SH 121/SH 183/SH 26	Reconstruct and widen 4 general purpose lanes to 6 general purpose lanes	December 2023 (Actual)	2024	Project to be funded by the private sector as part of the North Tarrant Express CDA; NTE Segments 1 and 2	N/A	$0	$0			
53104	0364-01-054	SH 121	IH 820 to FM 157	SH 121 from IH 820 to SH 183: Reconstruct and widen 4 to 6 concurrent HOV/managed lanes; Transition onto SH 183 from SH 121 to FM 157: Reconstruct concurrent HOV/managed lanes to transition from new 6 lane section to the west to the existing 4 lane section	November 2023 (Actual)	2024	Project to be funded by the private sector as part of the North Tarrant Express CDA; NTE Segments 1 and 2	N/A	$0	$0			
												Total Approved Funding - Tarrant County	**$2,707,044,093**
Wise County Projects													
53141	0312-04-022	FM 730	Approximately 3 miles north of SH 114 to SH 114 in Boyd	Reconstruct and widen existing 2 to 2 lane urban roadway and replace bridge and culvert structures	August 2023 (Actual)	2023	Original Prop 1 project; Project not eligible for Category 4 funding, so previously changed to Category 2; Project also has Category 6 funding under CSJ 0312-04-029; Related to grouped project 0312-04-029; Proposing to increase Category 2 funding to cover change orders	$30,817,569	$31,017,569 ~~$26,000,000~~	$31,017,569 ~~$26,000,000~~			
												Total Approved Funding - Wise County	**$31,017,569**

Amounts only include Category 2, 4, 12 funding.
Strikethroughs and red text indicate project changes and updates since June 2026 RTC meeting

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects
FY2017 - FY2026

TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
Various County Projects													
11619.1	0902-00-309	VA	Regional Mobility Assistance Patrol (Fort Worth District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	December 2022 (Actual)	2023	Additional funds paying for a proposed expansion of this program; Includes $2,567,500 of STBG; Project completed in August 2023	$3,380,000	$812,500				$812,500
11619.1	0902-00-310	VA	Regional Mobility Assistance Patrol (Fort Worth District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	November 2023 (Actual)	2024	Additional funds paying for a proposed expansion of this program; Includes $6,037,000 of STBG; Project completed in August 2024	$7,812,000	$1,775,000				$1,775,000
11619.1	0902-00-311	VA	Regional Mobility Assistance Patrol (Fort Worth District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	August 2024 (Actual)	2025	Additional funds paying for a proposed expansion of this program; Includes $3,132,000 of STBG and $430,000 of Category 12C; Project was awarded $900,000 of Category 12 Strategic Priority funding via 2022 UTP	$4,168,462	$900,000				$900,000
Total Approved Funding - Various County													**$3,487,500**
Total Category 2, 4, and 12 Funding									$2,969,542,890	$1,309,108,059	$640,908,982	$849,602,000	$169,923,849

Project Lettings			
	Category 2	Category 4	Category 12
2017	$0	$0	$0
2018	$59,294,380	$0	$370,000,000
2019	$11,818,145	$0	$0
2020	$71,324,355	$113,993,000	$113,106,349
2021	$0	$0	$0
2022	$435,465,376	$223,000,000	$482,932,000
2023	$527,327,527	$47,933,492	$812,500
2024	$117,500,000	$191,382,938	$51,775,000
2025	$2,854,325	$0	$900,000
2026	$83,523,951	$64,599,552	$0
Total	**$1,309,108,059**	**$640,908,982**	**$1,019,525,849**

Amounts only include Category 2, 4, 12 funding.
Strikethroughs and red text indicate project changes and updates since June 2026 RTC meeting

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Paris District) - Let or Completed Projects
FY2017 - FY2026

TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12
Hunt County Projects												
55152	1290-07-001	SH 276	West of FM 36 to SH 34	Construct 4 lane facility on new location (Quinlan Bypass) with a continuous left turn lane	October 2020 (Actual)	2021	Project completed in August 2023; Project also has Category 1 funding; Proposing to reduce Category 2 funding to match amount charged to date	$14,191,647	$14,182,893 ~~$16,400,000~~	$14,182,893 ~~$16,400,000~~		
13039	2658-01-013	FM 2642	FM 35 to SH 66	Widen 2 lane to 4 lane divided urban with sidewalks	January 2023 (Actual)	2023	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has $5,020,844 of Category 11 funding; Proposing to increase Category 2 funding to cover change orders	$30,044,518	$25,218,696 ~~$25,023,674~~	$25,218,696 ~~$25,023,674~~		
13050	0009-13-167	IH 30	At FM 1570	Construct interchange	October 2022 (Actual)	2023	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has $6,500,000 of Category 7 funding and $5,892,103 of Category 11 funding	$64,767,102	$52,374,999	$23,375,000		$28,999,999
55223	0009-13-173	IH 30	West of FM 1903 to East of FM 1903	Reconstruct overpass and approaches	October 2022 (Actual)	2023	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has $4,990,478 of Category 1 funding	$44,670,227	$39,679,749	$39,679,749		
55224	0009-13-168	IH 30	East of FM 1565 to East of FM 36	Reconstruct overpass	October 2023 (Actual)	2024	Project also has $4,098,997 of Category 11 Change Order funding	$76,034,119	$71,660,123	$13,689,859	$8,373,452	$49,596,812
55225	0009-13-169	IH 30	East of CR 2511 to East of FM 1565	Reconstruct overpass	October 2023 (Actual)	2024	Project also has $794,237 of Category 11 Change Order funding	$53,725,782	$52,931,546	$1,820,209	$5,000,000	$46,111,337
55226	0009-13-170	IH 30	West of CR 2511 to East of CR 2511	Construct new interchange	October 2023 (Actual)	2024	Project also has $500,937 of Category 11 Change Order funding	$58,708,986	$58,208,050	$111,778	$5,000,000	$53,096,272
21051	0009-13-175	IH 30	at Monty Stratton Parkway	Widen overpass from 4 lane to 6 lane; Construct eastbound to westbound U-turn	October 2022 (Actual)	2023	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has $3,508,282 of Category 1 funding	$18,638,110	$15,129,828	$15,129,828		
13053	0768-01-057	SH 24/ SH 11	Culver Street to Live Oak Street and SH 11 from SH 24 to Monroe Street	Construct pedestrian safety and traffic calming improvements	March 2023 (Actual)	2023	Project completed in March 2025	$4,665,736	$4,665,736	$4,665,736		
									Total Approved Funding			**$334,051,620**
Total Category 2, 4, and 12 Funding									$334,051,620	$137,873,748	$18,373,452	$177,804,420

Project Lettings			
	Category 2	Category 4	Category 12
2017	$0	$0	$0
2018	$0	$0	$0
2019	$0	$0	$0
2020	$0	$0	$0
2021	$14,182,893	$0	$0
2022	$0	$0	$0
2023	$108,069,009	$0	$28,999,999
2024	$15,621,846	$18,373,452	$148,804,421
2025	$0	$0	$0
2026	$0	$0	$0
Total	**$137,873,748**	**$18,373,452**	**$177,804,420**

Amounts only include Category 2, 4, 12 funding.
Strikethroughs and red text indicate project changes and updates since June 2026 RTC meeting

Michael Morris

From: Michael Morris
Sent: Thursday, July 30, 2026 3:15 PM
To: UTP-PublicComments@txdot.gov
Subject: UTP Public Comment from NCTCOG Regional Transportation Council
Attachments: TxDOT TPP-UTP Letter_07282025.pdf

To Whom it May Concern:

On behalf of the Regional Transportation Council (RTC), I would like to provide comments on the draft 2027 Unified Transportation Program (UTP). The Dallas-Fort Worth (DFW) region appreciates the funding support by the Texas Transportation Commission (TTC) in allocating Category 12 funding to the IH 345 and IH 35W corridors. These State and regional partnerships are an important part of funding and constructing transportation projects.

In recent fiscal years there has been a decrease in the allocation to funding categories that the Dallas-Fort Worth (DFW) region relies on to address critical transportation needs on FM TxDOT roadways. The decreases to Category 2, Category 4 and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding limit the ability of the RTC to partner on important State and regional projects. The RTC is faced with a difficult choice. is it better for the region to try to match the Commission on Category 12 freeway projects or save funds for crucial FM roadways?

The current funding levels make it difficult for districts and regions to address the funding gap on the Farm to Market Road system and have made funding sources such as CMAQ and STBG even more vital. Transferring up to 50 percent of CMAQ funds to other less restrictive categories as first introduced in the 2026 UTP will continue to exacerbate the issue. In addition, the targeted use of CMAQ funds helps to ensure that the DFW region continues to meet transportation conformity, so that roadway projects important to the State of Texas can proceed without delay and the region does not risk sanctions. The RTC maintains its position requesting that TxDOT defer implementation of the plan to decrease CMAQ allocations via transfers to other funding categories. I am including the RTC public comment letter from the 2026 UTP on this same topic.

As the DFW region continues to grow, from approximately 9 million residents today to an estimated 12.3 million by 2050, it is imperative that we have sufficient funding to meet the demands of this growth and ensure that Texans have access to an efficient transportation system. The RTC knows that TxDOT and the TTC share our commitment to delivering results for Texans. We look forward to continued coordination and partnership in that endeavor. If you have any questions or concerns, please contact me at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

Michael Morris, P.E.

Director of Transportation

Regional Transportation Council

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

July 28, 2025

Texas Department of Transportation (TxDOT)
Attn: TPP – UTP
125 East 11th Street
Austin, TX 78701
RE: Draft 2026 UTP Public Comments

To Whom it May Concern:

On behalf of the Regional Transportation Council (RTC) and the North Central Texas Council of Governments, I would like to provide comments on the draft 2026 Unified Transportation Program (UTP). As a region that is in nonattainment for the pollutant ozone, your proposed decrease in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding allocations to Metropolitan Planning Organizations (MPOs) starting in fiscal year 2029 will have negative consequences.

At the January 2025 Texas Transportation Commission (TTC) meeting, it was stated that TxDOT intends to take advantage of the flexibility that allows the transfer of up to 50 percent of CMAQ funds to other less restrictive categories in order to utilize federal funding more quickly. CMAQ funds have been a valuable tool for our region since they were created. They have been used to implement improvements that facilitate more efficient vehicular travel as well as increased non-vehicular travel, both of which can improve air quality, and as a result, quality of life of our citizens. If a portion of these funds are transferred to other categories that are not for non-air quality projects, regions in nonattainment will face greater difficulty achieving air quality conformity.

Air quality conformity is a federal requirement that ensures initiatives in a regional long range Metropolitan Transportation Plan (MTP) align with motor vehicle emissions budgets (MVEB) for ozone precursors, as established by the State in the State Implementation Plan (SIP). When situations arise that MTP emissions are higher than the applicable MVEB, emission benefits from CMAQ projects are used to offset the difference. For example, Attachment 1 shows that in 2009, the MTP had both nitrogen oxide and volatile organic compound emission estimates above the MVEBs. In that instance, the RTC leveraged surplus emission reductions from CMAQ projects to reduce MTP emission estimates below MVEB levels, ensuring compliance with federal conformity requirements. Therefore, CMAQ programming must continue to prioritize projects that deliver measurable air quality reductions enabling timely implementation of MTP initiatives. If conformity cannot be met, roadway projects cannot proceed.

Recent trends indicate that MTP horizon-year emission estimates are significantly increasing, driven by limited future engine emission control technologies and rapid population growth tied to a strong economy (see Attachment 2). Reduced CMAQ funding for emissions-reducing projects will make it extremely difficult to meet SIP MVEB targets, which are based on near-term attainment deadlines. Failure to achieve conformity would lead to significant consequences for transportation in the form of potential sanctions and project implementation being halted for all

capacity increasing roadway projects. Recent modeling shows a significant increase in emissions in the Dallas-Fort Worth region, which makes this a more pressing concern.

While the RTC supports the goal of utilizing federal funding more quickly, there are other ways that this can be accomplished that would not reduce a funding source that is critical to improving air quality. We stand ready to partner with TxDOT, the TTC, and our fellow MPOs on ways to utilize federal funds in a more timely manner and implement critical transportation projects within our regions. If you have any questions or concerns, please contact me at (817) 695-9241 or mmorris@nctcog.org.

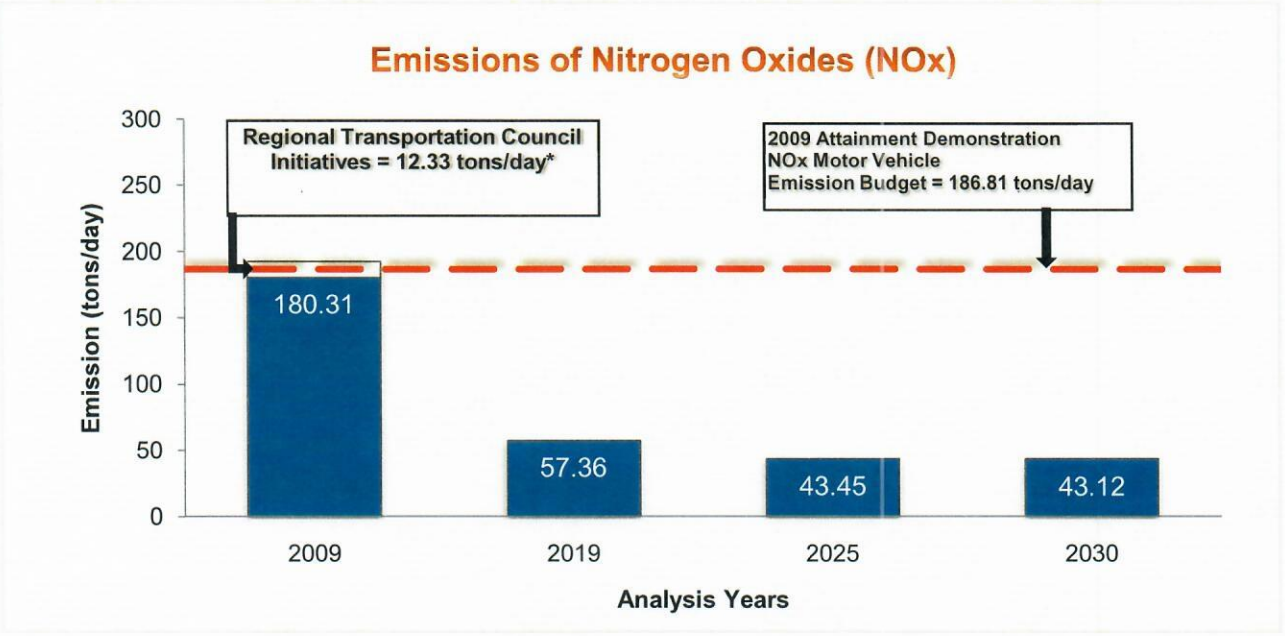
Sincerely,

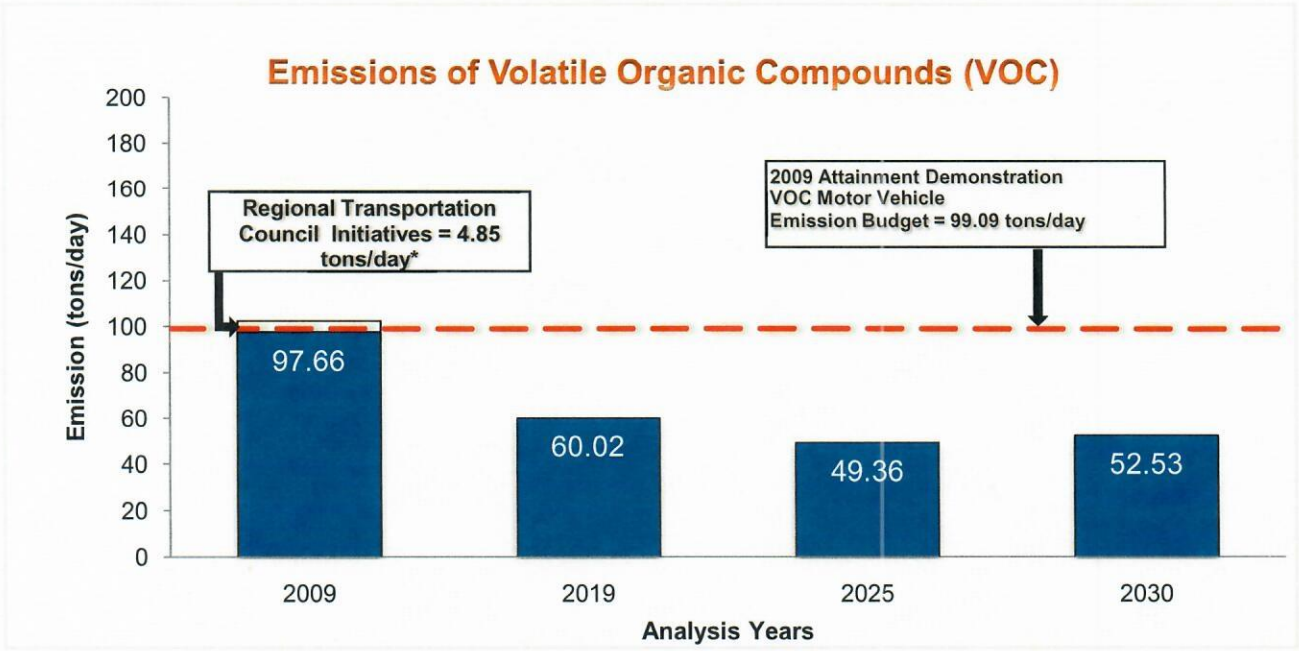
Michael Morris, P.E.
Director of Transportation

BD:
Attachment

cc: J. Bruce Bugg, Jr., Chairman, Texas Transportation Commission
Rick Bailey, RTC Chair, County Commissioner, Johnson County
Marc Williams, P.E., Executive Director, TxDOT
Brandye Hendrickson, Deputy Executive Director for Planning and Administration, TxDOT
Brian Barth, P.E., Deputy Executive Director for Program Delivery, TxDOT
Ceason Clemens, P.E., District Engineer, TxDOT Dallas District
David Salazar, P.E., District Engineer, TxDOT Fort Worth District
Noel Paramanantham, P.E., District Engineer, TxDOT Paris District

2009 TRANSPORTATION CONFORMITY
THE NORTH CENTRAL TEXAS NINE COUNTY NONATTAINMENT AREA
MOBILITY 2030: THE METROPOLITAN TRANSPORTATION PLAN
2009 AMMENDMENTS

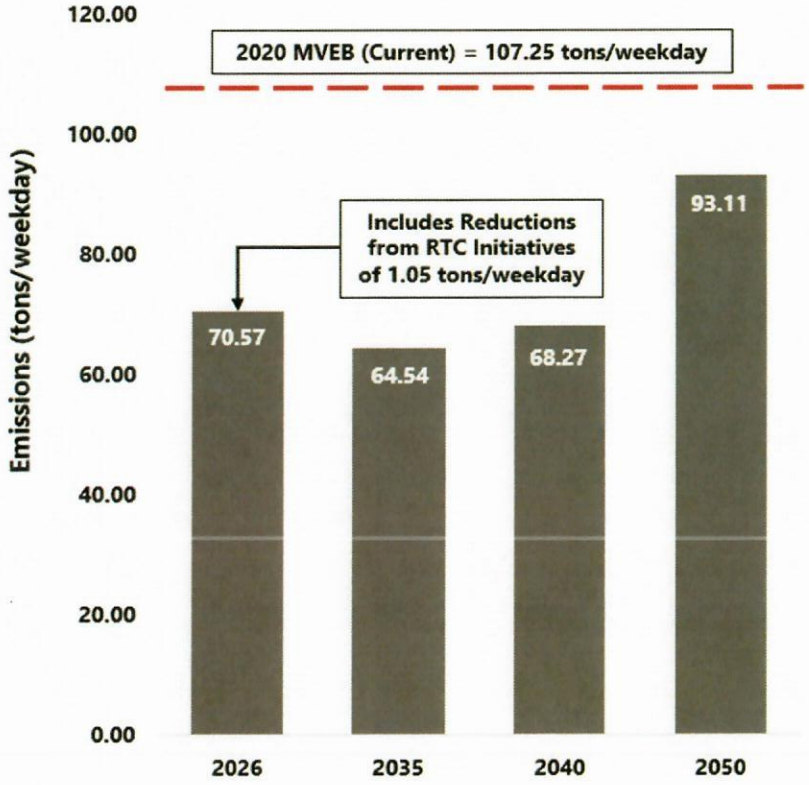




* Local Initiative Benefits Shown Represent Post Processed Estimates

2025 Transportation Conformity Analysis Results

On-road, Nitrogen Oxides (NO_X), Weekday



Nitrogen Oxides (NO_x) (tons/weekday)
NCTCOG 10-County Ozone Nonattainment Area

MVEB = Motor Vehicle Emission Budget

Source: NCTCOG



Updates to the FY21 RAISE Grant Project & Approval for RTC Local for Electric Vehicles

Karla Windsor, Senior Program Manager
Land Use & Mobility Options
Regional Transportation Council

August 13, 2026

ELECTRONIC ITEM 7

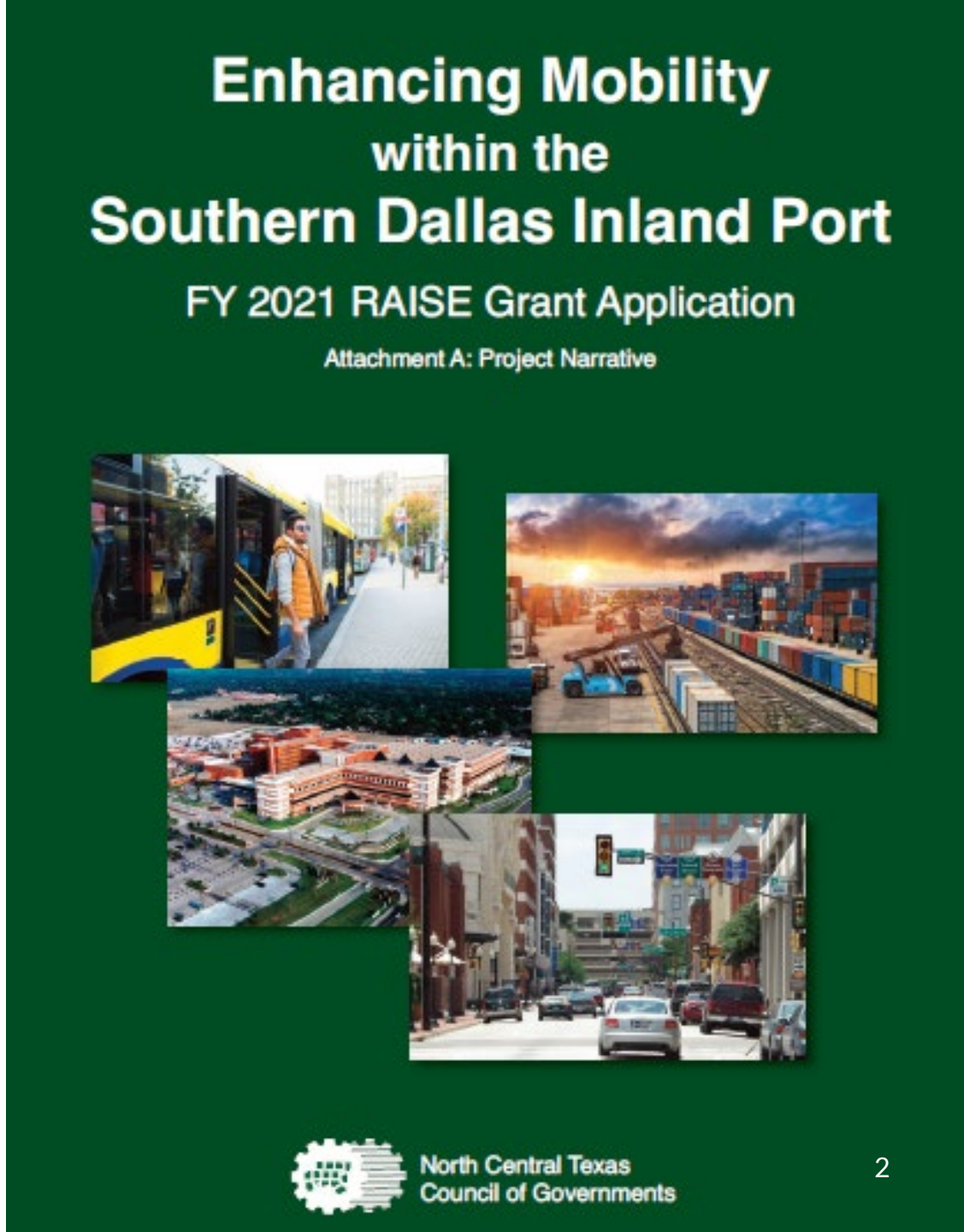
FY21 RAISE Project Overview

Project awarded **$8,218,080** in RAISE funds in February 2022

Three project elements:

- Enhanced Transit Service
- Pedestrian Infrastructure
- Traffic Signal Improvements

Due to delays in funding obligations, RTC approved backstop funding for electric vehicles in December 2024



Timeline of Project Actions Related to Electric Vehicles

Summer 2021

NCTCOG submits application for FY 21 RAISE grant (RTC approved 7/8/21)

Early 2022

Project awarded RAISE grant ($8.2M award)

Early 2024

NCTCOG solicits proposals for Electric Vehicles

Late 2024

FTA issues pre-award authority to move forward with electric vehicle procurement

RTC authorized $1,004,000 as temporary backstop for inspections and to secure manufactured vehicles

Late 2025

FTA advises NCTCOG on project activities and recommends change to vehicle type

Early 2026

Submitted revised scope and draft grant agreement to FTA and USDOT

Separating EV Contract Obligations from FY21 RAISE Project

FY21 RAISE Grant → **Electric Vehicle Procurement** Contract Obligations

Updates	Status
Change to eight gas powered vehicles and increase funding allocation for sidewalks	Complete
Submit to USDOT and FTA for official review	Complete
USDOT and FTA approval of updated project scope	With FTA

No changes on federal funding, moving forward with modified project components

Updates	Status
Required in-plant inspections for manufactured vehicles	Complete
Contracts for the purchase of eight electric vehicles and inspections	Complete

RTC Action for Electric Vehicle funding is needed

Electric Vehicle Contract Obligations

Electric vehicles are manufactured and per contract obligations, need to move forward. Local funding is needed to cover costs.

Additional funds to support contract obligations and expenditures for the purchase of electric buses, associated in-plant inspection services, and vehicle insurance.

EV Contract Obligations	Total	Funding
Electric Vehicles & Required In-Plant Inspections (incurred)	$1,004,000	Previously approved RTC Local as temporary backstop funds
Remaining Contract Obligation	$239,247	New (non-federal commitment)
Insurance	$30,000	New
Total	**$1,270,247**	

Staff to seek partnerships to identify entities interested in purchase of electric vehicles and return proceeds to RTC to offset impacts to RTC Local funds.

REQUESTED ACTION – Updates to the Southern Dallas Inland Port RAISE Grant Projects and EV Contract Obligations

RTC approval of:

- Repurpose $1,004,000 RTC Local temporary backstop and increase by $269,247 for a total of $1,273,247 RTC Local Funds to support contract obligations and expenditures for the purchase of electric buses, associated in-plant inspection services, and insurance costs pending transfer.
- Direct staff to identify entities to receive or purchase electric vehicles and return proceeds to RTC to offset impacts to RTC Local.
- Confirm support for project changes for FY21 RAISE Grant and send letter to FTA to advance the FY21 RAISE Grant.
- Amend the NCTCOG's Transportation Improvement Program (TIP) and the State Transportation Improvement Program (STIP), as well as other planning and administrative documents to revise and include the proposed projects.

RTC Action Item – August 13, 2026

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Technology Project Identification (TPI) Call for Projects

ELECTRONIC ITEM 8

Regional Transportation Council

August 13, 2026

BACKGROUND

The **Technology and Innovation Program** advances regional deployment of emerging transportation technologies that enhance **safety, efficiency, and connectivity**.

To better align project selection with regional priorities and streamline implementation, staff developed a new **Technology Project Identification (TPI) Framework** that establishes a **criteria-based process** for agencies to submit, evaluate, and advance innovative transportation concepts as they arise.

This modernized process promotes collaboration and ensures that regional funding is directed toward projects with measurable benefits and readiness for implementation.

FUNDING AVAILABLE

Technology and Innovation

Available (Previously Approved) - **$8,700,000** Surface Transportation Block Grant Program (STBG)
Additional Request - **$2,543,400** STBG

Total Funding: **$11,243,400**

Funding Split	Previously Approved	Additional Request	Recommended Funding
Eastern Sub-Region	$6,003,000 **(69%)**	$931,400	$6,934,400 **(62%)**
Western Sub-Region	$2,697,000 **(31%)**	$1,612,000	$4,309,000 **(38%)**
Local Match – Transportation Development Credits (TDCs)			

Funding split imbalances will be registered in the region's West/East Equity tracking.

Note: The additional funding needed to support the full recommended project list will be provided using **STBG funds with Category 2 TDCs**.

TECHNOLOGY PROJECT IDENTIFICATION (TPI) PROCESS

The purpose of TPI is to advance technology-driven transportation solutions across the region.

Phase 1. Call For Projects Issued To Public Agencies:
Submission period Jan 9 - April 10.

Phase 2. Review & Evaluation:
Eligibility, program alignment, scoring, and funding review.

Phase 3. Regional Procurement (Next Step):
Recommended projects advance to procurement.

REVIEW & SCORING PROCESS

Criteria	Description	Score
Innovative Approach To Solve A Transportation Need	Innovative solution that supports listed emphasis areas, engages the community, improves job access, and drives economic growth	**50%**
Strong Case For Regional Investment	Clearly articulates why regional funds are needed, and how the project can be transferable across regions	**40%**
Public/Private Sector Partnership	Involves coordinating between public/private partner to enhance regional value	**10%**
	Total Score	100%

EMPHASIS AREAS

Roadway Safety Technologies
- Deploying advanced tools to improve road safety.

Next-Gen Traffic Signals
- Improving traffic flow and safety through smart signal systems.

Food Desert Elimination
- Supporting access to fresh food through innovative mobility solutions.

Delivery Bots & Drones
- Enhancing last-mile delivery with autonomous technologies.

Autonomous Shuttles
- Expanding mobility options with low-speed, AV services.

RECOMMENDED PROJECTS

Eastern Subregion

Additional Request: $931,400

ID	City / Agency	Emphasis Area	Project Title	Total Score	Requested Funds	Cumulative Total
17	City of Frisco	Roadway Safety Technologies; Next-Generation Traffic Signals;	Next-Generation Regional Emergency Vehicle Preemption	78	$1,900,000	$1,900,000
22	City of McKinney	Roadway Safety Technologies; Next-Generation Traffic Signals;	Next-Generation Regional Emergency Vehicle Preemption	78	$1,200,000	$3,100,000
32	City of Allen	Roadway Safety Technologies; Next-Generation Traffic Signals;	Next-Generation Regional Emergency Vehicle Preemption	78	$1,070,000	$4,170,000
20	City of DeSoto, Duncanville & Cedar Hill	Roadway Safety Technologies; Next-Generation Traffic Signals;	BEST SOUTHWEST CITIES Emergency Vehicle Preemption and Priority Project	75	$1,964,400	$6,134,400
26	City of Denton	Roadway Safety Technologies; Next-Generation Traffic Signals;	VISION ZERO INTELLIGENT SAFETY CORRIDOR, Context-Aware Traffic Calming System Deployment on High Injury Network (HIN) Segments	74	$800,000	**$6,934,400**

Western Subregion

Additional Request: $1,612,000

ID	City / Agency	Emphasis Area	Project Title	Total Score	Requested Funds	Cumulative Total
18	City of Arlington	Roadway Safety	Smart Rail Crossing Safety Infrastructure Expansion: Arlington TRAINFO Train Detection and Driver Notification System	70	$980,000	$980,000
13	City of Arlington	Roadway Safety Technologies; Next-Generation Traffic Signals;	Smart Intersection Safety Analytics Deployment: Next-Generation Traffic Sensors for Arlington's High-Injury Network	65	$950,000	$1,930,000
33	City of Fort Worth	Roadway Safety Technologies; Next-Generation Traffic Signals;	East Berry Street from I-35W to Miller Avenue Technological Advancements	64	$2,129,000	$4,059,000
16	City of Southlake	Roadway Safety Technologies; Next-Generation Traffic Signals.	Next Generation Smart Intersection Detection Upgrade (LiDAR Deployment)	60	$250,000	**$4,309,000**

NEXT STEPS

- Refine **scopes** and **readiness** with selected agencies
- Complete **funding programming** and TIP/STIP updates
- Begin **procurement** and **agreement development**
- Move projects toward **implementation**

SCHEDULE

Date	Action
October 24, 2025	STTC Information
November 10, 2025	Public Meeting
December 5, 2025	STTC Action
December 11, 2025	RTC Information
January 8, 2026	RTC Action
January 9, 2026	Open Call for Ideas (60 Days)
February 2, 2026	CFI Workshop
April 10, 2026	Close Call for Ideas
May 22, 2026	STTC Information – Submitted Ideas
June 11, 2026	RTC Director's Report – Submitted Ideas
July 13, 2026	Public Meeting
July 24, 2026	STTC Action – Submitted Ideas
August 13, 2026	RTC Action – Submitted Ideas

REQUESTED ACTION – TECHNOLOGY PROJECT IDENTIFICATION (TPI) FRAMEWORK RECOMMENDED PROJECTS

RTC approval of:

- **Recommended projects** and **associated funding amounts** based on the evaluation and scoring results.
- **Utilization** of **$11.2 million** in Surface Transportation Block Grant funds with Category 2 Transportation Development Credits as local match to support the recommended projects.
- Administrative amendments to the Transportation Improvement Program (TIP) / Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed.

RTC Action Item – August 13, 2026

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NCTCOG TRANSPORTATION DEPARTMENT

Submittal of Grant Application to the Federal Transit Administration for the 2026 Access and Mobility Partnership Grant

Karla Windsor | Senior Program Manager

Regional Transportation Council | 8.13.2026



ELECTRONIC ITEM 9

Innovative Coordinated Access and Mobility Pilot Program

- The Federal Transit Administration (FTA) **FY2026 Innovative Coordinated Access and Mobility Pilot Program (ICAM)** has **$11.96 million available** in competitive grants to support innovative projects for older adults, people with disabilities, and individuals/households with limited financial resources that will **improve the coordination of transportation and non-emergency medical transportation services.**

- To maximize positive impact, the **FTA intends to prioritize regional and statewide coordination efforts** over local-level ones.

- Funds may **only be used for capital expenditures, including mobility management**, not for operating transit services.

- Applications are **due September 9, 2026.**

DFW Transportation and Medical Connections Proposal

Goal: Deploy an interactive software-as-a-service platform with conversational AI that enables users to quickly connect with available transportation options for older adults and individuals with disabilities. Through dedicated staff support, outreach, and partnerships with healthcare and transportation providers, the project will launch in Dallas, Tarrant, Collin, and Denton counties and seek to expand across North Texas.

Phase I: Development

- Procure and test software to make the regional Get-A-Ride guide interactive.
- Staffing for calls to provide transit options to those who are not comfortable with or do not have access to technology.
- Inventory partners and medical providers to conduct outreach and help connect patients/clients to transportation options

Phase II: Regional Integration

- NCTCOG will initiate and manage initial tasks and work to integrate with providers for easy updates.
- Incorporate transit agencies and various small area providers into the online tool.

Addressing Transit Needs in North Texas

Pilot mobility management efforts in Dallas, Tarrant, Collin, and Denton to better connect individuals to transportation resources and if successful, expand region-wide.

Improve the coordination of transportation services and medical transportation services to better serve transit-dependent populations.

Enhance partnership with NCTCOG Area Agency on Aging to strengthen cross-departmental efforts.

Support Access North Texas Goals & Strategies:

- Invest in programs that facilitate transportation trips to medical and healthcare appointments
- Promote access and information about available transportation options
- Coordinate with transportation providers, public agencies, and stakeholders to increase efficiencies

REQUESTED ACTION – SUBMITTAL OF GRANT APPLICATION TO THE FTA FOR THE 2026 ACCESS AND MOBILITY PARTNERSHIP GRANT

- RTC approval of:
  - Submission of application for FTA's Access and Mobility Partnership Grant for Innovative Coordinated Access and Mobility Pilot Program not to exceed $1,250,000 ($750,000 Federal, $500,00 RTC Local) to improve access to public transportation by building partnerships among health, transportation and other service providers.
  - 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 if selected.

RTC Action Item – August 13, 2026

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METROPOLITAN TRANSPORTATION PLAN POLICY BUNDLE

Regional Transportation Council

August 13, 2026

ELECTRONIC ITEM 10

WHY THIS PROGRAM MATTERS

LOCAL POLICY ACTION REDUCES LOCAL MATCH BURDEN

- Voluntary participation tied to policies in the Mobility Plan
- Advances regional priorities like safety, air quality, transit
- Rewards qualifying entities with TDCs
- Frees up local cash to use for other priorities

SCORING FRAMEWORK RECAP

RTC-approved framework · transit participation counts in city scores

	City Scoring *(Dynamic)*	**Transit Authority** *(Fixed)*
Award Type	Ranked each round	Set by authority size
Amounts	500k – 5M / applicant	Small 1M · Medium 1.5M · Large 2.5M
Pot	25M TDCs (83%)	5M TDCs (17%)
Qualify	Policy Points + Transit Points × Population Factor → **Ranked TDC Awards**	6 policies

Unallocated Transit TDCs flowed to cities

Cities' transit participation scored on the back end

ROUND 6 - HIGHLIGHTS

TOTAL RECOMMENDED TDCs

34,900,000

across all entities

12
cities · 30.9M

2
authorities · 4M

All participating entities qualified

- Draft TDC award recommendations were presented to STTC in July with continued quality control underway
- QC review is now complete and identified allocation corrections for three entities
- Staff worked with the TIP team to address allocation corrections and confirm TDC availability

ROUND 6 – AWARD DETAILS

City	Transit Status	Policy Points	TDCs
Arlington	-	53	3,200,000
Denton	1/2 Cent Cities	38	2,300,000
Fort Worth	Full Transit	46	4,700,000*
Frisco	LCG/Small Amount Contract	53	2,400,000
Garland	Full Transit	38	3,100,000*
Grand Prairie	-	32	1,700,000
Grapevine	LGC 3/8 Cent	28	1,300,000
Irving	Full Transit	39	3,200,000
Mansfield	-	21	900,000
McKinney	-	38	1,900,000
Plano	Full Transit	57	3,700,000*
Richardson	Full Transit	41	2,500,000
Total			**30,900,000**

Authority	Policies Achieved	TDCs
DART	8	2,500,000
Trinity Metro	8	1,500,000
Total		**4,000,000**

Total TDCs Recommended to Award
34,900,000

* Inclusion of Fort Worth's scores and data synchronization issues are addressed by additional TDCs in the proposed awards.

SCHEDULE

Date	Item
~~March 23, 2026~~	~~Round 6 Opens~~
~~April 27, 2026~~	~~Early Deadline for Applications~~
~~May 26, 2026~~	~~Final Deadline for Applications~~
~~June to July~~	~~Applicant Scoring~~
August 13, 2026	**RTC – Awards (Information)**
August 28, 2026	**STTC** – Awards (*Action*)
September 10, 2026	**RTC** – Awards (*Action*)
October 1, 2026	Round 6 TDCs Available to Use

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POLICY LIST

Air Quality & Environment

- Clean Fleet
- Tire Recycling
- Idling Restrictions
- Stormwater
- Air Quality Improvement Plan

Technology & Innovation

- ITS Integration
- Advanced Air Mobility
- Uncrewed Aircraft Systems

Safety & Multimodal Transportation

- Roadway Safety
- Transit Partnerships
- Railroad Safety
- Traffic Incident Management
- Asset Management
- Regional Trip Reduction
- Cities Providing Transit

Land Use & Development

- School Access & Siting
- Street Connectivity
- Freight-Oriented Development
- Land Use Strategies
- Parking Management
- Strategic Density

Transit Authority Eligible Policies

City Eligibility: 20 Policies
Transit Authority Eligibility: 12 Policies



REGIONAL TRANSPORATION COUNCIL PRESENTATION

REGIONAL BICYCLE SAFETY ACTION PLAN

KEVIN KOKES, AICP

08.13.2026

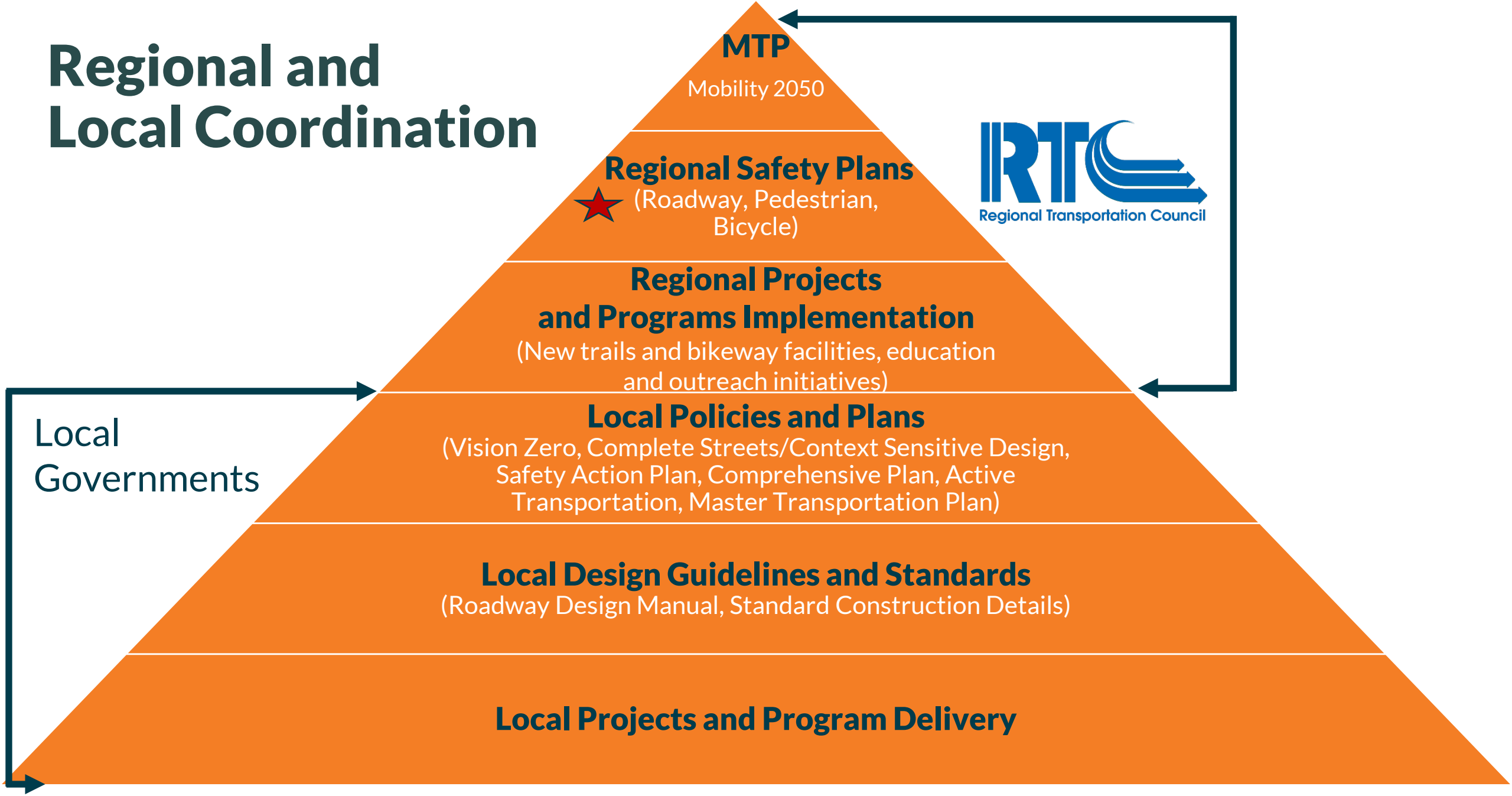
ELECTRONIC ITEM 11

LOOKOUT TEXANS

BIKE WALK DRIVE SAFELY

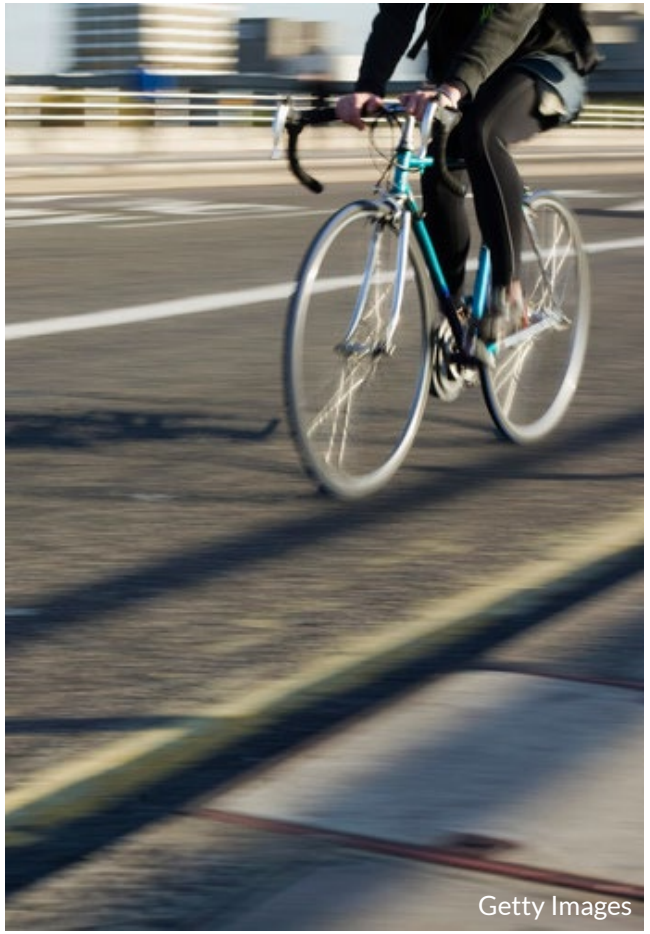
LookOutTexans.org

Regional and Local Coordination



Purpose of the Safety Plan

- **Goals and policies** in support of Regional Transportation Council (RTC) safety position.
- Provides a **toolbox of safety countermeasures** to address bicyclist safety issues.
- Identifies **strategic locations to guide the selection of future projects and programs** offering the greatest return on investment for **safety** and **network connectivity**:
  - Priority Emphasis Areas
  - Priority Bicycle Safety Corridors
  - Priority Bicycle Safety Intersections


Getty Images

State and Regional Goals

Supports Regional Transportation Council and Texas Department of Transportation (TxDOT) safety goals.

Supports the regional safety performance measure targets to reduce the number of non-motorized fatalities and serious injuries.



Regional Safety Position:

"Even one death on the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel"

Affirmed by the Regional Transportation Council on February 14, 2019

Texas Transportation Commission Minute Order:

"The Texas Transportation Commission directs the Transportation Department to work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050…"

Approved by the Texas Transportation Commission on May 30, 2019

Planning Process

- **Robust, grass roots engagement (February – November 2025)**
  - Stakeholder workgroup
  - Bike group and committee meetings
  - Outreach events
  - Regional opinion survey
- **Data-driven approach**
  - Crash data analysis and contributing factors
  - Hot spot crash densities with context sensitive targeted areas and corridors





Bicyclist Crash Data Overview

TxDOT Crash Records Information System (CRIS)

A "Reportable Motor Vehicle Traffic Crash" is defined by TxDOT as:

"any crash involving motor vehicle in transport that occurs or originates on a traffic way, results in injury to or death of any person, or damage to the property of any one person to the apparent extent of $1,000."



Note: Includes "pedalcyclist" crashes from bicycles and other human-powered conveyances, including tricycles, unicycles, and electric bicycles (e-bikes) that have operable pedals and attain a top speed of 28 miles per hour or less.

*"Pedalcyclist" crash data does **not** include scooters, e-moto devices, and other micromobility devices.*

E-Bikes vs. E-Motos*

E-BIKES		E-MOTORCYCLES *
Pedals with electric assistance	POWER	Powered by an electric motor
Up to 20 or 28mph, depending on class	SPEED	Greater than 28mph
Up to 750W	MOTOR	Greater than 750W
Driver's license and license plate not required	OPERATION	Driver's license (with motorcycle endorsement) and license plate required

Source: City of Mercer Island, WA

Electric Bicycle (E-Bike)



Source: Denago eBikes

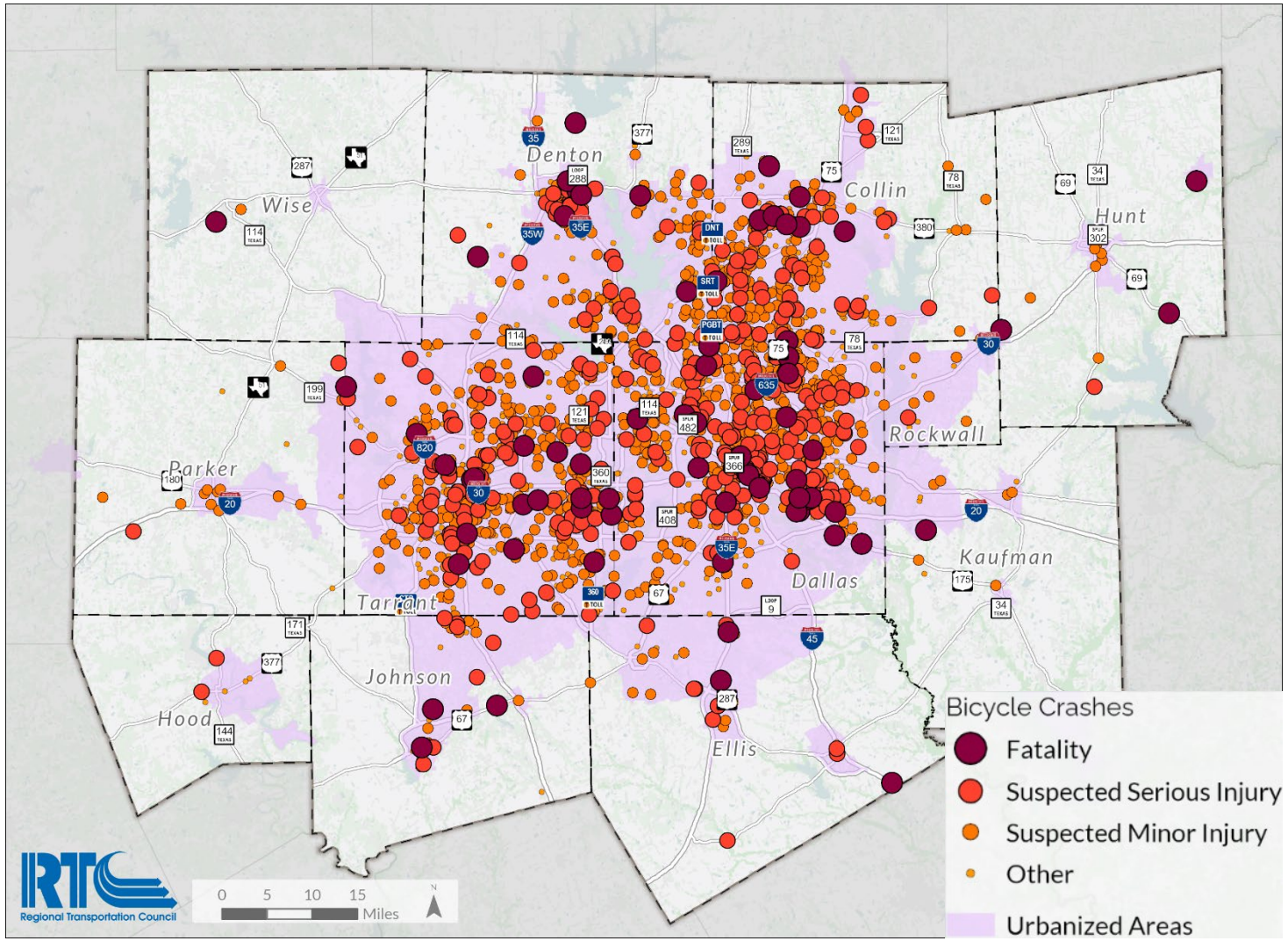
Electric Motorcycle (E-Moto)*



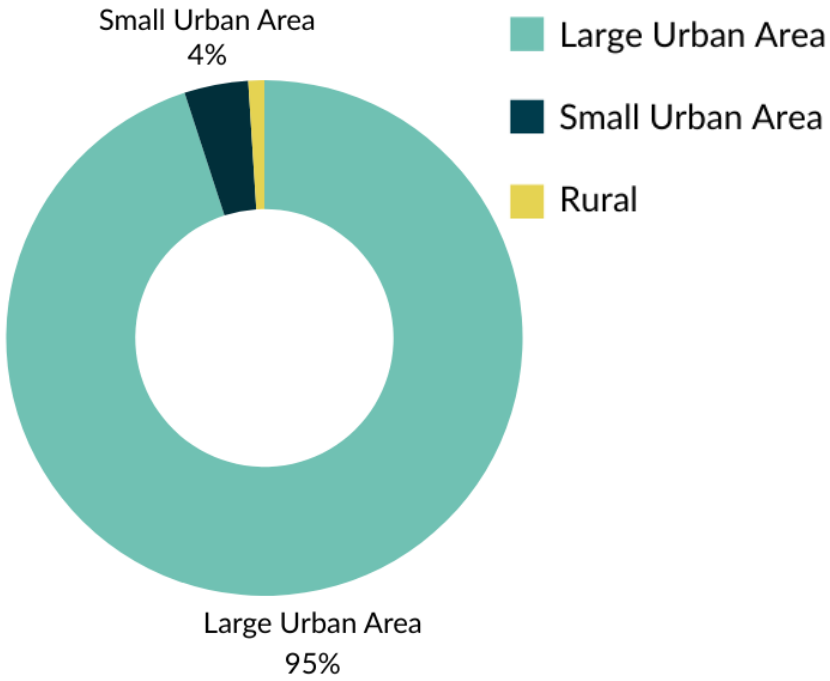
Source: ENGWE

* Not included in the Plan

Bicyclist Crashes in the MPA (2019 – 2023)



99% of all reported bicycle crashes occur in urbanized areas of the region



Bicyclist Crash Data Statistics (2019 – 2023)

2,471

TOTAL BICYCLE CRASHES IN the MPA from **2019-2023**

Source: TxDOT's Crash Records Information System (CRIS) for MPA region from 2019-2023

73

TOTAL BICYCLIST FATALITIES OCCURRED REGION WIDE from **2019-2023**

Source: TxDOT's Crash Records Information System (CRIS) for MPA region from 2019-2023

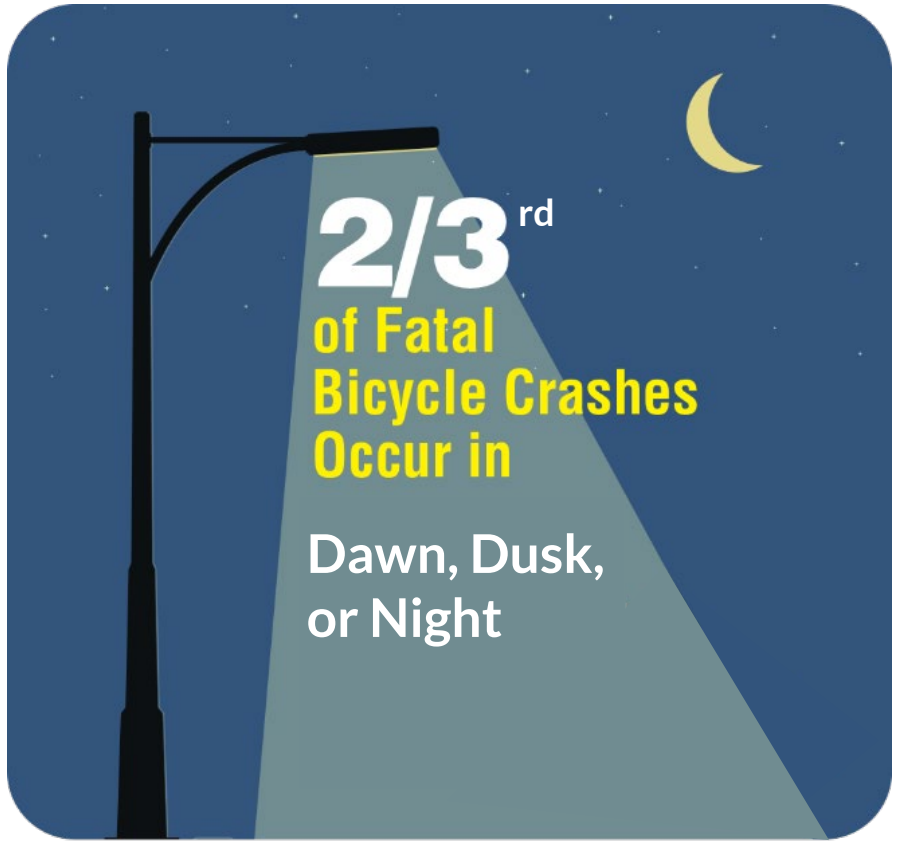
86%

of All Fatal & Serious Injuries Involved **MALES**

Source: TxDOT's Crash Records Information System (CRIS) for MPA region from 2019-2023

81% of bicyclists killed were not wearing **HELMETS.**

Source: TxDOT's Crash Records Information System (CRIS) for MPA region from 2019-2023



Source: TxDOT's Crash Records Information System (CRIS) for MPA region from 2019-2023

Bicyclist Crash Locations (2019 – 2023)

In Proximity to Schools and Transit

90%

of bicyclist crashes occur within



1 MILE

of a school

Source: TxDOT's Crash Records Information System (CRIS) for MPA region from 2019-2023

Over

1/3rd



OF BICYCLE CRASHES OCCUR WITHIN A 2-MILE RADIUS OF A RAIL STATION

Source: TxDOT's Crash Records Information System (CRIS) for MPA region from 2019-20123

Bicyclist Crash Locations (2019 – 2023)

74%

of all bicycle crashes occurred at

INTERSECTIONS

Source: TxDOT's Crash Records Information System (CRIS) for MPA region from 2019-2023



Bicyclist Crash Locations (2019 – 2023)



Only **1%** of all reported bicyclist crashes in the region occur on an existing bicycle facility at a non-intersection location.

Stakeholder and Public Engagement

Over 40 Meetings and Outreach Events

Stakeholder Engagement

- City and transportation planning staff, health agencies, transit agencies, and bicycling advocates assisted in developing goals, priority areas, and action items
- 2 regional stakeholder meetings (March 2025 – July 2025)
- 6 meetings of the regional Bicycle and Pedestrian Advisory Committee and Regional Safety Advisory Committee
- 20 individual meetings with local agency and TxDOT staff

Public Engagement

- 14 outreach events
- 2 local bicycle group meetings
- Chamber of Commerce Transportation Committee meeting
- Institute of Transportation Engineers meeting
- Distributed bicycle safety materials
- 718 Map Your Experience comments (2020 – 2025)
- 837 online page views of the draft plan (May-June 2026)

Bicycle Safety Survey

- Over 1,600 participants
- Administered online in English and Spanish via PublicInput.com
- Surveyed both safety-related challenges and solutions to implement
- Promoted through social media platforms, local publications, library table tents, and outreach events

Regional Bicycle Safety Survey Results

Focus of Questions:

- Frequency of bicycling
- Obstacles to bicycling more often
- Perceptions of safety
- Barriers to safe bicycling



Key Findings:

- **87%** of respondents are interested in bicycling more than they do now.
- **52%** of respondents cited safety concerns as their primary reason for not bicycling more often.
- **The top three bicycle safety countermeasures** selected by respondents are focused on the need to construct new or upgraded bicycle facilities.

Goals

- Eliminate all serious injury and fatal bicyclist crashes across the region by 2050
- Address critical bicycle safety needs in priority locations
- Enhance safe connections to daily destinations
- Balance the safety and needs of all roadway users
- Develop a culture of safety

Guiding Principles for a Culture of Safety

Design for All Ages and Abilities





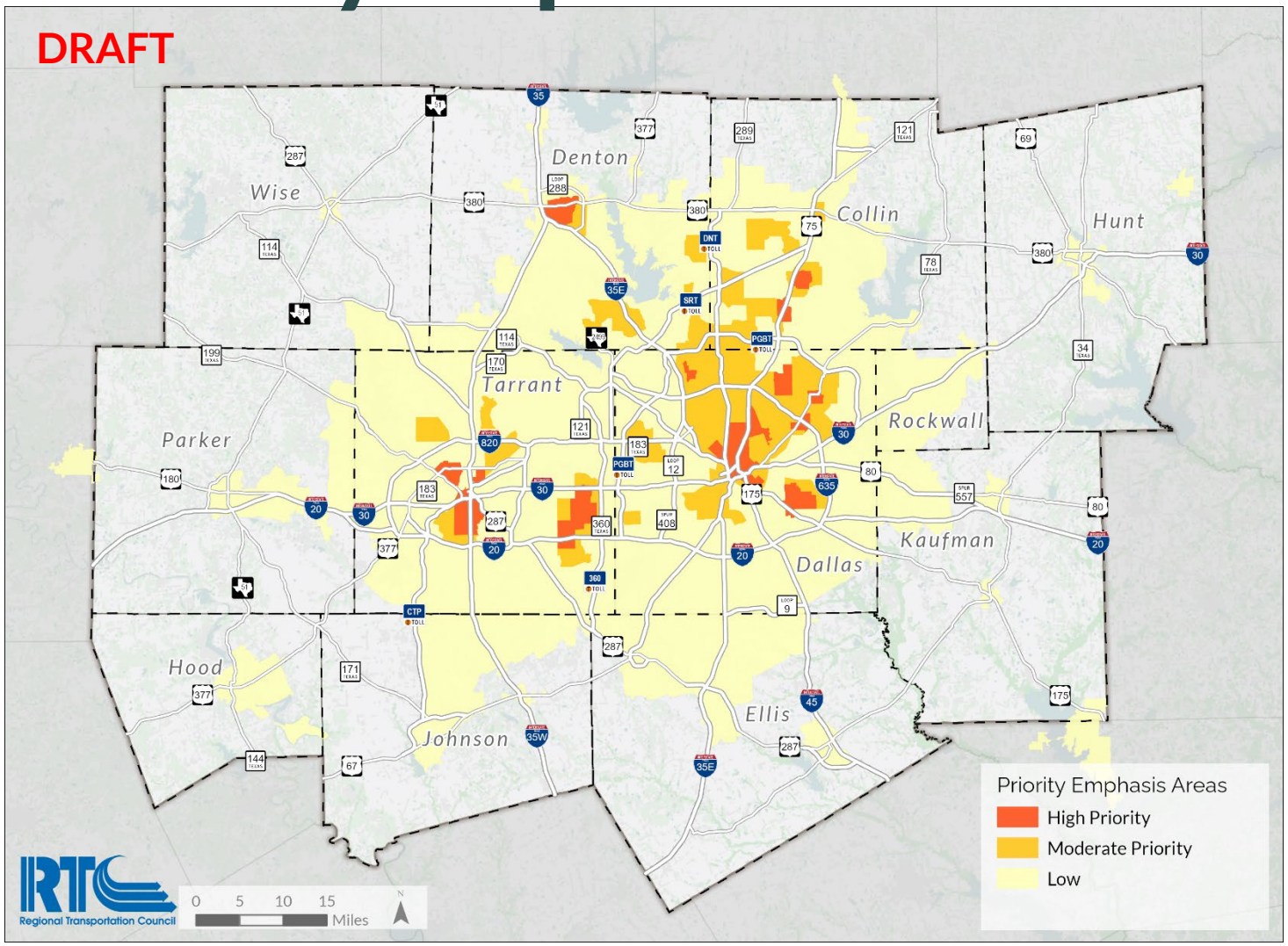
Texas Roadway Design Manual

Apply the Safe System Approach



U.S. Department of Transportation

Priority Emphasis Areas



Legend

High Priority Emphasis Area

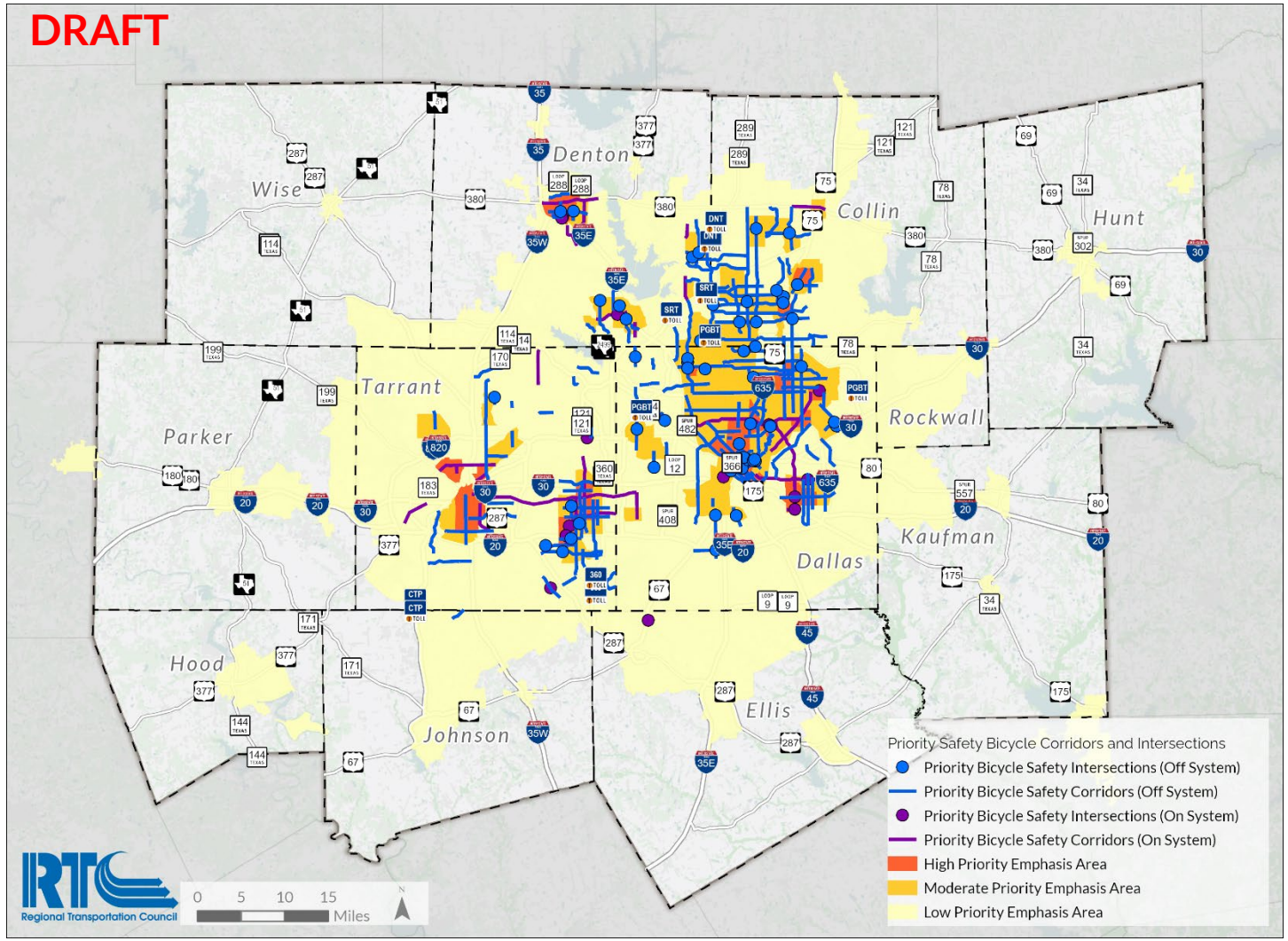
Average of 6 crashes per square mile

Moderate Priority Emphasis Area

Average of 2 crashes per square mile

Priority Emphasis Area	% of Urbanized Areas	% of Crashes	Mi. of Planned Bikeways
High	2.6%	21%	315
Moderate	9.0%	34%	810
Total	**11.6%**	**55%**	**1,125**

Priority Bicycle Safety Corridors and Intersections



Located in 37 cities across the region.

Priority Safety Bicycle Corridors and Intersections

- Priority Bicycle Safety Intersections (Off System)
- Priority Bicycle Safety Corridors (Off System)
- Priority Bicycle Safety Intersections (On System)
- Priority Bicycle Safety Corridors (On System)

Priority Emphasis Areas

- High Priority
- Moderate Priority

Type	On-System	Off-System	Total
Corridors	25	162	187
Intersections	14	54	68
Miles	127 mi	667 mi	794 mi

Action Plan for Projects and Programs

Over thirty action items consisting of strategies, projects, programs, and policies.
Each action item identifies the responsible parties and magnitude of cost.

- **Engineering**:
  Implement safety countermeasures and bicycle facilities in priority areas and corridors identified in the Plan.
- **Education**:
  Promote a culture of safety and safe roadway behavior for all modes of travel and educate professionals on safe roadway and bicycle facility design.
- **Enforcement**:
  Prioritize enforcement of traffic laws such as speed limits, distracted driving, operating of a motor vehicle while impaired, and compliance with traffic control devices.
- **Evaluation**:
  Collect data to make data-driven decisions, monitor and report on progress toward achieving adopted safety targets.

Schedule

Activity	Date
Bicycle and Pedestrian Advisory Committee Presentation	Feb 19, 2025
Outreach Events	March – May 2025
Stakeholder Committee Meeting	March 27, 2025
Bicycle Safety Survey	April – June 2025
Public Meeting	April 7, 2025
Bicycle and Pedestrian Advisory Committee Presentation	May 21, 2025
Stakeholder Committee Meeting	July 15, 2025
Bicycle and Pedestrian Advisory Committee Presentation	Aug 20, 2025
Bicycle and Pedestrian Advisory Committee Presentation	Nov 19, 2025
Public Meeting	April 13, 2026
Regional Safety Advisory Committee Meeting	April 24, 2026
Draft Plan Posted Online	May 1 – June 26, 2026
Bicycle and Pedestrian Advisory Committee – Information on Draft Plan	May 20, 2026
Surface Transportation Technical Committee – Information on Draft Plan	May 22, 2026
Regional Transportation Council – Information on Draft Plan	Aug 13, 2026
Surface Transportation Technical Committee – Action to Recommend Plan Adoption	Aug 28, 2026
Regional Transportation Council – Action to Adopt Plan	Sept 10, 2026



City of Fort Worth

Contact Us

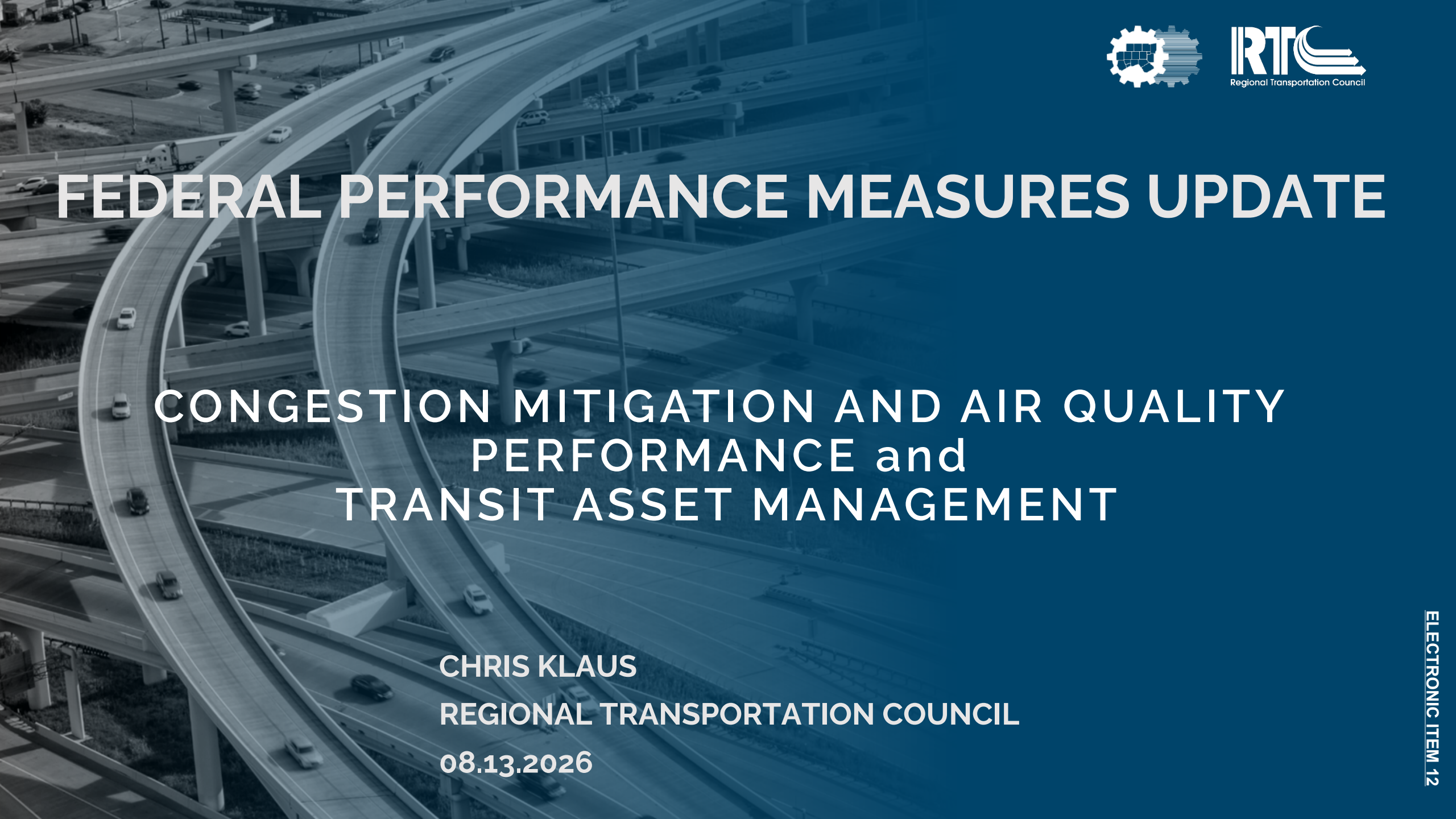
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FEDERAL PERFORMANCE MEASURES UPDATE

CONGESTION MITIGATION AND AIR QUALITY PERFORMANCE and TRANSIT ASSET MANAGEMENT

CHRIS KLAUS
REGIONAL TRANSPORTATION COUNCIL

08.13.2026

ELECTRONIC ITEM 12

Federal Performance Measure Rules

Rulemaking	Next Anticipated STTC Action	Next Anticipated RTC Action	Target-Setting Deadline
PM1 – Roadway Safety	Early 2027 (Information Only)	Early 2027 (Information Only)	Five years from previous set targets (early 2028)
PM2 – Pavement and Bridge	February 26, 2027	March 11, 2027	180 days from TxDOT targets (early 2027)
PM3 – Non-SOV[1], PHED[2], and Emissions Reductions	**August 28, 2026**	**September 10, 2026**	**October 1, 2026 Provide targets to TxDOT**
PM3 – Highway System, Non-Interstate System Performance, and Freight	February 26, 2027	March 11, 2027	180 days from TxDOT targets (early 2027)
Transit Safety	Early 2029	Early 2029	Early 2029 Provide targets to TxDOT and FTA
Transit Asset Management	**August 28, 2026**	**September 10, 2026**	**October 2026 Provide targets to TxDOT and FTA**

1. Non-SOV: Non-Single Occupancy Vehicle
2. PHED: Peak Hour Excessive Delay

PM3 Schedule

2026

Second performance period ends

Third performance period begins

RTC adopts targets for 2028 and 2030

2028

Mid-performance period report due

RTC adjusts or reaffirms 2030 targets

2030

Third performance period ends

Fourth performance period begins

RTC adopts targets for 2032 and 2034

PM3 Measures and Results
Second Performance Period (2022-2025)

Measure		Desired Trend Indicating Improvement	2026 Targets	2026 Observed	2026 Targets Achieved?
Peak Hour Excessive Delay*	Dallas-Fort Worth-Arlington		12.51 hrs.	18.00 hrs.	No
	Denton-Lewisville		3.70 hrs.	9.60 hrs.	No
	McKinney-Frisco		0.90 hrs.	15.20 hrs.	No
Non-SOV Travel (ACS 5-year average)*	Dallas-Fort Worth-Arlington		23.0%	30.0%	Yes
	Denton-Lewisville		22.9%	33.0%	Yes
	McKinney-Frisco		22.9%	40.0%	Yes
On-Road Mobile Source Emissions Reductions (Cumulative)	NO_X (kg/day)		4.195.15	4,957.61	Yes
	VOC (kg/day)		1,035.83	1,437.18	Yes

* 2026 targets were strongly influenced by COVID-related trends

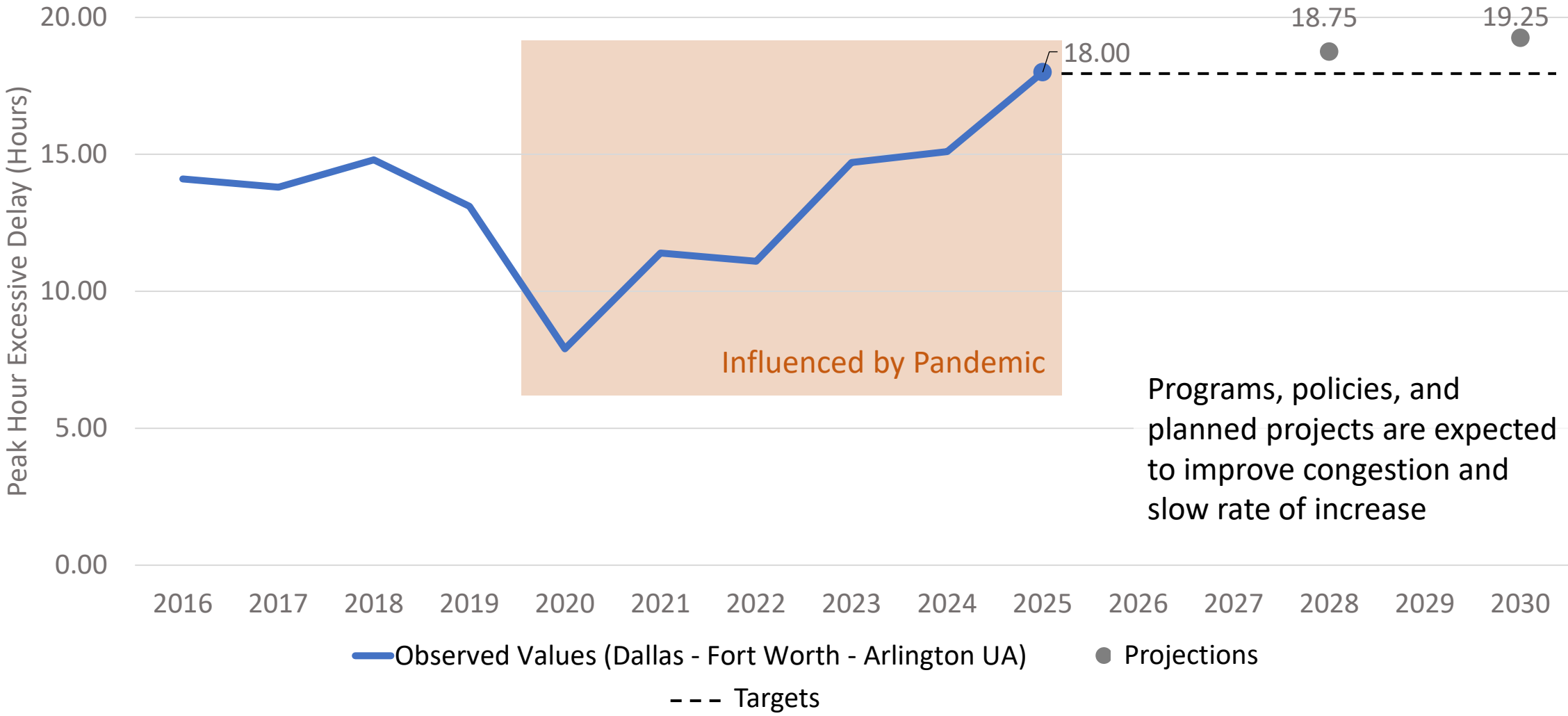
PM3 Measures and Targets
Third Performance Period (2026-2029)

Measure		Desired Trend Indicating Improvement	Baseline Observed	Proposed Targets	
				2028	2030
Peak Hour Excessive Delay*	Dallas-Fort Worth-Arlington	↘	18.00 hrs.	18.00 hrs.	18.00 hrs.
	Denton-Lewisville		9.60 hrs.	9.60 hrs.	9.60 hrs.
	McKinney-Frisco		15.20 hrs.	15.20 hrs.	15.20 hrs.
Non-SOV Travel (ACS 5-year average)*	Dallas-Fort Worth-Arlington	↗	30%	30%	30%
	Denton-Lewisville		33%	33%	33%
	McKinney-Frisco		40%	40%	40%
On-Road Mobile Source Emissions Reductions (Cumulative)	NO_X (kg/day)	↗	1,239.40	1,735.16	3,470.32
	VOC (kg/day)	↗	359.37	503.12	1,006.24

* Targets set to hold current values, some of which are still influenced by COVID trends

Peak Hour Excessive Delay Trend

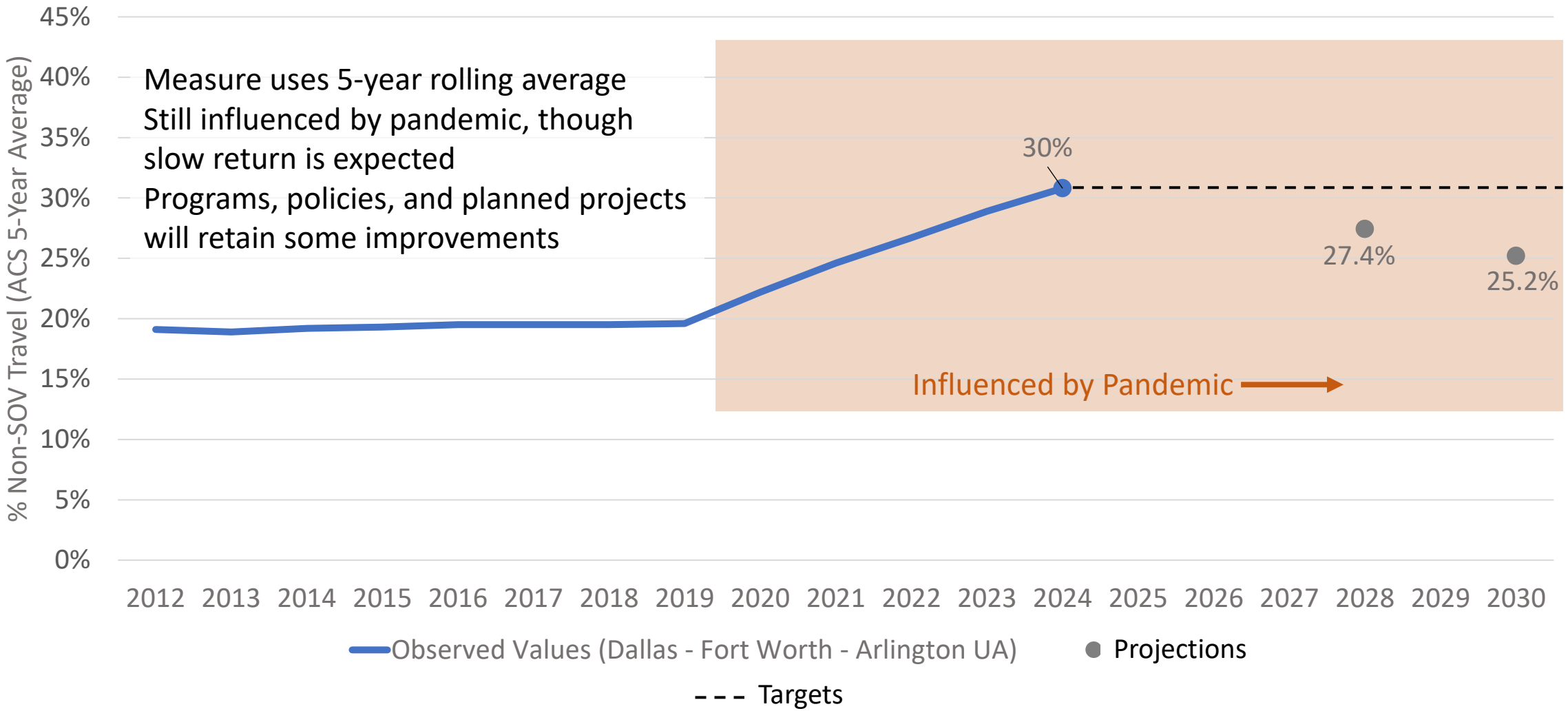
(Lower values indicate improvement)



Data source: University of Maryland CATT Lab's NPMRDS Analytics Platform

Non-SOV Trend

(Higher values indicate improvement)



Data source: US Census Bureau American Community Survey (ACS)

TAM: Transit Asset Management

TAM: Targets & Regional Performance (Large Agencies)

Asset Category	Metric	Desired Trend Indicating Improvement	Proposed 2026 Target	Performance		
				FY 2022	FY 2023	FY 2024
Rolling Stock (Transit Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the Federal Transit Administration (FTA) Default Useful Life Benchmark (ULB) or custom agency benchmarks		0%	3.1%	5.8%	17.2%
Infrastructure (Rail Track)	Rail track segments with performance restrictions		0%	0%	0%	9.8%
Equipment (Support Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the FTA Default ULB or custom agency benchmarks		25%	64.6%	67.6%	73.2%
Facilities (Buildings, Stations, Park & Rides)	Transit facilities rated below "Adequate" (3.0) on the industry standard Transit Economic Requirements Model (TERM) scale		0%	5.1%	5.7%	3.8%

Large agencies are in the process of reviewing their TAM plans for potential updates. Anticipated meeting with NCTCOG in Fall 2026.

TAM: Targets & Regional Performance (Small Providers)

Asset Category	Metric	Desired Trend Indicating Improvement	Proposed 2026 Target	Performance		
				FY 2022	FY 2023	FY 2024
Rolling Stock (Transit Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the Federal Transit Administration (FTA) Default Useful Life Benchmark (ULB) or custom agency benchmarks	↘	5%	8.9%	16.7%	16.3%
Infrastructure (Rail Track)	Rail track segments with performance restrictions	↘	0%	0%	0%	0%
Equipment (Support Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the FTA Default ULB or custom agency benchmarks	↘	25%	57.9%	66.7%	70.3%
Facilities (Buildings, Stations, Park & Rides)	Transit facilities rated below "Adequate" (3.0) on the industry standard Transit Economic Requirements Model (TERM) scale	↘	0%	8.3%	7.1%	5.6%

TAM: Targets Recommendation (Large Agencies)

Recommend maintaining previous targets for all asset categories and types

Goals for Maintained Targets

- Continue the consistent approach from the previously adopted targets
- Encourage continued improvement for individual providers and the overall region
- Provide an aspirational goal to guide regional coordination and assistance in keeping critical transit assets and infrastructure in a State of Good Repair

Category	Target
Rolling Stock Target	0%
Infrastructure Target	0%
Equipment Target	25%
Facilities Target	0%

TAM: Targets Recommendation (Small Providers)

Recommend maintaining previous targets for all asset categories and types

Goals for Maintained Targets

- Maintain strong performance in Infrastructure and Facilities asset categories
- Provide targets that are closer to regional performance, while still encouraging continued improvement for individual providers
- Reflect the challenges transit providers face in replacing vehicles at or past ULB amidst supply chain and operational struggles.

Category	Target
Rolling Stock Target	5%
Infrastructure Target	0%
Equipment Target	25%
Facilities Target	0%

Committee Schedule

Date	Committee Meeting
July 24	STTC Information Item - Performance Measures and Draft Targets
August 13	RTC Information Item - Performance Measures and Draft Targets
August 28	STTC Action Item - Recommend Approval of Final Targets
September 10	RTC Action Item - Approval of Final Targets
October 1	Deadline for Targets

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www.nctcog.org/pm/fed

Regional Transportation Council Attendance Roster
August 2025 - July 2026

RTC MEMBER	Entity	8/7/25	9/11/25	10/9/25	11/13/25	12/11/25	1/8/26	2/12/26	3/12/26	4/9/26	4/30/26	5/14/26	6/11/26	7/9/26
Daniel Alemán Jr (01/22)	Mesquite	P	P	P	P	P	P	P	E(R)	E(R)	P	P	P	N/A
Bruce Arfsten (07/23)	Addison	P	P	P	P	E(R)	P	P	P	P	E(R)	P	P	N/A
Steve Babick (06/22)	Carrollton	P	P	P	P	P	P	P	E(R)	P	P	P	P	N/A
Rick Bailey (07/22)	Johnson County	P	P	P	P	P	P	P	P	P	P	P	P	N/A
Elizabeth M. Beck (08/21)	Fort Worth	A	A	A	P	P	P	P	P	P	P	P	P	N/A
Curtis Bergthold (07/25)	Richland Hills	P	P	P	P	P	P	P	P	P	P	P	P	N/A
Alan Blaylock (03/23)	Fort Worth	P	P	P	P	P	P	E(R)	P	P	P	E(R)	A	N/A
Lorie Blair (10/25)	Dallas	--	--	P	P	P	E(R)	P	A	P	P	P	P	N/A
Randall Bryant (11/25)	DART	--	--	--	P	P	P	P	P	P	P	P	E	N/A
Ceason Clemens (10/22)	TxDOT, Dallas	P	P	E(R)	P	P	P	E(R)	P	E(R)	P	E(R)	P	N/A
Bill Cox (07/25)	McKinney	P	E(R)	P	P	P	P	E(R)	P	P	P	E	E	N/A
Michael Crain (06/22)	Fort Worth	A	E	P	A	P	P	P	P	P	P	P	P	N/A
Theresa Daniel (11/18)	Dallas County	E	P	P	P	P	P	P	P	P	P	P	P	N/A
Jeff Davis (11/19)	Trinity Metro	P	P	E	P	P	P	P	P	A	A	P	P	N/A
Pat Deen (07/24)	Parker	P	P	P	P	P	A	P	E	P	E	P	P	N/A
Andy Eads (1/09)	Denton County	P	P	E	P	P	P	P	P	E	P	P	P	N/A
Michael Evans (2/23)	Mansfield	A	P	P	P	P	P	E	P	P	P	E	P	N/A
Carlos Flores (07/25)	Fort Worth	P	E	P	P	P	P	P	P	P	P	P	P	N/A
T.J. Gilmore (06/25)	Lewisville	P	P	P	P	P	P	P	P	E	P	P	P	N/A
Raul H. Gonzalez (09/21)	Arlington	P	E(R)	P	P	P	P	P	P	P	P	P	P	N/A
Mojy Haddad (10/14)	NTTA	P	A	P	P	P	P	P	P	E	P	P	P	N/A
Darrell Hale (04/26)	Collin County	--	--	--	--	--	--	--	--	--	P	P	P	N/A
Angela Hunt (02/26)	DFW Airport	--	--	--	--	--	--	P	P	P	P	P	A	N/A
Clay Lewis Jenkins (04/11)	Dallas County	E	P	P	P	P	P	E(R)	P	E(R)	P	P	P	N/A
Ron Jensen (06/13)	Grand Prairie	E(R)	P	E(R)	P	E(R)	P	E(R)	P	P	P	P	E(R)	N/A
Jill Jester (08/24)	Denton	P	P	E	P	P	P	E(R)	P	P	P	P	P	N/A
Matt Krause (01/25)	Tarrant County	P	P	E	E(R)	P	P	P	P	P	P	E	P	N/A
Stephen Mason (05/24)	Cedar Hill	P	P	P	P	P	P	P	P	P	P	P	P	N/A
Cara Mendelsohn (07/20)	Dallas	P	P	P	P	P	P	P	A(R)	A(R)	P	P	P	N/A
Cesar Molina (08/24)	DCTA	A	P	P	P	P	P	P	P	P	P	E	P	N/A
Ed Moore (07/22)	Garland	P	P	P	P	P	P	P	P	P	P	P	E	N/A
Jesse Moreno (07/24)	City of Dallas	P	P	A	P	E(R)	P	P	E	P	E(R)	P	E	N/A
Matthew Porter (07/24)	Wylie	P	P	P	P	P	P	E(R)	P	P	E(R)	P	P	N/A
John Muns (6/23)	Plano	P	P	P	P	P	P	P	P	E(R)	P	P	P	N/A
Manny Ramirez (1/23)	Tarrant County	P	A	P	E	E	E	P	P	E	P	P	P	N/A
Paul Ridley (10/25)	Dallas	--	--	P	P	P	P	P	P	A	P	P	P	N/A

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency, jury duty, business necessity, or fulfillment of obligation arising out of elected service)

ELECTRONIC ITEM 13.1

Regional Transportation Council Attendance Roster
August 2025 - July 2026

RTC MEMBER	Entity	8/7/25	9/11/25	10/9/25	11/13/25	12/11/25	1/8/26	2/12/26	3/12/26	4/9/26	4/30/26	5/14/26	6/11/26	7/9/26
Jim R. Ross (07/21)	Arlington	P	P	P	P	P	P	P	P	P	P	P	P	N/A
David Salazar (10/22)	TxDOT, FW	P	E(R)	P	P	P	P	P	E(R)	E(R)	P	P	P	N/A
Kathy Stewart (10/25)	Dallas	--	--	A(R)	P	P	P	P	P	P	P	P	P	N/A
Randy Stinson (05/26)	Ellis County	--	--	--	--	--	--	--	--	--	--	P	P	N/A
Bobby Stovall (07/24)	Hunt County	P	P	P	E	E(R)	P	P	P	P	P	P	P	N/A
Burt Thakur (08/25)	Frisco	P	P	P	P	P	P	P	P	P	P	P	P	N/A
Jeremy Tompkins (10/19)	Euless	P	P	P	P	P	P	P	P	E(R)	P	P	P	N/A
William Tsao (3/17)	Dallas	P	P	P	P	P	P	P	E	P	P	P	P	N/A
Dennis Webb (08/25)	Irving	P	P	P	E	E	P	E	P	P	P	P	P	N/A

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
July 2025 - July 2026

STTC MEMBERS	Entity	07/25/25	08/22/25	09/26/25	10/24/25	12/04/25	01/23/26	02/27/26	03/27/26	04/24/26	05/22/26	6/26/26	7/24/26
Rifat Alam	Lancaster	P	*	P	P	A	*	P	P	P	*	N/A	P
Ahmed Alqaisi	DeSoto	--	--	--	P	P	*	R	P	P	*	N/A	P
Marah Aqqad	Bedford	--	*	P	P	P	*	R	P	P	*	N/A	P
Joe Atwood	Hood County	P	*	R	P	P	*	P	P	A	*	N/A	P
Melissa Baker	Irving	E	*	P	P	P	*	R	A	E	*	N/A	R
James Bell	Grand Prairie	P	*	P	P	P	*	P	P	P	*	N/A	P
Nathan Benditz	Irving	--	--	--	--	P	*	P	P	P	*	N/A	P
David Boski	Grand Prairie	P	*	P	P	P	*	P	P	P	*	N/A	P
Brett Bourgeois	Lewisville	--	--	--	--	--	*	R	P	P	*	N/A	P
Erika Bridges	Rockwall County	--	--	--	--	--	--	--	--	--	*	N/A	R
Tanya Brooks	DART	R	*	P	R	P	*	P	P	P	*	N/A	R
Matt Bryant	City of Duncaville	A	*	A	A	A	*	A	A	A	*	N/A	A
Daniel Burnham	Arlington	P	*	P	P	P	*	P	P	P	*	N/A	P
Jeffrey Bush	TxDOT Dallas	P	*	P	P	P	*	A	P	P	*	N/A	P
Farhan Butt	Denton	P	*	P	P	P	*	P	P	P	*	N/A	P
Bryan Cabrera	Mesquite	A	*	A	A	A	*	P	A	A	*	N/A	P
Brenda Callaway	Kaufman County	--	--	--	--	--	--	--	--	--	--	N/A	P
Travis Campbell	TxDOT - Dallas	P	*	P	P	P	*	P	P	P	*	N/A	P
Aaron Ceder	Dallas County	A	*	P	E	P	*	A	A	E	*	N/A	P
John Cordary, Jr.	TxDOT FW	P	*	R	P	P	*	P	P	P	*	N/A	P
Tara Crawford	Trinity Metro	P	*	A	P	A	*	P	P	P	*	N/A	A
Clarence Daugherty	Collin County	P	*	P	P	A	*	P	P	R	*	N/A	P
Chad Davis	Wise County	P	*	A	A	A	*	A	P	P	*	N/A	P
Taylor Derden	Mansfield	P	*	P	P	E	*	A	P	P	*	N/A	P
Pritam Deshmukh	Southlake	--	--	--	--	--	--	--	--	--	--	N/A	P
Becky Diviney	Town of Addison	P	*	P	P	P	*	P	P	P	*	N/A	R
Matthew DuBois	Frisco	--	--	--	--	--	--	--	--	--	--	N/A	P
Phil Dupler	FWTA	P	*	P	P	P	*	P	P	A	*	N/A	P
Eric Fladager	Fort Worth	P	*	P	P	P	*	A	P	A	*	N/A	A
Chris Flanigan	Allen	A	*	P	P	P	*	P	P	P	*	N/A	P
Austin Frith	DCTA	P	*	A	P	P	*	P	P	P	*	N/A	A
James Gaertner	Waxahachie	--	--	--	--	--	--	--	P	P	*	N/A	P
Gary Graham	McKinney	P	*	P	P	P	*	R	R	P	*	N/A	P
Rajnish Gupta	Fort Worth	--	--	--	--	--	--	--	--	P	*	N/A	P
Michael Haithcock	TxDOT - Fort Worth	--	--	--	P	P	*	P	P	A	*	N/A	P
Tom Hammons	Carrollton	P	*	A	P	A	*	P	P	P	*	N/A	P
Namoo Han	Garland	P	*	P	A	P	*	P	A	A	*	N/A	P
Craig Hancock	NTTA	p	*	P	P	P	*	P	A	P	*	N/A	P
Chris Harris	Greenville	A	*	P	P	P	*	P	P	P	*	N/A	P
Ron Hartline	The Colony	A	*	A	R	R	*	A	A	A	*	N/A	R
Sophia Harvey	Dallas	A	*	P	A	A	*	P	P	P	*	N/A	R
Matthew Hotelling	Flower Mound	P	*	A	A	P	*	P	P	P	*	N/A	P

P=Present A=Absent R=Represented E=Excused (personal illness, family emergency, jury duty, business necessity)
-- =Not yet eligible to attend *Meeting held by video/audio conference. Individual attendance not taken.

ELECTRONIC ITEM 13.2

Surface Transportation Technical Committee Attendance Roster
July 2025 - July 2026

STTC MEMBERS	Entity	07/25/25	08/22/25	09/26/25	10/24/25	12/04/25	01/23/26	02/27/26	03/27/26	04/24/26	05/22/26	6/26/26	7/24/26
Jeremy Hutt	Cleburne	P	*	R	P	P	*	P	P	P	*	N/A	P
Thuan Huynh	McKinney	P	*	P	P	R	*	P	A	P	*	N/A	P
Joseph Jackson	Tarrant County	P	*	P	P	P	*	P	P	P	*	N/A	P
Joel James	NTTA	P	*	A	P	P	*	P	P	P	*	N/A	P
Major L. Jones	Euless	A	*	R	P	P	*	E	R	A	*	N/A	P
Wilson Kakembo	Midlothian	--	--	--	A	P	*	P	P	A	*	N/A	A
Gus Khankarli	Dallas	P	*	P	P	P	*	P	P	P	*	N/A	P
Alonzo Liñán	Keller	A	*	A	A	A	*	A	A	A	*	N/A	A
Eron Linn	DART	P	*	P	E	P	*	P	P	A	*	N/A	P
Clay Lipscomb	Plano	P	*	P	R	P	*	P	P	R	*	N/A	P
Paul Luedtke	Garland	A	*	A	P	A	*	A	P	P	*	N/A	A
Stanford Lynch	Hunt County	P	*	P	R	P	*	R	P	A	*	N/A	R
Auro Majumdar	Dallas	--	--	P	P	P	*	P	P	P	*	N/A	A
Chad Marbut	Weatherford	P	*	P	P	P	*	P	P	P	*	N/A	R
Alberto Mares	Ellis County	P	*	P	A	P	*	P	P	P	*	N/A	P
Dillon Maroney	Tarrant County	--	--	--	--	--	--	--	P	P	*	N/A	P
John Mears	Mesquite	A	*	A	P	P	*	P	P	P	*	N/A	A
Brian Moen	Frisco	P	*	A	A	P	*	P	P	P	*	N/A	P
Mark Nelson	Richardson	P	*	P	P	P	*	P	P	P	*	N/A	P
Alfredo Ortiz	Dallas	E	*	P	P	P	*	P	A	A	*	N/A	P
Cintia Ortiz	Parker County	P	*	A	A	A	*	A	A	A	*	N/A	A
Joyce Palmer	Arlington	--	--	--	--	--	*	P	P	P	*	N/A	P
John Polster	Denton County	P	*	P	P	P	*	P	P	P	*	N/A	P
Kelly Porter	Fort Worth	E	*	E	E	P	*	P	P	E	*	N/A	P
Minesha Reese	Dallas County	P	*	P	P	E	*	P	E	P	*	N/A	P
Elizabeth Reynolds	Grapevine	P	*	P	P	A	*	P	P	P	*	N/A	A
Greg Royster	DFW Int. Airport	R	*	P	P	P	*	P	R	A	*	N/A	P
Robert Sauceda	Hurst	--	--	--	--	--	--	--	--	--	--	N/A	P
Brian Shewski	Plano	P	*	R	P	P	*	R	P	P	*	N/A	P
Jason Shroyer	Little Elm	A	*	A	A	A	*	A	A	P	*	N/A	P
Ray Silva-Reyes	Farmers Branch	P	*	R	P	P	*	A	A	A	*	N/A	A
Chelsea St. Louis	Fort Worth	P	*	P	A	P	*	P	P	A	*	N/A	P
Aaron Tainter	Coppell	P	*	R	P	P	*	P	P	P	*	N/A	A
Errick Thompson	Burleson	P	*	E	P	P	*	P	P	P	*	N/A	A
Caleb Thornhill	Plano	A	*	A	P	A	*	A	A	R	*	N/A	A
Jennifer VanderLaan	Johnson County	P	*	E	P	P	*	P	P	P	*	N/A	E
Gregory Van	Haltom City	P	*	P	R	R	*	P	P	P	*	N/A	P
Daniel Vedral	Irving	P	*	P	P	A	*	E	E	P	*	N/A	A
Caroline Waggoner	North Richland	A	*	A	P	A	*	P	P	A	*	N/A	A
Tommy Weir	Wylie	--	--	--	--	--	--	--	--	P	*	N/A	A
Jana Wentzel	Dallas	--	--	P	P	P	*	P	P	P	*	N/A	P
Robert Woodbury	Cedar Hill	P	*	P	P	P	*	P	P	P	*	N/A	P

P=Present A=Absent R=Represented E=Excused (personal illness, family emergency, jury duty, business necessity)

-- =Not yet eligible to attend *Meeting held by video/audio conference. Individual attendance not taken.

Surface Transportation Technical Committee Attendance Roster
July 2025 - July 2026

STTC MEMBERS	Entity	07/25/25	08/22/25	09/26/25	10/24/25	12/04/25	01/23/26	02/27/26	03/27/26	04/24/26	05/22/26	6/26/26	7/24/26
Larry Wright	Colleyville	A	*	P	P	P	*	P	P	P	*	N/A	P
Jamie Zech	TCEQ	A	*	A	A	A	*	A	A	A	*	N/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, May 22, 2026

The Surface Transportation Technical Committee (STTC) met on Friday, May 22, 2026, at 1:30 pm by videoconference. The Regional Transportation Council Bylaws and Operating Procedures establish that the Technical Committee approved membership in attendance at a meeting shall constitute a quorum for action to be taken, therefore individual attendance was not taken for committee members or other attendees.

1. **Approval of the April 24, 2026, Meeting Summary**: Approval of the April 24, 2026, meeting summary contained in Electronic Item 1 was requested.

   The Meeting Summary of the April 24, 2026, meeting was approved as submitted in Electronic Item 1. James Gaertner (M); Paul Luedtke (S).

2. **Consent Agenda**:

   2.1. **Endorsement of Projects for Federal Transit Administration 2026 Fédération Internationale de Football Association World Cup Funding Allocations**: Endorsement of the Regional Transportation Council's approval was requested for the activities approved by the RTC on May 14, 2026, for the $10,033,037 in United States Department of Transportation Federal Transit Administration funding to prepare transit agencies for the 2026 Fédération Internationale de Football Association World Cup.

   The Committee approved staff's recommendation in Item 2.1 on the Consent Agenda. Chad Marbut (M); Mark Nelson (S). The motion passed.

3. **Endorsement of Resolution Approving the Regional Transportation Council as the Metropolitan Planning Organization, Support for the Proposed Texas Department of Transportation Agreement and Negotiation with North Central Texas Council of Governments as Fiscal Agent**: Michael Morris and Dan Kessler requested endorsement of the Regional Transportation Council (RTC) approval of the Texas Department of Transportation (TxDOT) agreement that contains the responsibilities of the RTC being the Metropolitan Planning Organization. On April 30, 2026, the RTC took action to negotiate with the North Central Texas Council of Governments as the fiscal agent. This Resolution reaffirms moving forward with these negotiations in order to complete the agreement with TxDOT.

   The Committee approved staff's recommendation as illustrated below. John Polster (M); Eron Linn (S). Chris Flanigan abstained. The motion passed.

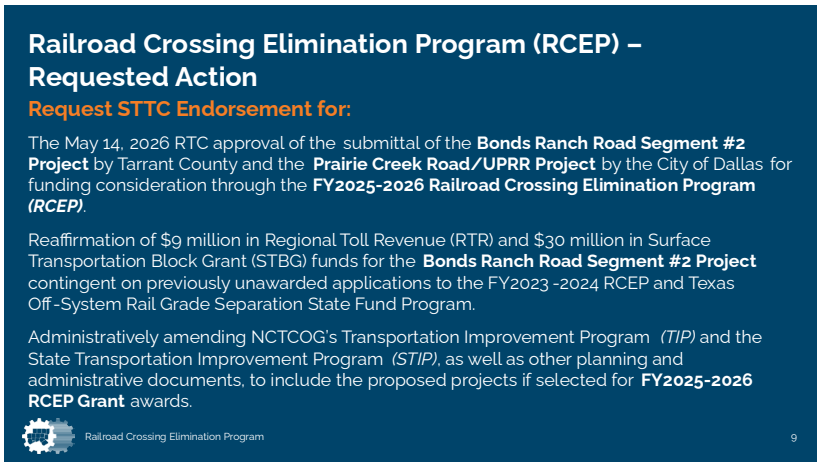


4. **Endorsement of Approval to Begin a Negotiation Agreement for Michael Morris to be Appointed by the Regional Transportation Council Consistent with the New Texas Department of Transportation Agreement**: Michael Morris presented the proposed Texas Department of Transportation Agreement that contains in Article 5H and 5J that the Metropolitan Planning Organization (MPO) Transportation Director is appointed by the Regional Transportation Council (RTC). Endorsement of the RTC approval of this item approves the Chair to begin negotiations with the current MPO Director Michael Morris.

   The Committee approved staff's recommendation. Chad Davis (M); John Polster (S). The motion passed.

5. **Fiscal Year 2025-2026 Railroad Crossing Elimination Program**: Valerie Alvarado requested Surface Transportation Technical Committee endorsement of the Regional Transportation Council approval of the submittal of candidate projects for the Fiscal Year 2025-2026 Railroad Crossing Elimination Program on May 14, 2026. Applications are due to the Federal Railroad Administration by June 8, 2026.

   The Committee approved staff's recommendation as illustrated below. Dillon Maroney (M); Kelly Porter (S). The motion passed.



6. **Fiscal Year 2025-2026 Consolidated Rail Infrastructure and Safety Improvements Program**: Valerie Alvarado requested the Committee's recommendation for Regional Transportation Council approval of candidate projects to be submitted for the Fiscal Year 2025-2026 Consolidated Rail Infrastructure and Safety Improvements Program. Applications are due to the Federal Railroad Administration by June 22, 2026.

   The Committee approved staff's recommendation as illustrated below. Dillon Maroney (M); Kelly Porter (S). The motion passed.



7. **Director of Transportation Report on Selected Items**: Michael Morris provided an overview of current transportation items.

   1. Texas Conformity Progress/Correspondence from the United States Department of Transportation and Federal Highway Administration (Electronic Item 7)
   2. Cancellation of Surface Transportation Technical Committee in June 2026 and Regional Transportation Council in July 2026
   3. New Surface Transportation Technical Committee (STTC) Officers (Dan Kessler)
      The Surface Transportation Technical Committee officers for the 2026-2027 term are Kelly Porter, Chair, Assistant Director of Transportation and Public Works, City of Fort Worth; Mark Nelson, Vice Chair, Director of Transportation and Mobility, City of Richardson; and Daniel Burnham, Secretary, Director of Transportation and Mobility, City of Richardson.
   4. Status of Rockwall County Agreement

8. **2027 Unified Transportation Program and Regional 10-Year Plan Update**: Brian Dell briefed the Committee on anticipated revenues and proposed changes for the Regional 10-Year Plan Update.

9. **Regional Bicycle Safety Action Plan**: Catherine Richardson provided an overview of the development of the Regional Bicycle Safety Action Plan including the purpose, goals, crash data analysis, public opinion survey results, priority emphasis areas and corridors to target for future study and implementation of safety countermeasures, and recommended action items.

10. **Technology Project Identification Submitted Ideas and Evaluation Update**: Braulio Bessa provided an overview of submitted project ideas received through the 2026

Technology Project Identification Call for Projects and outlined next steps in the review and evaluation process.

11. **Dallas-Fort Worth High-Speed Rail: Update and Next Steps**: Ezra Pratt provided information as a follow-up from the November 2025 Regional Transportation Council (RTC) action that requested staff to move forward with the "Western Alignment" in central Dallas and that the North Central Texas Council of Governments Executive Board approve the Federal Railroad Administration (FRA) Corridor Identification and Development (CID) Step 1 consultant contract. Staff provided a brief status update on project progress for both the Dallas-Fort Worth High-Speed Rail (DFWHSR) Study and FRA CID Step 1. The item also covered the Fort Worth-Arlington High-Speed Rail Economic Impact Analysis, as well as recent city of Dallas and Executive Board actions that affect the CID project and may impact the DFWHSR Study National Environmental Policy Act process. Particularly the January 2026 Dallas City Council resolution on high-speed rail (Dallas Resolution 26-0265). Staff requested RTC action at the May 14, 2026, meeting to provide guidance on next steps for the study and coordination with the City of Dallas and other major stakeholders in central Dallas. The RTC approved specific guidance for staff to facilitate a meeting between RTC members from the Cities of Dallas, Arlington, and Fort Worth, as well as Dallas County and Dallas Area Rapid Transit to discuss a path forward for high-speed rail in the region.

12. **Fast Facts**: Staff provided brief presentations on Items 1 through 9 below:

    1. Charles Marsh – Submittal Deadline for Transportation Improvement Program Modification Requests for the Fourth-Quarter Cycle
    2. Denise Koon – High-Occupancy Vehicle/GoCarma Quarterly Report
    3. Benjamin Whisnant – Draft North Texas Transit-Oriented Development Progress Report Ready for Local Review (www.nctcog.org/TOD)
    4. Jeron Capps presented for Skylar Staffaroni – Metropolitan Transportation Plan Policy Bundle Round Six – Final Deadline
    5. Catherine Richardson – Training Course: American Association of State Highway and Transportation Officials Guide for the Development of Bicycle Facilities, 5th Edition (www.nctcog.org/AASHTObike26)
    6. Daniela Tower – 2026 Ozone Season Update
    7. Quinnton DeBolt – Air Quality Funding Opportunities (www.nctcog.org/AQfunding)
    8. Quinnton DeBolt – Upcoming Dallas-Fort Worth Clean Cities Events (https://www.dfwcleancities.org/events)
    9. Written Progress Reports:
        - Partner Progress Reports
        - March – April Public Comments Report
        - April Public Meeting Minutes
        - June Public Meeting Flyer

13. **Other Business (Old or New):** No items were provided.

14. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for ***1:30 pm on July 24, 2026.***

Meeting adjourned at 3:11 p.m.