

## MINUTES

### REGIONAL TRANSPORTATION COUNCIL PUBLIC MEETING

2027-2030 Transportation Improvement Program (TIP)

North Tarrant Express TEXpress Funding Request

Dallas Fort Worth Air Quality Improvement Plan Update

#### Meeting Date and Location

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting on Monday, Feb. 9, 2026, at noon in Arlington. Patrons could attend in person, via phone or view the live stream at [www.publicinput.com/nctcogFeb26](http://www.publicinput.com/nctcogFeb26). Christie Gotti, Senior Program Manager, moderated the meeting attended by 78 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:

- 2027-2030 Transportation Improvement Program (TIP) – **presented by Cody Derrick**
- North Tarrant Express TEXpress Funding Request – **presented by Liza Cox**
- Dallas Fort Worth Air Quality Improvement Plan Update – **presented by Irlenia Hermosillo**

The public meeting was held to educate, inform and seek comments from the public. Comments were made from those attending who wished to speak for the record. The presentations made during the meeting as well as a video recording were posted online at: [www.publicinput.com/nctcogFeb26](http://www.publicinput.com/nctcogFeb26).

#### Summary of Presentations

**2027-2030 Transportation Improvement Program (TIP) presentation:**  
[2027-2030-Transportation-Improvement-Program.pdf](#)

The TIP is a funding and inventory document of transportation projects within the Dallas-Fort Worth metropolitan planning boundary. It is mandated by the federal and State

government and contains funding from federal, State and local sources. A new TIP is developed every two years and updated on a quarterly basis.

NCTCOG staff are currently reviewing existing projects, gathering information on additional locally funded projects, making needed revisions to existing project schedules and funding and developing revised project listings for Fiscal Years 2027 through 2030. The draft 2027-2030 TIP roadway and transit list includes approximately \$7.43 billion in funding and 1,291 roadway and transit projects.

The Regional Transportation Council (RTC) will take action on the 2027-2030 TIP in March 2026.

***North Tarrant Express TEXpress Funding Request presentation:***  
[North-Tarrant-Express-TEXpress-Funding-Request.pdf](#)

The Texas Department of Transportation (TxDOT) Fort Worth District is seeking funding for improvements along SH 121 between IH 35W and Riverside Drive. These improvements include reconstruction of the Sylvania Avenue Bridge and associated frontage roads as well as ramp modifications. The total construction cost is estimated at \$142 million, with \$97 million already available. TxDOT Fort Worth District is requesting the remaining \$45 million in regional toll revenue to fully fund the project.

The TxDOT Dallas District is requesting up to \$10 million in additional funding for the IH 635E (LBJ East) project to address lane striping, pavement markings, concrete barrier walls and drainage upgrades.

Both funding requests will be presented to the RTC for consideration.

***Dallas Fort Worth Air Quality Improvement Plan Update presentation:***  
[Dallas-Fort-Worth-Air-Quality-Improvement-Plan-Update.pdf](#)

The Dallas-Fort Worth Air Quality Improvement Plan, developed under the Environmental Protection Agency's Climate Pollution Reduction Grant Program, includes two main deliverables: a completed Priority Action Plan and a Comprehensive Action Plan (CAP). The CAP is a 25-year plan that includes emissions projections through 2050 and sets long-term reduction goals. The plan also addresses the region's nonattainment status for ground-level ozone and the expected population and economic growth that may worsen air quality. Criteria pollutants, particularly ozone and particulate matter, remain a concern for public health and the environment.

Regional projections show carbon dioxide equivalent (CO<sub>2</sub>e) emissions increasing by 123 percent from 2022 to 2050, driven by growth in the energy and transportation sectors. Transportation-related emissions alone are expected to rise by 55 percent during this period. The regional target aims to reduce NO<sub>x</sub>, CO<sub>2</sub>e and related pollutants by 25 percent by 2050.

Key transportation strategies under evaluation include:

- **Vehicle and Equipment Upgrades:** Transitioning to renewable and alternative fuels and improving emission standards compliance.
- **System Operations Improvements:** Enhancing infrastructure efficiency through optimized traffic signal timing and reduced delays.
- **Mode Shifts:** Promoting public transit, biking and other alternatives to single occupancy vehicle use.

Draft documents and a public survey are available online for review and comment through March 15, 2026.

## COMMENTS RECEIVED DURING THE MEETING

### 2027-2030 Transportation Improvement Program (TIP)

**James Gyunkovic, Director of Smart City Mobility**

#### A. TIP modifications for corridor projects

**Comment:** My name is James Gyunkovic. I am the director and founder of the Smart City Mobility Company and the newly formed Arlington Rapid Transit Corporation, a technology company devoted to developing the TX 180 corridor and the ATS Mobility corridor between Dallas and Fort Worth.

In collaboration with Trinity Metro, we are looking to partner with you all to determine the technology that is supposed to go into this technology corridor for Lancaster Boulevard/TX 180. The problem is that this is a regionally significant project and a regionally significant corridor. It is a one lane, 35-mile direct route between Downtown Dallas and Downtown Fort Worth, which intersects with the Arlington Entertainment District right on Division Street. Our goal is to get this study modified, adjusted and/or strategically paused, since autonomous technology had only advanced so far when this project was originally developed.

Also, the Stadler FLIRT was not studied along this corridor, though it is well-suited for the Arlington connection between Dallas and Fort Worth. The vehicle already has a shared-use agreement with Union Pacific and can operate alongside the existing line, and the twenty-foot median down the center of Lancaster provides an ideal location for this type of service. Incorporating the FLIRT into the corridor would also support a broader economic development strategy built on transit-oriented development policies already used by DART and Trinity Metro, which have generated more than \$20 billion in investment and stationary design improvements within a quarter-mile of transit since 2000. The corridor also includes five urban villages near East Side Oakland Corners, Stop Six, the National Historic District of Handley, Village Creek, and the Maverick Central

Station at UTA/Arlington Entertainment District and serves as the connector to the Great Southwest Parkway people mover running north-south near DFW Airport and meeting the planned DART Red Line extension at Hensley Field, as identified in the 2045 DART long-term corridor study.

Now, this is all about having a conversation. We know what the inter-city commuter rail corridor is, which is described in Mobility 2020 and Mobility 2025. It has also been included in the study for high-speed rail. However, we are missing a significant opportunity if we do not at least discuss the foundational corridor that will potentially activate \$30 billion in the next 20 years interconnecting every major commercial hub that is a long corridor and complete the mobility circuit here in the metroplex.

Those are my comments. We have one road sitting there that is a perfect sandbox for Smart City technology between Hensley Field, Arlington, UT Arlington and across the Lancaster corridor directly into TTI and the Fort Worth A&M Innovation District. That is our goal as we are meeting with Mr. Morris this month to open this up for discussion between myself and our partners, which include UT Arlington and three technology companies. Our goal is to explore this ATS technology and make this the very first fully deployed autonomous corridor in the world along the very first automobile corridor on the Bankhead Highway. We hope to get your support, and we hope to partner with you all and have a study.

**Summary of response by Christie Gotti:** Thank you for your comments. We are scheduled to meet with you soon on this topic. For those of you not aware, this is related to the East Lancaster corridor in Fort Worth, which has a substantial amount of funding already. It has been through a comprehensive public involvement process, including 20 or so public meetings. We will take your comments and integrate them in with other feedback we have received from the public.

### **North Tarrant Express TEXpress Funding Request**

#### **Phyllis Silver, Citizen**

##### **A. Terminology verification**

**Comment:** Liza Cox mentioned something about construction due to “strikes,” and I do not know what “strikes” means.

**Summary of response by Liza Cox:** The reference to “strikes” in the presentation relates to repeated vehicle impacts to the existing Sylvania Avenue Bridge. According to TxDOT, the structure has been hit numerous times over the years due to outdated design standards. The planned reconstruction will raise the bridge to the current standard clearance of approximately 16 feet, which is expected to significantly reduce future vehicle strikes, improve safety and prevent the congestion that occurs each time the bridge is hit.

## Dallas Fort Worth Air Quality Improvement Plan Update

### Phyllis Silver, Citizen

#### A. Impacts of compressed natural gas

**Comment:** Irlenia mentioned all the DART buses running on compressed natural gas (CNG). I wanted to know, at least in the Dallas area, if the pollution level is much less with CNG buses. There is so much misinformation on the part of the opponents of DART in Addison. It is very disheartening. Therefore, I want to better understand CNG.

**Summary of response by Savannah Nance:** Compressed CNG vehicles do emit less ozone precursors, which are a significant contributor to our non-attainment issues. Some manufacturers, however, can go above and beyond and get an additional certification for what is called a CARB Low NOx engine. To that extent, they are reducing emissions. Another benefit of compressed natural gas is the opportunity to use a renewable form of natural gas, which also reduces emissions. Many entities in our region, including DFW Airport, are already incorporating some amount of renewable natural gas into their operations. In general, I would say we are supportive of compressed natural gas, and it does, especially in the new engines, emit less than a diesel engine.

### Other

### Phyllis Silver, Citizen

#### A. DART concerns and NCTCOG's involvement

**Comment:** Is anything being done by NCTCOG to help save DART? I am very concerned about the future of DART. Several member cities—including Plano, Irving and now Addison—are discussing elections or policy changes that could significantly affect DART's structure and services. Even if cities remain in the system, many local leaders do not fully understand how transit operations work, and there is growing pressure to "dissect" or alter parts of DART without recognizing the implications. I'm hoping to learn whether NCTCOG is doing anything to help address these concerns because the uncertainty has become incredibly stressful for those of us who follow these issues closely.

**Summary of response by Christie Gotti:** NCTCOG staff have been actively working with both DART and the member cities considering withdrawal. These discussions have intensified in recent weeks, with leadership dedicating a significant amount of time to addressing the situation ahead of the upcoming elections. Some cities still have the option to reverse their withdrawal elections, and NCTCOG's goal is to help facilitate that outcome where possible. Policy recommendations related to these issues will be brought to the Regional Transportation Council this month, and additional updates will be shared as conversations move forward.

## Zach Freeman, Rambler Texas Media

### A. DART deadline for withdrawal election

**Comment:** I am seeking clarification on the deadline for cities to cancel the DART withdrawal election. I previously understood the cutoff to be March 18, but recent discussions suggest that, at least for Dallas County, the effective deadline may be earlier, possibly late February. I would appreciate confirmation regarding the correct date, so I can better understand the timeline.

**Summary of response by Christie Gotti:** While I do not have the exact date, we will bring items to our policy board this week to specifically align decisions some cities need to make around February 23. These council-level deadlines come before the larger statutory deadlines, which is why the timeline is moving so quickly.

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

### Email

#### Jan Buck, Citizen

I listened to the meeting where you gave an update on the reconstruction of the Sylvania Ave. bridge and surrounding access roads of Hwy 121. I did not hear anything about a timeline, is there a timeline for starting and/or finishing this project? I live on N. Sylvania Ave., so I have interest in this project. Thanks for any information. – Jan Buck

#### Response by Liza Cox

The project is being managed by TxDOT, and according to my colleague at TxDOT Fort Worth District, the SH 121/Sylvania Bridge construction is scheduled to begin as early as this summer, and they anticipate the project taking approximately three and a half years to be fully completed. I do not have a more definite timeline at this point. Once construction begins, TxDOT will have a page on their website ([www.txdot.gov](http://www.txdot.gov)) to report on project progress.

### Website

#### Melinda, Citizen

As a Grand Prairie resident, I've been really frustrated with how our main primary streets stayed icy and unclear for so long during the recent winter storm—schools and city offices closed for safety, but travel was dangerous anyway. I get that Public Works crews are humans with families and it was brutally cold/icy (safety first!), but if we couldn't get aggressive standing, bringing, or clearing on key roads like in some nearby cities, it raises

questions about our local response plan and priorities. I'm against the city seeking state reimbursement/funds for storm costs if we didn't fully deploy crews or provide the service with expected accountability matters, especially when residents dealt with unsafe conditions and closures. That's why I'm planning to attend. Topics like the 2027-2030 Transportation Improvement Program (TIP), Mobility 2050 revisions, and air quality plan updates are perfect spots to push for: Better funding/prioritization in the TIP for local street weather resilience (e.g., more ice mitigation tools, drainage improvements, or pre-treatment protocols for suburban cities like ours). Incorporating extreme weather lessons into Mobility 2050 (like faster/safer local road clearing without over-risking workers). Linking air quality goals to reduced idling/congestion from poor winter road conditions.

### **Response by NCTCOG Transportation Staff**

Melinda, thank you for your comment. We have received it and will forward it to the appropriate NCTCOG staff. We appreciate your patience, and a record of your comment will be maintained.

*AI Disclosure: This document was edited with the support of Artificial Intelligence.*

North Central Texas Council of Governments  
Public Meeting - Feb. 9, 2026 Comments +  
Questions

Dallas - Fort Worth Air Quality Improvement  
Plan

General Question: With EPA standards becoming less stringent under the current administration, will there be any impact in your air quality programs?

General Comment - on pages 4 and 10 of the handout, I like the bar graphs. Showing different designs and defining them in the legends is effective. This is a nice improvement from using colors only. When using colors, the difference, for example, of purple and blue, or different shades of green, is difficult to discern the differences. These designs are much clearer.

The legend on page 10 is clear than on page 4 for the wastewater and agriculture, forestry, and land use symbols.

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

Questions -

- 1) It is my understanding that R-FCS stands for Federal Functional Classification System - what does this mean?
- 2) What does Non-Regionally Significant Roadways mean?

Phyllis Salmer  
2/25/2026