

Regional Transportation Council

June 11, 2026

COG's Emergency Motion

- COG requested “temporary orders restraining all parties from terminating, modifying, or superseding the existing MPO Agreement, or from entering into a new MPO Agreement with TxDOT, pending disposition of this appeal.”
- “COG is the proper MPO not only under the existing MPO Agreement, but also under federal and state law by virtue of the Governor’s designations.”
- Emergency relief is “necessary to preserve the status quo and prevent irreparable harm to COG.”



RTC's Response

- “RTC is the only entity that serves as ‘the policy board of an organization established as a result of the designation process’ provided for by federal law and that is properly constituted under federal law with the requisite elected officials and transit operators.”
- “COG [is] without legal authority to usurp RTC’s policymaking role.”
- “An invitation to continue a 50-year partnership under a clarified framework is not coercion—and it certainly provides no support for COG’s assertions of irreparable harm.”
- “The trial court’s temporary injunction and denial of COG’s pleas to the jurisdiction are right on the merits.”



What the Court Held

ORDER

We have considered “Appellant’s Emergency Motion for Temporary Orders.”

The motion is **DENIED**.

We direct the clerk of this court to send a notice of this order to the attorneys of record.

Dated May 27, 2026.

Per Curiam



The injunction remains in place

- The trial court enjoined COG from:
 - “allowing any member of the COG Executive Board who represents a jurisdiction that is not a part of the [MPO] 12 county area from participating in any votes”
 - “pursuing a replacement for Transportation Director.”
- The trial court ruled that:
 - “the dismissal of Michael Morris is immediately rescinded and he shall continue to discharge all duties and responsibilities of that position, and COG is restrained from interfering or precluding the Transportation Director’s discharge of those duties or responsibilities”
 - “COG may otherwise conduct business as usual . . . and move forward with negotiating and entering into a new or Amended Tri-Party Agreement.”



RTC World Cup Efforts

June 11, 2026

Regional Transportation Council Meeting

April 2 Press Conference



Travel Demand Management Billboards

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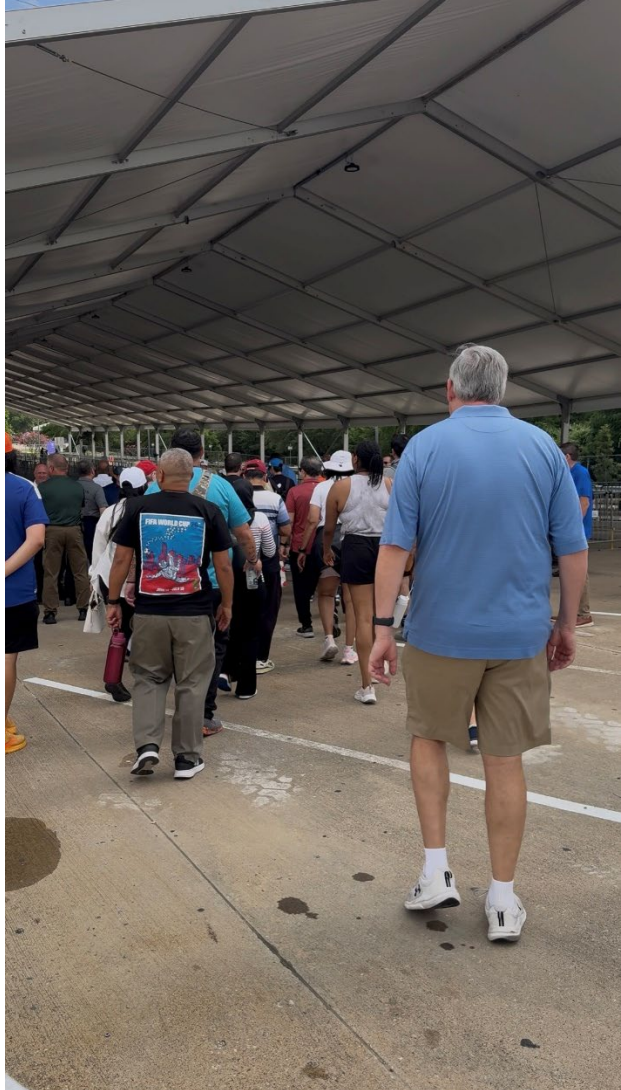
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Transit Pass



Transit Test – June 4



TRE Media Event – June 8



TRE Media Event – June 8 (cont.)



Wayfinding / Signage



Concrete Pedestrian Barrier



BusHub Pedestrian Shade Tents



NCTCOG PRESENTATION

Fiscal Year 2025-2026 (FY2025-2026) Consolidated Rail Infrastructure & Safety Improvements (CRISI) Program

Regional Transportation Council – Action Item | June 11, 2026

Mike Johnson – NCTCOG, Principal Transportation Planner

NCTCOG Federal Competitive Grant Program Applications 2026 Application Status– Award Postings and Pending Announcements

- **New Awards Posted: None**
- **Pending Award Announcements:**

Grant Program	Application (Project) Name	Award Request	Status
FY2024-2025 National Railroad Partnership Program (NRPP)	<i>East Trinity Railway Express (TRE) Corridor Improvements Project</i> <i>(for City of Dallas/DART)</i>	\$ 7.2M	Selection expected: June/July 2026
	<i>Prairie Creek Road/UPRR Grade Separation</i> <i>(for City of Dallas)</i>	~\$ 32.9M	
FY2026 Better Utilizing Investments to Leverage Development (BUILD)	<i>FM 917/BNSF Grade Separation – Destination Joshua</i> <i>(for TxDOT)</i>	~\$ 15.9M	Selection expected: June/July 2026
	<i>SH 183/Pumphrey Drive BASE Project</i> <i>(for TxDOT)</i>	\$ 25M	
	<i>US 287/Prairie Ridge Freeway Breakout Project</i> <i>(for TxDOT)</i>	\$ 25M	
FY2026 Safe Streets & Roads for All (SS4A) – Implementation Grants	<i>Modernizing Regional Safety Through Digital Infrastructure</i>	\$ 8M	Selection expected: Oct/Nov 2026
	<i>Grand Ave – Segment 3 Safety Reconfiguration</i> <i>(for City of Dallas/TxDOT)</i>	\$ 21M	
FY2025-2026 Railroad Crossing Elimination Program (RCEP)	<i>Bonds Ranch Road Segment #2</i> <i>(for Tarrant County)</i>	~\$ 34.5M	Selection expected: Nov/Dec 2026
	<i>Prairie Creek Road/UPRR Grade Separation</i> <i>(for City of Dallas)</i>	~\$ 32.9M	



FY2025-2026 CRISI Program – Overview

Program Purpose:

- Improve rail safety, efficiency, and reliability
- Mitigate congestion at both freight rail and intercity passenger rail chokepoints to enhance mobility efficiency
- Enhance multimodal connections

FY2025-2026 Application Deadline:

~~June 22, 2026~~

June 25, 2026

Selection Criteria:

- Project Readiness
- Technical Merit
- Project Benefits
- Workforce Development, Job Quality, and Wealth Creation

FY2025-2026 Funding Availability:

\$2,039,246,480

Set-Asides:

Rural – \$532,500,000 (or 25%)



FY2025-2026 CRISI Program – Overview

Project Eligibility (*capital only*):

1. Deployment of rail safety technology, like positive train control (PTC) and integrity inspection systems
2. Capital project to address congestion, safety, and/or facilitate intercity passenger rail ridership
- 3. Highway-rail grade crossing improvement, including grade separation, technology, and/or other safety measures to reduce quiet zone risk**
- 4. Rail line relocation or improvement**
5. Improve short-line or regional rail infrastructure
6. Facilitate/enhance multimodal service integration
7. Asset program development/delivery to improve rail safety and prevent trespassing
8. Rehabilitating, remanufacturing, procuring, or overhauling locomotives for emissions reduction

Applicant Eligibility (*groups included*):

1. One or more States, or Interstate Compact
- 2. Political subdivision, public agency, or chartered authority by one or more states**
3. Any rail carrier/equipment manufacturer in partnership with above entities
4. Amtrak or another intercity passenger rail carrier
5. Class II/III railroad, including any holding company or representing association
6. Tribal government
7. Transportation Research Board and any contractual rail-research development entity
8. University transportation center engaged in rail-related research
9. Nonprofit labor organization representing a class/craft of rail carrier employees/contractors



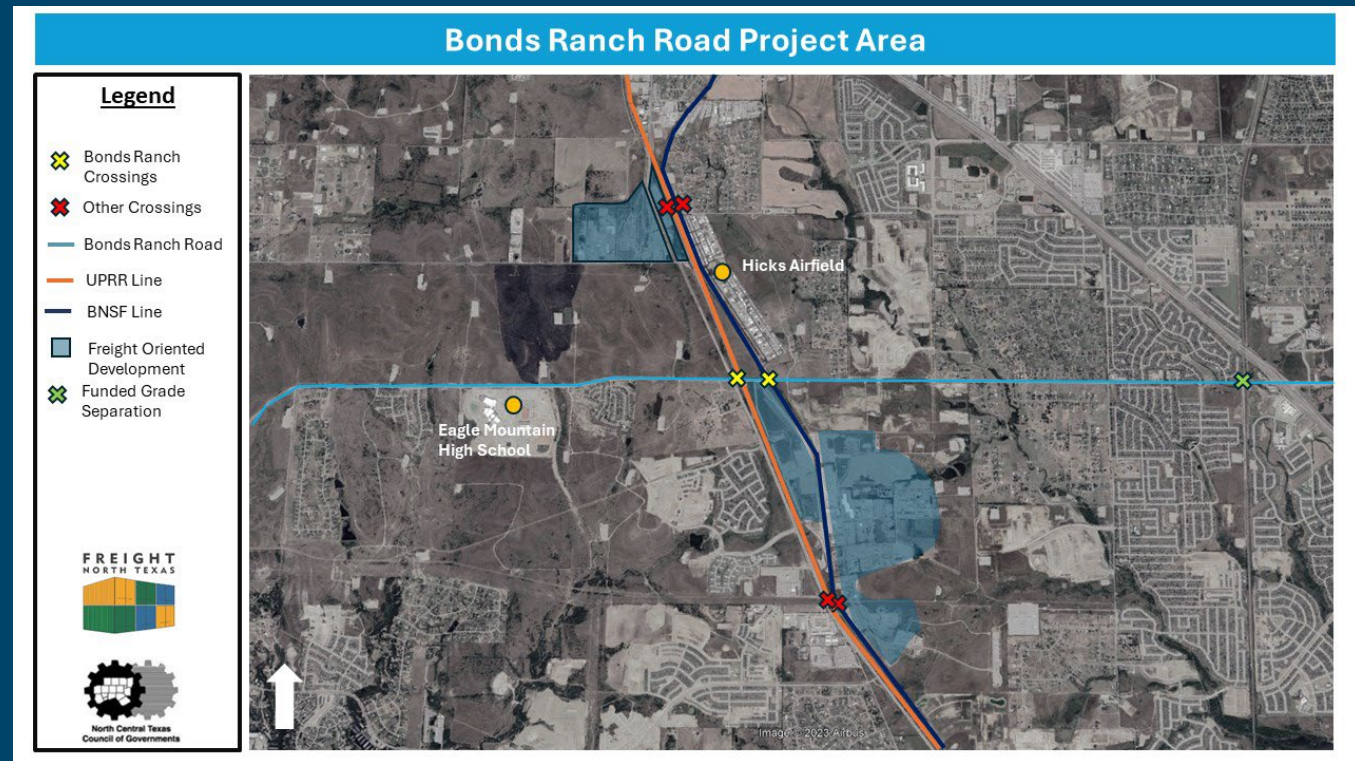
Bonds Ranch Road Segment #2

Project Overview:

- Located in Fort Worth, Texas
- Located on Saginaw Main Street (*Business US 287*) and Bonds Ranch Road
- Includes BNSF rail relocation to facilitate grade separation away from Hicks Airfield runway approach zone

Project Partners:

- **Tarrant County** is the grantee and submitting/implementing agency for this FY2025-2026 CRISI Grant
- NCTCOG, TxDOT, Fort Worth, BNSF, and UPRR work with Tarrant County as partners



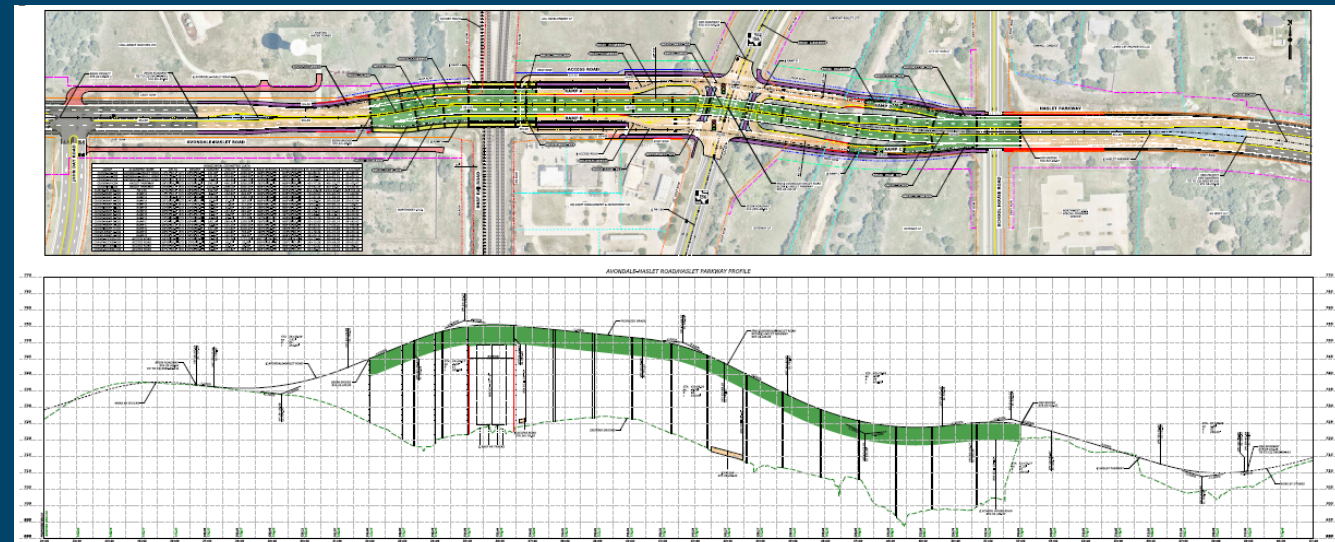
Avondale Haslet Road/Haslet Parkway “Long Bridge”

Project Overview:

- Located south of BNSF Alliance Intermodal Facility in Haslet, Texas
- Connects Avondale Haslet Road/Haslet Parkway via grade separation over BNSF, FM 156 (ramps), and School House Road alleviating close-spaced intersections

Project Partners:

- **NCTCOG** is the submitting agency, with **TxDOT** as grantee and implementing agency, for this FY2025-2026 CRISI Grant
- NCTCOG, Tarrant County, Haslet, and BNSF work with TxDOT as partners



FY2025-2026 CRISI Projects – Cost/Revenue Breakdown

PROJECT		COST/FUNDING INFORMATION					
TITLE	EAST/ WEST	NON-FEDERAL			FEDERAL		TOTAL COST
		NCTCOG	Other Public	Private (Rail)*	NCTCOG	CRISI Grant	
SUBMITTED BY OTHERS (Tarrant County)							
Bonds Ranch Road Segment #2	West	\$9,000,000 ¹	\$33,000,000 ²	\$9,650,000 ³	\$30,000,000 ⁴	\$34,483,000	\$116,133,000
SUBMITTED BY NCTCOG							
Avondale Haslet Road/Haslet Parkway "Long Bridge"	West	\$5,203,000 ⁵	\$5,000,000 ⁶	\$5,000,000 ⁷	N/A	\$60,812,000	\$76,015,000

* Railroad contributions to be confirmed.

¹ **Regional Toll Revenue (RTR)** – \$9,000,000 (Construction)

² **City of Fort Worth** – \$9,000,000 (Construction)

Tarrant County – \$8,100,000 (Engineering) + \$900,000 (Construction)

TxDOT – \$500,000 State PE funds (Engineering) + \$3,780,857 State ROW funds (Right-of-Way) + \$10,719,143 State Match (Construction), comprised of \$5,000,000 in unawarded funds from the Texas Off-System Rail Grade Separation State Fund Program (Senate Bill 1555)

³ **BNSF** – \$5,000,000 (Construction); **UPRR** – \$4,650,000 (Construction)

⁴ **Surface Transportation Block Grant (STBG) Program** – \$30,000,000 (Construction)

⁵ **Regional Toll Revenue (RTR)** – \$5,203,000 (Engineering, Right-of-Way, Utilities, Construction)

⁶ **Tarrant County** – \$5,000,000 (Engineering, Right-of-Way, Utilities, Construction)

⁷ **BNSF** – \$5,000,000 (Construction)



FY2025-2026 CRISI Program – Schedule

April 20, 2026 **FY2025-2026 CRISI Notice of Funding Opportunity Released**

May 22, 2026 **STTC Action Item**

June 11, 2026 **RTC Action Item**

~~**June 22, 2026**~~

June 25, 2026 **FY2025-2026 CRISI Application Deadline**

June 25, 2026 **Executive Board Endorsement**



FY2025-2026 CRISI Projects – Requested Action

Request RTC approval for:

Submittal of the **Bonds Ranch Road Segment #2 Project** by Tarrant County and the **Avondale Haslet Road/Haslet Parkway “Long Bridge” Project** by NCTCOG for the **FY2025-2026 Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program**.

Affirming \$9 million in Regional Toll Revenue (*RTR*) and \$30 million in Surface Transportation Block Grant (*STBG*) funds for the **Bonds Ranch Road Segment #2 Project**.

Affirming \$5.203 million in Regional Toll Revenue (*RTR*) funds for the **Avondale Haslet Road/Haslet Parkway “Long Bridge” Project**.

Administratively amending NCTCOG's Transportation Improvement Program (*TIP*) and the State Transportation Improvement Program (*STIP*), as well as other planning and administrative documents, to include the proposed projects if selected for **FY2025-2026 CRISI Grant** awards.

RTC Action Item – June 11, 2026



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FOLLOW UP: RTC ACTION ON TRINITY METRO REQUEST

CHRISTIE GOTTI AND MICHAEL MORRIS, P.E.

JUNE 11, 2026

BACKGROUND

- In response to several DART member cities that originally called for voter elections to leave DART, the RTC was asked to partner with DART to offset an equity distribution by DART to all member cities (\$75 million RTC cost)
- The RTC approved this partnership in February 2026
- Plano, Irving, and Farmers Branch withdrew their proposed withdraw elections
- Since then, Addison and University Park voters chose to remain in DART
- Highland Park voters opted out of DART
- At the February 2026 meeting, the RTC approved an additional \$65 million in funding for a DCTA project and \$40 million for a Trinity Metro project

TRINITY METRO PROJECT – TEXRAIL EXTENSION TO HOSPITAL DISTRICT

The RTC approved \$40 million

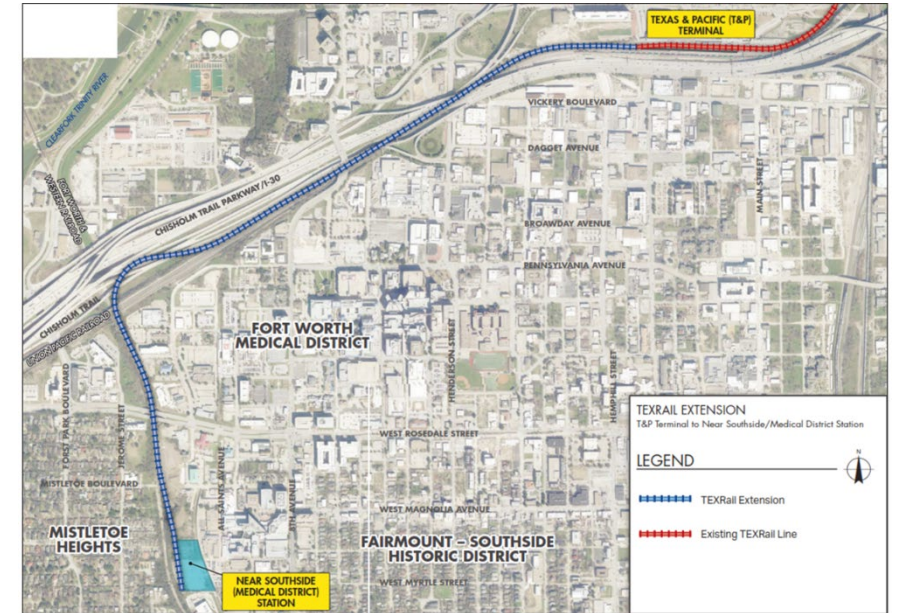
Staff has been working to understand increased costs and to identify revenues to cover gap (confirmed \$40 million funding gap)

Need to define the funding source and year of commitment

Funding options/considerations to fill the gap:

- Project closeouts with savings
- Projects no longer needed
- Deferred projects
- New funding
- Project includes \$13.88 million in contingencies (propose RTC to cover first \$13.88 million, but take cost savings if they occur)

May receive a request for a loan to help Trinity Metro cash flow project (TBD)



Images are courtesy of Trinity Metro and DCTA

TRINITY METRO PROJECT – TEXRAIL EXTENSION TO HOSPITAL DISTRICT

Proposed Funding Solution:

\$12,938,544 Reallocate from High Intensity Bus project (deferral)

\$250,000 Reallocate from Transit Preventive Maintenance project (cancellation)

\$3,407,579 Reallocate cost savings from Trinity Lakes Station (closeout)

\$2,820,000 Reallocate from Mossier Valley TRE Double Tracking project (deferral)

\$19,416,123 Total reallocation of funds already in Trinity Metro grants

+\$20,583,877 New CMAQ funding

\$40,000,000

Project includes \$13.88 million in contingencies; propose RTC to cover first \$13.88 million, but take cost savings if they occur.

Direct staff to provide the Federal Transit Administration (FTA) a letter confirming RTC approved funding and the timeline in which it will be added to the Transportation Improvement Program (TIP).



EAST-WEST FUNDING SHARES

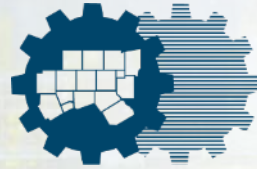
- The East-West Equity tracking that is part of RTC Policy 10-03 shows a deficit in the West
- May recommend an adjustment to the tracking table to offset the deficit once all project details and funding amounts/sources are finalized

	Western	Eastern
RTC Approved Shares for Mobility Funding	31%	69%
Cumulative Share to Date	24.54%	75.46%

REQUESTED ACTION: FOLLOW UP ON \$40 MILLION FOR TEXRAIL EXTENSION TO HOSPITAL DISTRICT

RTC approval is requested:

- To reallocate funding as follows;
 - \$12,938,544 from High Intensity Bus project (deferral)
 - \$250,000 from Transit Preventive Maintenance project (cancellation)
 - \$3,407,579 cost savings from Trinity Lakes Station (closeout)
 - \$2,820,000 from Mossier Valley TRE Double Tracking project (deferral)
 - \$19,416,123 Total reallocation of funds already in Trinity Metro grants
- To allocate \$20,583,877 in new CMAQ funding
 - Propose the RTC to cover first \$13.88 million in contingencies, but take cost savings if they occur.
- Direct staff to provide a letter to FTA confirming RTC approved funding and the timeline in which it will be added to the TIP and Statewide TIP.
- Direct staff to administratively amend the TIP/STIP and other planning/administrative documents to incorporate the above changes



NCTCOG PRESENTATION

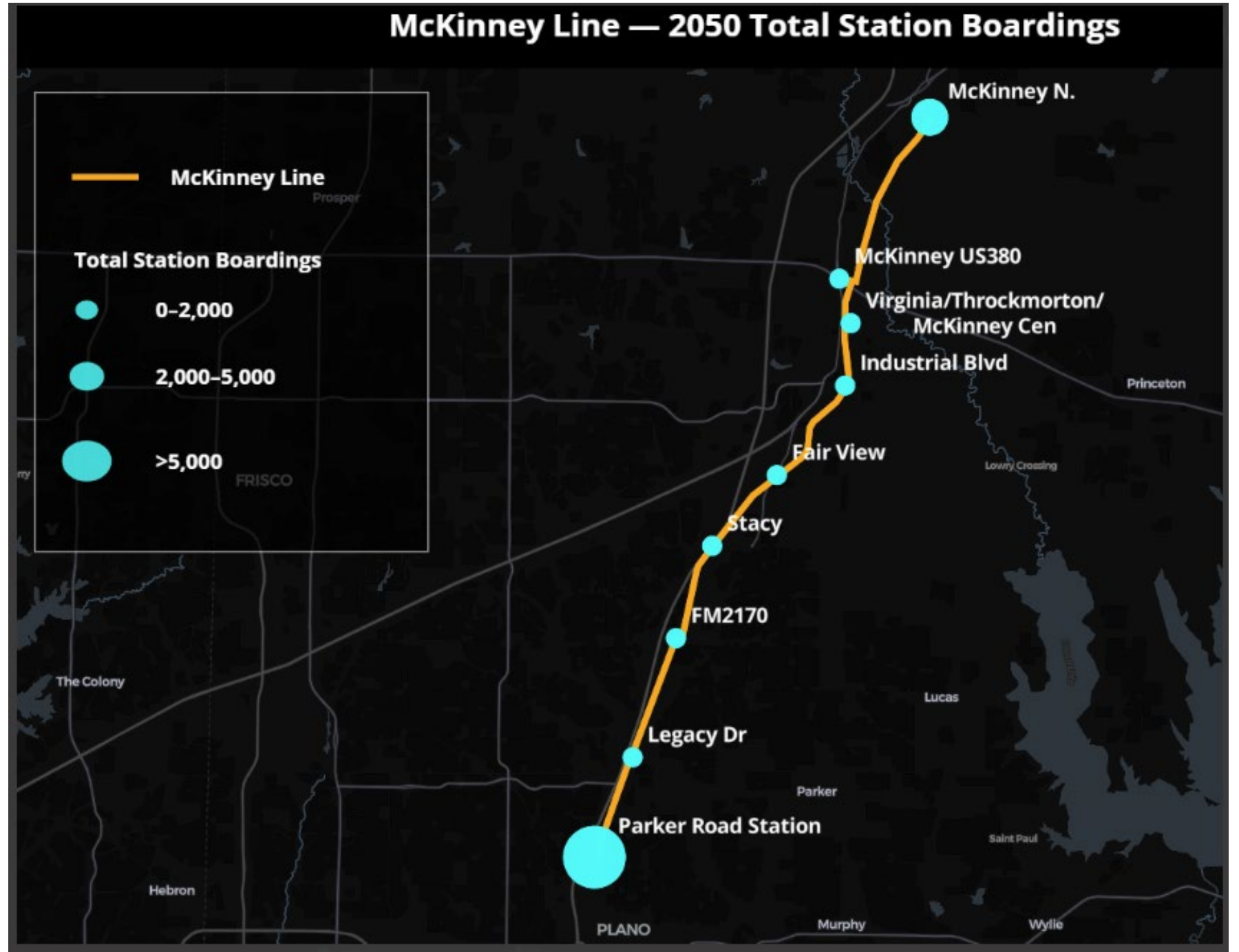
MCKINNEY PASSENGER RAIL CORRIDOR STUDY

Michael Morris, P.E.

REGIONAL TRANSPORTATION COUNCIL

6.11.2026

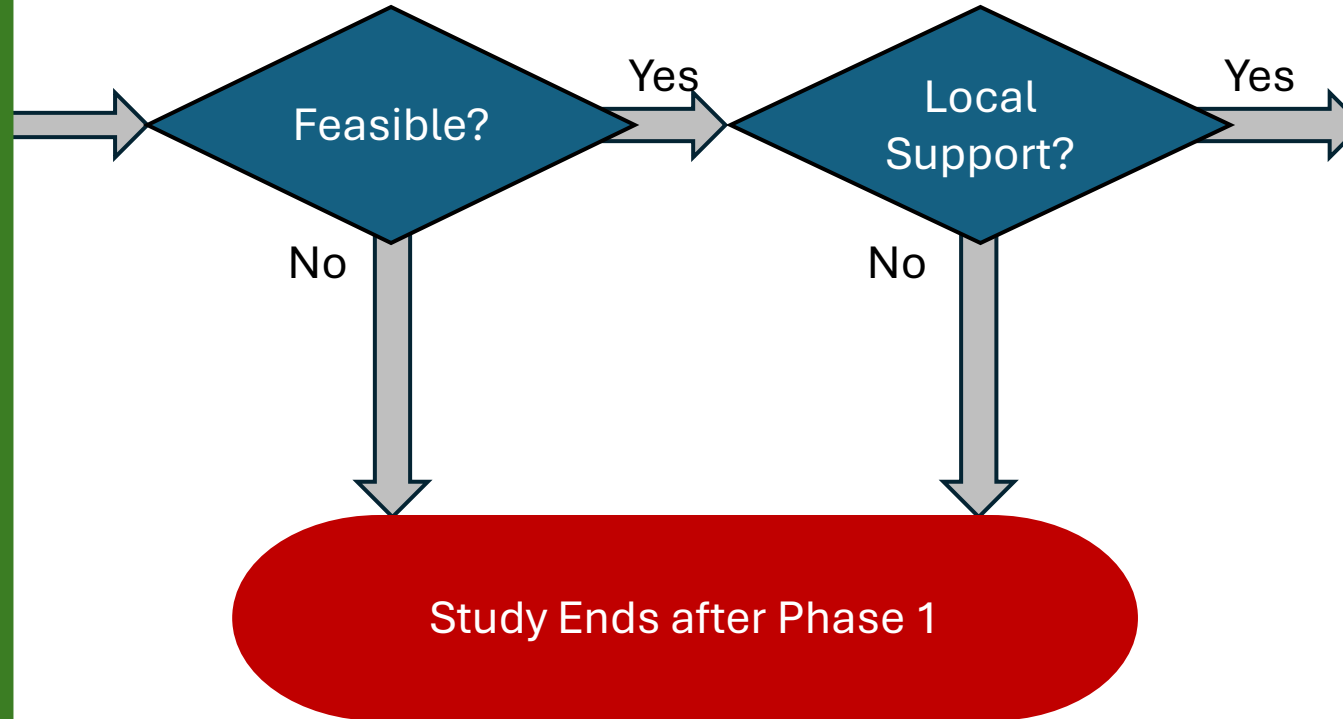
**McKinney Line Passenger Rail
Weekday Station Boardings
in Mobility 2050**



Phased Approach

Phase 1 Needs Assessment:

- Stakeholder/Local Government Coordination
- Public Outreach
- Station Location Review
- Ridership Projections



Phase 2 Conceptual Engineering:

- Station Area Connectivity
- Land Use Analysis
- Development of Preferred Alternative
- Implementation Strategies



Project Schedule

January 13, 2022	Collin County Transit Study Results Presented to RTC
May 2025	Transit 2.0 Final Report Published
September 22, 2025	Preproposal Conference held for McKinney Corridor Study
October 24, 2025	STTC Information
November 13, 2025	RTC Information (resulted in study pause)
February 27, 2026	STTC Information
March 12, 2026	RTC Action (request to unpause)
May 28, 2026	Executive Board request to RTC to clarify local government support
June 11, 2026	RTC Action (reaffirmation of project)
June 25, 2026	Proposed Executive Board Action
July 2026	Study Kickoff with Project Advisory Committee



Requested Action – McKinney Corridor Passenger Rail Study

RTC approval of:

Request for Executive Board to approve execution of consultant contract with WSP USA, Inc., to complete the McKinney Corridor Passenger Rail Study

RTC Action Item – June 11, 2026



McKinney Passenger Rail Corridor Study



North Central Texas
Council of Governments

Regional Transportation Council Transit Vision Subcommittee Proposed Legislative Pilot

6.11.2026



North Texas Transit Vision

A unified region where safe, reliable transit connects everyone to opportunity. Our region's prosperity depends on mobility. The time to build our transit future is now.

The North Texas Transit Vision Will Be Achieved Through The Following Principles:

- A regional system should provide a spine service of rail and/or bus rapid transit within an appropriate regional boundary to be identified
- An equitable governance mechanism should oversee the regional spine transit system
- An equitable funding mechanism should be identified for the regional spine transit system
- The regional spine system should be coordinated with community-based transit solutions



Vision Elements

- Safety of the Transit System
- Reliability of the Transit System
- Transit Connects Everyone to Opportunity
- Define the Regional Spine Service
- **Equitable Governance System**
- **Equitable Funding Mechanism**
- Coordination of a Regional Spine System with Community Based Transit Solutions



Since the RTC Update in January the Subcommittee has...

- Looked at Regional Circulators, Shuttles, and Streetcars
- Heard from the three transit authorities on collaboration opportunities and ideas of regional governance models
- Discussed the “Case for State Funding”
- Heard from TxDOT about the newly adopted Statewide Multimodal Transit Plan
- Reviewed existing RTC Policies
- Discussed Legislative Ideas



Strategies







Needs, gaps, and challenges were aligned with corresponding strategies intended to address the issues. The strategies below emerged from a list of over 250 ideas and have been crafted with stakeholder feedback at top of mind.



Urban and Rural Area Transit Services	Intercity Connections	Planning and Design	Funding: Maintain and Expand Services
<ul style="list-style-type: none"> Identify priority corridors and estimate minimum levels of service Integrate all transit modes and mobility options with other transportation modes Establish institutional and organizational partnerships to promote comprehensive workforce development 	<ul style="list-style-type: none"> Identify a statewide route and hub network Develop a governance framework for statewide and regional intercity services Implement technology to transform seamless travel statewide 	<ul style="list-style-type: none"> Research and document statewide Texas transit benefits Integrate transit through local, regional, and statewide planning Incorporate transportation technology Prioritize safety and resiliency Enhanced research, reporting and knowledge sharing 	<ul style="list-style-type: none"> Maximize use of existing funding Expand sources, flexibility, and levels of funding Tie funding to growth and performance

Initial Priority Steps

Six priority steps are intended to jumpstart the process and build a strong foundation for realizing *Texas SMTP 2050* by identifying plans, policies, or programs necessary for carrying out the strategies.

 <p>Establish a Community of Practice (CoP) to address small urban and rural transit challenges</p> <p><i>TxDOT-led</i></p>	 <p>Develop a statewide transit network and hub plan</p> <p><i>TxDOT-led and -facilitated</i></p>	 <p>Develop flexible statewide transit planning and design guidelines</p> <p><i>TxDOT-facilitated</i></p>
 <p>Develop success metrics, enhance and broaden data collection, and develop consistent reporting.</p> <p><i>TxDOT-facilitated</i></p>	 <p>Identify options to increase flexibility of funding sources and identify new and innovative funding sources to maintain and expand transit.</p> <p><i>TxDOT-supported</i></p>	 <p>Formalize a plan for regular outreach and education on the benefits of transit.</p> <p><i>TxDOT-led and -facilitated</i></p>

Legislative Idea for Discussion

- DART will be bringing their legislative agenda on governance
- The region is not ready for a governance discussion at the State level
- The region could pursue legislation for funding from the state this upcoming 2027 session for transit
- Propose a partnership with the State for advancing a specific transit pilot project (show early success and win)
- Advance the ideas of Transit 2.0; breaking down silos, innovative partnerships, better use of public assets, etc. and demonstrate that in action



Legislative Idea for Discussion

- Request discretionary funds from a portion of sales tax come back to the region for the pilot transit project.
- TxDOT's state plan highlights innovative funding, expanding transit, expanding flexibility of funding, and looking at growth and performance to prioritize investment.



Legislative Idea for Discussion

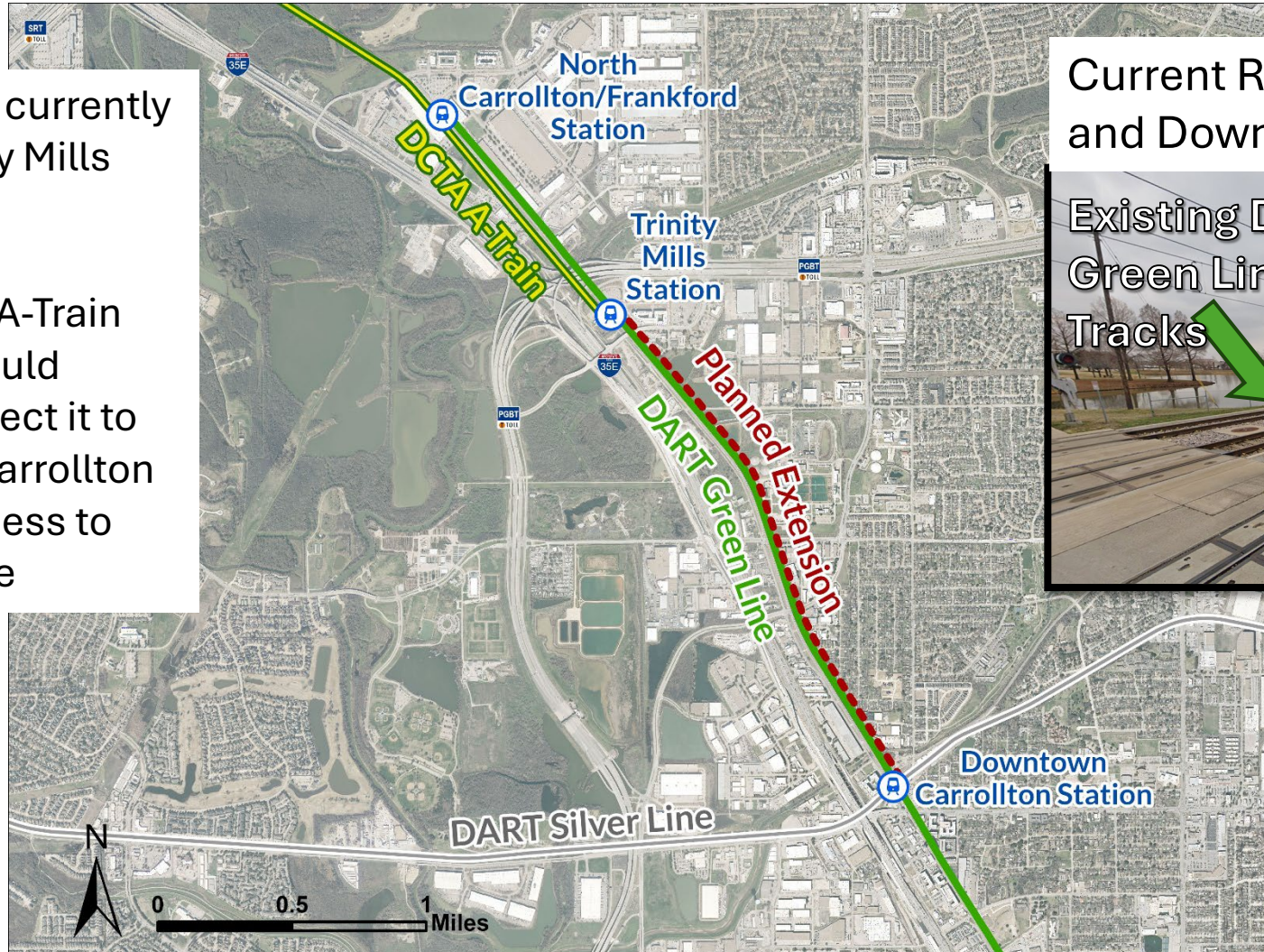
- Project Idea: create a seamless connection between DCTA and DART systems linking the A-train and the Green Line by extending the connection from Trinity Mills to Downtown Carrollton and beyond.
 - Can technology go first by modifying positive train control systems now, funded by the State?
 - Work with DART on innovative use of existing light rail connecting north of Carrollton
 - Pilot test participation of Carrollton and DART in Transit 2.0 partnerships with DCTA
 - RTC continues leadership role in the investment by inviting state legislators to participate



Map: (Trinity Mills to Downtown Carrollton)

DCTA A-Train currently ends at Trinity Mills Station.

The planned A-Train extension would directly connect it to Downtown Carrollton for direct access to the Silver Line



Current Rail between Trinity Mills and Downtown Carrollton

Existing DART Green Line LRT Tracks

Adjacent freight rail tracks



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2027 UNIFIED TRANSPORTATION PROGRAM AND REGIONAL 10-YEAR PLAN UPDATE

Regional Transportation Council | June 11, 2026

BACKGROUND

- Texas House Bill (HB) 20 requires that Metropolitan Planning Organizations (MPO) develop 10-Year Plans using performance-based planning and project selection methods
- Includes projects 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)

PRINCIPLES FOR THE DEVELOPMENT OF THE REGIONAL 10-YEAR PLAN

- Project should be included in the Metropolitan Transportation Plan
- Focus on “system” versus new, stand-alone projects
- Prioritize fully funding existing projects before funding new projects (with a focus on projects letting in the next 2-3 years)
- Ensure equity of county allocations
- Maintain toll lanes/toll managed lanes on selected corridors
- Re-fund previously unfunded projects, when possible
- Ensure all RTC projects are approved in the UTP (including “placeholders”)
- Projects must be scored and should have a score sufficient to qualify for funding

ACTIVITIES SINCE LAST UPDATE

- TxDOT began developing the 2027 UTP in Fall 2025
- NCTCOG staff has coordinated with the TxDOT Districts regarding project updates (e.g., costs/funding, environmental clearance and let dates), and potential new projects
 - Includes 2026 projects that need additional funding to cover cost overruns at letting
- To satisfy a February 13, 2026, deadline set forth by TxDOT, a draft project listing was developed that included project revisions and potential new projects
- With federal approval of conformity, reviewed existing projects against MTP and are focusing on improvements called for by 2035 (next network year)

FUNDING OUTLOOK AND PROPOSED CHANGES

- Category 2 and 4 funding allocations continue to decrease
- Very little Category 2 funding (approximately \$47.24 million for the region) was available to program on projects:
 - \$2.723 billion (10-Year allocation [Reduced from \$2.930 billion in 2025 10-Year Plan])
 - -\$927.76 million (Negative carryover balance due to advancing project lettings in recent years)
 - -\$1.748 billion (Funding already approved on existing projects)
 - \$47.24 million
- Project bids have been coming in lower than approved funding in many cases, which will free up funding for future programming
- Most proposed “new” projects are breakouts from larger corridors
- Most proposed funding increases are offset by reductions on the projects being broken out and/or other projects that are further from letting

REGIONAL FUNDING ALLOCATIONS¹

Funding Category ²	2017-2022 UTPs (Average)	2023 UTP	2024 UTP	2025 UTP	2026 UTP	2027 UTP (Proposed)
Category 2 (MPO)	\$3.431	\$3.205	\$3.470	\$3.448	\$2.930	\$2.723
Category 4 (District)	\$1.374	\$1.593	\$2.341	\$2.626	\$2.232	\$2.074
Category 12 (Commission)	\$2.178	\$3.132	\$4.082	\$3.626	\$3.704	TBD
Total Allocation	\$6.983	\$7.930	\$9.893	\$9.700	\$8.866	TBD

1: UTP allocations are for 10-year periods

2: Amounts shown in billions

MAJOR PROJECT CHANGES SINCE LAST UPDATE

- US 380: Funding is being transferred from main lanes to focus on frontage roads and cover a larger segment throughout the corridor and create a priority grouping of projects
- IH 35W: The corridor between Dale Earnhardt Way and FM 2449 has been identified as a higher priority than the IH 35 corridor north of the City of Denton from which funding is proposed to be transferred. A 50/50 partnership between the TTC and MPO is being proposed to cover the needed funding
- US 287: Proposing to add Category 2 in support of FY2026 BUILD Grant application as approved by the RTC in February 2026 to address the safety concerns posed by high area flood vulnerability/susceptibility through grade separated interchanges at Lakeview Drive and Prairie Ridge Boulevard
- US 81/US 287 in Tarrant and Wise Counties: Fully fund existing projects in Wise County and prioritize sections in Tarrant County from N. Tarrant Pkwy to Bonds Ranch

PROJECT PROGRESS SINCE THE 2017 UTP¹

Project Status	Number of Projects	Total UTP Funding
Completed	60	\$1,626,794,371
Under Construction	97	\$8,748,664,176
Future Projects ²	103	\$9,720,862,814
Total	260	\$20,096,321,361

1: The 2017 UTP marked the first year of HB 20/10 Year Plan implementation.

2: Total funding includes proposed amounts (Cat 12 amounts are still pending)

NEXT STEPS

- Finalize project listings in coordination with the TxDOT Districts and TxDOT Headquarters
- Solicit feedback from the public, Surface Transportation Technical Committee (STTC), and the RTC
- Bring back the listings for approval, including final Category 12 amounts and changes to the Let/Completed projects list (e.g., 2026 cost overruns or underruns)
- Provide an update on the region's Category 2 carryover balances
- Identify any project changes if the final TTC action is different than proposed project listings

TIMELINE/ACTION

MEETING/TASK	DATE
Funding Targets Received	February 2, 2026
Initial draft list due to TxDOT	February 13, 2026
STTC Information	May 22, 2026
RTC Information	June 11, 2026
Public Involvement	July 2026
STTC Action	July 24, 2026
RTC Action	August 13, 2026
TxDOT Public Involvement for 2027 UTP	July 2026 and August 2026
Anticipated TTC Approval of 2027 UTP	August 2026

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