

AGENDA

Regional Transportation Council

Thursday, June 11, 2026

North Central Texas Council of Governments

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

Pledge to the United States and Texas Flags

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

☒ Information Minutes: 10

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

Background: N/A

1:10 – 1:15 2. Approval of May 14, 2026, Minutes

☒ Action ☐ Possible Action ☐ Information Minutes: 5

Presenter: Rick Bailey, RTC Chair

Item Summary: Approval of the May 14, 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. 2027-2030 Transportation Improvement Program Technical Modifications

Presenter: Christie Gotti, NCTCOG

Item Summary: Regional Transportation Council (RTC) approval of technical modifications to the 2027-2030 Transportation Improvement Program (TIP) will be requested.

Background: A new TIP is developed every two years through a cooperative effort between the North Central Texas Council of Governments, the Texas Department of Transportation (TxDOT), local governments, and transportation authorities. The

TIP is a staged, multi-year listing of transportation projects with committed funding from federal, state, and local sources within the Dallas-Fort Worth Metropolitan Area. The TxDOT Transportation Planning and Programming division reviewed the document and requested minor changes be made to a few entries prior to submittal of the Statewide TIP to the United States Department of Transportation. These updates are primarily administrative in nature. [Electronic Item 3.1](#) contains a list of the proposed updates to the project listings. An updated/improved format of Appendix C is also included. The updated financially constrained project listings and TIP document (including Appendix C) are available at the following weblink:

<https://www.nctcog.org/trans/funds/tip/transportation-improvement-program-docs/2027-2030-transportation-improvement-program>.

Performance Measure(s) Addressed: Roadway, Transit

3.2. Correspondence to the Texas Commission on Environmental Quality Addressing Ozone Challenges in North Texas

Presenter: Chris Klaus, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval for Chair Bailey to provide correspondence to the Texas Commission on Environmental Quality (TCEQ) 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 (DFW) region.

Background: The DFW region continues to experience elevated ozone design values, with a sustained upward trend observed since 2017. Current (unofficial) design values exceed the 2008 ozone National Ambient Air Quality Standard (NAAQS) of 75 parts per billion (ppb), increasing the likelihood of potential Section 185 penalties and regulatory implications. RTC has previously engaged TCEQ on efforts to achieve federal air quality standards, included as [Electronic Item 3.2.1](#). While TCEQ has emphasized the role

of meteorological conditions, such as temperature inversions, wind patterns, and seasonal variability, these factors do not fully explain the persistence of elevated ozone levels or provide sufficient direction for mitigation. [Electronic Item 3.2.2](#) is a draft letter staff recommends the RTC transmit to TCEQ highlighting several key areas of concern, including future attainment timeline and implications, discrepancies between modeled air chemistry results and observed monitoring data, ensuring the integrity of the vehicle emissions inspection and maintenance program, and more dialogue. Additional information can be found in [Electronic Item 3.2.3](#).

Performance Measure(s) Addressed: Air Quality

3.3. North Texas Advanced Air Mobility Airport Charging Infrastructure Call for Projects

Presenter: Ernest Huffman, NCTCOG

Item Summary: Staff will provide an overview of the Texas Department of Transportation (TxDOT) Electric Vehicle Takeoff and Landing (eVTOL) Integration Pilot Program selection and request a recommendation for Regional Transportation Council approval of Advanced Air Mobility (AAM) Airport Charging Infrastructure Call for Projects.

Background: TxDOT Aviation Division was selected by the Federal Aviation Administration to be part of a new eVTOL Integration Pilot Program. To support TxDOT in this initiative and prepare North Texas for AAM, the North Central Texas Council of Governments is proposing a Call for Projects. Staff will provide an overview of the North Texas AAM Airport Charging Infrastructure Call for Projects, which will utilize Regional Transportation Council (RTC) Local funds to support electrical charging infrastructure projects at regional airports. The program is intended to advance near-term airport readiness for AAM operations by focusing available funding on charging systems needed to support future eVTOL activity, large-scale regional mobility initiatives, and related advanced aviation efforts. This funding will position regional airports to

better align with and support the TxDOT Nexus Electric Integration Pilot Program and other emerging AAM implementation activities in North Texas. Additional details are provided in [Electronic Item 3.3](#).

Performance Measure(s) Addressed: Safety, Transit

3.4. **Request to Use Regional Transportation Council Local Funds for In-House Air Quality Modeling Infrastructure and Training**

Presenter: Jenny Narvaez, NCTCOG

Item Summary: Regional Transportation Council (RTC) approval of \$180,000 in RTC Local funds will be requested to establish and support in-house air quality modeling infrastructure and related technical training. Approval will also be requested to amend the Transportation Improvement Program (TIP) and update any administrative and/or planning documents as needed to incorporate the funds.

Background: North Central Texas ozone and PM_{2.5} values have been trending upward and, in some instances, exceeding State Implementation Plan (SIP) model predictions. Recent explanations provided by the Texas Commission on Environmental Quality (TCEQ) have generally been qualitative and have not included targeted diagnostic or sensitivity modeling to identify the specific drivers of elevated pollutant levels. Establishing an in-house modeling capability would allow North Central Texas Council of Governments staff to conduct independent, transparent, and regionally focused air quality analyses to better evaluate meteorological drivers, emissions trends, chemical regime shifts, transport and background contributions, and other factors influencing ozone and PM_{2.5} concentrations. The requested funding would support a Linux-based modeling infrastructure with the necessary modeling software, compilers, and pre-and post-processors, along with hands-on technical training on the modeling software and emissions processors. This capability would enable staff to set up and execute model runs; test assumptions underlying SIP modeling, evaluate potential emissions-control strategies,

and provide modeling assistance to other regions when appropriate. [Electronic item 3.4](#) provides more information.

Performance Measure(s) Addressed: Air Quality

3.5. Authorization for Fédération Internationale de Football Association Costs for Transportation Operations

Presenter: Michael Morris, NCTCOG

Item Summary: The Dallas-Fort Worth region hosts nine Fédération Internationale de Football Association (FIFA) World Cup Matches. No additional funds are being requested.

Background: The Transportation Operations Center inside Globe Life Park will be activated as the main operation center on FIFA match days. Public sector staff will be working ten hour days. The Regional Transportation Council is requested to approve up to \$25,000 to pay for food and beverages for the staff providing service in the operation center for nine FIFA events.

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. 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 ([Electronic Item 4.1](#))
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 ([Electronic Item 4.2](#))
8. Progress North Texas (Handout)
9. High Occupancy Vehicle/GoCarma Quarterly Report ([Electronic Item 4.3](#))
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 ([Electronic Item 4.4](#) and [Electronic Item 4.5](#))
18. 2026 Ozone Season Update ([Electronic Item 4.6](#))
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 ([Electronic Item 4.7](#))
22. June Public Meeting Notice ([Electronic Item 4.8](#))
23. Recent News Articles ([Electronic Item 4.9](#))
24. Recent Correspondence ([Electronic Item 4.10](#))
25. Recent Press Releases ([Electronic Item 4.11](#))

1:35 – 1:45

5. **Approval of Signature to the Metropolitan Planning Organization Agreement and Request for Executive Board to Sign as Fiscal Agent**

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: The Regional Transportation Council (RTC) will be requested to approve the responsibilities of the RTC being the Metropolitan Planning Organization (MPO) as outlined in the new Texas Department of Transportation (TxDOT) Agreement.

Background: The following items are contained below:

- [Electronic Item 5.1](#): TxDOT Proposed Agreement
- [Electronic Item 5.2](#): Previously Approved RTC Resolution

- [Electronic Item 5.3](#): Letter to Executive Board requesting the Executive Board to be the Fiscal Agent
- [Electronic Item 5.4](#): TxDOT email to the RTC and Executive Board indicating TxDOT is reviewing the Three-party Agreement
- [Electronic Item 5.5](#): Response from Executive Board regarding Fiscal Agent Status
- [Electronic Item 5.6](#): Proposed RTC Resolution - Signing the TxDOT MPO Three-party Agreement

Following up on the resolution from last month, RTC is requested to sign the TxDOT agreement as the MPO. The RTC is the MPO for the Dallas-Fort Worth, Denton-Lewisville and McKinney – Frisco urbanized areas based on the following findings:

- The Federal government has certified the RTC as the MPO in 2025 and has every four years since 1995
- The RTC regularly approves transportation funding decisions that go directly to implementing agencies without approvals by the fiscal agent
- The RTC is the only entity in the region that meets the requirements of United States Title 23 that require voting authority by transit entities, TxDOT representation, fair share allocation of voting weights and membership from policy officials within the Metropolitan Planning area
- TxDOT has informed the region that the current TxDOT Agreement needs to be updated with the MPO complying with federal regulations
- In Texas, the Executive Board can't be the MPO and Fiscal Agent at the same time

Staff requests approval of the Proposed Resolution in [Electronic Item 5.6](#).

Performance Measure(s) Addressed: Administrative

- 1:45 – 1:55** 6. **Fiscal Year 2025-2026 Consolidated Rail Infrastructure and Safety Improvements Program**
- ☒ Action ☐ Possible Action ☐ Information Minutes: 10
- Presenter: Michael Johnson, NCTCOG
- Item Summary: Staff will request Regional Transportation Council (RTC) approval of the submittal of candidate projects for the

Fiscal Year (FY) 2025-2026 Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program. Applications are due to the Federal Railroad Administration (FRA) by June 22, 2026.

Background: In April 2026, FRA announced the FY2025-2026 Notice of Funding Opportunity (NOFO) to solicit applications for the CRISI competitive grant program, with nationwide availability of nearly \$2.04 billion. The CRISI Program assists in funding eligible projects to improve railroad safety and reliability, enhance multimodal connections, and mitigate congestion at both freight and intercity passenger rail chokepoints to support more efficient travel and goods movement. Available at <https://railroads.dot.gov/grants-loans/consolidated-rail-infrastructure-and-safety-improvements-crisi-program>, the FY2025-2026 CRISI NOFO describes application requirements, selection and evaluation criteria, applicable program and federal requirements, and available technical assistance during the grant solicitation period. A presentation specifying key CRISI details, as well as those of the proposed RTC action, is included in [Electronic Item 6](#).

Performance Measure(s) Addressed: Goods Movement, Safety

- 1:55 – 2:05 7. Follow Up on Regional Transportation Council Action on \$40 Million Funding Request for Trinity Metro**
- ☒ Action ☐ Possible Action ☐ Information Minutes: 10
- Presenters: Christie Gotti and Michael Morris, NCTCOG
- Item Summary: Staff will update 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.
- Background: In February 2026, the RTC approved funding for Dallas Area Rapid Transit (DART) as requested by DART and several cities that were considering withdrawing elections from DART. The RTC approved \$75 million in funding for that effort. An additional \$65 million for Denton County Transportation Authority and \$40 million for Trinity Metro were also approved. The focus of this agenda item is the additional Trinity Metro funding. Staff has been coordinating with Trinity Metro about specific funding sources to accommodate the \$40 million, and the RTC will be requested to approve detailed funding for the Trinity Metro project and to direct staff to send a letter to

the Federal Transit Administration (FTA) confirming the RTC's approval and timeline for adding the new funds to the Transportation Improvement Program. As with all funding requested, staff will review the West/East subregion allocation to determine the best path forward. [Electronic Item 7](#) includes additional details.

Performance Measure(s) Addressed: Air Quality, Transit

2:05 – 2:15

8. **Reapproval of the Plano – McKinney Transit Study**

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will request 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.

Background: The RTC approved moving forward with the McKinney Corridor Passenger Rail Study in March 2026 to explore rail service between Plano and McKinney. This service was included in recommendations from Mobility 2050. NCTCOG requested the Executive Board to hire a consultant to assist with this effort. The NCTCOG Executive Board is requesting resolutions be approved by impacted cities in advance of the study. NCTCOG staff believes requesting resolutions from impacted local governments in advance of preliminary planning studies sets a bad precedent on both roadway and transit planning. The RTC should advance any projects already included in the approved Mobility Plan. Many transportation projects would not have been constructed if a resolution was required simply to begin the planning process. The proposed methodology for this study is shown in [Electronic Item 8](#). This item includes visualization of future demographics, traffic volumes, roadway congestion levels, roadway speeds, and forecasted transit ridership. This video visualization was shown at the Executive Board meeting and is available at: <https://youtu.be/OloLIrrNcl?feature=shared>. Ultimate

improvements to United States 75, north of Interstate Highway 635 in those same communities, do not have a consensus roadway alternative component in Mobility 2050. Staff is recommending the RTC to request the Executive Board to approve moving ahead with the consultant procurement using the current work plan that will terminate planning efforts if consensus cannot be reached.

Performance Measure(s) Addressed: Transit

- 2:15 – 2:25** 9. **Regional Transportation Council Transit Vision Subcommittee Proposed Legislative Pilot**
- ☐ Action ☐ Possible Action ☒ Information Minutes: 10
- Presenter: Karla Windsor, NCTCOG
- Item Summary: Staff will provide an update on recent discussions of the Regional Transportation Council (RTC) Transit Vision Subcommittee.
- Background: Since the last update to the RTC in January of this year, the Subcommittee has continued the conversation of RTC roles and responsibilities and next steps for regional transit. The Subcommittee has refined a regional transit vision, discussed governance structures, and focused on transit funding, RTC policies, and legislative ideas. The Subcommittee has heard from Texas Department of Transportation related to the Statewide Multimodal Transit Plan and from the three large regional transit providers on area priorities. Staff will provide an update on that work and a possible legislative idea prior to legislative discussions in the upcoming August RTC meeting.

Performance Measure(s) Addressed: Transit

- 2:25 – 2:35** 10. **2027 Unified Transportation Program and Regional 10-Year Plan Update**
- ☐ Action ☐ Possible Action ☒ Information Minutes: 10
- Presenter: Christie Gotti, NCTCOG
- Item Summary: The Council will be briefed on anticipated revenues and proposed changes for the Regional 10-Year Plan Update.
- Background: Since December 2016, the Regional Transportation Council has annually approved a set of projects funded with Category 2 (Metropolitan Planning Organization selected) and Category 4 (Texas Department of

Transportation [TxDOT] District selected) funds and submitted for Texas Transportation Commission (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, North Central Texas Council of Governments 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 10.1](#) includes additional information about available revenue and the process. [Electronic Item 10.2](#) contains the proposed list of projects and funding amounts for the Regional 10-Year Plan. [Electronic Item 10.3](#) contains the 10-Year Plan projects that have let or been completed.

Performance Measure(s) Addressed: Roadway, Safety

2:35 – 2:45

11. **Election of Regional Transportation Council Officers**

☒ Action ☐ Possible Action ☐ Information Minutes: 10
 Presenter: Elizabeth Beck, RTC Nominating Subcommittee Chair
 Item Summary: Approval of the Regional Transportation Council (RTC) officers for the next 12-month period will be requested.
 Background: According to the RTC Bylaws and Operating Procedures, RTC officers are elected to serve for a term of one year. The Nominating Subcommittee is charged with providing a slate of officers to the full Council for consideration in June of each year. The Nominating Subcommittee was tasked with confirming that the current Vice Chair should move up to the office of Chair, the current Secretary move up to the office of Vice Chair and nominate a new Secretary. The Nominating Subcommittee, in its deliberations, shall address issues of diversity, including sensitivity to gender, ethnicity, and geography in its recommendations. Officers shall be elected public officials appointed by and from the governing body of the member government. The slate of officers shall reflect leadership in rough proportion to the revenue distribution between the Eastern and Western Subregions. This will not be measured on a year-to-year basis but will be aggregated over longer periods of time. The new officers will begin their terms at the conclusion of the June meeting.

Performance Measure(s) Addressed: Administrative

- 2:45 – 2:55** 12. **Appointments of the Regional Transportation Council Bylaws Revision Committee**
- ☐ Action ☐ Possible Action ☒ Information Minutes: 10
- Presenter: Stephen Mason, RTC Chair
- Item Summary: Appointments to the Regional Transportation Council Bylaws Revision Subcommittee will be announced.
- Background: The Bylaws and Operating Procedures are intended to provide rules and procedures to assure the orderly function of the regional transportation planning process in North Central Texas. The Bylaws should be reviewed for possible revisions every four years; the last revision occurred in November 2022.

Performance Measure(s) Addressed: Administrative

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, August 13, 2026.**

MINUTES**Regional Transportation Council
Thursday, May 14, 2026**

The Regional Transportation Council (RTC) met on Thursday, May 14, 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, Randall Bryant, Jeffrey Bush (representing Ceason Clemens), Michael Crain, Theresa Daniel, Jeff Davis, Pat Deen, Andy Eads, Carlos Flores, T.J. Gilmore, Raul Gonzalez, Mojoy Haddad, Darrell Hale, Angela Hunt, Clay Lewis Jenkins, Ron Jensen, Jill Jester, Stephen Mason, Cara Mendelsohn, Ed Moore, Jesse Moreno, John Muns, Deborah Peoples (representing Alan Blaylock), 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: Bryan Alldredge, Davis Arthur Yeboah, Kate Baner, Berrien Barks, Jay Barksdale, Emily Beckham, Kenny Bergstrom, Braulio Bessa, Brandi Bird, Alberta Blair, Farhan Butt, Daniel Byrd, Katherine Cadena, Angie Carson, Aaron Cedar, Lori Clark, Mandy Clark, Thomas Cochill, Dina Colarossi, Diego Collazo, Paul Cristina, Dawn Dalrymple, Clarence Daugherty, Brian Dell, Cody Derrick, Rebecca Diviney, Emily Dryclen, Chad Edwards, Laura Freeland, Eric Gallt, Eric Garcia, Shala Geer-Smith, Christie Gotti, Michael Haithcock, Tony Hartzel, Millie Hayes, Robert Hinkle, Joel James, Jim Jarratt, Matt Johns, Dan Kessler, Gus Khankarli, Tony Kimmey, Daphne King, Ken Kirkpatrick, Andy Kissig, Chris Klaus, Alicia Kreh, Dan Lamers, David Leininger, Dee Long, Paul Luedtke, Stanford Lynch, Chad Marbut, Alberto Mares, Monte Mercer, Arash Mirzaei, Brian Moen, Alejandra Morales-Arnold, Michael Morris, Faith Morse, Jeff Neal, Mark Nelson, Dylan Niles, Jackie Nolasco, Christiana Noskin, Amir Omar, David Parnell, Brinton Payne, Michael Peters, Christopher Poe, Caleb Polster, John Polster, Kelly Porter, James Powell, Vercie Pruitt-Jenkins, Randy Richardson, Ray Richardson, Minerva Rodriguez, Jackson Rose, Samuel Simmons, Devon Skinner, Gary Slagel, Sidney Sonck, Claude Spivey, Toni Stehling, Judith Tankel, Vivek Thimmavajjhala, Jonathan Toffer, Lauren Trimble, Caroline Vandergriff, Victor Vandergriff, Celina Vasquez, Elisa Villnave, Rob Walters, Duncan Webb, Glen Whitley, Christy Willhite, Amanda Wilson, Brian Wilson, Malcolm Wilson, Karla Windsor, and Hua Yang.

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. Duncan Webb spoke on agenda items 5 and 6 and Glen Whitley spoke on agenda item 5. Written comments were provided and can be found in the Public Comments Report under the Director's Report agenda item.
2. **Approval of April 9, 2026, and April 30, 2026, Minutes:** Approval of the April 9, 2026, and April 30, 2026, meeting minutes contained in Electronic Items 2.1 and 2.2 was requested.

A motion was made to approve the April 9, 2026, and April 30, 2026, meeting minutes as submitted in Electronic Item 2.1 and Electronic Item 2.2. Manny Ramirez (M); Jeremy Tompkins (S). The motion passed unanimously.

3. Consent Agenda

- 3.1. **Vision Streaming Services**: Regional Transportation Council (RTC) approval was requested for an additional \$40,000 in RTC Local funds to continue support for Video Streaming Services. Approval to administratively amend the Transportation Improvement Program and update any administrative and/or planning documents as needed to incorporate the additional funds was also sought.

A motion was made to approve Item 3.1 on the Consent Agenda. Matthew Porter (M); Theresa Daniel (S). The motion passed unanimously.

4. **Orientation to Agenda/Director of Transportation Report**: Michael Morris briefly highlighted items 1 through 6.

1. Update on 141st Court Hearing on May 5, 2026 – Rob Walters and Jeff Gurley
2. Texas Conformity Progress/Correspondence from the United States Department of Transportation and Federal Highway Administration – Chris Klaus
3. Fédération Internationale de Football Association – 30 Days Out (Correspondence from the FIFA 2026 Host Committee)
4. West/East Equity Update
5. Study Area Recommendations to the Texas Department of Transportation on the Texas Electric Vehicle Infrastructure Plan
6. Cancellation of Regional Transportation Council Meeting in July 2026
7. Status of Rockwall County Agreement
8. 2026 Ozone Season Update
9. Local Clean Air Project Spotlight
10. Air Quality Funding Opportunities (www.nctcog.org/aqfunding)
11. Upcoming Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org/events)
12. March-April Public Comments Report
13. April Public Meeting Minutes
14. Recent News Articles
15. Recent Correspondence
16. Recent Press Releases

5. **Resolution in Support of the Proposed Texas Department of Transportation Agreement, Approval of the Regional Transportation Council as the Metropolitan Planning Organization and Reaffirmation of Negotiation with North Central Texas Council of Governments as the Fiscal Agent**: Michael Morris and Dan Kessler requested the Regional Transportation Council (RTC) to approve the Texas Department of Transportation (TxDOT) agreement that contains the responsibilities of the RTC being the Metropolitan Planning Organization (MPO). 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. In addition to the Electronic Items provided in the mailout, an additional Item was distributed at the meeting, Electronic Item 5.5.

A motion was made to approve the agenda item as presented with the Regional Transportation Council's (RTC) responsibilities consistent with the Agreement in its role as the Metropolitan Planning Organization designating the North Central Texas Council of Governments to be the Fiscal Agent for the RTC, consistent with the Agreement. In addition, the RTC directed such intent be communicated within the next 30 days, along with the establishment of an operational Agreement between the Fiscal Agent and RTC

that details business terms. Manny Ramirez (M); Ed Moore (S). A motion was made to Call to Question to end the debate. Deborah Peoples (M); Theresa Daniels (S). Cara Mendelsohn and Paul Ridley opposed. The Call to Question motion passed. A vote was taken regarding the RTC's responsibilities consistent with the Agreement in its role as the Metropolitan Planning Organization. Carlos Flores and Clay Lewis Jenkins abstained. Darrell Hale, Cara Mendelsohn, Jesse Moreno, and Paul Ridley opposed. The motion passed.

6. **Approval to Begin Negotiation of an Agreement for Michael Morris to be Appointed by the Regional Transportation Council Consistent with the New Texas Department of Transportation Agreement:** Michael Morris provided an overview that the proposed Texas Department of Transportation (TxDOT) agreement contains in Article 5H and 5J of the Metropolitan Planning Organization (MPO) that the Transportation Director is appointed by the Regional Transportation Council. This item was to approve the Chair to begin negotiations with the current MPO Director, Michael Morris.

As part of the discussion, Cara Mendelsohn asked if the Regional Transportation Council Bylaws need to be changed first. Michael Morris responded that staff would review the Bylaws and recommend changes, if needed.

A motion was made to approve the Chair to begin negotiations with the current Metropolitan Planning Organization Director, Michael Morris. Manny Ramirez (M); Dennis Webb (S). Clay Lewis Jenkins abstained. Carlos Flores, Darrell Hale, Cara Mendelsohn, and Paul Ridley opposed. The motion passed.

7. **Federal Transit Administration Funding Allocations for 2026 Fédération Internationale de Football Association World Cup:** Karla Windsor briefed the Regional Transportation Council (RTC) that the North Central Texas Council of Governments staff has been working with transit agencies and local governments to coordinate transportation needs and to prepare the region to host the 2026 Fédération Internationale de Football Association (FIFA) World Cup. Staff requested RTC approval of funding allocations from the United States Department of Transportation's Federal Transit Administration to prepare transit agencies for the 2026 FIFA World Cup for the City of Arlington, City of Grand Prairie, Dallas Area Rapid Transit, and Trinity Metro.

A motion was made to approve specific funding allocations for City of Arlington, City of Grand Prairie, Dallas Area Rapid Transit, and Trinity Metro for the United States Department of Transportation's Federal Transit Administration to prepare transit agencies for the 2026 FIFA World Cup, along with administratively amending the Transportation Improvement Program/Statewide Transportation Improvement Program and updating any administrative and/or planning documents as needed to incorporate the project. Jim Ross (M); Theresa Daniel (S). The motion passed unanimously.

8. **Fiscal Year 2026 Safe Streets and Roads for All Grant Program:** Jeff Neal requested Regional Transportation Council approval to submit projects in the Fiscal Year 2026 Safe Streets and Roads for All Program, dedicated to support planning, infrastructure, and behavioral/operational initiatives to prevent fatalities and serious injuries on roadways involving all its users. Applications were due to the United States Department of Transportation by May 26, 2026.

A motion was made to approve the submittal of the following project for Safe Streets for All (SS4A) Implementation Grant funding consideration, with \$2 million in Regional Toll

Revenue funds (2/3 East Set Aside and 1/3 West Set Aside) to leverage requested federal funds: Modernizing Regional Safety Through Digital Infrastructure; along with providing administrative/technical support for the City of Dallas to submit the following project for SS4A Implementation Grant funding consideration: Grand Avenue Segment 3 Safety Reconfiguration, and administratively amending the Transportation Improvement Program (TIP)/Statewide TIP and updating any administrative and/or planning documents as needed to incorporate the proposed projects if selected. Paul Ridley (M); Lorie Blair (S). The motion passed unanimously.

9. **Fiscal Year 2025-2026 Railroad Crossing Elimination Program:** Jeff Neal requested Regional Transportation Council approval for the submittal of candidate projects for the Fiscal Year 2025-2026 Railroad Crossing Elimination Program. Applications are due to the Federal Railroad Administration by June 8, 2026.

A motion was made to approve the submittal of the Bonds Ranch Road Segment #2 Project by Tarrant County and the Prairie Creek Road/Union Pacific Railroad project by the City of Dallas for funding consideration through the Fiscal Year (FY) 2025-26 Railroad Crossing Elimination Program (RCEP); reaffirmation of \$9 million in Regional Toll Revenue and \$30 million in Surface Transportation Block Grant funds for the Bonds Ranch Road Segment #2 Project, contingent on previously unawarded applications to the FY2023-24 RCEP and Texas Off-System Rail Grade Separation State Fund Program, along with administratively amending North Central Texas Council of Governments Transportation Improvement Program (TIP) and the State TIP, as well as other planning and administrative documents, to include the proposed projects if selected for FY2025-26 RCEP Grant awards. Deborah Peoples (M); Manny Ramirez (S). The motion passed unanimously.

10. **Dallas-Fort Worth High-Speed Rail: Update and Next Steps:** Dan Lamers provided 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 (NCTCOG) 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 Federal Transit Administration (FTA) Dallas-Fort Worth High-Speed Rail (DFWHSR) Study and FRA CID Step 1. The item also covered the Fort Worth/Arlington High-Speed Rail (HSR) Economic Impact Analysis, as well as recent City of Dallas and NCTCOG Executive Board actions that affect the CID project and may impact the DFWHSR Study National Environmental Policy Act process. Staff requested RTC action to provide a follow-up communication to the City of Dallas for clarification on the January 2026 City Council resolution on high-speed rail (Dallas Resolution 26-0265).

Following extensive conversation, staff recommended removing options 2 and 3 from the requested action.

A motion was made to approve to move forward with option 1 as listed to discuss a potential path forward between Dallas and Regional Transportation Council representatives from Arlington, Fort Worth, Dallas Area Rapid Transit and Dallas County and to administratively amend any administrative and/or planning documents as needed to incorporate any project scope or funding changes; Option 1: request mediated negotiations between select Regional Transportation Council members, City of Dallas Council, Dallas County, and Dallas Area Rapid Transit. Lorie Blair (M);

Theresa Daniel (S). Carlos Flores abstained. Angela Hunt, Cara Mendelsohn, and Paul Ridley opposed. The motion passed.

11. **Project Status Report: Metropolitan Planning Organization Milestone Policy Round Two and Fiscal Year 2026 Project Tracking Update**: This agenda item was not presented due to time constraints.
12. **Follow Up on Regional Transportation Council Action on Requests Impacting Dallas Area Rapid Transit, Trinity Metro, and the Denton County Transportation Authority**: This agenda item was not presented due to time constraints.
13. **Progress Reports**: Regional Transportation Council attendance was provided in Electronic Item 13.1, and Surface Transportation Technical Committee attendance and minutes were provided in Electronic Item 13.2.
14. **Other Business (Old or New)**: There was no discussion on this item.
15. **Future Agenda Items**: There was no discussion on this item.
16. **Next Meeting**: The next meeting of the Regional Transportation Council is scheduled for 1:00 pm, Thursday, June 11, 2026.

Meeting adjourned at 3:29 pm.

**TECHNICAL MODIFICATIONS TO THE
2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM
FOR NORTH CENTRAL TEXAS**

TIP CODE	CSJ	PROJECT SPONSOR	PROJECT DESCRIPTION	PROPOSED REVISION
11633.2	0902-00-195, 0902-00-178	NCTCOG	M&O - PROGRAM OVERSIGHT COORDINATION, INCLUDING DEPARTMENT STREAMLINING INITIATIVES, PROCUREMENT (EDUCATION, OUTREACH W/POTENTIAL BIDDERS INCL WEB UPDATES), CONTRACT MGMT, ENHANCEMENT OF RESOURCES & COMPLIANCE W/ DBE PRGM (INCLUDING OUTREACH TO VENDORS, AND DEVELOPMENT OF PARTNERSHIP W/ REGIONAL & STATE CERT AGENCIES), & LEGAL (COORDINATION OF RTC POLICIES, EVALUATION, DEVELOPMENT, REGULATION OF LEGAL INSTRUMENTS TO IMPLEMENT MPO PROJECTS)	CORRECT TYPO TO SPELL DEVELOPMENT CORRECTLY
13006	0353-03-100	TXDOT-FORT WORTH	SH 114 FROM FM 1938 TO DOVE RD; CONSTRUCT 0 TO 2 LANE EB FRONTAGE ROADS FROM FM 1938 TO SOLANA/KIRKWOOD WITH THE ADDITION OF AUX LANES AND CONSTRUCT 0 TO 2 LANE WB AND 0 TO 2 LANE EB FRONTAGE ROADS FROM SOLANA/KIRKWOOD TO DOVE RD WITH THE ADDITION OF AUX LANES AND RAMP MODIFICATIONS	CORRECT ENTRY TO REFLECT PREVIOUSLY APPROVED CONSTRUCTION FUNDING AS A SOFTWARE GLITCH RESULTED IN FUNDING BEING ZEROED OUT AND THE CATEGORY CHANGED IN ERROR; PROJECT STARTED WITH \$33 MILLION OF CATEGORY 2 AND SHOULD REMAIN WITH \$33 MILLION OF CATEGORY 2
21007.1	0902-90-405	FORT WORTH	HERITAGE PARK PEDESTRIAN TRAIL FROM NORTH HOUSTON ST AND WEST BELKNAP ST TO TRINITY RIVER TRAILS; CONSTRUCT A SHARED USE PATH CONNECTING DOWNTOWN FORT WORTH TO TRAILS ALONG THE TRINITY RIVER	MODIFY LIMITS FROM ~~MAIN STREET ST NEAR BELKNAP ST~~ TO NORTH HOUSTON ST AND WEST BELKNAP ST TO TRINITY RIVER TRAILS
21049	0918-47-333	TXDOT-DALLAS	VARIOUS LOCATIONS IN DALLAS COUNTY; IH 20 AT DALLAS/TARRANT COUNTY LINE (EB), IH 30 AT DALLAS/TARRANT COUNTY LINE (EB), IH 30 AT SYLVAN (WB), SH 183 AT COUNTY LINE ROAD (EB), US 75 AT HASKELL (NB & SB)	ADJUST LIMITS TO FIT WITHIN CHARACTER LIMITS (BY APPREVIATING WORDS) WITHOUT CHANGING THE PHYSICAL LIMITS OF THE PROJECT
24022	0902-90-335	FORT WORTH	ON LTJG BARNETT AT NAVAL AIR STATION JOINT RESERVE BASE FORT WORTH EAST GATE; CONSTRUCT SECOND BRIDGE AT EAST ENTRANCE TO NASJRB FORT WORTH	MODIFY SCOPE AS NOTED HERE: CONSTRUCT SECOND BRIDGE AT EAST ~~SIDE OF~~ ENTRANCE TO NASJRB FORT WORTH

**TECHNICAL MODIFICATIONS TO THE
2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM
FOR NORTH CENTRAL TEXAS**

TIP CODE	CSJ	PROJECT SPONSOR	PROJECT DESCRIPTION	PROPOSED REVISION
24032	0902-90-415	NCTCOG	FLOODED ROADS INFORMATION SYSTEM PROJECT; REGIONWIDE; IMPROVE ROADWAY SAFETY BY PROVIDING ADVANCE WARNINGS TO DRIVERS/VEHICLES THROUGH MOBILE DRIVING APPS AND CONNECTED VEHICLE SYSTEMS; SYSTEM WILL FOCUS ON ALERTING USERS OF A HIGH PROBABILITY OF WATER POOLING, PONDING, OR FLOODING ON ROADWAY SURFACES; INCLUDES INTEGRATION WITH EXISTING REGIONAL FLOOD DETECTION SYSTEMS AND A NEEDS ASSESSMENT TO DETERMINE WHERE ADDITIONAL RAIN SENSING INFRASTRUCTURE IS NEEDED	ABBREVIATE LIMITS TO FIT WITHIN CHARACTER LIMITS WITHOUT CHANGING THE PHYSICAL LIMITS OF THE PROJECT
24035	0902-90-338	TARRANT CO	FOREST HILL DRIVE FROM LON STEPHENSON ROAD TO SHELBY ROAD; RECONSTRUCT AND WIDEN 2 LANE RURAL TO 4 LANE DIVIDED ROADWAY WITH SIDEWALKS	ADJUST FUNDING SHARES (FEDERAL FUNDS WERE INCORRECTLY LISTED UNDER STATE COLUMN INSTEAD OF FEDERAL COLUMN)
25012.2	0902-90-340	FORT WORTH	BOUNDED BY VERBENA STREET ON THE SOUTH, EVANS AVE ON THE WEST, EAST PULASKI ST ON THE NORTH, AND NEW YORK AVE ON THE EAST; RECONSTRUCT AND MANAGE PARKING (TO BE PUBLICLY OWNED/LEASED), CONSTRUCT STREETScape AND SECURITY ENHANCEMENTS, ADD LIGHTING	MODIFY LIMITS TO FIT WITHIN CHARACTER LIMITS (REMOVED PUNCTUATION ONLY) WITHOUT CHANGING THE PHYSICAL LIMITS OF THE PROJECT
25012.4	0000-02-089	FORT WORTH	DEPLOY BROADBAND AS A TRAVEL DEMAND MANAGEMENT PROGRAM TO REDUCE THE NEED FOR SINGLE OCCUPANT VEHICLE TRAVEL; BOUNDED BY IH 35W TO THE WEST, EAST ROSEDALE ST ON THE SOUTH, TERRELL AVE ON THE NORTH, AND SOUTH RIVERSIDE DR ON THE EAST	ABBREVIATE LIMITS TO FIT WITHIN CHARACTER LIMITS WITHOUT CHANGING THE PHYSICAL LIMITS OF THE PROJECT
25066.2	0581-01-157	DALLAS	SL 12 AT CARBONDALE; CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING REGRADING, REPAVING, AND SIDEWALKS	REVISE FUNDING CATEGORY FOR CONSTRUCTION FROM CMAQ TO STBG TO PREVENT POSSIBLE ELIGIBILITY ISSUE
40100	0918-24-319	PLANO	LOS RIOS PARK TRAIL FROM EXISTING BOB WOODRUFF PARK TRAIL TO EXISTING COTTONWOOD CREEK GREENBELT TRAIL; CONSTRUCT NEW SHARED-USE PATH	CLARIFY FUNDING SHARES FOR TDCS AS LOCAL INSTEAD OF LOCAL CONTRIBUTION
52501	3372-01-010	TXDOT-FORT WORTH	FM 3391 FROM 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	CLARIFY FUNDING CATEGORY FOR ENGINEERING PHASE AS 10 EARMARK INSTEAD OF JUST CATEGORY 10

Regional Transportation Council

June 11, 2026

Historical Correspondence with the Texas Commission on Environmental Quality

Nov. 22, 2024 Letter from RTC to TCEQ
Request for Assessment on Rising Ozone Levels in North Central Texas

Dec. 10, 2024 Letter from TCEQ to RTC
Follow Up letter from November correspondence

Dec. 2024 Letter from Johnson County to TCEQ
Double standard concerns facing the North Central Texas Region for
permitting negative impacted sources in our region

Dec. 27, 2024 Letter from TCEQ to Johnson County
TCEQ letter on double standard concerns facing the North Central Texas
Region for permitting negative impacted sources in your region

Jan. 14, 2025 Letter from Collin County to TCEQ
Addressing RTC's Concerns on Ozone Monitoring and Mitigation Strategies



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

November 22, 2024

Chairman Jon Niermann
Texas Commission on Environmental Quality
PO Box 13087
Austin, TX 78711-3087

RE: Request for Assessment on Rising Ozone Levels in North Central Texas

Dear Chairman Niermann:

On behalf of the Regional Transportation Council (RTC), I am reaching out to express concern regarding recent trends in ozone levels within the North Central Texas region. As the Metropolitan Planning Organization for the Dallas-Fort Worth area, we are dedicated to meeting air quality standards and ensuring a healthy environment for our residents. However, recent data, summarized in Attachment 1, shows the region's observed ozone design value has steadily increased to 83 parts per billion (ppb). This is not only above both the 2008 and 2015 National Ambient Air Quality Standards, but also significantly exceeds the Texas Commission on Environmental Quality's (TCEQ) 2023 and 2026 estimated design values of 73 and 72 ppb, respectively. This upward trend is alarming, notably unexplainable, and indicates the need for a thorough investigation of air chemistry since 2017 when the region's decreasing ozone annual design value stalled.

We understand background ozone typically contributes approximately two-thirds to three-quarters of the total ozone concentration, while the remaining one-third to one-fourth is locally attributable. This background contribution complicates local mitigation efforts and underscores the importance of targeted strategies to address both local and statewide sources of emissions. Attachment 2 shows approximately two-thirds of the region's anthropogenic nitrogen oxide (NOx) has been reduced since 2006. Given this information, we are seeking assistance in identifying key drivers behind the gap between real-world ozone values versus computer generated photochemical modeling values to implement more effective emissions reduction strategies.

We respectfully request that TCEQ support the RTC by conducting a comprehensive assessment to clarify the primary contributors to these elevated ozone levels. Additionally, we seek your guidance on actionable steps the RTC can take to reduce mobile source emissions. Equally important, we would appreciate TCEQ's support in evaluating and managing emissions from stationary and area sources to help mitigate locally and statewide attributable contributions and maintain previous achievements continue into the future (see Attachment 2). Collaborative efforts in these areas will be essential to addressing the complexities of ozone formation and improving air quality across the region.

November 22, 2024

Thank you for your attention to this request. We are committed to working alongside TCEQ in this endeavor and look forward to your response. Should you have any questions, please contact Jenny Narvaez, Program Manager at the North Central Texas Council of Governments, at 817-608-2342 or jnarvaez@nctcog.org.

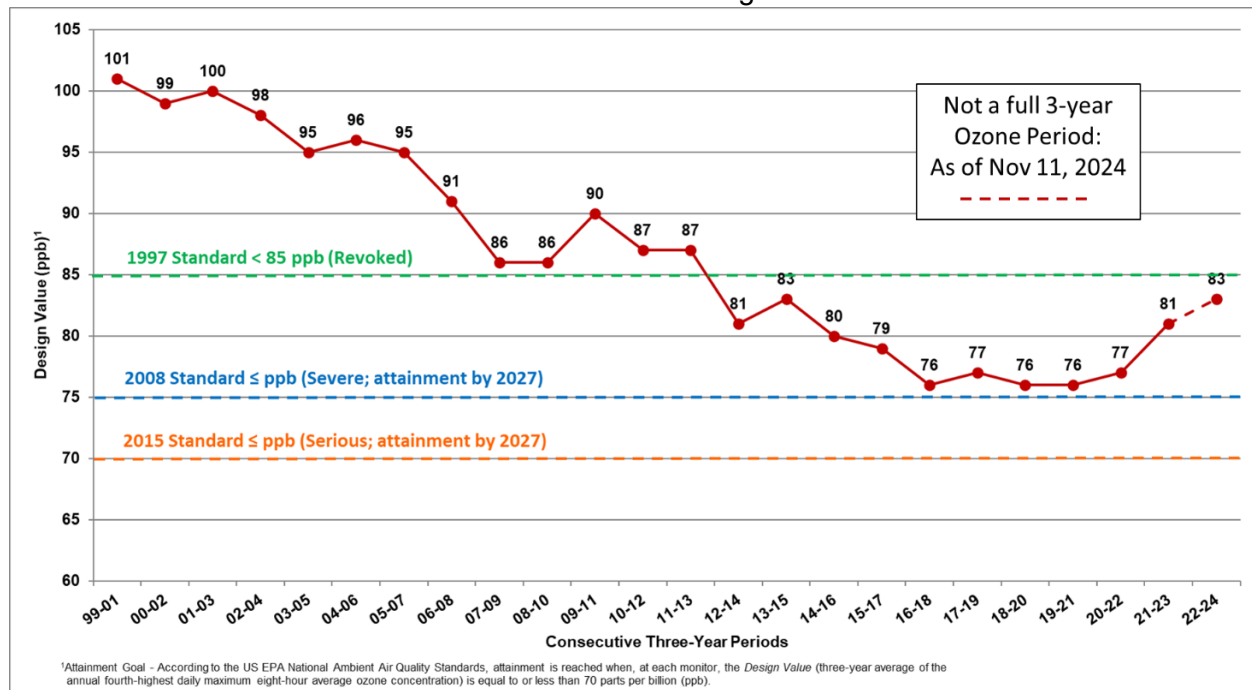
Sincerely,



Clay Lewis Jenkins, Chair
Regional Transportation Council
County Judge, Dallas County

JN:js
Attachments

Attachment 1: Dallas-Fort Worth Observed Ozone Design Value



Attachment 2: Anthropogenic emissions for analysis years from multiple Attainment Demonstration State Implementation Plan emissions inventories for the Dallas-Fort Worth 2008 ozone National Ambient Air Quality Standard 10-county nonattainment area. Despite the decrease in various sources of local emissions from 2006 to 2026, the ozone design value continues to be in an upward trend and is currently at 83 ppb (end of 2024 ozone season).

DFW 10-County Nonattainment Area Nitrogen Oxides (NOx) (tons/day)						
Sources	Analysis Years				% Change from 2006 to 2023	% Change from 2023 to 2026
	2006	2017	2023	2026		
On-Road Mobile	284.27	130.77	72.30	60.20	-75%	-17%
Non-Road Mobile	98.06	45.54	34.38	32.03	-65%	-7%
Off-Road Mobile	32.92	25.24	23.59	24.59	-28%	4%
Point (All sources)	57.55	54.80	42.34	42.00	-26%	-1%
Oil & Gas (Production & Drill Rigs)	80.07	13.87	3.61	1.86	-95%	-48%
Area	29.02	26.55	31.33	32.17	8%	3%
Total	581.89	296.77	207.55	192.85	-64%	-7%
DFW 10-County Nonattainment Area Volatile Organic Compounds (VOC) (tons/day)						
Sources	Analysis Years				% Change from 2006 to 2023	% Change from 2023 to 2026
	2006	2017	2023	2026		
On-Road Mobile	116.50	64.91	38.74	33.27	-67%	-14%
Non-Road Mobile	64.69	34.01	42.68	44.12	-34%	3%
Off-Road Mobile	5.74	3.66	4.60	4.86	-20%	6%
Point (All sources)	50.44	47.38	23.53	23.56	-53%	0%
Oil & Gas (Production & Drill Rigs)	44.88	32.18	24.72	11.80	-45%	-52%
Area	290.46	236.70	265.77	275.73	-9%	4%
Total	572.71	418.84	400.04	393.34	-30%	-2%

Jon Niermann, *Chairman*
Bobby Janecka, *Commissioner*
Catarina R. Gonzales, *Commissioner*
Kelly Keel, *Executive Director*



TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

Protecting Texas by Reducing and Preventing Pollution

December 10, 2024

Clay Lewis Jenkins, Chair
Regional Transportation Council
P.O. Box 5888
Arlington, Texas 76005-5888

Dear Judge Jenkins:

Thank you for your letter dated November 22, 2024, on behalf of the Regional Transportation Council (RTC) of the North Central Texas Council of Governments (NCTCOG). The Texas Commission on Environmental Quality (TCEQ) acknowledges the RTC's concern for ozone levels in the Dallas-Fort Worth (DFW) area and shares its commitment to achieve sustained monitored attainment in the DFW area as well as the state's other nonattainment areas.

TCEQ's review of the 2023 and 2024 ozone seasons in the DFW area suggests that meteorology is the key driver for differences between observed ozone values and modeled ozone values in the attainment demonstration (AD) State Implementation Plan (SIP) photochemical modeling. The 2023 and 2026 future case modeling episodes in the AD SIP photochemical modeling use meteorology from the 2019 base year, which was selected since it exhibited typical meteorological conditions that are conducive to ozone formation in the DFW area. However, review of the 2023 and 2024 meteorology suggests that, in the DFW area, these two years exhibited significantly more ozone-conducive meteorology than was observed in 2019. Monthly average temperatures in 2023 and 2024 were higher compared to 2019 as measured at DFW International Airport. Further, based on the Palmer Drought Severity Index (PDSI) and Palmer "Z" scores, the 2023 and 2024 ozone seasons were significantly drier than 2019 in the north central region of Texas, which includes the DFW area. Higher temperatures, a reliable proxy for higher solar radiation and clear skies, and dry conditions with low humidity observed in 2023 and 2024 were more conducive to ozone formation than those included for the 2019 base case. This likely resulted in the differences between modeled 2023 ozone concentrations and the observed ozone concentrations in the past two years.

TCEQ is committed to continually investing in scientific research for better understanding of air quality in Texas. TCEQ directly sponsors applied research projects to support SIP development and has funded the Texas Air Quality Research Program (AQRP), administered by the University of Texas at Austin to support scientific research related to Texas air quality. Further information on TCEQ-funded and AQRP-funded research projects is available at TCEQ's Air Quality Research and Contract Projects webpage (<https://www.tceq.texas.gov/airquality/airmod/project/pj.html>) and the University of Texas at Austin's AQRP webpage (<https://aqrp.ceer.utexas.edu>).

TCEQ takes its responsibility to protect the environment and public health seriously. As a result of state, local, and federal air pollution control measures to reduce ozone precursor emissions from all source categories (area, non-road, on-road, and stationary), air quality in the DFW area has improved dramatically since 1991, despite a population increase of 90% in the area.

TCEQ appreciates the RTC's continued efforts to consider potential air quality impacts as it oversees areawide transportation planning, which impacts on-road mobile emissions as well as construction-related non-road mobile emissions. While Texas is federally pre-empted from

directly regulating mobile sources, TCEQ's Texas Emission Reduction Plan (TERP) promotes voluntary emissions reductions from mobile sources throughout the state, including the DFW area. Since 2001, TERP has helped reduce 86,086 tons of nitrogen oxides (NO_x) in the DFW area, and recent TERP projects reduced 5.05 tons of NO_x per day in the DFW area in fiscal year (FY) 2024.

Additionally, a broad range of SIP control measures have been implemented for area and stationary sources in the DFW ozone nonattainment area. Most recently, rulemaking was adopted to apply existing rules to even smaller sources of NO_x and volatile organic compounds (VOC) emissions in the DFW nonattainment area to ensure necessary emissions reductions needed for attainment under the more stringent severe classification for the 2008 ozone standard.

Thank you for expressing your concern and your commitment to working with TCEQ to continue improving air quality in the DFW area. Please contact Donna F. Huff, Deputy Director of the Air Quality Division, with questions or additional input.

Sincerely,

A handwritten signature in black ink, appearing to read "Richard C. Chism". The signature is fluid and cursive, with the first name "Richard" and last name "Chism" clearly distinguishable.

Richard C. Chism, Director
Office of Air
Texas Commission on Environmental Quality

Double Standard Concerns Facing the North Central Texas Region for Permitting Negative Impacted Sources in our Region.

To whom this may concern:

As a County Commissioner in a non-attainment air quality county, per your definition. I am concerned as to how TCEQ says that if our region does not comply with air quality standards that we will be penalized and businesses will receive fines that are not in compliance; and yet TCEQ letters come to me notifying cement plant-oriented businesses have met approval. So, how can we gain with a growing population of motoring vehicles in a non-attainment area when the permitting process continues to allow not only negative impact products by these cement companies to be part of a study but also expansions or landfills, i.e. Turkey Creek landfill. Yet the economic development side of this will be impacted greatly to encourage business growth is a mood point if we are inviting them into a non-attainment area where they will be fined for simply doing business.

Regards,

A handwritten signature in black ink, appearing to read "Rick Bailey", with a stylized, cursive script.

Rick Bailey, Commissioner
Johnson County, Precinct 1

Jon Niermann, *Chairman*
Bobby Janecka, *Commissioner*
Catarina R. Gonzales, *Commissioner*
Kelly Keel, *Executive Director*



TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

Protecting Texas by Reducing and Preventing Pollution

December 27, 2024

COMMISSIONER RICK BAILEY
JOHNSON COUNTY, PRECINCT 1
3400 FM 1434
CLEBURNE TX 76033

Re: TCEQ letter on double standard concerns facing the North Central Texas Region for permitting negative impacted sources in your region

Dear Commissioner Bailey:

Thank you for your letter to the Texas Commission on Environmental Quality (TCEQ) regarding concerns on permitting impacts in the North Central Texas Region. TCEQ is committed to protecting the health of the people of Texas and the environment. When a permit application is received, the Executive Director is required to review the permit application to ensure all state and federal regulatory requirements are met and emissions associated with the plant will be protective of human health and the environment.

Johnson County is part of the Dallas-Fort Worth (DFW) nonattainment areas under both the 2008 ozone standard of 75 parts per billion (ppb) and the 2015 ozone standard of 70 ppb. Ozone nonattainment areas are subject to specific federal air quality planning requirements. In the DFW area, air quality planning requirements include nonattainment new source review permitting and offsets at a 1.3-to-1 ratio, a major source emissions threshold of 25 tons per year, an enhanced vehicle emissions inspection program, and emissions control measures for sources of nitrogen oxides and volatile organic compounds, which are the precursors of ozone. These planning requirements are part of the State Implementation Plan (SIP), along with demonstrations that ozone precursor emissions reductions are occurring on a continual basis and that the area will reach attainment by its federally imposed attainment date.

On May 7, 2024, the commission submitted the *State Implementation Plan for the Dallas-Fort Worth Severe Area Attainment Demonstration for the 2008 Eight-Hour Ozone National Ambient Air Quality Standard* and the *State Implementation Plan for the Dallas-Fort Worth Severe Area Reasonable Further Progress for the 2008 Eight-Hour Ozone National Ambient Air Quality Standard* to the U.S. Environmental Protection Agency. Attainment demonstration and reasonable further progress SIP revisions for the current serious nonattainment classification under the 2015 ozone standard are due to EPA by January 1, 2026. For information on the DFW SIP, please visit TCEQ's [Dallas-Fort Worth and the State Implementation Plan](https://www.tceq.texas.gov/airquality/sip/dfw) webpage (<https://www.tceq.texas.gov/airquality/sip/dfw>).

In a nonattainment county, such as Johnson County, there are different levels of permit authorizations that are available depending on the facility. Nonattainment New Source Review (NNSR) permitting is applicable for major sites, defined as a site emitting over the threshold for the nonattainment pollutant in that county. Johnson County has been designated as nonattainment for ozone with the precursors being nitrogen oxide (NOx) and volatile organic compounds (VOC). When a NNSR permit is received, the Executive Director is required to review the permit application to ensure all state and federal regulatory requirements are met and emissions associated with the plant will be protective of human health and the environment. NNSR permits must include Lowest Achievable Emission Rate (LAER), which is the most stringent emission limitation derived from either of the following: the most stringent emission limitation contained in the implementation plan of any state for such class or category of source; or the most

Commissioner Bailey

Page 2

December 27, 2024

Re: TCEQ letter on double standard concerns facing the North Central Texas Region

stringent emission limitation achieved in practice by such class or category of source. Additionally, the facility must purchase offsets to operate a facility that has exceeded the nonattainment limits.

TCEQ does not have jurisdiction to consider plant location choices made by an applicant when determining whether to approve or deny a permit application, unless a statute or rule imposes specific distance limitations that are enforceable by the TCEQ. Zoning and land use are beyond the authority of the TCEQ for consideration when reviewing air quality permit applications and such issues should be directed to local officials. The issuance of an air quality authorization does not override any local zoning requirements that may be in effect and does not authorize an applicant to operate outside of local zoning requirements. Although TCEQ cannot consider zoning or land use, the TCEQ does conduct a health effects review to ensure that there will be no adverse impacts to human health and welfare.

If you need further information or have any questions, please contact Mr. Samuel Short at (512) 239-5363 or at Samuel.short@tceq.texas.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'Samuel Short', followed by a long horizontal line extending to the right.

Samuel Short, Deputy Director
Air Permits Division
Office of Air
Texas Commission on Environmental Quality



**COLLIN
COUNTY**

J. Duncan Webb, Commissioner, Pct. 4
Jack Hatchell Administrative Building
2300 Bloomdale
Suite 4192
McKinney, Tx 75071

January 14, 2025

Richard C. Chism, Director
Office of Air
Texas Commission on Environmental Quality
PO Box 13087
Austin, TX 78711-3087

RE: Addressing RTC's Concerns on Ozone Monitoring and Mitigation Strategies

Dear Mr. Chism:

On behalf of Collin County, I am addressing the Texas Commission on Environmental Quality's (TCEQ) recent response to the Regional Transportation Council's (RTC) concerns regarding elevated ozone levels in the North Central Texas region. While TCEQ's response thoroughly discusses historical meteorological data and existing programs, it falls short of addressing the specific, actionable steps and collaborative measures sought to mitigate the region's challenges.

As printed in Table ES-2, the Dallas-Fort Worth Severe Area Attainment Demonstration State Implementation Plan Revision for the 2008 Eight-Hour Ozone National Ambient Air Quality Standard projects a future case design value for the Frisco regulatory ozone monitor, located in Collin County, at 72 ppb for 2026. However, the design value for this monitor during the 2024 ozone season was recorded at 79 ppb, with the fourth-highest values for 2022, 2023, and 2024 being 73, 82, and 84 ppb, respectively. According to your response, these high readings are attributed to meteorological factors beyond regional control. Nonetheless, should the region fail to meet the 2008 ozone standard by 2026, Section 185 fees will become applicable. Given the persistent upward trend, this raises a critical question: How can Collin County achieve the 72 ppb reading and attain the severe standard predicted by TCEQ's model?

The request for a comprehensive assessment to identify key contributors to rising ozone levels and address discrepancies between observed and modeled values has not been fulfilled. Meteorological factors are acknowledged, but there is no commitment to a targeted investigation to pinpoint local or regional contributors. An investigation is essential for developing practical and actionable mitigation strategies. Additionally, it is mentioned that the meteorology used in the photochemical modeling is from 2019, whereas the observed meteorology for 2023-2024 was more conducive to ozone formation. I request a more comparable year of meteorological data for future analysis, as meteorology is the key driver based on your response.

The RTC sought specific guidance on reducing mobile source emissions, a significant contributor to ozone levels in the region. Although you reference programs such as the Texas Emissions Reduction Plan (TERP) and voluntary reduction initiatives, the lack of tailored recommendations leaves the region and

January 9, 2025

Collin County without clear, actionable steps to implement immediately. To be successful, specific strategies must be provided to empower the counties within the area to take decisive action. Additionally, stationary and area sources contribute to ozone formation, and the RTC requested support to evaluate and manage these emissions. However, your response only mentions general control measures and not a detailed collaboration framework to address these concerns. Without a structured plan, mitigating the localized impacts of these sources becomes challenging.

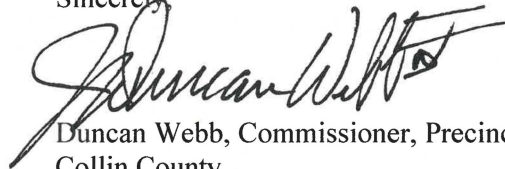
Background ozone contributions present another layer of complexity in achieving compliance with ozone standards. While strategies were requested to address these contributions, specific insights or solutions for managing background ozone levels were not provided. This hinders the development of a comprehensive approach to reducing ozone concentrations in Collin County and the region. Furthermore, the RTC emphasized the importance of analyzing the upward trend in ozone design values observed since 2017. Your response focuses on meteorological factors specific to 2023–2024 but fails to address broader trends or the potential role of other contributors since 2017. This gap in analysis leaves critical questions unanswered, further complicating mitigation efforts.

To ensure progress toward compliance with ozone standards, we respectfully request the following:

1. **Comprehensive Investigation:** Conduct a targeted assessment to identify the primary contributors to elevated ozone levels at the Frisco monitor and address discrepancies between observed and modeled values.
2. **Updated Meteorological Data:** Utilize a year closer to the years of the observed data.
3. **Tailored Strategies for Mobile Emissions:** Provide specific, actionable steps to reduce mobile source emissions in the region.
4. **Collaboration on Stationary Sources:** Develop a detailed framework for evaluating and managing emissions from stationary and area sources.
5. **Background Ozone Management:** Propose strategies to mitigate the impact of background ozone contributions.
6. **Broad Trend Analysis:** Investigate the factors contributing to the increasing ozone design values since 2017 to inform more effective mitigation efforts.

We appreciate your attention to these pressing concerns and look forward to collaborating with TCEQ to address them. Should you have any questions or require additional information, please feel free to contact me or our Director of Engineering, Clarence Daugherty.

Sincerely,



Duncan Webb, Commissioner, Precinct 4
Collin County
2300 Bloomdale Road, Suite 4192
McKinney, Texas 75071
(972) 548-4631
jdwebb@collincountytx.gov



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

June 11, 2026

Chairwoman Brooke Paup
Mail Code 100
Texas Commission on Environmental Quality
P.O. Box 13087
Austin, TX 78711-3087

Dear Chairwoman Paup,

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) policy body for the Dallas-Fort Worth (DFW) area, comprised of representatives from local cities, counties, transit agencies and other governmental entities, we are writing to express serious and ongoing concerns regarding the continued deterioration of regional ozone levels and the lack of clear, actionable direction from the Texas Commission on Environmental Quality (TCEQ). The RTC has previously reached out to TCEQ regarding strategies to achieve federal air quality standards. To date, responses have largely emphasized meteorological conditions such as temperature inversions, wind patterns, and seasonal variability. While these factors are acknowledged, they do not sufficiently explain the persistent high ozone design values since 2017, nor do they provide a meaningful framework for mitigation. Reliance on these explanations, without corresponding policy or programmatic direction, is inadequate given the severity of the situation.

The region now faces the very real prospect of Section 185 penalties as the current, unofficial, ozone design value exceeds the 2008 standard set at 75 parts per billion (ppb). This is a concern which represents a significant financial and regulatory consequence for North Central Texas. The absence of clearly defined data-driven strategies from TCEQ raises substantial concerns about the state's preparedness to address this outcome.

The attached information outlines several critical issues that remain unresolved, including gaps in emissions analysis, discrepancies between modeled and observed data, and the need for more targeted and enforceable control measures. Without substantive progress in these areas, the region's ability to develop and implement effective air quality solutions will remain constrained.

We have previously requested a more direct and transparent dialogue regarding TCEQ's approach moving forward. Specifically, we request a meeting with you and your staff to discuss these concerns in detail and to better understand the actions TCEQ intends to take to address the region's worsening air quality conditions. The RTC remains committed to working collaboratively with TCEQ. This is demonstrated with our aggressive funding program reducing VOC and NOx emissions. Please contact Jenny Narvaez at the North Central Texas Council of Governments at jnarvaez@nctcog.org or 817-608-2342 to coordinate further.

Sincerely,

Rick Bailey, Chair
Regional Transportation Council
County Commissioner, Johnson County

JN:jls
Attachment

Recommendations from the Regional Transportation Council to the Texas Commission on Environmental Quality for Reaching Ozone Attainment

Technical Information Meetings

A more structured and consistent approach to technical engagement is necessary to ensure transparency and alignment between TCEQ and regional stakeholders. Currently, key modeling results and technical findings are often introduced late in the process, limiting the ability for meaningful review and input. Establishing regular technical information meetings throughout the modeling and the State Implementation Plan (SIP) development process would improve understanding, reduce uncertainty, and support more effective regional planning.

The RTC recommends TCEQ:

- Conduct regular technical information meetings with the DFW region throughout the modeling process, rather than limiting engagement to the period immediately preceding State Implementation Plan proposal development.
- Present findings and clear summaries of key analyses, including anthropogenic emissions modeling, base case ozone design values, and projected future design values.
- Provide sufficient detail to allow stakeholders to understand assumptions, methodologies, and key drivers influencing modeled outcomes.
- Use these meetings to clearly communicate how modeling results translate into potential control strategies and policy decisions.

2008 Ozone NAAQS Reclassification Schedule

Initial design value (DV) data indicates that the DFW region is exceeding the 2008 Ozone National Ambient Air Quality Standard (NAAQS) of 75 ppb. The region is currently classified as Severe Nonattainment. As design values continue to be monitored and finalized, this trend raises an important regulatory question regarding the region's potential reclassification pathway. The RTC requests that TCEQ clarify the anticipated reclassification scenario for the DFW region and identify the associated SIPs that would follow.

The RTC recommends TCEQ:

- Coordinate directly with EPA to determine the appropriate reclassification pathway for the DFW region under the 2008 Ozone NAAQS, recognizing that progression beyond Severe is not a simple transition to Extreme, and to evaluate the full regulatory and planning implications.
- Communicate findings and any guidance received from EPA back to the RTC so that NCTCOG and regional partners can assess impacts on Metropolitan Transportation Plan development, project delivery, transportation conformity, and other planning requirements,

Comprehensive Investigation of Discrepancies

A targeted, data-driven investigation is needed to identify and quantify contributors to the persistent gap between observed ozone concentrations and photochemical model outputs. While meteorological influences are acknowledged, additional factors such as unaccounted-for emissions, inventory inaccuracies, mobile source behavior, and potential inspection and maintenance program deficiencies should be systematically evaluated. This effort should include spatial and temporal analysis of monitoring data, comparison against modeled outputs, and identification of localized emission sources or anomalies that may not be fully captured in current modeling assumptions.

The RTC recommends TCEQ:

- Initiate a formal discrepancy analysis comparing observed monitoring data with modeled outputs for the Attainment Demonstration (AD) base analysis years of 2019 and 2022, and any additional years for which data are available.
- Conduct spatial and temporal diagnostic evaluations to identify localized emission anomalies.
- Reassess emissions inventory assumptions for mobile, area, and stationary sources.
- Evaluate inspection and maintenance (I/M) program effectiveness as part of model input validation.
- Provide a written summary of findings and recommended corrective actions.

Meteorological Data Comparability

Current photochemical modeling relies on 2019 meteorological inputs, which do not adequately represent the more extreme and ozone-conducive conditions observed during 2023 and 2024. This mismatch limits the reliability of modeled attainment demonstrations and future projections. Incorporating more recent meteorological datasets or conducting sensitivity analyses using multiple representative years would improve the robustness of modeling results and better align predicted outcomes with real-world conditions. This approach is critical for developing strategies that remain effective under evolving climate and weather patterns.

The RTC recommends TCEQ:

- Conduct sensitivity analyses using 2023 and 2024 meteorological datasets.
- Evaluate whether current attainment demonstrations remain valid under updated meteorological conditions.
- Develop a protocol for periodically updating representative meteorological years.
- Provide documentation outlining the impact of updated meteorology on projected design values.

Background Ozone Contributions

Background ozone levels including interstate transport, international contributions, and naturally occurring sources continue to complicate regional attainment efforts. A more detailed assessment of background contributions is needed to distinguish controllable versus uncontrollable sources of ozone. This should include advanced modeling techniques, sensitivity analyses, and coordination with federal partners to better understand baseline conditions. Developing strategies that account for these influences will be critical to establishing realistic and attainable compliance pathways. It is possible that greater control of up-wind emissions journey produces a more cost-effective strategy for the state when it comes to DFW attainment.

The RTC recommends TCEQ:

- Conduct updated modeling to isolate interstate, international, and biogenic contributions.
- Perform sensitivity analyses to distinguish controllable versus uncontrollable fractions.
- Coordinate with EPA Region 6 to evaluate transport contributions.
- Provide transparency on baseline assumptions used in attainment modeling.

Broad Trend Analysis

The sustained increase in ozone design values since 2017 indicates that underlying structural or systemic factors may be influencing regional air quality beyond short-term variability. A comprehensive trend analysis is needed to evaluate long-term changes in emissions patterns, population growth, land use, transportation activity, industrial operations, and climate conditions.

Identifying these drivers will support the development of more effective, forward-looking strategies and help ensure that policy decisions are aligned with evolving regional dynamics.

The RTC recommends TCEQ:

- Conduct a multi-year structural trend analysis (2017–present).
- Evaluate relationships between population growth, VMT, land use, industrial expansion, stationary permit approvals, and ozone trends.
- Assess whether current emissions projections adequately reflect real-world growth patterns.
- Present findings to regional stakeholders with recommended strategic adjustments.

Targeted Mobile Source Strategies

While programs such as the Texas Emissions Reduction Plan (TERP) provide meaningful benefits, additional targeted and localized strategies are necessary to address mobile source emissions more effectively. These strategies should include region-specific interventions such as implementing a heavy-duty vehicle inspection and maintenance program, enhanced enforcement on the existing vehicle inspection and maintenance program, especially fraudulent passing inspections, identification and mitigation of high-emitting vehicles, expanded use of remote sensing technologies, and incentives for fleet turnover in high-impact corridors. Providing clear, actionable guidance to local governments will enable more immediate and measurable reductions in mobile source emissions.

The RTC recommends TCEQ:

- Deploy remote sensing technologies in high-impact corridors.
- Identify high-emitting vehicle clusters using regional data analytics.
- Develop region-specific mobile source reduction strategies for nonattainment areas.
- Provide clear implementation guidance to local governments.
- Prosecute fraudulent emission inspections.

Additional Attention on Stationary and Area Sources

A more structured and transparent framework is needed to evaluate, prioritize, and manage emissions from stationary and area sources. This should include enhanced coordination between TCEQ and regional stakeholders to identify key contributors, assess control strategies, and implement targeted reductions. Opportunities may include improved emissions inventory validation, sector-specific reduction initiatives, seasonal emissions level considerations, and collaborative planning efforts that align state regulatory authority with local implementation capabilities. Strengthening this coordination will be essential to achieving comprehensive and sustained emission reductions.

The RTC understands that under current TCEQ permitting procedures, emissions impacts of each individual permitted source are considered independently. This process fails to manage the potential cumulative impacts of multiple permitted sources in close proximity and/or short succession. These cumulative impacts are likely becoming more problematic as there has been a rapid increase in the number of permitted facilities deployed in the NCTCOG region, including asphalt/batch plants and power generation facilities co-located with data centers and other large loads.

The RTC recommends TCEQ:

- Implement a process to consider cumulative impacts of new facilities as part of permitting. This process could be structured similarly to the “batch study process” now being developed by the Electric Reliability Council of Texas. If implemented as proposed, each

batch study may assess the cumulative grid impact of large load interconnect requests as if each facility inside the batch were to be interconnected and online simultaneously.

- Estimate current total cumulative impacts of these types of facilities in both nonattainment and affected counties in and around the NCTCOG region.
- Complete a comparison of current total cumulative impacts to the emissions inventory estimate for these sources.

Area source emissions are one of the only sectors in which emissions are increasing.

The RTC recommends TCEQ:

- Provide a detailed breakdown of emissions sources within the area sector.
- Identify which sources within the area sector are increasing, decreasing, or staying the same.
- Identify potential control strategies which could be considered on a voluntary local level to proactively address these emissions sources.

Action to Reduce Fraud in the State's Vehicle Inspection and Maintenance Program

In addition to broader ozone concerns, the latest report from 2024, *Evaluation of the Texas Vehicle Emissions Inspection and Maintenance Program in the Dallas-Fort Worth and Houston-Galveston-Brazoria Nonattainment Areas*, highlight significant issues related to “clean-scanning” during vehicle inspections. Clean-scanning involves substituting a compliant vehicle or manipulating electronic data to produce a passing result for a non-compliant vehicle. Indicators of this activity include mismatches between vehicle identification numbers (VINs) and eVINs, missing eVINs, and irregular readiness monitor patterns. The evaluation identified approximately 224,179 inspections with VIN discrepancies, and one station recorded over 16,000 inspections using the same eVIN, indicating strong evidence of systematic fraud. These practices undermine the effectiveness of the I/M program and compromise emissions reduction efforts.

The RTC recommends TCEQ:

- Implement software safeguards to prevent inspections when eVIN data is missing or mismatched.
- Require readiness monitors to be properly set before retests can pass.
- Enhance fraud detection by flagging rapid retests and classification inconsistencies.
- Prioritize audits for stations with high rates of anomalies. Provide an update on actions implemented since the June 2024 report and whether additional enforcement or system improvements are planned.

Research on Diesel Engine Tampering; Extent and Impacts

Diesel emissions tampering presents an additional and largely unquantified challenge. Practices such as removing emissions control systems or electronically disabling them result in dramatically higher emissions. EPA data indicates that tampered diesel vehicles can emit up to 300 times higher NO_x when all emissions controls are removed or disabled compared to compliant vehicles (Environmental Protection Agency, 2020, p. 14). Because Texas does not currently conduct diesel emissions inspections, the scope and impact of this issue remain unclear.

The RTC recommends TCEQ:

- Conduct research to quantify the prevalence and emissions impact of diesel tampering.
- Incorporate findings into photochemical modeling analyses.
- Evaluate how these factors may contribute to discrepancies between modeled and observed air quality data.
- Collaborate with statewide partners to identify implementable remediation strategies.

Advocate for Local Initiative Programs Funding

The increase in emissions-related fraud in recent years is closely tied to reduced enforcement capacity following the loss of Regional Emissions Task Force funding. Reports indicate that millions (Texas Commission on Environmental Quality, 2022, pp. 85–86; Texas Commission on Environmental Quality, 2024, p. 81) of vehicles may have received passing inspections without being physically present, through practices such as clean-scanning and the use of simulators. While recent coordination with the Texas Department of Public Safety is commendable, sustained funding and proactive enforcement strategies are critical to restoring program integrity and achieving long-term air quality goals. Approximately \$176 million remains in Clean Air Account 151. If reallocated to nonattainment regions, these funds could support local emissions enforcement task forces, identification and mitigation of high-emitting vehicles, and expanded air quality and transportation initiatives that strengthen enforcement, improve program effectiveness, and expand emission reduction programs.

The RTC encourages TCEQ:

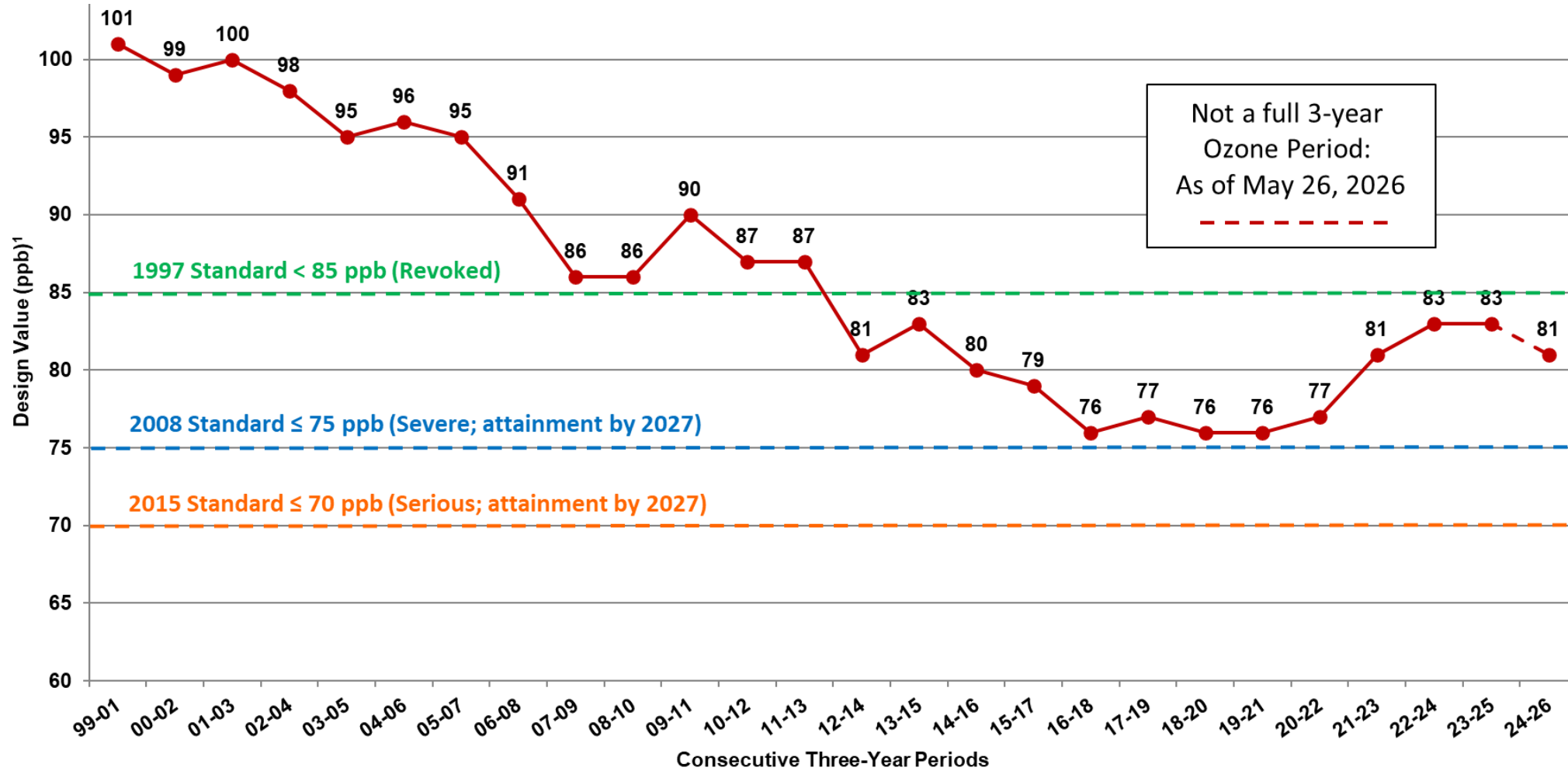
- Include Local Initiatives Project (LIP) funding in its Legislative Appropriations Request for the 90th Texas Legislative Session in 2027.



Correspondence to Texas Commission on Environmental Quality Addressing Ozone Challenges in North Texas

CHRIS KLAUS | REGIONAL TRANSPORTATION
COUNCIL | 06.11.2026

Background- 8-Hour Ozone NAAQS Historical Trends



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

Timeline and Milestones – 2008 Ozone Standard

<u>2008 Ozone Standard (≤75ppb)</u>	<u>EPA Ozone Classifications</u>	<u>Date</u>
Attainment Date: No later than July 20, 2027	Marginal (3 years to attain)	---
Attainment will be based on 2024-2026 Ozone Monitor Data	Moderate (6 years to attain)	2018
Severe designation = Section 185 fees if unable to reach attainment	Serious (9 years to attain)	2021
	Severe (15/17 years to attain)	2027
	Extreme (20 years to attain)	



Correspondence To TCEQ – See Reference Item 3.2.2

Technical Information Meetings – Limited TCEQ communication with DFW interests

2008 Ozone NAAQS Reclassification Schedule – Uncertain of potential reclassification & regulatory requirements

Comprehensive Investigation of Discrepancies – Air chemistry model outputs inconsistent with observed monitor data

Meteorological Data Comparability – Air chemistry model relies on older dataset (2019)

Background Ozone Contributions – Distinguish controllable versus uncontrollable emission sources

Broad Trend Analysis – Evaluate long-term conditions to ensure policy decisions are aligned with evolving regional dynamics

Targeted Mobile Source Strategies – Support for nontraditional or enhanced strategic strategies

Additional Attention on Stationary and Area Sources – Permitting process considers individually, not cumulatively

Action to Reduce Fraud in the State's Vehicle Inspection and Maintenance Program – Resulting in High emitting vehicles

Research on Diesel Engine Tampering; Extent and Impacts – Absent in emission inventory computer simulations

Advocate for Local Initiative Programs Funding – Dedicated \$176.3M from now defunct vehicle repair program

DRAFT

REQUESTED ACTION – Correspondence to Texas Commission on Environmental Quality Addressing Ozone Challenges in North Texas

RTC approval of:

- Chair Bailey to submit correspondence to the Texas Commission on Environmental Quality as drafted in Reference Item 3.2.2

RTC Action Item – June 11, 2026

For more Information:



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Jenny Narvaez

Program Manager

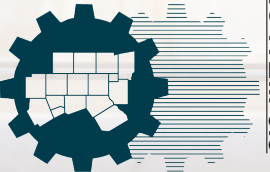
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North Texas Advanced Air Mobility Airport Charging Infrastructure

Call for Projects

Regional Transportation Committee
June 11, 2026



NATIONAL & TEXAS ADVANCED AIR MOBILITY PROGRAMS

North Texas' airport readiness efforts are closely tied to two major Advanced Air Mobility initiatives: the Texas eIPP Nexus Program and the Center for Advanced Air Mobility Technologies (CAAT). Together, these efforts help position the region for future eVTOL operations by advancing the infrastructure, planning, and partnerships needed to support implementation at scale.

Texas eIPP Nexus Program

- Federal Pilot program with a Texas statewide initiative led by **TxDOT Aviation** to prepare Texas for electric aircraft and AAM deployment.
- NCTCOG is partnered with TxDOT and has positioned North Texas airports for participation.
- Regional airports are key to infrastructure planning, charging readiness, and future eVTOL operations.

Center for Advanced Air Mobility Technologies (CAAT)

- North Texas initiative focused on advancing AAM implementation through planning, infrastructure, operations, and workforce development.
- Regional airports are pivotal to CAAT because they serve as core nodes for future AAM activity.
- Improving airport readiness now helps support future demonstrations, deployments, and long-term regional growth.



NORTH TEXAS AAM AIRPORT CHARGING INFRASTRUCTURE CFP

The proposed Call for Action reflects an updated approach to previously approved AAM funding and is intended to better align regional investments with the near-term needs of North Texas airports and broader statewide AAM efforts.

- In **September 2024**, NCTCOG took initial AAM funding to the Regional Transportation Council for approval to support a potential World Cup-related demonstration effort.
- The scope has since been revised to focus on the near-term needs of regional airports, particularly charging infrastructure and airport readiness for future eVTOL operations.
- NCTCOG has partnered with **TxDOT** on the **Texas eIPP Pilot Program**, and this effort helps position regional airports to better align with and support that work.
- North Texas airports are also pivotal to the success of the **Center for Advanced Air Mobility Technologies (CAAT)** and will play an important role in supporting future demonstrations, deployments, and long-term AAM growth in the region.



FUNDING AVAILABLE - NORTH TEXAS ADVANCED AIR MOBILITY READINESS

Aviation Planning and Education

\$1,000,000 Regional Transportation Council (RTC) local funding

Funding Cap:

Each eligible airport may submit one project proposal for funding under this Call for Projects. Funding is limited to one charger per airport and is subject to the established dollar funding cap. Funding is competitive and not guaranteed.



PROPOSED PROCESS

1. Selection of Project Type

eVTOL Charging Systems.

2. Project Description

Provide a brief project description of the project selected and how the airport will prepare for the next generation of aircraft.

3. An estimated project schedule

Provide a schedule for the project with no completion date prescribed.

4. Cost estimate and supporting documentation

Submit a quote with cost.

5. Regional benefit

Demonstrate how the award of this project will provide regional benefit to North Texas.

6. Documentation demonstrating consistency with Airport Layout Plan and/or Airport Master Plan

Upload ALP or Master Plan documents.



PROPOSED ELIGIBILITY

Eligibility	Description
Charging Systems for eVTOL Aircraft	Compatible charging infrastructure for Advanced Air Mobility (AAM). Maximum Award: \$200,000
Public Use Airport	Be a public-use airport located within the 12-county NCTCOG region (Entities located in Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise counties)
Airport Operator	If an airport operator, be sponsored by a public partner agency (i.e. city, county, state, etc.)
Airport Plans	Demonstrate project need consistent with the Airport Master Plan and/or Airport Layout Plan
Regional Benefit	Projects should align with NCTCOG regional transportation plans, innovation priorities, and demonstrate measurable readiness



PROPOSED CRITERIA

Criteria	Score
Consistent with Advanced Air Mobility within the Airport Layout Plan and/or the Airport Master Plan	30%
Demonstrated understanding of AAM technologies and infrastructure requirements	40%
Demonstrated potential to attract AAM operators or private investment	5%
Strength of partnerships and implementation timeline	25%
Total Score	100%



DRAFT SCHEDULE

Date	Action
April 24, 2026	STTC Action
June 11, 2026	RTC Action
June 12, 2026	Open Call for Ideas (45 Days)
July 25, 2026	Close Call for Ideas
August 2026	Public Meeting
August 13, 2026	STTC Action – Recommended Ideas
September 10, 2026	RTC Action – Final Ideas
September 2026	Executive Board
Fall 2026	Execute Interlocal Agreements and Begin Projects



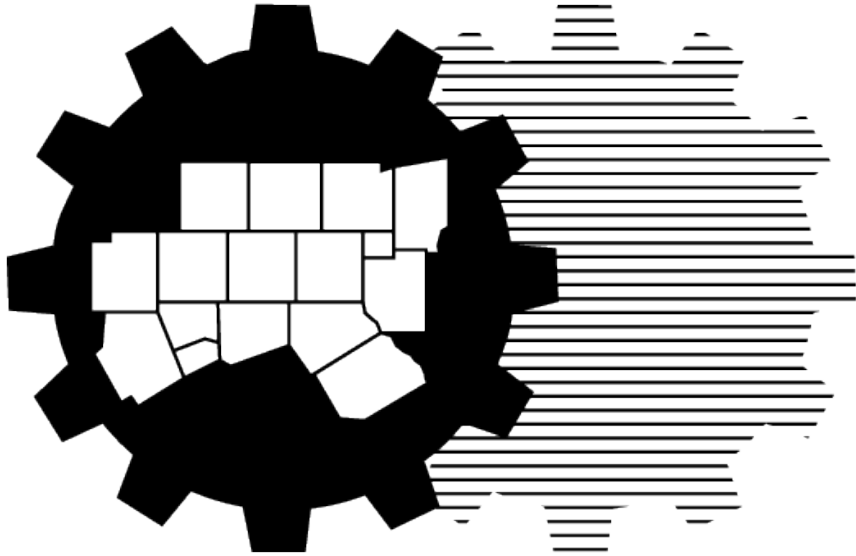
REQUESTED ACTION – ADVANCED AIR MOBILITY AIRPORT CHARGING INFRASTRUCTURE CALL FOR PROJECTS

Recommendation for RTC approval of:

- Implementation of the **Advanced Air Mobility Airport Charging Infrastructure Call for Projects** as the new process for identifying and advancing AAM initiatives.
- Adoption of the **evaluation criteria and eligibility requirements** established for project selection.
- Utilizing existing **\$1 million in Regional Transportation Council local funds**, for eligible projects identified through this process.
- Administrative amendments to the Transportation Improvement Program (TIP) / Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate this new framework.



CONTACTS



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Request to Use RTC Local Funds for In-House Air Quality Modeling Infrastructure and Training

Jenny Narvaez

Regional Transportation Council

6.11.2025

In-House Air Quality Modeling Infrastructure and Training

Reason:

- North Central Texas Area Ozone and PM_{2.5} values have been trending upward and exceeding State Air Quality Plan (State Implementation Plan - SIP) model predictions.
- Texas Commission for Environmental Quality's (TCEQ) explanations have been qualitative and lack targeted diagnostic or sensitivity modeling, necessitating independent regional modeling capability to support planning.

Plan:

- Establish an in-house air quality modeling infrastructure that supports SIP-level modeling - Linux operating system with modeling software (compiler and pre/post-processors).
- Obtain hands-on technical training on the modeling software and emissions processors to enable staff to set up and execute model runs.

Requested Action

Regional Transportation Council approval of:

- \$180,000 in Regional Transportation Council Local funds to establish and support for in-house modeling infrastructure and training
- Amending the Transportation Improvement Program (TIP) and updating any administrative and/or planning documents as needed to incorporate the funds

RTC Action Item – June 11, 2026

For more Information



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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.”



The Better Utilizing Investments to Leverage Development America 250 Act

On May 19, a five-year surface transportation reauthorization bill was introduced in the U.S. House of Representatives. H.R. 8870, or the Building Unrivaled Infrastructure and Long-term Development for America's 250th (BUILD America 250) Act, authorizes \$580 billion of federal funding for highways, bridges, transit, and rail over fiscal year (FY) 2027 through FY 2031, with \$474.4 billion provided as Highway Trust Fund (HTF) contract authority. Overall, the proposed bill preserves and modestly grows the traditional highway formula backbone (NHPP/STBG/HSIP/CMAQ), dramatically increases bridge formula funding, and gives MPOs more planning money and a path to direct receipt while eliminating the newer climate/resilience/equity formula programs (Carbon Reduction, PROTECT formula, NEVI).

The BUILD America 250 Act:

- Provides over its five-year period for,
 - Federal Highway Administration (FHWA): \$376 billion;
 - Federal Transit Administration (FTA): \$87.6 billion;
 - National Highway Traffic Safety Administration (NHTSA): \$5.7 billion;
 - Federal Motor Carrier Safety Administration (FMCSA): \$5 billion;
 - Federal Railroad Administration (FRA): \$64.7 billion (including \$31.1 billion for Amtrak)
- Net direction vs. IIJA: Highway funding rises ~8% (+\$28B); transit + rail fall ~20% (-\$43B). Looking only at guaranteed dollars: Highways rise ~7% (+\$26B) while transit + rail lose ~45% (-\$71B)
- Does not include General Fund advance appropriations. IIJA used advance appropriations to guarantee about \$184 billion of mostly transit, rail, resilience related programs.
- MPO Planning Funds increased (~18%), federal cost share raised (80% to 90%), and eligible uses of PL Funds were broadened.
- Requires states to collect \$130 in annual registration fees on electric vehicles and \$35 per year from plug-in hybrids, increasing biennially starting in 2029 and capped at \$150 and \$50 per year, respectively.
- Establishes a revised bridge formula program funded at \$9.2 billion per year from the HTF and authorizes \$2 billion per year for the “Bridge Completion Program” from the General Fund (subject to future appropriations).
- Creates the Surface Transportation Accelerator Grant discretionary program with \$2.4 billion per year from the HTF and continues the Safe Streets and Roads for All program, ramping up to \$1 billion in FY 2031 from the HTF.
- Establishes a new federal framework for Automated Driving System (ADS)-equipped commercial motor vehicles operating in interstate commerce, including a safety standard rulemaking to require a safety case and incident reporting.
- Repeals the Carbon Reduction formula program and the Reconnecting Communities and Neighborhood Access and Equity grant programs; and eliminates the formula funded component Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) formula program while continuing the discretionary grants.

The House Transportation and Infrastructure (T&I) Committee passed the BUILD America 250 Act (62-2) on May 22. The bill now advances to the full House, where leadership and the Rules Committee will decide on debate procedures and potential amendments prior to a floor vote. If passed by the House, it must still be reconciled with the Senate's version (yet to be released) before both chambers vote on a final negotiated package and send it to the President for signature.



Managed Lane Policy, High-Occupancy Vehicle (HOV) Subsidy Funding, and HOV Quarterly Report

Regional Transportation Council
June 11, 2026

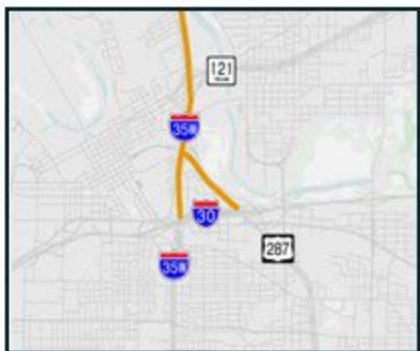


Managed Lane System

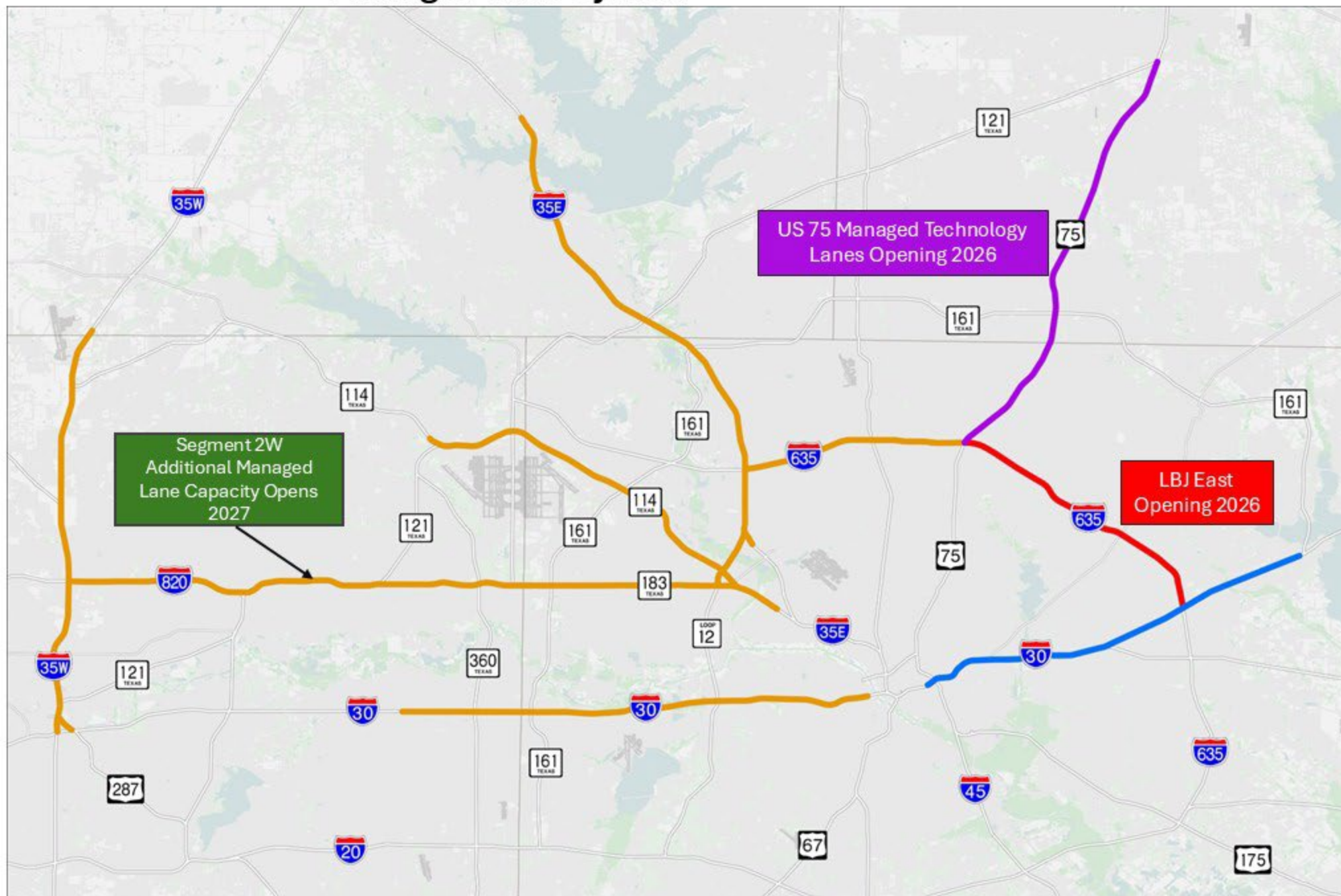
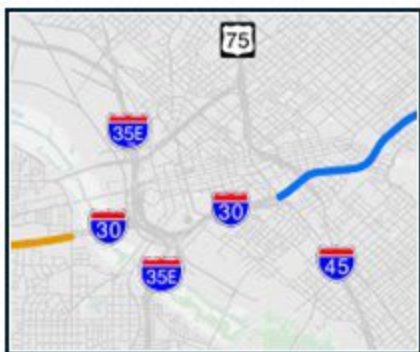
**Current Express/HOV
+ Managed Lanes**

-  Current HOV Lanes
-  Current TEXpress Managed Lanes
-  TEXpress Managed Lanes Under Construction
-  Managed Technology Lane

Fort Worth CBD



Dallas CBD



Toll Managed Lane Data Monitoring

Cumulative December 2013 – March 2026

How much HOV 2+ Subsidy has the RTC been responsible for?

\$12,448,124 as of March 2026

How much of the Vanpool Toll reimbursement has the RTC been responsible for?

\$12,407 from October 2014 – March 2026

How long can the RTC keep the HOV policy at 2+?

For now, it remains 2+ and it will continue to be monitored quarterly

Have there been any additional NTTA customer service needs?

No, minimal impact

Have the speeds on the Toll Managed Lane facilities dropped below 35 mph?

No

Toll Managed Lane Data Monitoring

Cumulative December 2013 – March 2026

Facility	HOV 2+ Subsidy Costs	NTTA Customer Service (Additional Needs)	Project Performance Events (Speeds < 35 mph)
North Tarrant Express • SH 183/121 from IH 35W to SH 121 • IH 35W from IH 30 to US 287	\$7,890,684	Negligible	0
LBJ Express • IH 635 from IH 35E to US 75 • IH 35E from Loop 12 to IH 635	\$4,557,440	Negligible	0
DFW Connector SH 114 from Kimball Avenue to Freeport Parkway	N/A	Negligible	0
IH 30 Managed Lanes IH 30 from SH 161 to Westmoreland Road	N/A	Negligible	0
IH 35E Managed Lanes IH 35E from FM 2181 (Teasley) to LBJ	N/A	Negligible	0

GoCarma Registration Totals

January 24, 2020 – April 30, 2026

Users: 100,587

Vehicles: 97,095

Occupant Passes: 17,327



Total and HOV Transactions

January 24, 2020 – April 30, 2026

Total Transactions – 8,306,662

LBJ/NTE Partners – 5,424,828

TxDOT – 2,881,833

Total HOV Transactions – 3,698,939 (~45%)

LBJ/NTE Partners – 3,526,074

TxDOT – 1,172,865

Unique Vehicles – 86,899



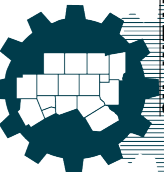
Technology Project Identification (TPI) Evaluation/Scoring

Eastern Subregion 69% TT = \$6,003,000	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	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
	31	City of Garland	Roadway Safety Technologies;	Samsara Implementation	53	\$1,800,000	\$ 8,734,400
	21	City of Farmers Branch	Roadway Safety Technologies; Next-Generation Traffic Signals;	Smart Pedestrian Safety Enhancement Program – HAWK Signal Deployment	51	\$800,000	\$ 9,534,400
	8	City of Glenn Heights	Roadway Safety Technologies; Next-Generation Traffic Signals;	Bear Creek Road & Westmoreland Road Intersection Improvement	45	\$3,000,000	\$ 12,534,400
	25	City of Richardson	No Category	Traffic Signal Technology Upgrade	Ineligible	Ineligible	\$ 12,534,400

Western Subregion 31% TT = \$2,697,000	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
	28	City of Southlake	Roadway Safety Technologies;	Low-Water Crossing Flood Detection & Safety Improvements	57	\$1,830,000	\$ 6,139,000
	12	City of Arlington	No Category	Urban Air Mobility Safety Infrastructure Pilot: Hyperlocal Low-Altitude Atmospheric Monitoring in the Arlington Entertainment District	Ineligible	Ineligible	\$ 6,139,000

Technology Project Identification (TPI) Framework CFP Updates

RTC Meeting
June 11, 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.



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:

Projects evaluated and scored based innovation, regional impact, and partnerships.

Phase 3. Regional Procurement (Next Step):

Recommended projects advance to procurement.



FUNDING AVAILABLE

Technology and Innovation

\$8,700,000 Surface Transportation Block Grant Program (STBG)

Funding Split:

69% Eastern Sub-Region = \$6,003,000

31% Western Sub-Region = \$2,697,000

Local Match – Transportation Development Credits



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%

Staff completed:

1. Eligibility screening
2. Review for program alignment
3. Scoring of all submissions based on criteria



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

	ID	City / Agency	Emphasis Area	Project Title	Total Score	Requested Funds	Cumulative Total
Eastern Subregion 69% TT = \$6,003,000	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
	31	City of Garland	Roadway Safety Technologies;	Samsara Implementation	53	\$1,800,000	\$8,734,400
	21	City of Farmers Branch	Roadway Safety Technologies; Next-Generation Traffic Signals;	Smart Pedestrian Safety Enhancement Program – HAWK Signal Deployment	51	\$800,000	\$9,534,400
	8	City of Glenn Heights	Roadway Safety Technologies; Next-Generation Traffic Signals;	Bear Creek Road & Westmoreland Road Intersection Improvement	45	\$3,000,000	\$12,534,400
	25	City of Richardson	No Category	Traffic Signal Technology Upgrade	Ineligible	Ineligible	Ineligible



RECOMMENDED PROJECTS

Western Subregion 31% TT = \$2,697,000	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
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	12	City of Arlington	No Category	Urban Air Mobility Safety Infrastructure Pilot: Hyperlocal Low-Altitude Atmospheric Monitoring in the Arlington Entertainment District	Ineligible	Ineligible	Ineligible



ADDITIONAL FUNDING REQUEST

	Available Funding	Recommended Funding	Additional Funding Request
Eastern Subregion	\$6,003,000	\$6,934,400	\$931,400
Western Subregion	\$2,697,000	\$4,309,000	\$1,612,000
Total Funding	\$8,700,000	\$11,243,400	\$2,543,400



NEXT STEPS

- Recommendations to **committees**
- Incorporate **feedback** and finalize **approvals**
- Coordinate with selected agencies on scope and readiness
- Initiate **NCTCOG-led** procurement process

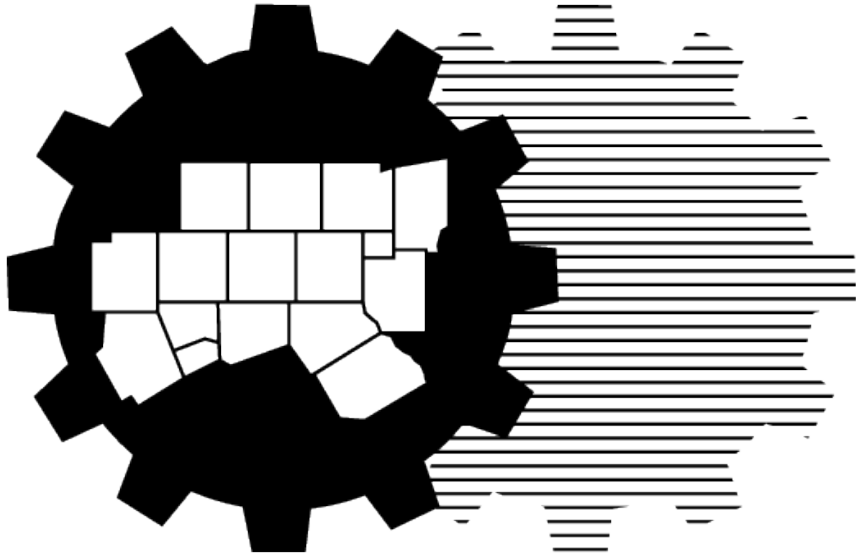


SCHEDULE

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 8, 2026	Public Meeting
June 11, 2026	RTC Directors Report – Submitted Ideas
July 24, 2026	STTC Action – Submitted Ideas
August 13, 2026	RTC Action – Submitted Ideas



CONTACTS



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Senior Program Manager

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Braulio Bessa

Transportation Planner III

North Central Texas Council of Governments
Transportation Department

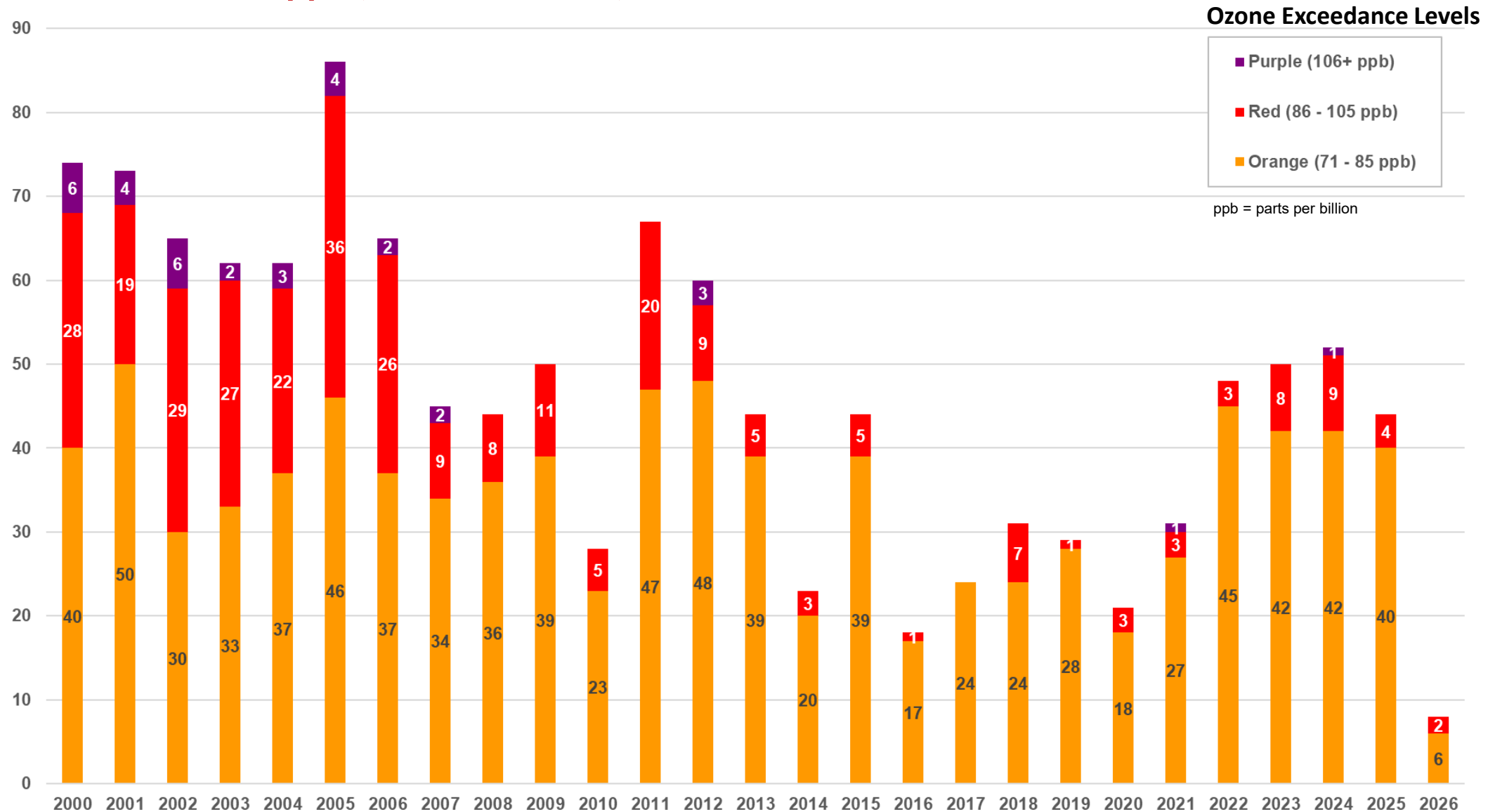
Technology and Innovation

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8-hour Ozone NAAQS Historical Trends

Based on ≤ 70 ppb (2015 Standard) – as of June 1, 2026

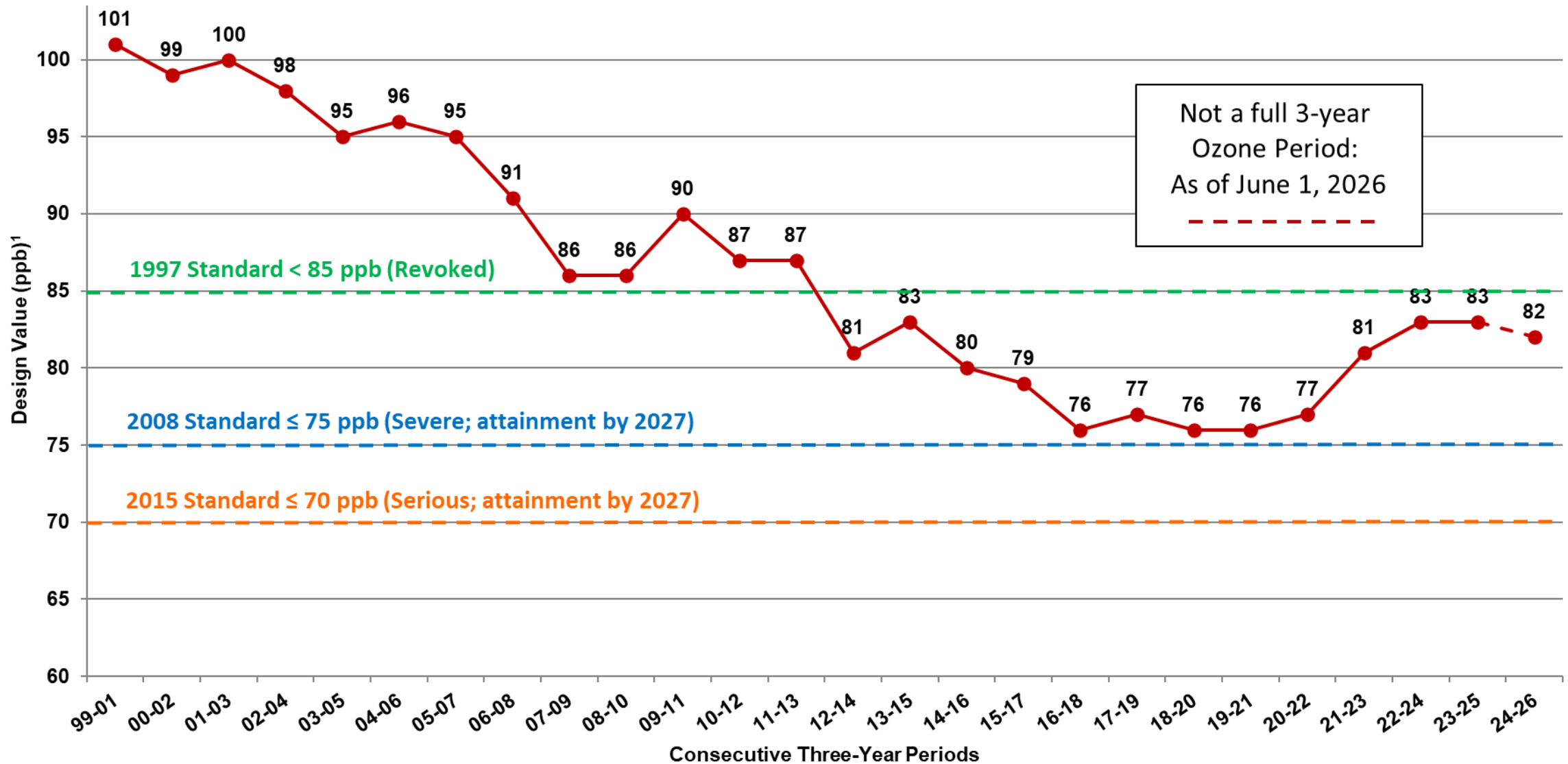


Exceedance Level indicates daily maximum eight-hour average ozone concentration.

Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

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

8-hour Ozone NAAQS Historical Trends

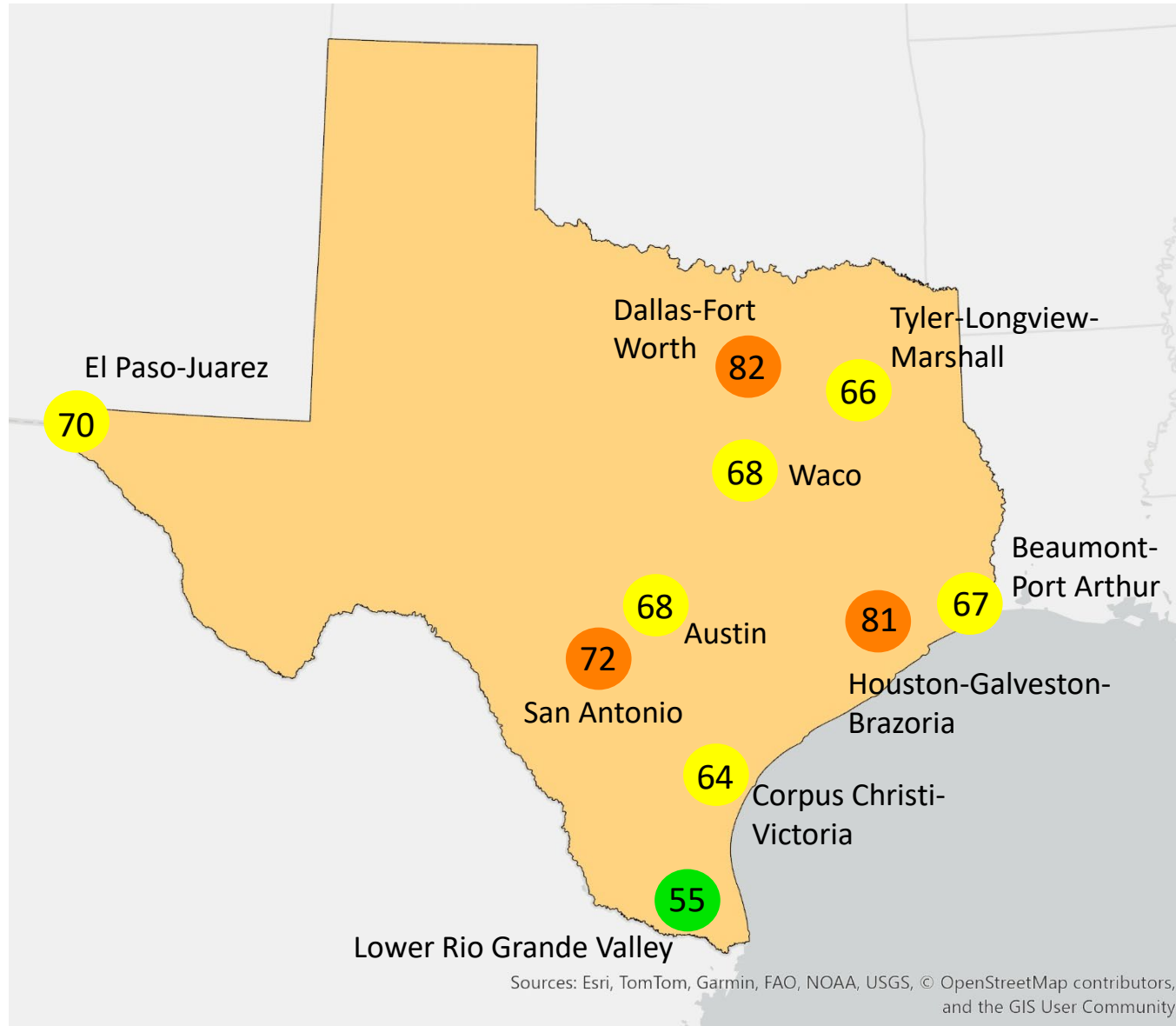


¹Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the *Design Value* (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion (ppb).

Texas Ozone Design Values

Current regional design values, as of June 1, 2026.

Source: TCEQ



For more Information:



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Air Quality Planner

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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 Monday, April 20 through Tuesday, May 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 16 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/Crowdsourcerer/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

World Cup

Facebook –

1. We're getting ready to welcome visitors to our region for the World Cup! Several roads will be closed near the stadium, downtown Dallas, and Fair Park for the Fan Festival. Help keep North Texas moving by planning ahead. Find road closure information on our website. See the link below for information. [City of Arlington, TX - City Hall FWC26Dallas AT&T Stadium](#) - NCTCOG Transportation Department



Will buses be running early enough to be on time for a volunteer shift that starts 5 hours before kickoff? I want to utilize the TRE Centerport bus option. - **Lauren Hufham**

Response by NCTCOG Transportation Staff

Game day shuttles from the TRE Centerport Station are scheduled to operate 5 hours before kick-off and 3 hours after the game. Please reach out to the Host Committee Volunteer Team who is coordinating transportation with scheduled volunteers.

Please update this post with dates. - **Sarah Tomes**

Response by NCTCOG Transportation Staff

Sarah Tomes, You can find all match dates and more travel information here: nctcog.org/gameplan

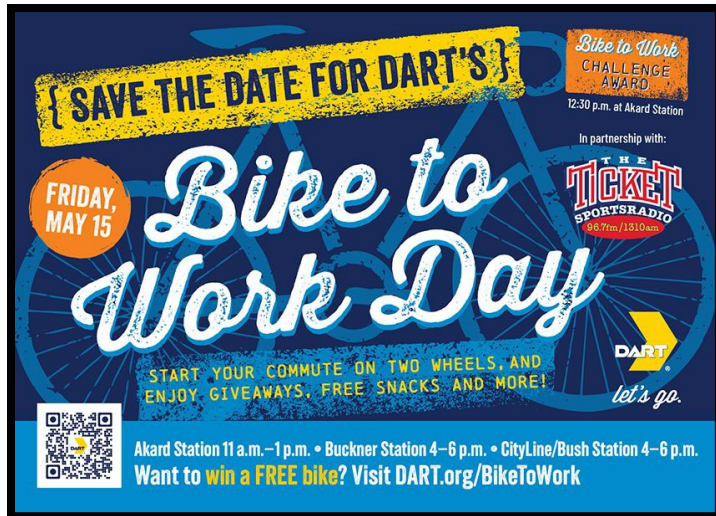
I know there might not be much flexibility on your end for this, but is it possible to create alternate versions that aren't Neon Green? It causes a lot of issues with readability. I'm a young person with perfect vision and I even have trouble with these colors you are using. - **Harley Jennette**

To view more comments on this post, visit:
<https://www.facebook.com/NCTCOGtrans/posts/pfbid0wUZejfw2AQzTFn8vTidWECzZpE9ma9Fc3eAfa9hGAVZL5WuqJqCF9AGQQukGLqTKI>.

Bicycle/Pedestrian/Sustainable Development

LinkedIn –

1. Bike to Work Day is next Friday! Take the DART (Dallas Area Rapid Transit) Bike to Work Challenge and you could win a custom bike! 🚲 You'll also make a positive impact on your health and the environment by combining your bicycle and DART on your commute to work. See details at the link in the comments below. #BikeMonth #BikeToWork – NCTCOG Transportation Department



Are NCTCOG transportation staff biking to work?! 🚲 - Susan Alvarez, PE, CFM

Safety

LinkedIn –

1. April 20–24 is National Work Zone Awareness Week! Roadside crews work just feet away from fast-moving traffic to improve our roads and keep us safe. Here's how you can help everyone stay safe in work zones: – Slow down and follow posted signs – Put your phone away – Don't tailgate Protect crew members by driving responsibly in work zones. #BeSafeDriveSmart #DriveLikeATexan – Texas Department of Transportation reposted by NCTCOG Transportation Department



If you need any off-duty officer to enhance your work zone safety. Please don't hesitate to reach out! Let's keep our workers safe! "Legis Elite Services" - Ruben Sanchez

Transit

Letters –

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

Roadways

Email –

James Gyurkovic, Director, Smart City Mobility TX

Dear NCTCOG Staff,

I am writing to formally propose a scope change (again) for the TX 180 reconstruction of Lancaster Blvd between I-35W and I-820 (CSJ 0008-05-029 and CSJ 0008-06-052) as part of the MPO process.

The Vision 34 Corridor is a regionally significant project and a comprehensive economic development strategy. Since 2000, Transit-Oriented Development (TOD) policies have generated \$20 billion in private development near DART and Trinity Metro stations. Our vision aligns with the Eastside transportation plan approved by the Fort Worth City Council in August 2025 and is a trimodal managed technology corridor between Dallas and Fort Worth. This plan incorporates ground-level Connected and Autonomous Vehicle (CAV) technology, an elevated high-capacity railway utilizing Stadler FLIRT 3 technology, and a green linear trail network reactivating the historic Bankhead Highway and Interurban right-of-way.

The current Transportation Improvement Program (TIP) defines this as a road maintenance project. This classification misses a critical opportunity to research the technology advancement and deployment for ground-level CAVs outlined in the NCTCOG's Transit 2.0 report. We aim to advance this study with the NCTCOG alongside our research partners at the University of Texas at Arlington (UTA), TTI, and True North Technologies.

This corridor reconnects Dallas and Fort Worth via the Arlington Entertainment District and the UTA campus. It links major assets, including DFW International Airport, the Texas A&M Innovation District, and the \$10 billion KBH downtown Dallas redevelopment. By deploying autonomous technologies along this historic commercial corridor, we anticipate \$30 billion in redevelopment over the next 20 years.

Furthermore, this corridor was designated as the regional intercity commuter rail link in Mobility 2020 and 2025 and reached 5% design completion as "Route 31" in the 2021 High-Speed Transportation CES study. Addressing this infrastructure is also a matter of public health; NCTCOG studies indicate the 76104-zip code has the lowest life expectancy in the state, and it is currently the subject of a \$225,000 grant to improve transportation for the East Fort Worth community.

We request to modify the TIP scope to include autonomous technologies as an enhancement to the Project. This is not a new project or a new corridor . It has been here since July 19, 1876, and founded the metroplex.

3 major transportation systems are represented in this corridor and V34 is the natural evolution of these.

Please add this to the public comments section for the RTC staff.

We cannot understate the importance of the reactivation of this corridor to the metroplex and it's development in the next 20 years.

Vision 34 Corridor

The FUTURE has been found in the past.

Response by NCTCOG Transportation Staff

Mr. Gyurkovic:

We received your request and your comments were included in our public comments listing that is available online and in the RTC packet. The current TIP scope for this project (Reconstruct roadway 6 to 6 lanes with pedestrian improvements, new signals, and turn lanes) matches prior planning studies and public involvement performed on the E. Lancaster corridor. As discussed in the recent meeting between your team and NCTCOG staff (on February 20, 2026), if your firm/agency wishes to implement an advanced technology within the Dallas-Fort Worth region, please submit that technology for review through the CERTT Program (see details online: CERTT Program). If the technology is certified through the CERTT Program, our agency will coordinate with local partners to see if an application exists for that technology in the region.

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egambrell@akingump.com

May 4, 2026

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

Re: "Brutal" 60 Minutes episode regarding failed "state of high-speed rail in the U.S."

Dear Mr. Kirkpatrick:

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

The limited purpose of this correspondence is to provide you, as the General Counsel of the North Central Texas Council of Governments (the "NCTCOG"), actual notice of the recent episode of CBS News' "60 Minutes," which has been described as showcasing a "brutal" assessment of the "[t]he state of high-speed rail in the U.S." The link to the episode for your personal viewing can be conveniently found at: https://www.youtube.com/watch?v=9Hm0_bOB4Y.

The nationally televised episode remarked that "high-speed rail remains a mirage, a ghost train." It was noted that it makes no private commercial economic sense given that the "stratospheric cost of building and running a [high-speed] rail line vastly outstrip[s] revenues."

60 Minutes used the California high-speed rail project as an example of this failed transportation mode in the United States, including references to it as "so off the rails," a "nightmare," and a "quintessential example of government waste and mismanagement." It was noted that the current estimate to build it is \$126 billion (\$126,000,000,000.00) – four times the \$33 billion (\$33,000,000,000.00) that was represented to taxpayers.

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

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

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

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

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

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

NCTCOG’s continued action involving the so-called “Alignment 2(b)” is in defiance and disregard of the Resolutions passed unanimously by the City Council of the City of Dallas on, respectively, June 12, 2024 and January 21, 2026.

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

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

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May 11, 2026

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

Re: Oklahoma Legislature moving to cut funding to Amtrak for Heartland Flyer

Dear Mr. Kirkpatrick:

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

The limited purpose of this correspondence is to inform you of recent media reports that *the Oklahoma Legislature is moving to cut funding for the Heartland Flyer*.
<https://www.kosu.org/oklahoma-cuts-heartland-flyer-funding>.

As we have previously reported to you, the Texas Legislature already determined to completely defund the Heartland Flyer.

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

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

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

Ken Kirkpatrick
General Counsel
May 11, 2026
Page 2

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May 18, 2026

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

Re: Media outlets report discontinuation of Heartland Flyer Oklahoma City service notwithstanding wasted \$3.5 million RTC subsidy using North Texas regional taxpayer subsidies

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 notice – including convenient weblinks – of examples of recent media articles reporting that the Heartland Flyer Amtrak route to Oklahoma City will be discontinued.

"Amtrak will discontinue Texas-Oklahoma route this summer"

<https://www.keranews.org/transportation/2026-05-01/discontinuation-heartland-flyer-rail-service-announced-txdot>.

"TXDOT to discontinue Heartland Flyer route"

<https://www.wfaa.com/article/news/community/transportation/heartland-flyer-discontinued-funding-amtrak-route-fort-worth-oklahoma-city/287-04ce7eec-d423-470f-9a3f-c4d98b4394af>.

These and prior reports of defunding by *both* the State of Texas and the State of Oklahoma shine even more bright lights on the ill-conceived and monumental waste of \$3.5 million in North Texas regional subsidies (*as advocated by Michael Morris*) in a failed attempt to prop up one of the least used routes on the Amtrak system.

That the NCTCOG Transportation Department, with Mr. Morris at the wheel, exacerbated this gross waste by using public resources meant for the 16-county North Texas region to promote Oklahoma City tourism and business (as we previously uncovered), only magnifies this unfortunate diversion of massive North Texas taxpayer funds.

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

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

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

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Sincerely,

/s/ Eric Gambrell

Eric Gambrell



North Central Texas
Council of Governments

TRANSPORTATION PUBLIC MEETING

JUNE 8 | NOON | 616 SIX FLAGS DR. ARLINGTON, TX 76011

PRESENTATIONS

HEAVY DUTY DIESEL EMISSIONS TAMPERING DETECTION

Staff has recently acquired devices as part of a Truck Assessment and Goods Movement Demonstration Project that can detect if an emissions system has been tampered with by scanning the truck's computer. Staff will be collaborating with truck fleets and local commercial vehicle law enforcement officers to conduct tests and scan trucks throughout the region.

PARKING REQUIREMENT FINDINGS AND MANAGEMENT BEST PRACTICES UPDATE

The Parking Requirements Evaluation reviews 126 North Texas sites from the NCTCOG Regional Parking Demand Database and compares required parking to actual parking utilization. Findings suggest 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 regional transportation and development. More information: nctcog.org/parking

MOBILITY 2050 TRANSPORTATION CONFORMITY DETERMINATION

On April 30, 2026, the US 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 will present any effects on final project recommendations due to the Transportation Conformity review process.

ONLINE REVIEW + COMMENT

DRAFT REGIONAL BIKE SAFETY ACTION PLAN

No in-person presentation. Handout will be linked online at:

publicinput.com/bikesafetyactionplan

RESOURCES + INFORMATION

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

publicinput.com/nctcogJune2026

Look Out Texans: Bicycle Safety Tips
LookOutTexans.org

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

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/nctcogJune2026 or participate via phone by dialing 855-925-2801 then code **2070***

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

FOX 4 NEWS

DALLAS TRANSPORTATION GUIDE FIFA WORLD CUP 2026: FLIGHTS, TRAINS AND MATCH DAY PARKING

By Joseph Rowe

May 1, 2026



Aerial view of AT&T Stadium, which will be renamed Dallas Stadium for the World Cup. (Photo by Kirby Lee/Getty Images)

Millions of soccer fans are expected to pass through North Texas during the 2026 FIFA World Cup, with Dallas-Fort Worth serving as a major hub for matches, fan events and international media operations.

FIFA estimates about 1.2 million international visitors will travel between U.S. host cities, often staying for nearly two weeks.

In North Texas alone, up to 100,000 people per match day are expected in Arlington, as Arlington's AT&T Stadium (referred to as "Dallas Stadium" by FIFA) hosts nine matches, including a semifinal.

Here's a breakdown of how visitors can get to and around North Texas, and what to expect.

Flights and travel to DFW Airport

Most visitors will arrive by air, with Dallas-Fort Worth (DFW) International Airport and Dallas Love Field serving as the region's primary gateways.

American Airlines says it is expanding service ahead of the tournament, adding "an extra 27,000 seats on 12 routes this summer" to connect host cities across North America, according to a company news release.

DFW Airport is directly connected to rail lines, including DART and TEXRail, allowing travelers to reach Dallas or Fort Worth without a car.

Regional rail, Amtrak connectivity

For travelers coming from nearby states, Amtrak's Heartland Flyer connects Oklahoma City to Fort Worth with a roughly four-hour trip. The route carries more than 80,000 riders annually and has seen growing demand, but its long-term future is uncertain due to funding concerns shared between Texas and Oklahoma.

The North Central Texas Council of Governments (NCTCoG) has stepped in with short-term funding, citing the train's importance to World Cup transportation plans. Former transportation director for the NCTCoG, Michael Morris, told Axios that international visitors may rely more on rail than rental cars.

How to get to AT&T Stadium (Dallas Stadium)

The Trinity Railway Express (TRE) is expected to be the main train option as it will run every 30 minutes during matches and riders can board in Downtown Dallas or Fort Worth. Train stops will be at CentrePort Station, as well as DFW Airport Station. From there, fans will transfer to charter buses to reach the stadium.

Transit agencies plan to increase capacity significantly. The TRE will operate longer trains and additional services, with some trains capable of carrying up to 2,400 passengers.

The walk to Dallas Stadium

No rail line goes directly to AT&T Stadium in Arlington, called Dallas Stadium for the 2026 FIFA World Cup. Instead, buses will run from CentrePort Station to Arlington with additional dynamic buses that may depart as they fill.

Fans should expect about a 10-minute walk for around the half-mile distance from drop-off points to the stadium.

Public transit to FIFA travel spots

Dallas Area Rapid Transit (DART) will handle movement within the city, as the light rail connects Downtown Dallas, DFW Airport and Fair Park. The Green Line rail will serve the FIFA Fan Festival.

DART service levels will be adjusted based on crowd size.

Parking and rideshare at the World Cup

Driving remains an option, but officials warn of heavy congestion as FIFA states about 16,000 parking spaces will be available near the stadium.

Rideshare drop-offs will be routed to a designated parking lot near Arlington's E-Sports Stadium. Travelers should still expect a 10-minute walk to the venue.

Traffic will be especially heavy on the I-30 highway and the I-20 highway,

The other side:

There are big challenges that face the Dallas-Fort Worth metroplex when planning for a massive worldwide event. Transportation planners have mentioned a number of the issues faced heading into the Summer of 2026, and it starts with the limited mass transit directly to AT&T Stadium in Arlington.

This requires more metro coordination for large crowds over the multiple weeks of visitors, as well as maintaining service for the regular commuters who rely on these services outside the FIFA World Cup.

"Comparable to nine Super Bowls"

Officials say the scale of the event is driving unprecedented investment in transit infrastructure and testing a system not typically built for global crowds. Preparing for a surge that is comparable to hosting "nine Super Bowls," according to Senior Program manager of the NCTCoG, Karla Windsor.

"We're welcoming the world for the equivalent of nine Super Bowls."

Transit apps and commuter resources

What you can do:

Officials encourage riders to use the [GoPass app](#), which allows users to plan trips, buy tickets and track transit in real time.

FIFA says the system allows visitors to ride the rails or bus to travel with ease.

DART WITHDRAWAL ELECTION ON SATURDAY COULD IMPACT SERVICE

By Lori Brown

May 1, 2026

Saturday is election day across Texas and Dallas Area Rapid Transit service is on the ballot in three North Texas cities.

Voters in Addison, University Park, and Highland Park can either vote yes to keep DART or no to leave.

The results of the vote could mean a financial hit for DART, as well as potential service losses.

DART Election



What we know:

DART's new Silver Line just started making stops at Addison Station in October. Now, just a few months later, voters in the city are deciding whether to leave the system.

If the voters say no, DART's buses and trains will come to a screeching halt within Addison as soon as the election results are certified on May 12.

But DART's 1% sales tax would continue until all debts are paid off.

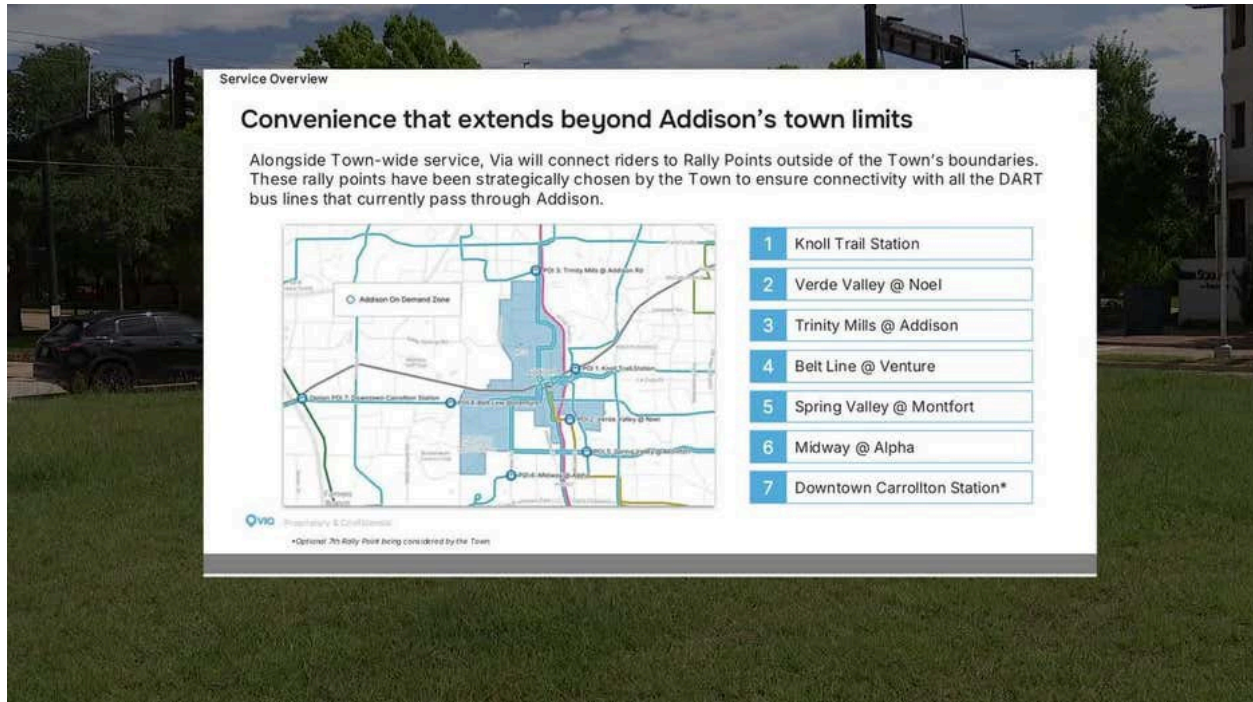
What they're saying:

Proponents of the withdrawal believe they can provide a better service for a tenth of the cost that the city currently pays to DART.

Right now, Addison pays about \$17.6 million annually to DART through its sales tax.

In March, the Addison City Council approved a contract with Via to provide Addison Orbit, a microtransit alternative to DART, for just \$1.85 million annually.

Residents can request a Via ride through the Addison Orbit app. If their stop is outside the city, they are dropped off at one of seven DART stops.



Councilman Randy Smith argued that Via's so-called door-to-door service is more convenient for riders.

"I would rather be able to see it on my phone and know when it's coming and I can stay inside my restaurant if I'm calling from a restaurant or stay in my living room and know to step out of my front door when the car gets there than wait for a DART bus in the rain, the heat, the sleet, or the cold," he said.

FOX 4 saw numerous "Vote No" to DART signs in at least one Addison neighborhood. But there were also some advocating "Yes DART."

The other side:

People who use DART to get to and from Addison are not convinced.

"The alternative is not gonna work It's just not. No. So, I'm voting tomorrow for DART," said Charlisa Moore, who lives in Addison and takes DART to her job at a law office in Downtown Dallas.

She can't drive due to an eye condition.

"It's necessary, yes, for me, every day – Monday through Friday," she said.

Addison Councilman Chris DeFrancisco also believes the Via service will make getting to and from the city more challenging.

"For example, if you live in Carrollton and you work in Addison, we're gonna ask you to take a bus, get to that Beltline Venture stop. You're gonna wait as our vendor told us at least 12 minutes," he said.

In March, the councilman expressed concerns about Via's operation in Arlington and Fort Worth.

"I asked their average wait time at their existing cities, their on-time performance percentage, and what percentage of requests go unfilled. I didn't see those in the presentation anywhere," DeFrancisco said.

Dig deeper:

DART's member cities only have the option to leave once every six years.

Plano, Farmers Branch, and Irving had withdrawal elections scheduled.

Those elections were canceled after DART's board agreed to make changes, which included a new funding plan and equal representation for all members.

LONG-AWAITED RIVER OAKS ROAD IMPROVEMENT PROJECT BREAKS GROUND

By Doug Wilhelm

April 30, 2026

Amid the roar of F-35 jets operating nearby, representatives of River Oaks, Fort Worth, the Texas Department of Transportation and the North Central Texas Council of Governments ceremonially broke ground April 27 on a road improvement project that has been 14 years in the making.

Initially conceived in 2012, the \$25 million federally funded project will reconfigure Meandering Road and Lt Jg Barnett Road in River Oaks. The upgrade will ultimately create a modernized link between Roberts Cutoff Road and the east gate of Naval Air Station Joint Reserve Base Fort Worth, while also enhancing roadway safety and providing recreational features for the community.

The refurbished roadways will feature three lanes — two travel lanes and a continuous turn lane in the center. Shared-use pathways and sidewalks will be added to both roads and a new traffic circle will replace the existing intersection of the two roads.

Under future projects, the eastern end of Meandering Road will be extended through Roberts Cutoff to connect directly to State Highway 183, and a new bridge will be constructed over the West Fork of the Trinity River where Lt Jg Barnett Road leads up to the base gate.

Dan Kessler, assistant director of transportation for the [North Central Texas Council of Governments](#), described the balance that was considered in the design process.

“Our goal is a road that will serve the base, but also serve the River Oaks community. We’re going to continue to work with the neighborhood throughout the construction and make sure we mitigate any impacts,” he said.

Design work for the project was performed by [Lamb-Star Engineering](#). Construction is scheduled to begin this fall, with completion estimated for the fall of 2028.

Kessler shared that construction bids were received two weeks ago and came in under budget, leaving him confident that the project will move forward as scheduled.

Fort Worth City Council member Macy Hill acknowledged the level of community support the project has received over the years.

“We have to recognize that the residents and business owners along this corridor have been extremely patient for many years and we appreciate your collaboration,” she said. “This road belongs to all of you, as well as the base and the two city entities.”

NAS JRB Fort Worth commanding officer Capt. Beau Hufstetler is looking forward to the road’s completion.

“I can’t wait to see this access improved and have some better options for our service members to get on and off base to make use of River Oaks, just like we do with Westworth Village, Fort Worth, White Settlement and Lake Worth,” he said.

REGIONAL TRANSPORTATION COUNCIL JOINS LAWSUIT IN HOPE TO REHIRE FIRED DIRECTOR, PROTECT STAFFING DECISIONS

By Eric Garcia

April 30, 2026

Members of the Regional Transportation Council are looking to rehire [longtime transportation director Michael Morris](#) who was fired Tuesday.

To do that, the group decided Thursday to allocate \$5 million for legal expenses as it joins a lawsuit filed by Denton County officials over hiring decisions.

The choice to sue the North Central Texas Council of Governments came during an emergency meeting in Arlington.

RTC members said the suit is intended to change the Metropolitan Planning Organization structure in North Texas. The group would have the ability to hire and fire transportation department staffers, instead of the council of governments as its CEO Todd Little maintains. A proposed agreement with the Texas Department of Transportation still under negotiation would be similar to those used in other Texas metro areas, officials said.

Morris was fired by Little — weeks before the FIFA World Cup games in Arlington start in June.

“We just voted today that the Regional Transportation Council is going to intervene in the lawsuit ... to ensure that our regional (decisions) here in transportation, our interests, are protected and taken care of,” Arlington Mayor Jim Ross said.

“The RTC is the policy-making entity for transportation here in North Texas and for someone to come in and unilaterally make a decision to get rid of an individual that has over four decades of institutional knowledge — we’re owed at least an explanation,” Ross said.

Denton County Judge Andy Eads said he was encouraged by the transportation council’s strong show of support to address “the overreach” of the council of governments board of directors.

Eads said the RTC’s actions “reinforces what we have maintained from the beginning.”

“Leaders from all four corners of the county, along with partners across the region, have come together in support of restoration of proper governance and keeping transportation decisions where they belong,” he said.

The 45-member policy committee — which determines how regional transportation dollars are spent — made its decision on joining the lawsuit after an executive session that lasted about an hour and a half.

Denton County’s 376-page suit, filed April 6 against executive board members, stated its purpose “is to stop the executive board of NCTCOG, which is currently unlawfully constituted, from taking continued *ultra vires* (beyond their legal authority) actions, and to correct its structure to be lawfully constituted.”

Earlier in the meeting, former Tarrant County Judge Glen Whitley singled out Little for his role in the monthslong conflict that culminated in the firing of Morris.

The transportation council and the council of governments worked collaboratively for more than four decades without the executive board exercising oversight authority, Whitley said during the open comment portion of the meeting.

“The two entities have worked in harmony for over 40 years,” Whitley said. “In less than 12 months, Todd has destroyed that collaborative spirit and created the adversarial environment we are experiencing today. It’s a disgrace the way we treated someone who has dedicated his career to the region. As we move forward, I encourage you to maintain the high road.”

Whitley, a past president of the council of governments and former chair of the RTC, said he supported a new agreement with TxDOT that complies with the current federal statutes and includes the requirements for the Metropolitan Planning Organization.

Naming the RTC as the Metropolitan Planning Organization, Whitley said, “solves the issue of who hires, fires and evaluates the MPO director and its staff. This has already been done in Houston, San Antonio and Austin. The (council of governments) can remain as the fiscal agent, but must acknowledge that its only responsibility is to pay bills submitted to it by the RTC.”

Duncan Webb, a Collin County commissioner who once chaired the RTC, also urged members to adopt the new TxDOT agreement as a way to move forward so no council of governments official can dictate transportation policy.

Interim transportation director Dan Kessler was seated at the head table during most of the meeting, a spot usually occupied by Morris.

He said Morris was in good spirits and planned to volunteer his time for regional mobility projects, including the FIFA World Cup, while he is unemployed.

“He is doing well,” Kessler said.

Still, the firing of Morris on Tuesday creates a “hole” in the transportation department. The department, however, will maintain its consistent, professional standards.

“I look forward to getting to know you and working with you,” Kessler told RTC members.

Morris, 70, could not be reached for comment Thursday.

Before the executive session, members debated who could attend.

Collin County Commissioner Darrell Hale attended the meeting as a new member but was excluded from the executive session on advice from legal counsel because he is a party to Denton County’s suit. An attorney for the group said his presence would violate attorney-client privilege and the meeting would be considered illegal.

Three other RTC members — including Fort Worth City Council member Carlos Flores — who serve in dual roles as executive board members recused themselves from the executive session.

With the FIFA World Cup on the horizon, officials are concerned about problems that could arise given that Morris was an integral part of the region’s transportation plan.

Ross said he has tremendous respect for Morris, who has been reaching out to RTC committees to offer his assistance.

“To fire him some 44 days or so before the World Cup kicks off is beyond belief,” Ross said. “To Mr. Morris’ credit, he’s not the type of individual that’s gonna step away from this. ... He wants to see a World Cup kickoff without any transportation hiccups, and I believe he’ll stay engaged.”

WFAA

RTC MOVES TO RESOLVE LEADERSHIP CRISIS AMID FIRING OF DIRECTOR, AND WEEKS BEFORE WORLD CUP GAMES BEGIN

The RTC convenes urgently to address the firing of long-serving director Michael Morris

By Scoop Jefferson
May 1, 2026

Members of the Regional Transportation Council hope the actions from their emergency meeting are the first step toward smoothing things over after the [firing of long-time Director of Transportation Michael Morris](#).

Dan Kesslet was named interim, according to the council of government's statement.

The RTC, which consists of 45 elected and appointed members from across the Metroplex, held a special meeting on April 30 to address Morris' firing.

The special meeting agenda included approving funding for FIFA-related agreements and seeking \$5 million in emergency funding "for unforeseen needs resulting from recent legal action that has impacted the Metropolitan Planning Organization status and the fiscal agency."

After the executive session, members of the RTC voted and passed two proposals from executive board members. The RTC approved the intervention by the RTC in the Denton County lawsuit in Tarrant County, as discussed In the Executive Session.

They also approved the initiation of negotiations by the RTC Chair, Vice Chair, Secretary and RTC legal counsel with NCTCOG Executive Board to advance the execution of the new MPO Planning Agreement.

"This was not an easy decision, but a critical one to ensure the spirit of regionalism remains strong throughout the metroplex. Today, RTC came together to push back against elected officials who seek to dismantle cooperation and regionalism," said Elizabeth Beck, Fort Worth City Councilwoman.

WFAA has also received a reaction from one of the Tarrant County officials on the RTC board.

"Today, the Regional Transportation Council, the federally recognized DFW Metropolitan Planning Organization, took serious but necessary steps to protect the integrity and effectiveness of our regional transportation system. We made it clear that serving Texans is our only priority. No amount of personal conflict or political noise will distract us from our mission: delivering North Texans the most efficient and effective transportation system in the world," said Tarrant County Commissioner Manny Ramirez. *"We are grateful for the strong collaboration and support of the Texas Department of Transportation and all our member municipalities. We look forward to a swift resolution of this legal matter and to continuing to benefit from the outstanding leadership of RTC Transportation Director Michael Morris for many years to come."*

Two of the most outspoken board members after the firing of Michael Morris have been Arlington Mayor Jim Ross and Denton County Judge Andy Eads, both of whom spoke up during Thursday's emergency meeting.

"Denton County is encouraged by the strong support shown today by the Regional Transportation Council, which has joined us in addressing the overreach of the North Central Texas Council of Governments Board of Directors. Federal code and existing agreements make clear that the Regional Transportation Council serves as the policy-making body for transportation across North Texas," said Judge Andy Eads. "The action taken today reinforces what we have maintained from the beginning. Denton County is not alone. Leaders from all four corners of the county, along with partners across the region, have come together in support of restoring proper governance and keeping transportation decisions where they belong."

Eads also reflected on his experience as a board member over the past 12 months.

"Over the past year, these challenges have created unnecessary distractions from the work we are called to do. We are focused on building critical infrastructure, improving roadways, and addressing all modes of transportation to improve safety, reduce congestion, and enhance mobility. Denton County remains committed to moving North Texas forward and ensuring transportation decisions are made in a way that best serves our residents," said Judge Eads.

Morris' work made a large impact on North Texas. Beyond planning for the World Cup, Morris has been responsible for distributing millions of dollars in grants and state funding to support transit in the region. His purview included plans for roads, toll lanes, rail, bicycle, and air quality. _

The firing followed a months-long fight and a weeks-long court battle that pitted two powerful government entities against each other over the firing and has now led TxDOT to propose a new agreement clarifying which group has the power to terminate the official, according to documents reviewed by WFAA.

Now, TxDOT has put forward a new agreement that clarifies that the RTC, not the NCTCOG, has the authority to hire and fire for the role Morris held, according to Dallas County Judge Clay Jenkins.

The RTC unrest comes just weeks before [DFW hosts the World Cup games](#), with events stretching across multiple North Texas cities and attendees who will need safe and reliable transportation.

"The World Cup games will and must go on as planned," said Mayor Jim Ross and RTC member.

Host City Mayor Jim Ross spoke to WFAA about the timing and Morris' firing after also attending the emergency meeting.

"We've had a wonderful working relationship for nearly half a century with Michael Morris and COG, and now, in 12 months, that's all gone for naught", said Mayor Ross. "We're upset about it. So, we are going to intervene, and we will be suing COG as a result of this."

Ross also shared with WFAA that the RTC unrest will not impact the quality of service World Cup attendees will receive in Arlington and throughout DFW this summer, in part due to Morris, despite his termination.

"Michael Morris is a class act. I understand, he's already spoken to our North Texas FIFA team and said, I'm here to help, no matter what. Whether I'm employed or not, I'm gonna help make sure these games go off without a hitch, that's the kind of guy we're dealing with," said Mayor

Ross. "So, I am a Michael Morris fan. He's done so much for this entire region for all of North Texas. And I'm appalled to see that he's been treated like this."

TEXAS ENDS FUNDING FOR HEARTLAND FLYER, LEAVING FUTURE UNCERTAIN

By Olivia Hickey
May 1, 2026

The Heartland Flyer, Amtrak's daily train route connecting Oklahoma City and Fort Worth, faces an uncertain future after the Texas Department of Transportation announced it would no longer fund its share of the service.

Peter LeCody, president of Texas Rail Advocates, highlighted the train's significance. "If you Google Oklahoma City to Fort Worth, the first thing that's going to pop up is the Heartland Flyer. That's the only direct ground transportation," LeCody said.

TxDOT recently informed Amtrak and the Oklahoma Department of Transportation that it does not have the \$2.5 million required to continue supporting the route. Current funding is expected to last through the end of the year, leaving rail advocates scrambling for solutions.

"If the train goes away, we're going to put all those folks back on I-35, and that's not a good idea," LeCody said. In previous instances when the Heartland Flyer faced funding challenges, the North Central Texas Council of Governments provided financial lifelines, including \$100,000 in January 2025 and \$3.5 million in July 2025. When contacted, NCTCOG stated it would "consider additional funding."

LeCody said advocates are working hard to preserve the service. "We're advocating as best as we can," he said. He also mentioned recent meetings with key officials in Austin, including staffers from the governor's office, the lieutenant governor's office, and the chief of staff for the House Appropriations Committee. "We want the service here in Oklahoma. We just have to figure out a way to get this funding back next year when our Legislature comes back," LeCody said.

Amtrak stated it is collaborating with both states and has not announced any suspension or discontinuation of service. Trips remain booked for the fall and beyond. TXDOT referred all questions to the Texas legislature and Amtrak.

The Oklahoma Department of Transportation released the following statement: "The Heartland Flyer is a jointly funded passenger rail service operated through a partnership between the Oklahoma Department of Transportation and the Texas Department of Transportation, providing daily service between Oklahoma City and Fort Worth. TXDOT has informed Amtrak that it will discontinue contractual support for the service effective August 31. The \$2.5 million requested by ODOT for State Fiscal Year 2027 was not allocated to the Oklahoma Tourism and Passenger Rail Revolving Fund. Based on current projections, remaining fund balances are sufficient to support operations through the end of calendar year 2026. ODOT remains supportive of the Heartland Flyer and will continue exploring partnership opportunities to sustain the service. In the meantime, Oklahomans who want to experience the Heartland Flyer are encouraged to book a trip at [Amtrak.com/heartlandflyer](https://www.amtrak.com/heartlandflyer)."

DALLAS' HIGHLAND PARK VOTES TO LEAVE TEXAS' SECOND-LARGEST PUBLIC TRANSIT SYSTEM

Voters in Highland Park chose to leave Dallas Area Rapid Transit amid complaints that the transit service isn't worth the cost

By Joshua Fechter and Colleen Deguzman
May 3, 2026

Dallas Area Rapid Transit, the state's second largest public transit agency, fractured Saturday as voters in one suburb chose to leave the transit system.

Highland Park will pull out of DART, according to election returns Saturday. It's the first time any city has pulled up its stake in the agency since 1989 when Flower Mound and Coppell opted to leave.

Voters in Addison and University Park also weighed in on proposals to leave the system but chose to remain in the agency. This leaves 12 cities connected through DART.

Nearly 70% of voters in Highland Park decided to discontinue DART in the town, according to final but unofficial returns. The result was mirrored in Addison, where 70% voted to remain connected to the system; University Park was more narrowly divided, with 54% voting to stay.

DART will cease services in Highland Park on May 14, a day after the city council is scheduled to formally sign off on the election results, the agency said in a news release.

DART offers a mixture of rail and bus services across North Texas, however, rail does not reach every city paying into the system — including Highland Park. Officials and transit advocates say the exit leaves the state of public transit in North Texas weaker — at a time [state transportation planners say Texas needs more public transit](#).

“The future of North Texas will be shaped by the cities that choose to move forward with DART,” Randall Bryant, chair of DART's board of directors, said in a statement. “We are focused on expanding this system with partners who recognize that transit drives economic growth, connects people to opportunity, and strengthens communities.”

Highland Park's exit means DART loses out on \$270 million in sales tax revenue over the next 20 years, according to the agency's projections.

Saturday's vote is the culmination of [years of tension](#) between the transit agency and some of its suburban members. Officials in the three suburbs have complained that, according to a consultant's report, they pay too much in sales taxes to DART for how much they get back in bus, rail and other forms of transit service. They sought to eject themselves from DART and regain control over the money it sends to the agency, putting measures on Saturday's ballot asking voters whether they should remain in DART.

Highland Park, a north central Dallas County suburb with nearly 9,000 residents, contributes about 1% of sales tax collections for DART. It's one of the wealthiest cities in the area and in the fiscal year of 2023, it paid \$6.3 million in sales tax to the agency but received \$1.9 million worth in services.

The vote will spur the closure of 15 bus stops in those cities, making it harder for people who rely on transit to access those parts of the Dallas-Fort Worth region. Highland Park, about four miles north of downtown Dallas, will also lose access to paratransit services provided by the agency for riders with special needs.

COULD FORT WORTH TOURISM BENEFIT FROM LOUISIANA RAIL EXPANSION IF HEARTLAND FLYER ENDS?

By Eric Garcia

May 3, 2026

The [Heartland Flyer](#) — a daily Fort Worth-Oklahoma City passenger train — is in jeopardy again, but North Texas tourism could still get a boost from a proposed passenger train extension through Louisiana.

Officials launched an 18-month, \$500,000 study of a potential westward extension of [Amtrak's Crescent](#) line, a New Orleans-Atlanta-New York route. The study includes a look at design aspects and rail station improvements. Under the proposal, the train could split in Meridian, Mississippi, and one segment would continue through East Texas to Dallas and Fort Worth.

For North Texans, the 345-mile extension could provide direct rail access to cities and universities in several Southern states and on the East Coast.

"In essence you would be able to do a one-seat ride from Fort Worth to New York City," said Peter LeCody, president of [Texas Rail Advocates](#), a Dallas-based nonprofit that supports passenger rail systems. "You wouldn't have to go through Chicago as you now do with the Texas Eagle (train)."

The expansion is supported by the [I-20 Corridor Council](#), which seeks to reestablish passenger rail service from Fort Worth to Atlanta with connections to Washington, D.C., and New York.

Tourism is big business in Fort Worth. About 11.7 million visitors came to Fort Worth last year, generating a [\\$3.6 billion economic impact](#), according to [Visit Fort Worth](#).

The train route along Interstate 20, if approved, would be under the federal train system since the line would go beyond 750 miles, unlike the Heartland Flyer, a 206-mile train that carries 80,000 passengers each year.



A proposed rail extension could link North Texas to Louisiana, Mississippi, Alabama and Georgia before heading to Washington, D.C., and New York City. (Courtesy | I-20 Corridor Council)

The rail expansion study comes as the Heartland Flyer, a joint effort between Texas and Oklahoma, is at risk of shuttering because of a lack of funding. Texas has previously paid about \$2.6 million each year.

The Texas Department of Transportation issued a notice April 20 that the service will end on Aug. 31.

TxDOT officials said the state of Texas does not have funding allocated in fiscal year 2027, which begins Sept. 1, for its share of the Heartland Flyer route.

"The state will not be able to fund the route after that date," TxDOT Executive Director Marc D. Williams said in a letter to the National Passenger Railroad Corp., or Amtrak.

In April, Oklahoma legislators stripped their share of funding — \$2.5 million — from the 2027 budget, LeCody said.

The Heartland Flyer was saved last year after the North Central Texas Council of Governments stepped in to provide [\\$3.5 million in funding](#) to avoid service disruptions. That money was supplied from Regional Toll Revenue funds to cover a shortfall of about \$72,000.

LeCody said conversations are underway between the council of governments and TxDOT to determine funding for the Flyer in fiscal 2027.

"They just need to find what is the key ingredient for the second year of funding," LeCody said.

The Heartland Flyer, launched in 1999, has seen increasing ridership as the train has become a regional tourism tool, providing at least \$5.3 million in direct economic benefits and an estimated \$23.7 million in overall economic activity, according to Amtrak.

Oklahoma benefits as well. A recent economic study by the Oklahoma Department of Transportation showed that the state had a \$9 million impact from visitor spending by passengers who travel to Oklahoma City.

DART SECURES VICTORY IN ADDISON, UNIVERSITY PARK WHILE HIGHLAND PARK VOTES OUT

The split vote caps months of pressure on the regional transit system

By Lilly Kersh
May 3, 2026

Dallas Area Rapid Transit, under pressure for months, fended off [breakaway efforts Saturday](#), holding its ground in two cities while losing a third.

Voters in Addison, Highland Park and University Park confronted a stark question: stick with DART or walk away from a network they've been part of for more than 40 years.



DART board chair Randall Bryant celebrates with supporters during an election night watch party in Addison, Saturday, May 2, 2026. Smiley N. Pool/The Dallas Morning News

Election results show most voters in Addison and University Park favored staying in DART, but those in Highland Park supported cutting ties with the agency. It's the first time in nearly four decades a city has voted to exit the system. In any city that leaves, DART's rail, bus stops and other operations there would end almost immediately, reshaping public transportation in North Texas as growth accelerates and demand rises.

Some local leaders and DART critics say the agency hasn't delivered enough return on the taxes they pay, and smaller suburbs would be better served by on-demand microtransit, app-based vans.

DART supporters say fixed routes provide access for riders who rely on transit to get to work, school and appointments, offering broader reach and reliability across the region than on-call options.

In an election that drew [strong early turnout](#), over 2,000 ballots cast in Addison showed 70% in favor of staying in DART, election results show. Highland Park saw the opposite, with 70% of the town's 1,500 voters voting against staying in the system. In University Park, totals were more narrow, with 54% of 2,700 voters favoring continuing DART membership.

All of DART's bus, train, paratransit and [on-demand services end in any city](#) that withdraws the day after votes are canvassed. That's scheduled on May 12 in Addison and May 13 in the Park Cities.

At stake were dozens of bus stops, [Addison's new Silver Line access](#), the status of university shuttles and DART's paratransit and GoLink microtransit service. And DART said it would lose nearly 4% of its sales tax revenue if all three cities bolted.

Even as Highland Park opts out, the town must continue paying sales tax to the agency for several years until debts associated with its contributions are cleared.

Voters then can elect to use their sales tax on other services, such as public safety and economic development.

Voter split

The initial returns surprised Peter Young, Highland Park resident and DART supporter, at a watch party at Stoneleigh P, a bar on Lemmon Avenue.

"I didn't think it would be that bad," he said of his town's vote.

Walt Humann, Park Cities resident instrumental in the creation of DART in the 1980s, came to the Stoneleigh P ready to celebrate a win.

"Addison pleasantly surprised me and I am glad they came through to the polls," he said.

In University Park, Tom Leiser, 73, said he voted to split from DART, questioning whether the tax is the most efficient use of public money. He said smaller, flexible transit options could work better.

"When the employment base is so spread out, there's just not a way for a late-arriving [mass transit system](#) to work effectively," Leiser said outside a polling place at a church.

In Addison, Dayne Campfield, 27, said she voted to stay, even though she doesn't often use DART, to support commuters who rely on buses and trains. Losing the new Silver Line station would be a "big disappointment," she said.

"People move to Addison for the culture of the restaurant and bar scene, and it being so walkable and accessible," she said. "It's definitely a place that's growing and thriving, and it deserves to be poured into."

Another Addison resident, Chris Wielgosz, pointed to the "Addison Orbit" service as an alternative, saying it can connect riders to nearby transit stops.

[“DART’s track record](#) over 43 years is not one of efficiency and top-level service,” Wielgosz said on the last day of early voting. “DART has not been responsive to Addison’s needs.”

DART reported about 225,000 rides in Addison from October to December, along with about 4,400 in Highland Park and 12,000 in University Park. The Park Cities have about 34,000 residents and Addison about 17,000.

Cities back off

DART’s future was thrown into question over the past six months when Plano, Irving, Farmers Branch, Addison, University Park and Highland Park — nearly half of the agency’s 13 member cities — took a one-in-six-year opportunity to ask voters whether they should leave.

Some of the cities canceled their exit elections after securing changes to DART’s funding and governance.

Addison, University Park and Highland Park all had plans to replace DART services, including:

- Addison Orbit, a service provided by transportation company Via, typically designed for short, local trips within a city or zone. Via, which also has contracts in Arlington and Plano, has already started picking up passengers around Addison and connects to DART stops outside city limits.
- The University Park City Council approved a contract with Via to provide paratransit service.
- The Highland Park town council approved an agreement for a locally controlled microtransit pilot program.

Coppell and Flower Mound exited DART in the 1980s, the last time any cities did so.

The latest exit campaign chiefly stemmed from suburban leaders’ concerns that DART isn’t delivering enough value for the taxes they pay, while advocates warn leaving would [fracture the system](#) and hurt transit-dependent riders.

Addison residents have cited a study that the city received about \$9.5 million in services versus \$16.3 million in taxes contributed in fiscal 2023, though the report’s methodology has been criticized.

University Park and Highland Park contribute millions each year and lack rail stations within their borders. The nearby SMU/Mockingbird Station in Dallas will remain open regardless of Highland Park’s exit.

As the fight over DART escalated, the divide turned personal.

Addison Mayor Bruce Arfsten said he’s seen animosity brewing between residents on opposite sides.

“I appreciate the passion,” he said, and “hope, once the results are out, we can move over from it and stay united.”

MIXED RESULTS IN DART VOTES RESHAPE NORTH TEXAS TRANSIT FOOTPRINT AFTER MAY 2 ELECTIONS

By Sergio Candido, Matthew Ablon, Doug Meyers
May 4, 2026

Voters across three [North Texas](#) communities delivered split decisions on whether to remain part of Dallas Area Rapid Transit on Saturday, setting the stage for changes to the agency's footprint and transit services in the region.

Addison, Highland Park and University Park residents had to choose whether to continue DART membership or to withdraw, reflecting ongoing concerns about rising costs, ridership levels and the value of the one-cent sales tax that funds the system. Voters in Addison and University Park elected to maintain DART membership, but Highland Park voters voted against remaining part of the system.

Under state law, cities can only hold an election to leave DART once every six years. Where voters approve withdrawal, the transit agency is required to discontinue services within those municipalities once the election results are officially canvassed.

Residents in those areas would still be able to access DART services outside city limits.

Addison's history with DART and the transit services it provides

Addison has been a member of DART since the agency's creation in 1983, contributing a one-cent sales and use tax to support regional transit.

From 1984 through 2025, the town has contributed more than \$400.5 million to the system, including about \$17.6 million in fiscal year 2025, according to [the town's website](#). DART currently provides Addison with bus routes, access to the Silver Line commuter rail and paratransit services.

Highland Park's decades-long DART membership

Highland Park had also been part of DART since 1983, dedicating one cent of its local sales tax, the maximum allowed under state law for transit, to the agency.

Since joining, the town had contributed more than \$114 million in sales tax revenue to DART, according to [the town's website](#). Its participation has supported access to regional transit services as part of the broader North Texas system.

University Park's limited DART service and ridership trends

University Park has been a DART member city since 1983 and has contributed more than \$125 million to the system since 1984, including roughly \$7.3 million annually in recent years.

Despite those contributions, transit service within the city is limited. There is one bus route along Preston Road and no light rail stations, according to [the city's website](#). DART reported 46,359 total rides in University Park in fiscal year 2025, accounting for a small share of overall system ridership.

City leaders pointed to the gap between contributions and service levels as part of the broader discussion leading up to the election.

Regional debate over DART's future continues

The mixed election results highlight broader concerns among member cities about funding equity, governance and ridership across the DART system, which currently serves 13 municipalities in North Texas.

As some communities prepare to maintain the status quo and others move toward withdrawal, transit leaders and local officials are expected to navigate the next phase of service adjustments, financial obligations and potential alternatives for riders across the region.

"The future of North Texas will be shaped by the cities that choose to move forward with DART. We are focused on expanding this system with partners who recognize that transit drives economic growth, connects people to opportunity, and strengthens communities," said Randall Bryant, Chair of the DART Board of Directors, in a statement shared on Sunday. "As we head into the next legislative session, we are united in our ask, give our cities room to breathe and allow the state to step in as a true partner in shaping what comes next. At the same time, we are pushing forward to expand our system and establish a fair, modern governance and funding model that works for everyone. This is our moment to move forward, and DART is ready to lead."

DART said Sunday that services would remain unchanged in Addison and University Park once votes are canvassed. Highland Park will canvass election results on May 13, and services will cease the following day. Impacted services will include bus routes, GoLink Service, paratransit and park-and-ride facilities located in Highland Park. DART notes that bus service to and from Highland Park will operate through the city, but bypass all stops within the city.

Impacted riders with recurring trips will be contacted by DART Mobility Management Services, officials said. All riders should start planning for alternative transportation options, DART said, and riders may need to use nearby stops outside of Highland Park.

NEW DETAILS EMERGE FOR \$142M DOWNTOWN FORT WORTH I-35W CONSTRUCTION PROJECT

By Eric Garcia
May 3, 2026

Motorists headed east from downtown Fort Worth will soon have new frontage road access over the Trinity River.

Texas Department of Transportation officials plan to build a new bridge near Airport Freeway as part of a [three-year, \\$142 million Interstate 35W construction project](#) to improve highway travel to the north and east.

North Tarrant Express construction is expected to begin in August and be complete by September 2030. That work will include replacing the battered 63-year-old Sylvania Avenue bridge over Airport Freeway/State Highway 121 and reconstructing frontage roads east of I-35W.

NORTH TARRANT EXPRESS (NTE) PROJECT DETAILS

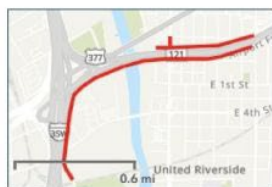
Project Scope & Limits

Implementing Agency: TxDOT Fort Worth

Facility Name: SH 121/IH 35W

Limits: from IH 35W to Riverside Drive

Scope of Work: Reconstruct Sylvania Rd Bridge, frontage roads, and associated ramps



NCTCOG Presentation - North Tarrant
Express Funding Request



2

The Texas Department of Transportation plans to reconstruct frontage roads along Interstate 35W and Airport Freeway and replace the damaged Sylvania Road bridge. (Courtesy | North Central Texas Council of Governments)

More than 165,000 vehicles travel on I-35W every day near downtown, TxDOT officials said.

TxDOT will develop a traffic control plan to manage the project and minimize disruptions to travelers, officials said.

“They’re going to be putting in frontage roads to the east of the existing frontage roads, so in theory that should minimize the impact to current traffic up until the point they have to make the connections,” said Christie Gotti, a senior program manager with the North Central Texas Council of Governments.

The Regional Transportation Council, an independent policy group of 45 elected and appointed officials tied to the council of governments, recently approved spending \$45 million as a local contribution for the project. Those funds will supplement about \$97 million that TxDOT plans to spend for the construction.

The two new bridges will improve connectivity east of downtown, Gotti said.

Currently, the eastbound frontage road includes a direct ramp to Airport Freeway since the road doesn't extend beyond the river.

"There's going to be a connection added so that the frontage roads will continue over the Trinity River and connect where they dead end on the west side," Gotti said. "That will be a new bridge to provide a continuous connection."

The Sylvania Avenue bridge, which has been damaged by vehicles many times, will also be replaced.

The bridge will be raised about 5 feet from its low vertical clearance of 13.5 feet to make it safer and reduce congestion, officials said.

OKLAHOMA HEARTLAND FLYER AGAIN IN JEOPARDY

By Barbara Hoberock
May 4, 2026

The fate of a passenger rail service between Oklahoma and Texas is once again in jeopardy.

The Oklahoma Department of Transportation requested \$2.5 million more to operate the Heartland Flyer, but the Legislature did not allocate any money in the upcoming fiscal year budget to pay for the Amtrak passenger rail service, said Jared Schwennesen, the ODOT's multi-modal division manager.

In addition, the Texas Department of Transportation notified Amtrak that it also won't pay for rail service operations either, Schwennesen said.

His comments were made Monday during a meeting of the Oklahoma Transportation Commission.

"We estimate the existing funding balances are sufficient to support operations through the end of the calendar year," Schwennesen said.

The agency continues to explore opportunities to continue the train, which runs between Oklahoma City and Fort Worth, beyond 2026, he said.

"If we can find a way to partner with Texas and keep the Flyer operating through another fiscal year, we will absolutely do that," said Transportation Secretary Tim Gatz. "We're committed to that operation to the extent we can."

Last year, the service was set to end after the Texas Department of Transportation did not receive the funding to continue the 206-mile route.

But the North Central Texas Council of Governments Regional Transportation Council voted to provide \$3.5 million to keep it running.

Staff at the North Central Texas Council of Governments is considering "bringing an item" to the Regional Transportation Council for consideration, said Brian Wilson, a spokesperson.

The passenger rail service has been operating between the states since 1999.

OPINION: STREETCAR PROJECT FOR DALLAS IS UNNECESSARY AND UNTIMELY

By Dallas Morning News Editorial Board
May 4, 2026

The City of Dallas is considering a [new streetcar to connect Fair Park and the convention center redevelopment](#). The first question that comes to mind is: Why?

The timing, the technology, and, above all, the high cost does not justify this investment.

Consider the optics: Floating a project as ambitious as this one at a moment when the city is announcing spending cuts to address a roughly [\\$34 million budget gap](#) is unwise. Granted, city officials were quick to mention that the project is still in its early stages and would not rely on Dallas' general fund, but that does not make the project any cheaper.

Council member Adam Bazaldua told our newsroom that the city is expecting millions from the new [Dallas Area Rapid Transit agreement](#). Dallas expects to receive \$211 million as a sales tax refund over the next six years to pay for eligible transportation programs.

Bazaldua insists this project is not a pipe dream. We beg to differ.

According to our newsroom, the infrastructure cost could be about \$10 million to \$15 million per mile of streetcar track, but this number is conservative if compared with similar projects nationally.

The project is in its early stages and is [currently gathering community feedback](#) through May 6. Something that is still missing — and should come early in any infrastructure project — is a cost-benefit analysis for the taxpayer.

Which leads to our second question: Why do we need a streetcar between Fair Park and downtown? In our view, this streetcar would create a duplicative service, since DART already connects downtown with Fair Park through light rail.

There is a valid argument to improve last-mile connections in South Dallas neighborhoods, but there are more affordable options that can provide mobility. One example is [Circuit](#), a free rideshare service in West Dallas, backed by Toyota and DART. The service connects residents with Eddie Bernice Johnson Union Station, Trinity Groves and other neighborhoods.

The city can also rely on available data that can identify transit deserts, where last-mile connections would be helpful for residents.

A major rail investment would be a huge mistake for the city at a time when technology is redefining transit. As autonomous vehicle technology advances, the way urban spaces are built will change as well, creating opportunities to redesign cities with pedestrians as the central focus, according to a recent [Brookings Institution](#) analysis.

Putting forward a project of this magnitude when city officials should be looking for smart ways to save money fails to read the moment. This streetcar project should be shelved.

AMTRAK SET TO LEAVE 80K PASSENGERS STRANDED AS BELOVED ROUTE IS DISCONTINUED

By Alessandro Passalunghi

May 4, 2026

Amtrak is closer to [cutting the iconic Heartland Flyer route despite its ridership numbers](#). Cutting the service will impact thousands of passengers and create more congestion on highways. The decision has been met with mixed reactions, as it doesn't appear the route will have the necessary funding in place to continue beyond August.

Although [Amtrak has done a stellar job with its new ads and updated vision](#), there are concerns that the focus isn't where it should be, particularly regarding routes.

There is an attempt behind the scenes to extend the route using an active emergency fund. However, the future of the Heartland Flyer is looking bleak, as Fort Worth is ready to say goodbye to the route, while representatives in Oklahoma have different opinions, given the route's popularity and its status as the only connection between the two cities.

The 206-mile route is set to be discontinued within 90 days after Texas and Oklahoma lawmakers failed to reach a deal. The Texas portion of the route's budget totaled \$3.5 million. The funding for the train was not included in the 2026 and 2027 budgets, meaning that the agreement will expire on August 31, 2026, as it stands.

The service is still ongoing due to emergency funding provided by the North Central Texas Council of Governments.

The Texas Department of Transportation (TxDOT) [wrote a letter](#) to Amtrak and Oklahoma's Secretary of Transportation, Tim Gatz, stating "At this time, another suitable funding source has not been identified. We appreciate the partnership of the State of Texas has had with the National Railroad Passenger Corporation over the years and thank Amtrak for its dedication to improving and supporting passenger rail in the region."

Despite the statement, Peter LeCody, president of Texas Rail Advocates, is pushing for the service to continue, especially since it serves 80,000 passengers. Pulling it away from passengers may further strain highways.

The Amtrak Route Is Still Being Used By Thousands Of Riders

There is some pushback over the change, especially since the route still serves 80,000 passengers between Oklahoma City and Fort Worth.

Peter LeCody said in a statement, "If you Google Oklahoma City to Fort Worth, the first thing that's going to pop up is the Heartland Flyer. That's the only direct ground transportation." He adds, "If the train goes away, we're going to put all those folks back on I-35, and that's not a good idea."

LeCody says he is advocating to preserve the service, potentially under another emergency fund. In response, the NCTCOG said it would consider extra funding to keep the service alive. LeCody says Oklahoma officials would rather the service stay intact.

"We're advocating as best as we can. We want the service here in Oklahoma. We just have to figure out a way to get this funding back next year when our Legislature comes back."

At this time, Amtrak hasn't issued an official statement on the suspension or discontinuation of the route. The company is still collaborating with both states, in hopes of a renewal, as trips are still booked on the train after August and beyond.

As expected, Amtrak passengers have had mixed reactions to the possibility that the route could end, particularly amid financial strains.

The Decision To Cut The Heartland Flyer Route Is Drawing Mixed Reactions

As it relates to funding, Amtrak riders are taking exception to the priorities. For some, the feeling is that Amtrak is allocating its resources toward marketing and media, while a greater emphasis should be placed on its current trains and services.

One person commented on [Reddit](#), "\$500 million for "film and media production incentives: yes, good, necessary \$7 million for a daily train: no, bad, too expensive."

Others linked the current situation to other services, including the Vermonter.

"Just like the Vermonter, Vermonter pays for the station in Claremont, NH because NH won't fund anything. Heck NH ripped out the main line for restoring Boston -Montreal service. New service would have to bypass NH via Greenfield, MA and Brattleboro, VT."

The hope is that funding will be provided before the August deadline, but currently, there is no funding in place to keep the service running despite the efforts. TheTravel has reached out to Amtrak for comment on the Heartland Flyer route being discontinued, but has not received a response in time for publication.

GEAR UP FOR NATIONAL BIKE MONTH WITH EVENTS ACROSS NORTH TEXAS

By Staff

May 1, 2026

You may notice more cyclists on the trails and streets this month – and for good reason. May is National Bike Month, and North Texans across generations are encouraged to celebrate by finding a way to incorporate two wheels into their routines.

With mild temperatures and longer days, May is an ideal time to swap a car trip for a bike ride. Instead of driving the kids to school in the morning or sending them off to the bus stop, consider letting them ride their bikes. They can ride by themselves or with groups of friends. Bike buses are adult-led opportunities that allow students to safely pedal to school in larger groups while practicing real-time road safety skills.

Maybe you have been thinking of trying to pedal to work. Perhaps you're an outdoor enthusiast who wants to explore one of the many trails winding through Dallas-Fort Worth.

The North Central Texas Council of Governments works with partners across the region to make it easier for residents to consider the active transportation options that work for their schedules.

Several events throughout May offer easy ways to get involved:

Bike and Roll to School Day – May 6

This national event encourages students, family members, school staff and community members to walk, bike and roll to school, promoting a healthy and active lifestyle. Over the past two years, more than 150 schools across Dallas-Fort Worth have held Bike & Roll to School Day events.

National Bike to Work Week (May 11-17) and Bike to Work Day (May 15)

NCTCOG encourages residents to commute by bike or other sustainable transportation modes for one day or all week, in support of these events initiated by the League of American Bicyclists.

On Friday, May 15, North Texans are encouraged to begin their day on two wheels and join fellow commuters at select Dallas Area Rapid Transit stations for a Bike to Work Day celebration. DART will mark the occasion with giveaways, free snacks and more at the following light rail stations:

- Akard Station (11 a.m.-1 p.m.) in downtown Dallas
- Buckner Station (4-6 p.m.)
- CityLine Bush Station (4-6 p.m.) in Richardson

Those unable to commute to work by bike alone are encouraged to weave public transportation into their two-way adventure. Since the region's three major transit authorities all allow riders to

bring bikes on board their trains and buses, commuters can pedal to a transit stop near their neighborhood and let public transportation do the rest.

The Dallas-Fort Worth region boasts a network of nearly 1,100 miles of existing trails, with significant expansion underway thanks to dedicated funding. These pathways offer ample opportunities to commute, exercise or just enjoy a breezy ride. Discover more about the current and planned bicycle trails across the region on NCTCOG's [DFW Trails webpage](#).

In urban and suburban areas, off-street trails and on-street bikeways such as bike lanes enhance safe and accessible bicycle travel, linking residential areas to workplaces, schools and transportation hubs. For more information, visit [NCTCOG's on-street bikeways webpage](#).

"NCTCOG and our regional partners coordinate closely to ensure cyclists have safe, efficient trails and bikeways to use as transportation, regardless of experience level," said Kevin Kokes, program manager for land-use and mobility options at NCTCOG. "Our network of bicycle-pedestrian facilities has something for people of all levels of comfort, from those exploring a trail for the first time to veteran cyclists participating in Bike to Work Day."

Safety is a top priority for NCTCOG. The **Look Out Texans** campaign offers 21 tips for cyclists, drivers and pedestrians to ensure everyone stays safe on the roads, including:

- Ride in the same direction as traffic
- Use hand signals to give notice to drivers when turning or changing lanes
- Wear a properly fitting bicycle helmet every ride.

For more bicycling safety tips, visit [LookOutTexans.org/Safety-Tips](https://www.LookOutTexans.org/Safety-Tips).

North Texans who participate in Bike to Work Day are encouraged to record their commutes using the free Try Parking It app, available for download on Apple and Android devices. Learn more about the program, including opportunities to earn rewards, at [TryParkingIt.com](https://www.TryParkingIt.com).

Try Parking It also allows users to find carpool and vanpool matches, which helps reduce the cost of commuting. This can especially be helpful with the current volatility of gas prices.

KTEN NEWS

HEARTLAND FLYER FUNDING FALTERS....AGAIN

By Aidan Jo Farris and Walk Zwirko
May 5, 2026

The future of the [Heartland Flyer](#) — a passenger train linking Oklahoma City and Fort Worth — is once again in jeopardy.

[The Texas Department of Transportation notified Amtrak last month](#) that it is discontinuing state funding for the line, which has been a project supported by Texas and Oklahoma since 1999.

The Texas Legislature failed to provide money for the line, and the North Central Texas Council of Governments had been offering interim funding through the end of the 2026 fiscal year, which ends at the end of August.

"The State will not be able to fund the route after that date," TxDOT Executive Director Marc Williams said [in a letter to Amtrak](#).

The Oklahoma Department of Transportation tells KTEN that the state's \$2.5 million request for ongoing funding was not allocated to the fund that supports the passenger line.

"Based on current projections, remaining fund balances are sufficient to support operations through the end of calendar year 2026," ODOT said in a statement. "ODOT remains supportive of the Heartland Flyer and will continue exploring partnership opportunities to sustain the service."

Amtrak, which operates the rail line on behalf of both states, said it is working with both Texas and Oklahoma to maintain passenger rail operations.

"We are continuing to book travel this fall and beyond," an Amtrak spokesperson said. "We have not announced any suspensions or discontinuances of service."

The Heartland Flyer operates once daily in each direction, with stops that include Gainesville, Texas, and Ardmore and Pauls Valley in Oklahoma.

JUDGE REINSTATES LONGTIME NORTH TEXAS TRANSPORTATION CHIEF MICHAEL MORRIS

Temporary injunction reverses Morris' firing as Denton County lawsuit against NCTCOG moves ahead

By Lilly Kersh
May 5, 2026



Transportation director Michael Morris speaks during the Regional Transportation Council workshop to discuss the future of DART, held in Arlington on Thursday, Feb. 12, 2026. Stewart F. House

Michael Morris is back on the job, for now, as transportation director for the North Central Texas Council of Governments, after [a judge reversed his firing](#) while a lawsuit moves forward.

A temporary injunction signed Tuesday requires that [Morris immediately continue in the role](#), undoing his April 29 dismissal.

In a statement, NCTCOG public affairs director Caroline Vandergriff confirmed the move.

Morris had been ousted by Executive Director Todd Little, a move that drew pushback from members of the Regional Transportation Council, who questioned the authority behind the decision.

The lawsuit was filed by Denton County and the Regional Transportation Council against NCTCOG and members of its executive board. They argued the firing overstepped authority and disrupted the [region's transportation planning](#) structure.

The judge's order is a "preliminary measure" that "does not address the merits of the case," Vandergriff said, but it restores Morris to his post for now as the case proceeds.

It forbids the NCTCOG and other defendants from pursuing a replacement for Morris, according to WFAA-TV (Channel 8).

Morris has been an influential player in North Texas transportation for more than three decades. The NCTCOG is a regional planning organization and its RTC is a 45-member group of elected officials from all over North Texas in charge of setting policy for the Council of Governments.

The council's executive board will meet Wednesday. A trial date has been set for Nov. 9.

THE DALLAS MORNING NEWS

MORRIS OUSTER SIGNALS BATTLE FOR THE SOUL OF TRANSPORTATION POLICY IN NORTH TEXAS

For decades, Michael Morris, as transportation director for the North Central Texas Council of Governments, has been the ultimate persuader

By Yamil Berard, Sue Ambrose, Lilly Kersh
May 5, 2026

Visions of the future of North Texas -- and how to engineer it from wishful thinking into reality -- are hatched in a large conference room about 100 yards from Six Flags over Texas in Arlington.

It is where bureaucrats make decisions that impact the everyday lives of more than 8.3 million North Texans, who are mostly unaware of the proceedings.

And it is where the region's power brokers take high-stakes positions over how to spend billions of the public's money.

And where one man — for 36 years — led so many deals that they have become impossible to count.

Michael Morris, as transportation director for the North Central Texas Council of Governments, has been the ultimate persuader.

How do you put a tolled highway in north Dallas without enraging the owners of high-rises in the way? Bore underground tunnels. How do you find cash to finish the Margaret Hunt Hill Bridge when money is strangled by red tape? You depend on your local allies — the city of Dallas and private donors — to help foot the bill.

But at the April 30 regularly scheduled meeting of the Regional Transportation Council, a 45-member group of elected officials from all over North Texas in charge of setting policy for the Council of Governments, Morris was not there. He was not seated in his swivel chair at the head of the meeting.

Two days prior, Morris had been shown the door by the Council of Government's Executive Director Todd Little in what past and current members of the Regional Transportation Council say was a strategic and unlawful coup to take control of the heart and soul of transportation policy in North Texas.

Up until now, Morris was its heart and soul. But now, without Morris, the future direction of the transportation arm of the Council of Governments is up in the air.

Morris may have left an indelible mark on North Texas' highways, bus routes, commuter rail and air travel, but he also took positions that made him a polarizing figure and drew a fair share of criticism.

He pushed toll roads to help relieve congestion [when the state Legislature didn't](#) provide sufficient funding for infrastructure projects. And he's said repeatedly he would push for more today.

In recent months, he took sides on a highly volatile issue: the future of the Dallas Area Rapid Transit district. He pledged \$75 million of mostly federal funding to persuade the cities of

Farmers Branch, Irving and Plano to continue their [pledge in financial support for DART](#), even after deafening criticism in some cities that the service cost too much, drew crime and had poor ridership.

What's more, to the chagrin of some regional lawmakers, Morris has said the only way out of perpetual gridlock as millions more move to Texas is to build a high-speed rail system. There's little room left for more highways, he told *The Dallas Morning News* in more than one interview; the area is built out.

That's a lot of hooley, said state Rep. Matt Shaheen, R-Plano, who has introduced multiple bills in past legislative sessions to reduce or stop tolling in North Texas. He is not a member of the executive board or the RTC, but like many lawmakers, he has a keen interest in who controls transportation policy in North Texas.

"I see a desire to shift more investment into roads and less into mass transit," said Shaheen, who isn't necessarily a sharp critic of Morris but rather the policies he supports. "It's so expensive."

That's not even taking into account what he referred to as "toll fatigue" in the region. It's valid to argue that the state Legislature was lax in transportation funding, but that applied decades ago. Now, Texas sets aside an annual \$40 billion in state and federal dollars for transportation projects.

What's more, he said, people who live in North Dallas and Plano, for example, drive on toll roads that have already been paid off. Yet, their toll dollars are used to build roads in other counties.

State Sen. Bob Hall, R-Edgewood, said he saw in a mobility demonstration on Interstate 635 between U.S. 75 and Interstate 30 that traffic became much worse in the free lanes when tolled lanes were introduced.

That worsens traffic congestion, he said, and is discriminatory to people who can't afford to pay to go faster.

The North Central Texas Council of Governments is an association of local cities and counties that work together to address issues across 16 North Texas counties. It is overseen by its executive board, which consists of 17 locally elected officials and one ex-officio non-voting member of the state legislature.

The Council of Governments has multiple committees that tackle a host of matters that affect the lives of North Texans. That includes aging and disability resources, emergency preparedness, air quality and, at issue here, transportation planning.

The committee that oversees transportation policy is the Regional Transportation Council. The RTC is a 45-member body that includes county commissioners, county judges, mayors, council members, an airport board member and members of the various county transportation boards, such as the Fort Worth Transportation Authority and the Denton County Transportation Authority.

Many members of the executive board of the Council of Governments are also on the RTC.

Morris, in essence, was caught in the power struggle between the two entities he served.

The News made repeated efforts to contact Morris. Brian Wilson, a spokesman for the Council of Governments, told *The News* that Morris was declining to comment.

But in a recent interview with *The News*' editorial board, he acknowledged that politics likely have played a role and have made matters "very unsettled" for the RTC.

"I'm just keeping my head down and delivering what I always do," he told the editorial board.

While a lot of the debate is about policy differences, some of the discussions inside the conference room of the Council of Governments have become personal.

On April 27, a 300-page lawsuit submitted to a Tarrant County district court by plaintiff Denton County alleged the Council of Government's executive board had become a "lawless rogue governmental entity" and is "in the process of firing or reducing the role of Michael Morris" but didn't have the right to do so because he reported to the RTC.

Who actually has the authority to fire Morris — Little, the executive board or the RTC — is for now an unresolved matter of debate.

The suit accused 15 individual executive board members of attempting to wrest control from the RTC, including attempting to influence the policy of the RTC by hiring a new director that will follow directions from Little.

"Mr. Little is of the impression that he has the authority to hire and fire," RTC chairman Rick Bailey told *The News*. He called it a "desperate move by a desperate man."

Little, a former Ellis County judge, did not respond to multiple calls or text messages.

The suit also alleged the executive board is "currently unlawfully constituted" since its membership isn't consistent with federal law, because there is no Texas Department of Transportation representative on the board and there is a representative from Erath County, which is one of the 16 counties that comprise the COG but not one of the 12 counties served by the RTC.

Furthermore, the suit states, because of the executive board's actions, the relationship between the local area governments and the TxDOT is "in grave peril." TxDOT controls state and federal government funding, and noncompliance with the law "jeopardizes" the region's eligibility for federal funding, according to the lawsuit.

In its response to the lawsuit, the COG executive board said the allegations "rest on a fundamental misreading" of federal law. The membership is, in fact, consistent with federal law, the board said, and it has the sole right to hire and fire the transportation director.

Denton County originally filed the suit in Denton County's 431st District Court, where a judge granted a restraining order that, in part, prevented Morris from being fired.

Later, the suit was transferred to Tarrant County. There, a judge reversed that portion of the restraining order. Morris was fired the same day.

The showdown has pitted elected officials from the same counties and regions against one another and is expected to continue until the matter is resolved in court.

The RTC moved recently to hire independent counsel just to navigate through the many conflicts that may arise. Some of its members have suggested joining the suit as a plaintiff with Denton County.

The result of the showdown has deep implications. Morris' replacement will shape the future of transportation projects and where funding is directed in North Texas. Need an artery to relieve traffic in a fast-growing rural community? Are bottlenecks in downtown Dallas more important? What has priority?

The feud appears to have created two factions. One faction is made up of longtime elected officials who support and hope to bring Morris back. The other is a smaller faction of more recent arrivals to governance that is glad he's gone.

Collin County Commissioner J. Duncan Webb, a former RTC chairman, said the dispute over who has power has been going on for at least two years.

"What we have here is a power struggle over who is the guy to control transportation policy funding in the Metroplex," Webb said. "Up until now, we had never had issues between the RTC and the executive board."

At the April 30 meeting, the majority of RTC members who were present voted to adopt an agreement provided by TxDOT that assigns responsibility over transportation decisions to the RTC.

But that opinion is not exactly shared — or understood — by all.

Cara Mendelsohn, a councilwoman from Dallas who is on the executive board and the RTC, stated at Thursday's meeting that she needed more clarity on the issue. An earlier decree by former Texas governor Dolph Briscoe Jr., she said, conflicts with TxDOT's current opinion. Briscoe served as Texas governor from 1973 to 1979.

"We're all looking for that clarity and I'm for that," Mendelsohn said. "Again, as a member of both bodies, it's not like I lose a voice in either place. So there may be ideas about my opinion that are not accurate."

At stake are billions in state and federal funding, which could be cut off from North Texas because the executive board of the Council of Governments has shifted control away from the legally designated body, the RTC, the lawsuit alleges.

Mendelsohn, who is named as a defendant, declined to provide further comment at Thursday's meeting. She also did not respond to two phone calls requesting an interview.

Consensus builder

For most of his tenure, Morris enjoyed monolithic support and respect.

He had a unique combination of talents. Trained as a civil engineer, he could depend on his technical knowledge and skill at juggling local, state and federal funding as needed.

Those same skills were most recently on display when he asked the RTC in February [to support a funding initiative for the](#) Dallas Area Rapid Transit district, said Randall B. Bryant, DART's board chair. Bryant is also a member of the RTC. He is not on the COG's executive board.

Although the vote was not unanimous, the RTC voted in favor of Morris' recommendation to set [aside \\$75 million in state and federal funds](#) for DART services. The commitment reversed the position of several cities, which had been reluctant to continue to financially support DART service in their communities. As a result, city officials in Farmers Branch, Irving and Plano rescinded a decision to ask voters in an upcoming election to withdraw from DART.

On Saturday, [Highland Park voters rejected DART](#), while University Park and Addison voters agreed to remain.

"That was solely based on the efforts of Michael Morris and his ability to work with DART and our member cities," Bryant said.

Bryant is among the RTC members who have worked with Morris in recent years.

Others go further back.

Morris was pragmatic, a consensus builder, and he worked to improve traffic flow and ease congestion at a time when North Texas doubled in population, said Dallas County Judge Clay Jenkins, who served as RTC chair in 2024. Jenkins is a member of the RTC and is also named as a defendant on the executive board. He did not vote to fire Morris.

Morris was always keen on trying to build it faster and more efficiently, Jenkins said. As a result, it allowed the region to stretch its budget further, often achieving more with the same amount of money.

Morris introduced a new procurement mechanism for the construction of highways. Under the design-build model, Jenkins said, contractors pledged to ensure traffic flowed at a certain rate during the duration of construction. The contractor would have a dock in pay if it didn't complete the project on time.

In Fort Worth, Morris secured funding when money was tight during the subprime mortgage crisis for a rail center that contributes to the region's shipping and logistics hub today.

"I can't speak for everyone," Jenkins said, "but I would say that even the people who want to see him go would have to say, yes, he did a tremendous amount of good."

Former Tarrant County Judge Glen Whitley worked closely with Morris over regional transportation issues and infrastructure development as chairman of the RTC and president of the executive board of the Council of Governments.

Morris had a knack for fostering a collaborative spirit, Whitley said, even among the most difficult to reach.

"That's something that's very difficult," Whitley said, "and he's been perfect at it."

Mike Krusee, a former state legislator who worked closely with Morris over statewide transportation issues more than 25 years ago, said it spoke well of Morris that he remained steadfast in the positions he embraced.

His stance on toll roads that are controversial today were popular decades ago. But he hasn't reversed course.

“Nothing would shut Michael up for doing what he felt was right for the people of North Texas,” Krusee said, “even when people told him you better shut up.”

In the end, Morris likely fell out of favor, said Brandon Rottinghaus, professor of political science at the University of Houston, for many of the same reasons that brought him success.

“The problem with the consensus model for governing,” Rottinghaus said, “is that it can frustrate reformers who want to move for faster change and local actors who feel underrepresented.”

“Politicians want clearer wins for their constituencies and often pragmatic balance in policy making might not fit the bill.”

Lack of trust

Roughly 48 hours after Morris was terminated, sparks flew at the April 30 RTC in what might be a preview of what’s to come: more infighting and contentious governing.

There were accusations of conflicts of interest and potential violations of the state’s open meeting law. Much messiness revolves around the fact that some members serve on both boards.

It revealed division on the RTC.

Collin County Commissioner Darrell Hale, a recent appointee to the RTC, went as far as threatening to sue fellow RTC members who acted beyond their authority.

“That way if I am going to be unseated from my rightful position with full rights as an RTC member,” Hale said, “we will know who is acting in an ultra vires capacity (beyond their authority) against Collin County because you may receive your own lawsuit in an individual capacity from Collin County.”

Bailey, the Johnson County Commissioner and RTC chairman, quickly moved to stop the discussion.

“I don’t want it to get out of control,” he said, then gave the floor to the RTC’s independent legal counsel.

After the meeting, [Arlington Mayor Jim Ross](#) and other members said they hoped things would simmer down.

“I’d love to find a way for us to get back to having those types of trustworthy relationships,” he said.

But there’s no way that can happen in the current climate, Ross said. He and others want answers about why Morris was suddenly fired.

And why was it done, he said, on the eve of the largest sporting event in the North Texas region. Morris was a key part of the planning team for the World Cup, Ross said.

“To fire someone some 44 days before the World Cup kicks off,” he said, “is beyond belief.”

WFAA

POWERFUL NORTH TEXAS TRANSPORTATION LEADER REINSTATED AFTER CONTROVERSIAL FIRING LAST MONTH

By Paul Wedding, Scoop Jefferson, Cole Sullivan, Rachel Behrndt
May 5, 2026

Less than a week after [his controversial firing](#), a temporary injunction has reinstated Michael Morris as the director of transportation for the North Central Texas Council of Governments while a weeks-long lawsuit proceeds.

Morris had held the position for 35 years before he was fired April 29 amid an ongoing civil suit filed by [Denton County and the Regional Transportation Council against NCTCOG and numerous North Texas public officials](#).

A record of the injunction, requested by Denton County and signed by the presiding judge on Tuesday, immediately rescinded Morris' firing from his position, stating he will immediately continue in the role. The order also restrains NCTCOG from interfering or preventing Morris from discharging his duties and responsibilities as director.

Additionally, the order forbids NCTCOG and the other defendants from pursuing a replacement for Morris, such as posting job opportunities or recruiting a replacement.

"The termination of the Transportation Director has caused harm that is imminent and irreparable to Denton County and the RTC in light of the findings described above and the impending FIFA World Cup and other obligations of the RTC and the NCTCOG," the order states.

The order also accused the NCTCOG Executive Board of trying to influence RTC policy by hiring a new director to follow orders from its executive director, and not the RTC.

NCTCOG Spokesperson Caroline Vandergriff sent WFAA a statement saying Morris has been reinstated while the lawsuit proceeds, and doesn't address the merits of the case itself.

"NCTCOG and its Executive Board will continue to operate in accordance with applicable laws and established governance processes as the matter moves forward," Vandergriff said.

WFAA has reached out to Morris for comment on his reinstatement.

The order also accused NCTCOG of multiple constitutional violations by lacking TxDOT representatives for Dallas and Fort Worth; lacking membership from Dallas Area Rapid Transit, Trinity Metro and the Denton County Transportation Authority, and not apportioning its membership in alignment with the U.S. Constitution.

NCTCOG's executive board was also accused of passing its own policy directly opposing the RTG and without its input.

"The RTC appropriated \$200,000.00 for a traffic case in Fort Worth, and NCTCOG Executive Board wrongfully added additional conditions for the nonuse of law enforcement in direct contradiction of RTC Policy," the order states. "The RTC appropriated \$400,000.00 for an environmental impact study related to high-speed rail between Tarrant and Dallas County, and

NCTCOG Executive Board wrongfully altered the route alternatives in direct contradiction of RTC Policy by eliminating a downtown Dallas elevated route."

The trial date for the lawsuit has been scheduled for Nov. 9.

Denton County first filed suit against the NCTCOG in early April, alleging it was improperly interfering with the authority of the Regional Transportation Council, an independent committee of the NCTCOG. Denton County successfully petitioned for a restraining order preventing Morris' termination.

The case was moved from Denton County to Tarrant County in late April. A judge lifted the portion of the restraining order limiting Morris' termination on April 29. He was fired hours later.

Morris' work made a large impact on North Texas. Beyond [planning for the World Cup](#), Morris has been responsible for distributing millions of dollars in grants and state funding to support transit in the region. His purview included plans for roads, toll lanes, rail, bicycle, and air quality. _

STATE NEEDS \$174B TO PREVENT WATER SHORTAGES OVER 50 YEARS. NORTH TEXAS' NEED ADDS TO COST

By Nicole Lopez

May 5, 2026



Cars drive across the Main Street Viaduct, which passes over the West Fork of the Trinity River north of downtown Fort Worth. (Rodger Mallison | Fort Worth Report)

North Texas' booming growth and a multibillion dollar project that would help meet the region's water demand are contributing to a significant increase in the state's estimated spending over the next 50 years.

The most recent draft of the first phase of the 2027 Texas water plan estimates local planners will need to spend a combined \$174 billion to secure enough of the resource to prevent shortages through 2080.

The nearly 100-page draft was approved by the Texas Water Development Board, which opened the document to public comment April 16.

The state water board is responsible for gathering water plans from 16 regional planning groups. Those regional plans are used to create a statewide strategy to address future water needs and supply, while taking projections for drought and population growth into consideration.

The new price tag on water needs is more than double the state's last water plan from 2022, which calculated an \$80 billion cost to supply Texas with adequate water through 2070.

The increase in the latest water plan reflects rising construction costs and extending the planning timeline to 2080, according to draft documents.

The inclusion of the Toledo Bend Reservoir also contributed to that increase, according to the state's latest draft.

The \$9.8 billion reservoir, located on the Texas-Louisiana border, was [added to North Texas' regional water plan](#) as an alternative to the long-debated Marvin Nichols Reservoir in the northeastern portion of the state.

Before North Texas planners could submit their final draft of Region C's water plan to the board, officials had to find a solution with planners from northeast Texas. Region C encompasses 16 counties including Tarrant, Dallas, Denton, Parker and Wise.

Eyed by planners as far back as the 1960s, the Marvin Nichols project has [long drawn criticism](#) from residents and water planners. Critics of the project previously said the reservoir would flood thousands of privately owned land, negatively impact wildlife and natural habitats, and hurt agriculture and timber industries.

Last summer, planners from both regions agreed to keep the Marvin Nichols Reservoir in Region C's plan but pushed any action on the project back to 2070, 20 years past the initial date proposed for enactment.

Under the North Texas 50-year plan, the Toledo Bend Reservoir is the most expensive strategy listed for pulling water from existing supplies.

Other strategies include conservation, new surface level resources, water reuse and new groundwater supplies.

State water board senior adviser Sarah Lee told the state agency earlier this year that a combination of higher price tags on construction, interregional conflicts, and more outreach to local water agencies or utilities are the cause for increased project estimates.

Costs for pulling water from new reservoirs increase due to their distance and new infrastructure, according to Region C chair Dan Buhman. Existing resources, such as the Cedar Creek and Richland Chambers reservoirs, will [not be enough to sustain](#) North Texas growth, Buhman said.

As a result, Dallas-Fort Worth water planners are relying on finding the most cost-effective supplies to balance reliability and budgeting, he said.

"We know it needs to be affordable, so we have a lot of projects in the plan," Buhman said.

Growth and population are also prompting state water officials to account for higher costs.

The state's population is expected to grow from 34.2 million to 52.3 million residents between 2030 and 2080, according to the state water planning draft.

Cities and counties within North Texas, the greater Houston area, the Brazos Basin and South Central Texas account for 80% of those growth estimates, the documents state.

Last year, Fort Worth's population surpassed 1 million. The city's explosive growth is [prompting local officials to plan](#) for increased demands in transportation, energy, housing and water.

Recent reports to the City Council show the Fort Worth water utility regularly makes expenditures to upgrade or expand water transmission lines.

A third of North Texas' water is sourced from reuse and conservation, Buhman said.

North Texas planners will continue encouraging local officials, residents and businesses to conserve water, as doing so will help keep those costs low, Buhman added.

"In order to bring in new water, we have to look at a lot of criteria," Buhman said. "Cost is definitely one of the primary considerations."

Officials with the North Central Texas Council of Governments, the agency responsible for assisting local governments with metropolitan planning, said last year that its staff is looking into more strategies aimed at balancing economic development and water usage.

However, businesses and city officials have to take into account that resources and water rights can be limited, Susan Alvarez, environment and development director for the council of governments, told the Report last year.

The water board is accepting public comments on the state water draft through May 29.

Following a public hearing, the state water board will vote to adopt the water plan in July.

TEXAS-OKLAHOMA AMTRAK ROUTE IN JEOPARDY AGAIN

By Staff

May 5, 2026

The Texas Department of Transportation (TxDOT) in late April issued a 90-day discontinuance of service notice for the state-sponsored [Amtrak Heartland Flyer](#) route, which runs daily between Oklahoma City, Oklahoma, and Fort Worth, Texas.

The service won't immediately halt at the end of those 90 days, however. The Heartland Flyer is jointly funded by TxDOT and the Oklahoma Department of Transportation, which has adequate funding to support the service through the end of the year, according to a [release by Texas Rail Advocates](#).

When Texas legislators in 2025 did not include funding for the Heartland Flyer in the state's budget, the North Central Texas Council of Governments (NCTCOG) [authorized emergency funding to support the route through August 2026](#). With that date approaching, TxDOT was required by contract to issue the notice of discontinuance.

Neither the Oklahoma nor Texas legislature has approved funding for the route in 2027, according to a report by the [Oklahoma Voice](#). Both states' transportation departments and the NCTCOG are in conversation about how to accomplish funding for next year, Texas Rail Advocates officials said.

AS CONSTRUCTION ZONES SURGE ACROSS TEXAS, CRASHES RISE BUT FATALITIES FALL

By Blessing Iwuchukwu

May 5, 2026

If you're seeing more cones than usual while driving around Texas, there's a reason for that. The Lone Star State hit a record high number of active construction projects this year, according to the Texas Department of Transportation (TxDOT).

TxDOT said there are currently more than 7,000 active construction projects underway totaling at least \$60 billion. But as more orange cones keep popping up across the state, [recent data from the North Central Texas Council of Governments](#) shows North Texas has seen a steady increase in construction zone crashes.

Meanwhile, a Fort Worth first responder said construction has helped decrease crashes in his city.

Spectrum News dug into the data to see if this issue is bigger than North Texas.

Orange cones peppered across a stretch of highway in Fort Worth weren't here when Craig Trojacek was assigned to this area nearly a decade ago.

"They're building better highways, they're building safer highways," said Trojacek, a Fort Worth firefighter.

Back in March, Spectrum News got to ride-along with him and Fort Worth first responders to get a glimpse of what they face while responding to calls.

"We did make a lot of wrecks in this area. I was at the station here for, I think, just around 13 years. And this was probably the highest area of incidence of traffic incidents that involved fatalities," said Trojacek.

Now with construction added, Trojacek said, "they're not traveling at those high speeds that we saw prior to those construction zones being implemented. I think that's where you kind of see the drop-off of the fatalities."

He's right. Spectrum News pulled crash data from TxDOT. From 2016 to 2025, although work zone-related crashes in that area increased, with 2025 having the highest numbers, there were zero fatalities.

Spectrum News saw a similar trend in the 12-county region covered by the North Central Texas Council of Governments.

"Well, this is the new data from 2025 that we pulled from TxDOT's Crash Records Information system, which is showing an increase in just all crashes in construction zones. It's showing a decrease in fatalities. So, we're back down to where we were in 2023 for fatalities for 25," said Natalie Bettger with North Central Texas Council of Governments.

The data showed North Texas has seen a steady increase in construction zone crashes since 2022, with more than 7,000 work zone crashes in 2025, the highest rate of crashes since 2021.

“So we would probably want to take these numbers and normalize them so that that way we’re looking at consistency year over year because our region has experienced a large amount of growth. And so one thing that we could do to look at these maybe a step further is looking at that compared to population growth, are we about the same or is it really going up based on how much population has grown within the region,” said Bettger.

The population in Texas was also the focus of TXDOT’s Texas Transportation Commission meeting in April.

New U.S. Census Bureau data showed nearly 400,000 residents were added to the Lone Star State in 2025.

“A lot of people are moving here. But what that also means that’s an increased demand on our roadways. We have more vehicle miles traveled, which means more people are on our roads every single year. We’re seeing that increase,” said Adam Hammons with TxDOT.

As of July 2025, more than 31 million people are living in Texas. That’s a nearly 2% increase from 2024 and more than double the 0.5% national growth rate.

And just like at Trojacek’s old stomping grounds and the North Central Texas Council of Governments’ 12-county region, TxDOT echoed the same sentiment.

“A slight increase in crashes in work zones but a slight decrease in fatalities and people killed in work zones. That is good to see, and that is our goal. We really want to save lives on Texas roads and improve safety,” said Hammons.

And they said that happens when drivers play their part by driving safely.

“You’re paying attention to the roadway anytime you’re in a vehicle,” said Trojacek.

WFAA

CITY OF FRISCO LAUNCHES ON-DEMAND RIDESHARE SERVICE

By Paul Wedding
May 4, 2026

The city of Frisco is launching a new pilot rideshare service in partnership with the Denton County Transportation Authority aimed at helping residents and visitors get around the central part of the city during the work week.

Starting May 5, the new program, GoZone, is available to help people get to work, school, or run errands.

“This pilot promotes ridesharing at a very reasonable cost,” Frisco Director of Engineering Services Jason Brodigan said in a statement. “But what makes microtransit so successful is the fact it gets people from where they are to where they want to go.”

GoZone will operate between 6 a.m. until 6 p.m. Monday through Friday with rides at a distance-dependent cost between \$3 and \$5 per person. Rides can be secured through the DCTA GoZone app, which will show “Frisco’s service” starting at 6 a.m. on Tuesday.

“When people think about public transit, often times they think about a bus or train,” DCTA CEO Paul Cristina said in a statement. “But what makes microtransit so successful is the fact it gets people from where they are to where they want to go.”

The ‘Zone’ for transportation through the service borders Eldorado Parkway to the north, as well as Hillcrest Road on the east, FM 423 on the west and Main Street and SH 121 on its southernmost boundary. The city says the service also connects to the Northwest Plano Park and Ride.

“Once you call for the ride on the app, the ride will show up within 20 – 30 minutes,” Cristina said. “Other people may already be in the van, and you may stop at those riders’ destinations. But your ride will take no more than 30 minutes.”

According to the city, riders may have to walk short distances to pre-set pickup points, which are placed to make rides more available and optimize routing.

“DCTA has been a great partner,” Frisco Mayor Jeff Cheney said in a statement. “This is a program we hope to learn from and expand in the future. It’s going to be an incredible transportation resource for our residents and visitors.”

MICHAEL MORRIS STEPS BACK INTO TRANSPORTATION JOB AFTER JUDGE'S RULING

By Eric Garcia

May 5, 2026



Michael Morris has served 35 years as director of transportation for the North Central Texas Council of Governments and staff director to the Regional Transportation Council. (Courtesy | North Central Texas Council of Governments)

Michael Morris will resume his role as North Texas transportation director after a state district judge issued a temporary injunction Tuesday that his firing last week was unconstitutional.

Morris returned to his job at the North Central Texas Council of Governments office in Arlington Tuesday afternoon, said Rick Bailey, chair of the Regional Transportation Council.

"I'm elated that Michael Morris is going to be joining us as soon as today," Bailey, a Johnson County commissioner, told the Fort Worth Report Tuesday afternoon.

State District Judge John Chupp of Tarrant County's 141st District Court issued a temporary injunction in favor of Morris' employment after a lawsuit was filed April 6 in Denton County to stop a job search to replace the director.

Morris, 70, could not be immediately reached for comment Tuesday. He was [fired April 28](#) by council of governments CEO Todd Little, weeks before the [FIFA World Cup games](#) in Arlington

start in June. A temporary restraining order protecting Morris' job was lifted, resulting in his firing.

Last week, the Regional Transportation Council [decided during an emergency meeting](#) to allocate \$5 million for legal expenses as it joined a lawsuit filed by Denton County officials over hiring decisions. The suit was moved to Tarrant County this week.

RTC members said the suit's intention is to clarify the Metropolitan Planning Organization structure in North Texas. The transportation council is an independent policy body composed of 45 elected and appointed officials who would have the ability to hire and fire transportation department staffers, instead of the council of governments as Little maintained.

Through a spokesperson, Little declined an interview request. Previously, he told the Fort Worth Report that he required all council of government department heads to file succession plans for the future.

In a statement Tuesday, the council of governments acknowledged that Morris was "reinstated" to his job in compliance with the temporary injunction.

"The court's order is a preliminary measure that returns Mr. Morris to his position while litigation filed by Denton County and the Regional Transportation Council against the NCTCOG and NCTCOG Executive Board members proceeds," the council of governments said. "It does not address the merits of the case."

NCTCOG said the organization and its executive board "will continue to operate in accordance with applicable laws and established governance processes as the matter moves forward."

A trial date for the case is set for Nov. 9.

In an email to RTC members Tuesday, Bailey said the judicial decision regarding Morris' employment is "a positive step for the region."

"We appreciate the Court's order and the clarity it provides moving forward," Bailey said in his email. "We are hopeful this matter can be resolved in a timely manner in a way that best serves the long-term transportation needs of North Texas."

Fort Worth City Council member Elizabeth Beck said Judge Chupp saw that Little didn't have the authority to fire Morris.

Little "overstretched and that was reflected today with the court undoing his decision," Beck said. "It righted a wrong and it addressed unscrupulous behavior by the executive director of COG."

Denton County Judge Andy Eads said the suit was filed to address "the overreach" of the council of governments board of directors and Little.

"I was very pleased for our region that our transportation director has been returned to their position," Eads said Tuesday. "I think this is great for long-term planning, for our different modes of transportation but also in the short term, so we can fully execute the plans for FIFA."

More importantly, Eads said, "We're pleased that this order affirms our position, which is that for transportation decisions to be voted on, they have to be voted on by officials that are within the Metropolitan Planning area and not outside of that."

Bailey said the transportation council will move forward with a Metropolitan Planning Organization agreement with the Texas Department of Transportation to reconfirm that RTC is the policy-making body responsible for transportation decisions in North Texas. The agreement would be similar to those used in other Texas metro areas, such as Houston, San Antonio and Austin, officials said.

"I look forward to putting our best foot forward," he said.

Bailey said the group will work to put its differences with the council of governments executive board aside and "work for the betterment of the region."

With the World Cup games coming to North Texas within weeks, the region will implement a comprehensive transportation plan to move people to the games in Arlington.

"Now we have our leadership in place to make sure we have a successful World Cup," Bailey said.

Eads said he hoped that the council of government executive board would address Little's actions in the dispute — and consider the legal expense and damage to long-standing relationships among government officials in the region.

"I hope they take that into consideration as they move forward," Eads said.

Beck added, "I see how important regionalism is. The council of governments and the RTC has been that convening place for years. I think Todd Little failed to understand who he is responsible to — and it's the elected officials across the region that represent the millions of people who live here in DFW."

WHAT SHOULD FORT WORTH LOOK LIKE IN THE YEAR 2050?

By Drew Shaw
May 5, 2026

What should Fort Worth look like in 2050?

There are a million possible answers. The city is hoping to focus some of them into a cohesive one with Fort Worth's new comprehensive plan.

The document will serve as a long-term vision for every facet of Fort Worth — from green space to transit to zoning — and guide how leaders allocate the city's limited resources and design infrastructure.

"It really needs to address what this community wants to be — wants to do — going forward," Eric Fladager, assistant finance director, told City Council members at a work session Tuesday.

The plan has taken shape by focusing on investing in dense, mixed-use, walkable, interconnected districts, said Jay Renkens, chief practice officer of consulting firm [Moore Iacofano Goltzman Inc.](#) The evolving vision for the city came from what Renkens described as significant public engagement efforts.

City Council [paid Renkens' firm \\$760,000](#) in 2025 to take over leadership of the comprehensive plan.

Fort Worth's current comprehensive plan was created in 2000 and last updated in 2023. It's due for a revamp, Fladager said, given that the city's population has doubled in size since the first iteration of the plan was established.

Questions the comprehensive plan team is attempting to answer include:

- Invest in public transit or car-centric roads?
- Build out undeveloped areas, or focus more on density and redevelopment?
- Concentrate businesses downtown, or spread them out into urban neighborhoods?

What is the comprehensive plan's focus?

As of Tuesday, the team's emerging vision statement for the comprehensive plan is:

"Fort Worth is a world class city of thriving and connected neighborhoods, innovative businesses and industries, and vibrant places that enhance quality of life and provide opportunity for all.

The city's continued growth and evolution is guided by its frontier spirit, commitment to people and community, and thoughtful integration of green space," according to Tuesday's presentation.

Planners seek public engagement

Renkens said the team has engaged with over 9,700 residents through in-person forums and events. Public safety emerged as a top priority for 47% of participants. Multimodal transit and green space preservation were second and third priorities.

“I noticed staff in places that we don’t normally see,” said council member Elizabeth Beck, who applauded the engagement efforts. “Often we rely on our emails and our social media to get the word out, but we did a really great job of meeting the people where they were.”

For virtual engagement, an [online survey asks residents 30 questions](#) about their ideal Fort Worth. Those taking the survey can choose whether they’d prefer to drive to work or take public transportation; if they’d rather live in a dense downtown urban landscape or near nature.

“Through that series of questions, we’ve been able to discern things like, ‘What types of places do people want to live in? Where do they want to be able to go shop? What sorts of recreation do they prioritize?’” Renkens said.

The quiz assigns respondents one of eight city visions based on survey answers. Envisioned cities include a tech-forward Fort Worth, a city focused on mixed-use, walkable neighborhoods, or one built around several major rail transit hubs.

“Reimagined City” Personality Quiz



Walkersville



Santa Ancho



El Corredor



Linkston



Polycentra



Downtonia



Greenhaven



Texanova

Courtesy | City of Fort Worth

Of the over 1,200 online respondents, 25% desired a connected, walkable city. Another 24% related to a city built around public transit and 20% envisioned a city shaped by accessible parks, rivers and green corridors, according to Renkens’ presentation.

“People were saying that they felt as though a lot of the newer development, particularly as you get further from downtown, tends to be pretty homogenous. Meaning that you have a lot of single-family detached housing, or maybe even a lot of walk-up apartments, with not a lot of amenities nearby,” Renkens said.

Over 211,350 attendees encountered engagement efforts at events, he highlighted. Renkens’ team tracked over 232,200 website visits and emails during that time.

The comprehensive plan will continue to be fine-tuned over 2026 for a planned adoption in spring of 2027, Renkens said. Previously, city staff had said the target finish date was 2028.

Fort Worth's attention on the comprehensive plan stands out from what some urban planning experts have described as a [decadeslong divestment in long-term city planning](#).

Over the 2010s, as City Hall prioritized navigating tight budgets, cutting property tax rates and attracting development, its planning team shrunk and bounced between departments.

The team ultimately landed under the city manager in 2025 as the [city's planning division](#), which will be led by [a new top city planner](#), a position practically nonexistent for nearly 20 years. Fort Worth announced the search last August, but [has yet to make a hire](#).

LONG-AWAITED HALPERIN PARK OPENS THIS WEEKEND. HERE'S HOW THE \$300M PROJECT CAME TOGETHER

By James Cancelarich

May 7, 2026

Raised above the concrete trench of I-35E in Southern Dallas, [Halperin Park](#) is designed to reconnect a part of Oak Cliff that was split apart decades ago by highway construction.

The \$300 million deck park, spanning the freeway between Ewing and Marsalis avenues near the Dallas Zoo, officially opens Saturday. The first phase covers 2.8 acres, with a second phase expected to expand the park to roughly 5 acres. Project leaders estimate the park could eventually attract more than 2 million visitors annually and generate \$1 billion in economic impact over its first five years. But for many residents in Oak Cliff, the significance is far more personal.

Long before Interstate I-35E carved through the neighborhood in the 1950s, Oak Cliff was one of Dallas' most culturally vibrant areas. Tenth Street developed into one of the city's oldest Freedmen's towns following the Civil War, while Jefferson Boulevard became a thriving retail corridor. The freeway changed that trajectory, cutting through homes, businesses, and long-established community ties. Over the decades that followed, divestments and environmental burdens deepened the divide.

When TxDOT launched a full reconstruction of I-35E in 2017, community leaders saw an opening: reclaim the space above the highway and reconnect the neighborhoods surrounding it.

That same year, local leaders secured commitments from the North Central Texas Council of Governments and the City of Dallas to help fund the project's first phase—a structural deck bridging the freeway. The Southern Gateway Public Green Foundation was later formed to guide development of the park.

For foundation President and CEO April Allen, community input shaped nearly every aspect of the project. Throughout the planning process, more than 500 residents, business owners, educators, nonprofit leaders, and neighborhood advocates participated in meetings and development discussions. "Because this really was a community driven project, it was important to us to center the community in all the work that we did," Allen said.

The park's early design and engineering process required nearly \$100 million in fundraising. Infrastructure costs for the deck totaled roughly \$47 million, including \$7 million from the City of Dallas' 2017 bond package, with additional funding from the North Central Texas Council of Governments. Another \$15 million from the city's 2024 bond program was later allocated for Phase II, while Dallas City Council approved an additional \$8 million earlier this year to complete portions of the first phase plaza.

The foundation has also leaned heavily on private fundraising. Allen said the organization has secured roughly \$200 million toward its broader \$300 million public-private funding goal. The Halperin Foundation, founded by [Heritage Auctions](#) co-founder Steve Halperin, committed \$23 million for naming rights.

“I think unfortunately we can be a little bit out of sight, out of mind,” Allen said of Southern Dallas. “It has definitely been a hustle to raise the money to build the project. We’re very grateful to all of the supporters in the philanthropic community that have come out and supported us.”

She acknowledged that skepticism surrounded the project from the beginning.

“There’s been a lot of false starts with big ideas in Southern Dallas,” Allen said. “I always had the belief that it was destined to be because we are building something greater than the sum of its parts.”

Halperin Park is expected to draw comparisons to [Klyde Warren Park](#), which connected downtown to Uptown. But its design language is much different. Dallas-based architecture firm HKS, alongside landscape architecture and urban design firm SWA, emphasized natural materials, native landscaping, and the geography of the surrounding neighborhood. The project will also feature one of the most extensive uses of mass timber in Dallas to date.

For Russell Crader, HKS’ global director of arts and culture, that decision stemmed directly from conversations with residents. “It became a response back to the community saying we really want something from nature,” Crader said. “We know it has all these organic properties. We know it does carbon sequestering. We know it does so much, but it’s not the industry standard.”

The choice also carried engineering benefits. Because timber is lighter than steel or concrete, it reduced structural loads above the freeway while allowing designers greater flexibility with the space.

The park includes a great lawn, performance shell, playgrounds, gardens, shaded gathering spaces, and water features. A terrace overlooks the downtown Dallas skyline, while sculpted landforms modeled after Oak Cliff’s chalk, shale, and limestone escarpments help buffer traffic noise and views from the interstate below. More than 100 trees will eventually create a dense canopy throughout the site.

“What we have at Halperin Park, which is not often seen in these cap parks, is dimensionality,” Crader said. “You can climb and descend and you have space. It’s got a little bit more layered transparency, which in many regards can be tied to safety—this idea that you always have eyes throughout.”

One feature Crader is particularly eager to see activated is the park’s multipurpose pavilion, which was made possible in part because of the weight savings created by the timber structure. “You can think of this as basically being a little bit of a church,” Crader said. “It’s going to house that social connection, that idea of continuing to empower learning and education through each other. You’re now part of a neighborhood.”

Phase II remains in early design and engineering stages, meaning many elements of the final buildout are still undetermined. Crader said the next phase will depend heavily on how residents actually use the space once the park opens. “The park is no longer precious at that point,” he said. “People will sit on the lawn. They’ll change their habits around the park.”

“Halperin Park shows it’s possible to right a past wrong, stitch a neighborhood back together, and center that community’s culture and history throughout the process,” added Todd Strawn, managing principal of SWA’s Dallas studio. “We’re thrilled to have partnered with the foundation and city in making this vision a reality.”

Even before the ribbon is officially cut, Allen said leaders from other cities have already reached out looking to replicate similar projects in their own communities.

“Every week we get calls from other cities looking for insight,” Allen said. “I think this can be a model for others around the country who are looking for opportunities to bridge divides, catalyze growth, and heal wounds.”

DALLAS DECK PARK OVER I-35E OPENS

By Tasha Tsiaperas
May 8, 2026



Park visitors can see the downtown skyline and Fair Park in the distance. Photo: Tasha Tsiaperas/Axios

A network of highways has divided Dallas' neighborhoods for decades, but a series of deck parks — including one opening Saturday — are stitching them back together.

Why it matters: [Halperin Park](#) attempts to mend a historically Black community that was divided when Interstate 35E opened in the 1960s.

- The park over I-35E, at least for a short stretch, reconnects North Oak Cliff with East Oak Cliff.

The latest: Halperin Park opens at 7am tomorrow with a [grand opening celebration](#) starting at 9am.

- The park will host yoga, story times, craft zones, concerts, face painting and a Mother's Day picnic as part of the two-day opening event.

State of play: The park is much like Klyde Warren Park, which joins Uptown and Downtown and has inspired [other deck park projects](#) in the country.

- The parks each have a mix of greenspace, walking paths, fountains and areas for entertainment.

What they're saying: Mayor Eric Johnson said he expects Halperin Park to attract new investment and development in the area, like Klyde Warren, which has had a \$3 billion economic impact since opening in 2012.

- The park is "not a frivolous amenity," Johnson said during a private opening ceremony Thursday evening, but "a strategic investment."

How it works: The park was built through a public-private partnership, which included the Texas Department of Transportation.

- TxDOT built the "cap" over the highway, between Ewing and Lancaster avenues. The city and private donations helped finish the first phase of the park.
- The deck construction was paid for with \$7 million in city bond money and \$40 million from the North Central Texas Council of Governments. The foundation that runs the park raised more than \$62 million for the amenities.

If you go: The park opens every day at 7 am. It closes at 10pm Sunday–Thursday and at 11pm Friday and Saturday.

- Using public transportation is recommended. Paid parking is available nearby at the Dallas Zoo.
- Rideshare dropoff is located on Ewing Avenue.

INRIX

INRIX CELEBRATES NCTCOG'S TEXITE AWARD FOR ADVANCING DATA-DRIVEN SIGNAL TIMING

By Ashley Babani

May 7, 2026

INRIX proudly congratulates the [North Central Texas Council of Governments](#) (NCTCOG) on receiving the 2026 TexITE Transportation Achievement Award in Traffic Engineering, an honor that recognizes leadership in data-driven mobility innovation.

This recognition highlights an evolution in regional signal timing, powered by data, collaboration, and innovation.

From Subjective Selection to Objective, Performance-Based Planning

Through its Regional Traffic Signal Program (RTSP), NCTCOG has fundamentally transformed how corridors are selected for signal retiming. Moving beyond traditional, nomination-based approaches, the program introduced a performance-driven methodology developed in partnership with Kimley-Horn. Powered by region-wide, high-resolution traffic performance data from INRIX Signal Analytics, the program proactively and objectively identifies corridors with the greatest potential for operational improvement, enabling agencies to focus resources where they can achieve the most measurable impact.

Turning Data into Actionable Regional Insights

Using Signal Analytics, NCTCOG evaluates corridors across the Dallas-Fort Worth region with consistent, outcome-based metrics such as delay per mile, travel time reliability, and intersection performance. These metrics help prioritize projects that deliver meaningful improvements in mobility, efficiency, and reliability.

Scaling Impact Across a Growing Transportation Network

The scale and ambition of this effort are significant. With more than 7,000 traffic signals across the region, NCTCOG analyzed over 1,300 corridors to identify top candidates for optimization. By integrating Signal Analytics throughout the process, from corridor identification to before-and-after evaluation, the program creates a continuous, data-driven feedback loop that enhances long-term performance.

Empowering Agencies Through Shared Access and Collaboration

A defining feature of RTSP is its regional impact. NCTCOG has provided INRIX Signal Analytics to member agencies across the region, equipping them with powerful tools to monitor operations, troubleshoot issues, and proactively improve signal performance. This shared approach fosters collaboration while enabling local decision making backed by trusted data.

Leading the Future of Smarter Mobility

NCTCOG's award-winning approach demonstrates how modern analytics can elevate traffic engineering from reactive adjustments to proactive system management. INRIX is honored to

support this work and applauds NCTCOG for setting a new benchmark in regional signal timing.

Congratulations to NCTCOG on this well-deserved recognition and for leading the way toward a more efficient, reliable transportation future.

THE DALLAS MORNING NEWS

YOUNG DALLASITES PARTICIPATE IN BIKE AND ROLL TO SCHOOL DAY, PROMOTE HEALTHY HABITS

North Texas has been participating in the event since 2014

By Hedija Spahalic
May 7, 2026



Principal Princess Martinez helps Dylan Leyva, 7, try out his new bicycle as students, staff and families from Eduardo Mata Montessori School ride and walk on the nearby Santa Fe Trail for National Bike & Roll to School Day in Dallas, Wednesday, May 6, 2026. Leyva was the winner of a drawing awarding a new bike to a lucky student. Smiley N. Pool/The Dallas Morning News

Students, teachers, parents and staff gather in front of the flagpole at Eduardo Mata Montessori School in Dallas. The late spring air is crisp, but children excitedly roll around the parking lot on their bicycles and scooters, wrapped tightly in their jackets, ready to take part in Bike and Roll to School Day.

A kindergartner named Lincoln rides his Spiderman bicycle up and down the ramp, His dinosaur mohawk helmet sticking out among all the other children. He patiently waits for the go-ahead from his father standing on the steps watching over him; Lincoln is among the first children to head out on the pre-planned route.

“We don’t let him ride to school just yet because he’s too young, but stuff like this is fine because there’s so many other kids,” Lincoln’s father said.

Alex Martinez stood by his truck, pumping the tires of his children’s bicycles before they left for their ride. His son, 10, and 13-year-old daughter both participated in this year’s Bike and Roll to

School Day. Both of his children are on the Autism spectrum and keeping them active is a priority for Martinez and his wife.



Students, staff and families from Eduardo Mata Montessori School depart after school toward the nearby Santa Fe Trail as they participate in National Bike & Roll to School Day in Dallas, Wednesday, May 6, 2026. Smiley N. Pool/The Dallas Morning News

“They have a higher [academic] performance when they are physically active,” Martinez said. “My daughter, she’s a straight-A student.”

Martinez said physical activities such as riding bikes, gymnastics, soccer and swimming help his kids regulate their emotions.

Bike and Roll to School Day encourages students, parents and staff to either walk or take a bicycle to or from school and work, fostering activity and habit-building among children. The North Central Texas Council of Governments promoted the nationwide event locally.

“The main purpose of this promotion is to help parents and students bike to school and create positive, safe experiences with activity,” Shawn Conrad, land-use and mobility options program manager, said. She added participation in events like Bike and Roll to School Day could result in better health and academic performance because it establishes regular physical activity.

The promotion also addresses environmental and traffic-related issues.

“One of the biggest issues with kids walking and biking is traffic safety,” Conrad said. “Bike and Roll [to School Day] is meant to encourage walking, biking and rolling to school in a safer manner.

The first Bike and Roll to School Day was held nationally in 2014 in coordination with the League of American Bicyclists' National Bike Month, and the North Texas region participated.

"This is the third time our school has participated in [Bike and Roll to School Day]," said Princess Martinez, principal of Eduardo Mata Montessori School. "It's about half a mile from the school to the pavilion, so it's good exercise."



Ruby Rose Martinez, 7, gets a high five after arriving in nearby Lindsley Park as students, staff and families from Eduardo Mata Montessori School participate in National Bike & Roll to School Day in Dallas, Wednesday, May 6, 2026. Smiley N. Pool/The Dallas Morning News

According to the council, 31 school districts and more than 150 K-12 schools in North Texas have participated in Bike and Roll to School Day events. Two drawing contests were hosted by the council, with winners receiving a new bike and helmet. This year's winners are from Ashworth Elementary School in Arlington and Eduardo Mata Montessori School in Dallas.

DALLAS LEADERS EXPLORE CITY'S NEWEST DECK PARK IN SOUTHERN DALLAS AS IT NEARS OPENING

Halperin Park, formerly known as Southern Gateway Park, is opening this weekend

By Aria Jones

May 8, 2026

Behind the gates cloaking Dallas' new deck park, city leaders and donors explored the landscape, which was dotted with colorful balloon arrangements. Hundreds gathered for an evening filled with champagne and bites such as burrata and balsamic caviar.

Atop Halperin Park, which stretches across Interstate 35E near the Dallas Zoo, community leaders celebrated about a day before it's set to open to the public.

"For too long, it's been an open secret that Oak Cliff didn't get to have nice things," said April Allen, president and CEO of the Southern Gateway Public Green Foundation. "When Interstate 35E was built in the '50s, it didn't just divide streets, it divided a vibrant, connected community."

The celebration Thursday evening brought the mayor and city manager, city council members, park department leaders and other officials to southern Dallas. Halperin is the second deck park to open in the city, following Klyde Warren in Uptown. Leaders spoke of hope that the multi-million-dollar project will mend the neighborhoods and bring prosperity to each side of the highway.

"This park is a win for Oak Cliff, for the city of Dallas and for anyone who wants to experience love, happiness, beauty and healing, especially at a time such as this," Allen said.

As the smell of fresh mulch wafted, speakers described the moment, and the new park, as "divine" and "world-class" and "incredible." The program went on for more than an hour as guests heard from area council members Maxie Johnson and Chad West, and U.S. Rep. Marc Veasey and State Sen. Royce West, along with several others.

"Rest assured, this is not some frivolous amenity," Mayor Eric Johnson said. "This is a strategic investment in a park that's going to deliver an extraordinary return for this city."

The opening marks the completion of the park's first phase. Ultimately, the estimated \$300 million project is expected to cover the highway between South Ewing and South Marsalis avenues, forming a tunnel underneath. It's been envisioned as stitching together neighborhoods and becoming a catalyst of economic development.

Formerly called Southern Gateway Park, the park was renamed after a \$23 million contribution from the Halperin Foundation for the naming rights. Two community members who helped push for the park — Katherine Homan and Paul Carden — were among the last to speak.

Though they are decades apart in age, Homan said they wanted to undo the highway's "original sin of splitting up our community." Carden said that the community, along with officials, understood how they could do better for the next generation.

"We believed over a decade ago, the city could do better for Oak Cliff," Carden said, adding that they never doubted the park would become a reality with all of the support they received.

Now, after years of work, Halperin will be available to the public, with water features, a playground, a band shell and a flexible community building.

Allen said she hopes visitors will go out and “get a feel for what makes this community so special.” On Saturday morning, the park opens with a community parade, kid’s activities, and a concert. That’ll be followed by a Mother’s Day celebration Sunday with a picnic, yoga and dancing. Further details can be found at halperinpark.org.

CHECK OUT 6 TRANSPORTATION UPDATES AROUND DENTON

By Adam Doe
May 11, 2026

Several streets and roadways are under construction in Denton. Check out these six road project updates. This list is not comprehensive.

Ongoing projects

I-35 and Mayhill Road Interchange

- **Project:** The project will rebuild the I-35 interchange at Mayhill Road from Pockrus Page Road to Loop 288.
- **Update:** Crews completed utility relocations in April, including gas lines, fiber, water and wastewater utilities. Workers also removed driveways and sidewalks along the north and southbound frontage roads, and are working to remove asphalt on State School road and the southbound frontage road.
- **Timeline:** January 2026-June 2029
- **Cost:** \$139.13 million
- **Funding source:** Texas Department of Transportation, North Central Texas Council of Governments

Jupiter Road

- **Project:** Crews will replace the utilities, curb, gutter and pavement between Redstone Road and Selene Drive as part of the Neighborhood 1B bond package.
- **Update:** Crews are working on utilities installation ahead of roadway work.
- **Timeline:** April 2026-September 2026
- **Cost:** \$1.02 million
- **Funding source:** city of Denton

Riverpass Drive

- **Project:** Workers will rebuild the intersection of Hickory Creek Road and Riverpass Drive.
- **Update:** Crews are working on paving
- **Timeline:** May 4-July 31
- **Cost:** \$200,000

- **Funding source:** city of Denton

Royal Acres Drive

- **Project:** Crews will repave the roadway and replace the water and wastewater lines, curb and gutter along with portions of sidewalk.
- **Update:** Crews are installing utilities ahead of roadway work.
- **Timeline:** April 2026-September 2026
- **Cost:** \$1.29 million
- **Funding source:** city of Denton

Completed projects

Ponder Avenue

- **Project:** Crews replaced the utilities and rebuilt the roadway and portions of sidewalk on Ponder Avenue from Oak Street to Panhandle Street.
- **Update:** The project completed and the road reopened in early May.
- **Timeline:** May 2025-May 2026
- **Cost:** \$2.79 million
- **Funding source:** city of Denton

Sherwood Street

- **Project:** The city's streets department completed asphalt mill and overlay work on Sherwood Street between Clover Lane and Mistywood Lane to improve the roadway's durability.
- **Update:** The project completed and the road reopened in early May.
- **Timeline:** April 2026-May 2026
- **Cost:** \$85,000
- **Funding source:** city of Denton

CRITICS SAY VIADUCT PLANS COULD CUT OFF OAK CLIFF FROM DOWNTOWN

By Charles Grand

May 11, 2026

A lot of things in Dallas seem up in the air these days, and now you can add connectivity to Oak Cliff to the list.

Plans to reconfigure the Jefferson Boulevard and Houston Street Viaducts that link North Oak Cliff to downtown are in the works, prompting concerns that the city is going to disrupt established traffic flows that commuters and the neighborhood have depended on for decades.

Jefferson and Houston Viaducts are one-way roads sending cars in opposite directions, running parallel over the Trinity River. The Jefferson Viaduct takes traffic from Jefferson Boulevard, Zang Boulevard, and Marsalis Avenue in Oak Cliff and sends it directly onto Market Street downtown. Meanwhile, westbound traffic in the central business district can hang a left on Houston Street before the stack interchange and ride it south over the river and onto Zang or Marsalis.

As things stand, officials are eyeing the conversion of the Houston Viaduct into a pedestrian, bike, and public streetcar only bridge, per the recommendations of the [Oak Farms Transportation Corridor Study](#), which seeks to increase the viaduct's longevity by offloading vehicular traffic. An inspection report from 10 years ago reportedly [rated the 114-year-old bridge's condition as poor](#) and in need of replacement.

The study was conducted in collaboration with the North Central Texas Council of Governments, and some \$30 million in state funds are being allocated for necessary repairs to the two viaducts. Conceptual plans call for making the Jefferson Viaduct a two-way thoroughfare to make up for the discontinuation of Houston as downtown's vehicular gateway into North Oak Cliff and Bishop Arts District. It would be a huge shakeup all around, and while the now-completed study has been years in the making, it has yet to be adopted by the Dallas City Council.

Recently, media strategist and former Dallas reporter Brett Shipp dropped a couple of videos urging residents to turn out to an upcoming special called meeting of the Transportation & Infrastructure Committee on May 19. Committee members will be briefed on staff's latest efforts to accommodate the Kay Bailey Hutchison Convention Center redevelopment design by rerouting Jefferson Viaduct traffic.

That particular issue emerged back in March when staff said an earlier plan to run Jefferson traffic under the convention center was scrapped following a project redesign to save money. Instead, staff floated having Jefferson terminate at Hotel Street, which could then be taken in either direction around the convention center footprint and vice versa.

Committee members seemed to treat that particular plan as a non-starter, sending staff back to the drawing board to figure out another way to run Jefferson Viaduct traffic. All seemed to more or less accept plans for the Houston Viaduct as a given, despite its lack of full council approval and the rerouting of Jefferson.

Michael Morris, the longtime director of transportation at NCTCOG before he was [terminated from the position late last month and subsequently reinstated](#) by a court pending litigation, said his agency wasn't consulted by city officials about the Jefferson Viaduct having to be rerouted to accommodate the convention center.

"If Jefferson is going to Hotel Street, then I don't know what's next," Morris told *The Dallas Morning News* in April. "Are we back to redoing the whole Oak Farms study again? Because you can't convert Houston to two ways."

Since nothing is set in stone, it seems like critics of the viaduct plans are taking the opportunity to get mobilized and weigh in before the city permanently reconfigures the roadways connecting downtown and North Oak Cliff.

"What they've become is essential for traffic, and we've got people coming to our building wearing these buttons that say 'Connect the Core,' and what this is actually doing is disconnecting the core," Council Member Cara Mendelsohn (District 12) said back in March.

It could be an uphill climb to preserve car traffic on both viaducts. During an April 8 meeting between city staff, the convention center master plan team, the project manager for the Oak Farms Transportation Corridor study, and a traffic consultant, it was agreed that staff would seek "written confirmation, as verbal has already been provided, that no options interfere with or are in opposition to the Oak Farms Transportation Corridor Study."

Officials could conceivably turn back the clock, but it could mean unwinding a lot of the work put into the study, which extends beyond how the viaducts would be used.

The special called Transportation & Infrastructure Committee meeting is scheduled for 9 a.m. on May 19.

OPINION: 'REFORMERS' OUSTED MICHAEL MORRIS. BUT THEY HAVE NO VISION TO REPLACE HIM

By The Dallas Morning News Editorial Board

May 11, 2026

A lawsuit, accusations, political scheming and a dubious ouster: Here's a lesson in how not to run a regional planning agency that funnels billions of dollars into transportation projects throughout North Texas.

Late last month, the North Central Texas Council of Governments terminated its long-time transportation director, Michael Morris. More specifically, Executive Director Todd Little sent him packing.

After that, the Regional Transportation Council joined Denton County in a lawsuit against the COG and its executive board. Then, a judge temporarily blocked Morris' termination. He has been reinstated, at least for now. The heart of the issue is who has the authority to fire Morris. With us so far?

Our newsroom covered these events in depth. Near as we can tell, Morris' detractors ousted him for political reasons, removing one of the most consequential figures in shaping North Texas.

There are many potential problems here. The first is that those who pushed Morris out have articulated no clear vision for who could replace him or his experience. That is no easy question. Whatever one thinks of Morris' successes and shortcomings, he has delivered the funds to keep this region growing time after time and he has been a fair arbiter for every segment.

Some who wanted Morris gone have aired grievances against his policies: the number of tolled lanes of highway developed under his leadership, for instance.

That's a fair concern and a strategy we've long been concerned about. Toll roads encourage economic segregation and strain budgets for those looking to save time commuting. Far too much power has been placed in the hands of toll operators.

But remember that toll roads represented the only way to grow substantially in the face of Austin's unwillingness to raise the gas tax to fund the highway infrastructure Texas needs. Gas taxes are now a third rail of politics. So, flawed as they are, the tolls are part of Morris' "get-it-done" strategy.

Morris also worked behind the scenes to arrange a deal to keep Dallas Area Rapid Transit intact. He was behind a \$75 million spending package for DART member cities, helping to persuade them to cancel withdrawal elections. In the end, only Highland Park left, and that was not an unexpected outcome.

Never has there been a mobility problem Morris couldn't dream up a solution to. Some have been dreams, like a plan to build a massive tunnel under the Park Cities that never materialized. And how could we forget the Trinity toll road project? But the misses were small relative to what Morris brought back.

His ouster, on pause for now, is shaping up as a classic tale of reckless “reformers” looking to tear down the old institutional power without any idea of what it will actually take to replace it. Morris has long been a master of deal-making, and he has proven himself most skillful at opening a variety of different piggy banks to bring in much-needed funds for North Texas.

This little civil war scenario the regional council of governments has gotten itself into threatens to derail and disrupt the work transportation planners are supposed to be doing: moving people around North Texas.

REGIONAL COORDINATION COMMITTEE FOR JOINT RESERVE BASE FORT WORTH HOLDS QUARTERLY MEETING

By Doug Wilhelm

May 9, 2026

Plans for mitigating sound in nearby housing developments, refurbishing on-base housing and a visit by the Blue Angels next year were all on the agenda when the Regional Coordination Committee for the Naval Air Station Joint Reserve Base Fort Worth met [April 27](#).

The committee, known as the RCC, is tasked with helping preserve NAS JRB Fort Worth as a strategic military asset while enhancing the economy and quality of life in surrounding communities.

The panel's quarterly meeting provides a chance for community representatives to discuss nearby land development. Development recommendations compatible with the base were made in a recent land use study.

Voting members of the RCC include two government representatives each from Fort Worth, River Oaks, Lake Worth, Benbrook, Westworth Village, White Settlement, Sansom Park and greater Tarrant County.

Amanda Wilson, senior program manager for the North Central Texas Council of Governments, presented the proposed scope of a future Department of Defense-funded joint land use implementation grant that will be a follow-up effort to tasks completed under a 2020-2024 grant.

The proposed grant included development of a master plan for the former Cowtown BBQ site at the south end of the base property, identification of infill sites around the base with development or redevelopment potential, creation of best practices for notifying residents of noise impacts, establishment of a sound mitigation certification program for homebuilders, and numerous base infrastructure improvements.

Another item under consideration is the planned relocation of six CH-47 Chinook helicopters, maintenance and support equipment and personnel from the Dallas Naval Air Station, also known as Hensley Field, to NAS JRB Fort Worth. The timing is unclear at the moment, but the move would likely not occur until after 2030.

In other RCC business, Dan Kessler, acting director of transportation for the North Central Texas Council of Governments, provided a summary of a [groundbreaking ceremony conducted earlier in the day](#) for a road improvement project in River Oaks. U.S. Marine Corps Col. David Tumanjan gave an update on the recruiting duties performed by the 8th Marine Corps District under his command.

The meeting closed with an update from the base commander, U.S. Navy Capt. Beau Hufstetler. He outlined current priorities, including working with Oncor on a new electrical switching substation for additional power capacity and redundancy, aircraft fuel facility improvements, additional security measures for flightline access, and refurbishment of on-base housing.

Upcoming activities on base include a [Navy 10 Miler run](#) on May 9, FreedomFest fireworks on the Fourth of July, and an air show planned for April 2027 that will feature the U.S. Navy Blue Angels flight demonstration team.

TEXAS LAW ENFORCEMENT AGENCIES BRACE FOR FIFA WORLD CUP IMPACT

North Central Texas Council of Governments investing \$200k into AI software designed to help 911 operators translate calls from non-English speakers

By Michael Lozano
May 9, 2026

As North Texas prepares to host matches and events tied to the upcoming FIFA World Cup 2026, law enforcement agencies across the region are ramping up security operations, investing in technology and coordinating staffing efforts ahead of what officials expect to be one of the busiest summers in recent history.

North Texas officials estimate roughly 3.8 million visitors could travel through the region during the tournament, creating additional concerns surrounding transportation, crowd control and public safety.

“So, there’s issues regarding transportation and traffic. There’s issues regarding security,” said Arlington Mayor Jim Ross.

AT&T Stadium in Arlington, which will be called Dallas Stadium during the tournament, will host nine soccer matches.

The expected influx of visitors is prompting agencies across the region to adopt new tools and strategies.

The Burleson Police Department is using body cameras capable of conducting real-time translations in 50 languages.

“It’s a game-changer,” said Officer Jay Davis of the department.

Meanwhile, the North Central Texas Council of Governments is investing \$200,000 into artificial intelligence software designed to help 911 operators translate calls from non-English speakers.

“We’re expecting to see a higher usage in language translation services,” said Rodger Mann of the North Central Texas Emergency Communications District.

Dallas is also preparing to host the FIFA Fan Festival and the International Broadcast Center, both of which will require a significant police presence and security operations.

The Dallas Police Department is receiving a \$22 million Federal Emergency Management Agency (FEMA) grant to help fund those efforts.

Sean Pease, president of the Dallas Police Association, said the increased demand will alter schedules for many officers and temporarily shift focus away from other ongoing investigations.

“They’re involved with investigations, assaults, robberies, things like that,” Pease said.

Despite concerns about staffing levels, criminologist Alex Del Carmen said agencies are expected to have enough personnel through regional collaboration, temporary staffing increases and expanded use of technology.

“Every dollar will be used for this event. It will require a lot of money, a lot of manpower, a lot of planning for it to be done,” Del Carmen said.

Still, Del Carmen cautioned that no security operation is flawless and urged residents and visitors to remain alert during the tournament.

“People have to be on the look out and they have to be situationally aware and inform law enforcement of anything that doesn’t look right,” he said.

ARLINGTON PREPARES TO KEEP CITY MOVING DURING WORLD CUP

By Cynthia Lemus

May 12, 2026

As Arlington prepares to host nine matches during the FIFA World Cup 2026™, City and regional leaders are working together to ensure residents and visitors can move efficiently throughout the region.

In the [latest episode of “Arlington Welcomes the World,”](#) transportation experts outlined a comprehensive, multi-agency plan designed to manage traffic, expand transit options and maintain safety during one of the largest sporting events in the world.

Karla Windsor, senior program manager with the North Central Texas Council of Governments, said the strategy is the result of years of collaboration across cities, transit agencies and state partners.

“It’s a very collaborative approach,” Windsor said. “We’ve been planning for two years now... thinking of a multimodal approach.”

[The transportation plan](#) combines parking, rail service, charter buses, designated rideshare areas and pedestrian routes to help fans access Arlington’s Entertainment District on match days. One of the key transportation components will be the Trinity Railway Express commuter rail line connecting Dallas and Fort Worth, with charter buses transporting fans from the TRE CentrePort Station directly into Arlington.

“We will have 125 charter buses... and anyone that has a ticket to the game, those charter buses will be free to bring them into the Arlington Entertainment District,” Windsor said.

While the tournament will last several weeks, officials said the biggest traffic impacts will occur on Arlington’s nine match days, when roads near the stadium — including AT&T Way, Cowboys Way and portions of Nolan Ryan Expressway — will close to support event operations and pedestrian safety.

Residents are encouraged to stay informed, plan ahead and use alternate routes when possible.

“We hope that people are taking advantage of different online communication tools from the City, from FIFA and other platforms... and really being aware of those game days and peak travel times,” Windsor said.

At the local level, Arlington is also investing in long-term traffic improvements designed to benefit residents beyond the World Cup.

Chris Funches, senior engineer with the City’s Public Works Department, said Arlington is upgrading signal technology, expanding the Traffic Management Center and improving traffic monitoring capabilities across the 99-square-mile city.

“One of the cool things about World Cup investments is that everybody looks at them as short term... but for us, it pretty much made an investment for the city along with it,” Funches said.

The expanded Traffic Management Center will allow City staff and regional agencies to monitor traffic conditions in real time and respond more proactively to congestion and roadway issues.

For residents looking to avoid delays, Funches offered simple advice:

“I would say learn when the game days are... and also alternate routes,” Funches said.

For the latest updates on World Cup preparations, transportation and what to expect in Arlington, visit ArlingtonTX.gov/WorldCup.

IS DALLAS READY FOR THE WORLD CUP? HERE ARE THE CITY'S LATEST PLANS

By Staff
May 13, 2026



A 2026 FIFA World Cup soccer ball was displayed at the North Texas FWC Organizing Committee Official Draw and Match Schedule reveal press conference at AT&T Stadium in Arlington, December 9, 2025. Tom Fox/Dallas Morning News

More than 1 million visitors are expected in North Texas for [the World Cup](#), which runs from June 11 to July 19. Arlington is hosting nine matches, the most of any host city. In Dallas, hordes of soccer enthusiasts are expected at the [34-day Fan Festival](#) at Fair Park, and the Kay Bailey Hutchison Convention Center downtown will serve as the official FIFA broadcasting hub.

With a month to go until the tournament kicks off, is Dallas ready to host?

From AI traffic signals to fan festivities and more, here are the city's latest plans.

Public safety

Dallas officials say they are ready for the spotlight after 18 months of a “significant volume” of safety training and inter-agency coordination.

[Security is the biggest expense](#) for the city, but federal money is expected to pick up most of the tab.

The city's public safety strategy, developed alongside local, state, and federal partners, will be anchored by a central FBI-led operations center. To support the effort, Dallas will launch its own emergency operations center on June 11, which will remain active throughout the tournament.

Dallas Public Safety Chief Dominique Artis said the city's preparations have included tabletop exercises centered around certain hubs: the Fan Festival at Fair Park, the International Broadcast Center at the convention center and the FBI-led operations center.

A federally led initiative called [Operation Red Card](#) is also underway with the goal of ramping up arrests and prosecutions ahead of June 14, the date of the first game.

Dallas police will also be using new technology as part of the security effort, including a "drone as first responder" program that'll see drones responding first to certain 911 calls ahead of on-the-ground officers. It's an approach Dallas police Chief Daniel Comeaux has often promoted as a way to improve the department's sluggish response times.

International Broadcast Center

The world's broadcasters are headed to Dallas, where the convention center will serve as a key media hub for the 2026 FIFA World Cup.

Television, radio and digital coverage will reach billions across more than 200 countries. As of January, the city estimated that more than 3,500 broadcasters, reporters and media professionals would use the facility as their home base during the tournament.

The city committed \$15 million in upgrades in December 2024, despite plans to eventually [demolish and replace](#) the convention center, covering roof repairs, climate control, electrical improvements and other upgrades. Work to convert the facility began in January and is expected to finish this month, with FIFA controlling the building through most of August.

While the broadcast center promises global visibility for Dallas, its operations will remain behind closed doors, accessible only to credentialed media and officials.

City leaders believe the upgrades will be enough to anchor the global broadcast, but it's unclear whether lingering building issues could cause problems during the event in June and July.

FIFA Fan Festival

The [FIFA Fan Festival](#), a free event open to the public, is expected to take up roughly a million square feet of Fair Park, bringing crowds to South Dallas.

Visitors will watch games, see concerts and more at the 34-day festival, which spans the duration of the tournament, with five off days.

Much of the festivities will take place inside the Dos Equis Pavilion, which can hold up to 20,000 guests. It will be temporarily renamed to The Pavilion at Fair Park to comply with FIFA sponsorship rules. Parking lots will hold an additional 15,000 people.

Also at Fair Park, the Cotton Bowl will serve as a training site for teams playing at AT&T Stadium in Arlington, with transportation expected to accommodate teams coming and going to train. FIFA requires all World Cup host cities to hold a fan festival, though some have scaled

back plans citing funding concerns. These celebrations can demand up to \$1 million a day from host cities in security costs alone, according to a *Newsweek* report.

In South Dallas, visitors are expected to see local Fair Park tenants, said Joe Trahan, a North Texas FWC Organizing Committee spokesperson. He said businesses around the park should benefit from foot traffic, too. The North Texas organizing committee has also established a program for local suppliers that offer goods and services.

More information about the festival, including the musical lineups, daily schedules and how visitors can sign up for free or premium tickets, is expected in the coming weeks.

Housing and tourism

Dallas needs thousands of rooms to house visitors, and short-term rental operator Linda Young says there's enough for everyone.

The city has an inventory of more than 35,000 hotel rooms, and data analytics firms like AirDNA show it also has more than 11,000 active short-term rental listings.

But industry reports and economic studies have put a damper on the multibillion-dollar economic windfall businesses were looking forward to.

A study done by the American Hotel and Lodging Association showed 70% of the respondents in Dallas and Houston said the number of bookings was typical for June and July, indicating "limited incremental lift from the tournament." The report also said the rooms FIFA had blocked earlier were an "overcommitment" and created an artificial early demand signal that has since unraveled.

Visit Dallas, a tourism-oriented nonprofit, has data that still shows a modest year-over-year growth in hotel revenue. But [rental operators](#), too, were experiencing a "slower, more measured ramp-up than many expected," said Young, who is also part of the Dallas Short Term Rental Alliance.

Last year, [all eyes were on](#) whether the legal fight to prohibit Airbnbs and Vrbos from neighborhoods would impact business owners who were hoping to capitalize on the World Cup's arrival. The lower courts have so far sided with the operators, saying the city's ban violated the operators' property rights.

Dallas attorneys took the case to the Texas Supreme Court, which has asked the city and rental businesses to file all their briefs by June 2, indicating any resolution to the legal fight will come after the games.

Transportation

An expected influx of nearly two million people in North Texas is going to cause some travel disruptions.

Regional officials have announced [planned road closures](#), [car-free zones](#) in downtown Dallas and additional rail services to accommodate the surge of visitors. They are also urging locals to drive to and from games, leaving public transit for international tourists.



(From left) Michael Morris, North Central Texas Council of Governments transportation director, listens as Natalie Bettger, Senior Program Manager for Congestion Management and System Operations at NCTCOG, during a press conference at the North Central Texas Council of Governments in Arlington, TX, Thursday, April 2, 2026. North Texas FWC Organizing Committee and NCTCOG detailed the mobility plan for FIFA World Cup 2026. Juan Figueroa/The Dallas Morning News

To mitigate road congestion, Arlington and Dallas are using an [AI traffic management system](#) called NoTraffic at various intersections. It tracks objects from pedestrians to vehicles at intersections to help cities create timing plans.

In Dallas, the city has spent \$5 million on transportation infrastructure improvements downtown. The funding comes from the Convention & Event Services budget. The main downtown projects have included reconstructing intersections, pavement and sidewalk improvements, and new and upgraded traffic signals.

Additionally, Downtown Dallas Inc. has completed or is working on 73 beautification and improvement projects from painting traffic lights to updating medians. The remaining projects are expected to be completed by Memorial Day.

THE TEXAN

REGIONAL TRANSPORTATION DIRECTOR MICHAEL MORRIS REINSTATED BY JUDGE AFTER PRIOR REMOVAL

By Kim Roberts

May 13, 2026



The transportation director for the North Central Texas Council of Governments (NCTCOG), the [metropolitan planning organization](#) (MPO) for the 16-county North Texas region, has been reinstated [after being removed](#) from his duties on April 28.

NCTCOG is a voluntary association made up of representatives of local governments that help plan transportation, environmental concerns, emergency preparedness, and other issues for the region.

According to Rick Bailey, chair of the Regional Transportation Council — a policy committee of NCTCOG — Tarrant County District Court Judge John Chupp reinstated Michael Morris to his position on May 5, one he has held for 35 years.

Bailey said that Denton County commissioners originally brought a suit for an injunction to protect Morris' position as the transportation director, as well as the council's position as the MPO, to which the transportation director answers.

At the heart of the lawsuit is the issue of which body, NCTCOG or the Regional Transportation Council, is considered the MPO for the area — and therefore has the authority to hire and fire the transportation director.

The Regional Transportation Council is “the independent transportation policy body” of the MPO, according to the [NCTCOG website](#). Among its duties is the allocation of many millions of dollars of federal, state, and regional transportation funds.

In March, NCTCOG General Counsel Ken Kirkpatrick gave a [presentation](#) to the Regional Transportation Council regarding laws, agreements, and documents about the groups' roles and responsibilities.

In 1974, Gov. Dolph Briscoe designated NCTCOG as the MPO for the Dallas-Fort Worth region. In 1978, the Regional Transportation Committee was designated to serve as the policy group for transportation decision-making.

NCTCOG has been a party to an MPO designation agreement with the governor's office since 1974, and an MPO planning agreement with the Texas Department of Transportation since that same year. In 2006, the Regional Transportation Council became part of the MPO planning agreement.

According to Kirkpatrick's presentation, the MPO planning agreement designates NCTCOG as the MPO and fiscal agent and the Regional Transportation Council as the policy committee. The transportation director is to develop and present planning documents to the policy committee, as well as take direction from and be responsible to the committee.

The lawsuit that resulted in Morris' reinstatement was then transferred out of Denton County to Tarrant County, where Chupp rescinded the injunction and Morris was removed from his position.

Bailey then called an emergency meeting of the Regional Transportation Council, during which the group agreed to join the Denton County lawsuit to protect its interests as the MPO of North Texas.

After a hearing in Tarrant County, Chupp ordered that Morris be reinstated and his position be protected, Bailey said.

Bailey told The Texan that "40 of the 45 [members of the Regional Transportation Council] are elated to have Mr. Morris back as our Transportation Director."

"We, the MPO, partners at the RTC simply wish to move forward with an agreement with the [NCTCOG] and get back to the business of the North Central Texas Region and rest easy that the orchestrator, Michael Morris, for the FIFA World Cup Games is back in position to carry that event forward with great success," Bailey said.

NCTCOG Public Affairs & Communications Officer Caroline Vandergriff confirmed Morris' reinstatement on May 5.

"The court's order is a preliminary measure that returns Mr. Morris to his position while litigation filed by Denton County and the Regional Transportation Council against the NCTCOG and NCTCOG Executive Board members proceeds. It does not address the merits of the case," Vandergriff added.

She said that a trial is set for November 9, 2026.

In December, several outlets [reported](#) that Morris would be retiring and stepping into an advisory role while his successor was chosen.

However, in an interview with Morris in April about [rail funding](#), The Texan asked Morris about his retirement date.

"I've never announced I was going to retire," Morris said. "I've announced a succession plan for our particular department, but it has no date in it for my retirement."

Morris is expected to be present at the [Regional Transportation Council's meeting on Thursday, May 14](#). During that meeting, the council is expected to take action on a resolution accepting the MPO planning agreement with the Texas Department of Transportation, which names the Regional Transportation Council as the MPO and NCTCOG as the fiscal agent for the MPO.

The agreement states, "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 the comprehensive performance-based multimodal transportation planning process is based on a continuing, cooperative, and comprehensive ... planning process.

FRISCO COUNCIL OKS OVER \$2M FOR REGIONAL HIKE AND BIKE TRAIL PROJECTS

By Jacquelyn Burrer
May 13, 2026

Frisco residents could see several new hike and bike trails moving forward soon.

At a May 5 [meeting](#), Frisco City Council approved several items tied to the construction of several local hike and bike trails.

The gist

Council approved an interlocal agreement with Collin County for nearly \$1.8 million in funding for the construction of the Panther Creek Veloweb Trail project. The 0.7-mile [trail](#) will span from Sacaton Trail to Panther Creek Parkway, running through the site of the future Panther Creek Sports Complex and connecting to the Veloweb trail system.

[Veloweb](#) is a regional trail project that aims to connect more than 100 cities in North Texas, according to the North Central Texas Council of Governments.

In 2023, Collin County voters [approved](#) a \$20 million parks and open space bond proposition to fund parks and open space projects across the county. Nonprofits and municipalities can apply for funding through the program, according to the county's [website](#).

According to city documents, Collin County will reimburse Frisco through the county's [2023 bond program](#) on a dollar-for-dollar matching basis, while Frisco plans to fund its share using park dedication funds. Frisco officials initially [approved](#) applying for funding assistance with the county last May.

Diving deeper

Council members also approved an agreement with the county for \$724,295 in funding toward the [Panther Creek hike and bike trail](#) section from Preston Road to the BNSF Railroad. The 1.2-mile trail would allow users to travel from the Preston Bridge north of Eldorado Parkway to a connection at the BNSF railroad bridge near the Frisco Springs subdivision, according to [city documents](#).

The trail is currently under construction as part of other ongoing wastewater and creek stabilization projects. City documents state the total trail improvements are estimated to cost close to \$3.8 million. The county funding will come from the 2023 bond program, while Frisco plans to cover remaining costs through city bonds and an American Rescue Plan Act grant, according to city documents.

City documents state both projects will work to improve regional trail connectivity, particularly near the PGA of America Headquarters, Universal Kids Resort and the Fields development.

WFAA

HIGHLAND PARK SAYS GOODBYE TO DART AND BETS ON ITS OWN TRANSIT SERVICE

By Janel Forte

May 13, 2026

Signs taped to DART Route 237 bus stops along Preston Road in Highland Park told riders what months of debate, budget fights and a local election had finally made real.

The change became official Wednesday morning after the Highland Park Town Council canvassed the results of the May 2 special election, in which voters approved leaving Dallas Area Rapid Transit.

For riders, the change means DART buses will still travel through Highland Park, but they will no longer stop within town limits.

For town leaders, it marks the start of a new transportation model they say will preserve service at a fraction of the cost.

"This is a big, exciting day," Town Administrator Tobin Maples said after Wednesday's meeting.

Highland Park is launching its own replacement service, Highland Park On-Demand, a microtransit system that began Wednesday. The service will run from 5 a.m. to midnight, seven days a week. Riders can book trips through an app or by calling 214-785-4345.

The town had initially proposed charging a \$3 base fare, similar to DART's local fare. But during Wednesday meeting, the council amended the plan to make rides free during the six-month pilot program.

"The logic behind that was they didn't want DART riders paying twice once they came into Highland Park," Maples said.

The town is also launching Highland Park Access, its paratransit service. Maples said the service will continue covering trips that begin or end in Highland Park across all 12 DART member cities, similar to the service riders had through DART.

The move makes Highland Park the only one of three cities with DART-related questions on the May ballot to vote to leave. Addison and University Park voters chose to remain in the transit agency.

Highland Park now joins Coppell and Flower Mound as the only DART member cities to leave the agency since it was created in 1983.

The vote followed months of tension between DART and several member cities over funding, governance and whether cities are receiving enough service for the tax dollars they contribute. Highland Park and other cities argued they were paying far more into the system than they were getting back in service.

Maples said Highland Park paid a little more than \$8 million into DART last year and was projected to contribute close to \$9 million to \$10 million this year through sales tax revenue.

By comparison, he said the six-month pilot program for Highland Park On-Demand is expected to cost about \$417,000. If extended for a full year, he said it would cost about \$750,000.

"It's significantly less," Maples said. "It's a fraction of the cost."

Maples said reclaiming that sales tax revenue is important for the town's long-term budget, especially as Highland Park looks to fund infrastructure projects and keep public safety pay competitive.

The town, he said, is one of the few in Texas with no debt and operates on a pay-as-you-go model.

"We wanted to be able to stick with that," Maples said. "This again was very, very important for Highland Park to get these revenues back."

But DART leaders have raised concerns about what the withdrawal means for riders who depend on transit in Highland Park — especially people who work in the town but do not live there and could not vote in the election.

DART Board President Randall Bryant previously said the agency's concern was not limited to Highland Park's size within the system. The town represents about 1% of DART's budget, he said, but the decision affects people who rely on the service.

"This was always our fear in this process, which is those that need the services the most, how can their voices be heard specifically in cities where they're not voters or residents," Bryant said.

DART said several services will be affected. Route 237, which runs along Preston Road, will no longer make stops in Highland Park. The Park Cities GoLink zone will no longer operate within the town, and DART paratransit trips to, from or within Highland Park will end.

Service in neighboring communities, including Addison and University Park, will remain unchanged.

DART has encouraged riders traveling to or from Highland Park to plan alternative routes and use nearby stops outside the town limits. The agency said riders could see changes to travel times and connections.

Maples said town leaders understand the concerns from riders and critics. He said the goal of the new system is to keep people connected without leaving anyone behind.

"Our goal was to make sure that no rider was left behind," Maples said. "The council spent a significant amount of time helping shape and frame this program so that everybody that was coming or, or leaving Highland Park using DART services, we believe we've got a system in place at a fraction of the cost to do the same thing."

For decades, Highland Park was part of a regional transit system built around shared tax dollars and shared service. By Thursday morning, that relationship will be over.

What comes next is a test of whether the town can deliver a smaller, cheaper system that still works for the people who relied on the old one.

PLANNERS TALK TRANSPORTATION NEEDS IN FORT WORTH AND THE REGION

By City of Fort Worth

May 13, 2026

At the Infrastructure and Growth Committee this week, the City's Transportation & Public Works Department and the Texas Department of Transportation (TxDOT) presented a short- to long-range capital programs accounting for mobility needs in greater Fort Worth.

Part of the efforts involve leveraging various modes of transportation to enhance safety and mitigate congestion. As part of the City's ongoing work with the Metropolitan Planning Organization, Fort Worth Transportation & Public Works has partnered with Arlington to identify the best location for a high-speed rail station.

In 2025, the cities of Fort Worth and Arlington agreed to partner on a High-Speed Rail Economic Impact Study. The study was recently completed and presented to the Arlington City Council on April 28. A presentation to Fort Worth Council is forthcoming. The study accounted for high-speed rail connectivity to Houston, as well as a planned San Antonio-Laredo route.

On May 14 at the Regional Transportation Council meeting, the economic study will be discussed. Councils in Fort Worth and Arlington will be asked to provide direction to North Central Texas Council of Governments (NCTCOG) staff to advance both routes from Fort Worth to Houston and San Antonio to Laredo.

Next steps include further discussion about Fort Worth's position as a link for high-speed rail corridors to include Houston and San Antonio-Laredo. NCTCOG will need support through the National Environmental Policy Act (NEPA) process for the Fort Worth to Dallas segment.

Additionally, Fort Worth will work with NCTCOG in pursuing an environmental process for the Fort Worth to Laredo segment.

ARCHES SET FOR SUMMER INSTALLATION OVER US 75 ON RICHARDSON'S SILVER LINE BRIDGE

By Isabella Zeff
May 15, 2026

Two steel arches are set to be installed this summer on Dallas Area Rapid Transit's [Silver Line bridge](#) over US 75 in Richardson.

Mobility program manager Daniel Herrig provided an update on the construction of the arches as well as the ongoing work on the [Cotton Belt Trail](#) at the [May 11](#) City Council meeting.

What you need to know

The [Silver Line](#) began rail service in October 2025, with a route that included a bridge passing over US 75 in Richardson. Two steel arches are set to be installed this summer on both sides of the bridge to complete what Herrig said will be a “visual gateway” into Richardson.

Six concrete columns have already been constructed on both sides of the bridge to support the arches. The installations will take place at night, with the south arch set to be installed June 4-7 and the north arch July 16-19.

Nighttime closures on US 75 and some frontage roads are planned for each four-night installation. Silver Line operations will also be shut down at US 75 during the nightly closures, and a bus bridge between stations will be used to maintain transit access, Herrig said.

After completion, blue and white lighting on the arches and columns is expected to improve nighttime visibility as well as highlight the architecture of the design.

Also of note

Construction on DART's planned 51-mile Cotton Belt Trail is also ongoing, Herrig said, including work on the 2.8 miles planned to pass through Richardson.

Construction in Richardson began in May 2025, with an initial focus on the University of Texas at Dallas area, the Spring Creek bridge and CityLine.

Three bridges are included in the trail plans, including a completed Spring Creek bridge near Alma Road. Custer Bridge and a second Spring Creek bridge east of US 75 are currently under construction.

Looking ahead

Herrig said the majority of the trail is expected to be complete by early next year, with Custer Bridge finishing up by the end of 2027.

DART also plans to build a bridge over Synergy Park Boulevard and Renner Road under a future phase of trail construction, Herrig said.

"The vision's for a bridge to go over Synergy and Renner to create an uninterrupted path for trail users," Herrig said.

FRISCO TO ROLL OUT FREE DOWNTOWN ELECTRIC SHUTTLE SERVICE IN JUNE

The shuttle bus will run on a 10-minute loop between downtown destinations

By Angela Mathew
May 13, 2026

As summer approaches, residents and visitors in Frisco will soon be able to hop aboard a shuttle bus tentatively named the “Rail District Boxcar” to travel between destinations such as Frisco Square and restaurants and shops in the city’s newly [redeveloped downtown](#).

The free shuttle will run every 10 minutes on a loop that includes Main Street, Elm Street and Frisco Square Boulevard. It will be operational on Friday, Saturday and Sunday, targeting the busiest times downtown.

Jason Brodigan, Frisco’s director of engineering services, said at a city work session last month that the exact hours and stops were still being decided.

The shuttle is aimed at reducing short car trips as construction wraps up on the Rail District, the city’s reimagined walkable downtown that will have wider sidewalks and an [outdoor plaza](#).

Service is expected to begin in June, once construction on the parking garage at the Rail District, where the shuttle will be housed, is complete. The shuttle is separate from [GoZone](#), the microtransit service rolled out by the Denton County Transportation Authority in Frisco last week.

Last month, the City Council approved a \$388,800 [contract](#) for the shuttle’s operation with Via Transportation, the company that operates [microtransit services in Plano](#) and Arlington. The contract, funded predominantly by sales tax dollars, will pay for a one-year pilot program.

The shuttle seats up to 19 people and is ADA accessible. The electric vehicle can run for a whole day of service without being plugged into a charger, Brodigan said.

REGIONAL TRANSPORTATION COUNCIL ADVANCES NEW OPERATING AGREEMENT WITH TXDOT

By Eric Garcia

May 14, 2026

North Texas transportation director Michael Morris joked that he took two days off to mow his lawn.

Morris, who was fired in late April but reinstated through a temporary court order last week, was back on the job to help lead a Regional Transportation Council meeting Thursday.

"It's nice, Mr. Chairman, to be here today," Morris said to chair Rick Bailey. "Hopefully, the spirit of partnership extends from our speakers to our conversation here today."

Morris' return to his job came after State District Judge John Chupp of Tarrant County's 141st District Court issued a temporary injunction last week in favor of his employment after a lawsuit was filed April 6 in Denton County to stop a job search to replace the director.

Morris was not given a reason when he was [fired April 28](#) by council of governments CEO Todd Little, weeks before the [FIFA World Cup games](#) in Arlington start in June. A temporary restraining order protecting Morris' job was lifted, resulting in his firing.

Regional Transportation Council members previously [decided during an emergency meeting](#) to allocate \$5 million for legal expenses.

Morris said Dan Kessler, who was appointed interim transportation director during his temporary absence, never used his office while he was gone.

"He didn't sit in my office. I wish he had," Morris said. "Anybody who wishes to sit in my chair, you're welcome to."

The Regional Transportation Council, an independent, 45-member policy body of elected and appointed officials that distributes federal dollars for North Texas transportation projects, approved a resolution in support of a proposed agreement with the Texas Department of Transportation.

The agreement recognizes the transportation council as the Metropolitan Planning Organization, or MPO, for the region. The North Central Texas Council of Governments would serve as the fiscal agent that pays RTC-related expenses but would not control transportation policy or funds.

The transportation council also voted to begin negotiations with Morris to continue his employment as transportation director under the pending agreement with TxDOT.

The group's legal counsel said the new MPO agreement would replace the current agreement that has not conformed with federal law since 2014. The panel would not be redesignated as the MPO, as TxDOT officials believe the agreement is "on rock-solid legal ground" since it is similar to agreements in other Texas metro areas.

Council of governments leadership contends in the April 6 lawsuit that that body is the Metropolitan Planning Organization.

If the council of governments' executive board chooses not to move forward with the TxDOT agreement, the transportation council would seek another fiscal agent.

Several officials said clarity on the agreement would likely come from the state or the courts.

Cara Mendelsohn, Dallas City Council member and NCTCOG executive board member, said Gov. Greg Abbott should be the one who decides which organization is named the Metropolitan Planning Organization.

"It's very bold to speak on behalf of the governor," she said.

Bailey, a Johnson County commissioner, urged members to keep their comments respectful since some RTC members serve on the executive board and are named in the suit.

In public comments, both Collin County Commissioner Duncan Webb and former Tarrant County Judge Glen Whitley urged RTC members to adopt the new agreement and move forward in the spirit of regionalism.

"Hopefully, once the agreement is actually executed, then the lawsuit can be dropped and we can really get back to doing the work that we've worked on for so long and so hard for at least four decades and that's representing the citizens that many of y'all are elected to represent," Whitley said.

Arlington Mayor Jim Ross said he "loves a good fight" and would not let some members be the "wrench that upsets the operation."

The transportation council will meet next on June 11.

LESS THAN 6% OF ALLEN VOTERS PARTICIPATED IN MAYORAL ELECTION THIS MAY

By Mary Katherine Shapiro

May 18, 2026

Approximately 67.5% of Allen's population is registered to vote, but less than 6% of registered voters cast a ballot in the May 2 election. (Mary Katherine Shapiro/Community Impact)

[Allen](#) saw low voter turnout at its local election May 2.

There were 4,070 total votes cast, which represents only 5.59% of registered voters in Allen, said Brian Griesbach, [Collin County Elections](#)' records and audit coordinator.

At a glance

At the time of the May election, there were 72,475 registered voters in Allen, Griesbach said.

Chris Schulmeister won the race for Allen mayor with 3,300 votes, or 81% of votes cast. Schulmeister ran against Dave Shafer, who got 770 votes, or approximately 19%.

The mayoral race was the city of Allen's only contested race during the May 2 election. Council member Tommy Baril ran unopposed for reelection, as did Allen ISD trustees Polly Montgomery and Bill Parker.

The context

As of 2025, Allen's population was 107,328, according to data from the [North Central Texas Council of Governments](#).

Allen's population has remained mostly steady, with 2.58% growth from 2020 to 2025, NCTCOG [data shows](#). Approximately 67.5% of Allen's population is registered to vote, but less than 6% of registered voters cast a ballot in the May 2 election.

IS HIGH-SPEED RAIL DEAD? TRANSPORTATION OFFICIALS TO NEGOTIATE WITH DALLAS ON RAIL ROUTE

By Eric Garcia
May 17, 2026

North Texas transportation officials will begin talks with Dallas administrators to see if a proposed high-speed rail route from Fort Worth and Arlington is achievable.

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 to connect with Houston.

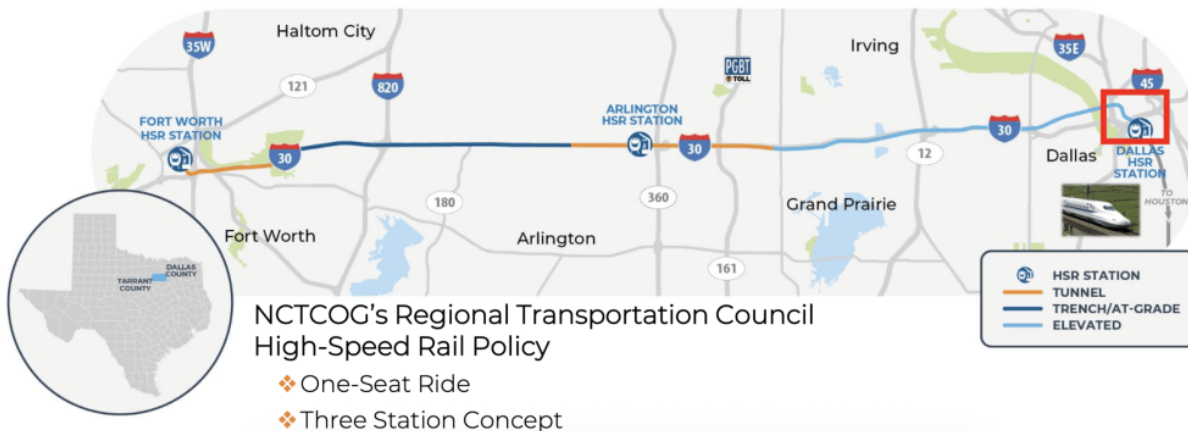
Transportation council members decided in November to advance the western alignment with an elevated track despite opposition from Dallas.

Dallas City Council members approved a resolution in January reinforcing their 2024 opposition to an elevated rail line through downtown and adjacent neighborhoods. West Dallas and nearby parks were added to the prohibited areas for the rail corridor under the resolution.

"We had been working on that western alignment for two-plus years and this is the first time that we'd been told that we could not be anywhere near that portion of downtown Dallas," said Dan Lamers, a senior program manager for the North Central Texas Council of Governments.

"We had previously understood that meant we needed to be outside the development area of both the Convention Center and the Reunion (Arena) development area," Lamers said. "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."

Dallas-Fort Worth Alignment for NEPA Review (Early 2024)



A map shows the proposed alignment for a high-speed rail corridor from Fort Worth and Arlington to Dallas. The route includes

tunneled and elevated portions of track. The alignment received a National Environmental Policy Act review by federal officials.(Courtesy | North Central Texas Council of Governments)

Lamers said informal discussions with Dallas officials indicated the city would not support the western alignment route from Fort Worth and Arlington.

In its resolution, the Dallas council directed transportation planners to look at alternatives such as upgrading existing rail corridors such as the Trinity Railway Express passenger train between downtown Fort Worth and downtown Dallas or developing an underground high-speed rail option for Dallas as planners proposed in Fort Worth and Arlington.

Transportation officials said they want to preserve the environmental clearance work they've spent years working on to achieve Federal Transit Administration approval. Transportation staffers and a consultant also have made significant progress on a Federal Railroad Administration's Corridor Identification and Development Program grant for the Fort Worth-Arlington corridor.

That work began in February after the North Central Texas Council of Governments executive board approved the consultant contract with conditions imposed by the Dallas City Council in January.

Still, Lamers added that "we don't have a path forward if we are not looking at the western alignment."

To date, it has cost about \$13 million to develop the rail corridor as well as the western alignment route, Lamers said.

If the high-speed project doesn't happen, the region could be forced to pay back as much as \$7.2 million in federal funds used to develop the rail corridor, officials estimated.

Transportation director Michael Morris said he is not in favor of returning federal funds and noted that Metropolitan Planning Organization partnerships along the Interstate 35 corridor have already been approved.

However, the work already completed by the council of governments staff could be used for another high-speed rail alternative proposed about seven years ago.

That proposed route would start at Dallas Fort Worth International Airport, connect with Fort Worth and Arlington before extending south to Austin, San Antonio and Laredo. The Texas Department of Transportation is interested in developing that line along I-35, officials said.

Morris said it was important to get clarity from the city of Dallas to see if the local line can be developed since there is no current way for a train to reach the high-speed rail station.

He suggested that transportation council chair Rick Bailey, a Johnson County commissioner, send Dallas officials a letter to initiate a meeting with transportation council members, including those from Arlington and Fort Worth.

Arlington Mayor Jim Ross said it won't hurt to talk to the city of Dallas to advance the local high-speed rail route.

"Is it a flexibility type of thing we're dealing with over there?" he asked.

Morris said a meeting would help regional leaders better understand the Dallas council's concerns.

"Is there some way, maybe through the brainstorming of the elected officials, that they can come up with some way to be able to salvage the ability of high-speed rail service through Arlington and Fort Worth," Morris said. "Some Dallas council members think it's a waste of time but I don't think it's a waste of time with all the effort and all the money we've put into this to not continue this conversation."

Dallas City Council member Lorie Blair said the process should be collaborative and that the project should not be directed to the city as something officials should just accept.

CHECK OUT 5 ROAD PROJECT UPDATES IN DALLAS-FORT WORTH

By Heather McCullough
May 18, 2026

Stay informed on five road happening projects around-Dallas Fort Worth.

Collin County

1. Marilee Road improvements

Project: The project consists of reclamation of the existing asphalt roadway on Marilee Road from Preston Road to Dallas Parkway in [Celina](#). This project will be shared with the city of Gunter, Grayson County, Collin County, city of Celina and the adjacent subdivision developers.

Update: The project is in the design phase and waiting on funding to determine a timeline for bidding.

- **Timeline:** estimated completion in April 2027
- **Cost:** \$8.7 million
- **Funding sources:** city of Gunter, Grayson County, Collin County, city of Celina and the adjacent subdivision developers

The city plans to extend the southbound left-turn lane for the Preston Road and Town Square Drive intersection in Plano to reduce the likelihood of backups into the through lane. Other intersection improvements from this project include construction at Legacy Drive and SH 121, SH 121 and JP Morgan Driveway, Corporate Drive and Legacy Drive, and Corporate Drive and Tennyson Parkway.

Update: Plano City Council approved a \$165,679 contract increase with XIT Paving and Construction Inc. for the Preston Road and Town Square Drive intersection improvements at the May 11 meeting.

- **Timeline:** September 2026-June 2027
- **Cost:** \$2.78 million
- **Funding source:** city of Plano

3. Industrial Boulevard utility improvements

Project: The planned reconstruction of existing water and sanitary sewer lines will take place along Industrial Boulevard between SH 5 and Airport Drive in [McKinney](#).

Update: Design work is 90% complete, and the project is expected to go to bid later this year.

- **Timeline:** late 2026-late 2027
- **Cost:** \$9.2 million

- **Funding source:** city of McKinney

The project will improve sidewalks, bike lanes, crosswalks, lighting and bus stops along Synergy Park Boulevard between Waterview Parkway and Floyd Road. Work also includes constructing a new roundabout at the intersection of Synergy and Floyd, adding sidewalks along Waterview and upgrading traffic signals at the intersection of Synergy and Rutford Avenue.

Update: Richardson City Council approved funding for the project at the May 11 meeting.

- **Timeline:** TBD
- **Cost:** \$9.5 million
- **Funding sources:** city of Richardson, former U.S. Rep. Colin Allred's office, North Central Texas Council of Governments

Intermodal Parkway will be transformed into a four-lane road with sidewalks, street lighting, storm drainage and traffic signals.

Update: An additional \$213,250 in funding was added to the project for exploratory excavation needed to locate existing utilities, replacing subgrade lime stabilization and related paving work.

- **Timeline:** completion anticipated for this winter
- **Cost:** \$17.5 million
- **Funding source:** city of Fort Worth

FORT WORTH GROWTH DRIVEN BY OPPORTUNITY AND COMMUNITY, MAYOR MATTIE PARKER SAYS

By Maven Navarro

May 18, 2026

For Fort Worth Mayor Mattie Parker, the city is a place where people in all walks of life can thrive.

“Job opportunities are plentiful. There are wonderful higher education institutions, lots of choices in education, K through 12, and opportunity feels abundant here,” Parker said.

Fort Worth was recently named the 10-largest city in the country by the U.S. Census Bureau. The city’s population of 1,028,117, is an increase of nearly 20,000 from 2023-24, the second-biggest gain in the country.

Though growth in Texas overall has largely been driven by domestic migration, Matt Erickson, a statistician in the [Census Bureau’s](#) Population Division, said that Tarrant County is an exception and had negative domestic migrations between 2024-25, meaning more residents moved out of the county to other places in the country than moved in.

Tarrant County saw most of its growth through international migration and natural increase.

Fort Worth has been growing faster than Tarrant County as a whole, due to an increase in housing stock increase. According to [U.S. News](#), homes in Fort Worth are over 10% cheaper than the national average.

The city has been going through a comprehensive plan for 2050 to plan for future land use. Parker said the city works with several partners, including the North Central Texas Council of Governments, TxDOT, and the Federal Transit Agency in an effort to sustain growth long-term.

Parker said one concern that frequently gets brought up to her is that people are afraid of losing “small town Fort Worth.” To her, the city has enhanced the community feel over the last few years.

“People are incredibly welcoming, they want you to be successful,” she said. “There’s this really healthy, scrappy aspect of Fort Worth. You can kind of pull yourself up by your own bootstraps, and you also have the support around community members.”

DALLAS COUNTY MAY FACE A BIG BUDGET HIT FOR ADDED FIFA SECURITY

By Marina Trahan Martinez

May 20, 2026

Dallas County officials are bracing for a potential seven-figure budget hit — less than 3 weeks before North Texas hosts its first FIFA World Cup match.

Commissioners, the budget team and the emergency management department are exploring ways to bridge public safety and overtime funding during the World Cup events without wrecking the budget.

Scott Forster, the county's Homeland Security and Emergency Management chief, said that hundreds of millions in federal funding had been granted, but Dallas County will likely receive a fraction of the \$50 million designated to the North Texas region.

That pot of money is mostly reserved for law enforcement on the streets for expected increases in human trafficking, theft, fraud and violence, for example.

"Many, many months ago, the White House Task Force identified like \$625 million — for FIFA, safety, security, response, those kinds of things — and has designated different host cities around the country of an amount that they are going to get," Forster said. "But when you look at expenses from the cities, where the games are being played, where the teams are being hosted, where transportation is being done, that \$50 million is going to go very, very quickly...Dallas County is going to get a very small piece of that pie — very small — but at least we're going to get a little something to offset our cost."

Commissioner John Wiley Price noted that the 2026 budgeted cost for county marshals to protect government facilities downtown is \$800,000.

Dallas County Judge Clay Lewis Jenkins, who serves as director of the county homeland security said funding could change in an emergency situation.

"If something bad were to happen so that we would have to declare a state of emergency, things of nature, that would open up a whole new — just like a tornado — it would open up a whole new reimbursement scenario."

Forster said his team is working on an agreement with the North Central Texas Council of Governments for \$264,000 to offset the sheriff and fire marshal offices' costs.

Commissioner Elba Garcia said that following a recent meeting that included Dallas Sports Commission Executive Director Monica Paul, that it remains unclear how much funding Dallas County agencies will receive.

During a North Texas FIFA World Cup 26 Organizing Committee meeting in November, [funding and security](#) were among the main topics discussed.

North America was chosen to host the 2026 World Cup, but North Texas will host nine matches at AT&T Stadium in Arlington.

The FIFA World Cup Grant Program is administered by the U.S. Department of Homeland Security through the Federal Emergency Management Agency.

The projected local economic [impact](#) is \$1.5 to \$2.1 billion.

The first World Cup match is June 11.

The first and last matches locally are June 14 and July 14.

DFW AIRPORT LANDS \$32M FOR RESTROOM OVERHAUL, OTHER UPGRADES

By Leonardo Rosas
May 20, 2026

Dallas Fort Worth International Airport is set for a wide range of upgrades, from air traffic control systems to a major overhaul of restrooms.

The projects are part of roughly \$32 million in federal funding approved for the airport across multiple programs aimed at improving infrastructure and the passenger experience. DFW Airport is the [second-busiest airport in the U.S.](#) and fourth-busiest in the world with 85.6 million passengers in 2025, according to Airports Council International.

DFW Airport will receive \$8 million to [modernize 37 restrooms across five terminals](#), adding family-friendly features, according to a May 18 announcement from the [U.S. Department of Transportation](#). The funding is part of a broader \$970 million [Federal Aviation Administration](#) effort to upgrade airport facilities nationwide.

"This administration is focused on making travel happier and more convenient for American families. The Golden Age of Travel includes a Family First agenda," U.S. Transportation Secretary Sean Duffy said in a statement. "We're making airports inviting spaces for parents and children to relax and recharge prior to boarding."

Officials at DFW Airport previously revealed plans for the bathroom upgrades in 2024 as part of a broader capital improvements program. Sean Donohue, CEO of the airport at the time, said bathrooms always tend to be among the things travelers complain about the most.

Ken Buchanan, chief revenue officer at DFW Airport, reiterated the point in a statement.

"It's clear from passenger feedback that having clean, accessible and available restrooms is one of the most important core amenities during the airport journey, and DFW is investing heavily through our \$12 billion modernization program to expand and enhance our public restrooms for all travelers," Buchanan said.

DFW Airport will also receive \$24 million through a separate program that will deliver new air traffic control systems and upgrades to outdated infrastructure including radar, software, hardware and telecommunications networks to manage modern travel, according to an announcement from December.

Those investments come as federal officials push to modernize the nation's aging air traffic control network. Duffy discussed those efforts earlier this year during a visit to North Texas, including a [meeting with American Airlines CEO Robert Isom](#) at the airline's annual Safety Management Systems forum.

The federal funding adds to a broader, multibillion-dollar transformation at DFW Airport, including construction of a sixth terminal and major overhauls of existing terminals.

Terminal F is currently under construction as part of a [broader \\$12 billion capital improvement plan](#). It will [provide 31 new gates](#) for Fort Worth-based [American Airlines Group Inc.](#), the

dominant carrier at DFW, when completed. Plans for Terminal F were expanded significantly in May 2025 when American announced a [\\$4 billion investment](#) to double its size.

The airport's bathroom and air traffic control systems overhaul are also happening as North Texas prepares to host nine matches during the 2026 FIFA World Cup, an event expected to drive increased passenger traffic through the region. In addition to airport upgrades, public transit systems in the area are also receiving federal funding to help accommodate the influx of visitors.

The North Central Texas Council of Governments received over \$61 million in federal funding to support safety, security, operations and transportation for the global event, according to a release from the City of Arlington, home to AT&T Stadium, where most matches will be played.

The funding includes \$51.5 million for North Texas as part of a \$625 million FEMA grant program to boost security ahead of the tournament, along with \$10.03 million from the Federal Transit Administration to support public transportation in the region.

WHEN WILL THE I-30 CANYON PROJECT BE COMPLETE? HERE'S WHAT WE KNOW

The project costs about \$888 million dollars.

By Hedija Spahalic
May 18, 2026

North Texans know traffic in downtown Dallas is no easy feat. It will take almost one billion dollars to help clear one of Dallas' most [congested](#) roads, according to the Texas Department of Transportation.

The I-30 Canyon Project started earlier this year with a [groundbreaking](#) on March 5 in hopes that completed construction will increase traffic flow and safety in the area.

What is the I-30 Canyon Project?

The Canyon Project, along a 2.3-mile stretch of Interstate 30 between Interstate 35E and Interstate 45 interchanges, focuses on widening and reconstructing the corridor. Six additional main lanes will be added, resulting in 12 total main lanes on [I-30](#).

TxDOT said the project will improve weave lengths, or distance required for safe merging, on the interstate ramps.

"Under existing conditions, the weaving nature created by the present [main] lanes in the I-30 Canyon account for 40% of eastbound and 44% of westbound crashes," said [TxDOT in their I-30 Canyon application](#).

The transportation authority said almost half of the accidents were rear-end crashes caused by increased congestion. The improvement project is expected to address and amend major road concerns such as congestion and traffic accidents.

Considered to be a multimodal project, the improvements made will benefit more than just motorists. The project will also widen bridges over the interstate to accommodate construction of a parallel road that includes bike lanes. A four-track rail bridge serving both passenger and freight trains will be replaced.

"This will result in increased use and could accommodate future rail service into Dallas," TxDOT said.

How much does the I-30 project cost?

Part of the Texas Clear Lanes initiative, which hopes to improve congestion on major roadways, the I-30 Canyon Project costs about \$888 million dollars.

Funding consists of several state and federal sources. Some of the state funding sources include fuel tax, registration fees, oil and gas severance tax under Proposition 1, general sales and use tax, motor vehicles sales and rental tax under Proposition 7.

When will the construction be finished?

The project is expected to be completed within five years, or by 2031.

Severe weather delays have already postponed the project several times, including the groundbreaking ceremony. TxDOT officials believe the timeline will remain on track but urge motorists to “plan ahead for extra travel time or seek alternate routes” when traveling on I-30.

Construction on roads began in the last week of January. A dozen bridges have been torn down to make room for construction, but according to a 2025 [Q4](#) update, construction is 0% complete.

ARLINGTON TO EXPAND ON-DEMAND SERVICE AHEAD OF FIFA WORLD CUP

By Diego Collazo
May 20, 2026

The Arlington City Council unanimously voted to accept \$350,000 to bolster the Arlington On-Demand service in preparation for the 2026 FIFA World Cup during its Tuesday meeting.

The funding comes from a \$10 million public transportation grant for the Dallas-Fort Worth-Arlington Urbanized Area. The Regional Transport Council for the North Central Texas Council of Governments unanimously approved the grant during its May 14 meeting.

The funds will be used to lease additional vehicles from Via, which provides the On-Demand service through a turnkey contract with the city, and add additional service hours so more cars are active during regular operating hours. The effects will run from June 1 to July 31, according to Ann Foss, Arlington transportation department Planning and Programming Manager.

"We want to make sure that we're able to get people in and around our city effectively," Mayor Jim Ross said. "Our on-demand service is a critical part of that."

The Arlington On-Demand service launched in 2017 to fulfill the everyday transportation needs of residents and visitors, Foss said. The service is one of the city's only public transportation options for the more than 100,000 expected guests on game day and currently operates a maximum of 60 cars on any given day, Foss said.

Arlington is no stranger to big events, having hosted a Grand Prix, Concerts, MLB All-Star games and more, but the city has never hosted something of this magnitude.

Foss said Arlington On-Demand doesn't usually see big spikes in demand during large events, but said her department will be working closely with Via to monitor use of the service to adjust to demand accordingly. The first match in Arlington is on a Sunday when the service doesn't run, allowing the department to see how conditions will be in the city.

"We're anticipating more impact on the days adjacent to match days," Foss said. "We don't anticipate as much demand for people using Arlington On-Demand to get to and from the stadiums."

Part of that is due to a "significant" ride-share geofenced area around the stadium that plans to keep traffic flowing on game days.

People using taxis or other rideshare vehicles can not be dropped off or picked up at the stadium and instead will be directed to the Arlington E-Sports stadium parking lot, which has been designated as the Rideshare lot, according to [FIFA documents](#).

Thanks to the geofenced area and additional funding, Foss said there will be enough cars for Arlington residents who use the service to get to work, school, doctors' appointments and other essential meetings.

"The way the service is designed, it's really designed to meet the needs of our residents and their daily trips, less for visitors who are here just for special events," Foss said.

100% of the funds must be used for public transportation, and the regulations for the funds generally mirror the requirements of Section 5307 Urbanized Area Formula Grant Program, with a few exceptions, according to [electronic item seven](#) on the agenda.

Some key grant deadlines for Arlington include submitting a split letter identifying how the funds will be used by June, 1 and submitting a draft grant application by January 31, 2027, according to the Regional Transport Council documents. All funds must be spent and drawn by September 30, 2027, or the remaining balance must be returned.

GETTING TO THE GAME: HOW TEXAS IS PLANNING WORLD CUP TRANSIT

The World Cup is expected to draw huge crowds, and it's up to cities to figure out how to get them to the matches

By Jule Pattison-Gordon

May 21, 2026

Dallas and the surrounding area are expecting over 1 million World Cup visitors over the course of a month of games this year, from mid-June to mid-July. Managing an influx of that size is logistically tough for cities, particularly when it comes to transportation.

Planners need to make sure they can get fans safely and quickly to the Arlington, Texas-based stadium in time for each of the nine games, regardless of bad weather or other mishaps that might crop up.

The stadium has hosted big events before, including the 2011 Super Bowl and 2014 Men's NCAA Final Four. Officials have learned a few tricks from those experiences, but they've never handled a crowd like this.

During those earlier events, a temporary shuttle bus service took fans from the local commuter rail station directly to the stadium. Officials are returning to that idea for the World Cup.

"In the Super Bowl, when we offered [the shuttle], we had maybe about 2,000 riders that took that. For this, we're expecting about 10,000," says Natalie Bettger, senior program manager at North Central Texas Council of Governments, which is taking the lead on transportation planning for the area's World Cup matches.

Bettger spoke to *Governing* about what those plans look like.

One piece is communication: Dallas Area Rapid Transit added a dedicated page to its transportation app to guide World Cup visitors, and it's adding language translations in the app based on what languages visiting teams speak.

Transit teams are also working to ensure that the special shuttle service will show up in Google searches and other navigation apps.

The train and shuttle will be especially important for international visitors, who won't be coming with cars, so officials are encouraging local fans to drive to free up space.

Preparations have also required some physical infrastructure projects. Unlike past events, where the shuttle could just drop attendees off outside the stadium, officials have a designated parking lot for World Cup fans.

They are also preparing to have police manage and direct the crowds in areas around the stadium. The parking lot got a revamp, including repaving, an additional entrance to allow for faster services and an expansion of the existing entrances so shuttle buses can turn more easily.

Officials are also making sure the parking lot has restrooms, shade from the summer sun, water and other amenities for fans waiting for the next shuttle bus.



April 2, 2026: Natalie Bettger, North Central Texas Council of Governments; Monica Paul, North Texas FWC Organizing Committee; Michael Morris, NCTCOG; and Karla Windsor, NCTCOG; talking about the transportation for FIFA World Cup 2026. Photo by James D. Smith/North Texas FWC ©James D. Smith/North Texas FWC ©James D. Smith/North Texas FWC

For smooth transportation, the city of Arlington is blocking off the road next to the stadium to all traffic except the shuttle buses. The city also upgraded its traffic signal system to be able to grant shuttle buses more green lights or hold four-way red lights for pedestrian movements.

The train station where the shuttle will collect fans also got new cameras, for both security and operational purposes. The video feed will help operations teams monitor how many people are waiting for a shuttle or train and see if they need to intervene to speed things up.

Preparing for the Unexpected

Taking a lesson from past events, officials will conduct road sweeps on match days to clear any debris or abandoned vehicles. They'll also station tow trucks along the route to be ready to respond quickly should there be a crash.

"We want to make sure folks are in their seats before the match starts. That's our most critical goal of the whole plan," Bettger says. "We've tried to build in a lot of resiliency, just because things can happen that we don't really have control over."

Officials have prepared a backup “bus brigade” that could take over if the commuter rail service that transports people to the shuttle cannot run for some reason or hits maximum capacity. The buses would provide transport between different rail stations and the stadium’s shuttle bus lot. They’re considering how to handle a sudden turn in the weather, like a surprise thunderstorm disrupting the summer heat just as fans are exiting the stadium (in such a case, officials would likely load them into shuttle buses to shelter until the skies clear).

But officials know it’s impossible to plan for everything, so they’ve made sure to find points of contact among all the agencies involved, so collaborators can coordinate to adjust plans as needed. And to help identify further potential issues, the North Central Texas Council of Governments will test run the shuttle service with public officials.

Looking Ahead

One month out from the first match, officials are fine-tuning transit plans and tackling last minute questions. (Among the latest: where to designate a drop-off spot for the private hotel shuttles, so these vehicles don’t just pause in the road, holding up traffic.)

While hosting the World Cup is a bigger ordeal than many events, it also brings one benefit for planners: plenty of data.

Cities’ host committees are sharing one-page “transportation fact sheets” with each other after each match about what they experienced from each team’s fans. For example, what portion of a particular team’s fans drove versus took public transit, and whether the fans followed pedestrian rules or jumped barriers and ran across the streets.

And while most big events are one-off experiences, the Dallas area is hosting many matches — each one a new chance to analyze what worked and what could be improved for next time, Bettger says: “Usually we do it one time, and we get one chance, and we learn from it, but here we have nine times within five weeks, which is really cool, because you usually don’t get that opportunity.”

DENTON TAKES NEXT STEP TOWARD ENDING ALL TRAFFIC DEATHS AND SERIOUS INJURIES BY 2050

By Juan Carlos Ramirez Delgadillo
May 21, 2026

The Denton City Council on Tuesday unanimously approved the adoption of the Vision Zero Action Plan, a strategy aimed at eliminating traffic-related fatalities and serious injuries while promoting safety and equitable mobility for roadway users.

The plan, which is divided into two phases, is a project that has been in the works since December 2019, when the City Council directed staff to create an action plan.

[Phase 1, which started in 2021](#), was an assessment of existing safety-related programs across the city to see where the framework of the action plan is implemented and where it can be incorporated.

The assessment included engagement with internal and external city partners and stakeholders such as transportation services, the Texas Department of Transportation, Denton County Transportation Authority, the University of North Texas, Texas Woman's University, and community advocacy and safety groups.

Mayor Pro Tem Suzi Rumohr, who has been [involved in the project since the early stages](#), said she was proud to be involved with the project and that after a few years in the works, it got approved.

"Sometimes things take a while, but I know part of that was we were trying to do this right," Rumohr said. "We were trying to gather the data because we want to have a Vision Zero Action Plan that actually has the impact of reducing traffic fatalities, because I know it's not been successful in some places."

Phase 2 implements data collected from the first assessment and uses it to support projects relating to transportation safety.

Farhan Butt, deputy director of the Transportation Services Division, presented the plan to the City Council for adoption. He said the plan has a safe system approach that is designed around five pillars of safety: safer speeds, roads, people, vehicles and post-crash care.

The pillars are meant to be protective measures against serious injury. Butt used a "Swiss cheese model" to illustrate how successful safety layers prevent fatal injuries at several stages.

"If all of them fall, then we have fatalities and serious and devastating injuries," Butt said. "But if some of them prevail, that means that we have some way of improving safety and we still have some safety mechanisms in there in the roadmap."

Data reported from the first phase of the action plan found that the overall frequency of crashes has decreased in recent years, but the number of suspected minor and serious injuries increased. Between 2019 and 2023, Denton had 15,575 reported crashes, including 68 fatal crashes.

The number of crashes decreased in 2020 due to less travel time during COVID-19 (2,683), but crash numbers rebounded in 2021 (3,349) and declined by 2022 (2,911) and 2023 (2,890).

The report also found that about 45.2% of all reported crashes occurred citywide at intersections. The highest crash totals were recorded at U.S. Highway 380 and Interstate 35 with 271 crashes; Loop 288 and Interstate 35 with 181 crashes, and Brinker Road and South Loop 288 with 139 crashes.

The long-term goal of the action plan is to reduce the number of fatalities and serious injuries by 100% by 2050, with an earlier goal to reduce the number by 50% in 2035.

Council member Jill Jester, who is involved with the Vision Zero committee, said the No. 1 issue she saw in a community survey was street and transportation safety, and she is glad this action plan is moving forward.

"This type of work not only reduces traffic fatalities and injuries but also enhances quality of life for those in the neighborhoods, increases economic benefits and sustainable smart urban planning," Jester said. "It encompasses so much more than just traffic flows and traffic safety. It affects so many different areas of our community."

The implementation of the Vision Zero Action Plan will allow for more funding opportunities, Butt said, boosting the amount of funding that can be received from grants. Having presented the plan to the City Council's mobility committee, they have recommended the adoption of the action plan.

"Staff recommend adoption of this plan because this will not only help us take it as a Denton strategy for safety improvements, but also it opens doors for millions of dollars of federal and state funding that we will apply and rely on this plan," Butt said. "Whenever we will apply, we will be able to attach this adopted plan under the council."

NCTCOG OFFERS GRILLING AND GATHERING ADVICE FOR CLEANER AIR

By Staff

May 22, 2026

Hosting a Memorial Day picnic? Outdoor gatherings can be both enjoyable and environmentally friendly with this advice from the North Central Texas Council of Governments' Air North Texas division:

- Backyard grilling can produce fewer emissions by using propane or electric grills instead of charcoal. Limit lighter fluid and keep grills well maintained for cleaner, more efficient cooking.
- Carpooling with friends or family heading to the same event helps reduce traffic congestion, fuel use and unnecessary trips while promoting healthier travel habits. Turn off vehicles, generators and equipment when not in use to help lower emissions.
- Waste reduction can also make a significant difference. Using reusable plates and utensils, setting up recycling bins and planning portions carefully can minimize trash and food waste. Encourage guests to take leftovers home in reusable containers.
- Reduce overall energy demand by using energy-efficient outdoor lighting.

More information: [Air North Texas Clean Air Corner](#)

NEW COOPER STREET STOPLIGHT MARKS ARLINGTON STUDENTS' PUSH FOR SAFER CROSSING

By Nicole Williams Quezada

May 18, 2026



Mayor Jim Ross and four former Webb Elementary students cross Cooper Street on Friday beneath the pedestrian stoplight that their fifth-grade pitch helped bring to life. From left: The students are Alonzo Salinas, Edgar Toribio, Jaqui Carranco and Jesus Garza. (Nicole Williams Quezada | Fort Worth Report)

When the pedestrian stoplight on North Cooper Street gave the signal to walk last Friday morning, it announced the crossing out loud: “Webb Elementary School.”

Mayor Jim Ross and four eighth graders stepped off the curb together.

Three years ago, the students built bridge models in a gifted-and-talented fifth grade class and cold-called the mayor’s office with a proposal: Make crossing the street safer. Part of that idea became reality Friday when the four students walked across a street that they often dreaded crossing.

“It was cool to know that he took an interest in our idea,” said Edgar Toribio, 14, now at Nichols Junior High School.

The students’ teacher, Kathy Kaju, worked with the four students since the first grade. When they reached fifth grade, she wanted the students to apply their learning to something beyond

the classroom. Enter: The bridges project, a research-based assignment for gifted-and-talented students.

"I wanted to turn it into a real-world situation," Kaju said. "I said, 'Well, how about getting kids across Cooper Street safer?' And they were like, 'Yeah, we could go to the mayor.' And I'm like, 'Yes, you can.'"

Students described North Cooper Street, which runs along the front of Webb Elementary at 1300 N. Cooper St., as a bustling road.

"It's the busiest street around here," said Alonzo Salinas, 14. "It's between the school and the apartments where they live."

Jesus Garza, who has since moved to Houston, said the danger on Cooper Street was something he had witnessed firsthand.

"I've personally seen a lot of people almost get hit, a lot of people get hit, crossing the street," the 14-year-old said.

The students built bridge models using foam core, dowels, wood slats, wire, cardboard and paint. They tested structural principles in the lab and called the Arlington Police Department to gather data on accidents on the street.

Then, they called the mayor's office.

Kaju said she deliberately sat away from the table when her students presented to Ross.

"I wanted them to do the talking," Kaju said. "They did, and it was wonderful."

The students were nervous. Jesus was afraid of rejection. Edgar thought they'd be treated like kids.

"At first I thought he wasn't going to actually take it seriously, "since we were just a bunch of little fifth grade kids," he said.

Ross took them seriously.

The mayor brought in Arlington's public works director to review the bridge proposal. A pedestrian bridge over Cooper Street proved too costly, but the city committed to finding another solution.

The four students later met with city architects, and an answer emerged: A stoplight, Edgar said.

Shackelford Junior High student Jaqui Carranco, 14, said what surprised her most was that the city followed through at all.

"We just did it for the experience," Jaqui said. "And they called us back, and they actually went through with it. But instead of a bridge, because it would have been too expensive, they did this. It was pretty cool."

Last Friday, all four students returned to their elementary school and met with Ross and Kaju, who retired last year but stayed in touch with each family.

Ross said the project reinforced something he believes elected officials need to practice more consistently.

“Those of us who are elected officials need to listen to all voices, regardless of their age, regardless of their culture or ethnicity,” he said. “Some of the brightest minds have yet to fully grow up, and we can learn so much from these kids.”

He described the students as like his “grandkids” and said he was proud of what they had set in motion.

“The fact that these kids came together and came up with a solution to a very important problem — I am honored to be the mayor of the city that listens to these kids, that puts some real thought into it, and that we actually were able to do something with their concepts,” Ross said.

Kaju said she hoped the experience would stay with them long after eighth grade.

“It’s huge — something that they’ll take with them the rest of their lives,” she said. “I’m super proud of them.”

Jesus said he’s grateful to live in a city with a mayor who listens.

Seeing the stoplight go up felt surreal for Jaqui.

“It’s cool to see what they came up with and that they actually followed through,” she said.

TRINITY METRO'S TEXRAIL GETTING AN EXTENSION; CONSTRUCTION STARTING THIS YEAR

The extended service will operate seven days a week, mirroring the current service

By Hedija Spahalic
May 21, 2026

The city of Fort Worth is investing in its public transit system after seeing an increase in ridership over the past year.

Trinity Metro's TEXRail — a 27-mile commuter rail system running from downtown Fort Worth through North Fort Worth, North Richland Hills and Grapevine to DFW International Airport at Terminal B — is getting an [extension](#). Referred to as a “core corridor for Fort Worth and Trinity Metro,” the 2.1-mile extension will be from Texas and Pacific Station, where it currently terminates, to the proposed Near Southside Station in the Medical District, according to project information provided by Trinity Metro.

“As Fort Worth and North Texas continue to grow rapidly, we simply cannot build our way out of congestion with highways alone,” said Ted Zimmerman, Trinity Metro's vice president of marketing and communications.

Construction on the \$167 million extension will begin in December and is expected to finish in late 2029. The extended service will operate seven days a week, mirroring the current service.

Funding for the project has come from a combination of federal grants, support from the Regional Transportation Council, the city of Fort Worth and Trinity Metro. The land on which the station is being built was donated by Baylor Scott & White Hospital.

“It has been part of the community's long-term transportation vision for decades, and the corridor continues to align with the city's growth patterns and regional transportation goals today,” Zimmerman said.

The city views investing in public transit as an economic strategy. The Fort Worth Medical District currently supports approximately 50,000 jobs in various sectors. President and CEO of Trinity Metro Richard Andreski said in an April city council [meeting](#) the rail service had sustained growth, and March had seen the service's highest numbers to date. Andreski said Trinity Metro has seen 15-20% compounded annual growth since 2021.

Ridership growth reflects the increased demand for reliable and alternative modes of transportation. Zimmerman said the service's consistency and recent connection to DART's Silver Line, as well as [higher gas prices](#), have contributed to increased ridership.

“Texas will always be a state where cars and highways play a major role, and public transit is not about replacing that,” Zimmerman said. “It's about giving people more transportation choices and making the entire system work better together.”

HOODLINE

SUNDAY SMOG SHOWDOWN: OZONE ALERT ENGULFS DFW

By Sofia Vasquez
May 24, 2026

Dallas-Fort Worth is staring down an Ozone Action Day today, as light winds and strong sunshine are expected to let ground-level ozone climb into ranges that can bother people with breathing or heart problems. The advisory runs through Sunday evening across much of North Texas, and officials are urging residents to cut back on driving and to avoid strenuous outdoor activity during the afternoon, when ozone typically peaks.

Ozone Action Day declared

The Texas Commission on Environmental Quality formally declared today an Ozone Action Day, and the notice was relayed by the National Weather Service office in Fort Worth yesterday. The weather service noted that the alert was issued at 2:25 p.m. CDT and is set to expire at 5:30 p.m. today. The advisory lays out simple steps residents can take to help limit ozone, including sharing rides, skipping drive-through lanes, conserving energy, and keeping vehicles properly tuned, according to the [National Weather Service Fort Worth](#).

Where the alert applies and why

The [Fort Worth Star-Telegram](#) reported that the alert covers Wise, Denton, Collin, Parker, Tarrant, Dallas, Hood, Johnson, Hunt, Rockwall, Kaufman, Ellis, and Henderson counties, and said the alert was reported yesterday. Statewide ozone forecasts from the Texas Commission on Environmental Quality explain that a setup of light winds, warm temperatures, and afternoon sunshine can allow ozone to build, and models show concentrations could reach the lower end of the “Unhealthy for Sensitive Groups” range in parts of the region, according to the [Texas Commission on Environmental Quality](#).

Who should watch their breath and what to do

Under the EPA’s Air Quality Index, values between 101 and 150 are labeled “Unhealthy for Sensitive Groups,” meaning children, older adults, and people with heart or lung disease are advised to cut back on prolonged outdoor exertion. Officials echo that guidance on ozone action days and suggest practical steps like shortening or rescheduling outdoor exercise, combining errands, and choosing transit or carpooling to help reduce ozone-forming pollution, according to [AirNow](#).

Longer-term picture

The [North Central Texas Council of Governments](#) notes that the DFW region remains in non-attainment for ozone and reports a 2026 ozone design value of 79 parts per billion as of last Monday, underscoring why action days recur during the warm months. Continued monitoring, along with voluntary changes in daily habits, is a key piece of regional efforts to bring ozone levels down.

DALLAS AREA TRANSIT PREPARES FOR WORLD CUP, ASKS LOCALS TO DRIVE

DART is adding a special shuttle service and creating back-up mechanisms to ensure it can serve all of this summer's World Cup attendees

By Diana Ionescu
May 25, 2026

Central Texas is gearing up to welcome millions of World Cup visitors. Can a state notorious for a lack of comprehensive public transit handle the influx of car-free domestic and international soccer fans?

According to a Governing article by Jule Pattison-Gordon, the Dallas area alone expects over one million visitors.

The region's transit agency, Dallas Area Rapid Transit, is adding World Cup-specific directions and translations to its transit app and working with other navigation apps to ensure the special shuttle service shows up.

"The train and shuttle will be especially important for international visitors, who won't be coming with cars, so officials are encouraging local fans to drive to free up space." According to Pattison-Gordon, "Officials have prepared a backup 'bus brigade' that could take over if the commuter rail service that transports people to the shuttle cannot run for some reason or hits maximum capacity."

Natalie Bettger, senior program manager at North Central Texas Council of Governments, says the series of World Cup matches offers an exciting opportunity to adjust transportation policy in real-time.

"Usually we do it one time, and we get one chance, and we learn from it, but here we have nine times within five weeks, which is really cool, because you usually don't get that opportunity," said Bettger.

NORTH TEXAS OFFICIALS TEAM UP ON WORLD CUP TRANSPORTATION PLAN

By Cody Thorn

May 25, 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 up to 10 million a day with an influx of visitors for the [FIFA World Cup](#), which will play nine games at AT&T Stadium in Arlington, known as Dallas Stadium for the event, between June 14 and July 24.

“Transit is the backbone of this particular plan because of the magnitude of international guests we are going to have and the propensity of transit in their home country,” said Michael Morris, director of transportation for the North Central Texas Council of Governments.

NCTCOG, Dallas Area Rapid Transit, Trinity Metro, the Texas Department of Transportation, Trinity Railway Express, and the cities of Dallas, Fort Worth, and Arlington will work to move fans.

“Any major sporting event requires months of collaboration with partners across multiple sectors, including transportation,” said Monica Paul, president of the North Texas FWC Organizing Committee.

What happened

[Dallas Fort Worth International Airport](#) is working on numerous projects as part of the **\$12 billion** DFW Forward project. That includes a new Terminal F, expansions to terminals A and C, and a renovation of the Rental Car Center.

“DFW is not the host, but we are the vessel that brings people in, shows them the North Texas hospitality for our international and national guests,” said Mohamed Charkas, executive vice president of chief infrastructure and development for DFW Airport.

Charkas said the airport hopes to debut nine new gates in Terminal C, a **\$3 billion** project, as early as May 20.

Made with Flourish • [Create a chart](#)

The bottom line

Paul said the economic impact for North Texas will range between **\$1.5 billion and \$2.1 billion**, which is accounted for by the incremental tax dollars that visitors are bringing into the area from hotel tax, rental car tax and sales tax. During a speaking event in Westlake on April 21, she said there will be 100,000 visitors per day during the day games are played and more than 30,000 people daily at the [FIFA Fan Festival](#), which will run 34 days at Fair Park.

Paul said the 1994 World Cup is still the highest-revenue-producing FIFA event ever, with **\$100 million** in profit. Dallas hosted six games that year, including a quarterfinal.

Zooming in

Morris said the NCTCOG plan includes starting to monitor road conditions five hours before game times. There will be 125 transit vehicles in motion in the region.

The World Cup start times for games in Arlington are at various hours, which could impede traffic, Morris said.

[Trinity Metro](#) Chief Operating Officer Reed Lanham said train rides will run every 30 minutes to accommodate the expected increase in ridership. Trinity Metro will also have buses on lease at a cost of **\$5.54 million** to transport matchgoers if the trains get full.

Last year, Trinity Metro saw an increase of 12% in ridership compared to 2024, with 872,329 passengers, according to previous reporting. Richard W. Andreski, Trinity Metro president and CEO, said a case study around the Grapevine Main Station showed sales tax revenue grew at twice the pace within walking distance to the station compared to the rest of Grapevine.

Jeff Strawn, Grapevine's CFO, said sales tax makes up 48.5% of the fiscal year 2025-26 budget, paying for police, street maintenance and parks and recreation.

What they're saying

Caroline Mays, TxDOT senior director of Planning and Modal Programs, said work is underway along I-30 near AT&T Stadium and along SH 360 to CentrePort Station, near DFW Airport. She said an accelerated timeline includes signage, trash pickup and fixing potholes.

Paul noted that the region will host the NCAA men's basketball Final Four in 2030 and the women's Final Four the next year. There are also eyes on the Women's World Cup games in 2031.

Marty Wieder, executive director of the Arlington Economic Development Corp., said there are bigger goals.

"I think it also helps us play up to Roger Goodell and the NFL," he said of hopes of another North Texas Super Bowl bid. "But one day, somewhere down the line, we're going to have a chance to bring the Olympics to North Texas."

PLANES, TRAINS AND AUTOMOBILES: 5 TRANSPORTATION UPDATES IN DALLAS-FORT WORTH

By Jenna Stephenson
May 25, 2026



A rendering from Trinity Metro shows what the proposed Near Southside/Medical District TEXRail stop would look like when opened in 2029. (Rendering courtesy Trinity Metro)

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

Upcoming projects

1. [Legacy Drive improvements](#)

Project: The project will widen Legacy Drive to four lanes between Carey Road and Punk Carter Parkway and make improvements to the intersection of Legacy Drive and FM 428.

Update: Celina City Council approved a two-year contract for detailed design services at a May 12 meeting.

- **Timeline:** estimated completion December 2030
- **Cost:** \$2.6 million

- **Funding source:** city of Celina

Project: Trinity Metro is set to extend the TEXRail route to the Fort Worth Medical District. The project will add 2.1 miles to the route and add a new station called Near Southside/Medical District.

Update: Funding for the project has been secured, and a groundbreaking for the station is planned later this year.

- **Timeline:** service starting late 2029
- **Cost:** \$167 million
- **Funding source:** U.S. Department of Transportation, Trinity Metro, North Central Texas Council of Governments

Project: Construction work will relocate city utilities, including water and wastewater lines, in advance of the planned reconstruction and widening of SH 5 by the Texas Department of Transportation.

Update: Design work is 90% complete, and the project is expected to go to bid later this year.

- **Timeline:** late 2026-late 2028
- **Cost:** \$27.7 million
- **Funding source:** city of McKinney, TxDOT reimbursement

Ongoing projects

Project: Dallas Fort Worth International Airport will build Terminal F, a new terminal with international flight processing capacity operated solely by American Airlines.

Update: The DFW International Airport board of directors approved a \$50 million reimbursement agreement with American Airlines for furniture, fixtures, equipment and design work for Phases 1 and 1A.

- **Timeline:** first phase operational by 2027
- **Cost:** \$4 billion
- **Funding source:** DFW International Airport, American Airlines

5. Custer Road concrete repair

Project: Crews are removing and rehabilitating existing reinforced arterial concrete and

providing sidewalk repairs on and near Custer Road from SH121 to Hedgecoxe Road.

Update: One lane on each side of Custer Road from SH 121 to Ridgeview Drive is closed 24/7, with an additional lane on each side closed daily from 9 a.m. to 4 p.m.

- **Timeline:** March 2026-May 2027
- **Cost:** \$3 million
- **Funding source:** city of Plano

TRINITY METRO'S WORLD CUP MOBILITY PLAN SET AS NEW COWTOWN SHUTTLES ARE READY TO DEBUT

By Eric Garcia

May 24, 2026

Trinity Metro officials say they are ready for throngs of expected out-of-town visitors for the FIFA World Cup.

The Fort Worth transit agency 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 starting in Arlington in a couple weeks. Special shuttles offering expanded service to Dallas Fort Worth International Airport and shopping areas in Fort Worth and Arlington will also debut for the tournament.

Anette Landeros, chief strategy officer for Trinity Metro, said one big question remains — how many people will show up?

“We’ve been preparing for about a year and a half now. But we have recognized that we don’t know what we don’t know, and we don’t know that until we get started,” Landeros said. “We’re all reminding each other to be prepared to learn on the go and to pivot and make adjustments as needed when we find out what kind of crowds we can actually anticipate. ... We’re ready to be flexible and adjust to the needs of the community.”

The agency added a “Cowtown Visitor Shuttle” bus service on nongame days to move people to Fort Worth tourist spots and Arlington’s Entertainment District. The shuttle will cost \$9 — about the same as a regional transit day pass.

Three premium shuttle buses, donning a bright green and white “Howdy” logo with a soccer ball in place of the “o,” will operate on a 15-minute schedule. The buses will stop at the Fort Worth Zoo, the Fort Worth Botanic Garden and shopping areas in Fort Worth and Arlington.

In the Alliance area, buses will take visitors to the Tanger Outlets Fort Worth and Buc-ee’s while another visitor shuttle will frequent the Fort Worth Stockyards and 7th Street for shopping and restaurants.

Charter buses will be used so that the Trinity Metro transit system isn’t affected by game visitors, she said.

More domestic travelers are expected to attend the games than international visitors, Landeros said. The agency worked with Arlington leaders to schedule the shuttles into the Entertainment District.

“This is giving us the opportunity to really understand the potential interest,” she said.

[About 35% to 50% of the 700,000 tickets](#) have been sold for World Cup matches in Arlington, KERA reported. The first five matches have had the most ticket sales, Arlington Deputy City Manager Jennifer Wichmann told council members. The percentage of ticket sales comes from the latest information provided to the city from World Cup officials “a couple of weeks ago,” she said.

Trinity Metro officials are ready to move people to the games.

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.



Michael Sanders and his daughter, Maysen Sanders, 4, board the Trinity Railway Express heading to Dallas for a father and daughter day on April 5, 2024, at the Trinity Lakes Station. (Camilo Diaz | Fort Worth Report)

Blue and yellow Northstar train cars from Minnesota were integrated seamlessly with the TRE, Landeros said. "They are out there moving people currently," she added.

The buses, officials have said, will help Trinity Metro be flexible. The leases are on a "pay-as-you-go" basis, with money spent dependent upon how many vehicles are used.

"We don't expect to use all the funds," Reed Lantham, Trinity Metro chief operating officer, said at a Nov. 17 Trinity Metro meeting.

Hotel, short-term rentals

There are currently about 198,000 listings for hotel rooms and short-term rentals across the region — a 13.2% increase since last June, according to data from [AirDNA](#).

Fort Worth is seeing about 40% of hotel rooms and short-term rentals booked up in advance of the June 21 game between Austria and Argentina. There is a 48% occupancy rate in advance of the June 27 game between Argentina and Jordan, data shows.

Hotel room and short-term rental demand is high in Arlington, east Fort Worth and Dallas, AirDNA data shows.

More than 5 million people are expected to attend at least one of the 104 soccer matches in 16 host cities across the United States, Mexico and Canada. The games are scheduled between June 11 and July 19.

“A large share of bookings is still to come, and demand is expected to accelerate as match dates approach,” AirDNA officials said in a statement.

NORTH TEXAS CITIES TAKE TRANSIT INTO THEIR OWN HANDS WITH NEW RIDESHARE PROGRAMS

By Pablo Arauz Pena

May 26, 2026

Several North Texas cities are turning to rideshare programs to supplement – or replace – public transit.

The programs work like other rideshare services like Uber or Lyft but are city-funded. Earlier this month, Plano, Addison, Highland Park and Frisco launched their programs in partnership with microtransit company Via.

Moniah Dailey, communications specialist with the city of Plano, said her city's new pilot program for seniors 65 and older is performing better than expected just a few weeks after launch.

"We are kind of ahead of where I think we thought we were going to be," Dailey told KERA.

Since it began on May 4, the new service, called Plano Rides, has completed more than 1,500 rides. The new app linked to the service has been downloaded more than 1,300 times.

"For this service and it being like a niche demographic, yeah, that's pretty successful," Dailey said.

Currently, the Plano Rides service is free until June 4. After that, it'll be \$3 per ride, which is the average cost for the service in other North Texas cities.

The services have launched following months of debate over local public transit. While cities like Plano, Addison and Irving still have Dallas Area Rapid Transit service, the new programs aim to boost local mobility.

"I don't think we see ourselves as fully replacing public transit at all, like we see ourselves as a part, a piece of the puzzle," said Darrel Matthews, a field manager for Via. "We're kind of like a first and last mile connection, as opposed to like a full transit option."

Meanwhile in Highland Park, the city's new rideshare services replace DART after residents there voted earlier this month to leave the system. DART ended its Go-Link and paratransit services as well as the Route 237 bus. One new program – Highland Park On-Demand – takes riders anywhere in town within a one-mile radius. Another service, Highland Park Access, replaces DART's paratransit service with door-to-door transportation for eligible riders with mobility needs.

Other North Texas cities have tailored their services to the needs of residents, such as Irving's Connector shuttle, which serves residents along two previously discontinued DART bus routes. The city also has a circulator shuttle called The Loop that transports passengers around the Las Colinas area.

"The City of Irving is a strong supporter of mass transit," outgoing Irving Mayor Rick Stopfer said in a statement on the city's website. "We are committed to stepping in with solutions that keep

our community connected and ensure residents, visitors and commuters can continue to get where they need to go.”

Frisco’s GoZone program also launched this month in partnership with the Denton County Transportation Authority and Via.

In Addison, the newly launched Addison Orbit program is still only in the pilot phase. The city council will discuss at its meeting Tuesday whether the program should continue.

FORT WORTH INC.

IF IT'S PEOPLE YOU WANT TO SEE, YOU'RE IN THE RIGHT PLACE. **NORTH TEXAS NEARS 9M RESIDENTS**

By John Henry

May 29, 2026

More people. More rooftops. More traffic. And again Thursday, more growth news. As if I needed to tell you, humanity's relentless spread across the region continues unabated.

The North Texas empire added more than 203,000 residents in 2025 alone, pushing the region's population to nearly 9 million people as growth continued across Dallas-Fort Worth and surrounding communities, according to newly released estimates from the North Central Texas Council of Governments.

The 16-county region added 203,786 residents last year, bringing the total population to 8,952,590 as of Jan. 1, based on annual estimates prepared by NCTCOG's Demographics & Geospatial Analytics program.

Fort Worth recorded the largest population increase among regional cities, adding 22,722 residents in 2025. Dallas followed with 17,564 new residents and surpassed 1.4 million total residents.

I didn't have "Can't Stay out of Celina" on my Bingo card, but the booming burb about an hour northeast of Fort Worth ranked third in total growth, adding 16,813 residents while also posting one of the region's highest percentage growth rates.

"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, in a statement. "Reliable local data helps communities plan for the future and better understand how quickly the region is evolving."

Collin County led all counties in growth, adding 64,703 residents during the year, while Lowry Crossing was identified as the region's fastest-growing city with a 45.2% increase in population. Plano also surpassed 300,000 residents.

The U.S. Census Bureau released updated population figures this month, illustrating that people can't stay out of Fort Worth either. Its addition of more [22,000 in 20205 was second in the U.S.](#) behind only Charlotte, North Carolina. Fort Worth is now among the top 10 cities in the nation by population.

The Bureau meanwhile reported that Celina — best known, perhaps, for its high school's 10 state football championships, a record 68-game winning streak between 1998-2002, and, undoubtedly, an active FFA program — had continued its surge of a population of more than 68,000.

During its regular decennial count in 2010, the Bureau counted 6,800 Celinans. In 2000, the population was registered at roughly 1,900.

Like Frisco, Celina will soon have 12 high schools up there — forecasting — though not without the new football coach arguing first for a ninth-grade campus to protect his football player pipeline. (I learned that in “High School Football Coaches 101.”)

All football joshing aside, Collin County, where Celina is primarily located, eclipsed 1.3 million in the latest Bureau estimates. The county had a population of 143,000 in 1980, according to population trackers.

Housing development remained strong across the region, with North Texas adding 42,582 multifamily housing units and 42,445 single-family homes in 2025. NCTCOG also noted the region’s population center continues shifting northward and slightly eastward.

NCTCOG has produced annual population estimates for the region since 1974. The organization’s methodology is based on housing inventories, occupancy rates, and household size data provided by local governments.

“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,” NCTCOG Executive Director Todd Little said. “This work reflects the mission to strengthen regional cooperation and provide planning resources that help our communities thrive.”

STATE OF TEXAS

§

RESOLUTION

§

COUNTY OF PARKER

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**RESOLUTION FROM THE PARKER COUNTY COMMISSIONERS
COURT SUPPORTING MIKE MORRIS, TRANSPORTATION DIRECTOR
FOR THE NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS**

WHEREAS, the Parker County Commissioners Court wishes to declare its full, unequivocal support for Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments (NCTCOG), and;

WHEREAS, For over three decades, Michael Morris has provided steady, visionary, and indispensable leadership to the North Texas region and Parker County. His institutional knowledge and unmatched technical expertise have guided our communities through periods of unprecedented growth, and;

WHEREAS, Michael Morris has been an essential partner in securing crucial state and federal funding for numerous thoroughfare, safety, and regional mobility initiatives in Parker County. Thru his steadfast advocacy and collaborative approach to regional planning, many of the vital infrastructure improvements our residents rely on today would not have been possible, and;

WHEREAS, Michael Morris stability and continuity are paramount to delivering large-scale investments efficiently in Parker County, and;

NOW, THEREFORE, BE IT RESOLVED that the undersigned officials of Parker County, Texas, hereby:

1. strongly affirms that Micheal Morris possesses the trust, respect, and confidence of the local leadership he serves, and;
2. stands firmly behind Michael Morris and his ongoing stewardship of the transportation network as Parker County navigates the critical, immediate infrastructure demands, and;
3. Michael Morris has the complete support of this Court, and we look forward to continuing our vital work alongside him to improve the safety, mobility, and quality of life for the citizens of Parker County.

ADOPTED THIS DAY OF MAY 26, 2026.

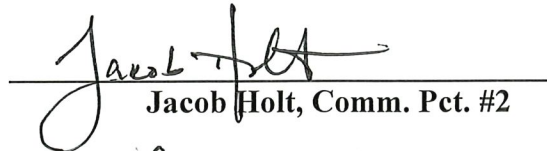


Pat Deen, Parker County Judge

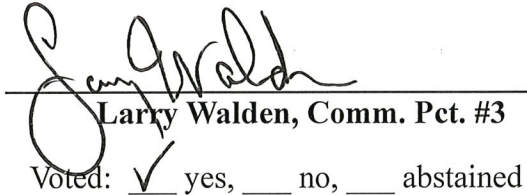
Voted: ☒ yes, ☐ no, ☐ abstained


George Conley, Comm. Pct. #1

Voted: ☒ yes, ☐ no, ☐ abstained


Jacob Holt, Comm. Pct. #2

Voted: ☒ yes, ☐ no, ☐ abstained


Larry Walden, Comm. Pct. #3

Voted: ☒ yes, ☐ no, ☐ abstained


Mike Hale, Comm. Pct. #4

Voted: ☒ yes, ☐ no, ☐ abstained

ATTEST:


Lila Deakle, County Clerk





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

May 19, 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 Arlington's Fiscal Year (FY) 2026 Safe Streets and Roads for All (SS4A) Grant application for safety improvements at priority intersections, as well as supplemental planning to update the City's Safety Action Plan, develop a roundabout master plan, and establish a demonstration project using drones as first responders to crash sites.

The proposed project reflects a comprehensive and data-driven approach to improving roadway safety through targeted implementation improvements, supplemental planning activities, and innovative traffic incident response strategies. The application aligns strongly with regional transportation safety priorities by focusing investments on high-risk intersections and corridors identified through Arlington's adopted Safety Action Plan and High-Injury Network.

The project includes safety improvements at twelve priority intersections, many of which are located along regionally significant Texas Department of Transportation (TxDOT) corridors that support commuter travel, freight movement, and connectivity throughout the North Central Texas region. In addition, the proposed supplemental planning activities and expansion of Drone as First Responder (DFR) capabilities demonstrate Arlington's continued commitment to advancing proactive, innovative, and evidence-based approaches to reducing roadway fatalities and serious injuries.

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 City of Arlington's SS4A grant application for safety improvements and supplemental planning. 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,

A handwritten signature in black ink, appearing to read "Rick Bailey", is written over a light blue horizontal line.

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



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

May 11, 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 Balch Spring's Fiscal Year (FY) 2026 Safe Streets and Roads for All (SS4A) Implementation Grant application for citywide enhanced pedestrian crossings and safety improvements along Elam Road. These improvements are critical to addressing safety needs and supporting the city's continued growth.

Elam Road was identified on the City of Balch Spring's High Injury Network in the City's Comprehensive Safety Action Plan (CSAP), and the need for improvements are clear. Over the last five years, several serious injury crashes have occurred along the corridor, half of which involved pedestrians. In many areas, Elam Road lacks sidewalks and protected pedestrian crossings, increasing the crash risk for pedestrians who are forced to travel in the roadway. As this area continues to grow, through projects such as the Elam Road City Center project, pedestrian and vehicular demand will increase, further elevating safety risks.

The proposed improvements include filling sidewalk gaps, installing a shared use path, implementing emergency preemption, and installing intersection improvements along the corridor. Together, these enhancements will improve safety for all users and help first responders to move through the corridor and operate more effectively.

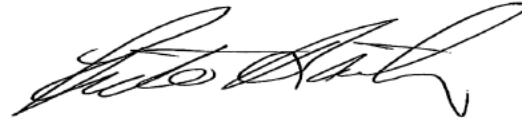
In addition to corridor improvements, proposed pedestrian crossing enhancements at key locations throughout the city would improve pedestrian safety and help address growing challenges facing vulnerable roadway users in Balch Springs. Addressing these safety concerns on Elam Road and throughout the city will help mitigate current and future risks while supporting a safer, more connected community. Securing SS4A grant funding is especially important for smaller communities like Balch Springs, which have limited resources to address these needs independently.

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.

May 11, 2026

Again, the RTC supports the City of Balch Spring's SS4A application for citywide enhanced pedestrian crossings and safety improvements along Elam Road. 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,

A handwritten signature in black ink, appearing to read "Rick Bailey", with a stylized, cursive script.

Rick Bailey, Chair
Regional Transportation Council
County Commissioner, Johnson County

JN:cc

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



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

May 11, 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 Bedford's Fiscal Year (FY) 2026 Safe Streets and Roads for All (SS4A) Implementation Grant application for the City's Comprehensive Safety Action Plan & Americans with Disabilities Act (ADA) Transition Plan.

The City of Bedford requests SS4A funding to develop a city-wide Comprehensive Safety Action Plan (CSAP) and an ADA Transition Plan. The CSAP will provide the City with a data-driven, community-informed framework to identify high-risk locations, prioritize safety investments, and guide implementation toward reducing fatal and serious injury crashes. The ADA Transition Plan will evaluate existing infrastructure, identify accessibility barriers, and establish a clear strategy to improve mobility and compliance for individuals with disabilities. Together, these efforts will enable the City to deliver safer, more accessible transportation systems, strengthen eligibility for future implementation funding, and ensure long-term, equal benefits for all users. Both of these efforts will align with the City's preliminary sidewalk master plan and 5-year paving plan.

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 Bedford's SS4A application for the City's CSAP and ADA Transition Plan. 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,

A handwritten signature in black ink, appearing to read "Rick Bailey", with a stylized, flowing script.

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



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 Tarrant County's Fiscal Year (FY) 2025-2026 Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program application for the Blue Mound Road Grade Separation Project. This project strongly aligns with the goals of the CRISI Program by improving rail safety, enhancing multimodal mobility, reducing congestion, and strengthening the reliability and efficiency of the regional transportation network.

If awarded, Tarrant County would utilize the federal funds to support project development, final design, right-of-way acquisition, and construction activities associated with eliminating the existing at-grade highway-rail crossing (DOT #020545J) and constructing a grade-separated overpass at Blue Mound Road in Haslet, Texas, along the Fort Worth city limits. The project will significantly reduce the risk of vehicle-train conflicts, improve emergency response access, enhance freight and passenger rail operations, and alleviate roadway congestion within this rapidly developing corridor.

This project is not only critical to Tarrant County, but also to the broader transportation network across Texas. The proposed improvements will strengthen rail and roadway safety, improve system reliability and operational efficiency, support continued economic development, and provide lasting benefits to residents, businesses, freight carriers, and the traveling public throughout the 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.

Again, the RTC supports Tarrant County's CRISI application for the Blue Mound 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,

A handwritten signature in black ink, appearing to read "Rick Bailey", written in a cursive style.

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



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 Tarrant County's application for Fiscal Year (FY) 2025–2026 Railroad Crossing Elimination (RCE) Program discretionary funding for the Blue Mound Road Grade Separation Project. This project strongly aligns with the goals and vision of the RCE Program by enhancing public safety, improving transportation efficiency, and increasing the reliability of both roadway and rail operations in one of the region's rapidly growing corridors.

If awarded, Tarrant County would utilize the federal funds to support project development, final design, right-of-way acquisition, and construction activities associated with eliminating the existing at-grade highway-rail crossing (DOT #020545J) and constructing a grade-separated overpass at Blue Mound Road in Haslet, Texas, along the Fort Worth city limits. The project will significantly reduce the potential for vehicle-train conflicts, improve emergency response access, alleviate traffic congestion, and enhance overall mobility and operational performance for the surrounding communities.

This project is not only critical to Tarrant County, but also to the broader transportation network across Texas. By improving rail safety and roadway operations, the project will support continued economic growth, strengthen regional connectivity, and provide long-term benefits to residents, businesses, freight movement, and the traveling public 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 Tarrant County's FY 2025-2026 RCE Program grant application for the Blue Mound 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,

A handwritten signature in black ink, appearing to read "Rick Bailey", is written over a light blue horizontal line.

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



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 provide a funding commitment of \$30,000,000 to the 2026 Railroad Crossing Elimination Program Grant proposal for the Bonds Ranch Road West Grade Separation Project submitted by Tarrant County in Texas.

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 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, the RTC supports Tarrant County's 2026 Railroad Crossing Elimination Program grant 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,

A handwritten signature in black ink, appearing to read "Rick Bailey", is written over a light blue horizontal line.

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



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

May 20, 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 United States Department of Transportation's (USDOT) Fiscal Year (FY) 2026 Safe Streets and Roads for All (SS4A) Discretionary Grant application submitted by Dallas County for the **Dallas County Interconnected Corridors and Safe Crossings Action Plan**.

Dallas County is requesting \$3 million in Planning and Demonstration Grant funding to develop a comprehensive Safety Action Plan spanning three critical sub-areas. As a regional entity, Dallas County is uniquely positioned to bridge localized infrastructure gaps that individual cities cannot address alone. This initiative leverages the County's regional position to unite smaller jurisdictions, aligning disparate local plans into a seamless, safer, and highly interconnected regional network, reflected in Mobility 2050, the Metropolitan Transportation Plan (MTP) for North Central Texas.

The requested funding will target three key areas for planning and preliminary engineering. These areas span multiple municipal and neighborhood borders, building directly upon existing trail connectivity studies in each target area which are supported by NCTCOG's Regional Roadway Safety Plan, Regional Pedestrian Safety Action Plan, and the draft Regional Bicycle Safety Action Plan:

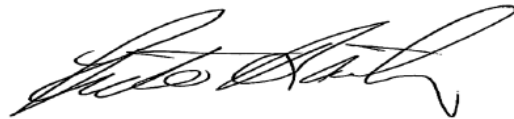
- **Part 1 (Eastern Regional Communities):** A multijurisdictional safety analysis across three adjacent municipalities (Dallas, Mesquite, and Balch Springs) to synchronize roadway, sidewalk, and trail infrastructure along vulnerable corridors.
- **Part 2 (Southern Regional Communities):** A comprehensive multimodal safety study across four interconnected communities to eliminate multi-user conflicts and improve safety along a developing regional trail system that intersects high-volume local roads.
- **Part 3 (Northern/Western Regional Communities):** A safety analysis across a mixed use area with significant barriers for cyclists and pedestrians. The study will identify safe crossing locations along roadway, sidewalk, and trail infrastructure as well as reduce vehicle and pedestrian conflict locations.

May 20, 2026

By taking a macro-level approach, Dallas County ensures that safety interventions do not stop at city lines or high-volume roadways. This collaborative framework brings municipal stakeholders together to systematically eliminate traffic fatalities and serious injuries for all roadway users across the region. If this project is selected to receive funds, the RTC will add its entry into the 2027-2030 Transportation Improvement Program (TIP) for North Central Texas, as needed.

Again, the RTC supports Dallas County's SS4A grant application for the Dallas County Interconnected Corridors and Safe Crossings Action Plan. 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,

A handwritten signature in black ink, appearing to read "Rick Bailey", with a stylized, cursive script.

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



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

May 11, 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 Dallas' Fiscal Year (FY) 2026 Safe Streets and Roads for All (SS4A) Discretionary Grant application for the **Grand Avenue Segment 3 Safety Reconfiguration Project**.

This project will improve safety and mobility for all modes of transportation on Grand Avenue in east Dallas, extending from north of Tenison Memorial Drive to south of Cameron Avenue. The safety project will convert a one-way couplet to two two-way streets, separating State Highway (SH) 78 through traffic from localized neighborhood movements while preserving the same overall lane capacity. It will also construct a new shared-use path facilitating connections to existing parks and trail systems, including Tenison Park and the Santa Fe Trail, while also expanding safe and comfortable pedestrian and bicycle access to adjacent neighborhoods, schools, and community destinations. The project will further reconstruct key intersections to enhance visibility, calm traffic, and improve safety and operations for all corridor users.

The project improvements are part of a comprehensive planning and delivery initiative, in partnership with the City of Dallas and the Texas Department of Transportation (TxDOT), across a larger corridor spanning approximately two miles between Gaston/Garland Road and Interstate Highway (IH) 30, where some segments have already been advanced with local funding. This Segment 3 effort builds on these prior investments by completing much-needed infrastructure and operational efficiency improvements, as well as fulfilling a neighborhood-engaged corridor-wide approach to safety and multimodal connectivity.

This proposal for Federal SS4A funding is consistent with local and regional safety plans, including the City of Dallas Vision Zero Action Plan, where the Grand Avenue corridor is identified on the High Injury Network. The recommended safety measures are consistent with NCTCOG's Regional Roadway Safety Plan and Regional Pedestrian Safety Action Plan. Additionally, since this segment of Grand Avenue is owned/maintained by TxDOT, designated as SH 78, the project and other phased improvements to Grand Avenue are included in Mobility 2050: The Metropolitan Transportation Plan (MTP) 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 (TIP) for North Central Texas. The RTC remains committed to coordinating with project partners to support funding availability and timely delivery of this important safety project.

Again, the RTC supports the City of Dallas' SS4A application for the **Grand Avenue Segment 3 Safety Reconfiguration 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.

Secretary of Transportation
Page Two

May 11, 2026

Sincerely,

A handwritten signature in black ink, appearing to read "Rick Bailey", with a stylized, cursive script.

Rick Bailey, Chair
Regional Transportation Council
County Commissioner, Johnson County

JN:cc

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



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

May 11, 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 Denton's Fiscal Year (FY) 2026 Safe Streets and Roads for All (SS4A) Implementation Grant application for the City's Implementation & Supplemental Planning.

The City of Denton aims to implement and construct safety improvements to reduce fatalities and serious injuries throughout the community. This project will have three major components. First, the City will construct improvements identified on City-owned roadways that are featured in the North Central Texas Council of Government's (NCTCOG) Pedestrian Safety Corridor Network. These improvements were recommended through an intensive Roadway Safety Audit process conducted by NCTCOG in partnership with the City of Denton. Secondly, the City will implement low-cost, high-impact improvements across the City's High-Injury Network. These improvements include retroreflective backplates, lighting, speed-related improvements, and emergency preemption to strengthen post-crash care. These improvements will also include construction-ready signals that have already been designed. Finally, the City will conduct supplemental planning activities to advance the goals of the adopted Vision Zero Action Plan including an Americans with Disabilities Act (ADA) Transition Plan, as well as Safe Routes to Schools Plans for 10 schools surrounding the High-Injury Network.

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

Again, the RTC supports the City of Denton's SS4A application for implementation and supplemental planning. 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,

A handwritten signature in black ink, appearing to read "Rick Bailey", is written over a light blue horizontal line.

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



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

May 11, 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 DeSoto's Fiscal Year (FY) 2026 Safe Streets and Roads for All (SS4A) Implementation Grant application for the City's Comprehensive Safety Action Plan (CSAP) Implementation.

The goal is to implement and construct the safety countermeasures outlined in the DeSoto CSAP. City-wide improvements include installing retroreflective backplates on signalized intersections, improved striping of roadways and pedestrian facilities, and improved lighting. Also included are study corridors with location-specific improvements that will enhance safety for all road users and help fulfill the goals of the DeSoto CSAP.

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 DeSoto's SS4A application for the City's CSAP implementation. 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,

A handwritten signature in black ink, appearing to read "Rick Bailey", written in a cursive style.

Rick Bailey, Chair
Regional Transportation Council
County Commissioner, Johnson County

JN:cc

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



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

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.

Administrator Fink
Page Two

May 29, 2026

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,

A handwritten signature in black ink, appearing to read "Rick Bailey", with a stylized, flowing script.

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



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

May 11, 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 Glenn Heights' Fiscal Year (FY) 2026 Safe Streets and Roads for All (SS4A) Implementation Grant application for the City's Comprehensive Safety Action Plan (CSAP).

The City of Glenn Heights requests SS4A funding to develop a city-wide CSAP. The CSAP will provide the city with a data-driven, community-informed framework to identify high-risk locations, prioritize safety investments, and guide implementation toward reducing fatal and serious injury crashes. Glenn Heights is already coordinating with the Texas Department of Transportation (TxDOT) on various safety improvements and aims to align its goals with TxDOT's for efficient reduction of fatalities.

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 Glenn Heights' SS4A application for the City's CSAP. 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,

A handwritten signature in black ink, appearing to read "Rick Bailey", written in a cursive style.

Rick Bailey, Chair
Regional Transportation Council
County Commissioner, Johnson County

JN:cc

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



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

May 19, 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 Mansfield's Fiscal Year (FY) 2026 Safe Streets and Roads for All (SS4A) Implementation Grant application to implement the City's Active Transportation and Safety Plan.

The City of Mansfield prioritizes the safety and well-being of all citizens who live and travel in the city. Many crashes that result in death or serious injury are avoidable, and the City believes that no one should die or be seriously injured while traveling on city streets. Public street crashes call for a comprehensive and targeted strategy to infrastructure improvements, bicycle and pedestrian safety, public education and awareness, data analysis and monitoring, accessibility, and collaboration and partnership. Making roadways safer and more accessible for all forms of transportation would encourage people to walk and bike, leading to a healthier, more active lifestyle.

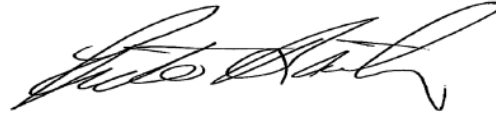
The City of Mansfield's Active Transportation and Safety Plan includes two projects: Debbie Lane from U.S. Highway 287 to Matlock Road and Cannon Drive from East Broad Street to East Broad Street. During the study period of 2020-2024, there were a total of 488 crashes along these corridors, including one fatality and eight serious injuries. Intersection recommendations for the Debbie Lane project include improving visibility (vegetation and tree clearing, lighting, updated signage), updating intersection operations (left-turn lanes, signal warrant studies, pavement markings), and improving pedestrian safety and accessibility. Corridor recommendations for the Cannon Drive project include reducing speeding and improving visibility with dynamic speed feedback signs and refreshed pavement markings, as well as targeted segment and intersection upgrades such as lane reconfigurations, sidewalks, lighting, improved pedestrian crossings, and the addition of roundabouts and turn-lane improvements to improve safety and traffic flow.

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.

May 19, 2026

Again, the RTC supports the City of Mansfield's SS4A grant application for the City's Active Transportation and Safety Plan implementation. 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,

A handwritten signature in black ink, appearing to read "Rick Bailey", with a stylized, flowing script.

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



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

May 19, 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 policy body for the Dallas-Fort Worth area, I am pleased to support the City of McKinney's Fiscal Year (FY) 2026 Safe Streets and Roads for All (SS4A) Grant application for the City's roadway safety plan, Safe Streets McKinney: Applying Proven Countermeasures to the High Injury Network.

The North Central Texas Council of Governments (NCTCOG) secured a FY 2023 SS4A grant to conduct Road Safety Audits (RSA) and Safe Routes to School (SRTS) plans to further analyze the high-injury corridors reflected in the NCTCOG Regional Roadway Safety Plan and Pedestrian Safety Action Plan. NCTCOG partnered with City of McKinney and McKinney Independent School District to conduct a RSA along Eldorado Parkway from Lake Forest Drive to Country Club Drive and a SRTS plan for Valley Creek Elementary School. The project team developed feasible, proven, and needed short- and long-term countermeasures to improve roadway safety within the study 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, the RTC supports the City of McKinney's SS4A grant application for Safe Streets McKinney: Applying Proven Countermeasures to the High Injury Network. 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,

A handwritten signature in black ink, appearing to read "Rick Bailey", is positioned above the printed name and title.

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



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

April 23, 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 Mesquite's Fiscal Year (FY) 2026 Safe Streets and Roads for All (SS4A) Implementation Grant application for safety improvements along Lawson Road.

The Lawson Road corridor was identified as a High Injury Network as part of the City's Comprehensive Safety Action Plan (CSAP), and the need for improvements is clear. Several serious injury crashes and one fatality have occurred along the corridor in the last five years. With multiple schools nearby, including Don Achziger Elementary School, improving safety on Lawson Road is critical for protecting residents of all ages and abilities.

The proposed project would help address known safety concerns on a high-risk corridor and improve conditions for all roadway users. These improvements are especially important as continued growth and major projects, such as the President George Bush Turnpike East Branch, will add more traffic to area roadways. Addressing existing safety concerns now will help reduce crash risk and support a safer, more connected community.

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 Mesquite's SS4A application for safety improvements along Lawson Road. 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,

A handwritten signature in black ink, appearing to read "Rick Bailey", with a stylized, cursive script.

Rick Bailey, Chair
Regional Transportation Council
County Commissioner, Johnson County

JN:cc

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



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

May 18, 2026

Mr. Todd Little
Executive Director
North Central Texas Council of Governments
616 Six Flags Drive
Arlington, Texas 76011

Dear Mr. Little:

On behalf of the Regional Transportation Council (RTC), which serves as the independent policymaking board of the Dallas-Fort Worth (DFW) Metropolitan Planning Organization (MPO), I am writing to formally invite the North Central Texas Council of Governments (NCTCOG) to serve as the RTC's Fiscal Agent, in accordance with the attached Metropolitan Planning Agreement resolution. We respectfully request a notice of interest within the next 30 days.

For over 50 years, NCTCOG and the RTC have maintained a strong partnership. Given our long-standing relationship, RTC staff, Transportation Department staff, and RTC members respectfully request NCTCOG give this invitation full consideration. NCTCOG's consistency and organizational support have been highly valued throughout our partnership.

Thank you for your consideration of this request from the RTC. I look forward to your response within the requested 30-day timeframe. Please feel free to contact me if you have any questions or need further information about this request.

Sincerely,

Rick Bailey, Chair
Regional Transportation Council
Johnson County Commissioner

JN:kw
Attachment

cc: Victoria Johnson, President, North Central Texas Council of Governments
Monte Mercer, Deputy Executive Director, North Central Texas Council of Governments
Ken Kirpatrick, General Counsel, North Central Texas Council of Governments
Brian Barth, Deputy Executive Director, Texas Department of Transportation
Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments

RESOLUTION ADOPTING THE METROPOLITAN PLANNING AGREEMENT

R26-02

WHEREAS, federal law requires that a continuing, cooperative, and comprehensive metropolitan transportation planning process be carried out for each urbanized area in coordination with the State and public transportation operators; and,

WHEREAS, the Texas Department of Transportation (TxDOT) has transmitted a draft Metropolitan Planning Organization Agreement (Agreement) for review and consideration; and,

WHEREAS, the draft Agreement identifies the Regional Transportation Council (RTC) as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth metropolitan area responsible for overseeing the metropolitan transportation planning process and establishing overall transportation policy for the MPO; and,

WHEREAS, the draft Agreement identifies the North Central Texas Council of Governments as the Fiscal Agent responsible for providing financial, grants and administrative duties on behalf of the MPO; and,

WHEREAS, the draft Agreement establishes the respective roles and responsibilities of the RTC, the Fiscal Agent, and TxDOT related to metropolitan transportation planning, programming, and funding administration; and,

WHEREAS, approval of the Agreement by the Regional Transportation Council is necessary to support compliance with applicable federal and state requirements and ensure continuity of the regional transportation planning program; and,

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

- Section 1.** The Regional Transportation Council approves the responsibilities as outlined in the Metropolitan Planning Organization Agreement as the Metropolitan Planning Organization.
- Section 2.** The Regional Transportation Council requests designation of the North Central Texas Council of Governments to serve as the Fiscal Agent for the RTC, consistent with Metropolitan Planning Organization Agreement, and directs such intent be communicated within thirty (30) days.
- Section 3.** The Regional Transportation Council acceptance of a Fiscal Agent is contingent upon the development of an operational agreement between the RTC and the Fiscal Agent that defines administrative and business terms consistent with the Metropolitan Planning Organization Agreement to ensure the Fiscal Agent is a third-party entity that accepts and is responsible for providing financial and administrative support.
- Section 4.** This resolution shall be in effect immediately upon its adoption.



Rick Bailey, Chair
Regional Transportation Council
Commissioner, Johnson County

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 14, 2026.



Jill Jester, Secretary
Regional Transportation Council
Councilmember, City of Denton



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

May 19, 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 North Central Texas Council of Governments' (NCTCOG) Fiscal Year (FY) 2026 Safe Streets and Roads for All (SS4A) Grant application for the implementation-ready Safety Analytics and Forecasting Environment for Dallas-Fort Worth (SAFE-DFW) Project, in partnership with regional transportation and public safety agencies.

The SAFE-DFW project uses existing regional data to detect high-risk roadway conditions in real time and send targeted safety alerts to drivers and operators, reducing crashes. SAFE-DFW will serve as the region's digital backbone for Vision Zero by unifying currently fragmented data silos into a single, proactive "system-of-systems."

SAFE-DFW addresses this challenge by enabling proactive safety operations and creating an integrated Safe System by layering low-cost, high-impact digital countermeasures that do not require new right-of-way acquisition or complex utility relocation. The project focuses on Modernizing Public Safety Infrastructure to improve Post-Crash Care and emergency response coordination, utilizing the NCTCOG Transportation Systems Management and Operations (TSMO) Data Platform. This proposal accelerates and expands the regional roadmap by bundling supplemental planning activities, including the Stormwater Integrated Flood Forecasting Tool (SWIFFT) project, to meet the Innovation and Public Safety priorities of the SS4A FY26 Notice of Funding Opportunity (NOFO). On May 14, the RTC approved the SAFE-DFW SS4A grant application, as well as the \$2 million in Regional Toll Revenue matching funds.

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 NCTCOG's SS4A grant application for the SAFE-DFW 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,

A handwritten signature in black ink, appearing to read "Rick Bailey", written over a horizontal line.

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



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

May 11, 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 Pilot Point's Fiscal Year (FY) 2026 Safe Streets and Roads for All (SS4A) Implementation Grant application to implement roadway safety improvements identified in its adopted Comprehensive Safety Action Plan (CSAP).

The City of Pilot Point's CSAP provides a data-driven, community-endorsed roadmap to eliminate traffic-related fatalities and serious injuries by the year 2040, and represents a critical step toward safer, more accessible streets for all users: drivers, pedestrians, bicyclists, students, seniors, and individuals with disabilities. The city expressed a strong interest in providing a plan to enhance pedestrian access and safety for school children and families as they arrive and depart from various campuses across our community.

Aside from the school zone focus, the need for investment is clearly documented. Crash data analyzed during plan development show a 41 percent increase in crashes between 2020 and 2024, with driver inattention identified as a leading contributing factor. A disproportionate number of serious and fatal crashes occur on Farm to Market roads and highways within the city, emphasizing the urgency of deploying proven safety countermeasures in high injury corridors and school-adjacent areas.

Grant funding will directly support implementation of short- and near-term infrastructure projects identified in the CSAP's Capital Plan, including sidewalk gap closures, enhanced pedestrian crossings, school zone safety improvements, corridor lighting, speed management tools, among other proven safety countermeasures. These investments are directed toward locations with documented crash risk and proportionate considerations, ensuring that limited resources deliver measurable safety outcomes where they are needed most.

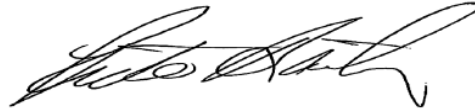
Importantly, Pilot Point has positioned this effort within a coordinated capital and implementation framework, leveraging local matching funds through its Capital Improvement Program and bond planning while aligning the CSAP with broader master plan and infrastructure initiatives. Funding this application will not only advance Pilot Point's Vision Zero commitment but also serve as a model for small and rural communities addressing roadway safety through data driven planning, community partnership, and accountable implementation.

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.

May 11, 2026

Again, the RTC supports the City of Pilot Point's SS4A grant application for the City's CSAP implementation. 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,

A handwritten signature in black ink, appearing to read "Rick Bailey", with a stylized flourish at the end.

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



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 provide a funding commitment of \$7,173,000 to the 2026 Railroad Crossing Elimination Program Grant proposal for the Prairie Creek Grade Separation Project submitted by the City of Dallas.

The proposed project is a grade separation of the Union Pacific Railroad (UPRR) at-grade crossing on Prairie Creek Road. The project is located in the city of Dallas, Texas in Dallas County. The North Prairie Creek Road/UPRR crossing is designated as Department of Transportation (DOT) number 794833R. UPRR has four rail lines at the crossing, enabling significant train movement throughout the day. The primary element of this project is a bridge over the four UPRR tracks where they intersect North Prairie Creek Road. The proposed project is near three schools, Ann Richards STEAM Academy, First Baptist Academy, and Skyline High School. A grade separation of this crossing will eliminate challenges, including blocked crossings and rail/roadway incidents.

This grade separation will reduce congestion and emissions and increase roadway/railroad efficiency and mobility. The project will increase the quality of life for passengers utilizing the corridor for intercity passenger rail throughout Texas and the nation. 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, the RTC supports the City of Dallas' 2026 Railroad Crossing Elimination Program grant application for the Prairie Creek 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,

A handwritten signature in black ink, appearing to read "Rick Bailey", is written over a light blue horizontal line.

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



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

May 19, 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 Town of Prosper's Fiscal Year (FY) 2026 Safe Streets and Roads for All (SS4A) Grant application to develop a comprehensive Safety Action Plan (Action Plan) focused on reducing and preventing roadway fatalities and serious injuries for all users, ultimately working to advance the national push for a Vision Zero future.

As a small but rapidly growing community, the Town is experiencing increased traffic volumes, expanding development, and evolving mobility needs that require a proactive and data-driven approach to transportation safety planning. The Action Plan will be developed in accordance with the U.S. Department of Transportation's Safe System Approach and will include crash and roadway data analysis, identification of high-risk corridors and intersections, evaluation of safety needs for vulnerable roadway users, and assessment of existing transportation conditions. The project will incorporate stakeholder and public engagement efforts to gather community input and ensure the Action Plan reflects local priorities and safety concerns.

Using the findings from the safety analysis and outreach process, the Town will develop a prioritized list of safety projects, policies, and strategies aimed at improving roadway safety throughout the community. Recommendations may include intersection improvements, traffic calming measures, pedestrian and bicycle enhancements, speed management strategies, school zone improvements, and other systemic safety countermeasures. The completed Action Plan will establish implementation priorities, performance measures, and a framework for future safety investments and grant opportunities.

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 Prosper's SS4A grant application for the Town's Action Plan. 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,

A handwritten signature in black ink, appearing to read "Rick Bailey", is written over a light blue horizontal line.

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



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

May 12, 2026

Mr. Marc Williams, P.E.
Executive Director
Texas Department of Transportation
125 E. 11th Street
Austin, Texas 78701

Dear Mr. Williams:

Thank you for your April 23, 2026, letter providing additional context regarding Congestion Mitigation and Air Quality (CMAQ) funding. We recognize the challenges associated with evolving federal funding levels, updated State revenue estimates, and rising construction costs.

We appreciate TxDOT's continued commitment to maintaining transparency and working collaboratively with Metropolitan Planning Organizations. That partnership is critical as we navigate constrained funding environments while continuing to advance projects that improve regional mobility and air quality.

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
Johnson County Commissioner

RG:kw
Attachment

cc: Texas Transportation Commission

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

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

Ceason Clemens, P.E., Dallas District Engineer, TxDOT

David Salazar, P.E., Fort Worth District Engineer, TxDOT

Humberto Gonzalez, Jr., P.E., M.B.A., Director, Transportation Planning and Programming Division, TxDOT

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



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

May 19, 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 University of Texas at Arlington's (UTA) Fiscal Year (FY) 2026 Safe Streets and Roads for All (SS4A) Grant application to develop supplemental action plans and demonstration activities to improve school zone safety, in collaboration with multiple independent school districts (ISDs) across the Dallas-Fort Worth (DFW) region. The proposed project emphasizes ISD-driven, age-appropriate safety planning strategies such as infrastructure beautification, education, community outreach, and safety-focused engagement activities designed to improve conditions for students and roadway users.

Previous SS4A initiatives by the North Central Texas Council of Governments (NCTCOG) have supported the development of a comprehensive regional Safety Action Plan, which includes regional Safe Routes to School planning efforts. These efforts address the broader system-level transportation safety needs across North Texas jurisdictions. The RTC recognizes UTA's proposed project as a complementary effort that will strengthen and expand upon the goals of the regional Safety Action Plan through focused school-zone safety initiatives and community-based implementation strategies.

Through this collaboration, NCTCOG and UTA are committed to advancing roadway safety, reducing serious injuries and fatalities, and supporting data-driven decision-making that reflects the needs of local communities. To support project coordination and avoid duplication of effort, NCTCOG and UTA will maintain regular communication and technical collaboration throughout the project period. UTA will share summaries of ISD engagement activities, safety data collection efforts, and resulting recommendations to ensure alignment with regional planning initiatives. NCTCOG will provide relevant safety, roadway, and contextual data resources to support consistency across planning efforts. Final deliverables will be cross-referenced to ensure complementary recommendations and regional coordination.

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.

May 19, 2026

Again, the RTC supports UTA's SS4A grant application to develop supplemental action plans with multiple ISDs across DFW. 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,

A handwritten signature in black ink, appearing to read "Rick Bailey", with a stylized, cursive script.

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

PRESS RELEASE

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

**NCTCOG INVITES INPUT ON TRANSPORTATION AND SAFETY
INITIATIVES AT JUNE 8 PUBLIC MEETING**

Public comments will be accepted through July 7

June 2, 2026 (Arlington, TEXAS) – The North Central Texas Council of Governments (NCTCOG) invites the public to provide input on Transportation Conformity, heavy-duty diesel emissions tampering and a draft of the Regional Bicycle Safety Action Plan, during a hybrid public meeting at noon on Monday, June 8.

The meeting will be held in the Transportation Council Room at the NCTCOG offices, located at 616 Six Flags Drive in Arlington. Those unable to attend in person can view the meeting online at PublicInput.com/nctcogJune26. Residents can also participate by calling 855-925-2801 and entering code 2070. Public comments will be accepted until Tuesday, July 7.

The U.S. Department of Transportation has granted a successful transportation conformity determination for Mobility 2050, the long-range transportation plan for North Central Texas. Federal law requires Metropolitan Planning Organizations with a nonattainment designation to perform air quality analyses when a new metropolitan transportation plan is developed.

Additionally, staff will provide background on the Heavy-Duty Diesel Emissions Tampering Detection Program. NCTCOG recently acquired devices as part of a Truck Assessment and Goods Movement Demonstration Project that can detect if an emissions system has been tampered with. Several tests will be executed throughout the region on fleets and local commercial vehicles for further analysis.

Staff will also provide an update on the North Texas Parking Requirements Evaluation, which reviews 126 sites to see how often developers exceed zoning minimums. Findings suggest that, along with improving data, cities and developers should expand their use of parking management tools and strategies.

Finally, NCTCOG is requesting public input on a draft version of the Regional Bicycle Safety Action Plan. This document details bicyclist crash patterns and fatalities, as well as reduction strategies and recommendations. The draft plan is available at PublicInput.com/BikeSafetyActionPlan 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. Visit ArlingtonTX.gov/ondemand to download the app.

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

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.

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.



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

Chris Klaus
(817) 695-9286
cklaus@nctcog.org

DFW Transportation-AQ Balance Approved by Federal Government

Mobility 2050 plan to improve transportation system may proceed

May 4, 2026 (Arlington, Texas) – The US Department of Transportation ruled in April that Mobility 2050, the Dallas-Fort Worth area's recently adopted Metropolitan Transportation Plan, complies with federal air quality regulations, allowing current and future transportation projects to proceed.

Currently home to 8.6 million people, Dallas-Fort Worth is projected to welcome nearly 4 million new residents over the next 25 years. With its population poised to exceed 12 million by 2050, the region will need to continue to embrace a multimodal solution to mobility.

The US 380 corridor, Interstate Highway 30 east corridor and SH 170/Intermodal Parkway Alliance Smart Port are a few examples of projects where development and implementation may continue, providing needed congestion relief and associated air quality benefits in the rapidly growing region.

“This positive conformity determination is a critical milestone for the Dallas-Fort Worth region,” said Chris Klaus, senior program manager for air quality management at the North Central Texas Council of Governments. “It confirms that our long-range transportation investments meet federal air quality standards and allows us to move forward with projects that will improve mobility, reduce congestion and support continued economic growth while protecting public health.”

Mobility 2050: The Metropolitan Transportation Plan for North Central Texas contains \$217.3 billion in transportation improvements to be made through 2050. The Regional Transportation Council (RTC) approved the plan in June 2025. The plan allocates \$80.9 billion more than Mobility 2045, which the new plan replaces.

Planned Improvements:

- Freeways, tollways, arterials and HOV/managed lanes: \$97.5 billion
- Rail and bus: \$57.9 billion
- Infrastructure maintenance: \$29.8 billion
- Management and operations: \$25.7 billion
- Growth, development and land-use strategies: \$6.4 billion

The current Transportation Improvement Program (TIP) may also proceed, according to the Department of Transportation. The TIP is a multiyear list of projects in the Dallas-Fort Worth

area approved for federal, State and local funding. The program identifies roadway and transit projects programmed for construction within the next four years.

The RTC develops and implements transportation policies, projects and programs designed to improve mobility and air quality. The region's long- and short-range transportation plans must comply with federal air quality regulations as 10 Dallas-Fort Worth area counties – Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise – are in nonattainment for ozone pollution.

Mobility 2050 not only uses a multimodal approach; it provides a substantial investment in the maintenance of existing infrastructure to serve the growing population. For more information on Mobility 2050, visit NCTCOG.org/mobility2050.

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.

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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:

A G R E E M E N T

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)

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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

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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

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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.

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.
- 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

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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 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.

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- 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

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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, agents, officers, and employees from all claims and liability that are due to activities of the from any and all expense, including but not limited to, attorney fees that may be incurred by the MPO or the Fiscal Agent, agents, officers, and employees from all claims and liability that are due to activities of the in litigation or otherwise resisting claims or liabilities that may be imposed on the MPO or its fiscal agent as a result of the activities of the Department, its agents, or 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.
- B. The Department or the MPO may terminate this Agreement if either party fails to comply with the conditions of the Agreement. The Department, the MPO, or the Fiscal Agent 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.

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.

Contract No.:	
Federal Highway Administration:	
ALN Title:	
ALN No.:	
Not Research and Development	

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:	Rick Bailey, 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. 11 th 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 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

THE FISCAL AGENT

Signature

Rick Bailey
Typed or Printed Name

Regional Transportation Council Chair
Policy Board Chair

Date

Signature

Typed or Printed Name

Title

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

RESOLUTION ADOPTING THE METROPOLITAN PLANNING AGREEMENT**R26-02**

WHEREAS, federal law requires that a continuing, cooperative, and comprehensive metropolitan transportation planning process be carried out for each urbanized area in coordination with the State and public transportation operators; and,

WHEREAS, the Texas Department of Transportation (TxDOT) has transmitted a draft Metropolitan Planning Organization Agreement (Agreement) for review and consideration; and,

WHEREAS, the draft Agreement identifies the Regional Transportation Council (RTC) as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth metropolitan area responsible for overseeing the metropolitan transportation planning process and establishing overall transportation policy for the MPO; and,

WHEREAS, the draft Agreement identifies the North Central Texas Council of Governments as the Fiscal Agent responsible for providing financial, grants and administrative duties on behalf of the MPO; and,

WHEREAS, the draft Agreement establishes the respective roles and responsibilities of the RTC, the Fiscal Agent, and TxDOT related to metropolitan transportation planning, programming, and funding administration; and,

WHEREAS, approval of the Agreement by the Regional Transportation Council is necessary to support compliance with applicable federal and state requirements and ensure continuity of the regional transportation planning program; and,

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

- Section 1.** The Regional Transportation Council approves the responsibilities as outlined in the Metropolitan Planning Organization Agreement as the Metropolitan Planning Organization.
- Section 2.** The Regional Transportation Council requests designation of the North Central Texas Council of Governments to serve as the Fiscal Agent for the RTC, consistent with Metropolitan Planning Organization Agreement, and directs such intent be communicated within thirty (30) days.
- Section 3.** The Regional Transportation Council acceptance of a Fiscal Agent is contingent upon the development of an operational agreement between the RTC and the Fiscal Agent that defines administrative and business terms consistent with the Metropolitan Planning Organization Agreement to ensure the Fiscal Agent is a third-party entity that accepts and is responsible for providing financial and administrative support.
- Section 4.** This resolution shall be in effect immediately upon its adoption.


Rick Bailey, Chair
Regional Transportation Council
Commissioner, Johnson County

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 14, 2026.


Jill Jester, Secretary
Regional Transportation Council
Councilmember, City of Denton



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

May 18, 2026

Mr. Todd Little
Executive Director
North Central Texas Council of Governments
616 Six Flags Drive
Arlington, Texas 76011

Dear Mr. Little:

On behalf of the Regional Transportation Council (RTC), which serves as the independent policymaking board of the Dallas-Fort Worth (DFW) Metropolitan Planning Organization (MPO), I am writing to formally invite the North Central Texas Council of Governments (NCTCOG) to serve as the RTC's Fiscal Agent, in accordance with the attached Metropolitan Planning Agreement resolution. We respectfully request a notice of interest within the next 30 days.

For over 50 years, NCTCOG and the RTC have maintained a strong partnership. Given our long-standing relationship, RTC staff, Transportation Department staff, and RTC members respectfully request NCTCOG give this invitation full consideration. NCTCOG's consistency and organizational support have been highly valued throughout our partnership.

Thank you for your consideration of this request from the RTC. I look forward to your response within the requested 30-day timeframe. Please feel free to contact me if you have any questions or need further information about this request.

Sincerely,

A handwritten signature in black ink, appearing to read "Rick Bailey", written in a cursive style.

Rick Bailey, Chair
Regional Transportation Council
Johnson County Commissioner

JN:kw
Attachment

cc: Victoria Johnson, President, North Central Texas Council of Governments
Monte Mercer, Deputy Executive Director, North Central Texas Council of Governments
Ken Kirpatrick, General Counsel, North Central Texas Council of Governments
Brian Barth, Deputy Executive Director, Texas Department of Transportation
Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments

RESOLUTION ADOPTING THE METROPOLITAN PLANNING AGREEMENT

R26-02

WHEREAS, federal law requires that a continuing, cooperative, and comprehensive metropolitan transportation planning process be carried out for each urbanized area in coordination with the State and public transportation operators; and,

WHEREAS, the Texas Department of Transportation (TxDOT) has transmitted a draft Metropolitan Planning Organization Agreement (Agreement) for review and consideration; and,

WHEREAS, the draft Agreement identifies the Regional Transportation Council (RTC) as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth metropolitan area responsible for overseeing the metropolitan transportation planning process and establishing overall transportation policy for the MPO; and,

WHEREAS, the draft Agreement identifies the North Central Texas Council of Governments as the Fiscal Agent responsible for providing financial, grants and administrative duties on behalf of the MPO; and,

WHEREAS, the draft Agreement establishes the respective roles and responsibilities of the RTC, the Fiscal Agent, and TxDOT related to metropolitan transportation planning, programming, and funding administration; and,

WHEREAS, approval of the Agreement by the Regional Transportation Council is necessary to support compliance with applicable federal and state requirements and ensure continuity of the regional transportation planning program; and,

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

- Section 1.** The Regional Transportation Council approves the responsibilities as outlined in the Metropolitan Planning Organization Agreement as the Metropolitan Planning Organization.
- Section 2.** The Regional Transportation Council requests designation of the North Central Texas Council of Governments to serve as the Fiscal Agent for the RTC, consistent with Metropolitan Planning Organization Agreement, and directs such intent be communicated within thirty (30) days.
- Section 3.** The Regional Transportation Council acceptance of a Fiscal Agent is contingent upon the development of an operational agreement between the RTC and the Fiscal Agent that defines administrative and business terms consistent with the Metropolitan Planning Organization Agreement to ensure the Fiscal Agent is a third-party entity that accepts and is responsible for providing financial and administrative support.
- Section 4.** This resolution shall be in effect immediately upon its adoption.



Rick Bailey, Chair
Regional Transportation Council
Commissioner, Johnson County

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 14, 2026.



Jill Jester, Secretary
Regional Transportation Council
Councilmember, City of Denton

From: [Dan Kessler](#)
To: [Emily Beckham](#)
Subject: FW: MPO Planning Agreement
Date: Wednesday, May 27, 2026 3:43:31 PM
Attachments: [MPO Planning Agreement - 2026-04-28.docx](#)

From: Brian Barth <Brian.Barth@txdot.gov>
Sent: Wednesday, May 27, 2026 3:32 PM
To: Rick Bailey - Johnson County (rickb@johnsoncountytexas.org) <rickb@johnsoncountytexas.org>; 'councilplace1@burlesontexas.com' <councilplace1@burlesontexas.com>
Cc: Michael Morris <MMorris@nctcog.org>; Todd Little <TLittle@nctcog.org>; Humberto "Tito" Gonzalez Jr <Humberto.Gonzalez@txdot.gov>; Brandye Hendrickson <Brandye.Hendrickson@txdot.gov>; James Kirk II <James.Kirk@txdot.gov>; Dan Kessler <DKessler@nctcog.org>
Subject: FW: MPO Planning Agreement

Chairman Bailey and President Jackson,

I wanted to provide an update regarding the MPO Planning Agreement that was previously submitted. The agreement is currently undergoing further review, and at this time TxDOT is not prepared to execute it. If you have any questions or need clarification, please feel free to reach out. I appreciate your patience as we continue our review process.

Best regards,

Brian R. Barth, P.E.
Deputy Executive Director, Program Delivery
Texas Department of Transportation
512-305-9527 (Office)
817-733-8188 (Mobile)
brian.barth@txdot.gov

From: Brian Barth
Sent: Wednesday, April 29, 2026 10:19 AM
To: "Bailey, Comm Rick" <rickb@johnsoncountytexas.org> <rickb@johnsoncountytexas.org>
Cc: DKessler@nctcog.org; Humberto "Tito" Gonzalez Jr <Humberto.Gonzalez@txdot.gov>; Casey Wells <Casey.Wells@txdot.gov>; James Kirk II <James.Kirk@txdot.gov>; Caroline Mays <Caroline.Mays@txdot.gov>; Brandye Hendrickson <Brandye.Hendrickson@txdot.gov>
Subject: MPO Planning Agreement

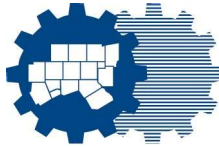
Chairman Bailey, attached is the draft agreement that we discussed yesterday afternoon. We believe this agreement is ready to be executed. Please let us know if you have any questions.

Thanks,

Brian R. Barth, P.E.
Deputy Executive Director, Program Delivery
Texas Department of Transportation
512-305-9527 (Office)
817-733-8188 (Mobile)
brian.barth@txdot.gov

A Texas Department of Transportation (TxDOT) message



**North Central Texas Council of Governments**

May 28, 2026

The Honorable Rick Bailey
Chair, Regional Transportation Council
Commissioner, Johnson County
616 Six Flags Drive
Arlington, Texas 76011

Dear Regional Transportation Council Chair Bailey,

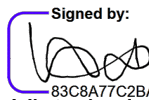
On May 28, 2026, the Executive Board of the North Central Texas Council of Governments (NCTCOG) took action to confirm NCTCOG's intent to remain the Fiscal Agent for the Metropolitan Planning Organization (MPO) functions in the Dallas-Fort Worth region and authorized the communication of this confirmation to the Regional Transportation Council.

Without waiving any legal arguments in connection with on-going litigation, NCTCOG is and has been the Fiscal Agent since 1974. In its capacity as Fiscal Agent, NCTCOG has successfully carried out a wide array of RTC programs and initiatives through a combination of staff, contractors, and subrecipients in compliance with federal and state laws, regulations, and grant requirements.

NCTCOG is uniquely situated to continue to fulfill this role, which not only benefits transportation-related functions, but also provides economies of scale for services NCTCOG provides to member governments across all NCTCOG functional departments: Agency Administration, Aging, Emergency Preparedness, Environment and Development, NCT9-1-1, Public Safety and Regional Police Academy, Information & Innovation Services, Transportation, and Workforce Development.

NCTCOG values the long-standing relationship with the Regional Transportation Council. Please feel free to contact me if you have questions or need additional information.

Sincerely,

Signed by:


83C8A77C2BAC4AA...
Victoria Johnson
President, NCTCOG Executive Board
Councilmember, City of Burleson

cc:
NCTCOG Executive Board Members
Regional Transportation Council Members
Todd Little, NCTCOG Executive Director
Michael Morris, P.E., NCTCOG Director of Transportation

616 Six Flags Drive, Centerpoint Two
P.O. Box 5888
Arlington, Texas 76005-5888
(817) 640-3300
www.nctcog.org

RESOLUTION APPROVING EXECUTION OF THE METROPOLITAN PLANNING AGREEMENT

R26-03

WHEREAS, federal law requires that a continuing, cooperative, and comprehensive metropolitan transportation planning process be carried out for each urbanized area in coordination with the State and public transportation operators; and,

WHEREAS, the federal government has certified the Regional Transportation Council (RTC) as the Metropolitan Planning Organization (MPO); and,

WHEREAS, the RTC operates as the MPO by approving funding and policy for transportation projects at monthly meetings; and,

WHEREAS, in a letter dated March 31, 2026, the Texas Department of Transportation (TxDOT) informed the region that the current MPO Planning Agreement needs to be updated in order for the MPO to comply with federal regulations; and,

WHEREAS, the Texas Department of Transportation (TxDOT) previously transmitted a draft Metropolitan Planning Organization Agreement (Agreement) for review and consideration; and,

WHEREAS, the draft Agreement identifies the Regional Transportation Council (RTC) as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth metropolitan area responsible for overseeing the metropolitan transportation planning process and establishing overall transportation policy for the MPO; and,

WHEREAS, the draft Agreement identifies the North Central Texas Council of Governments as the Fiscal Agent responsible for providing financial, grants and administrative duties on behalf of the MPO; and,

WHEREAS, the draft Agreement establishes the respective roles and responsibilities of the RTC, the Fiscal Agent, and TxDOT related to metropolitan transportation planning, programming, and funding administration; and,

WHEREAS, on May 14, 2026, the RTC passed a resolution approving the RTC's responsibilities as the MPO as outlined in the MPO Planning Agreement; and,

WHEREAS, it is necessary to support compliance with applicable federal and state requirements and ensure continuity of the regional transportation planning program.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

Section 1. The Regional Transportation Council authorizes the RTC Chair to execute the Metropolitan Planning Organization Agreement as the Metropolitan Planning Organization.

Section 2. The Regional Transportation Council requests the North Central Texas Council of Governments to execute the Metropolitan Planning Organization Agreement as the Fiscal Agent.

- Section 3.** The Regional Transportation Council requests the Texas Department of Transportation to execute the Metropolitan Planning Organization Agreement.
- Section 4.** The Regional Transportation Council authorizes the RTC Chair to re-execute the Metropolitan Planning Organization Agreement as needed to address minor administrative or non-substantive modifications from TxDOT, with subsequent notification to the Regional Transportation Council of such changes.
- Section 5.** This resolution shall be in effect immediately upon its adoption.

Rick Bailey, Chair
Regional Transportation Council
Commissioner, Johnson County

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 June 11, 2026.

Jill Jester, Secretary
Regional Transportation Council
Councilmember, City of Denton



NCTCOG PRESENTATION

Fiscal Year 2025-26 (FY2025-26) 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
FY24-25 National Railroad Partnership Program (NRPP)	<i>East Trinity Railway Express (TRE) Corridor Improvements Project</i> (for City of Dallas/DART)	\$ 7.2M	Selection expected: June/July 2026
	<i>Prairie Creek Rd/UPRR Grade Separation</i> (for City of Dallas)	~\$ 32.9M	
FY26 Better Utilizing Investments to Leverage Development (BUILD)	<i>FM 917/BNSF Grade Separation – Destination Joshua</i> (for TxDOT)	~\$ 15.9M	Selection expected: June/July 2026
	<i>SH 183/Pumphrey Dr BASE Project</i> (for TxDOT)	\$ 25M	
	<i>US 287/Prairie Ridge Freeway Breakout Project</i> (for TxDOT)	\$ 25M	
FY26 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> (for City of Dallas/TxDOT)	\$ 21M	
FY25-26 Railroad Crossing Elimination Program (RCEP)	<i>Bonds Ranch Rd Segment #2</i> (for Tarrant County)	~\$ 34.5M	Selection expected: Nov/Dec 2026
	<i>Prairie Creek Rd/UPRR Grade Separation</i> (for City of Dallas)	~\$ 32.9M	



FY2025-26 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

Selection Criteria:

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

FY2025-26 Application Deadline:

June 22, 2026

FY2025-26 Funding Availability:

\$2,039,246,480

Set-Asides:

Rural – \$532,500,000 (*or 25%*)



FY2025-26 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



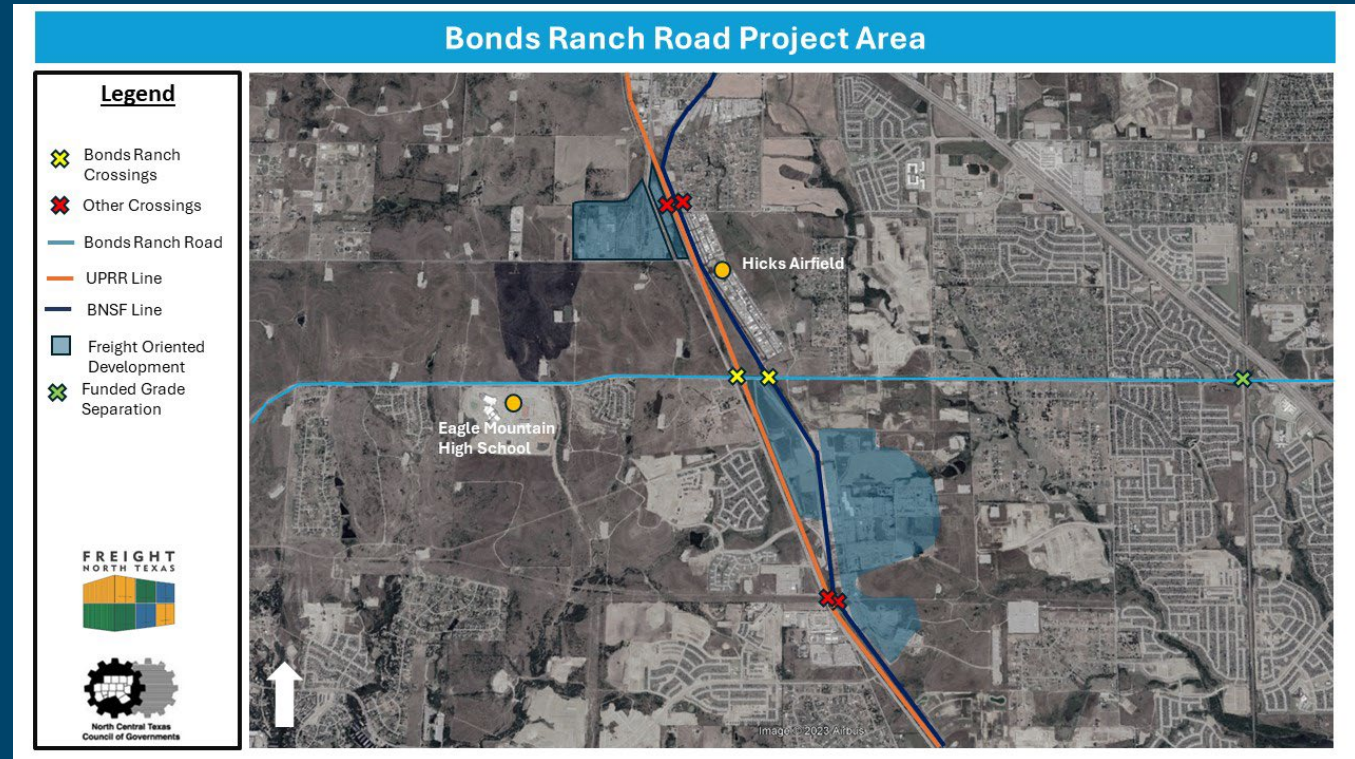
Bonds Ranch Road Segment #2

Project Overview:

- Located in Fort Worth, Texas
- Located on Saginaw Main St (*Business US 287*) and Bonds Ranch Rd
- 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 FY2025-26 CRISI Grant
- NCTCOG, TxDOT, Fort Worth, BNSF, and UPRR work with Tarrant County as partners



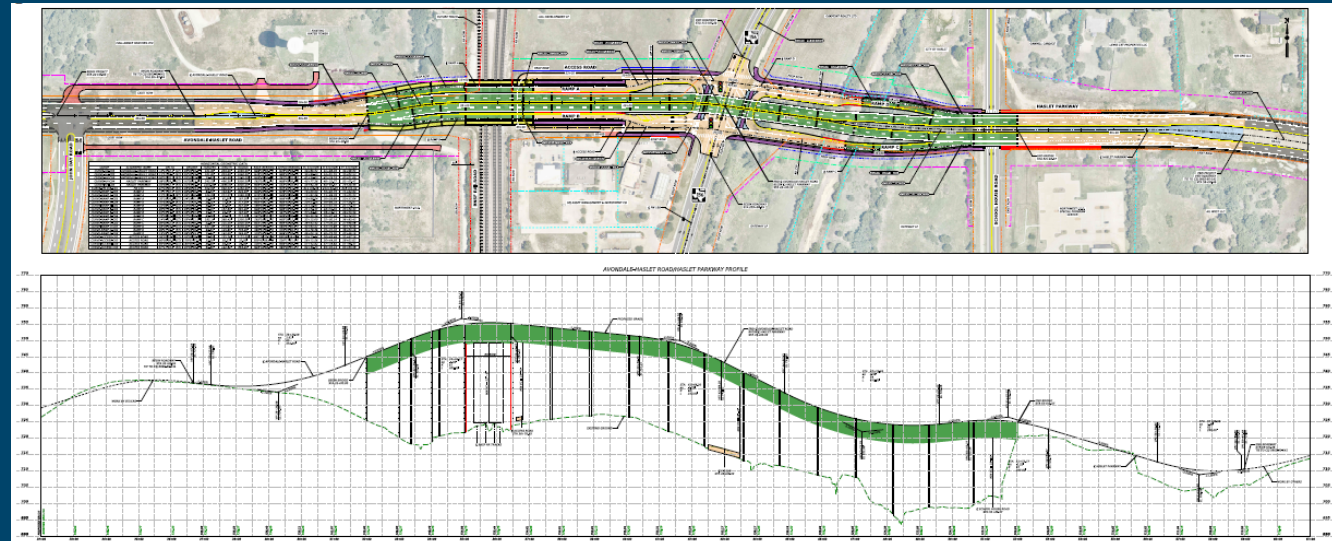
Avondale Haslet Road/Haslet Parkway “Long Bridge”

Project Overview:

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

Project Partners:

- **NCTCOG** is the submitting agency, with **TxDOT** as grantee and implementing agency, for this FY2025-26 CRISI Grant
- NCTCOG, Tarrant County, Haslet, and BNSF work with TxDOT as partners



FY2025-26 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 Rd 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 Rd/Haslet Pkwy “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)



FY2025-26 CRISI Program – Schedule

April 20, 2026	FY2025-26 CRISI Notice of Funding Opportunity Released
May 22, 2026	STTC Action Item
June 11, 2026	RTC Action Item
June 22, 2026	FY2025-26 CRISI Application Deadline
June 25, 2026	Executive Board Endorsement



FY2025-26 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 **FY2025-26 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 **FY2025-26 CRISI Grant** awards.

RTC Action Item – June 11, 2026



CONTACT US



Christie Gotti

Senior Program Manager

cgotti@nctcog.org | (817) 608-2338



Dan Lamers, P.E.

Senior Program Manager

dlamers@nctcog.org | (817) 695-9263



Jeff Neal, PTP

Senior Projects Manager

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Amelia “Millie” Hayes, P.E.

Senior Projects Manager

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Jeff Hathcock

Program Manager

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Mike Johnson

Principal Transportation Planner

mjohnson@nctcog.org | (817) 695-9160



Savannah Briscoe

Transportation/AQ Planner III

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Valerie Alvarado

Transportation/AQ Planner II

valvarado@nctcog.org | (817) 640-4428





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

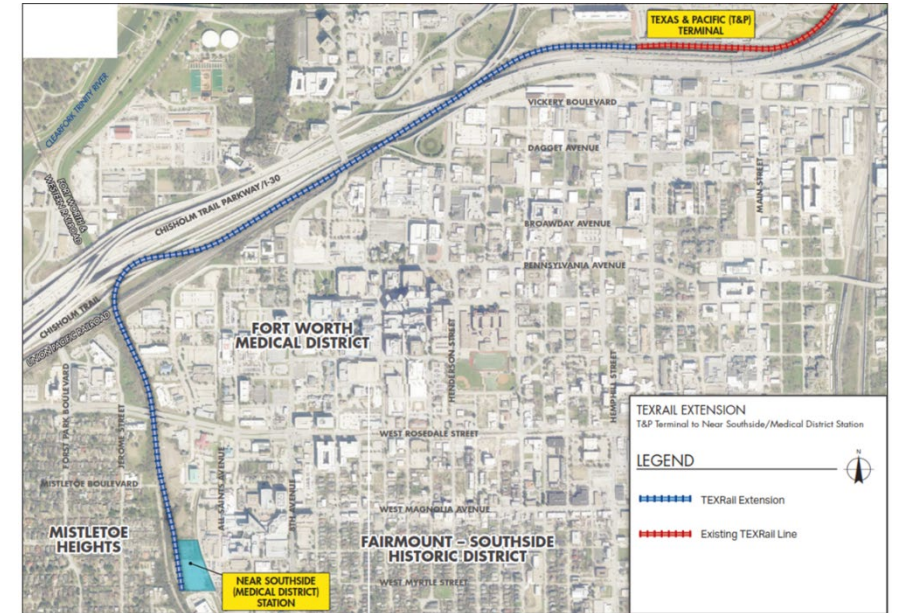
Staff has been working to understand increased costs and to identify revenues to cover gap (confirmed \$40 million funding gap)

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

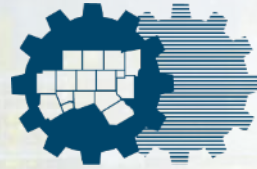
- The East-West Equity tracking that is part of RTC Policy 10-03 shows a deficit in the West
- May recommend an adjustment to the tracking table to offset the deficit once all project details and funding amounts/sources are finalized

	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

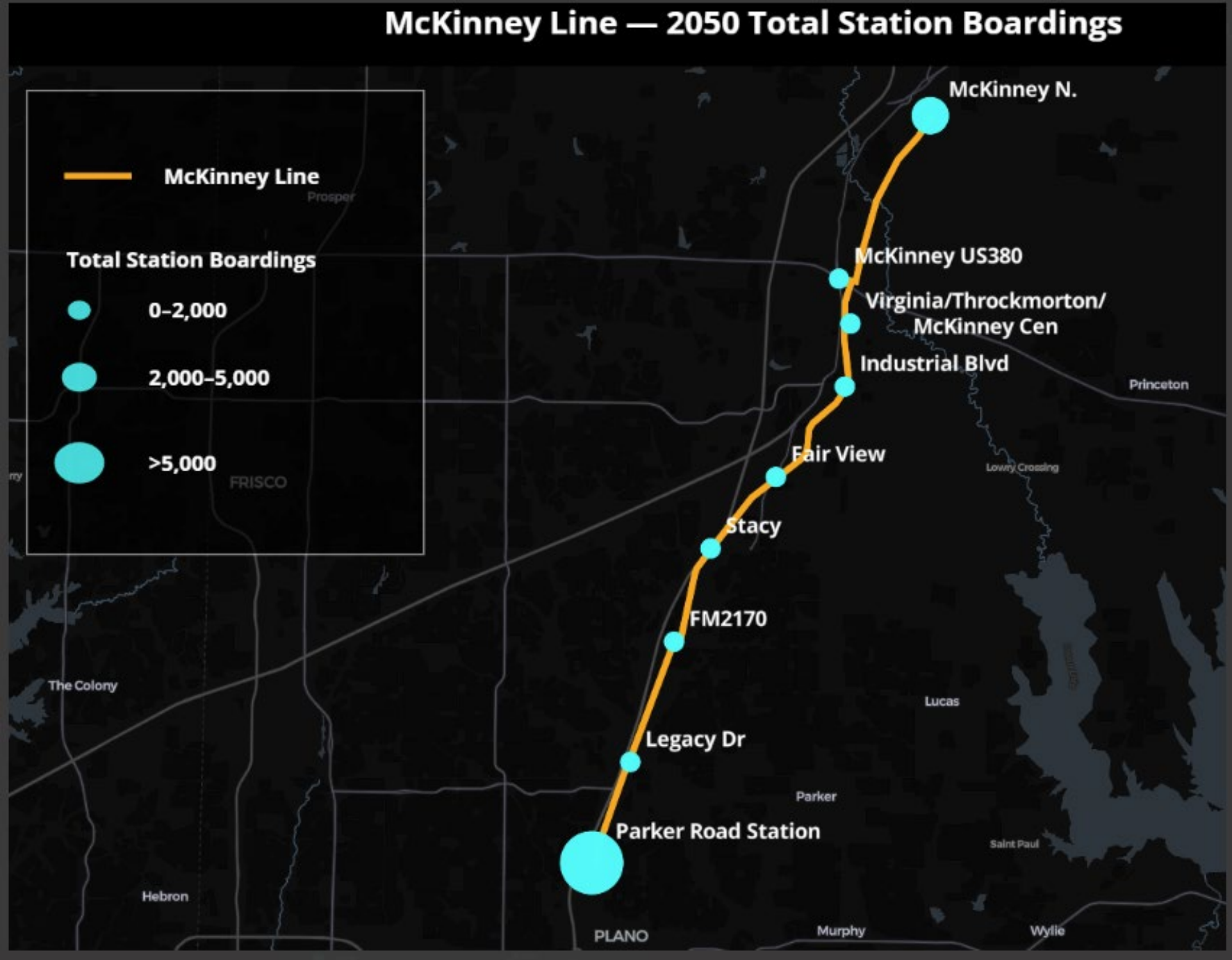
MCKINNEY PASSENGER RAIL CORRIDOR STUDY

Michael Morris, P.E.

REGIONAL TRANSPORTATION COUNCIL

6.11.2026

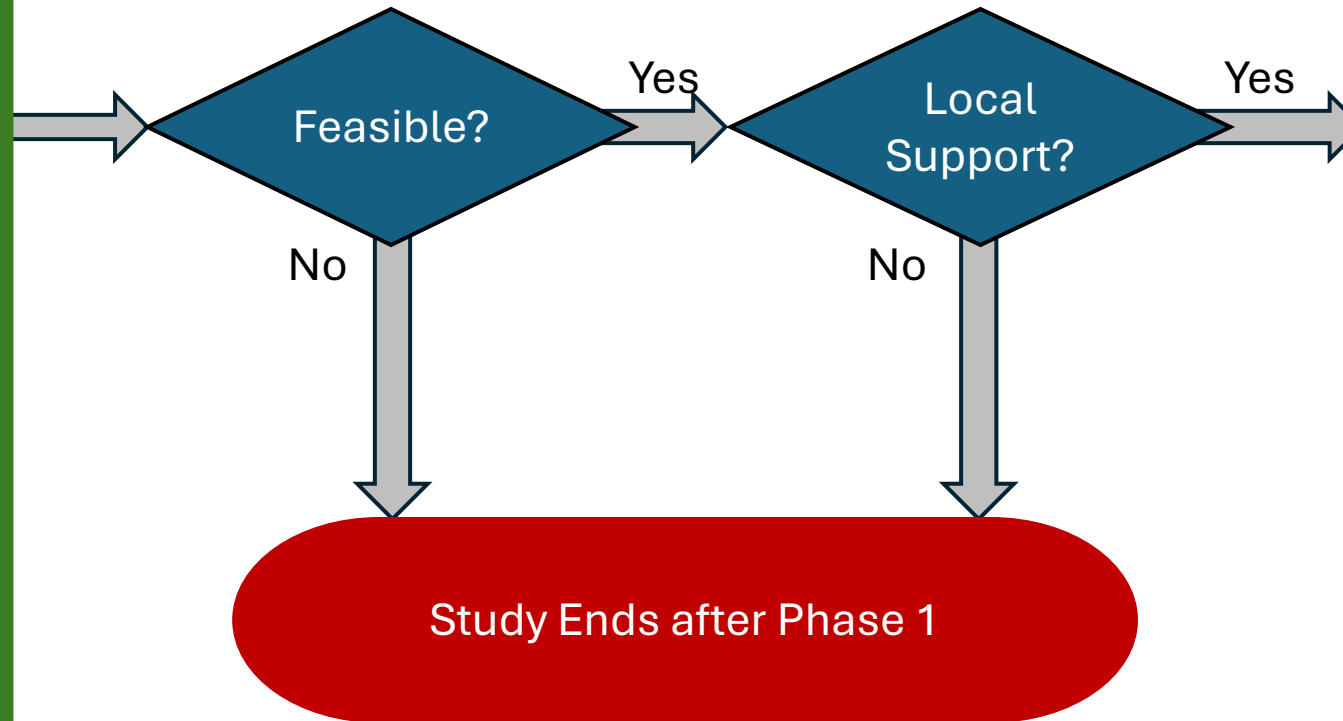
**McKinney Line Passenger Rail
Weekday Station Boardings
in Mobility 2050**



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



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

CONTACT US



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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: 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 continuous frontage roads	February 2032	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	59.91
13088.1	0047-10-006	Spur 399	Airport Dr to ~~US 380~~ 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; ~~\$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);~~ 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)	~~\$693,753,331~~ \$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	50.68
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	TBD
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	~~\$17,930,683~~ \$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 ~~June 2027~~	2028 ~~2027~~	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	~~\$56,267,909~~ \$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	~~\$93,692,543~~ \$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	~~\$10,295,558~~ \$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 ~~September 2027~~	2027 ~~2028~~	Project also has \$5,300,000 of CMAQ funding	~~\$63,694,143~~ \$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	~~\$45,644,747~~ \$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 ~~September 2027~~	2029 ~~2028~~	TxDOT proposes to reduce Category 4 funding due to anticipated cost savings and transfer to TIP 13035.3/CSJ 1051-01-064	~~\$42,442,704~~ \$40,926,893	\$40,926,893			\$42,442,704	\$40,926,893					68.46

Amounts only include Cat 2, 4, 12 funds
Strikethroughs and red text indicate project changes since August 2025 RTC meeting

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY2027 - FY2036

DRAFT

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
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 2033	2036 2033	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 2033	2036 2033	Improvements called for in the MTP by 2040; Insufficient funding for this project	~~\$570,128,940~~ \$514,835,202	\$0							\$0	\$0	72.90
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~~ \$355,536,059	\$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 2035	2035	TxDOT proposes to offset \$138,200,399 of Category 12 funding with reduction on TIP 13088.1/CSJ 0047-10-006 with the remaining \$296,851,001 requested by TxDOT through the 2027 UTP	\$435,051,400	\$435,051,400							\$0	\$435,051,400	TBD
13070.1	0135-15-004	US 380	JCT US 380/West University Drive to Bloomdale Road East Hardin Boulevard	Construct 0 to 8 lane freeway	September 2032	2033	Breakout from TIP 13070/CSJ 0135-15-002	~~\$484,064,000~~ \$500,745,468	\$0	\$0	\$0	\$0	\$0					87.62
13085	0135-15-005	US 380	JCT US 380/West University Drive to Ridge Road (CR 161) Hardin Boulevard	Construct 0 to 4/6 lane continuous frontage roads	September 2029	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~~ \$361,264,697	\$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	TBD
13087	0135-15-007	US 380	Bloomdale Road East to Trinity Falls Hardin Boulevard to SH 5	Construct 0 to 8 lane freeway and 0 to 4/6 lane continuous frontage roads	September 2030	2031	Breakout from TIP 13070.1/CSJ 0135-15-004; \$60,000,000 of the Category 2 funding completes the Collin County Federal/Local Partnership that was approved by the RTC on November 9, 2023; 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~~ \$713,326,203	\$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

Amounts only include Cat 2, 4, 12 funds
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10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY2027 - FY2036

DRAFT

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
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			TBD
13086	0135-15-006	US 380	SH 5 to FM 2933 North JCT US 380/East University Drive	Construct 0 to 4/6 lane continuous frontage roads (Phase 1)	September 2029	2030	Breakout from TIP 13070/CSJ 0135-15-002; <u>Propose to offset new 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</u>	~~\$250,188,694~~ \$427,852,573	\$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 2035	2035	Proposed breakout from TIP 13070/CSJ 0135-15-002; Propose to offset new 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	TBD
13088.3	0135-15-009	US 380	At Spur 399	Reconstruct US 380 at Spur 399 intersection	August 2035	2035	Proposed breakout from TIP 13088.1/CSJ 0047-10-006; New 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	TBD
TBD	0135-03-060	US 380	FM 1827 to JCT US 380/West Princeton Drive	Construct 0 to 4/6 lane continuous frontage roads	August 2035	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	TBD
TBD	0135-16-005	US 380	JCT US 380/West Princeton Drive to FM 1377	Construct 0 to 4/6 lane continuous frontage roads	August 2035	2035	New 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	TBD
TBD	0135-16-004	US 380	North of FM 1377 to JCT US 380/East Princeton Drive	Construct 0 to 8 lane freeway	August 2035	2035	New 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	TBD
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~~ \$608,854,861	\$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

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10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY2027 - FY2036

DRAFT

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
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																		\$2,822,147,636
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~~ 2034	~~2033~~ 2035	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~~ 2029	~~2032~~ 2029	TxDOT requested additional Category 12 funding through the 2026 UTP, but it was not proposed for TTC approval; TxDOT requested additional Category 12 funding through the 2027 UTP	~~\$159,600,209~~ \$176,712,663	~~\$159,600,209~~					\$88,707,912	~~\$159,600,209~~			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~~ \$1,421,743,460	\$0					\$0	\$0			77.40
55253	0009-11-248	IH 30	at Bass Pro Drive	Reconstruct Interchange	~~February 2027~~ September-2026	~~2027~~ 2029	Propose to reduce Category 2 and Category 4 proportionally due to anticipated cost savings	~~\$73,667,723~~ \$79,147,850	~~\$73,667,722~~	\$39,573,925	~~\$36,833,861~~	\$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~~ \$1,149,737,359	\$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~~ 2030	~~2032~~ 2031	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 requested \$656,619,534 of additional Category 12 funding through the 2027 UTP	~~\$1,650,000,000~~ \$1,546,906,176	~~\$1,126,546,912~~	\$75,000,000	~~\$102,682,291~~	\$45,000,000	~~\$117,245,087~~			\$250,000,000	~~\$906,619,534~~	71.35

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10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY2027 - FY2036

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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
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~~ \$122,333,957	\$0									71.09
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~~ \$332,709,039	\$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~~ \$246,186,345	\$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 requested Category 12 funding through the 2027 UTP~~	~~\$43,989,098~~ \$38,959,659	~~\$43,989,098~~					\$0	~~\$43,989,098~~			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~~ 2028	~~2032~~ 2029	Category 12 funding previously shifted from this project to TIP 53110/CSJ 0095-02-096; ~~TxDOT requested Category 12 funding through the 2027 UTP~~	~~\$131,714,649~~ \$129,922,181	~~\$131,714,649~~	\$0	\$0	\$0	\$0	\$0	~~\$131,714,649~~			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~~ 2028	~~2032~~ 2029	Category 12 funding previously shifted from this project to TIP 53110/CSJ 0095-02-096; ~~TxDOT requested Category 12 funding through the 2027 UTP~~	~~\$75,010,384~~ \$71,823,319	~~\$75,010,384~~	\$0	\$0	\$0	\$0	\$0	~~\$75,010,384~~			65.12

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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); <u>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</u>	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	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 \$1,588,225 of local funding from Town of Sunnyvale	\$203,619,343	\$202,031,118					\$0	\$202,031,118			79.95
Total Proposed Funding - Dallas County																		\$2,025,941,576
Denton County Projects																		
13045	0081-05-049	FM 428	At Greenbelt/ Regional Outer Loop	Construct interchange	September 2033 August 2031	2034 2031	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 \$92,575,000	\$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 August 2028	2029 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	\$182,485,031 \$179,082,137	\$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	November 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 \$165,000,000	\$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 \$196,881,863	\$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	Project also has \$2,574,631 of Category 11 funding; 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	\$130,390,648	\$130,390,648			\$3,042,044	\$0			\$85,615,880	\$130,390,648	90.11

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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; <u>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)</u>	\$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	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; <u>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</u>	\$215,731,473 \$260,713,232	\$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 existing 4 lane frontage roads	August 2036	2036	<u>Proposed breakout of TIP 55259/CSJ 0081-13-065; TxDOT requested Category 12 funding through the 2027 UTP</u>	\$27,306,342	\$27,306,342								\$0	\$27,306,342	TBD
TBD	0081-13-076	IH 35W	Dale Earnhardt Way to FM 1171	Reconstruct and widen 4 lane discontinuous to 4/6 lane continuous frontage roads	August 2035	2035	<u>Proposed breakout of TIP 55259/CSJ 0081-13-065; TxDOT requested Category 12 funding through the 2027 UTP</u>	\$78,886,067	\$78,886,067								\$0	\$78,886,067	TBD
TBD	0081-13-077	IH 35W	At FM 1171	Reconstruct interchange and existing 4 lane frontage roads	August 2035	2035	<u>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; New 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</u>	\$77,253,494	\$72,253,494	\$0	\$62,801,041						\$0	\$9,452,453	TBD
TBD	0081-13-078	IH 35W	FM 1171 to Cleveland Gibbs Road	Reconstruct and widen 4 lane discontinuous to 4/6 lane continuous frontage roads with new sidewalks	August 2035	2035	<u>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</u>	\$29,773,959	\$27,393,664	\$0	\$27,393,664								TBD
TBD	0081-13-079	IH 35W	At Cleveland Gibbs Road	Reconstruct interchange and existing 4 lane frontage roads	August 2036	2036	<u>Proposed breakout of TIP 55259/CSJ 0081-13-065; TxDOT requested Category 12 funding through the 2027 UTP</u>	\$21,563,984	\$21,563,984								\$0	\$21,563,984	TBD

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TBD	0081-13-080	IH 35W	Cleveland Gibbs Road to Denton Creek Drive	Reconstruct and widen 4 lane discontinuous to 4/6 lane continuous frontage roads	August 2035	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	TBD			
TBD	0081-13-081	IH 35W	Denton Creek Drive to FM 407	Construct 0 to 4/6 lane continuous frontage roads	August 2035	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	TBD			
TBD	0081-13-082	IH 35W	North of Robson Ranch Road/Crawford Road to Allred Road/John Paine Road	Construct 0 to 4/6 lane continuous frontage roads	August 2036	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	TBD			
TBD	0081-13-083	IH 35W	At Allred Road/John Paine Road	Reconstruct interchange and existing 4 lane frontage roads	August 2036	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	\$75,010,973	\$75,010,973	\$0	\$10,334,911					\$0	\$64,676,062	TBD			
TBD	0081-13-084	IH 35W	Allred Road/John Paine Road to FM 2449	Construct 0 to 4/6 lane continuous frontage roads	August 2036	2036	Proposed breakout of TIP 55259/CSJ 0081-13-065: TxDOT requested new Category 12 funding through the 2027 UTP	\$74,802,503	\$74,802,503							\$0	\$74,802,503	TBD			
TBD	0081-13-085	IH 35W	At FM 2449	Reconstruct interchange and existing 4 lane frontage roads	August 2035	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	\$30,956,567	\$30,956,568							\$0	\$30,956,568	TBD			
TBD	0081-13-086	IH 35W	At Denton Creek Drive	Construct interchange and reconstruct existing 4 lane frontage roads	August 2036	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	TBD			
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					TBD			
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 \$119,904,607	\$0							\$0	\$0	80.20			
										Total Proposed Funding - Denton County									\$1,400,980,242		

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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~~ October 2026	2027	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has ~~\$14,300,000~~ \$18,750,000 of STBG, \$2,500,000 of Category 11, \$23,970,000 of CMAQ , and ~~\$2,000,000~~ \$2,680,000 of local funding	~~\$57,863,056~~ \$54,618,327	\$12,500,000	\$12,500,000	\$12,500,000							67.56
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~~ 2030	~~2036~~ 2030	Insufficient funding for this project	~~\$108,623,271~~ \$100,957,237	\$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 July 2029~~	~~2030~~ 2029	~~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~~ \$70,099,157	~~\$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~~ 2028	~~2032~~ 2029	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~~ \$115,412,344	~~\$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~~ August 2033	~~2030~~ 2033	Breakout project from TIP 55105/CSJ 2964-10-006	~~\$14,835,354~~ \$10,000,000	~~\$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~~ \$92,496,490	\$0							\$0	\$0	TBD
~~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~~							~~TBD~~
Total Proposed Funding - Ellis County																		\$363,655,220

Amounts only include Cat 2, 4, 12 funds
Strikethroughs and red text indicate project changes since August 2025 RTC meeting

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
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 2029	2033 2029	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~~ \$80,800,196	\$0	\$0	\$0							80.78
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~~ \$276,016,216	\$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~~ \$134,398,536	\$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~~ \$3,000,000 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~~ \$7,000,000 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~~ \$4,700,000 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 ~~\$4,900,001~~ \$3,600,000 of Category 6 funding	\$9,882,856	~~\$4,982,855~~			\$6,282,855	~~\$4,982,855~~					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~~ \$9,800,000 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~~ \$7,300,000 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~~ \$125,642,776	~~\$113,247,940~~	\$6,415,178	\$6,415,178	\$112,454,818	~~\$106,832,762~~					54.67
Total Proposed Funding - Kaufman County																		\$170,999,468
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 2029	2033 2029	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~~ \$19,017,443	\$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~~ April 2029	2032 2029	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

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY2027 - FY2036

DRAFT

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	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
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 ~~April 2029~~	2032 ~~2029~~	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~~ \$132,731,313	~~\$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 requested Category 12 funding through the 2027 UTP	~~\$181,354,670~~	~~\$181,354,670~~							\$0	~~\$181,354,670~~	TBD
Total Proposed Funding - Rockwall County																		\$381,222,761
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 requested Category 12 funding through the 2027 UTP	~~\$7,762,000~~	~~\$1,940,500~~							\$0	~~\$1,940,500~~	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 requested Category 12 funding through the 2027 UTP	~~\$8,034,000~~	~~\$2,008,500~~							\$0	~~\$2,008,500~~	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 requested Category 12 funding through the 2027 UTP	~~\$8,315,000~~	~~\$2,078,750~~							\$0	~~\$2,078,750~~	N/A
Total Proposed Funding - Various County																		\$6,027,750
Total Category 2, 4, and 12 Funding									\$7,170,974,653	\$893,314,482	\$944,112,412	\$1,270,650,800	\$1,308,546,857	\$1,173,949,355	\$1,075,501,837	\$3,207,308,196	\$3,842,813,547	

Future Project Lettings (FY2027-FY2036)			
	Category 2	Category 4	Category 12
2027-2036	\$944,112,412	\$1,308,546,857	\$4,918,315,384
Total	\$944,112,412	\$1,308,546,857	\$4,918,315,384

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects
FY2027 - FY2036

DRAFT

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 December-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	\$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~~ \$173,000,000	\$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~~ \$25,000,000	\$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~~ \$13,000,000	\$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 December-2028	2031 2029	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~~ \$80,661,545	\$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	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~~ \$14,740,000	\$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~~ \$77,000,000	\$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 requested Category 12 funding through the 2027 UTP	\$500,000,000	\$250,000,000							\$0	\$250,000,000	TBD
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																		\$317,702,927
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	~~\$40,000,000~~ \$51,085,095	\$20,000,000	\$31,085,095	\$20,000,000							63.16

Amounts only include Cat 2, 4, 12 funds
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10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects
FY2027 - FY2036

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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
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 October 2031	2031 2032	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; <u>TxDOT requested Category 12 funding through the 2027 UTP</u>	<u>\$150,000,000</u> \$100,000,000	<u>\$67,500,000</u>	\$25,000,000	\$25,000,000					<u>\$0</u>	<u>\$42,500,000</u>	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	<u>\$453,228,160</u> \$200,000,000	\$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 October 2032	2037 2033	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 September 2034	2031 2035	TxDOT to build safety barriers into managed lane design; <u>TxDOT proposing to reduce Category 4 funding and transfer to CSJ 0014-16-289</u>	<u>\$278,820,000</u> \$218,820,000	<u>\$118,820,000</u>	\$48,180,000	\$48,180,000	\$170,640,000	<u>\$70,640,000</u>					80.82
TBD	0014-16-289	IH 35W	IH 30 to 28th Street	Construct interchange improvements, ramp modifications and auxiliary lanes	March 2036	2036	<u>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 requested Category 12 funding through the 2027 UTP</u>	<u>\$400,000,000</u>	<u>\$200,000,000</u>			<u>\$0</u>	<u>\$100,000,000</u>			<u>\$0</u>	<u>\$100,000,000</u>	TBD
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 2032	2037 2033	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	<u>\$977,897,081</u> \$900,000,000	\$0	\$0	\$0							86.84
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); <u>Propose to reduce Category 2 funding due to anticipated cost savings</u>	<u>\$136,069,841</u> \$167,500,000	<u>\$94,069,840</u>	\$89,069,840	<u>\$69,069,840</u>	\$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	<u>\$37,500,000</u> \$42,500,000	\$37,500,000	\$37,500,000	\$37,500,000							79.36

Amounts only include Cat 2, 4, 12 funds
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10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects
FY2027 - FY2036

DRAFT

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	
13064	0094-05-070	SH 183	At Pumphrey	Construct intersection improvements including turn lanes and new traffic signal	~~October 2032~~ <u>March 2030</u>	~~2033~~ <u>2030</u>	FY2026 BUILD Grant application submitted for this project	~~\$41,000,000~~ <u>\$41,000,960</u>	\$21,000,000	\$21,000,000	\$21,000,000							61.51	
55034	0364-05-039	SH 183	FM 157 to Bear Creek Parkway	Reconstruct and widen 3 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; <u>TxDOT proposing to fund a smaller breakout project with available funding</u>	~~\$500,000,000~~ <u>\$70,000,000</u>	\$70,000,000	\$0	\$0						\$70,000,000	\$70,000,000	86.64
13037	0171-05-094	SH 199	North University Drive/West Northside Drive to South of IH 820	Reconstruct and widen 4 to 6 lane divided urban	~~October 2032~~ <u>February 2031</u>	~~2033~~ <u>2031</u>	Category 2 funding previously replaced with Category 4 and moved to TIP 52501/CSJ 3372-01-010, which is not eligible for Category 4	~~\$138,661,515~~ <u>\$68,661,515</u>	\$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	~~December 2028~~ <u>September 2031</u>	~~2029~~ <u>2032</u>	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)	~~\$130,000,000~~ <u>\$70,000,000</u>	\$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 ~~2029~~ <u>2031</u>	~~2029~~ <u>2031</u>	Project will be re-funded in a future 10-Year Plan Update; Insufficient funding for this project	~~\$256,000,000~~ <u>\$329,999,999</u>	\$0	\$0	\$0							77.49	
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~~ <u>2028</u>	~~2029~~ <u>2031</u>	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	~~\$15,000,000~~ <u>\$70,102,097</u>	\$0	\$0	\$0							73.82	
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~~ <u>2029</u>	~~2030~~ <u>2032</u>	Project is part of the Southeast Connector project; Project was awarded \$178,000,000 of Category 12 funding through 2024 UTP	~~\$178,000,000~~ <u>\$319,546,080</u>	\$178,000,000					\$178,000,000	\$178,000,000			80.36	

Amounts only include Cat 2, 4, 12 funds
Strikethroughs and red text indicate project changes since August 2025 RTC meeting

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects
FY2027 - FY2036

DRAFT

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
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 2029 September 2027	2029 2028	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 \$229,977,606	\$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	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 new Category 2 funding be offset by decrease on TIP 13063/CSJ 0014-15-078	\$60,000,000	\$60,000,000	\$0	\$60,000,000							TBD
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 \$50,000,000	\$21,200,000			\$34,717,812	\$21,200,000					62.40
21019	0080-07-102 0080-07-099	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 2032 September 2029	2032 2030	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	\$16,800,000 \$47,841,920	\$5,000,000	\$5,000,000	\$5,000,000							77.66
Total Proposed Funding - Tarrant County																		\$1,418,132,072
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 August 2030	2030	Propose that additional Category 2 funding be offset by reduction on TIP 55302/CSJ 0013-08-147	\$6,996,908 \$6,300,000	\$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 August 2030	2030	Propose that additional Category 2 funding be offset by reduction on TIP 55302/CSJ 0013-08-147	\$36,378,871 \$32,500,000	\$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 August 2030	2030	Propose that additional Category 2 funding be partially offset by reduction on TIP 55302/CSJ 0013-08-147	\$102,338,583 \$91,400,000	\$102,338,583	\$55,500,000	\$102,338,583							68.44
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	January 2030	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 \$84,682,188	\$56,800,000	\$41,400,000	\$0	\$43,282,188	\$56,800,000					61.99
Total Proposed Funding - Wise County																		\$202,514,362

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects
FY2027 - FY2036

DRAFT

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
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 requested Category 12 funding from the TTC	\$4,116,699	\$1,029,175							\$0	\$1,029,175	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 requested Category 12 funding from the TTC	\$4,457,123	\$1,114,281							\$0	\$1,114,281	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 requested Category 12 funding from the TTC	\$4,624,848	\$1,156,212							\$0	\$1,156,212	N/A
Total Proposed Funding - Various County																		\$3,299,668
Total Category 2, 4, and 12 Funding									\$2,288,310,544	\$757,246,450	\$755,831,755	\$587,679,121	\$587,679,121	\$378,000,000	\$378,000,000	\$171,000,000	\$566,799,668	

Future Project Lettings (FY2027-FY2036)			
	Category 2	Category 4	Category 12
2027-2036	\$755,831,755	\$587,679,121	\$944,799,668
Total	\$755,831,755	\$587,679,121	\$944,799,668

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 ~~October 2027~~	2030 ~~2028~~	Hunt County is doing environmental clearance	~~\$42,289,915~~ \$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 ~~October 2027~~	2030 ~~2028~~		\$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 requested additional Category 12 funding through the 2027 UTP	\$191,077,617	\$191,077,617	\$26,500,000	\$26,500,000	\$0	\$1,900,000	\$96,077,618	\$162,677,617	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	~~\$672,000~~ \$2,100,000	\$600,000	\$600,000	\$600,000					65.49
Total Proposed Funding - Hunt County																\$261,577,617
Total Category 2, 4, and 12 Funding									\$261,577,617	\$97,000,000	\$97,000,000	\$0	\$1,900,000	\$96,077,618	\$162,677,617	

Future Project Lettings (FY 2027-FY 2036)			
	Category 2	Category 4	Category 12
2027-2036	\$97,000,000	\$1,900,000	\$162,677,617
Total	\$97,000,000	\$1,900,000	\$162,677,617

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2026

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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	\$24,834,021	\$24,834,021	\$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	\$16,744,842	\$11,360,404	\$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		
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		

Amounts only include Category 2, 4, 12 funding.
Strikethroughs and red text indicate project changes and updates since August 2025 RTC meeting

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
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	\$33,380,213	\$33,380,213	\$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	\$43,578,574	\$27,300,067	\$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				
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				

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	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													\$659,851,685
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; Project completed in December 2025	\$79,838,372	\$80,581,578	\$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	\$13,601,005	\$21,128,162	\$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 \$57,201,806 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
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	\$614,317,018	\$432,218,268	\$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			

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
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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
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		\$30,136,042	\$30,136,042	\$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	\$246,941,214	\$183,747,933	\$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	\$408,845,681	\$161,425,000	\$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	
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		

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
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	\$11,916,518	\$11,916,518	\$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	\$6,336,367	\$1,000,000	\$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) 2027	2026 2027	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	
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													\$3,593,955,662

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
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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													
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 \$23,052,037 of Category 1 funding	\$73,248,171	\$44,660,582	\$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	\$110,371,467	\$108,080,131	\$108,080,131			
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		

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
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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 ~~\$166,862,033~~	\$18,840,942 ~~\$73,973,599~~	\$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	\$18,803,011	\$13,444,113	\$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	\$20,616,737	\$17,839,014	\$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	\$68,192,321	\$68,192,321	\$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														\$1,489,703,432
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				

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) June 2028~~	~~2026 2028~~	~~Project in proximity to future Waxahachie ISD high school; Project also has \$5,350,240 of CMAQ funding and \$15,000,000 of STBG; Proposing to remove Category 2 funding due to cost savings at letting~~	~~\$18,932,077~~	~~\$0 \$16,508,462~~	~~\$0 \$16,508,462~~			
~~55014~~	~~0261-01-041~~	~~US 67~~	~~At Lake Ridge Parkway~~	~~Construct interchange~~	~~March 2026 (Actual) 2027~~	~~2026 2027~~	~~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			

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		\$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) August 2027	2026 2027	Project also has \$5,987,882 of CMAQ funding	\$29,962,034	\$46,491,402		\$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	\$342,870,407	\$295,320,406	\$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	

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2026

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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
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		\$113,230,273	\$113,230,273	\$66,992,876		\$46,237,397	
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													\$685,278,623
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									\$6,919,246,318	\$3,124,651,275	\$1,490,289,787	\$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	\$547,894,686	\$192,286,577	\$442,115,800
2020	\$88,735,687	\$0	\$315,230,340
2021	\$422,473,065	\$176,584,658	\$242,956,591
2022	\$221,390,598	\$162,938,444	\$26,862,296
2023	\$434,235,603	\$71,525,589	\$421,438,305
2024	\$154,904,547	\$526,717,319	\$556,557,907
2025	\$1,094,473,414	\$159,507,745	\$299,144,017
2026	\$83,319,016	\$139,379,836	\$0
Total	\$3,124,651,275	\$1,490,289,787	\$2,304,305,256

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). December 2025~~	~~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~~	~~\$2,000,000 \$3,567,899~~	~~\$2,000,000 \$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). December 2025~~	~~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). December 2025~~	~~2026~~	~~Proposing to reduce Category 2 funding due to cost savings at letting~~	~~\$9,493,380~~	~~\$9,493,380 \$9,773,279~~	~~\$9,493,380 \$9,773,279~~			
~~13046~~	~~0014-03-088~~	~~IH 35W~~	~~Bethesda Rd to Asher Rd~~	~~Reconstruct interchange at FM 917~~	~~July August 2026~~	~~2026~~		~~TBD~~	~~\$84,000,000~~		~~\$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 March 2026~~	~~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~~	~~TBD~~	~~\$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			

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	\$13,744,381	\$3,950,000	\$3,950,000			
Total Approved Funding - Johnson County													\$111,012,961
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; Project completed in January 2024	\$21,057,907	\$12,000,000	\$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	\$57,093,262	\$77,000,000	\$25,000,000	\$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	\$40,390,214	\$48,000,000	\$26,500,000	\$21,500,000		
Total Approved Funding - Parker County													\$165,893,108
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~~ \$3,062,272 of CMAQ funding	\$6,426,835	\$3,364,563	\$3,364,563			

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects
FY2017 - FY2026

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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	\$19,092,215	\$19,092,215	\$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	\$31,413,964	\$33,000,000	\$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 August 2025 RTC meeting

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		\$97,837,881	\$113,999,400	\$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; <u>Project completed in April 2026</u>	\$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	\$575,822,671	\$469,422,670	\$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		

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	\$726,945,646	\$536,545,646	\$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													\$2,813,744,955
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	\$30,817,569	\$26,000,000	\$26,000,000			
Total Approved Funding - Wise County													\$26,000,000

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects
FY2017 - FY2026

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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									\$3,120,138,524	\$1,412,786,721	\$687,825,954	\$849,602,000	\$169,923,849

Project Lettings			
	Category 2	Category 4	Category 12
2017	\$0	\$0	\$0
2018	\$60,250,000	\$0	\$370,000,000
2019	\$12,000,000	\$0	\$0
2020	\$78,006,400	\$113,993,000	\$113,106,349
2021	\$0	\$0	\$0
2022	\$535,313,171	\$223,000,000	\$482,932,000
2023	\$521,970,742	\$47,933,492	\$812,500
2024	\$117,500,000	\$218,899,462	\$51,775,000
2025	\$3,364,563	\$0	\$900,000
2026	\$84,381,845	\$84,000,000	\$0
Total	\$1,412,786,721	\$687,825,954	\$1,019,525,849

Amounts only include Category 2, 4, 12 funding.
Strikethroughs and red text indicate project changes and updates since August 2025 RTC meeting

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Paris District) - Let or Completed Projects
FY2017 - FY2026

DRAFT

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	\$14,191,647	\$16,400,000	\$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	\$30,044,518	\$25,023,674	\$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									\$336,073,705			
Total Category 2, 4, and 12 Funding									\$336,073,705	\$139,895,833	\$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	\$16,400,000	\$0	\$0
2022	\$0	\$0	\$0
2023	\$107,873,987	\$0	\$28,999,999
2024	\$15,621,846	\$18,373,452	\$148,804,421
2025	\$0	\$0	\$0
2026	\$0	\$0	\$0
Total	\$139,895,833	\$18,373,452	\$177,804,420

Amounts only include Category 2, 4, 12 funding.
Strikethroughs and red text indicate project changes and updates since August 2025 RTC meeting

Regional Transportation Council Attendance Roster
June 2025 - May 2026

RTC MEMBER	Entity	6/12/25	7/10/25	8/7/25	9/11/25	10/9/25	11/13/25	12/11/25	1/8/26	2/12/26	3/12/26	4/9/26	4/30/26
Daniel Alemán Jr (01/22)	Mesquite	P	P	P	P	P	P	P	P	P	E(R)	E(R)	P
Bruce Arfsten (07/23)	Addison	P	P	P	P	P	P	E(R)	P	P	P	P	E(R)
Steve Babick (06/22)	Carrollton	P	P	P	P	P	P	P	P	P	E(R)	P	P
Rick Bailey (07/22)	Johnson	P	P	P	P	P	P	P	P	P	P	P	P
Elizabeth M. Beck (08/21)	Fort Worth	A	P	A	A	A	P	P	P	P	P	P	P
Curtis Bergthold (07/25)	Richland Hills	--	P	P	P	P	P	P	P	P	P	P	
Alan Blaylock (03/23)	Fort Worth	P	P	P	P	P	P	P	P	E(R)	P	P	P
Lorie Blair (10/25)	Dallas	--	--	--	--	P	P	P	E(R)	P	A	P	P
Randall Bryant (11/25)	DART	--	--	--	--	--	P	P	P	P	P	P	P
Ceason Clemens (10/22)	TxDOT, Dallas	P	P	P	P	E(R)	P	P	P	E(R)	P	E(R)	P
Bill Cox (07/25)	McKinney	--	P	P	E(R)	P	P	P	P	E(R)	P	P	P
Michael Crain (06/22)	Fort Worth	E(R)	P	A	E	P	A	P	P	P	P	P	P
Theresa Daniel (11/18)	Dallas County	A	E	E	P	P	P	P	P	P	P	P	P
Jeff Davis (11/19)	Trinity Metro	A	P	P	P	E	P	P	P	P	P	A	A
Pat Deen (07/24)	Parker	P	P	P	P	P	P	P	A	P	E	P	E
Andy Eads (1/09)	Denton County	P	P	P	P	E	P	P	P	P	P	E	P
Michael Evans (2/23)	Mansfield	E	P	A	P	P	P	P	P	E	P	P	P
Carlos Flores (07/25)	Fort Worth	--	A	P	E	P	P	P	P	P	P	P	P
T.J. Gilmore (06/25)	Lewisville	A	P	P	P	P	P	P	P	P	P	E	P
Raul H. Gonzalez (09/21)	Arlington	P	P	P	E(R)	P	P	P	P	P	P	P	P
Mojoy Haddad (10/14)	NTTA	A	P	P	A	P	P	P	P	P	P	E	P
Darrell Hale (04/26)	Collin County	--	--	--	--	--	--	--	--	--	--	--	P
Angela Hunt (02/26)	DFW Airport	--	--	--	--	--	--	--	--	P	P	P	P
Clay Lewis Jenkins (04/11)	Dallas County	P	A(R)	E	P	P	P	P	P	E(R)	P	E(R)	P
Ron Jensen (06/13)	Grand Prairie	P	P	E(R)	P	E(R)	P	E(R)	P	E(R)	P	P	P
Jill Jester (08/24)	Denton	P	P	P	P	E	P	P	P	E(R)	P	P	P
Matt Krause (01/25)	Tarrant County	E	P	P	P	E	E(R)	P	P	P	P	P	P
Stephen Mason (05/24)	Cedar Hill	P	P	P	P	P	P	P	P	P	P	P	P
Cara Mendelsohn (07/20)	Dallas	P	P	P	P	P	P	P	P	P	A(R)	A(R)	P
Cesar Molina (08/24)	DCTA	A	P	A	P	P	P	P	P	P	P	P	P
Ed Moore (07/22)	Garland	P	P	P	P	P	P	P	P	P	P	P	P
Jesse Moreno (07/24)	City of Dallas	P	P	P	P	A	P	E(R)	P	P	E	P	E(R)
Matthew Porter (07/24)	Wylie	P	P	P	P	P	P	P	P	E(R)	P	P	E(R)
John Muns (6/23)	Plano	P	A(R)	P	P	P	P	P	P	P	P	E(R)	P
Manny Ramirez (1/23)	Tarrant County	P	E	P	A	P	E	E	E	P	P	E	P
Paul Ridley (10/25)	Dallas	--	--	--	--	P	P	P	P	P	P	A	P

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Jim R. Ross (07/21)	Arlington	P	P	P	P	P	P	P	P	P	P	P	P
David Salazar (10/22)	TxDOT, FW	P	P	P	E(R)	P	P	P	P	P	E(R)	E(R)	P
Kathy Stewart (10/25)	Dallas	--	--	--	--	A(R)	P	P	P	P	P	P	P
Randy Stinson (05/26)	Ellis County	--	--	--	--	--	--	--	--	--	--	--	--
Bobby Stovall (07/24)	Hunt County	P	P	P	P	P	E	E(R)	P	P	P	P	P
Burt Thakur (08/25)	Frisco	--	--	P	P	P	P	P	P	P	P	P	P
Jeremy Tompkins (10/19)	Eules	P	P	P	P	P	P	P	P	P	P	E(R)	P
William Tsao (3/17)	Dallas	P	A	P	P	P	P	P	P	P	E	P	P
Dennis Webb (08/25)	Irving	--	--	P	P	P	E	E	P	E	P	P	P

Note: Date in parenthesis indicates when member was
1st eligible to attend RTC meetings

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Surface Transportation Technical Committee Attendance Roster
May 2025 - May 2026

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Rifat Alam	Lancaster	*	*	P	*	P	P	A	*	P	P	P	*
Ahmed Alqaisi	DeSoto	--	--	--	--	--	P	P	*	R	P	P	*
Marah Aqqad	Bedford	--	--	--	*	P	P	P	*	R	P	P	*
Joe Atwood	Hood County	*	*	P	*	R	P	P	*	P	P	A	*
Melissa Baker	Irving	*	*	E	*	P	P	P	*	R	A	E	*
James Bell	Grand Prairie	*	*	P	*	P	P	P	*	P	P	P	*
Nathan Benditz	Irving	--	--	--	--	--	--	P	*	P	P	P	*
David Boski	Grand Prairie	*	*	P	*	P	P	P	*	P	P	P	*
Brett Bourgeois	Lewisville	--	--	--	--	--	--	--	*	R	P	P	*
Erika Bridges	Rockwall County	--	--	--	--	--	--	--	--	--	--	--	*
Tanya Brooks	DART	*	*	R	*	P	R	P	*	P	P	P	*
Matt Bryant	City of Duncaville	*	*	A	*	A	A	A	*	A	A	A	*
Daniel Burnham	Arlington	*	*	P	*	P	P	P	*	P	P	P	*
Jeffrey Bush	TxDOT Dallas	*	*	P	*	P	P	P	*	A	P	P	*
Farhan Butt	Denton	*	*	P	*	P	P	P	*	P	P	P	*
Bryan Cabrera	Mesquite	*	*	A	*	A	A	A	*	P	A	A	*
Travis Campbell	TxDOT - Dallas	*	*	P	*	P	P	P	*	P	P	P	*
Aaron Ceder	Dallas County	*	*	A	*	P	E	P	*	A	A	E	*
John Cordary, Jr.	TxDOT FW	*	*	P	*	R	P	P	*	P	P	P	*
Tara Crawford	Trinity Metro	*	*	P	*	A	P	A	*	P	P	P	*
Clarence Daugherty	Collin County	*	*	P	*	P	P	A	*	P	P	R	*
Chad Davis	Wise County	*	*	P	*	A	A	A	*	A	P	P	*
Taylor Derden	Mansfield	*	*	P	*	P	P	E	*	A	P	P	*
Pritam Deshmukh	Richardson	*	*	P	*	P	P	E	*	P	P	P	*
Becky Diviney	Town of Addison	*	*	P	*	P	P	P	*	P	P	P	*
Phil Dupler	FWTA	*	*	P	*	P	P	P	*	P	P	A	*
Eric Fladager	Fort Worth	*	*	P	*	P	P	P	*	A	P	A	*
Chris Flanigan	Allen	*	*	A	*	P	P	P	*	P	P	P	*
Austin Frith	DCTA	*	*	P	*	A	P	P	*	P	P	P	*
James Gaertner	Waxahachie	--	--	--	--	--	--	--	--	--	P	P	*
Gary Graham	McKinney	*	*	P	*	P	P	P	*	R	R	P	*
Rajnish Gupta	Fort Worth	--	--	--	--	--	--	--	--	--	--	P	*
Michael Haithcock	TxDOT - Fort Worth	--	--	--	--	--	P	P	*	P	P	A	*
Tom Hammons	Carrollton	*	*	P	*	A	P	A	*	P	P	P	*
Namoo Han	Garland	--	--	P	*	P	A	P	*	P	A	A	*
Craig Hancock	NTTA	*	*	p	*	P	P	P	*	P	A	P	*
Chris Harris	Greenville	*	*	A	*	P	P	P	*	P	P	P	*
Ron Hartline	The Colony	*	*	A	*	A	R	R	*	A	A	A	*
Sophia Harvey	Dallas	*	*	A	*	P	A	A	*	P	P	P	*
Barry Heard	Kaufman County	*	*	P	*	A	P	P	*	P	R	P	*
Duane Hengst	Hurst	*	*	A	*	P	P	P	*	P	A	A	*
Matthew Hotelling	Flower Mound	*	*	P	*	A	A	P	*	P	P	P	*

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Surface Transportation Technical Committee Attendance Roster

May 2025 - May 2026

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Thuan Huynh	McKinney	*	*	P	*	P	P	R	*	P	A	P	*
Joseph Jackson	Tarrant County	*	*	P	*	P	P	P	*	P	P	P	*
Joel James	NTTA	*	*	P	*	A	P	P	*	P	P	P	*
William Janney	Frisco	*	*	A	*	A	A	A	*	P	P	P	*
Major L. Jones	Eules	*	*	A	*	R	P	P	*	E	R	A	*
Wilson Kakembo	Midlothian	--	--	--	--	--	A	P	*	P	P	A	*
Gus Khankarli	Dallas	*	*	P	*	P	P	P	*	P	P	P	*
Lauren LaNeave	Southlake	*	*	A	*	A	A	P	*	A	A	P	*
Alonzo Liñán	Keller	*	*	A	*	A	A	A	*	A	A	A	*
Eron Linn	DART	*	*	P	*	P	E	P	*	P	P	A	*
Clay Lipscomb	Plano	*	*	P	*	P	R	P	*	P	P	R	*
Paul Luedtke	Garland	*	*	A	*	A	P	A	*	A	P	P	*
Stanford Lynch	Hunt County	*	*	P	*	P	R	P	*	R	P	A	*
Auro Majumdar	Dallas	--	--	--	--	P	P	P	*	P	P	P	*
Chad Marbut	Weatherford	*	*	P	*	P	P	P	*	P	P	P	*
Alberto Mares	Ellis County	*	*	P	*	P	A	P	*	P	P	P	*
Dillon Maroney	Tarrant County	--	--	--	--	--	--	--	--	--	P	P	*
John Mears	Mesquite	*	*	A	*	A	P	P	*	P	P	P	*
Brian Moen	Frisco	*	*	P	*	A	A	P	*	P	P	P	*
Mark Nelson	Richardson	*	*	P	*	P	P	P	*	P	P	P	*
Alfredo Ortiz	Dallas	*	*	E	*	P	P	P	*	P	A	A	*
Cintia Ortiz	Parker County	*	*	P	*	A	A	A	*	A	A	A	*
Joyce Palmer	Arlington	--	--	--	--	--	--	--	*	P	P	P	*
John Polster	Denton County	*	*	P	*	P	P	P	*	P	P	P	*
Kelly Porter	Fort Worth	*	*	E	*	E	E	P	*	P	P	E	*
Minesha Reese	Dallas County	*	*	P	*	P	P	E	*	P	E	P	*
Elizabeth Reynolds	Grapevine	*	*	P	*	P	P	A	*	P	P	P	*
Greg Royster	DFW Int. Airport	*	*	R	*	P	P	P	*	P	R	A	*
Brian Shewski	Plano	*	*	P	*	R	P	P	*	R	P	P	*
Jason Shroyer	Little Elm	--	--	A	*	A	A	A	*	A	A	P	*
Ray Silva-Reyes	Farmers Branch	*	*	P	*	R	P	P	*	A	A	A	*
Chelsea St. Louis	Fort Worth	*	*	P	*	P	A	P	*	P	P	A	*
Aaron Tainter	Coppell	*	*	P	*	R	P	P	*	P	P	P	*
Errick Thompson	Burleson	*	*	P	*	E	P	P	*	P	P	P	*
Caleb Thornhill	Plano	*	*	A	*	A	P	A	*	A	A	R	*
Jennifer VanderLaan	Johnson County	*	*	P	*	E	P	P	*	P	P	P	*
Gregory Van	Haltom City	*	*	P	*	P	R	R	*	P	P	P	*
Daniel Vedral	Irving	*	*	P	*	P	P	A	*	E	E	P	*
Caroline Waggoner	North Richland	*	*	A	*	A	P	A	*	P	P	A	*
Tommy Weir	Wylie	--	--	--	--	--	--	--	--	--	--	P	*
Jana Wentzel	Dallas	--	--	--	--	P	P	P	*	P	P	P	*
Robert Woodbury	Cedar Hill	*	*	P	*	P	P	P	*	P	P	P	*

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Surface Transportation Technical Committee Attendance Roster
May 2025 - May 2026

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Larry Wright	Colleyville	*	*	A	*	P	P	P	*	P	P	P	*
Jamie Zech	TCEQ	*	*	A	*	A	A	A	*	A	A	A	*

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MEETING SUMMARY

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

Friday, April 24, 2026

The Surface Transportation Technical Committee (STTC) met on Friday, April 24, 2026, at 1:30 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Rifat Alam, Ahmed Alqaisi, Marah Aqqad, James Bell, Nathan Benditz, David Boski, Brett Bourgeois, Tanya Brooks, Daniel Burnham, Jeffrey Bush, Farhan Butt, Brenda Callaway, Travis Campbell, John Cordary Jr., Tara Crawford, Tracy Hatfield (representing Clarence Daugherty), Chad Davis, Taylor Derden, Pritam Deshmukh, Becky Diviney, Chris Flanigan, Austin Frith, James Gaertner, Gary Graham, Rajnish Gupta, Tom Hammons, Craig Hancock, Chris Harris, Sophia Harvey, Barry Heard, Matthew Hotelling, Jeremy Hutt, Thuan Huynh, Joseph Jackson, Joel James, William Janney, Gus Khankarli, Alison Smith (representing Clay Lipscomb), Paul Luedtke, Auro Majumdar, Chad Marbut, Alberto Mares, Dillon Maroney, John Mears, Brian Moen, Mark Nelson, Joyce Palmer, Angela Pflair (representing Caleb Thornhill), John Polster, Minesha Reese, Elizabeth Reynolds, Brian Shewski, Aaron Tainter, Errick Thompson, Jennifer VanderLaan, Gregory Van Nieuwenhuize, Daniel Vedral, Tommy Weir, Jana Wentzel, Robert Woodbury, and Larry Wright.

Others present at the meeting were: Vickie Alexander, Braulio Bessa, Natalie Bettger, Scott Booth, Carolyn Burns, Daniel Byrd, Katherine Cadena, Abiel Carrillo, Thomas Cochill, Dina Colarossi, Quinnton DeBolt, Brian Dell, Cody Derrick, Gypsy Gavia, Rebekah Gongora, Millie Hayes, Parisa Hesscini, John Hudspeth, Ernest Huffman, Raj Jandhyam, Jim Jarratt, Amy Johnson, Chris Klaus, Garry Kraus, Dan Lamers, Sonya Landrum, Joslyn Maldonado, Gregory Masota, Malcolm Mayhew, Jeremy McGraham, Joaquin Moreno, Michael Morris, Jackie Nolasco, Christina Noskin, Christopher Poe, Caleb Polster, Vercie Pruitt-Jenkins, Jacob Rednig, Brandon Reeves, Gregory Reeves, Travis Ripley, Jasmine Rodriguez, Jackson Rose, Samuel Simmons, Brandon Sparkman, Skylar Staffaroni, Toni Stehling, Vivek Thimmayajhala, Makayla Thompson, Daniela Tower, Shane Tully, Shashider Velogati, and Amanda Wilson.

1. **Approval of the March 27, 2026, Meeting Summary:** Approval of the March 27, 2026, meeting summary contained in Electronic Item 1 was requested.

The Meeting Summary of the March 27, 2026, meeting was approved as submitted in Electronic Item 1. Mark Nelson (M); Brian Moen (S).

2. **Consent Agenda:**

- 2.1. **Video Streaming Services:** A recommendation for Regional Transportation Council (RTC) approval was requested of an additional \$40,000 in RTC Local funds to continue support for Video Streaming Services, and to administratively amend the Transportation Improvement Program and update any administrative and/or planning documents as needed to incorporate the additional funds was also sought.
- 2.2. **Federal Transit Administration Funding Allocations for 2026 Fédération Internationale de Football Association World Cup:** A recommendation for Regional Transportation Council approval was requested for funding allocations from the United States Department of Transportation's Federal Transit Administration to prepare transit agencies for the 2026 Fédération Internationale de Football Association World Cup.

The Committee approved staff's recommendations in Items 2.1 and 2.2 on the Consent Agenda. John Polster (M); Daniel Burnham (S). The motion passed.

3. **Fiscal Year 2026 Safe Streets and Roads for All Grant Program:** Millie Hayes requested the Committee's recommendation for Regional Transportation Council approval to submit projects in the Fiscal Year 2026 Safe Streets and Roads for All Program, dedicated to support planning, infrastructure, and behavioral/operational initiatives to prevent fatalities and serious injuries on roadways involving all its users. Applications are due to the United States Department of Transportation by May 26, 2026.

The Committee approved staff's recommendation as illustrated below. Chad Marbut (M); Gus Khankarli (S). The motion passed.

Requested Action –
FY2026 Safe Streets and Roads for All (SS4A) Grant Program

Recommendation for RTC approval of:

- Submitting the following project for SS4A Implementation Grant funding consideration, with \$2 million in Regional Toll Revenue funds (2/3 East Set Aside and 1/3 West Set Aside) to leverage requested federal funds:
 - 1) MODERNIZING REGIONAL SAFETY THROUGH DIGITAL INFRASTRUCTURE
- Providing administrative/technical support for the City of Dallas to submit the following project for SS4A Implementation Grant funding consideration:
 - 1) GRAND AVENUE SEGMENT 3 SAFETY RECONFIGURATION
- 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 proposed projects if selected

STTC Action Item – April 24, 2026

 Safe Streets and Roads for All Grant (SS4A) Program

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4. **Rockwall County Outer Loop Memorandum of Understanding:** Michael Morris presented the draft Rockwall County Outer Loop Memorandum of Understanding and requested a recommendation for Regional Transportation Council (RTC) approval of a draft Memorandum of Understanding in concept between the RTC and Rockwall County about the Regional Outer Loop through Rockwall County, with the final version to be brought back to the Committee for consideration.

The Committee approved staff's recommendation. Brenda Callaway (M); John Polster (S). The motion passed.

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

The Committee approved staff's recommendation as illustrated below. Farhan Butt (M); Mark Nelson (S). The motion passed.

 **REQUESTED ACTION – Advanced Air Mobility
Airport Charging Infrastructure Call for Projects**

Recommendation for RTC approval of:

- Implementation of the **Advanced Air Mobility Airport Charging Infrastructure Call for Projects** as the new process for identifying and advancing AAM initiatives.
- Adoption of the **evaluation criteria and eligibility requirements** established for project selection.
- Utilizing existing **\$1 million in Regional Transportation Council local funds**, for eligible projects identified through this process.
- Administrative amendments to the Transportation Improvement Program (TIP) / Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate this new framework.

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6. **Project Status Report: Metropolitan Planning Organization Milestone Policy Round 2 & Fiscal Year 2026 Project Tracking Update:** Brian Dell provided a status report on the Fiscal Year 2026 Project Tracking, and Milestone Policy Round 2 projects.
7. **Director of Transportation Report on Selected Items:** Michael Morris provided an overview of current transportation items.
 1. Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery – Transit Data Updates
 2. Approval of Proposed Letters to and from the Texas Department of Transportation Regarding Metropolitan Planning Organization/Fiscal Agent Agreement
 3. May Surface Technical Transportation Council Will Be Virtual
 4. Cancellation of Surface Transportation Technical Committee in June 2026 and Regional Transportation Council in July 2026
 5. New Surface Transportation Technical Committee (STTC) Officers (May STTC 2026)
 6. Study Area Recommendations to Texas Department of Transportation on the Texas Electric Vehicle Infrastructure Plan
 7. Correspondence from the City of Plano – Dallas Area Rapid Transit
 8. Conformity Progress
 9. Hiring Temporary Outside Legal Counsel
8. **Fast Facts:** Staff provided brief presentations on Items 1 through 8 below:
 1. Cody Derrick – West/East Equity Update
 2. Daniel Snyder – Regional Bike Safety Action Plan
 3. Joaquin Moreno – Regional Safety Advisory Committee 2026-2027 Membership Appointment Deadline, May 29, 2026
 4. Skylar Staffaroni – Metropolitan Transportation Plan Policy Bundle Round Six – Early Deadline (www.nctcoq.org/policybundle)
 5. Daniela Tower – 2026 Ozone Season Update
 6. Carolyn Burns – Local Clean Air Project Spotlight

7. Carolyn Burns – Air Quality Funding Opportunities (www.nctcog.org/AQfunding)
8. Carolyn Burns – Upcoming Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
9. Written Progress Reports:
 - Partner Progress Reports
 - February – March Public Comments Report
 - March Public Meeting Minutes

9. **Other Business (Old or New)**: No items were provided.

10. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for ***1:30 pm on May 22, 2026, virtually.***

Meeting adjourned at 2:14 p.m.