

AGENDA

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

Friday, April 24, 2026

North Central Texas Council of Governments

**1:30 pm Full STTC Business Agenda
(NCTCOG Guest Secured Wireless Connections Password: rangers!)**

1:30 – 1:35

1. Approval of March 27, 2026, Meeting Summary

Action Possible Action Information Minutes: 5

Presenter: Brian Shewski, STTC Chair

Item Summary: Approval of the March 27, 2026, meeting summary contained in [Electronic Item 1](#) will be requested.

Background: N/A

1:35 – 1:40

2. Consent Agenda

Action Possible Action Information Minutes: 5

2.1. Video Streaming Services

Presenter: Chris Klaus, NCTCOG

Item Summary: A recommendation for Regional Transportation Council (RTC) approval of an additional \$40,000 in RTC Local funds will be requested 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 will also be sought.

Background: Section 472.036 of Texas Transportation Code states Metropolitan Planning Organizations that serve one or more counties with a population of 350,000 or more shall broadcast over the Internet live video and audio of each open meeting held by the policy board. Subsequently, the organization shall make available through the organization's Internet website archived video and audio for each meeting for which live video and audio was provided under this Section. The North Central Texas Council of Governments (NCTCOG) has been providing this service since 2015. NCTCOG and Granicus, LLC, recently entered into an agreement effective April 2023 for Video Streaming Services, with an option of four one-year renewals. NCTCOG is currently in renewal year three (year four of a potential five-year agreement) and will need additional RTC Local funds to support the

remainder of the contract term. These funds will be used to support streaming video managed service in the Transportation Council Room and video streaming production services for off-site meetings. [Electronic Item 2.1](#) includes additional information.

Performance Measure(s) Addressed: Administrative

**2.2. Federal Transit Administration Funding Allocations for 2026
Fédération Internationale de Football Association World Cup**

Presenters: Gypsy Gavia, NCTCOG

Item Summary: 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 is requesting Surface Transportation Technical Committee (STTC) recommendation for Regional Transportation Council (RTC) approval of funding allocations from the United States Department of Transportation's Federal Transit Administration (FTA) to prepare transit agencies for the 2026 FIFA World Cup.

Background: FTA announced on March 3, 2026, a total of \$100.3 million in federal allocations for public transit systems to ensure communities can expand transit options and meet increased demand in services around stadiums. The Dallas-Fort Worth-Arlington Urbanized Area (UZA) will receive \$10,033,037. Funding will be provided at a 100 percent federal share, with no local match required, and will be available to support operating and capital expenses generally eligible under the Section 5307 Urbanized Area Formula Program. Staff is requesting STTC recommendation for RTC approval of funding allocations for City of Arlington, City of Grand Prairie, Dallas Area Rapid Transit, and Trinity Metro. Additional details are provided in [Electronic Item 2.2](#).

Performance Measure(s) Addressed: Administrative, Transit

1:40 – 1:50

3. **Fiscal Year 2026 Safe Streets and Roads for All Grant Program**

Action Possible Action Information Minutes: 10

Presenter: Millie Hayes, NCTCOG

Item Summary: Staff will request the Committee's recommendation for Regional Transportation Council (RTC) approval to submit projects in the Fiscal Year (FY) 2026 Safe Streets and Roads for All (SS4A) 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 (USDOT) by May 26, 2026.

Background: In March 2026, USDOT announced nearly \$1 billion supporting the solicitation of project applications for the FY2026 SS4A Program. With scope, cost, and funding information outlined in [Electronic Item 3](#), the North Central Texas Council of Governments (NCTCOG) proposes to submit a FY2026 SS4A Grant application to expand the Regional Transportation Systems Management & Operations Data Platform for improved real-time weather and environmental hazard detection in work zones and/or other high-risk roadway operation areas. Additionally, NCTCOG will provide administrative and technical support for the City of Dallas to apply for the Grand Avenue Segment 3 Safety Project. Additional details and application requirements for the FY2026 SS4A Program can be accessed via the Notice of Funding Opportunity at: <https://www.transportation.gov/grants/ss4a/fy26-nofo>. For agencies submitting projects, please be aware the agency must complete the [SAM.gov](#) registration process to obtain a Unique Entity Identifier (UEI) number, usually requiring up to 30 days for completion, prior to submitting applications. Additionally, applicants will submit grant applications this year via Valid Eval, a third-party web-based platform used by USDOT and other federal programs to support application submissions and evaluation. Applicants must register with Valid Eval prior to submitting FY2026 SS4A Grant applications via separate portals for capital and planning grant projects. Assuming the projected timing for application development, agency requests for a letter of support from the Regional Transportation Council should be submitted to Jackie Nolasco by Friday, May 15, 2026, at jnolasco@nctcog.org.

Performance Measure(s) Addressed: Roadway, Safety

1:50 – 2:00

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

Action Possible Action Information Minutes: 10

Presenter: Christie Gotti, NCTCOG

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

Background: In April 2021, the RTC approved a Regional Outer Loop Partnership with both Rockwall and Kaufman Counties in which the counties were to fund preliminary engineering and environmental work for the portion of the Regional Outer Loop through their counties with local dollars in order to expedite the project and the RTC would fund a project (in return) to be determined at a later time. The Kaufman County partnership was finalized when the RTC funded Farm to Market 741 from United States 175 to Spring Creek Blvd (Transportation Improvement Program 21097.1/Control Section Job Number 1092-01-026) previously. The RTC funds have been committed to multiple projects in Rockwall County but the county needed to work through Outer Loop alignment concerns before proceeding with the preliminary engineering and environmental work. To this end, Rockwall County has identified a path forward which is outlined in the draft MOU provided as [Electronic Item 4](#). A recommendation for RTC approval for the RTC Chair to sign the MOU will be requested.

Performance Measure(s) Addressed: Roadway

2:00 – 2:10

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

Action Possible Action Information Minutes: 10

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 (eIPP) selection and request a recommendation for Regional Transportation Council (RTC) approval of the Advanced Air Mobility (AAM) Airport Charging Infrastructure Call for Projects.

Background: The TxDOT Aviation Division was selected by Federal Aviation Administration to be part of a new eVTOL eIPP. To support TxDOT in this initiative and prepare North Central 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

Project which will utilize 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 on 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 eIPP Program and other emerging AAM implementation activities in North Central Texas. Additional details are provided in [Electronic Item 5](#).

Performance Measure(s) Addressed: Safety, Transit

2:10 – 2:20

6. **Project Status Report: Metropolitan Planning Organization Milestone Policy Round 2 & Fiscal Year 2026 Project Tracking Update**

Action Possible Action Information Minutes: 10

Presenter: Brian Dell, NCTCOG

Item Summary: Staff will provide the Surface Transportation Technical Committee (STTC) with a status report on the Fiscal Year (FY) 2026 Project Tracking, and Milestone Policy Round 2 projects.

Background: The Milestone Policy was adopted by the Regional Transportation Council (RTC) to focus on projects that have been funded for more than 10 years and have not gone to construction. By highlighting these projects, the policy creates agency accountability to implement projects in a timely manner. Staff coordinates with implementing agencies to assess project risk until they go to construction. Similarly, the annual project tracking effort focuses on projects slated for implementation in the current fiscal year. Projects are monitored early, allowing staff to highlight potential problems that could lead to delays, which enables the RTC to take corrective action to avoid building up carryover balances in federal funding categories. Milestone Policy status updates, along with the latest risk ratings, can be found in [Electronic Item 6.1](#). FY2026 Project Tracking status updates can be found in [Electronic Item 6.2](#). A summary of the status reports can be found in [Electronic Item 6.3](#). Entities with projects delayed four or more years from their originally proposed start dates will be called out at the meeting.

Performance Measure(s) Addressed: Roadway, Transit

2:20 – 2:30

7. **Director of Transportation Report on Selected Items**

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: An overview of current transportation items will be provided.

Background: Efforts continue to advance transportation in the region. Staff will highlight the following:

1. Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery – Transit Data Updates ([Electronic Item 7.1](#))
2. Approval of Proposed Letters to and from the Texas Department of Transportation Regarding Metropolitan Planning Organization/Fiscal Agent Agreement ([Electronic Item 7.2](#))
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 ([Electronic Item 7.3](#))
7. Correspondence from the City of Plano – Dallas Area Rapid Transit ([Electronic Item 7.4](#))
8. Conformity Progress ([Electronic Item 7.5](#))
9. Hiring Temporary Outside Legal Counsel ([Electronic Item 7.6](#))

Performance Measure(s) Addressed: Administrative, Transit

2:30 – 2:40

8. **Fast Facts**

Action Possible Action Information Minutes: 10

Item Summary: Brief staff presentations will be provided. Please reference the material provided for each of the following topics.

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 ([Electronic Item 8.1](#))
4. *Skylar Staffaroni* – Metropolitan Transportation Plan Policy Bundle Round Six – Early Deadline (www.nctcog.org/policybundle)
5. *Daniela Tower* – 2026 Ozone Season Update ([Electronic Item 8.2](#))

6. *Carolyn Burns* – Local Clean Air Project Spotlight ([Electronic Item 8.3](#))
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 ([Electronic Item 8.4](#))
 - February – March Public Comments Report ([Electronic Item 8.5](#))
 - March Public Meeting Minutes ([Electronic Item 8.6](#))
9. **Other Business (Old or New)**: This item provides an opportunity for members to bring items of interest before the group.
10. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for **1:30 pm on May 22, 2026, virtually.**

MEETING SUMMARY

**SURFACE TRANSPORTATION TECHNICAL COMMITTEE
Friday, March 27, 2026**

The Surface Transportation Technical Committee (STTC) met on Friday, March 27, 2026, at 1:30 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Rifat Alam, Ahmed Alqaisi, Marah Aqqad, Joe Atwood, 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, Clarence Daugherty, Chad Davis, Taylor Derden, Pritam Deshmukh, Becky Diviney, Phil Dupler, Eric Fladager, Chris Flanigan, Austin Frith, James Gaertner, Michael Haithcock, Tom Hammons, Chris Harris, Allen Harts (representing Major Jones), Sophia Harvey, Matthew Hotelling, Jeremy Hutt, Joseph Jackson, Joel James, William Janney, Wilson Kakembo, Gus Khankarli, Eron Linn, Clay Lipscomb, Paul Luedtke, Stanford Lynch, Pradnya Mare (representing Greg Royster), Auro Majumdar, Chad Marbut, Alberto Mares, Dillon Maroney, John Mears, Brian Moen, Mark Nelson, Martin Phillips, Caleb Polster (representing Barry Heard), John Polster, Kelly Porter, Elizabeth Reynolds, John Ryan (representing Gary Graham), Brian Shewski, Chelsea St. Louis, Aaron Tainter, Errick Thompson, Jennifer VanderLaan, Gregory Van Nieuwenhuize, Caroline Waggoner, Jana Wentzel, Robert Woodbury, and Larry Wright.

Others present at the meeting were: Vickie Alexander, Braulio Bessa, Natalie Bettger, Brandi Bird, Scott Booth, Katherine Cadena, Katie Carmichael, Lori Clark, Mandy Clark, Shawn Conrad, Matt Craig, Quinnton DeBolt, David Dryden, Camille Fountain, Rebekah Gongora, Christie Gotti, Millie Hayes, Chris Hoff, Kristina Holcomb, John Hudspeth, Amy Johnson, Vandeborn Juliana, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Garry Kraus, Dan Lamers, Sonya Landrum, Joslyn Maldonado, Malcolm Mayhew, Justin McCain, Jeremy McGahan, James McLane, Michael Misantonis, Anthony Moffa, Michael Morris, Chandra Murulanandham, Jenny Narvaez, Jackie Nolasco, Tim Palermo, Vercie Pruitt-Jenkins, Jacob Reinig, Jim Reiser, Travis Ripley, Jasmine Rodriguez, Charlie Salazar, Vishal Sarikonda, Ivy Shrum, Sid Sonck, Skylar Staffaroni, Toni Stehling, Hannah Thesing, Makayla Thompson, Daniela Tower, Christie Trinh, Caroline Vandergriff, Shashider Velugali, Amanda Wilson, Jared Wright, Alexander Young, and Kris Yowtak.

1. **Approval of the February 27, 2026, Meeting Summary:** Approval of the February 27, 2026, meeting summary contained in Electronic Item 1 was requested.

The Meeting Summary of the February 27, 2026, meeting was approved as submitted in Electronic Item 1. Mark Nelson (M); Kelly Porter (S).

2. **Consent Agenda:**

- 2.1. **Fédération Internationale de Football Association Local Funding:** A recommendation for Regional Transportation Council approval was requested to facilitate cleanup and reallocation of previously approved funding and anticipated expenditures associated with the 2026 World Cup. North Central Texas Council of Governments staff have been working with partners to coordinate transportation needs and to prepare the region to host the 2026 Fédération Internationale de Football Association World Cup.

- 2.2. **Recommendation of Revision to Regional Transportation Council Local Funds to Support the Regional Energy Management Assistance Program:** A recommendation for Regional Transportation Council approval was requested to revise details of Transportation Department participation in the Regional Energy Management Assistance Program.

The Committee approved staff's recommendations in Items 2.1 and 2.2 on the Consent Agenda. Farhan Butt (M); Mark Nelson (S). The motion passed.

3. **Recommendations to Texas Department of Transportation on the Texas Electric Vehicle Infrastructure Plan:** Jared Wright provided an update on the Texas Department of Transportation (TxDOT) implementation of the Texas Electric Vehicle Infrastructure Plan and outlined a recommendation to TxDOT about grants to be administered for electric vehicle charging station projects within the metropolitan planning organization boundary. In addition, Jared requested approval of the methodology to develop this recommendation as well as endorsement of Regional Transportation Council approval to submit recommendations.

The Committee approved staff's recommendation as illustrated below. Kelly Porter (M); Chad Marbut (S). The motion passed.

Requested Action – Recommendations to TxDOT on the Texas Electric Vehicle Infrastructure Plan


Approval of:

- Methodology proposed to identify DC fast charging and Megawatt charging station study areas

Endorse RTC approval of:

- Submittal of study areas for NEVI Phase II to TxDOT in April 2026
- Additional submittals using the approved methodology to subsequent funding rounds if funding remains available
- 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 project.

STTC Action Item – March 27, 2026



Recommendations to TxDOT on the Texas Electric Vehicle Infrastructure Plan

10

4. **North Texas Zero Emissions Vehicles Call for Projects Funding Recommendations:** Juliana Vandenberg provided an overview of the North Texas Zero Emissions Vehicles (NTxZEV) Call for Projects (CFP) including applications received to date, scoring results, and activities recommended for funding. Staff requested recommendation of Regional Transportation Council approval of funding recommendations and a revised NTxZEV CFP schedule.

The Committee approved staff's recommendation as illustrated below. Kelly Porter (M); Paul Luedtke (S). One opposed. The motion passed.

Requested Action – North Texas Zero Emissions Vehicles Call for Projects (CFP)

STTC recommendation of RTC approval of:

- Proposed funding recommendations for the North Texas Zero Emissions Vehicles Call for Projects as outlined in Electronic Item 4.2
- Revised Schedule to Increase Frequency of Rolling Deadlines to Every 30 Days
- Administratively amending and updating any administrative and/or planning documents as needed to incorporate funding recommendations

STTC Action Item – March 27, 2025



North Texas Zero Emissions Vehicles Call for Projects Funding Recommendations

9

5. **Director of Transportation Report on Selected Items:** Michael Morris provided an overview of current transportation items.
 1. Outcomes from Workshop on Metropolitan Planning Organization Roles and Responsibilities and Related Agreements: March 2026 (Ken Kirkpatrick and Executive Board Orientation/Observations from Michael Morris)
 2. Approval of Proposed Letter to the Texas Department of Transportation Regarding Metropolitan Planning Organization/Fiscal Agent Agreement
 3. March Surface Transportation Technical Committee (STTC) Meeting in Person; May STTC 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. Correspondence from the February Regional Transportation Council Meeting in Advance of Fédération Internationale de Football Association
 7. Rebuilding American Infrastructure with Sustainability and Equity Fiscal Year 2022 Four Stations Grant Update
 8. Update on Existing and New Transit Funding for the Fédération Internationale de Football Association
 9. Recent Correspondence on Proposed Modification of the Waiver of Buy America Requirements for Electric Vehicle Chargers
 10. Illumination Maintenance
6. **2026 Regional Safety Performance Targets Update:** Michael Misantonis provided an update on the proposed Regional Roadway Safety Targets for 2026 for federally required performance measures. Roadway Safety targets are focused on reducing serious injuries and fatalities for motorized and non-motorized travelers. Observed 2018 to 2025 crash data were summarized to highlight improvements in reducing fatalities and fatal crashes in the region. The item was presented at February's meeting, and the March presentation was aimed at clarifying actual improvements in the region.
7. **Air Quality Status Update:** Daniela Tower provided an air quality update focusing on ozone and fine particulate matter.

8. **Bike and Roll to School Day**: Kyle Hoener provided an overview of activities planned for the 2026 Bike and Roll to School Day promotion and information for participation.
9. **Fast Facts**: These items were not presented due to time constraints:
 1. Camille Fountain – Spring 2026 Traffic Incident Management Executive Level Course Announcement - May 7, 2026
 2. Skylar Staffaroni – Metropolitan Transportation Plan Policy Bundle Round 6
 3. Travis Ripley – Local Clean Air Project Spotlight
 4. Hannah Thesing – Dallas-Fort Worth Annual Survey and Annual Fleet Recognition Awardees
 5. Hannah Thesing – Air Quality Funding Opportunities (www.nctcog.org/AQfunding)
 6. Hannah Thesing – Upcoming Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
 7. Written Progress Reports:
 - Partner Progress Reports
 - January–February Public Comments Report
 - February Public Meeting Minutes
 - April Public Meeting Notice
10. **Other Business (Old or New)**: No items were provided.
11. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for **1:30 pm on April 24, 2026**.

Meeting adjourned at 2:52 p.m.

REQUESTED ACTION – Video Streaming Services

- Recommendation for RTC approval of:
 - Additional \$40,000 in Regional Transportation Council Local funds to continue support for Video Streaming Services
 - Administratively amending the Transportation Improvement Program and updating any administrative and/or planning documents as needed to incorporate the additional funds

STTC Action Item – April 24, 2026



NCTCOG Presentation



FTA Funding Allocations for 2026 FIFA World Cup

Gypsy Gavia

Surface Transportation Technical Committee

Friday, April 24, 2026

FTA FUNDING OVERVIEW

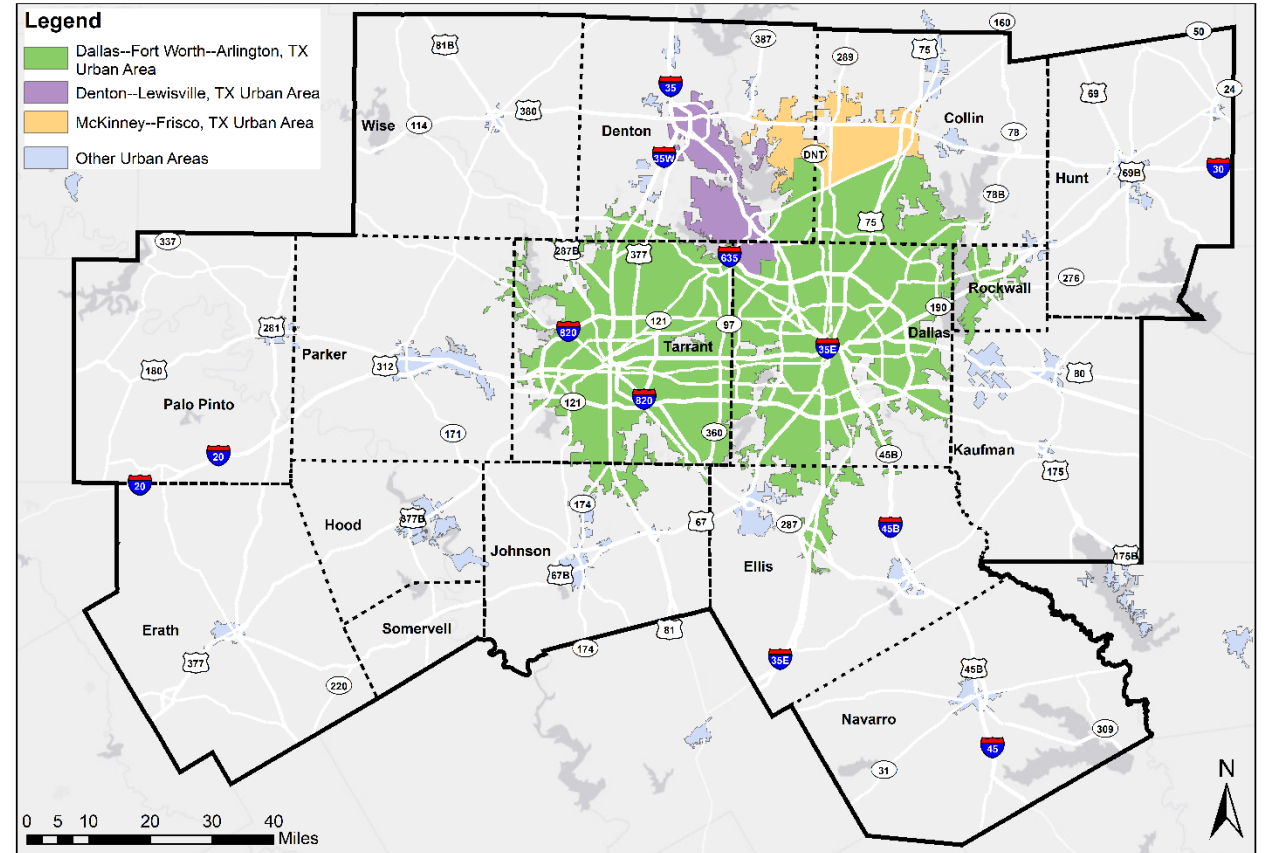
The allocation for the Dallas-Fort Worth-Arlington UZA is **\$10,033,037**.

Funding is apportioned to the **urbanized area** in which the host stadium is located and to the **designated recipient** for that UZA (NCTCOG).

The designated recipient is responsible for **consulting and coordinating** with all providers of public transportation in the UZA.

Any public transportation provider serving the UZA of the stadium is eligible.

U.S. Census Bureau Urban Areas (2020)

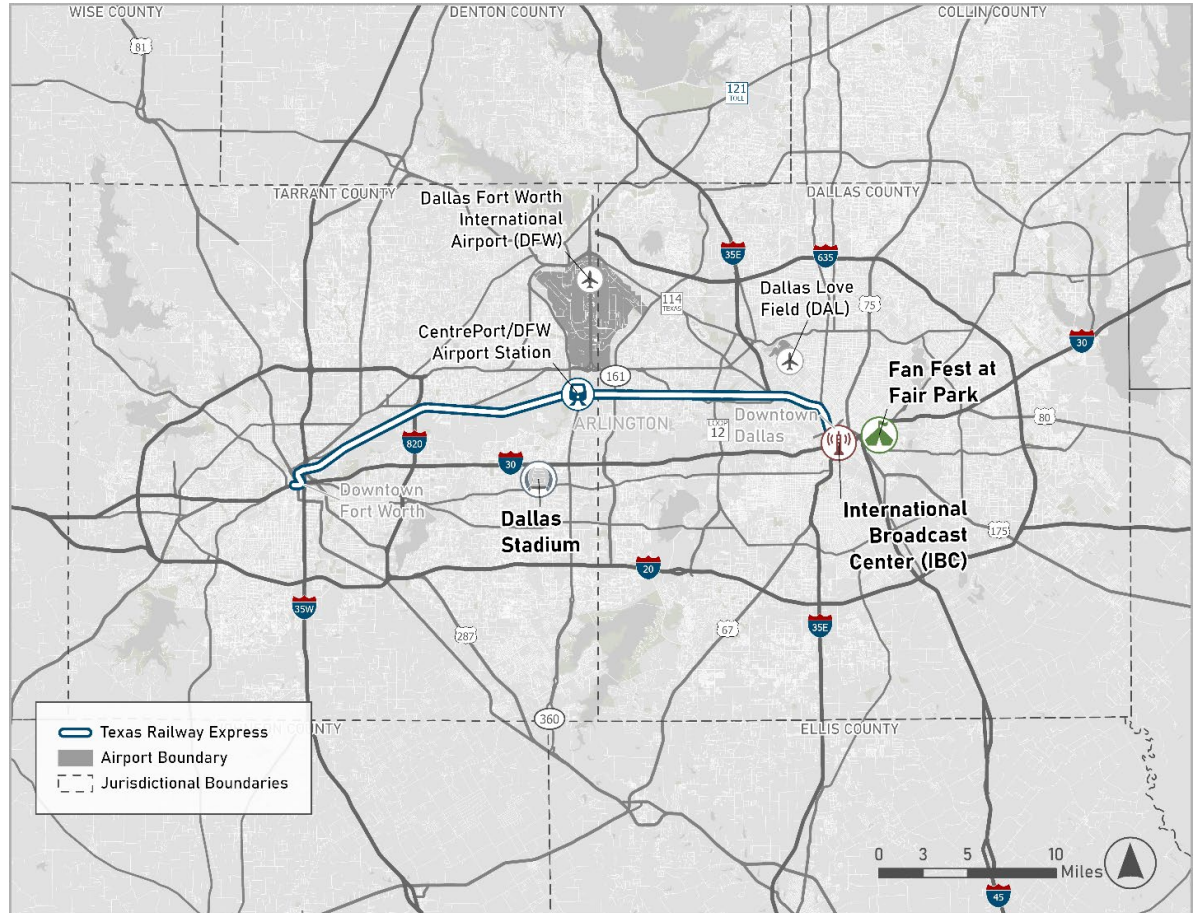


REGIONAL PRIORITIES

One-hundred percent of the funds to go towards providing transit service and NCTCOG will take no funding for coordination or planning activities.

The FIFA Regional Transportation Plan has identified connections to matches at Dallas/AT&T Stadium and the Dallas Fair Park Fan Festival as the regional transit priorities.

Dallas Mobility Plan, March 2026 (DRAFT)



PUBLIC TRANSPORTATION

Funds must be used for **public transportation**, defined as **regularly-scheduled, shared-ride services** that are **open to the general public**.

- Examples of **eligible services** include fixed-route systems, demand response/paratransit, and services open to the general public, not just fans.
- **Ineligible uses** include charter buses (some exceptions may apply), Amtrak, courtesy shuttles for specific establishments, premium fare services specific to the event, and services requiring a World Cup ticket.



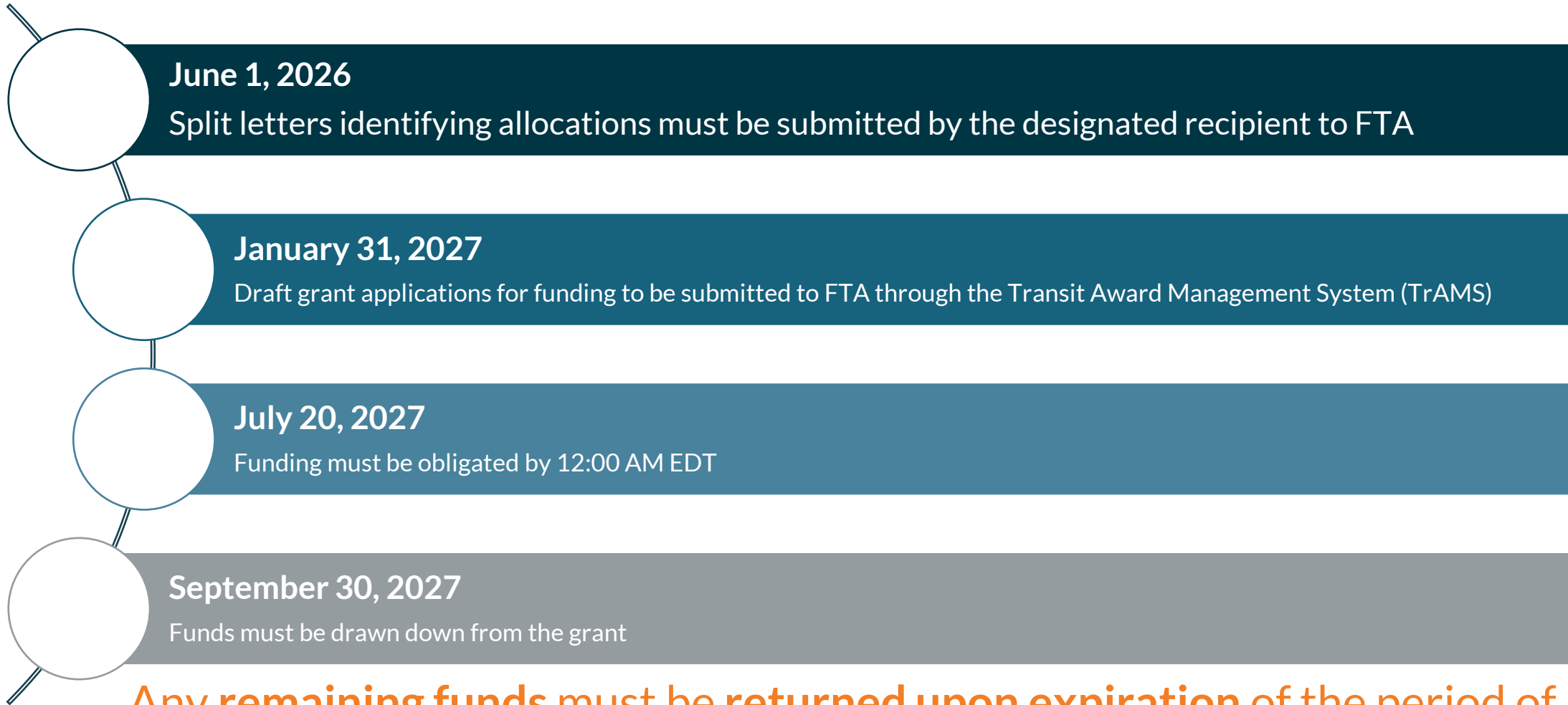
KEY FLEXIBILITIES

Applicable regulations generally mirror **Section 5307 Urbanized Area Formula Grant Program requirements**, with some **notable exceptions**:

- The funding is being provided at a **100-percent federal share**, with **no local match required**.
- Projects are **not required to be included in various planning documents**, including a Transportation Improvement Program (TIP), Statewide Transportation Improvement Program (STIP), Unified Planning Work Program (UPWP), or Program of Projects (POP).
- Funding may be used for **operating expenses even in larger UZAs** (above 200,000 population) and **by agencies with fleets of over 100 vehicles that don't typically qualify** for such uses.



TIMING & DEADLINES



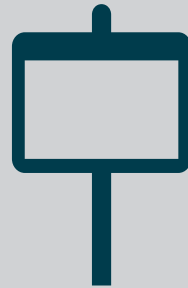
ELIGIBILITY INFORMATION

Funds may be used for **planning, capital, and operating expenses.**



Planning

Includes logistics, scheduling, and preparation activities.



Capital

Includes wayfinding improvements, security equipment, transit stop improvements/additional bus shelters, and leasing vehicles.



Operating

Include vehicle operators & drivers' salaries, fuel, mechanics, dispatchers, customer service, security personnel, and items having a useful life of less than one year.



FUNDING ALLOCATIONS BY RECIPIENT

Dallas-Fort Worth-Arlington Urbanized Area	Federal Funding Program	Funding Totals
City of Arlington (Direct Recipient)	Section 5307	\$350,000
City of Grand Prairie (Direct Recipient)	Section 5307	\$150,000
Dallas Area Rapid Transit (DART) (Designated Recipient)	Section 5307	\$7,033,037
Trinity Metro/Fort Worth Transportation Authority (FWTA) (Designated Recipient)	Section 5307	\$2,500,000
TOTAL		\$10,033,037



PREVIOUSLY APPROVED FUNDING FOR TRANSIT AGENCIES BY THE RTC

Agency	Project	Amount	RTC Approval
Dallas Area Rapid Transit (DART)	GoPass Application Enhancement ¹	\$250,000	October 12, 2023
	Transit Passes (Media and Volunteers)	\$1,200,000	April 9, 2026
McKinney Avenue Transit Authority (MATA)	Fleet Preparation	\$500,000	November 13, 2025
	Operations and Maintenance	\$300,000	November 13, 2025
Trinity Metro	TRE Centreport Station Upgrades	\$1,000,000	October 12, 2023
Trinity Railway Express (TRE), <i>provided by Trinity Metro and DART</i>	Passenger Information Displays	\$2,500,000	October 12, 2023
	New TRE Locomotives ²	\$30,000,000	February 8, 2024
	TRE Improvements (Repairs & Vehicle Lease)	\$7,200,000	March 13, 2025
	Sunday TRE Plus Incremental Fuel Charge	\$700,000	April 9, 2026

TOTAL \$43,650,000

¹ Executive Board approved an agreement with DART in an amount not to exceed \$150,000

² Purchase of 9 replacement vehicles for TRE with local contributions from DART and Trinity Metro. NCTCOG was later notified that these would not arrive prior to World Cup 2026.

TIMELINE

Milestone	Date
Federal Transportation Funding Bill Signed into Law	February 3, 2026
FTA Announces Funding Apportionments	March 3, 2026
Surface Transportation Technical Committee – Action (Funding for Split Letter)	April 24, 2026
Regional Transportation Council – Action (Funding and Projects)	May 14, 2026
Surface Transportation Technical Committee – Endorsement (Projects)	May 22, 2026
Split Letter Due to FTA	By June 1, 2026
First Dallas World Cup Match	June 14, 2026
Last Dallas World Cup Match	July 14, 2026



REQUESTED ACTION – FTA FUNDING ALLOCATIONS FOR 2026 FIFA WORLD CUP

- Recommendation for RTC approval of:
 - Specific funding allocations for U.S. Department of Transportation’s Federal Transit Administration to prepare transit agencies for the 2026 FIFA World Cup.
 - Administratively amending the Transportation Improvement Program/ Statewide Transportation Improvement Program and updating any administrative and/or planning documents as needed to incorporate the project.

STTC Action Item – April 24, 2026



CONTACT US



Karla Windsor, AICP

Senior Program Manager

kwindsor@nctcog.org | (817) 608-2376

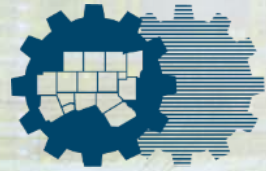


Gypsy Gavia

Program Manager

ggavia@nctcog.org | (817) 695-9134





NCTCOG PRESENTATION

FY2026 Safe Streets & Roads for All (SS4A) Grant Program

Surface Transportation Technical Committee - Action Item | April 24, 2026
Amelia "Millie" Hayes, P.E. - NCTCOG, Senior Projects Engineer

FY2026 Safe Streets and Roads for All (SS4A) Grant Program

Overview – Final Round (*Infrastructure Investment & Jobs Act – IIJA*)

- **PURPOSE** – Prevent deaths and serious injuries on roadways by (1) focusing on comprehensive safety action planning, and (2) implementing identified projects/strategies
- Approximately \$994 million for FY2026 available (*one application/agency*)

Funding Availability	Minimum Award**	Maximum Award**	Cost Sharing
<p>\$ 306 Million* – Planning/Demonstration</p>	<p>\$ 100,000 – Planning/Demonstration</p>	<p>\$ 5 Million – Planning/Demonstration</p>	<p>80% Federal/20% Non-Federal</p>
<p>\$ 688 Million – Implementation</p>	<p>\$ 2.5 Million – Implementation</p>	<p>\$ 25 Million – Implementation</p>	<p>Applicant/Condition Eligibility</p> <ol style="list-style-type: none"> 1. Metropolitan Planning Organizations (MPOs) 2. Political Subdivision of a State (City, Town, County, Transit Agency, Special District, etc.) 3. Tribal Government 4. Multi-Jurisdictional Group of Above Entities
<p>< 15% per State – Overall Program</p>			

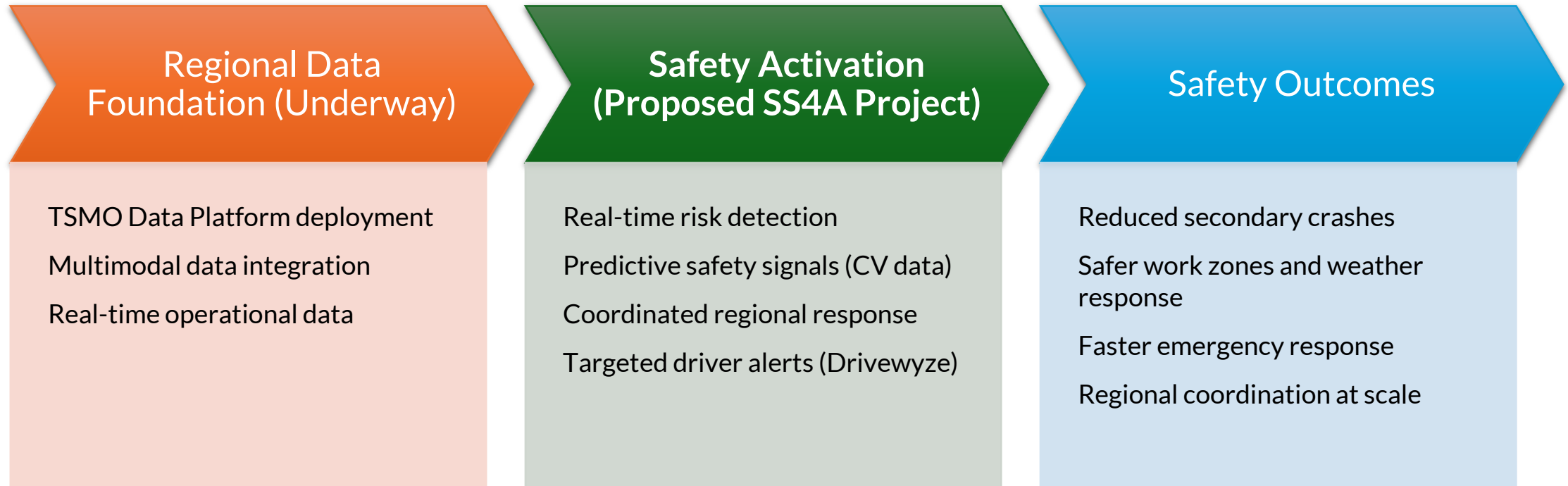
* If USDOT does not receive enough merit-worthy Planning/Demonstration applications, surplus funds may be redirected toward Implementation.

** No minimum/maximum award amount; however, the Notice of Funding Opportunity (NOFO) provides expected ranges for applicant consideration.



FY2026 SS4A Program – Implementation Grant Project

Modernizing Regional Safety through Digital Infrastructure *(for NCTCOG)*



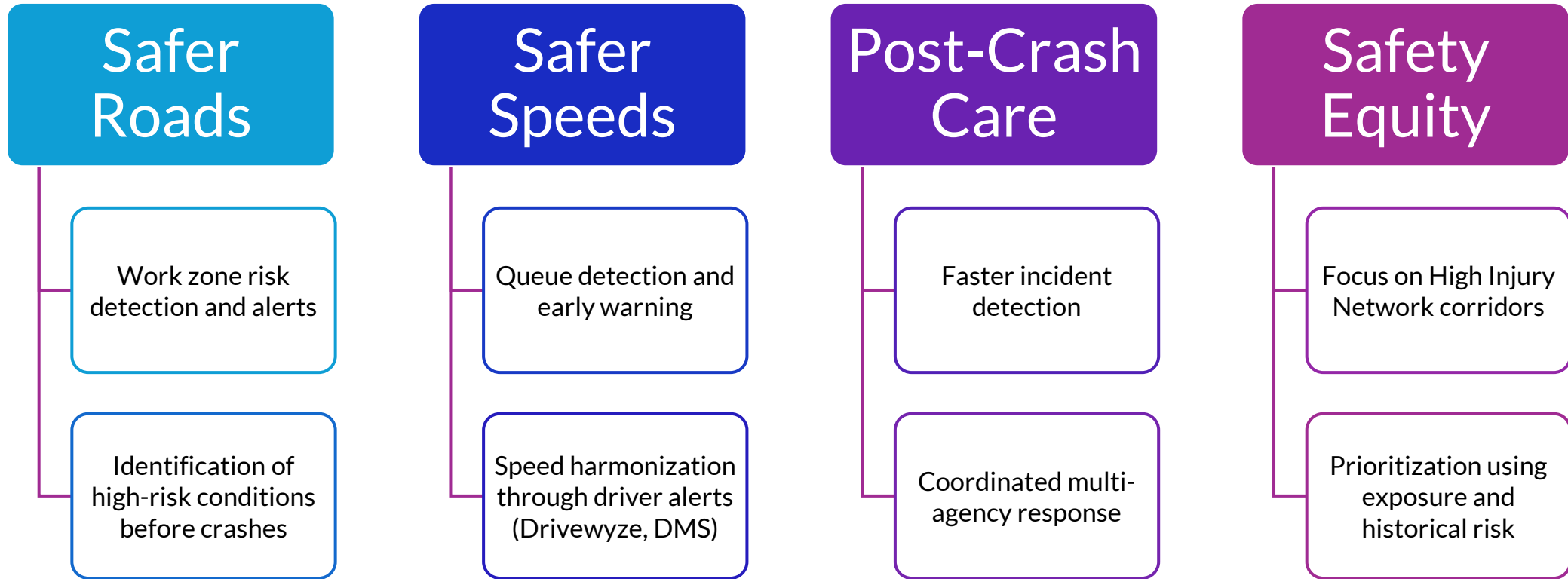
TSMO = Transportation Systems Management and Operations

- Leverages existing TSMO investment to deliver new-term safety impact
- Total Estimated Cost = **\$10 million**
 - SS4A Funding Request = \$8 million
 - Local Match = \$2 million, propose RTR funding to provide local match



Modernizing Regional Safety through Digital Infrastructure

NCTCOG SS4A Proposal – Improves Safety Across Multiple SS4A Priorities

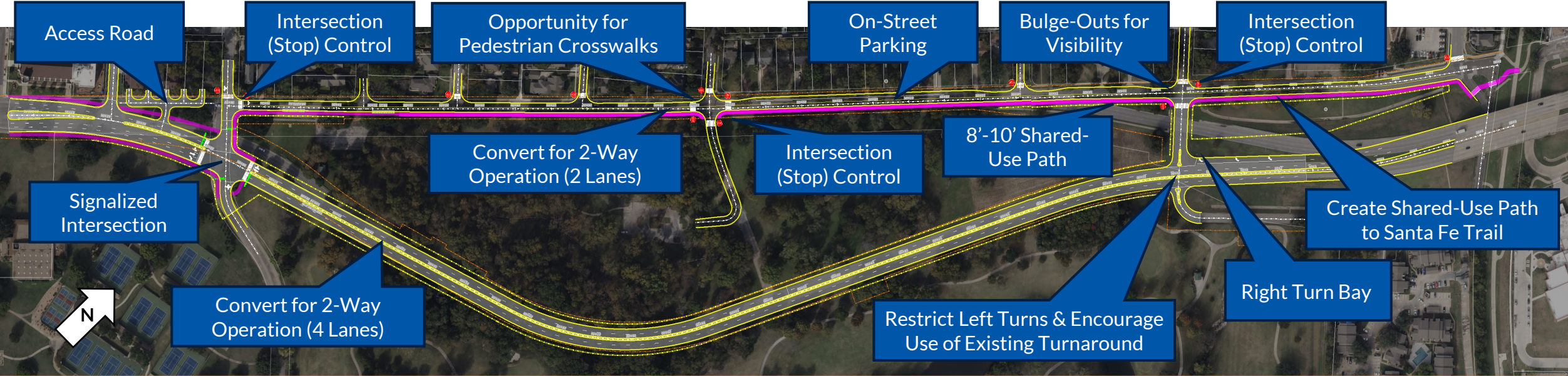


- **SOLUTION:** Expansion of initial TSMO Data Platform integrating freeway, arterial, transit, and emergency data to focus on safety-related initiatives
- **GOAL:** Transition from reactive to proactive traffic management, applying data-driven “Safe System” operations across the Dallas-Fort Worth region



FY2026 SS4A Program – Implementation Grant Project

Grand Avenue – Segment 3 Safety Reconfiguration *(for City of Dallas)*



Segment 3 (CSJ #0009-02-075)

From: Cameron Ave.

To: Tenison Memorial Dr.

PROJECT			CONSTRUCTION COST FUNDING BREAKDOWN		
TITLE	DESCRIPTION/LIMITS	URBAN/RURAL	NON-FEDERAL	FEDERAL (SS4A)	TOTAL COST
Grand Avenue Segment 3	Convert one-way couplet to two streets (two-way): East – SH 78 (four lanes), West – Residential (two lanes)	URBAN	\$5,250,000 (20%)	\$21,000,000 (80%)	\$26,250,000

Non-Federal: TxDOT is funding pre-construction phases with state funds, and 20% of state match for construction

- City of Dallas will submit SS4A application with NCTCOG administrative & technical assistance
- If awarded, TxDOT will ultimately be grantee & implementing agent

FY2026 Safe Streets and Roads for All (SS4A) Grant Program

Anticipated Schedule

March 27, 2026	FY2026 SS4A Program: Notice of Funding Opportunity (NOFO) Release
April 15, 2026	Finalize Candidate Project Details <i>(for posting of April 2026 STTC Agenda)</i>
April 24, 2026	STTC Action
May 14, 2026	RTC Action
May 15, 2026	RTC Letter of Support Deadline <i>(for projects submitted by partners, please send requests to Jackie Nolasco – jnolasco@nctcog.org)</i>
May 26, 2026	FY2026 SS4A Program: Application Deadline – Valid Eval <i>(setting goal to submit all projects by May 25)</i>
May 28, 2026	Executive Board Endorsement



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



CONTACT US



Natalie Bettger

Senior Program Manager

nbettger@nctcog.org | **(817) 695-9280**



Christie Gotti

Senior Program Manager

cgotti@nctcog.org | **(817) 608-2338**



Dan Lamers, P.E.

Senior Program Manager

dlamers@nctcog.org | **(817) 695-9263**



Amelia “Millie” Hayes, P.E.

Senior Projects Engineer

ahayes@nctcog.org | **(817) 695-9123**



Jeffrey C. Neal

Senior Projects Manager

jneal@nctcog.org | **(214) 223-0578**



Berrien Barks

Program Manager

bbarks@nctcog.org | **(817) 695-9282**



Sonya Landrum

Program Manager

slandrum@nctcog.org | **(817) 695-9273**



Samuel Simmons

Principal Transportation Planner

ssimmons@nctcog.org | **(817) 704-2523**



**MEMORANDUM OF UNDERSTANDING
REGARDING OUTER LOOP -
SOUTHERN PORTION OF ROCKWALL COUNTY**

This Memorandum of Understanding Regarding Outer Loop – Southern Portion of Rockwall County (this “Memorandum”) is made and entered into as of _____, 2026 (the “**Effective Date**”) by and between **ROCKWALL COUNTY, TEXAS** (the “County”), and **REGIONAL TRANSPORTATION COUNCIL** (the “RTC”), for the purposes hereinafter set forth.

WHEREAS, the RTC has adopted its Mobility 2050 Metropolitan Transportation Plan (the “2050 Plan”) which includes, plans for the construction of a new multi-lane roadway to be constructed in portions of the Dallas-Fort Worth metropolitan area and is referred to as the Outer Loop (herein so called), a portion of which is planned to traverse Rockwall County, Texas, from the northern boundary of the County to the southern boundary of the County;

WHEREAS, the County has previously entered into a contract for a feasibility and alignment study within the limits of Rockwall County, and an engineering study (*i.e.* schematic design and environmental documentation following the federal National Environmental Policy Act (NEPA) process per Texas Department of Transportation (TxDOT) standards and oversight) of the proposed Outer Loop through the northern portion of Rockwall County, and the RTC has requested that the County enter into a contract for an engineering study of the proposed Outer Loop through the southern portion of the County from State Highway (SH) 276 south to SH 205 at the southern boundary of the County (such portion being sometimes referred to herein as the “Southern Portion” of the County);

WHEREAS, the County is willing to collaborate and cooperate with the RTC in preparation of an engineering study with respect to the route of the Outer Loop through the Southern Portion of the County, subject to the satisfaction of certain understandings, conditions and agreements of the RTC with respect to the planning and development of the Outer Loop through the Southern Portion of the County; and

WHEREAS, the RTC is willing to collaborate and cooperate with the County in an effort to achieve certain goals and objectives of the County related to the development of the Outer Loop through the Southern Portion of the County, and the goals, objectives and strategies set forth in the County’s Master Thoroughfare Plan and its Strategic Plan 2050.

NOW, THEREFORE, in an effort to build collaboration and cooperation between the RTC and the County and in consideration of the covenants and agreements set forth herein, and of other good and valuable consideration the receipt and sufficiency of which is hereby acknowledged, the County and RTC agree as follows:

1. Statement of Mutual Purpose. The RTC and the County are entering into this Memorandum for the purpose of working together to plan for common needs, cooperate for the parties' mutual benefit and to allow each party to achieve the fulfillment of objectives which are important to them. Those objectives include (a) the mutual objective of strengthening collaboration between the parties and with other regional stakeholders to address the complex challenges of developing, constructing and managing the Outer Loop; (b) the RTC's objective of constructing the Outer Loop in order to benefit and balance the interests of both Rockwall County and the entire North Texas region through improved mobility, reduction of traffic congestion, and promoting responsible economic development; and (c) the County's objectives of maintaining the County as a safe, low density, thriving, family friendly community that is an oasis from the urban sprawl of the North Texas region, mitigating and minimizing the impact of the Outer Loop on the existing residents of the County, and improving mobility and lessening traffic congestion within the County. This Memorandum should be interpreted in a manner that will achieve those objectives.

2. County Responsibilities. The County will strive to negotiate the terms of and enter into an agreement with Halff Associates, Inc. (or another engineering and consulting firm reasonably acceptable to the County and the RTC), to provide engineering and surveying services necessary to develop for the Southern Portion of the County schematic design and NEPA environmental documentation following the federal NEPA process per TxDOT standards and oversight (the "Phase 2 Engineering Agreement"). The County shall interact with and direct the engineering firm which is party to the Phase 2 Engineering Agreement throughout the completion of the work contemplated thereunder. Without limitation of the scope and purposes of the Phase 2 Engineering Agreement, it is anticipated that said Agreement will determine the best route for the Outer Loop to follow to traverse the Southern Portion of the County considering (a) the objectives specified above, (b) the Design Objectives set forth below, (c) the environmental conditions prevailing in the Southern Portion of the County, and (d) other relevant factors materially impacting the location of the Outer Loop. The Phase 2 Engineering Agreement will include a Purpose and Needs Statement and other appropriate provisions that reflect and incorporate relevant provisions of this Memorandum including the Design Objectives set forth herein. The County shall pay the cost of the Phase 2 Engineering Agreement subject to its annual budgeting process.

Upon completion of the Phase 2 Engineering Agreement and the approval of the route of the Outer Loop through the Southern Portion of the County by the RTC and the County, the County shall modify its Master Thoroughfare Plan, if necessary, in order to incorporate the approved route of the Outer Loop through the Southern Portion of the County.

3. RTC Responsibilities. The RTC will work with the County to plan, develop, and construct the Outer Loop in a manner consistent with the purposes and objectives set forth in this Memorandum. The RTC agrees specifically as follows:

- a. The Texas Department of Transportation is responsible for right-of-way acquisition costs under standard rules with local governments. The RTC will ensure standard rules are applied to the non-interstate Outer Loop in Rockwall County.
- b. The Outer Loop will be constructed in a manner that will strive to achieve all reasonable enhancements to mitigate the impact of the Outer Loop on Rockwall County residents, including the Design Objectives outlined in Section 4 of this Memorandum and protection against flooding or adverse drainage consequences resulting from the construction of the Outer Loop.
- c. The RTC will continue to support the County's needs for improvements to other state highways and farm to market roads in the County in order to improve internal traffic flows within the County, and the Outer Loop shall not be considered to be in lieu of such other road improvements.
- d. The RTC will keep the County informed of the progress of planning, development and construction of the Outer Loop and allow the County to have reasonable input into the stages and timing of construction of the Outer Loop. The RTC will work with the County to provide scheduled briefings to the County regarding the status of the Outer Loop.
- e. To the extent reasonably practicable, the RTC will support legislative and other efforts by the County to obtain the legal authority to regulate land development along the route of the Outer Loop.

4. Design Objectives. The RTC and the County agree that available mitigation and enhancement strategies and standards (collectively, the "Design Objectives") shall be used in the design, development and construction of Outer Loop through the Southern Portion of the County, to the extent reasonably practicable, including but not limited to:

- a. Moving the route alignment away from existing neighborhoods and onto currently undeveloped rural land. In this regard, the RTC will give preferential consideration to any preferred route through the Southern Portion of the County which may be proposed by the County as long as mobility benefits are not significantly reduced.
- b. Constructing traffic lanes (both primary and frontage road lanes) adjacent to residential neighborhoods to be below existing surface grade in order to minimize noise and interference with views, vistas and horizons; reasonable engineering judgment applies.
- c. Limit or prohibit construction of frontage roads alongside residential neighborhoods and other locations where commercial development is unlikely and allow the County to have input into the location and design of frontage roads alongside the main lanes of the Outer Loop. If the Phase 2 Engineering Study determines that the preferred route for the Southern Portion of the Outer Loop should run adjacent to any existing residential neighborhood, the portion of the Outer Loop running adjacent to that neighborhood will not have frontage roads without the prior consent of the County, and the Outer Loop access points adjacent to said neighborhood shall be subject to approval by the County.
- d. Locating access points and interchanges and designing exit and entrance ramps in a way that will mitigate impact upon existing residential neighborhoods and reduce adverse impacts upon local traffic within the County and allowing the County to

have input into the design and location of those interchanges and exit and entrance ramps.

- e. Where sound walls are warranted under federal guidelines, fund construction of sound walls before roadway construction.
- f. Maximize installation of other noise mitigation measures along existing neighborhoods, including vegetation, berms and other methods. Coordinate mitigation measures with Rockwall County Opens Space Master Plan. Incorporate trails and pathways for pedestrians, bicycles, and other non-motorized transportation methods within the Outer Loop right of way. In this regard, the Rockwall County Open Space Master Plan will be considered in connection with the design and construction of such trails in order to enhance non-motorized mobility across the County.
- g. The Outer Loop will be constructed with concrete and other pavement materials (including, the incorporation of future engineering and technological advances) that are designed to reduce and limit road noise.
- h. Incorporate new road construction technologies into the construction of the Outer Loop if and to the extent that such new technologies become available and are reasonably practicable, in order to develop a road constructed in accordance with current engineering best practices.

5. Term of Memorandum. This Memorandum shall remain in effect throughout the design and construction of the Outer Loop (and all ancillary roads, trails, and pathways) through the County.

6. Governmental Immunity and Other Provisions. Nothing in this Memorandum shall be construed as a waiver of governmental or sovereign immunity of the County or RTC, or of any rights, protections, or defenses available to the County or RTC under the Constitution and laws of the State of Texas.

7. Successors and Assigns. This Memorandum shall be binding upon, and inure to the benefit of, the parties and their respective successors and assigns.

8. Governing Law. This Memorandum shall be governed by, and construed in accordance with the laws of the State of Texas.

9. Miscellaneous. Notwithstanding any provision of this Memorandum, or any incorporated document, the obligations of Rockwall County under this Memorandum are subject to the availability and appropriation of funds by the Commissioners Court in each fiscal year. If sufficient funds are not appropriated by the Commissioners Court for any subsequent fiscal year of this Memorandum, the County may terminate the agreement without penalty upon written notice to RTC.

IN WITNESS WHEREOF, the parties hereto have executed this Memorandum as of the date first above written.

WITNESS/ATTEST:

COUNTY:

ROCKWALL COUNTY, TEXAS

By: _____
Frank New, County Judge

WITNESS/ATTEST:

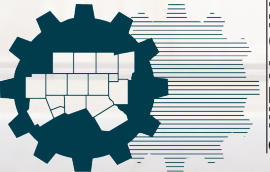
RTC:

**REGIONAL TRANSPORTATION
COUNCIL**

By: _____

North Texas AAM Airport Charging Infrastructure Call for Projects

Surface Transportation Technical
Committee
April 24, 2026



National and 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 Call for Projects

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
May 14, 2026	RTC Action
May 15, 2026	Open Call for Ideas (45 Days)
June 29, 2026	Close Call for Ideas
July 2026	Public Meeting
July 24, 2026	STTC Action – Recommended Ideas
August 13, 2026	RTC Action – Final Ideas
August 27, 2026	Executive Board
Fall 2026	Execute Interlocal Agreements and Begin Projects



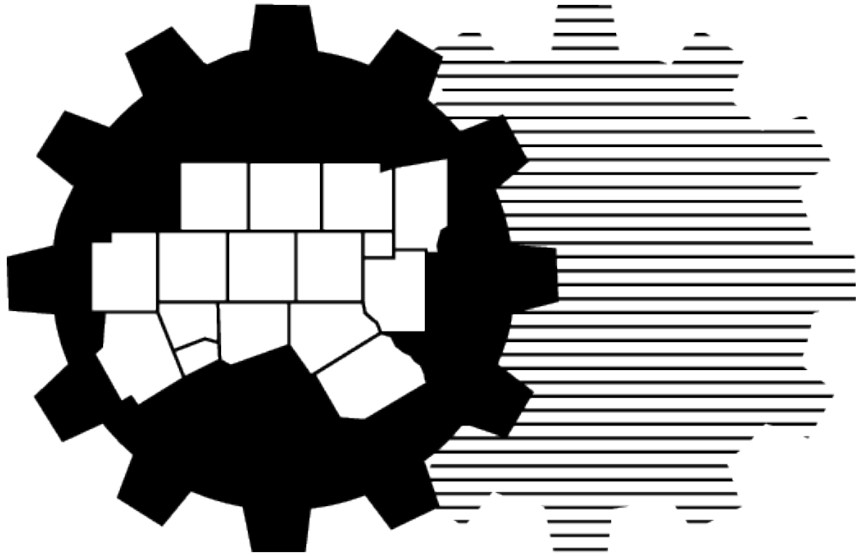
REQUESTED ACTION – Advanced Air Mobility Airport Charging Infrastructure Call for Projects

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



Ernest Huffman

Aviation Planning and Education Program Manager

North Central Texas Council of Governments

O: (817) 704-5612

ehuffman@nctcog.org

Nicole Johnson

Transportation Planner III

North Central Texas Council of Governments

O: (817) 704-5690

njohnson@nctcog.org

**REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2)
STATUS UPDATE**

TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	PRIOR EST. START DATE	NEW EST./ ACTUAL START DATE	FEBRUARY 2021 RECOMMENDATION	DECEMBER 2025 COMMENTS	DECEMBER 2025 RISK RATING	APRIL 2026 COMMENTS	APRIL 2026 RISK RATING
PROJECTS AGENCIES COMMITTED TO IMPLEMENT BY END OF CY2026														
11572	0902-48-579	TXDOT FORT WORTH	VARIOUS	US 81/US 287 AT FM 3479/HARMON ROAD/NORTH TARRANT PARKWAY	CONSTRUCT NORTH TARRANT PARKWAY OVER US 81 WITH TURNAROUND ON EASTSIDE; CONSTRUCT HARMON RD OVER US 287	\$25,681,329	CAT 2M, STBG, LOCAL CONTRIBUTION	01/2023	08/2026 05/2025 10/2023 4/2027	RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY2023	RIGHT-OF-WAY ACQUISITION IS UNDERWAY AND EXPECTED TO BE CLEARED AUGUST 2026; CURRENT LETTING DEADLINE OF DECEMBER 2026	MEDIUM RISK	RIGHT-OF-WAY ACQUISITION IS UNDERWAY AND EXPECTED TO BE CLEARED AUGUST 2026; CURRENT LETTING DEADLINE OF DECEMBER 2026	MEDIUM RISK
53029	0014-15-033	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W	RECONSTRUCT 2 TO 2 LANE NORTHBOUND FRONTAGE ROAD	\$11,470,000	SW PE, SW ROW, CAT 2M, STBG	01/2023	08/2026 05/2025 10/2023 4/2027	RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY2023	RIGHT-OF-WAY ACQUISITION IS UNDERWAY AND EXPECTED TO BE CLEARED AUGUST 2026; CURRENT LETTING DEADLINE OF DECEMBER 2026	MEDIUM RISK	RIGHT-OF-WAY ACQUISITION IS UNDERWAY AND EXPECTED TO BE CLEARED AUGUST 2026; CURRENT LETTING DEADLINE OF DECEMBER 2026	MEDIUM RISK
53030	0014-15-034	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W	RECONSTRUCT 2 LANE ONE WAY TO 2 LANE ONE WAY SOUTHBOUND FRONTAGE ROAD	\$21,596,000	SW PE, SW ROW, CAT 2M, STBG	01/2023	08/2026 05/2025 10/2023 4/2027	RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY2023	RIGHT-OF-WAY ACQUISITION IS UNDERWAY AND EXPECTED TO BE CLEARED AUGUST 2026; CURRENT LETTING DEADLINE OF DECEMBER 2026	MEDIUM RISK	RIGHT-OF-WAY ACQUISITION IS UNDERWAY AND EXPECTED TO BE CLEARED AUGUST 2026; CURRENT LETTING DEADLINE OF DECEMBER 2026	MEDIUM RISK
53031	0014-15-035	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W	RECONSTRUCT NB AND SB EXIT RAMP TO HARMON ROAD/NORTH TARRANT PARKWAY AND SB ENTRANCE RAMP FROM HARMON ROAD	\$2,338,179	SW PE, CAT 2M	01/2023	08/2026 05/2025 10/2023 4/2027	CONFIRM FUNDING IN FY2023	RIGHT-OF-WAY ACQUISITION IS UNDERWAY AND EXPECTED TO BE CLEARED AUGUST 2026; CURRENT LETTING DEADLINE OF DECEMBER 2026	MEDIUM RISK	RIGHT-OF-WAY ACQUISITION IS UNDERWAY AND EXPECTED TO BE CLEARED AUGUST 2026; CURRENT LETTING DEADLINE OF DECEMBER 2026	MEDIUM RISK
53032	0014-15-036	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF FM 3479 TO NORTH OF IH 35W INTERCHANGE	CONSTRUCT AUXILIARY LANE FROM NORTHBOUND EXIT TO NORTH TARRANT PARKWAY; AUXILIARY LANE FOR SOUTHBOUND ENTRANCE FROM NORTH TARRANT PKWY	\$19,356,480	SW PE, CAT 2M	01/2023	08/2026 05/2025 10/2023 4/2027	CONFIRM FUNDING IN FY2023	RIGHT-OF-WAY ACQUISITION IS UNDERWAY AND EXPECTED TO BE CLEARED AUGUST 2026; CURRENT LETTING DEADLINE OF DECEMBER 2026	MEDIUM RISK	RIGHT-OF-WAY ACQUISITION IS UNDERWAY AND EXPECTED TO BE CLEARED AUGUST 2026; CURRENT LETTING DEADLINE OF DECEMBER 2026	MEDIUM RISK
PROJECTS AGENCIES COMMITTED TO IMPLEMENT BY END OF FY2027														
20115	0081-03-047	TXDOT DALLAS	ARGYLE	US 377 FROM SOUTH OF FM 1171 TO CRAWFORD ROAD	RECONSTRUCT AND WIDEN ROADWAY FROM 2 LANE TO 4 LANE ;SIDEWALKS, TURN LANES, TEXAS U-TURN, NEW SIGNAL INSTALLATION WITH RETIMING, AND A GRADE SEPARATION	\$212,015,095	CAT 2M, CAT 4, CMAQ, SW PE, SW ROW, LOCAL CONTRIBUTION	09/2024	05/2026 09/2027 12/2023 09/2024	KEEP PROJECT IN APPENDIX D (ENVIRONMENTAL CLEARANCE SECTION OF TIP) UNTIL FUNDING IS SECURED	UTILITY RELOCATIONS ARE ONGOING AND EXPECTED TO BE CLEARED BY MAY 2026; LETTING DEADLINE OF SEPTEMBER 2027	LOW RISK	UTILITY RELOCATIONS ARE ONGOING AND EXPECTED TO BE CLEARED BY MAY 2026; LETTING DEADLINE OF SEPTEMBER 2027	LOW RISK
TOTAL FUNDING						\$292,457,083								

**REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2)
STATUS UPDATE - PROJECTS THAT ARE UNDER CONSTRUCTION OR COMPLETED**

TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	PRIOR EST. START DATE	NEW EST./ ACTUAL START DATE	APRIL 2026 COMMENTS	APRIL 2026 RISK RATING
20066	2374-03-074	TXDOT DALLAS	DALLAS	IH 20 AT BONNIE VIEW RD	IMPROVE APPROACH, WIDEN BRIDGE TO ADD TURN LANES, AND REPLACE TRAFFIC SIGNAL SYSTEM	\$3,876,525	STBG, LOCAL CONTRIBUTION	05/2021	05/2021 (ACTUAL)	PROJECT COMPLETED MAY 2023	N/A (PROJECT HAS LET)
20261.2	0918-47-297	MESQUITE	MESQUITE	MGR TRAIL AT MESQUITE CITY LIMITS NEAR DUCK CREEK TO MESQUITE HERITAGE TRAIL NEAR NORTHWEST DR	CONSTRUCT NEW HIKE/BIKE TRAIL FROM MESQUITE HERITAGE TRAIL TO CONNECTING MGR TRAIL IN GARLAND; CONNECTS ACROSS IH 30 AND DUCK CREEK	\$827,115	RTR, LOCAL CONTRIBUTION	09/2021	07/2021 (ACTUAL)	PROJECT COMPLETED MAY 2022	N/A (PROJECT HAS LET)
20113	0918-46-240	LEWISVILLE	LEWISVILLE	CORPORATE DRIVE FROM FM 544 TO JOSEY LANE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 6	\$19,164,449	RTR	12/2022	12/2021 (ACTUAL) 10/2021 07/2021	PROJECT COMPLETED FEBRUARY 2025	N/A (PROJECT HAS LET)
20213	0918-47-051	DALLAS COUNTY	GRAND PRAIRIE	WILDLIFE PARKWAY FROM SH 161 TO BELT LINE RD	CONSTRUCT 0/2 LANE RURAL TO 2/4 LANE DIVIDED INCLUDING BRIDGE OVER TRINITY RIVER	\$54,575,908	RTR, LOCAL CONTRIBUTION	06/2022	01/2022 (ACTUAL) 11/2021 08/2022		N/A (PROJECT HAS LET)
20240	0918-47-027	DALLAS	DALLAS	COLLECTIVE MIXED USE DEVELOPMENT	BICYCLE LANES, SIDEWALKS, PEDESTRIAN AND INTERSECTION IMPROVEMENTS BOUNDED BY FORT WORTH AVE, BAHAMA DR, IH 30, AND PLYMOUTH ROAD; AND CONNECTION TO COOMBS CREEK TRAIL ALONG PLYMOUTH RD	\$2,482,813	RTR	06/2021	01/2022 (ACTUAL) 12/2021 09/2021	PROJECT COMPLETED AUGUST 2025	N/A (PROJECT HAS LET)
11237.2	0918-45-812	IRVING	IRVING	CONFLANS RD FROM SH 161 TO VALLEY VIEW LANE	CONSTRUCT 0 TO 4 LANE DIVIDED FACILITY WITH NEW SIDEWALKS AND SHARED USE PATH	\$30,708,329	STBG, LOCAL CONTRIBUTION	03/2022	01/2023 (ACTUAL) 08/2022 06/2022 03/2022	PROJECT COMPLETED AUGUST 2025	N/A (PROJECT HAS LET)
11734	0902-90-034	DFW AIRPORT	VARIOUS	EAST-WEST CONNECTOR FROM SH 360 TO INTERNATIONAL PARKWAY	CONSTRUCTION OF EAST-WEST CONNECTOR FROM 0 TO 2 LANES UNDIVIDED URBAN WITH INTERSECTIONS AT SH 360, 20TH AVE, AND RENTAL CAR DRIVE (ULTIMATE BUILD OUT 2 TO 4 LANES DIVIDED)	\$46,115,637	STBG, LOCAL CONTRIBUTION	12/2023	02/2023 (ACTUAL) 11/2022 06/2022 12/2022 05/2022		N/A (PROJECT HAS LET)

**REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2)
STATUS UPDATE - PROJECTS THAT ARE UNDER CONSTRUCTION OR COMPLETED**

TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	PRIOR EST. START DATE	NEW EST./ ACTUAL START DATE	APRIL 2026 COMMENTS	APRIL 2026 RISK RATING
20060	0918-24-154	PLANO	PLANO	LEGACY DRIVE FROM INDEPENDENCE PARKWAY TO K AVENUE	ADD RIGHT TURN LANES AND DUAL LEFT TURN LANES	\$2,015,500	RTR, LOCAL CONTRIBUTION	05/2021	06/2023 (ACTUAL) 07/2024 (ACTUAL)	PROJECT COMPLETED JULY 2025	<u>N/A (PROJECT HAS LET)</u>
20131	0918-46-236	LEWISVILLE	LEWISVILLE	CORPORATE DRIVE FROM ELM FORK TRINITY RIVER BRIDGE TO DGNO RR	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 2	\$11,812,679	RTR, LOCAL CONTRIBUTION	12/2022	10/2023 (ACTUAL) 09/2022 05/2022 12/2022		<u>N/A (PROJECT HAS LET)</u>
20152	0918-46-237	LEWISVILLE	LEWISVILLE	CORPORATE DRIVE AT ELM FORK TRINITY RIVER BRIDGE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 3	\$21,844,715	RTR; LOCAL CONTRIBUTION	12/2022	11/2023 (ACTUAL) 03/2023 09/2022 05/2022 12/2022		<u>N/A (PROJECT HAS LET)</u>
20084	0047-14-053	TXDOT DALLAS	VARIOUS	US 75 FROM NORTH OF CR 370 TO CR 375 (GRAYSON COUNTY LINE)	RECONSTRUCT AND WIDEN FROM 4 LANE TO 6 LANE FREEWAY AND RECONSTRUCT EXISTING 4 LANE TO 4/6 LANE FRONTAGE ROADS	\$91,604,860	SW PE, S102, 4, 12	09/2023	01/2024 (ACTUAL) 12/2023 09/2023		<u>N/A (PROJECT HAS LET)</u>
20108	0918-46-238	LEWISVILLE	LEWISVILLE	CORPORATE DR FROM HOLFORD'S PRAIRIE RD TO ELM FORK TRINITY RIVER BRIDGE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 4	\$15,502,609	RTR, LOCAL CONTRIBUTION	12/2022	03/2024 (ACTUAL) 04/2024 03/2023 01/2023 12/2022		<u>N/A (PROJECT HAS LET)</u>
20111	0918-46-239	LEWISVILLE	LEWISVILLE	CORPORATE DR FROM HOLFORD'S PRAIRIE RD TO FM 2281	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 5	\$6,843,921	RTR, LOCAL CONTRIBUTION	12/2022	03/2024 (ACTUAL) 04/2024 03/2023 01/2023 12/2022		<u>N/A (PROJECT HAS LET)</u>

**REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2)
STATUS UPDATE - PROJECTS THAT ARE UNDER CONSTRUCTION OR COMPLETED**

TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	PRIOR EST. START DATE	NEW EST./ ACTUAL START DATE	APRIL 2026 COMMENTS	APRIL 2026 RISK RATING
11726.4	0918-47-168	DALLAS COUNTY	DALLAS	RIVERFRONT BLVD FROM CADIZ STREET TO JUSTICE CENTER WAY	RECONSTRUCT 6/8 LANE TO 6 LANE WITH BIKE/PEDESTRIAN IMPROVEMENTS AND INTERSECTION IMPROVEMENTS	\$76,775,511	RTR, LOCAL CONTRIBUTION	06/2022	09/2024 (ACTUAL) 10/2023 09/2022 08/2022		N/A (PROJECT HAS LET)
<u>11263.2</u>	<u>0902-48-645</u>	<u>HALTOM CITY</u>	<u>HALTOM CITY</u>	<u>UNION PACIFIC RAILROAD CROSSING AT NORTH HALTOM ROAD AND GLENVIEW DRIVE</u>	<u>INSTALL NON-TRANSVERSABLE MEDIANS ON NORTH HALTOM AND NON-TRANSVERSABLE MEDIANS AND OFF-SETTING FOUR QUADRANT GATES AT GLENVIEW DR</u>	<u>\$550,000</u>	<u>LOCAL CONTRIBUTION, 7, 12S</u>	<u>10/2020</u>	<u>12/2025</u> <u>(ACTUAL)</u> <u>10/2020</u>		<u>N/A (PROJECT HAS LET)</u>
TOTAL FUNDING						\$384,150,571					

**REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2)
STATUS UPDATE - CANCELLED PROJECTS**

TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	COMMENTS
83129.1	0000-18-030	FLOWER MOUND	FLOWER MOUND	DENTON CREEK BLVD AT GRAHAM BRANCH	BUILD NEW LOCATION 0 TO 4 LANE BRIDGE	\$0 \$7,000,000	LOCAL CONTRIBUTION	PROJECT REMOVED FROM THE TIP THROUGH 2023-2026 TIP DEVELOPMENT AT THE REQUEST OF THE TOWN OF FLOWER MOUND
82384	0000-18-019	FLOWER MOUND	FLOWER MOUND	KIRKPATRICK LN (PHASE III) FROM FM 1171 TO BELLAIRE BLVD	CONSTRUCT 0 TO 4 LANE ROADWAY	\$0 \$9,500,000	LOCAL CONTRIBUTION	PROJECT REMOVED FROM THE TIP THROUGH 2023-2026 TIP DEVELOPMENT AT THE REQUEST OF THE TOWN OF FLOWER MOUND
53079	0902-50-104	BURLESON	BURLESON	ALSBURY FROM HULEN ST TO CR 1020 (APPROXIMATELY 0.2 MILES)	CONSTRUCTION OF A 4 LANE EXTENSION OF ALSBURY BOULEVARD	\$0 \$1,287,880	CAT 10 (CONGRESSIONAL EARMARK), LOCAL CONTRIBUTION	EARMARK FUNDS WERE REMOVED FROM THE PROJECT DURING 2023-2026 TIP DEVELOPMENT

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2026

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
25066.1	0918-47-310	DALLAS	DALLAS	R	CS	ON LINFIELD RD OVER UPRR RAIL YARD FROM SH 310 TO CARBONDALE ST	AND ON CARBONDALE ST FROM LINFIELD RD TO SL 12	CONSTRUCT BICYCLE AND PEDESTRIAN BRIDGE ON LINFIELD ROAD OVER THE UPRR RAIL YARD; ADD LANDSCAPING TO THE PROJECT AREA INCLUDING ALONG CARBONDALE STREET	\$350,000	\$0	\$0	\$350,000	<u>\$350,000</u>	08/2025 (ACTUAL)	OBLIGATED (2026)	DELAYED FROM FY2025; ENVIRONMENTAL CLEARANCE RECEIVED APRIL 2025; CITY WORKING ON 95% PS&E
11657.2	0918-00-482	NCTCOG	DALLAS	I	VA	M&O - AIR QUALITY PUBLIC EDUCATION AND OUTREACH PROGRAM; REGIONWIDE	IMPLEMENT STRATEGIC COMMUNICATION EFFORTS TO EDUCATE AND INFORM THE REGION ON TRANSPORTATION AND AIR QUALITY RELATED	ISSUES, INCLUDING STRATEGIES FOR IMPROVEMENT, FUNDING OPPORTUNITIES, TRAINING INITIATIVES, AND NEW PROGRAMS/POLICIES; MAJOR EFFORTS WILL FOCUS ON TRANSPORTATION AND AIR QUALITY, PUBLIC OUTREACH, EDUCATION, AND ENGAGEMENT PROGRAMS	\$1,025,000	\$0	\$0	\$1,025,000	<u>\$1,025,000</u>	12/2025 (ACTUAL)	OBLIGATED (2026)	DELAYED FROM FY2025
<u>13076</u>	<u>2921-01-010</u>	<u>TXDOT-DALLAS</u>	<u>DALLAS</u>	<u>C</u>	<u>SS 394</u>	<u>IH 35E</u>	<u>FM 877</u>	<u>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</u>	<u>\$4,280,192</u>	<u>\$1,070,048</u>	<u>\$0</u>	<u>\$5,350,240</u>	<u>\$4,280,192</u>	<u>02/2026 (ACTUAL)</u>	<u>OBLIGATED (2026)</u>	<u>ADVANCED TO FY2026 FROM FY2028</u>
21055	0918-46-331	LEWISVILLE	DALLAS	C	VA	DENTON TO DALLAS TRAIL (DCTA-A TRAIN RAIL) SOUTHERN EXPANSION FROM DCTA HEBRON STATION	CARROLLTON CITY LIMITS	CONSTRUCT SHARED-USE PATH	\$3,008,000	\$0	\$0	\$3,008,000	\$3,008,000	02/2026	OBLIGATED (2026)	
<u>83221</u>	<u>1015-01-024</u>	<u>TXDOT-DALLAS</u>	<u>DALLAS</u>	<u>C</u>	<u>FM 549</u>	<u>SH 205</u>	<u>SH 276</u>	<u>RECONSTRUCT AND WIDEN 2 LANE TO 4 LANE ROADWAY WITH NEW SHARED USE PATH AND INTERSECTION IMPROVEMENTS</u>	<u>\$4,790,306</u>	<u>\$1,197,576</u>	<u>\$0</u>	<u>\$5,987,882</u>	<u>\$4,790,306</u>	<u>02/2026 (ACTUAL)</u>	<u>OBLIGATED (2026)</u>	<u>ADVANCED TO FY2026</u>
14037	0013-10-092	FORT WORTH	FORT WORTH	C	BUS 287	BUS 287/NORTH MAIN STREET AT NORTH AIRPORT ENTRANCE		ADD RIGHT TURN LANE FOR SOUTHBOUND TRAFFIC INTO NORTHERN AIRPORT ENTRANCE (MAIN ENTRANCE FOR JET FUEL TRUCKS)	\$521,000	\$0	\$0	\$521,000	<u>\$468,404</u>	04/2026 (ACTUAL)	OBLIGATED (2026)	DELAYED FROM FY2025
25013	0902-90-172	FORT WORTH	FORT WORTH	C	CS	MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE	LTJG BARNETT FROM MEANDERING ROAD TO NASJRB EAST GATE	RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF, CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEPATHS WITHIN PROJECT LIMITS AND BIKE LANES ON LTJG BARNETT	\$6,000,000	\$0	\$0	\$6,000,000	<u>\$6,000,000</u>	04/2026 (ACTUAL) 03/2026	OBLIGATED (2026)	DELAYED FROM FY2025
25022.1	2266-02-164	FORT WORTH	FORT WORTH	E	VA	CENTREPORT TRAIL PHASE 1B FROM TRINITY BLVD/SKYVIEW DR	ARLINGTON RIVER LEGACY TRAIL	CONSTRUCT REGIONAL VELOWEB SHARED-USE PATH	\$200,000	\$0	\$0	\$200,000	\$550,000	05/2026 02/2026	OBLIGATED (2026)	DELAYED FROM FY2025
25107	0918-47-474	DALLAS	DALLAS	E	VA	FIVE MILE CREEK AT WESTMORELAND DART STATION FROM ILLINOIS AVE TO WESTMORELAND AND	FROM HAMPTON TO RUGGED DRIVE	CONSTRUCT NEW SHARED USE PATH/TRAIL	\$1,400,000	\$0	\$0	\$1,400,000	<u>\$1,400,000</u>	05/2026	OBLIGATED (2026)	DELAYED FROM FY2025
14055	0902-90-169	FORT WORTH	FORT WORTH	C	CS	UNIVERSITY DRIVE FROM TRAIL DRIVE	ROSEDALE BRIDGE	REHABILITATE 6 TO 6 LANE ROADWAY AND CONSTRUCT PEDESTRIAN IMPROVEMENTS INCLUDING NEW AND WIDENED SIDEWALKS, CROSSWALKS, WAYFINDING SIGNAGE, TRAFFIC SIGNALS, AND INTERSECTION IMPROVEMENTS AT UNIVERSITY DR AND IH 30	\$7,553,887	\$0	\$0	\$7,553,887	<u>\$7,855,455</u>	06/2026	OBLIGATED (2026)	

Sorted by Obligation Status, then Estimated Start Date
 Obligations and Estimated Start Dates as of 4/13/2026
 Yellow rows represent project phases that have been delayed beyond their original start date by 4+ years

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2026

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
14080	0902-90-163	GRAND PRAIRIE	FORT WORTH	R	VA	REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS	MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD	CONSTRUCT SHARED-USE PATH	\$371,484	\$0	\$92,871	\$464,355	\$0	02/2026	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; CITY PROCURED CONSULTANT FOR FINAL 10% OF DESIGN; CONTRACT NEGOTIATIONS AND CITY COUNCIL APPROVAL PENDING; ENVIRONMENTAL CLEARANCE RECEIVED JUNE 2025
14058	0902-90-330	FORT WORTH	FORT WORTH	E	CS	CONDUCTOR ROAD FROM TRINITY BLVD.	TRINITY LAKES STATION	CONSTRUCT SHARED USE PATH	\$202,000	\$0	\$0	\$202,000	\$0	05/2026 01/2026	EXPECTED TO OBLIGATE IN FY2026	AFA DEVELOPMENT IN PROGRESS
20115	0081-03-047	TXDOT-DALLAS	DALLAS	C	US 377	SOUTH OF FM 1171	CRAWFORD ROAD	RECONSTRUCT AND WIDEN ROADWAY FROM 2 LANE TO 4 LANE; SIDEWALKS, TURN LANES, TEXAS U-TURN, NEW SIGNAL INSTALLATION WITH RETIMING, AND A GRADE SEPARATION	\$4,886,820	\$1,221,705	\$0	\$6,108,525	\$0	05/2026	EXPECTED TO OBLIGATE IN FY2026	MPO MILESTONE POLICY PROJECT
21039	0008-08-079	GRAND PRAIRIE	DALLAS	C	SH 180	ON MAIN STREET AT JEFFERSON STREET		CONSTRUCT ROUNDABOUT	\$1,877,325	\$469,331	\$0	\$2,346,656	\$0	05/2026 12/2025	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; ADDITIONAL FUNDING FOR A PROJECT THAT HAS ALREADY OBLIGATED; PROJECT TO BE RE-LET (PROJECT SPECIFIC AGREEMENT [PSA] BETWEEN DALLAS COUNTY AND GRAND PRAIRIE PENDING)
14063	0019-01-146	TXDOT-FORT WORTH	FORT WORTH	C	SH 174	N OF ELK DR	WICKER HILL RD	RECONSTRUCT AND WIDEN FROM 4 TO 6 LANES RURAL DIVIDED WITH SIDEWALKS	\$720,000	\$180,000	\$0	\$900,000	\$0	06/2026 03/2026	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; PROJECT HAS NOT BEEN APPROVED BY FHWA DUE TO MTP INCONSISTENCY (PROJECT TIMING), WHICH IS BEING ADDRESSED IN MOBILITY 2050
24030	0902-00-392	FWTA	FORT WORTH	T	VA	NEW TEXRAIL VEHICLES FOR TEXRAIL LINE		PURCHASE 4 NEW PASSENGER RAIL VEHICLES FOR TEXRAIL TO ENABLE EXPANSION OF SERVICE FROM EXISTING T&P STATION TO NEAR SOUTHSIDE STATION IN THE FORT WORTH MEDICAL DISTRICT	\$27,984,636	\$0	\$0	\$27,984,636	\$0	06/2026 03/2026	EXPECTED TO OBLIGATE IN FY2026	TRANSIT TRANSFER REQUEST SUBMITTED
24030	0902-00-393	FWTA	FORT WORTH	T	VA	NEW TEXRAIL VEHICLES FOR TEXRAIL LINE		PURCHASE 4 NEW PASSENGER RAIL VEHICLES FOR TEXRAIL TO ENABLE EXPANSION OF SERVICE FROM EXISTING T&P STATION TO NEAR SOUTHSIDE STATION IN THE FORT WORTH MEDICAL DISTRICT	\$3,250,000	\$0	\$0	\$3,250,000	\$0	06/2026 03/2026	EXPECTED TO OBLIGATE IN FY2026	TRANSIT TRANSFER REQUEST SUBMITTED; FUNDING ADVANCED TO FY2026 FROM FY2027
24053	0196-03-297	DART	DALLAS	T	IH 35E	AT TRINITY RAILWAY EXPRESS (MP 639.52)		CONSTRUCT DOUBLE TRACKED TRE BRIDGE OVER IH 35E THAT IS RAISED TO ACCOMMODATE FUTURE IH 35E PROJECT	\$4,000,000	\$0	\$0	\$4,000,000	\$0	06/2026 03/2026	EXPECTED TO OBLIGATE IN FY2026	TRANSIT TRANSFER REQUEST TO BE SUBMITTED ONCE PROJECT IS APPROVED BY FHWA
25072.5	0902-00-421	FWTA	FORT WORTH	T	VA	NORTH TEXAS MOVES WESTERN SUBREGION TRE PROJECT FROM HANDLEY EDERVILLE ROAD	PRECINCT LINE ROAD	REPLACE BRIDGES AT WALKERS CREEK AND MESQUITE CREEK; AND CONSTRUCT 2.4 MILES OF NEW SECOND TRACK FROM EAST OF HANDLEY EDERVILLE ROAD TO EAST OF PRECINCT LINE ROAD	\$2,052,000	\$0	\$0	\$2,052,000	\$0	06/2026 03/2026	EXPECTED TO OBLIGATE IN FY2026	TRANSIT TRANSFER REQUEST SUBMITTED
21020	0902-90-219	TXDOT-FORT WORTH	FORT WORTH	C	CS	FOREST HILL DR AT FOREST HILL CIRCLE		CONSTRUCT SIGNAL AND INTERSECTION IMPROVEMENTS, INCLUDING SIGNAL RETIMING	\$800,000	\$0	\$0	\$800,000	\$0	07/2026	EXPECTED TO OBLIGATE IN FY2026	TXDOT TOOK OVER THE PROJECT FROM FOREST HILL IN 2024
24016	0260-02-055	TXDOT-DALLAS	DALLAS	C	US 67	MAIN ST	WARD ROAD	INSTALLATION OF NEW CCTV, DMS AND VEHICLE DETECTION UNITS	\$880,000	\$220,000	\$0	\$1,100,000	\$0	07/2026 05/2026	EXPECTED TO OBLIGATE IN FY2026	
24016.2	0261-01-052	TXDOT-DALLAS	DALLAS	C	US 67	DALLAS COUNTY LINE	MAIN ST	INSTALLATION OF NEW CCTV, DMS AND VEHICLE DETECTION UNITS	\$960,000	\$240,000	\$0	\$1,200,000	\$0	07/2026 05/2026	EXPECTED TO OBLIGATE IN FY2026	
24017	0918-00-474	TXDOT-DALLAS	DALLAS	C	VA	VARIOUS LOCATIONS ALONG IH 30, IH 35E, IH 35W, IH 45, IH 20 & US 75		INSTALL NEW DYNAMIC MESSAGE SIGNS	\$3,200,000	\$800,000	\$0	\$4,000,000	\$0	07/2026 05/2026	EXPECTED TO OBLIGATE IN FY2026	
53076.1	0902-90-112	TXDOT-FORT WORTH	FORT WORTH	C	VA	VARIOUS LOCATIONS ON IH 35W, SH 114, SH 360		INSTALL NEW ITS AND COMMUNICATIONS EQUIPMENT	\$2,960,000	\$740,000	\$0	\$3,700,000	\$0	07/2026	EXPECTED TO OBLIGATE IN FY2026	

Sorted by Obligation Status, then Estimated Start Date
 Obligations and Estimated Start Dates as of 4/13/2026
 Yellow rows represent project phases that have been delayed beyond their original start date by 4+ years

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2026

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
11616.1	0918-00-465	NCTCOG	DALLAS	I	VA	REGIONAL TRAFFIC SIGNAL RETIMING PROJECT; DEVELOP & IMPLEMENT TRAFFIC SIGNAL COORDINATION IN THE DFW NONATTAINMENT AREA		INCLUDES IMPROVING SIGNAL OPERATION AND PROGRESSION THROUGH TRAFFIC SIGNAL RETIMING, EQUIPMENT AND IMPLEMENTATION, AND EVALUATION OF THE RESULTANT IMPROVEMENTS; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	\$4,500,000	\$0	\$0	\$4,500,000	\$0	08/2026	EXPECTED TO OBLIGATE IN FY2026	
11657.2	0918-00-483	NCTCOG	DALLAS	I	VA	M&O - AIR QUALITY PUBLIC EDUCATION AND OUTREACH PROGRAM; REGIONWIDE	IMPLEMENT STRATEGIC COMMUNICATION EFFORTS TO EDUCATE AND INFORM THE REGION ON TRANSPORTATION AND AIR QUALITY RELATED	ISSUES, INCLUDING STRATEGIES FOR IMPROVEMENT, FUNDING OPPORTUNITIES, TRAINING INITIATIVES, AND NEW PROGRAMS/POLICIES; MAJOR EFFORTS WILL FOCUS ON TRANSPORTATION AND AIR QUALITY, PUBLIC OUTREACH, EDUCATION, AND ENGAGEMENT PROGRAMS	\$1,050,000	\$0	\$0	\$1,050,000	\$0	08/2026	EXPECTED TO OBLIGATE IN FY2026	
14018	0918-47-281	DALLAS	DALLAS	R	CS	BOUNDED BY US 75 TO THE WEST, GREENVILLE AVE TO THE EAST,	LOVERS LN TO THE NORTH, AND MOCKINGBIRD LN TO THE SOUTH	PEDESTRIAN IMPROVEMENTS INCLUDING TRAFFIC SIGNALS, SIDEWALKS, CROSSWALKS, LIGHTING, AND INTERSECTION IMPROVEMENTS	\$1,600,000	\$0	\$400,000	\$2,000,000	\$0	08/2026	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; ENVIRONMENTAL CLEARANCE SCHEDULE PENDING; CITY IS COORDINATING WITH AFFECTED PROPERTY OWNERS
14065	0918-47-274	DALLAS	DALLAS	C	VA	SOPAC TRAIL FROM INTERSECTION OF GREENVILLE AVENUE AND MEADOW	NORTHAVEN TRAIL	CONSTRUCT SHARED USE PATH	\$3,600,000	\$0	\$0	\$3,600,000	\$0	08/2026 05/2026	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; CITY WORKING ON 60% PLANS
14088	0902-90-176	TXDOT-FORT WORTH	FORT WORTH	C	CS	ON LAS VEGAS TRAIL FROM QUEBEC DRIVE	IH 820	RECONSTRUCT AND WIDEN FROM 2 LANES TO 4 LANES WITH SIDEWALKS, STORMWATER, AND INTERSECTION IMPROVEMENTS	\$1,300,000	\$0	\$325,000	\$1,625,000	\$0	08/2026	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; PROJECT MAY BE ABLE TO ADVANCE DEPENDING ON UTILITY RELOCATION TIMELINES
21036	0918-47-395	FARMERS BRANCH	DALLAS	C	VA	ALONG AND ADJACENT TO DENTON DRIVE FROM FARMERS BRANCH/DALLAS CITY LIMITS	ROSSFORD STREET	CONSTRUCT SHARED-USE PATH	\$2,641,715	\$0	\$0	\$2,641,715	\$0	08/2026	EXPECTED TO OBLIGATE IN FY2026	AFA IS EXECUTED; WORKING ON 100% PS&E
24016.1	0261-02-086	TXDOT-DALLAS	DALLAS	C	US 67	BELT LINE ROAD	DALLAS COUNTY LINE	INSTALLATION OF NEW CCTV, DMS AND VEHICLE DETECTION UNITS	\$960,000	\$240,000	\$0	\$1,200,000	\$0	08/2026 05/2026	EXPECTED TO OBLIGATE IN FY2026	
24021	0902-90-334	FORT WORTH	FORT WORTH	E	VA	EVERMAN SAFE STREETS PROJECT; BOUNDED BY ENON AVENUE TO THE NORTH, OAK GROVE ROAD TO THE WEST,	OAK GROVE-SHELBY ROAD TO THE SOUTH, AND FOREST HILL DRIVE TO THE EAST	CONSTRUCT BIKE/PED & TRAFFIC CALMING IMP INCL RESTRIPIING TO REDUCE LANE WIDTHS, BIKE LANES, SIDEWALKS, CROSSWALKS & HAWK SIGNALS NEAR EVERMAN HS, EVERMAN ACADEMY HS, DAN POWELL EARLY LEARNING ACADEMY, ROY JOHNSON STEM ACADEMY, JW BISHOP ELEM & HOMMEL ELEM	\$1,000,000	\$0	\$0	\$1,000,000	\$0	08/2026 03/2026	EXPECTED TO OBLIGATE IN FY2026	AFA PENDING EXECUTION
25072.2	0918-47-530	DART	DALLAS	T	VA	NORTH TEXAS MOVES TRE DOUBLE TRACKING FROM IH 35E TO MEDICAL MARKET CENTER STATION		REHAB EXISTING BRIDGE OVER INWOOD ROAD AND ADD NEW BRIDGE FOR 2ND TRACK; ADD BRIDGE AT KNIGHTS BRANCH FOR A 2ND TRACK; REPLACE CURRENT NOBLE BRANCH BRIDGE AND ADD NEW BRIDGE FOR 2ND TRACK; RAISE TRACK AND ADD RETAINING WALL FOR FUTURE IH 35 RAIL BRIDGE	\$3,820,000	\$0	\$955,000	\$4,775,000	\$0	08/2026 03/2026	EXPECTED TO OBLIGATE IN FY2026	TRANSIT TRANSFER REQUEST SUBMITTED
25066.2	0581-01-157	DALLAS	DALLAS	U	SL 12	AT CARBONDALE		CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING REGRADING, REPAVING, AND SIDEWALKS	\$40,000	\$10,000	\$0	\$50,000	\$0	08/2025 (ACTUAL)	NOT EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; ENVIRONMENTAL CLEARANCE RECEIVED APRIL 2025; CITY HAS STARTED SURVEYING AND APPRAISAL BUT THE FPAH HAS NOT BEEN RECEIVED; CITY MAY OPT TO NOT UTILIZE FEDERAL FUNDS FOR UTILITY RELOCATIONS
21058	0918-22-166	WAXAHACHIE	DALLAS	R	VA	MIDLOTHIAN TO WAXAHACHIE HIKE & BIKE TRAIL FROM GETZENDANER PARK	FM 875	CONSTRUCT NEW SHARED-USE PATH	\$960,000	\$0	\$240,000	\$1,200,000	\$0	05/2026	NOT EXPECTED TO OBLIGATE IN FY2026	ENVIRONMENTAL CLEARANCE ANTICIPATED DECEMBER 2026
14070.1	0196-07-036	DALLAS	DALLAS	C	SS 366	SS 366 FRONTAGE ROADS FROM WEST OF AKARD STREET	ST PAUL STREET	CONSTRUCT TRAFFIC SIGNALS AND ADD FIBER OPTIC NETWORK FOR ITS IMPROVEMENTS	\$750,000	\$0	\$187,500	\$937,500	\$0	06/2026	NOT EXPECTED TO OBLIGATE IN FY2026	PROJECT TO BE IMPLEMENTED SEPARATELY FROM CONSTRUCTION OF DECK PLAZA (SPECIFIC TIMELINE TO BE DETERMINED)
21063	0918-47-368	DALLAS	DALLAS	C	CS	CAMP WISDOM RD FROM US 67	WESTMORELAND RD	RECONSTRUCT AND WIDEN SIDEWALKS, INSTALL PEDESTRIAN LIGHTING, AND RECONSTRUCT/UPGRADE CROSSWALKS AND ASSOCIATED TRAFFIC SIGNAL INFRASTRUCTURE	\$2,600,000	\$0	\$650,000	\$3,250,000	\$0	08/2026	NOT EXPECTED TO OBLIGATE IN FY2026	CITY WORKING ON 60% SCHEMATIC RESUBMITTAL; WILL BE DELAYED VIA THE 2027-2030 TIP DEVELOPMENT; PROJECT NOT APPROVED BY FHWA

Sorted by Obligation Status, then Estimated Start Date
Obligations and Estimated Start Dates as of 4/13/2026
Yellow rows represent project phases that have been delayed beyond their original start date by 4+ years

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2026

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
25066.1	0918-47-309	DALLAS	DALLAS	C	CS	ON LINFIELD RD OVER UPRR RAIL YARD FROM SH 310 TO CARBONDALE ST	AND ON CARBONDALE ST FROM LINFIELD RD TO SL 12	CONSTRUCT BICYCLE AND PEDESTRIAN BRIDGE ON LINFIELD ROAD OVER THE UPRR RAIL YARD; ADD LANDSCAPING TO THE PROJECT AREA INCLUDING ALONG CARBONDALE STREET	\$4,000,000	\$0	\$1,000,000	\$5,000,000	\$0	09/2026	NOT EXPECTED TO OBLIGATE IN FY2026	CITY WORKING ON 95% PS&E RESUBMITTAL
25066.1	0918-47-310	DALLAS	DALLAS	C	CS	ON LINFIELD RD OVER UPRR RAIL YARD FROM SH 310 TO CARBONDALE ST	AND ON CARBONDALE ST FROM LINFIELD RD TO SL 12	CONSTRUCT BICYCLE AND PEDESTRIAN BRIDGE ON LINFIELD ROAD OVER THE UPRR RAIL YARD; ADD LANDSCAPING TO THE PROJECT AREA INCLUDING ALONG CARBONDALE STREET	\$2,250,000	\$0	\$0	\$2,250,000	\$0	09/2026	NOT EXPECTED TO OBLIGATE IN FY2026	CITY WORKING ON 95% PS&E RESUBMITTAL
25066.2	0581-01-157	DALLAS	DALLAS	C	SL 12	AT CARBONDALE		CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING REGRADING, REPAVING, AND SIDEWALKS	\$789,800	\$197,450	\$0	\$987,250	\$0	09/2026	NOT EXPECTED TO OBLIGATE IN FY2026	CITY WORKING ON 95% PS&E RESUBMITTAL
25093.3	0918-47-361	DALLAS	DALLAS	E	VA	DEEP ELLUM RIDESHARE PLAZA; NORTHEAST CORNER OF N GOOD LATIMER	AT MONUMENT STREET	CONSTRUCT DEEP ELLUM RIDESHARE PLAZA TO PROVIDE OFF-STREET PASSENGER PICK-UP/DROP-OFF AREA FOR TRANSPORTATION NETWORK COMPANIES IN ORDER TO IMPROVE TRAFFIC FLOW IN DEEP ELLUM	\$100,000	\$0	\$0	\$100,000	\$0	09/2026	NOT EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; PARTNERSHIP AGREEMENTS MUST BE IN PLACE TO PROCEED; AFA EXECUTION ON HOLD UNTIL CITY HAS A RESOLUTION WITH PARTNERS (DEEP ELLUM FOUNDATION AND DART) FOR FUNDING RESPONSIBILITIES; <u>WILL BE DELAYED VIA THE 2027-2030 TIP DEVELOPMENT</u>
21068	0918-47-391	DALLAS	DALLAS	C	VA	INTERSECTION OF ZANG BLVD	AND SANER AVE	CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING LEFT TURN LANES, REALIGNMENT, UPGRADED TRAFFIC SIGNAL AND PEDESTRIAN CROSSWALKS	\$600,000	\$0	\$150,000	\$750,000	\$0	10/2026	NOT EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; CITY WORKING ON 100% PLANS AND MAY BE ABLE TO ADVANCE THE PROJECT IN 2026; WILL BE DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
21071	0918-24-286	PROSPER	DALLAS	C	CS	ON FIRST STREET AT SH 289		CONSTRUCT ADDITIONAL LEFT TURN LANES	\$720,000	\$0	\$180,000	\$900,000	\$0	10/2026	NOT EXPECTED TO OBLIGATE IN FY2026	WILL BE DELAYED TO FY2027 VIA THE 2027-2030 TIP DEVELOPMENT; WORKING ON 95% PLANS
21075	0581-02-158	DALLAS	DALLAS	C	SL 12	AT COUNTRY CREEK DRIVE		CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING LEFT TURN LANES, NEW TRAFFIC SIGNAL, AND PEDESTRIAN CROSSWALKS	\$520,000	\$0	\$130,000	\$650,000	\$0	10/2026	NOT EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; CITY WORKING ON 100% PLANS AND MAY BE ABLE TO ADVANCE THE PROJECT IN 2026; WILL BE DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
11630.7	2964-01-052	GRAND PRAIRIE	DALLAS	C	SH 161	ON FRONTAGE ROADS FROM IH 20	IH 30	INSTALL 6 NEW DMS AND 2 NEW CCTV CAMERAS ALONG SH 161 NB AND SB FRONTAGE ROADS INCLUDING SH 180 AND JEFFERSON	\$1,363,571	\$340,893	\$0	\$1,704,464	\$0	11/2026	NOT EXPECTED TO OBLIGATE IN FY2026	WILL BE DELAYED VIA THE 2027-2030 TIP DEVELOPMENT; WORKING ON 100% PLANS HOWEVER PROJECT LETTING DELAYED DUE TO ANTICIPATED COST OVERRUNS
14094	0918-24-299	FRISCO	DALLAS	C	VA	PANTHER CREEK TRAIL FROM BNSF	PANTHER CREEK PARKWAY	CONSTRUCT NEW SHARED USE PATH	\$1,848,000	\$0	\$0	\$1,848,000	\$0	12/2026	NOT EXPECTED TO OBLIGATE IN FY2026	WILL BE DELAYED VIA THE 2027-2030 TIP DEVELOPMENT; <u>CITY WORKING ON INITIAL SCHEMATIC AND PROJECT SCHEDULE</u>
11684.3	0918-47-381	DALLAS COLLEGE	DALLAS	I	VA	DALLAS COLLEGE AUTONOMOUS VEHICLE (AV) INITIATIVE	CEDAR VALLEY CAMPUS AV SERVICE/WORKFORCE DEVELOPMENT AND EASTFIELD CAMPUS WORKFORCE DEVELOPMENT	PROVISION OF TRANSIT SERVICES SERVING THE CAMPUSES AND NEIGHBORING COMMUNITIES IN LANCASTER, DALLAS, & HUTCHINS FOR 3 YRS USING AV, INCLUDING WORKFORCE DEVELOPMENT TRAINING IN TRANS TECHNOLOGY, OVER-THE-ROAD TRUCKING AND/OR DELIVERY OF GOODS	\$3,240,000	\$0	\$810,000	\$4,050,000	\$0	01/2027	NOT EXPECTED TO OBLIGATE IN FY2026	WILL BE DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
14079	0918-47-295	DALLAS	DALLAS	R	CS	PARK LANE FROM GREENVILLE AVENUE	HEMLOCK AVENUE	RECONSTRUCT ROADWAY TO ACCOMMODATE BICYCLE LANE AND SIDEWALKS FROM GREENVILLE AVE TO HEMLOCK AVE; INTERSECTION IMPROVEMENTS AT SHADY BROOK AND 5-POINT INTERSECTIONS; RESTRIPE PAVEMENT TO ACCOMMODATE 4 THROUGH LANES WITH LEFT TURN LANES AND BICYCLE LANES	\$500,000	\$0	\$0	\$500,000	\$0	01/2027 01/2026	NOT EXPECTED TO OBLIGATE IN FY2026	<u>WILL BE DELAYED VIA THE 2027-2030 TIP DEVELOPMENT; ENVIRONMENTAL CLEARANCE PENDING; PROJECT HAS BEEN ON HOLD SINCE MAY 2023</u>
24026	1469-01-024	TXDOT-FORT WORTH	FORT WORTH	C	FM 5	AT BANKHEAD DRIVE		CONSTRUCT INTERSECTION IMPROVEMENTS, INCLUDING LEFT AND RIGHT TURN LANES	\$1,520,000	\$380,000	\$0	\$1,900,000	\$0	01/2027	NOT EXPECTED TO OBLIGATE IN FY2026	WILL BE DELAYED VIA THE 2027-2030 TIP DEVELOPMENT

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2026

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
14080	0902-90-163	GRAND PRAIRIE	FORT WORTH	U	VA	REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS	MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD	CONSTRUCT SHARED-USE PATH	\$60,000	\$0	\$15,000	\$75,000	\$0	02/2027	NOT EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; CITY PROCURED CONSULTANT FOR FINAL 10% OF DESIGN; CONTRACT NEGOTIATIONS AND CITY COUNCIL APPROVAL PENDING; ENVIRONMENTAL CLEARANCE RECEIVED JUNE 2025; WILL BE DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
21007	0014-01-026	FORT WORTH	FORT WORTH	C	VA	MAIN STREET (BUS 287) FROM THE TRINITY RIVER	WEATHERFORD STREET	TRAFFIC CALMING AND CURB EXTENSIONS (CROSSWALK BULB OUTS) TO REDUCE TRAFFIC LANE WIDTHS; ADJUSTING TURNING RADIUS OF MAIN ST AND ELIMINATE BAIL OUT LANE; NEW STAMPED CONCRETE PAVEMENT ON BELKNAP ST; TRAFFIC SIGNALS AT MULTIPLE INTERSECTIONS	\$4,000,000	\$0	\$1,000,000	\$5,000,000	\$0	03/2027 08/2027	NOT EXPECTED TO OBLIGATE IN FY2026	95% PLANS BEING WORKED ON; WILL BE DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
21052	0918-47-371	DALLAS	DALLAS	C	VA	PRESTON ROAD FROM WEST NW HWY TO WALNUT HILL LANE	DOUGLAS AVE FROM COLGATE AVE TO NW HWY	CONSTRUCT SIDEWALKS	\$1,160,000	\$0	\$290,000	\$1,450,000	\$0	03/2027	NOT EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; CITY WORKING ON 60% PLANS; WILL BE DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
21056.2	0918-22-168	MIDLOTHIAN	DALLAS	C	VA	LIMESTONE TRAIL; SEGMENT 2 FROM BRYAN PLACE TO TRAIL BRIDGE #6;	SEGMENT 3: FROM SHADY GROVE TO PLAINVIEW ROAD	DESIGN TWO SEGMENTS OF NEW SHARED-USE PATH AND CONSTRUCT SEGMENT 2 (PART OF LARGER MIDLOTHIAN TO WAXAHACHIE TRAIL)	\$1,600,000	\$0	\$400,000	\$2,000,000	\$0	03/2027	NOT EXPECTED TO OBLIGATE IN FY2026	WILL BE DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
21057	0918-24-269	PLANO	DALLAS	C	VA	BRECKENRIDGE TRAIL FROM BRADSHAW DR	FUTURE SHILOH RD SILVER LINE DART STATION	CONSTRUCT NEW SHARED-USE PATH	\$3,200,000	\$0	\$0	\$3,200,000	\$0	03/2027	NOT EXPECTED TO OBLIGATE IN FY2026	WILL BE DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
21053	0918-47-372	DALLAS	DALLAS	C	CS	ALONG PINE ST FROM SM WRIGHT FWY/S CENTRAL EXPY TO MALCOLM X BLVD	ALONG ELSIE FAYE HEGGINS ST (PREVIOUSLY HATCHER RD) FROM SM WRIGHT FWY/S CENTRAL EXPY TO 2ND AVE	CONSTRUCT SIDEWALKS, CROSSWALKS, AND SIGNAL IMPROVEMENTS	\$600,000	\$0	\$150,000	\$750,000	\$0	05/2027	NOT EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; WILL BE DELAYED VIA THE 2027-2030 TIP DEVELOPMENT; <u>CITY WORKING ON 60% PLANS</u>
25093	0918-47-362	DALLAS	DALLAS	C	VA	DEEP ELLUM AREA PEDESTRIAN AND TRAFFIC SIGNAL IMPROVEMENTS, BOUNDED BY LIVE OAK ST TO THE NORTH,	HALL ST TO THE EAST, IH 30 TO THE SOUTH, AND CESAR CHAVEZ BLVD TO THE WEST	CONSTRUCT NEW SIDEWALKS, ADA RAMPS, CURB EXTENSIONS, PEDESTRIAN LIGHTING, AND UPGRADES TO TRAFFIC SIGNALS IN THE DEEP ELLUM AREA	\$5,053,000	\$0	\$0	\$5,053,000	\$0	09/2027 09/2026	NOT EXPECTED TO OBLIGATE IN FY2026	WILL BE DELAYED VIA THE 2027-2030 TIP DEVELOPMENT; <u>PROJECT HAS BEEN ON HOLD SINCE FEBRUARY 2025</u>
25093.3	0918-47-361	DALLAS	DALLAS	C	VA	DEEP ELLUM RIDESHARE PLAZA; NORTHEAST CORNER OF N GOOD LATIMER	AT MONUMENT STREET	CONSTRUCT DEEP ELLUM RIDESHARE PLAZA TO PROVIDE OFF-STREET PASSENGER PICK-UP/DROP-OFF AREA FOR TRANSPORTATION NETWORK COMPANIES IN ORDER TO IMPROVE TRAFFIC FLOW IN DEEP ELLUM	\$300,000	\$0	\$0	\$300,000	\$0	09/2027	NOT EXPECTED TO OBLIGATE IN FY2026	PARTNERSHIP AGREEMENTS MUST BE IN PLACE TO PROCEED; AFA EXECUTION ON HOLD UNTIL CITY HAS A RESOLUTION WITH PARTNERS (DEEP ELLUM FOUNDATION AND DART) FOR FUNDING RESPONSIBILITIES; WILL BE DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
14054	0902-90-148	FORT WORTH	FORT WORTH	C	CS	HORNE STREET FROM VICKERY BLVD	CAMP BOWIE BLVD	RECONSTRUCT AND WIDEN FROM 2 TO 3 LANES WITH BICYCLE LANES, PEDESTRIAN/SIDEWALK IMPROVEMENTS, AND TRAFFIC SIGNAL IMPROVEMENTS	\$2,127,635	\$0	\$0	\$2,127,635	\$0	12/2027 02/2027	NOT EXPECTED TO OBLIGATE IN FY2026	95% PLANS BEING <u>WORKED ON</u> ; WILL BE DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
14058	0902-90-330	FORT WORTH	FORT WORTH	C	CS	CONDUCTOR ROAD FROM TRINITY BLVD.	TRINITY LAKES STATION	CONSTRUCT SHARED USE PATH	\$1,600,000	\$0	\$0	\$1,600,000	\$0	03/2028 11/2027	NOT EXPECTED TO OBLIGATE IN FY2026	WILL BE DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
TOTAL									\$145,246,371	\$7,307,003	\$6,975,371	\$159,528,745	\$29,727,357			

TOTAL CLOSEOUTS/WITHDRAWALS	(\$213,902)
TOTAL PROJECT ADJUSTMENTS	\$6,227
TOTAL OBLIGATED IN FY2026	\$29,727,357
EXPECTED TO OBLIGATE IN FY2026	\$74,615,980
NOT EXPECTED TO OBLIGATE IN FY2026	\$41,502,006

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2026

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
16007.1	0918-00-493	NCTCOG	DALLAS	I	VA	LIMITED ACCESS FACILITIES IN DALLAS DISTRICT	SUCH AS US 75, IH 635, IH 30, IH 20, SH 114, SH 183, IH 35W, SL12, US 67, US 80, IH 35E, IH 45, US 175	CONTRACT WITH TOW TRUCK OPERATORS TO STAGE TOW TRUCKS FOR QUICK CLEARANCE OF ABANDONED VEHICLES, STRANDED MOTORISTS OR CRASHES TO REDUCE CONGESTION AND IMPROVE SAFETY	\$800,000	\$0	\$0	\$800,000	\$400,000	10/2025 (ACTUAL)	OBLIGATED (2026)	DELAYED FROM FY2025
11647.2	0918-00-383	NCTCOG	DALLAS	I	VA	LAND USE/TRANS & BIKE/PED INITIATIVES INCLUDES BICYCLE/PED PLANNING & PROGRAMMING, & TRANSIT ORIENTED DEVELOPMENT	TECHNICAL ASSISTANCE, REGIONAL BIKE/PED SAFETY PROGRAM/LOOK OUT TEXANS, IMPL OF SUSTAINABLE DEV, REGIONAL WAYFINDING	ADA COMPLIANCE; COLLECT & ANALYZE DATA; SCHOOL SITING/LAND USE CONNECTIONS, SAFE ROUTES TO SCHOOL, TARGETED SAFETY EDUCATION FOR ISDS AND TEEN DRIVERS; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	\$2,565,000	\$0	\$0	\$2,565,000	\$2,565,000	11/2025 (ACTUAL)	OBLIGATED (2026)	DELAYED FROM FY2025
14014	0918-47-467	NCTCOG	DALLAS	I	VA	MCKINNEY AVENUE TRANSIT AUTHORITY M-LINE EXTENSION FROM UPTOWN	KNOX-HENDERSON NEIGHBORHOOD	CONDUCT A STUDY TO RECOMMEND ALIGNMENTS & STOPS, EVAL THE COST OF IMPL, OPERATION, & MAINTENANCE, PROVIDE TECH ASSIST PRODUCING RIDERSHIP EST & PRELIM ENV ANALYSIS, ID POTENTIAL FUNDING, & DEVELOP TIMELINE; INCL NCTCOG STAFF TIME & MAY INCL CONSULTANT ASST	\$600,000	\$0	\$0	\$600,000	\$600,000	11/2025 (ACTUAL)	OBLIGATED (2026)	DELAYED FROM FY2025
16007	0902-00-351	NCTCOG	FORT WORTH	I	VA	SPECIAL EVENTS MANAGEMENT; REGIONWIDE		INCLUDING MEASURES SUCH AS EXTENDED TRANSIT SERVICE FOR EVENTS, STAGING OF TOW TRUCKS TO CLEAR INCIDENTS QUICKLY, CLEARING ROADWAYS QUICKLY AFTER INCIDENTS, ETC. TO REDUCE CONGESTION DURING SPECIAL EVENTS; INCLUDES NCTCOG STAFF TIME	\$550,000	\$0	\$0	\$550,000	\$550,000	11/2025 (ACTUAL)	OBLIGATED (2026)	DELAYED FROM FY2025
11613.3	0918-00-441	NCTCOG	DALLAS	I	VA	REGIONAL GOODS MOVEMENT/CORRIDOR STUDIES; CONDUCT GENERAL CORRIDOR STUDIES & PLANNING ACTIVITIES IN SUPPORT OF THE	REGION'S GOOD MOVMT INCL NCTCOG STAFF TIME & CONSULTANT ASST TO ASSESS IMPACT OF TRUCK, RAIL, & OTHER FREIGHT; MOVMT	DATA COLLECTION & ANALYSIS, SAFETY, COORD WITH PRIVATE SECTOR FREIGHT PARTNERS; MONITORING TRUCK LANE CORRIDORS, HAZMAT, ECON ANALYSIS, LAND USE COMPATIBILITY, PASSENGER & FREIGHT RAIL INTEGRATION, PUBLIC OUTREACH/EDUC & OVERSIGHT OF PARTNER IMPL PROJECTS	\$1,250,000	\$0	\$0	\$1,250,000	\$1,250,000	12/2025 (ACTUAL)	OBLIGATED (2026)	DELAYED FROM FY2025
11657.2	0918-00-482	NCTCOG	DALLAS	I	VA	M&O - AIR QUALITY PUBLIC EDUCATION AND OUTREACH PROGRAM; REGIONWIDE	IMPLEMENT STRATEGIC COMMUNICATION EFFORTS TO EDUCATE AND INFORM THE REGION ON TRANSPORTATION AND AIR QUALITY RELATED	ISSUES, INCLUDING STRATEGIES FOR IMPROVEMENT, FUNDING OPPORTUNITIES, TRAINING INITIATIVES, AND NEW PROGRAMS/POLICIES; MAJOR EFFORTS WILL FOCUS ON TRANSPORTATION AND AIR QUALITY, PUBLIC OUTREACH, EDUCATION, AND ENGAGEMENT PROGRAMS	\$1,025,000	\$0	\$0	\$1,025,000	\$1,025,000	12/2025 (ACTUAL)	OBLIGATED (2026)	DELAYED FROM FY2025
16006	0918-00-425	NCTCOG	DALLAS	I	VA	ENVIRONMENTAL IMPACT STATEMENT COORDINATION ON REG PROJECTS; PROVIDE TECHNICAL, PLANNING, ENGINEERING, & ENV ASSISTANCE	TO TRANSPORTATION AGENCIES & THE RTC TO ADVANCE CORRIDORS IDENTIFIED FOR IMPROVEMENT IN OR BEING EVALUATED FOR THE	METROPOLITAN TRANSPORTATION PLAN; PROVIDE SUPPORT TO ADVANCE REGIONAL PROJECTS THROUGH THE ENVIRONMENTAL PROCESS; FACILITATE COORDINATION MEETINGS THAT MONITOR & ENSURE THE CONTINUED PROGRESS OF ENVIRONMENTAL DOCUMENT COMPLETION	\$400,000	\$0	\$0	\$400,000	\$400,000	12/2025 (ACTUAL)	OBLIGATED (2026)	DELAYED FROM FY2025
11554.2	0918-00-422	NCTCOG	DALLAS	E	VA	PLANO LEGACY AREA AUTOMATED TRANSPORTATION SYSTEM (ATS)		INCLUDING ANALYSIS OF VARIOUS TECHNOLOGIES AND ALIGNMENT OPTIONS FOR WARRANTED PEOPLE MOVER LOCATIONS IN THE DFW REGION AND CONNECT THOSE LOCATIONS TO EXISTING REGIONAL TRANSPORTATION NETWORKS; INCLUDES PLANO LEGACY AREA AUTOMATED TRANSPORTATION SYSTEM	\$375,000	\$0	\$0	\$375,000	\$375,000	01/2026 (ACTUAL) 12/2025	OBLIGATED (2026)	DELAYED FROM FY2025
24008	0918-00-472	DALLAS	DALLAS	E	CS	ON BELT LINE ROAD	AT SOUTH NORTH LAKE ROAD	CONSTRUCT RIGHT TURN/DECELERATION LANE TO IMPROVE SAFETY	\$45,000	\$0	\$0	\$45,000	\$45,000	01/2026	OBLIGATED (2026)	CITY OF DALLAS AND CITY OF IRVING WORKING ON ILA
13076	2921-01-010	TXDOT-DALLAS	DALLAS	C	SS 394	IH 35E	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	\$15,000,000	\$0	\$0	\$15,000,000	\$3,658,131	02/2026 (ACTUAL)	OBLIGATED (2026)	PROJECT ADVANCED TO FY2026 FROM FY2028

Sorted by Obligation Status, then Estimated Start Date
 Obligations and Estimated Start Dates as of 4/13/2026
 Yellow rows represent project phases that have been delayed beyond their original start date by 4+ years

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2026

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
24032	0902-00-415	NCTCOG	FORT WORTH	I	VA	FLOODED ROADS INFORMATION SYSTEMS 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	\$2,000,000	\$0	\$0	\$2,000,000	\$2,000,000	02/2026 (ACTUAL) 12/2025	OBLIGATED (2026)	DELAYED FROM FY2025
21085	0918-47-432	GRAND PRAIRIE	DALLAS	C	CS	ON JEFFERSON STREET FROM SH 161	CIMARRON TRACE	RECONSTRUCT 6 LANE ASPHALT TO 6 LANE CONCRETE ROADWAY TO WITHSTAND TRUCK TRAFFIC	\$4,000,000	\$0	\$1,000,000	\$5,000,000	\$3,978,262	03/2026 (ACTUAL) 01/2026	OBLIGATED (2026)	
21028	0918-47-364	NCTCOG	DALLAS	E	VA	HIGH-SPEED RAIL/CEDARS PLANNING STUDY BOUNDED BY GOOD LATIMER ON THE EAST, CORINTH ON THE SOUTH	THE TRINITY RIVER ON THE WEST, AND YOUNG STREET ON THE NORTH	PLANNING STUDY TO LOOK AT POTENTIAL IMPROVEMENTS TO THE GRID SYSTEM OVER IH 30 & IN THE CEDARS NEIGHBORHOOD OF DALLAS, & TO REVIEW THE POTENTIAL FOR PLACING STRUCTURES ON TOP OF IH 30; INCL. PRELIM ENG FOR IMPROVEMENTS THAT COME OUT OF PLANNING WORK	\$2,000,000	\$0	\$0	\$2,000,000	\$2,000,000	04/2026 (ACTUAL) 12/2025	OBLIGATED (2026)	DELAYED FROM FY2025
25013	0902-90-172	FORT WORTH	FORT WORTH	C	CS	MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE	LTJG BARNETT FROM MEANDERING ROAD TO NASJRB EAST GATE	RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF, CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEPATHS WITHIN PROJECT LIMITS AND BIKE LANES ON LTJG BARNETT	\$13,392,000	\$0	\$0	\$13,392,000	\$12,423,000	04/2026 (ACTUAL) 03/2026	OBLIGATED (2026)	DELAYED FROM FY2025
14033	0918-46-316	DENTON CO	DALLAS	C	CS	ON SOUTH SHADY SHORES ROAD FROM WEST SHADY SHORES ROAD TO OAKWOOD CIRCLE AND FROM PARKSIDE LANE	SILKTREE COURT	RECONSTRUCT ROAD FROM 2 TO 2 LANES TO ELEVATE OUT OF FLOOD PLAIN WITH DRAINAGE IMPROVEMENTS	\$10,000,000	\$0	\$2,500,000	\$12,500,000	\$10,000,000	05/2026 02/2026	OBLIGATED (2026)	
25096	0902-90-265	ARLINGTON	FORT WORTH	E	CS	ON AT&T WAY FROM SH 180/DIVISION ST	ABRAM ST	CONDUCT A FEASIBILITY STUDY OF THE EXTENSION OF AT&T WAY TO ABRAM ST (0 TO 6 LANES), INCLUDING A GRADE SEPARATION ACROSS THE UNION PACIFIC MAIN LINE AND A CREEK CROSSING	\$3,000,000	\$0	\$750,000	\$3,750,000	\$3,000,000	10/2026 12/2025	OBLIGATED (2026)	DELAYED FROM FY2025
25013	0902-90-172	FORT WORTH	FORT WORTH	U	CS	MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE	LTJG BARNETT FROM MEANDERING ROAD TO NASJRB EAST GATE	RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF, CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEPATHS WITHIN PROJECT LIMITS AND BIKE LANES ON LTJG BARNETT	\$1,742,000	\$0	\$0	\$1,742,000	\$0	04/2026 (ACTUAL) 03/2026	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; UTILITIES TO BE RELOCATED DURING CONSTRUCTION (OBLIGATION TIMEFRAME TO BE DETERMINED)
13061.1	0008-03-133	TXDOT-FORT WORTH	FORT WORTH	C	IH 20	FM 1187/FM 3325	IH 20/IH 30 SPLIT	RECONST 2 LANE CONTINUOUS TO 2 LANE CONTINUOUS FRTG ROADS, CONST SHARED USE PATH, CONST NEW RAMPS ON IH 20 BETWEEN FM 1187/FM 3325 AND IH 30, LOWER IH 20 MAIN LANES AT FM 1187/FM 3325 & WB IH 20, LOWER IH 30 MAIN LANES	\$432,000	\$108,000	\$0	\$540,000	\$0	05/2026 05/2024 (ACTUAL)	EXPECTED TO OBLIGATE IN FY2026	ADDITIONAL FUNDING FOR A PROJECT THAT HAS ALREADY OBLIGATED TO COVER THE CHANGE ORDER FOR IH 30 AT FUTURE UTA WEST CAMPUS DECELERATION RAMP
11651.6	0918-47-533	DALLAS CO	DALLAS	E	VA	COTTON BELT TRAIL FROM WEST OF THE S MACARTHUR BLVD/E BELT LINE RD INTERSECTION	MCINNISH PARK	CONSTRUCT SHARED USE PATH	\$1,500,000	\$0	\$0	\$1,500,000	\$0	06/2026	EXPECTED TO OBLIGATE IN FY2026	AFA APPROVED; TXDOT AWAITING FINAL RESOLUTION FROM DALLAS CO SO FPA CAN BE REQUESTED
14055	0902-90-344	FORT WORTH	FORT WORTH	C	CS	UNIVERSITY DRIVE FROM TRAIL DRIVE	ROSEDALE BRIDGE	REHABILITATE 6 TO 6 LANE ROADWAY AND CONSTRUCT PEDESTRIAN IMPROVEMENTS INCLUDING NEW AND WIDENED SIDEWALKS, CROSSWALKS, WAYFINDING SIGNAGE, TRAFFIC SIGNALS, AND INTERSECTION IMPROVEMENTS AT UNIVERSITY DR AND IH 30	\$2,960,000	\$0	\$740,000	\$3,700,000	\$0	06/2026	EXPECTED TO OBLIGATE IN FY2026	
14063	0019-01-146	TXDOT-FORT WORTH	FORT WORTH	C	SH 174	N OF ELK DR	WICKER HILL RD	RECONSTRUCT AND WIDEN FROM 4 TO 6 LANES RURAL DIVIDED WITH SIDEWALKS	\$17,743,826	\$4,435,956	\$0	\$22,179,782	\$0	06/2026 03/2026	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; PROJECT HAS NOT BEEN APPROVED BY FHWA DUE TO MTP INCONSISTENCY BETWEEN NETWORK YEAR AND FISCAL YEAR
14070	0196-07-034	TXDOT-DALLAS	DALLAS	C	SS 366	WEST OF AKARD ST	SAINT PAUL ST	CONSTRUCT EXTENSION OF EXISTING KLYDE WARREN PARK DECK PLAZA; STRUCTURE ONLY	\$44,648,437	\$0	\$11,162,109	\$55,810,546	\$0	06/2026	EXPECTED TO OBLIGATE IN FY2026	TXDOT IMPLEMENTING THE PROJECT ON BEHALF OF CITY OF DALLAS AND KLYDE WARREN PARK FOUNDATION; AFA EXECUTION IS PENDING; 100% PS&E BEING WORKED ON

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2026

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
24052	0918-00-499	DART	DALLAS	T	VA	TRE IMPROVEMENTS FROM EBJ UNION STATION	FORT WORTH T&P STATION	IMPROVEMENTS TO TRE VEHICLES: LOCOMOTIVE PAINT AND REPAIR, CAB CAR/COACH OVERHAULS, UPGRADES TO INTERNAL SPEAKER SYSTEM FOR ANNOUNCEMENTS, VINYL SEAT INSTALLATION	\$3,682,147	\$0	\$0	\$3,682,147	\$0	06/2026 03/2026	EXPECTED TO OBLIGATE IN FY2026	TRANSIT TRANSFER REQUEST SUBMITTED
24054	0902-90-369	MANSFIELD	FORT WORTH	E	CS	SOUTH MATLOCK RD FROM HERITAGE PKWY	RIVER BIRCH DR	CONSTRUCT 0 TO 4 LANE ROADWAY WITH GRADE SEPARATION OVER UP RR	\$1,820,000	\$0	\$455,000	\$2,275,000	\$0	06/2026	EXPECTED TO OBLIGATE IN FY2026	
25072.5	0902-00-421	FWTA	FORT WORTH	T	VA	NORTH TEXAS MOVES WESTERN SUBREGION TRE PROJECT FROM HANDLEY EDERVILLE ROAD	PRECINCT LINE ROAD	REPLACE BRIDGES AT WALKERS CREEK AND MESQUITE CREEK; AND CONSTRUCT 2.4 MILES OF NEW SECOND TRACK FROM EAST OF HANDLEY EDERVILLE ROAD TO EAST OF PRECINCT LINE ROAD	\$1,848,000	\$0	\$0	\$1,848,000	\$0	06/2026 03/2026	EXPECTED TO OBLIGATE IN FY2026	TRANSIT TRANSFER REQUEST SUBMITTED
25078	0918-47-313	BALCH SPRINGS	DALLAS	R	CS	ON HICKORY TREE ROAD; FROM ELAM ROAD	LAKE JUNE ROAD	RECONSTRUCT AND WIDEN FROM 2 TO 3 LANES WITH PEDESTRIAN IMPROVEMENTS, INCLUDING SIDEWALKS AND SHARED-USE PATH	\$864,000	\$0	\$216,000	\$1,080,000	\$0	06/2026	EXPECTED TO OBLIGATE IN FY2026	ENVIRONMENTAL CLEARANCE ANTICIPATED IN MAY 2026
25102	0902-00-328	FWTA	FORT WORTH	T	VA	TEXRAIL CORRIDOR RAIL LINE PROJECT		ENGINEERING/ENVIRONMENTAL AND CONSTRUCTION OF COMMUTER RAIL LINE EXTENSION TO SOUTH OF IH 30	\$1,000,000	\$0	\$0	\$1,000,000	\$0	06/2026 01/2026	EXPECTED TO OBLIGATE IN FY2026	TRANSIT TRANSFER REQUEST SUBMITTED
11612.3	0918-00-445	NCTCOG	DALLAS	I	VA	REGION-WIDE EMPLOYER TRIP REDUCTION PROGRAM (ETR)	TRACK AND IMPLEMENT ETR STRATEGIES THROUGH COMMUTER/EMPLOYER OUTREACH; MANAGEMENT/OVERSIGHT OF TRYPARKINGIT.COM;	PERFORMANCE MONITORING/REPORTING; MAINTAIN/UPDATE THE TDM TOOLKIT, TRIP REDUCTION MANUAL FOR EMPLOYERS, OUTREACH MATERIALS; MANAGED LANE REIMBURSEMENT; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	\$1,360,300	\$0	\$0	\$1,360,300	\$0	08/2026	EXPECTED TO OBLIGATE IN FY2026	
11615.4	0918-00-456	NCTCOG	DALLAS	I	VA	REGIONAL GEOSPATIAL IMAGERY: DATA COLLECTION/PLANNING		DATA COLLECTION/PLANNING COOPERATIVE DIGITAL AERIAL PHOTOGRAPHY DATA COLLECTION TO IMPROVE TRAVEL DEMAND MODEL, AND CORRIDOR ALIGNMENT PLANNING, AND TRACK POPULATION/EMPLOYMENT CHANGES, AND SUPPORT VARIOUS ADDITIONAL ANALYTICAL TRANSP PLANNING ACTIVITIES	\$1,150,000	\$287,500	\$0	\$1,437,500	\$0	08/2026	EXPECTED TO OBLIGATE IN FY2026	
11618.2	0918-00-429	TXDOT-DALLAS	DALLAS	I	VA	REGIONAL MOBILITY ASSISTANCE PATROL (DALLAS DISTRICT)		MOBILITY ASSISTANCE PATROL THAT PROVIDES ASSISTANCE TO STRANDED MOTORISTS DUE TO VEHICLE PROBLEMS OR NON-INJURY ACCIDENTS	\$5,100,000	\$1,275,000	\$0	\$6,375,000	\$0	08/2026	EXPECTED TO OBLIGATE IN FY2026	
11622.4	0918-00-479	NCTCOG	DALLAS	I	VA	TRAVEL SURVEY, DATA COLLECTION, MODEL REFINEMENT PROGRAM: TO PROVIDE TRAVEL INFORMATION USED TO CREATE ANALYTICAL TOOLS	FOR ALL PLANNING, AIR QUALITY, AND MANAGEMENT PROJECTS IN THE MPA; ANALYSIS OF TRANSIT PERFORMANCE IN REAL-TIME AND	FORECAST FUTURE RIDERSHIP AMONGST THE THREE MAJOR TRANSIT AGENCIES; INCLUSION OF NON-MOTORIZED TRIPS IN THE REG TRAVEL MODEL; DEV OF DYNAMIC TRAFFIC ASSIGNMENT MODEL FOR ROADWAY NETWORK ANALYSIS; CONDUCT TRAVEL SURVEYS & INTERSECTION OPERATIONAL ANALYSES	\$2,610,000	\$0	\$0	\$2,610,000	\$0	08/2026 03/2026	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025
11626.1	0902-90-385	NCTCOG	FORT WORTH	E	VA	FEASIBILITY STUDY FOR THE EXTENSION OF THE EXISTING COTTON BELT TRAIL IN NORTH RICHLAND HILLS	AND EXISTING TRINITY TRAILS NEAR NORTHSIDE DRIVE AND NEAR HANDLEY EDERVILLE ROAD	CONDUCT FEASIBILITY STUDY FOR EXTENSION OF REGIONAL TRAILS INCLUDING CONNECTIONS TO RAIL STATIONS	\$1,500,000	\$0	\$0	\$1,500,000	\$0	08/2026	EXPECTED TO OBLIGATE IN FY2026	
11650.1	0918-00-485	NCTCOG	DALLAS	I	VA	TRANSPORTATION TECHNICAL SUPPORT	REGIONWIDE	TECHNICAL ASSISTANCE FOR DEVELOPING, MONITORING, ENVIRONMENTALLY APPROVING, AND IMPLEMENTING CORRIDOR STUDIES/PROJECTS ACCORDING TO CAPITAL ASSET MANAGEMENT PRINCIPLES	\$1,800,000	\$0	\$0	\$1,800,000	\$0	08/2026 12/2025	EXPECTED TO OBLIGATE IN FY2026	
11651.8	0902-90-386	NCTCOG	FORT WORTH	I	VA	DFW DISCOVERY TRAIL FROM DOWNTOWN FORT WORTH TO DOWNTOWN DALLAS	COTTON BELT TRAIL FROM DOWNTOWN FORT WORTH TO SHILOH RD PLANO	INSTALL WAYFINDING SIGNAGE FOR DFW DISCOVERY TRAIL AND DEVELOP WAYFINDING SIGNAGE PLAN FOR COTTON BELT TRAIL; INSTALL PEDESTRIAN AND BICYCLE COUNT EQUIPMENT FOR DFW DISCOVERY TRAIL AND COTTON BELT TRAIL INCLUDING HARDWARE AND SOFTWARE FOR DATA PROCESSING	\$775,000	\$0	\$0	\$775,000	\$0	08/2026	EXPECTED TO OBLIGATE IN FY2026	
11655.2	0918-00-484	NCTCOG	DALLAS	I	VA	REVENUE AND PROJECT TRACKING SYSTEM (RAPTS)		TRACK, MONITOR, AND ASSESS REGIONAL TRANSPORTATION AND AIR QUALITY PROJECTS THROUGH THE RAPTS WEBSITE; INCLUDES SOFTWARE DEVELOPMENT AND NCTCOG STAFF TIME	\$515,000	\$0	\$0	\$515,000	\$0	08/2026 12/2025	EXPECTED TO OBLIGATE IN FY2026	

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2026

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
11657.2	0918-00-483	NCTCOG	DALLAS	I	VA	M&O - AIR QUALITY PUBLIC EDUCATION AND OUTREACH PROGRAM; REGIONWIDE	IMPLEMENT STRATEGIC COMMUNICATION EFFORTS TO EDUCATE AND INFORM THE REGION ON TRANSPORTATION AND AIR QUALITY RELATED	ISSUES, INCLUDING STRATEGIES FOR IMPROVEMENT, FUNDING OPPORTUNITIES, TRAINING INITIATIVES, AND NEW PROGRAMS/POLICIES; MAJOR EFFORTS WILL FOCUS ON TRANSPORTATION AND AIR QUALITY, PUBLIC OUTREACH, EDUCATION, AND ENGAGEMENT PROGRAMS	\$1,050,000	\$0	\$0	\$1,050,000	\$0	08/2026	EXPECTED TO OBLIGATE IN FY2026	
11663.3	0918-00-411	NCTCOG	DALLAS	I	VA	ENTIRE MANAGED LANE SYSTEM		DEVELOP, TEST, & IMPLEMENT TECHNOLOGY TO DETECT & VERIFY AUTO OCCUPANCY ON REGIONAL MANAGED LANE SYSTEM INCLUDING PUBLIC OUTREACH, EDUCATION, & INTEGRATION INTO EXISTING TOLLING SOFTWARE/HARDWARE; PROJECT INVOLVES CONSULTANT ASSISTANCE & NCTCOG STAFF TIME	\$1,800,000	\$0	\$0	\$1,800,000	\$0	08/2026 12/2025	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; OBLIGATION TIMEFRAME TO BE DETERMINED (WILL DEPEND ON HOW FAST EXISTING FUNDING IS SPENT)
11663.3	0918-00-447	NCTCOG	DALLAS	I	VA	ENTIRE MANAGED LANE SYSTEM		DEVELOP, TEST, & IMPLEMENT TECHNOLOGY TO DETECT & VERIFY AUTO OCCUPANCY ON REGIONAL MANAGED LANE SYSTEM INCLUDING PUBLIC OUTREACH, EDUCATION, & INTEGRATION INTO EXISTING TOLLING SOFTWARE/HARDWARE; PROJECT INVOLVES CONSULTANT ASSISTANCE & NCTCOG STAFF TIME	\$2,088,000	\$0	\$0	\$2,088,000	\$0	08/2026	EXPECTED TO OBLIGATE IN FY2026	
11691.1	0918-00-444	NCTCOG	DALLAS	I	VA	IMPLEMENT AND OPERATE TRAVELER INFORMATION SYSTEM; DEVELOP CONCEPT OF OPERATIONS AND DEPLOYMENT OF TRANS SYS	MANAGEMENT AND OPERATIONS DATA ENGINE TO IMPROVE OPERATIONAL EFFICIENCY ON THE REGION'S TRANSP NETWORK BY INTEGRATING	DATA SOURCES INCL REGIONAL TRAFFIC MGMT AND TRAVELER INFORMATION SYS; ITS DATA UPDATES AND COMPLIANCE; COORDINATION WITH REGIONAL PARTNERS ON INFORMATION SHARING AND AGREEMENT TRACKING; ADMINISTRATION OF MOBILITY ASSISTANCE PATROL; INCL NCTCOG STAFF TIME	\$2,765,000	\$0	\$0	\$2,765,000	\$0	08/2026	EXPECTED TO OBLIGATE IN FY2026	
14002	0918-47-208	DALLAS CO	DALLAS	R	CS	ON WINTERGREEN RD FROM JEFFERSON STREET	WEST OF CARPENTER ROAD	RECONSTRUCT AND WIDEN 2 LANE UNDIVIDED RURAL TO 4 LANE DIVIDED URBAN	\$3,702,280	\$0	\$925,570	\$4,627,850	\$0	08/2026 03/2026	EXPECTED TO OBLIGATE IN FY2026	
14015.3	0918-47-483	DALLAS	DALLAS	E	CS	ON HARRY HINES BLVD/MCKINNON STREET FROM DALLAS NORTH TOLLWAY	MOODY STREET	REHABILITATE ROADWAY WITH SIGNAGE, SIGNAL, AND INTERSECTION IMPROVEMENTS TO ADDRESS SAFETY ISSUES (WRONG WAY DRIVING ON DNT)	\$2,000,000	\$0	\$0	\$2,000,000	\$0	08/2026 06/2026	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; AFA DEVELOPMENT IN PROGRESS
14038.2	0902-00-343	NCTCOG	FORT WORTH	I	VA	REGIONAL SAFETY PROGRAM PLANNING		INCLUDING RESEARCH, REGIONAL DATA TOOLS AND ANALYSIS, DRIVE AWARE NORTH TEXAS SAFETY CAMPAIGN, STRATEGIC TARGETING OF AGGRESSIVE DRIVING AND ROAD RAGE AND SAFETY EQUIPMENT	\$5,005,000	\$0	\$0	\$5,005,000	\$0	08/2026 12/2025	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; AFA AMENDMENT EXECUTED
14088	0902-90-176	TXDOT-FORT WORTH	FORT WORTH	C	CS	ON LAS VEGAS TRAIL FROM QUEBEC DRIVE	IH 820	RECONSTRUCT AND WIDEN FROM 2 LANES TO 4 LANES WITH SIDEWALKS, STORMWATER, AND INTERSECTION IMPROVEMENTS	\$6,700,000	\$0	\$1,675,000	\$8,375,000	\$0	08/2026	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; PROJECT MAY BE ABLE TO ADVANCE DEPENDING ON UTILITY RELOCATION TIMELINES
16003	0902-00-346	NCTCOG	FORT WORTH	E	VA	MANSFIELD LINE PASSENGER RAIL STUDY FROM MIDLOTHIAN	TO FORT WORTH CENTRAL STATION	MANSFIELD LINE PASSENGER RAIL CONCEPTUAL ENGINEERING STUDY INCLUDING ALTERNATIVE ROUTE ANALYSIS AND FUNDING OPTIONS; INCLUDES CONSULTANT AND NCTCOG STAFF TIME	\$1,000,000	\$0	\$0	\$1,000,000	\$0	08/2026 04/2026	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025
16008	0918-00-413	NCTCOG	DALLAS	I	VA	TECHNOLOGY AND INNOVATION 3.0; IMPLEMENT PROJECTS FOCUSED ON EMERGING TRANSPORTATION TECHNOLOGIES	THAT IMPROVE SAFETY, EFFICIENCY, & CONNECTIVITY; COORDINATING & IMPLEMENTING EMERGING MOBILITY TECHNOLOGY DEPLOYMENTS &	CONNECTED VEHICLE/INFRASTRUCTURE IMPROVEMENTS; SUPPORTING ROADWAY SAFETY TECHNOLOGIES, FOOD DESERT ELIMINATION, DELIVERY ROBOTS AND DRONES, NEXT-GEN TRAFFIC SIGNALS AND AUTONOMOUS SHUTTLES; AND MANAGING ADMINISTRATIVE TASKS TO FACILITATE PROJECTS	\$1,650,000	\$0	\$0	\$1,650,000	\$0	08/2026 08/2027	EXPECTED TO OBLIGATE IN FY2026	
21060	0095-05-062	TERRELL	DALLAS	C	US 80	ON MOORE AVE (US 80) WEST FROM BROOKSHIRES DRIVE	BRADSHAW STREET	PEDESTRIAN IMPROVEMENTS INCLUDING CONSTRUCTION OF PEDESTRIAN/ADA RAMP AND CROSSWALKS, AND MINOR LANDSCAPING	\$3,000,000	\$0	\$0	\$3,000,000	\$0	08/2026 04/2026	EXPECTED TO OBLIGATE IN FY2026	CITY WORKING ON 95% PS&E; ENVIRONMENTAL CLEARANCE SCHEDULE PENDING
21061	0918-11-107	TERRELL	DALLAS	C	SS 226	ON VIRGINIA STREET (SS 226) FROM BRIN STREET	ROCHESTER STREET	PEDESTRIAN IMPROVEMENTS INCLUDING CONSTRUCTION OF PEDESTRIAN/ADA RAMP AND CROSSWALKS, AND MINOR LANDSCAPING	\$450,000	\$0	\$0	\$450,000	\$0	08/2026 04/2026	EXPECTED TO OBLIGATE IN FY2026	CITY WORKING ON 95% PS&E; ENVIRONMENTAL CLEARANCE SCHEDULE PENDING

Sorted by Obligation Status, then Estimated Start Date
 Obligations and Estimated Start Dates as of 4/13/2026
 Yellow rows represent project phases that have been delayed beyond their original start date by 4+ years

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2026

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
21070	0918-47-387	RICHARDSON	DALLAS	C	CS	JUPITER ROAD AT CAMPBELL ROAD		INTERSECTION IMPROVEMENTS INCLUDING CONSTRUCTION OF NEW DEDICATED RIGHT-TURN LANES ON EB CAMPBELL ROAD & SB JUPITER ROAD	\$1,788,000	\$0	\$447,000	\$2,235,000	\$0	08/2026 03/2026	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; CITY WORKING TO ACQUIRE ROW & RELOCATE UTILITIES
24034.1	0902-90-361	FORT WORTH	FORT WORTH	I	VA	TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM	CITYWIDE	INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY	\$6,200,027	\$0	\$0	\$6,200,027	\$0	08/2026	EXPECTED TO OBLIGATE IN FY2026	AFA DEVELOPMENT IN PROGRESS
24034.2	0902-90-363	WHITE SETTLEMENT	FORT WORTH	I	VA	TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM	ALONG CHERRY, CLIFFORD, LAS VEGAS TRAIL, WHITE SETTLEMENT, AND SADDLE RD	INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY	\$276,165	\$0	\$0	\$276,165	\$0	08/2026 12/2025	EXPECTED TO OBLIGATE IN FY2026	AFA DEVELOPMENT IN PROGRESS
24035	0902-90-338	TARRANT CO	FORT WORTH	E	CS	ON FOREST HILL DRIVE; FROM LON STEPHENSON ROAD	SHELBY ROAD	RECONSTRUCT AND WIDEN 2 LANE RURAL TO 4 LANE DIVIDED ROADWAY WITH SIDEWALKS	\$2,500,000	\$0	\$0	\$2,500,000	\$0	08/2026 01/2026	EXPECTED TO OBLIGATE IN FY2026	AFA DEVELOPMENT IN PROGRESS
24036.3	0918-47-549	GARLAND	DALLAS	I	VA	TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM; ALONG BELT LINE RD, BOBTOWN RD, BROADWAY BLVD,	SH 78/GARLAND AVE, LAVON DR, BUCKINGHAM RD, JUPITER RD, NW HWY, FIRST ST, SH 66, SHILOH RD, CASTLE, & PLEASANT VALLEY RD	INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY	\$895,434	\$0	\$0	\$895,434	\$0	08/2026 12/2025	EXPECTED TO OBLIGATE IN FY2026	
24036.9	0918-00-453	NCTCOG	DALLAS	I	VA	TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM; REGIONWIDE INCLUDING BUT NOT LIMITED TO THE CITIES OF	COLLEYVILLE, DUNCANVILLE, GRAPEVINE, HIGHLAND PARK, HURST, KAUFMAN, MCKINNEY, RICHLAND HILLS, ROCKWALL, SAGINAW, & WYLIE	INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY	\$5,987,580	\$0	\$0	\$5,987,580	\$0	08/2026 04/2026	EXPECTED TO OBLIGATE IN FY2026	
25072.2	0918-47-530	DART	DALLAS	T	VA	NORTH TEXAS MOVES TRE DOUBLE TRACKING FROM IH 35E TO MEDICAL MARKET CENTER STATION		REHAB EXISTING BRIDGE OVER INWOOD ROAD AND ADD NEW BRIDGE FOR 2ND TRACK; ADD BRIDGE AT KNIGHTS BRANCH FOR A 2ND TRACK; REPLACE CURRENT NOBLE BRANCH BRIDGE AND ADD NEW BRIDGE FOR 2ND TRACK; RAISE TRACK AND ADD RETAINING WALL FOR FUTURE IH 35 RAIL BRIDGE	\$19,648,000	\$0	\$4,912,000	\$24,560,000	\$0	08/2026 03/2026	EXPECTED TO OBLIGATE IN FY2026	TRANSIT TRANSFER REQUEST SUBMITTED
53029	0014-15-033	TXDOT-FORT WORTH	FORT WORTH	C	US 81	NORTH OF HARMON ROAD	NORTH OF IH 35W	RECONSTRUCT 2 TO 2 LANE NORTHBOUND FRONTAGE ROAD	\$4,813,065	\$1,203,266	\$0	\$6,016,331	\$0	08/2026	EXPECTED TO OBLIGATE IN FY2026	MPO MILESTONE POLICY PROJECT; DELAYED FROM FY2025; ENVIRONMENTAL CLEARANCE RECEIVED IN FEBRUARY 2025; TXDOT WORKING THROUGH RIGHT-OF-WAY ACQUISITION
53030	0014-15-034	TXDOT-FORT WORTH	FORT WORTH	C	US 81	NORTH OF HARMON ROAD	NORTH OF IH 35W	RECONSTRUCT 2 LANE ONE WAY TO 2 LANE ONE WAY SOUTHBOUND FRONTAGE ROAD	\$5,782,257	\$1,445,564	\$0	\$7,227,821	\$0	08/2026	EXPECTED TO OBLIGATE IN FY2026	MPO MILESTONE POLICY PROJECT; DELAYED FROM FY2025; ENVIRONMENTAL CLEARANCE RECEIVED IN FEBRUARY 2025; TXDOT WORKING THROUGH RIGHT-OF-WAY ACQUISITION
11554.3	0918-00-462	NCTCOG	DALLAS	E	VA	AUTOMATED TRANSPORTATION SYSTEM INITIATIVE		ANALYSIS OF VARIOUS TECHNOLOGIES AND ALIGNMENT OPTIONS FOR WARRANTED AUTOMATED TRANSPORTATION SYSTEMS (ATS) IN THE DFW REGION AND EVALUATE CONNECTIONS TO EXISTING REGIONAL TRANSPORTATION NETWORKS; INCLUDES PROJECT PLANNING AND DEVELOPMENT SUPPORT FOR ATS	\$250,000	\$0	\$0	\$250,000	\$0	09/2026	EXPECTED TO OBLIGATE IN FY2026	
11613.3	0918-00-442	NCTCOG	DALLAS	I	VA	REGIONAL GOODS MOVEMENT/CORRIDOR STUDIES; CONDUCT GENERAL CORRIDOR STUDIES & PLANNING ACTIVITIES IN SUPPORT OF THE	REGION'S GOOD MOVMT INCL NCTCOG STAFF TIME & CONSULTANT ASST TO ASSESS IMPACT OF TRUCK, RAIL, & OTHER FREIGHT; MOVMT,	DATA COLLECTION & ANALYSIS, SAFETY, COORD WITH PRIVATE SECTOR FREIGHT PARTNERS; MONITORING TRUCK LANE CORRIDORS, HAZMAT, ECON ANALYSIS, LAND USE COMPATIBILITY, PASSENGER & FREIGHT RAIL INTEGRATION, PUBLIC OUTREACH/EDUC & OVERSIGHT OF PARTNER IMPL PROJECTS	\$2,625,000	\$0	\$0	\$2,625,000	\$0	09/2026	EXPECTED TO OBLIGATE IN FY2026	FUNDING MAY NOT BE NEEDED UNTIL LATE FY2026 OR EARLY FY2027
11619.2	0902-00-361	TXDOT-FORT WORTH	FORT WORTH	I	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	\$3,000,000	\$750,000	\$0	\$3,750,000	\$0	09/2026	EXPECTED TO OBLIGATE IN FY2026	
11647.2	0918-00-435	NCTCOG	DALLAS	I	VA	LAND USE/TRANS & BIKE/PED INITIATIVES INCLUDES BICYCLE/PED PLANNING & PROGRAMMING, & TRANSIT ORIENTED DEVELOPMENT	TECHNICAL ASSISTANCE, REGIONAL BIKE/PED SAFETY PROGRAM/LOOK OUT TEXANS, IMPL OF SUSTAINABLE DEV, REGIONAL WAYFINDING	ADA COMPLIANCE; COLLECT & ANALYZE DATA; SCHOOL SITING/LAND USE CONNECTIONS, SAFE ROUTES TO SCHOOL, TARGETED SAFETY EDUCATION FOR ISDS AND TEEN DRIVERS; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	\$3,110,000	\$0	\$0	\$3,110,000	\$0	09/2026	EXPECTED TO OBLIGATE IN FY2026	FUNDING MAY NOT BE NEEDED UNTIL LATE FY2026 OR EARLY FY2027

Sorted by Obligation Status, then Estimated Start Date
 Obligations and Estimated Start Dates as of 4/13/2026
 Yellow rows represent project phases that have been delayed beyond their original start date by 4+ years

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2026

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
11692.1	0918-00-426	NCTCOG	DALLAS	I	VA	REGIONAL PARKING MANAGEMENT TOOLS & STRATEGIES PROGRAM		CONDUCT DATA COLLECTION AND/OR PLANNING TO DEVELOP AND IMPLEMENT DATA DRIVEN TOOLS AND STRATEGIES TO SUPPORT PUBLIC SECTOR IN MANAGEMENT OF PARKING AT MULTIMODAL LOCATIONS	\$550,000	\$0	\$0	\$550,000	\$0	09/2026 12/2025	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; AFA EXECUTION PENDING
11694.1	0918-00-455	NCTCOG	DALLAS	I	VA	PLANNING FOR REGIONAL AQ INITIATIVES; RESEARCH AND IMPLEMENT INITIATIVES TO IMPROVE AQ AND ATTAIN FEDERAL STANDARDS,	INCLUDING STRATEGIES TO SUPPORT INCREASED ADOPTION OF ZERO-EMISSION AND OTHER LOW-EMISSION VEHICLES, RESEARCH AND	IMPLEMENTATION OF NEW EMISSIONS-REDUCING TRANSPORTATION TECHNOLOGIES, DEVELOPMENT OF REGIONAL RESOURCES TO ADVANCE EMISSIONS-REDUCING EFFORTS, AND COORDINATION EFFORTS ACROSS LOCAL STAKEHOLDERS	\$3,200,000	\$0	\$0	\$3,200,000	\$0	09/2026 06/2026	EXPECTED TO OBLIGATE IN FY2026	
14034	0918-47-289	HIGHLAND PARK	DALLAS	C	CS	ON WYCLIFFE AVENUE FROM OAK LAWN AVENUE	WEST OF GLENWOOD AVENUE	RECONSTRUCTION OF A 2/3 LANE ROADWAY THAT WILL INCLUDE A NEW BRIDGE STRUCTURE TO RAISE ROADWAY OUT OF THE 100-YEAR FLOODPLAIN AS WELL AS DRAINAGE IMPROVEMENTS AT TRIBUTARY 1 IN ORDER TO REDUCE/ELIMINATE FLOOD FREQUENCY	\$12,520,000	\$0	\$3,130,000	\$15,650,000	\$0	09/2026 01/2026	EXPECTED TO OBLIGATE IN FY2026	WORKING ON 100% PS&E; ENVIRONMENTAL CLEARANCE RECEIVED MARCH 2026
24022	0902-90-335	FORT WORTH	FORT WORTH	E	CS	ON LTJG BARNETT AT NAVAL AIR STATION JOINT RESERVE BASE FORT WORTH EAST GATE		CONSTRUCT SECOND BRIDGE AT EAST SIDE OF ENTRANCE TO NASIRB FORT WORTH	\$2,000,000	\$0	\$0	\$2,000,000	\$0	09/2026 03/2026	EXPECTED TO OBLIGATE IN FY2026	AFA DEVELOPMENT IN PROGRESS
24036.1	0918-47-547	DALLAS	DALLAS	I	VA	TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM	CITYWIDE	INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY	\$15,800,000	\$0	\$0	\$15,800,000	\$0	09/2026	EXPECTED TO OBLIGATE IN FY2026	
24036.2	0918-47-548	FARMERS BRANCH	DALLAS	I	VA	TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM; ALONG SPRING VALLEY, ALPHA RD, DENNIS RD, DENTON DR,	DIPLOMAT, WEBB CHAPEL, JOSEY LN, VALLEY VIEW LN, VALWOOD, IH 35E, IH 635, INWOOD, LUNA, MARSH, & MIDWAY	INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY	\$495,255	\$0	\$0	\$495,255	\$0	09/2026	EXPECTED TO OBLIGATE IN FY2026	
24036.4	0918-47-550	IRVING	DALLAS	I	VA	TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM	ALONG FREEPORT PKWY, IRVING BLVD, SECOND, AND MACARTHUR BLVD	INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY	\$163,779	\$0	\$0	\$163,779	\$0	09/2026	EXPECTED TO OBLIGATE IN FY2026	
24036.5	0918-47-551	LANCASTER	DALLAS	I	VA	TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM	ALONG BELT LINE RD, PLEASANT RUN RD, AND HOUSTON SCHOOL RD	INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY	\$230,375	\$0	\$0	\$230,375	\$0	09/2026	EXPECTED TO OBLIGATE IN FY2026	AFA DEVELOPMENT IN PROGRESS
24036.6	0918-47-552	LEWISVILLE	DALLAS	I	VA	TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM ALONG BUS 121, FM 3040, FM 1171, SRT, BELLAIRE,	CORPORATE, VISTA RIDGE MALL, OLD ORCHARD, FM 2181, FOX MILL, COLLEGE AND VARIOUS OTHER ROADS	INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY	\$194,700	\$0	\$0	\$194,700	\$0	09/2026	EXPECTED TO OBLIGATE IN FY2026	
24036.7	0902-90-362	NORTH RICHLAND HILLS	FORT WORTH	I	VA	TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM	ALONG GLENVIEW DR, HOLIDAY LN, SMITHFIELD, RUFE SNOW DR, AND IRON HORSE	INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY	\$258,985	\$0	\$0	\$258,985	\$0	09/2026	EXPECTED TO OBLIGATE IN FY2026	AFA DEVELOPMENT IN PROGRESS
24036.8	0918-47-553	BALCH SPRINGS	DALLAS	I	VA	TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM	ALONG ELAM, LAKE JUNE, AND BELT LINE RD	INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY	\$217,700	\$0	\$0	\$217,700	\$0	09/2026	EXPECTED TO OBLIGATE IN FY2026	
14085.4	0918-47-558	DART	DALLAS	T	VA	STATION CROSSING AT VICTORY STATION TRE PLATFORM	DART PLATFORM	CONSTRUCT PEDESTRIAN SAFETY IMPROVEMENTS AT VICTORY STATION	\$6,800,000	\$0	\$0	\$6,800,000	\$0	12/2026 03/2026	EXPECTED TO OBLIGATE IN FY2026	TRANSIT TRANSFER REQUEST SUBMITTED
24051	0918-47-559	DART	DALLAS	T	VA	SHILOH ROAD	DFW AIRPORT	SILVER LINE IMPROVEMENTS ALONG 26 MILES OF REGIONAL RAIL SERVICE CONNECTING DFW AIRPORT, GRAPEVINE, COPPELL, DALLAS, CARROLLTON, ADDISON, RICHARDSON, AND PLANO	\$5,600,000	\$0	\$1,400,000	\$7,000,000	\$0	12/2026 03/2026	EXPECTED TO OBLIGATE IN FY2026	TRANSIT TRANSFER REQUEST SUBMITTED
11898.5	0902-90-267	TXDOT-FORT WORTH	FORT WORTH	E	CS	ON AVONDALE-HASLET ROAD	AT BNSF RAIL LINE	CONSTRUCT GRADE SEPARATION	\$1,000,000	\$0	\$250,000	\$1,250,000	\$0	09/2025 09/2023 (ACTUAL)	NOT EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; AFA EXECUTION PENDING; CURRENTLY AT 60% PS&E (ENGINEERING HAS STARTED WITH OTHER FUNDS)

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2026

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
14077	0918-24-249	ANNA	DALLAS	R	CS	FERGUSON PKWY FROM ELM STREET	THE COLLIN COUNTY OUTER LOOP	FROM ELM ST TO TAYLOR ST: RECONSTRUCT AND WIDEN 2 TO 4 LANE (6 LANE ULTIMATE); FROM TAYLOR ST TO COLLIN CO OUTER LOOP: CONSTRUCT 0 TO 4 LANE ROAD (6 LANE ULTIMATE), INCLUDING NEW SIDEWALKS AND 0 TO 6 LANE BRIDGE OVER SLAYTER CREEK	\$4,312,000	\$0	\$1,078,000	\$5,390,000	\$0	03/2026	NOT EXPECTED TO OBLIGATE IN FY2026	ENVIRONMENTAL CLEARANCE PENDING; PENDING CONFORMITY APPROVAL TO PROCEED W/ ENVIRONMENTAL CLEARANCE
14070.1	0196-07-036	DALLAS	DALLAS	C	SS 366	SS 366 FRONTAGE ROADS FROM WEST OF AKARD STREET	ST PAUL STREET	CONSTRUCT TRAFFIC SIGNALS AND ADD FIBER OPTIC NETWORK FOR ITS IMPROVEMENTS	\$3,053,592	\$0	\$763,398	\$3,816,990	\$0	06/2026	NOT EXPECTED TO OBLIGATE IN FY2026	PROJECT TO BE IMPLEMENTED SEPARATELY FROM CONSTRUCTION OF DECK PLAZA (SPECIFIC TIMELINE TO BE DETERMINED)
21014.2	0918-00-458	NCTCOG	DALLAS	T	VA	REGIONAL TRANSIT COORDINATION PROGRAM		REGIONAL COORDINATION OF TRANSIT SERVICES WITH A FOCUS ON INCREASING ECONOMIES OF SCALE, TECHNICAL ASSISTANCE, MOBILITY ON DEMAND, AND MOBILITY AS A SERVICE	\$500,000	\$0	\$0	\$500,000	\$0	08/2026 03/2026	NOT EXPECTED TO OBLIGATE IN FY2026	FUNDING WILL NOT BE NEEDED UNTIL FY2027
11898.6	0902-90-166	TXDOT-FORT WORTH	FORT WORTH	R	CS	ON SPUR 170 FROM IH 35W	INTERMODAL PKWY	CONSTRUCT 0 TO 2 LANE GRADE SEPARATED DIRECT CONNECTORS	\$5,000,000	\$0	\$0	\$5,000,000	\$0	09/2026 09/2027	NOT EXPECTED TO OBLIGATE IN FY2026	AFA IS BEING DRAFTED; PROJECT HAS NOT BEEN APPROVED BY FHWA; WILL BE DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
11651.7	0918-47-277	CARROLLTON	DALLAS	E	VA	ON KELLY BLVD FROM COTTON BELT TRAIL	PURPLE TRAIL	CONSTRUCT SHARED USE PATH	\$500,000	\$0	\$0	\$500,000	\$0	10/2026	NOT EXPECTED TO OBLIGATE IN FY2026	DETAILED PROJECT SCHEDULE PENDING
11684.2	0081-12-053	FORT WORTH	FORT WORTH	E	IH 35W	IH 35W TRUCK PARKING HUB ON IH 35W AT SH 170 NEAR HARMON ROAD		CONSTRUCT TRUCK PARKING AREA TO INCLUDE SAFETY REST AREA FOR TRUCK DRIVERS, VEHICLE TO INFRASTRUCTURE COMMUNICATION EQUIPMENT, STRIPING, AND SIGNAGE	\$758,953	\$0	\$0	\$758,953	\$0	10/2026	NOT EXPECTED TO OBLIGATE IN FY2026	CITY WORKING ON PLAN TO REPAY FAA GRANT SINCE THE LAND IS BEING IMPROVED; WILL BE DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
11684.2	0081-12-053	FORT WORTH	FORT WORTH	ENV	IH 35W	IH 35W TRUCK PARKING HUB ON IH 35W AT SH 170 NEAR HARMON ROAD		CONSTRUCT TRUCK PARKING AREA TO INCLUDE SAFETY REST AREA FOR TRUCK DRIVERS, VEHICLE TO INFRASTRUCTURE COMMUNICATION EQUIPMENT, STRIPING, AND SIGNAGE	\$100,000	\$0	\$0	\$100,000	\$0	10/2026	NOT EXPECTED TO OBLIGATE IN FY2026	CITY WORKING ON PLAN TO REPAY FAA GRANT SINCE THE LAND IS BEING IMPROVED; WILL BE DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
24004	0918-24-310	DALLAS	DALLAS	R	CS	ON FRANKFORD ROAD AT DNT/DALLAS PARKWAY		CONSTRUCT ADDITIONAL LANE ON SOUTHBOUND DALLAS PKWY FROM DNT EXIT RAMP; CONSTRUCT RIGHT TURN LANE AT SB DALLAS PKWY AT FRANKFORD RD; IMPROVE GEOMETRY AT NB DALLAS PKWY AT FRANKFORD RD BY ADDING PROTECTIVE BARRIER AND IMPROVE PEDESTRIAN INFRASTRUCTURE	\$125,000	\$0	\$0	\$125,000	\$0	10/2026	NOT EXPECTED TO OBLIGATE IN FY2026	WILL BE DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
24042	0918-47-556	BALCH SPRINGS	DALLAS	E	CS	ON ELAM ROAD FROM PEACHTREE ROAD	PIONEER ROAD	FEASIBILITY STUDY TO IDENTIFY NEEDED SAFETY AND CORRIDOR IMPROVEMENTS	\$1,600,000	\$0	\$400,000	\$2,000,000	\$0	10/2026 03/2026	NOT EXPECTED TO OBLIGATE IN FY2026	WILL BE DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
24045	0918-47-557	DALLAS	DALLAS	E	CS	EAST CAMP WISDOM ROAD	AT UNIVERSITY HILLS BLVD	CONSTRUCT INTERSECTION IMPROVEMENTS (REMOVAL OF FREE FLOW RIGHT TURN LANES) AND PEDESTRIAN IMPROVEMENTS (PAVEMENT MARKINGS, MEDIAN REFUGE ISLANDS)	\$320,000	\$0	\$80,000	\$400,000	\$0	10/2026	NOT EXPECTED TO OBLIGATE IN FY2026	AFA DEVELOPMENT IN PROGRESS
24046	0918-46-360	LEWISVILLE	DALLAS	E	CS	ON MILL STREET FROM PURNELL STREET	HARVARD STREET	RECONSTRUCT 4 LANE TO 3 LANE ROADWAY WITH ON STREET PARKING, SIDEWALKS, BICYCLE LANES, AND BUMP OUTS	\$3,500,000	\$0	\$0	\$3,500,000	\$0	10/2026	NOT EXPECTED TO OBLIGATE IN FY2026	AFA DEVELOPMENT IN PROGRESS ; WILL BE DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
24058	0902-90-374	FORT WORTH	FORT WORTH	R	CS	MEACHAM BLVD FROM BLUE MOUND ROAD	IH 35W	RECONSTRUCT AND WIDEN 2/4 LANE TO 4 LANE ROADWAY; CONSTRUCT INTERSECTION IMPROVEMENTS AT BLUE MOUND ROAD; RECONSTRUCT TRAFFIC SIGNAL AT MARK IV PKWY; CONSTRUCT SHARED USE PATH AND SIDEWALKS	\$1,200,000	\$0	\$300,000	\$1,500,000	\$0	10/2026	NOT EXPECTED TO OBLIGATE IN FY2026	DETAILED PROJECT SCHEDULE PENDING
25092	0918-47-363	DALLAS	DALLAS	E	VA	DEEP ELLUM PARKING IMPROVEMENTS; FROM ELM ST	IH 30	CONSTRUCT NEW PARKING FACILITIES IN THE VACANT LAND UNDER IH 345 AND CONSTRUCT IMPROVEMENTS TO THE EXISTING PARKING LOTS UNDER IH 345, INCLUDING ELECTRIC VEHICLES CHARGING TECHNOLOGY, PARKING METERS, WAYFINDING, AND OTHER INNOVATIVE IMPROVEMENTS	\$500,000	\$0	\$0	\$500,000	\$0	10/2026	NOT EXPECTED TO OBLIGATE IN FY2026	PROJECT ON HOLD PENDING COORDINATION BETWEEN NCTCOG, TXDOT, AND CITY OF DALLAS; WILL BE DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
83216.1	0047-07-252	DALLAS	DALLAS	E	US 75	AT HASKELL AVE		CONSTRUCT SIGNAL IMPROVEMENTS; INSTALL CONCRETE TRAFFIC BARRIER FOR PROTECTED SIDEWALKS; EXTEND SOUTHBOUND LEFT TURN BAY AND NEW FIBER OPTIC CONNECTIVITY FOR ITS AND IMPROVE CROSSWALKS AND SIDEWALKS	\$240,000	\$60,000	\$0	\$300,000	\$0	10/2026	NOT EXPECTED TO OBLIGATE IN FY2026	WILL BE DELAYED VIA THE 2027-2030 TIP DEVELOPMENT

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2026

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
21029	0918-47-370	DALLAS	DALLAS	C	VA	PEDESTRIAN ROUTES TO RAIL STATIONS AT DALLAS ZOO DART STATION		CONSTRUCT SIDEWALKS AND OTHER PEDESTRIAN IMPROVEMENTS AT AND AROUND THE DALLAS ZOO DART STATION/SOUTHERN GATEWAY PUBLIC GREEN AND MAKE SYSTEM CONNECTIONS TO THE PEROT MUSEUM/KLYDE WARREN PARK	\$3,600,000	\$0	\$0	\$3,600,000	\$0	12/2026	NOT EXPECTED TO OBLIGATE IN FY2026	CITY WORKING ON 60% PS&E; WILL BE DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
21063	0918-47-368	DALLAS	DALLAS	C	CS	CAMP WISDOM RD FROM US 67	WESTMORELAND RD	RECONSTRUCT AND WIDEN SIDEWALKS, INSTALL PEDESTRIAN LIGHTING, AND RECONSTRUCT/UPGRADE CROSSWALKS AND ASSOCIATED TRAFFIC SIGNAL INFRASTRUCTURE	\$3,000,000	\$0	\$750,000	\$3,750,000	\$0	12/2026	NOT EXPECTED TO OBLIGATE IN FY2026	CITY WORKING ON 60% PS&E; WILL BE DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
21082	0918-47-352	DALLAS	DALLAS	C	CS	ON COPENHAGEN AVE FROM E BELT LINE ROAD	SOUTH OF DART ROW	CONSTRUCT 0 TO 4 LANE ROADWAY	\$1,200,000	\$0	\$300,000	\$1,500,000	\$0	01/2027	NOT EXPECTED TO OBLIGATE IN FY2026	WILL BE DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
11624	0918-47-422	DALLAS	DALLAS	C	CS	S LANCASTER RD FROM E KIEST BLVD	E LEDBETTER DR	CONSTRUCT PEDESTRIAN CONNECTIONS SUCH AS CROSSWALKS AND ADA RAMP AND ASSOCIATED IMPROVEMENTS AND PEDESTRIAN LIGHTING	\$1,720,000	\$0	\$0	\$1,720,000	\$0	02/2027	NOT EXPECTED TO OBLIGATE IN FY2026	TXDOT REVIEWING 60% PS&E; WILL BE DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
24007	0918-47-514	DALLAS	DALLAS	C	CS	ON HARRY HINES BLVD AND	WITHIN 1-MILE RADIUS AROUND SOUTHWEST MEDICAL DISTRICT/HARRY HINES BLVD	UPDATE ADVANCED TRAFFIC MANAGEMENT SYSTEM (ATMS) TO ACCOMMODATE AND INTEGRATE SIGNAL PREEMPTION AND CLOUD-BASED IMPROVEMENTS TO THE CITY'S SIGNAL SYSTEM; CONSTRUCT SIGNAL IMPROVEMENTS TO GIVE EMERGENCY VEHICLES PRIORITY IN THE CORRIDOR	\$10,000,000	\$0	\$0	\$10,000,000	\$0	02/2027 12/2025	NOT EXPECTED TO OBLIGATE IN FY2026	WILL BE DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
24043	0918-46-361	FRISCO	DALLAS	R	VA	ON LEGACY DRIVE FROM MAIN STREET	PANTHER CREEK PARKWAY	RECONSTRUCT AND WIDEN FROM 4 TO 6 LANES	\$160,000	\$0	\$40,000	\$200,000	\$0	03/2027	NOT EXPECTED TO OBLIGATE IN FY2026	WILL BE DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
14038.2	0902-00-345	NCTCOG	FORT WORTH	I	VA	REGIONAL SAFETY PROGRAM PLANNING		INCLUDING RESEARCH, REGIONAL DATA TOOLS AND ANALYSIS, DRIVE AWARE NORTH TEXAS SAFETY CAMPAIGN, STRATEGIC TARGETING OF AGGRESSIVE DRIVING AND ROAD RAGE AND SAFETY EQUIPMENT	\$6,070,000	\$0	\$0	\$6,070,000	\$0	08/2027 08/2026	NOT EXPECTED TO OBLIGATE IN FY2026	FUNDING MAY NOT BE NEEDED UNTIL LATE FY2026 OR EARLY FY2027
16007	0902-00-352	NCTCOG	FORT WORTH	I	VA	SPECIAL EVENTS MANAGEMENT; REGIONWIDE		INCLUDING MEASURES SUCH AS EXTENDED TRANSIT SERVICE FOR EVENTS, STAGING OF TOW TRUCKS TO CLEAR INCIDENTS QUICKLY, CLEARING ROADWAYS QUICKLY AFTER INCIDENTS, ETC. TO REDUCE CONGESTION DURING SPECIAL EVENTS; INCLUDES NCTCOG STAFF TIME	\$600,000	\$0	\$0	\$600,000	\$0	08/2027	NOT EXPECTED TO OBLIGATE IN FY2026	WILL BE DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
16008.1	0918-00-495	NCTCOG	DALLAS	I	VA	SYSTEM MNGR SUPP SERVICES TO ENSURE SYSTEMS WORK AS INTENDED AND CAN COMMUNICATE WITH EACH OTHER ACROSS THE REGION	CONTRACT SERVICES TO PROVIDE OVERSIGHT FOR IMPLEMENTATION OF REGIONAL TSMO DATA EXCHANGE, TRANSPORTATION MGMT SYSTEM,	C2C APPS, EVENT MGMT APPS, S11DFW, WORK ZONE DATA EXCHANGE, CONNECTED VEHICLE SYSTEMS TO SUPPORT REGIONAL EFFORTS INCLUDING PLANNING, PROCUREMENT, IMPLEMENTATION, VALIDATION, AND OPERATIONS	\$700,000	\$0	\$0	\$700,000	\$0	08/2027	NOT EXPECTED TO OBLIGATE IN FY2026	FUNDING NOT NEEDED IN 2026 SINCE 2025 FUNDS WILL START BEING SPENT IN 2026; WILL BE DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
21007	0014-01-026	FORT WORTH	FORT WORTH	C	VA	MAIN STREET (BUS 287) FROM THE TRINITY RIVER	WEATHERFORD STREET	TRAFFIC CALMING AND CURB EXTENSIONS (CROSSWALK BULB OUTS) TO REDUCE TRAFFIC LANE WIDTHS; ADJUSTING TURNING RADIUS OF MAIN ST AND ELIMINATE BAIL OUT LANE; NEW STAMPED CONCRETE PAVEMENT ON BELKNAP ST; TRAFFIC SIGNALS AT MULTIPLE INTERSECTIONS	\$2,640,000	\$660,000	\$0	\$3,300,000	\$0	08/2027	NOT EXPECTED TO OBLIGATE IN FY2026	95% PLANS BEING WORKED ON; WILL BE DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
24063	0902-90-383	NORTH RICHLAND HILLS	FORT WORTH	C	VA	SMITHFIELD FROM MID-CITIES BLVD	TEXRAIL LINE	CONSTRUCT PEDESTRIAN AND STREETSCAPE IMPROVEMENTS, INCLUDING NEW AND WIDENED SIDEWALKS, TREES AND STREET LIGHTING	\$2,000,000	\$0	\$0	\$2,000,000	\$0	09/2027 06/2027	NOT EXPECTED TO OBLIGATE IN FY2026	WILL BE DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
14054	0902-90-148	FORT WORTH	FORT WORTH	C	CS	HORNE STREET FROM VICKERY BLVD	CAMP BOWIE BLVD	RECONSTRUCT AND WIDEN FROM 2 TO 3 LANES WITH BICYCLE LANES, PEDESTRIAN/SIDEWALK IMPROVEMENTS, AND TRAFFIC SIGNAL IMPROVEMENTS	\$5,211,554	\$0	\$0	\$5,211,554	\$0	12/2027 02/2027	NOT EXPECTED TO OBLIGATE IN FY2026	95% PLANS BEING WORKED ON; WILL BE DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
14054	0902-90-343	FORT WORTH	FORT WORTH	C	CS	HORNE STREET FROM VICKERY BLVD	CAMP BOWIE BLVD	RECONSTRUCT AND WIDEN FROM 2 TO 3 LANES WITH BICYCLE LANES, PEDESTRIAN/SIDEWALK IMPROVEMENTS, AND TRAFFIC SIGNAL IMPROVEMENTS	\$5,152,500	\$0	\$1,288,125	\$6,440,625	\$0	12/2027 02/2027	NOT EXPECTED TO OBLIGATE IN FY2026	95% PLANS BEING WORKED ON; WILL BE DELAYED VIA THE 2027-2030 TIP DEVELOPMENT

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2026

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
21090	0902-90-222	FORT WORTH	FORT WORTH	C	VA	STOP SIX IMPROVEMENTS; ON MILLER AVENUE FROM EAST ROSEDALE STREET	WINDOWMERE STREET	RECONSTRUCT 2 TO 2 LANES AS A CONTEXT SENSITIVE ROADWAY, INCLUDING SIDEWALKS AND LIGHTING	\$520,000	\$0	\$130,000	\$650,000	\$0	05/2028	NOT EXPECTED TO OBLIGATE IN FY2026	WILL BE DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
21091	0902-90-221	FORT WORTH	FORT WORTH	C	VA	STOP SIX IMPROVEMENTS; ON RAMEY AVENUE FROM SOUTH HUGHES AVENUE	SOUTH EDGEWOOD TERRACE	RECONSTRUCT 2 TO 2 LANES AS A CONTEXT SENSITIVE ROADWAY, INCLUDING SIDEWALKS AND LIGHTING	\$640,000	\$0	\$160,000	\$800,000	\$0	05/2028	NOT EXPECTED TO OBLIGATE IN FY2026	WILL BE DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
21033	0902-90-223	FORT WORTH	FORT WORTH	C	VA	EAST ROSEDALE BOUNDED BY ROSEDALE ON THE NORTH, LIBERTY STREET ON THE EAST,	POLLARD-SMITH ON THE SOUTH, AND AMANDA AVENUE ON THE WEST	DESIGN AND CONSTRUCT TRANSIT BUS CENTER NEAR NEW ENVISION CENTER AND STOP SIX	\$800,000	\$0	\$0	\$800,000	\$0	10/2028	NOT EXPECTED TO OBLIGATE IN FY2026	WILL BE DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
11699.2	0902-00-360	FWTA	FORT WORTH	T	VA	REGIONAL VANPOOL PROGRAM FOR (WESTERN SUBREGION)		OPERATE VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE; INCLUDES COST OF VEHICLE LEASING AND PART OF ADMINISTRATIVE COSTS	\$682,000	\$0	\$0	\$682,000	\$0	01/2030 03/2026	NOT EXPECTED TO OBLIGATE IN FY2026	
24040	0918-46-358	DENTON	DALLAS	E	VA	ON WESTERN BLVD FROM JIM CHRISTAL RD	US 380	RECONSTRUCT AND WIDEN FROM 3 LANES TO 4 LANES INCLUDING SHARED USE PATHS	\$0	\$0	\$0	\$0	\$0	N/A 03/2026	NOT EXPECTED TO OBLIGATE IN FY2026	ENGINEERING FUNDING MOVED TO CONSTRUCTION VIA FEBRUARY 2026 TIP MODIFICATION CYCLE
TOTAL									\$354,374,911	\$10,225,286	\$34,852,202	\$399,452,399	\$44,269,393			

TOTAL CLOSEOUTS/WITHDRAWALS	(\$574,775)
TOTAL PROJECT ADJUSTMENTS	(\$1,435,378)
TOTAL OBLIGATED IN FY2026	\$44,269,393
EXPECTED TO OBLIGATE IN FY2026	\$229,167,312
NOT EXPECTED TO OBLIGATE IN FY2026	\$67,405,599

TASA FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2026

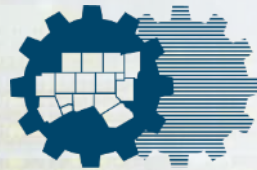
TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
40080	0902-90-291	ARLINGTON	FORT WORTH	C	CS	ALLEN AVE FROM E MAYFIELD RD	E ARBROOK BLVD	CONSTRUCT NEW SIDEWALKS	\$957,427	\$0	\$239,356	\$1,196,783	\$957,427	01/2026 <u>(ACTUAL)</u>	OBLIGATED (2026)	DELAYED FROM FY2025; 2022 TA SET ASIDE CALL FOR PROJECTS
40082	0902-90-293	FORT WORTH	FORT WORTH	C	VA	AM PATE ELEMENTARY SCHOOL SRTS PROJECT BOUNDED BY E BARRY ST ON THE NORTH	VILLAGE CREEK RD ON THE EAST, FRESHFIELD RD ON THE SOUTH, WIMAN DR ON THE WEST	CONSTRUCT NEW SIDEWALKS	\$1,043,908	\$0	\$260,977	\$1,304,885	\$1,043,908	02/2026 <u>(ACTUAL)</u>	OBLIGATED (2026)	2022 TA SET ASIDE CALL FOR PROJECTS
40088	0918-47-472	DALLAS CO	DALLAS	C	VA	CHALK HILL TRAIL PHASE 1A ALONG FORMER RAILROAD ROW FROM GINGER AVE TO S COCKRELL HILL RD	AND ALONG S COCKRELL HILL RD FROM FORMER RAILROAD ROW TO W ILLINOIS AVE	CONSTRUCT NEW SHARED-USE PATH, RECONSTRUCT EXISTING SIDEWALK, AND BICYCLE AND PEDESTRIAN INTERSECTION IMPROVEMENTS	\$3,412,553	\$0	\$853,138	\$4,265,691	\$3,117,012	03/2026 <u>(ACTUAL)</u>	OBLIGATED (2026)	2022 TA SET ASIDE CALL FOR PROJECTS
40085	0918-24-296	ALLEN	DALLAS	C	VA	ROWLETT CREEK TRAIL FROM EXISTING TERMINUS AT MCDERMOTT DRIVE	EXISTING BLUEBONNET TRAIL AT US 75	CONSTRUCT NEW SEGMENTS OF SHARED-USE PATHS AND SHARED-USE BRIDGES OVER ROWLETT CREEK	\$3,200,000	\$0	\$800,000	\$4,000,000	\$3,200,000	04/2026 01/2026	OBLIGATED (2026)	DELAYED FROM FY2025; 2022 TA SET ASIDE CALL FOR PROJECTS
40084	0902-90-296	FORT WORTH	FORT WORTH	C	CS	OAKLAND/MILLER SRTS PROJECT; ALONG MILLER AVE FROM ROSEDALE ST	EASTLAND STREET	RESTRIPE ROADWAY TO IMPROVE BICYCLE SAFETY AND ADD SAFETY COUNTERMEASURES TO EXISTING BICYCLE LANES, INCLUDING LANE SEPARATORS, CONSTRUCT NEW BICYCLE AND PEDESTRIAN SIGNALIZATION, NEW ROUNDABOUT AND INTERSECTION IMPROVEMENTS	\$800,000	\$0	\$200,000	\$1,000,000	\$800,000	05/2026 02/2026	OBLIGATED (2026)	2022 TA SET ASIDE CALL FOR PROJECTS; <u>PROJECT IS BEING RE-BID DUE TO NO BIDS BEING RECEIVED AFTER FIRST ADVERTISEMENT</u>
40084.1	0902-90-350	FORT WORTH	FORT WORTH	C	CS	OAKLAND/MILLER SRTS PROJECT; ALONG OAKLAND BLVD FROM E 1ST STREET	E ROSEDALE STREET	RESTRIPE ROADWAY TO IMPROVE BICYCLE SAFETY AND ADD SAFETY COUNTERMEASURES TO EXISTING BICYCLE LANES INCLUDING LANE SEPARATORS, CONSTRUCT NEW BICYCLE AND PEDESTRIAN SIGNALIZATION AND INTERSECTION IMPROVEMENTS	\$1,200,000	\$0	\$300,000	\$1,500,000	\$1,200,000	05/2026 02/2026	OBLIGATED (2026)	2022 TA SET ASIDE CALL FOR PROJECTS; <u>PROJECT IS BEING RE-BID DUE TO NO BIDS BEING RECEIVED AFTER FIRST ADVERTISEMENT</u>
40087	0918-47-471	SUNNYVALE	DALLAS	C	VA	SUNNYVALE RAILS TO TRAILS PROJECT; BOUNDED BY NANCE RD ON THE NORTH	FORMER RAILROAD ROW ON THE EAST, E TRIPP RD ON THE SOUTH, AND WEST OF COLLINS RD ON THE WEST	CONSTRUCT NEW SEGMENTS OF SHARED-USE PATHS, BICYCLE AND PEDESTRIAN SIGNALIZATION, AND NEW SIDEWALK CONNECTIONS TO SUNNYVALE ELEMENTARY, INTERMEDIATE, AND HIGH SCHOOLS	\$1,791,299	\$0	\$447,824	\$2,239,123	\$997,091	05/2026 02/2026	OBLIGATED (2026)	DELAYED FROM FY2025; 2022 TA SET ASIDE CALL FOR PROJECTS
40089	0918-47-473	DALLAS CO	DALLAS	C	VA	CENTRAL TRAIL EXTENSION ALONG BUCKINGHAM RD FROM DART LIGHT RAIL CROSSING TO S GREENVILLE AVE	ALONG S GREENVILLE AVE FROM BUCKINGHAM RD TO WALNUT ST, AND ALONG WALNUT ST FROM S GREENVILLE AVE TO ABRAMS RD	CONSTRUCT NEW SIDEWALK, BICYCLE AND PEDESTRIAN SIGNALIZATION AND INTERSECTION IMPROVEMENTS, AND NEW SHARED-USE PATH	\$6,473,650	\$0	\$0	\$6,473,650	\$5,886,863	06/2026 03/2026	OBLIGATED (2026)	2022 TA SET ASIDE CALL FOR PROJECTS
40086	0918-47-470	GARLAND	DALLAS	C	VA	GARLAND NEW SIDEWALK AT DART DOWNTOWN STATION BOUNDED BY CASTLE DR ON THE NORTH	N COUNTRY CLUB RD ON THE EAST, STATE ST ON THE SOUTH, N 4TH ST ON THE WEST	CONSTRUCT SIDEWALKS AND PEDESTRIAN SAFETY IMPROVEMENTS AT AND AROUND THE DOWNTOWN GARLAND DART STATION	\$3,344,389	\$0	\$836,097	\$4,180,486	\$0	06/2026	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; 2022 TA SET ASIDE CALL FOR PROJECTS; 95% PLANS RESUBMITTAL NEEDED FOR TXDOT REVIEW; ENVIRONMENTAL CLEARANCE RECEIVED OCTOBER 2025
40090	0918-46-348	FRISCO	DALLAS	C	VA	IRON HORSE TRAIL FROM STONEBROOK PKWY	ROCK CREEK PKWY	CONSTRUCTION OF A NEW SHARED-USE PATH ALONG STEWART CREEK	\$4,200,000	\$0	\$1,050,000	\$5,250,000	\$0	08/2026	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; 2022 TA SET ASIDE CALL FOR PROJECTS; CITY WORKING ON 95% PS&E
40102	0918-00-500	RICHARDSON	DALLAS	E	VA	RICHARDSON CITYWIDE SAFE ROUTES TO SCHOOL PROGRAM		DEVELOP MULTIPLE SAFE ROUTES TO SCHOOL PLANS WITHIN THE CITY OF RICHARDSON	\$400,000	\$0	\$100,000	\$500,000	\$0	09/2026	EXPECTED TO OBLIGATE IN FY2026	2025 TA SET ASIDE CALL FOR PROJECTS
TOTAL									\$26,823,226	\$0	\$5,087,392	\$31,910,618	\$17,202,301			

TOTAL CLOSEOUTS/WITHDRAWALS	\$0
TOTAL PROJECT ADJUSTMENTS	(\$1,102,408)
TOTAL OBLIGATED IN FY2026	\$17,202,301
EXPECTED TO OBLIGATE IN FY2026	\$7,944,389
NOT EXPECTED TO OBLIGATE IN FY2026	\$0

CRP FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2026

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
24030	0902-00-385	FWTA	FORT WORTH	T	VA	NEW TEXRAIL VEHICLES FOR TEXRAIL LINE		PURCHASE 4 NEW PASSENGER RAIL VEHICLES FOR TEXRAIL TO ENABLE EXPANSION OF SERVICE FROM EXISTING T&P STATION TO NEAR SOUTHSIDE STATION IN THE FORT WORTH MEDICAL DISTRICT	\$1,701,101	\$0	\$0	\$1,701,101	\$0	06/2026	EXPECTED TO OBLIGATE IN FY2026	UNOBLIGATED BALANCE OF FY2025 FUNDING ADDED UNDER NEW CSJ; TRANSIT TRANSFER REQUEST SUBMITTED
24030	0902-00-392	FWTA	FORT WORTH	T	VA	NEW TEXRAIL VEHICLES FOR TEXRAIL LINE		PURCHASE 4 NEW PASSENGER RAIL VEHICLES FOR TEXRAIL TO ENABLE EXPANSION OF SERVICE FROM EXISTING T&P STATION TO NEAR SOUTHSIDE STATION IN THE FORT WORTH MEDICAL DISTRICT	\$1,265,364	\$0	\$0	\$1,265,364	\$0	06/2026 03/2026	EXPECTED TO OBLIGATE IN FY2026	TRANSIT TRANSFER REQUEST SUBMITTED
25072.4	0918-47-562	DART	DALLAS	T	VA	CNG BUS FLEET REPLACEMENT		CNG BUS FLEET REPLACEMENT	\$17,000,000	\$0	\$0	\$17,000,000	\$0	06/2026 03/2026	EXPECTED TO OBLIGATE IN FY2026	TRANSIT TRANSFER REQUEST SUBMITTED
TOTAL									\$19,966,465	\$0	\$0	\$19,966,465	\$0			

TOTAL CLOSEOUTS/WITHDRAWALS	\$0
TOTAL PROJECT ADJUSTMENTS	\$0
TOTAL OBLIGATED IN FY2026	\$0
EXPECTED TO OBLIGATE IN FY2026	\$19,966,465
NOT EXPECTED TO OBLIGATE IN FY2026	\$0



NCTCOG PRESENTATION

PROJECT STATUS REPORT: MPO MILESTONE POLICY AND FY2026 PROJECT TRACKING UPDATE

Surface Transportation Technical Committee | April 24, 2026

BACKGROUND

- Metropolitan Planning Organization (MPO) Milestone Policy
 - Focuses on projects funded 10+ years that have not gone to construction
 - Creates agency accountability to implement projects
- Fiscal Year (FY) 2026 Project Tracking
 - Focuses on projects slated for implementation in FY2026 funded with the following categories:
 - Congestion Mitigation and Air Quality Improvement Program (CMAQ)
 - Surface Transportation Block Grant (STBG)
 - Transportation Alternatives Set-Aside (TASA)
 - Carbon Reduction Program (CRP)
 - Highlights potential problems in order to prevent delays
 - Provides earlier monitoring
 - Enables the Regional Transportation Council (RTC) to take corrective action if needed to avoid accumulation of carryover balances



MPO MILESTONE POLICY ROUND 2 STATUS UPDATE



SUMMARY OF PROJECTS THAT HAVE NOT GONE TO CONSTRUCTION (April 2026)¹

PROJECT CATEGORIES	NUMBER OF PROJECTS	PROJECT RATING	TOTAL FUNDING OF PROJECTS
Scheduled Letting CY2026	5	Medium Risk	\$80,441,988
Scheduled Letting FY2027	1	Low Risk	\$212,015,095
Total	6		\$292,457,083

1: To date, 15 projects have let by their established deadlines and three have been removed from the TIP at the request of the implementing agency. One project originally not on the list was added.

FISCAL YEAR 2026 PROJECT TRACKING



SUMMARY OF FY2026 CMAQ, STBG, TASA, AND CRP FUNDING

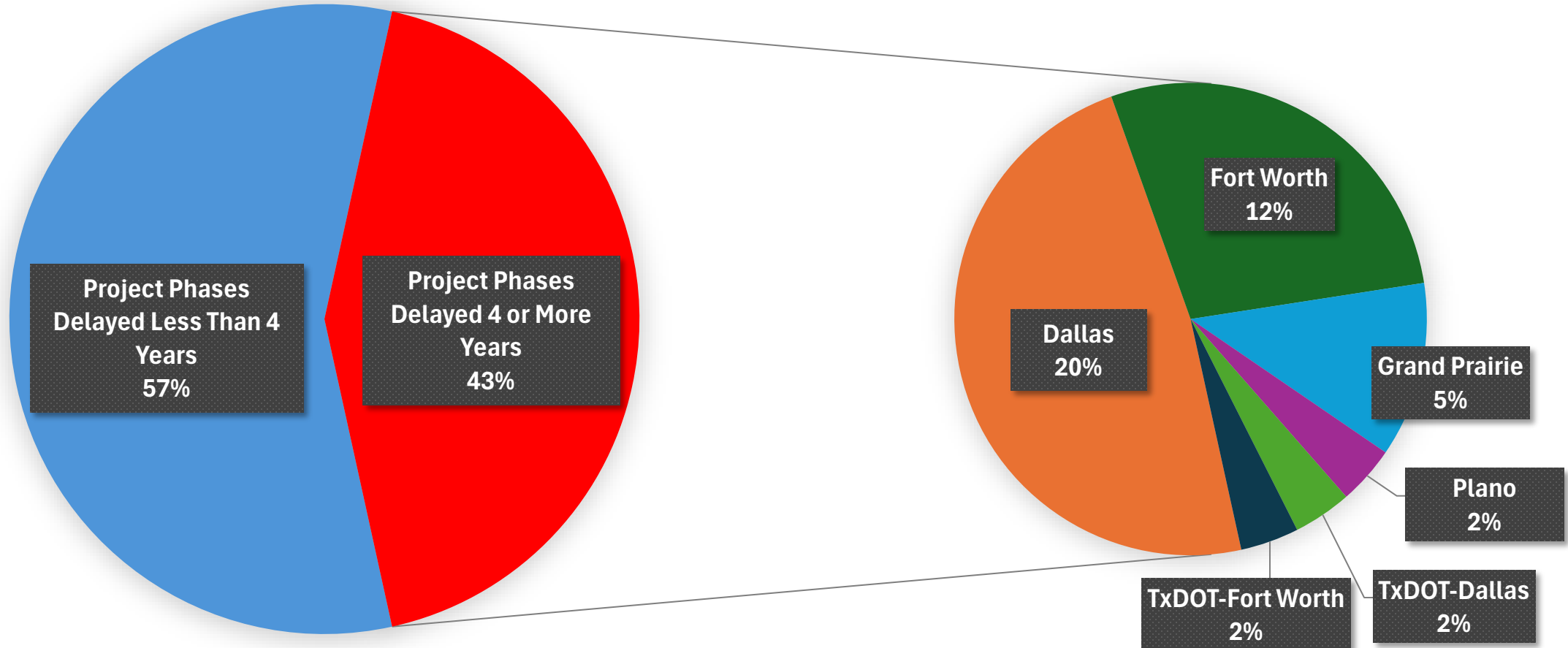
Funding Category	Total Federal Funding Available ¹	Federal Funding Obligated (2026) ^{2, 3}	FY2026 Project Phases	Project Phases Obligated to Date
	April 2026			
CMAQ	\$210,703,025	\$29,519,682	59	10
STBG	\$199,143,095 ⁴	\$42,259,240	106	16
TASA	\$59,470,216 ⁴	\$16,099,893	11	8
CRP	\$19,831,396	\$0	3	0

Notes:

- ¹ Apportionment plus carryover
- ² Obligations based on the federal fiscal year, which runs from October to September
- ³ Obligation amounts as of 4/13/2026
- ⁴ Includes amounts redistributed from TIFIA program through the Fiscally Responsible Highway Funding Act of 2024



CMAQ FY2026 PROJECT PHASES DELAYED FOUR OR MORE YEARS BY AGENCY



- This chart only represents project phases that were slated for implementation in FY2026
- Transit projects not included and will be reviewed separately
- Percentages based on number of phases delayed



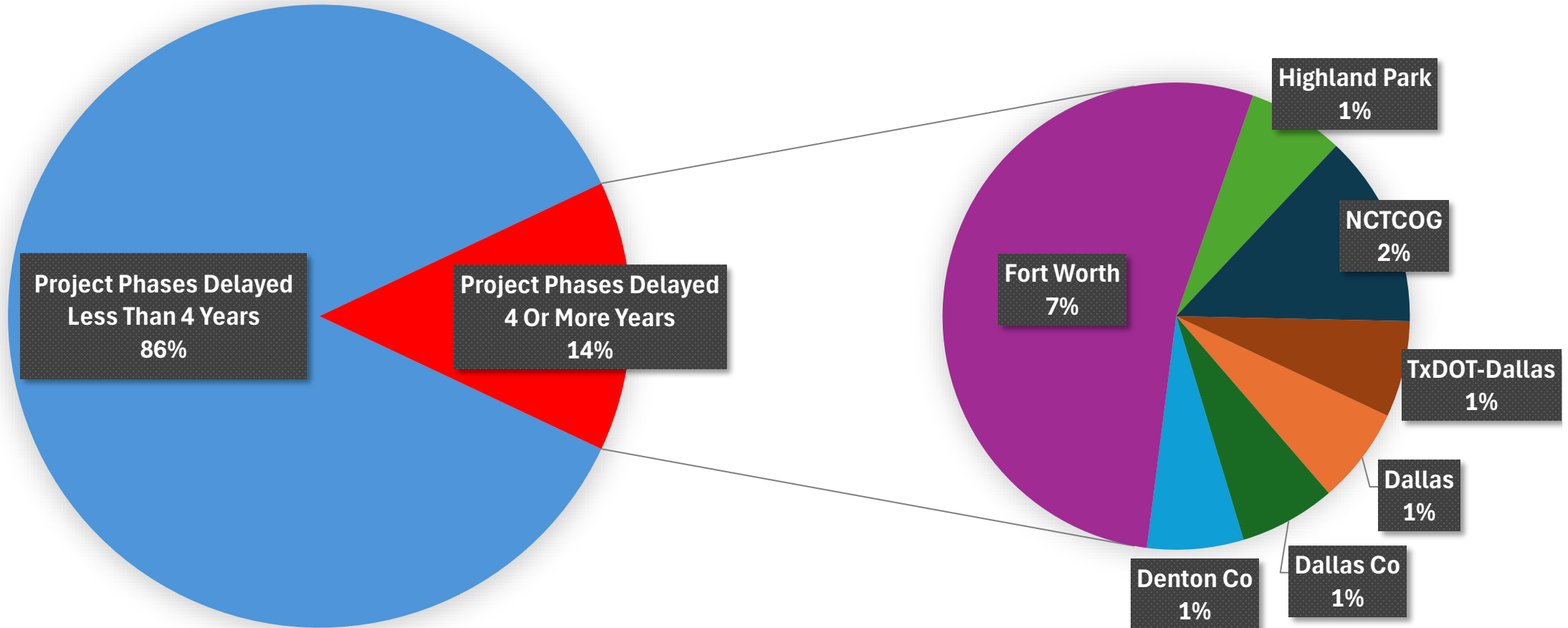
PROJECT SPONSORS WITH CMAQ PROJECT PHASES DELAYED FOUR OR MORE YEARS

Project Sponsor	Number of Project Phases	Total Funding (Federal)	Years of Delay
City of Dallas	12	\$19,912,800	4.0-7.4
City of Fort Worth	7	\$22,004,522	4.4-8.4
City of Grand Prairie	3	\$1,795,055	5.6-6.4
City of Plano	1	\$3,200,000	4.2
TxDOT-Dallas	1	\$4,886,820	5.4
TxDOT-Fort Worth ¹	1	\$800,000	4.7

¹TxDOT took over TIP 21020/CSJ 0902-90-219 from Forest Hill in 2024



STBG FY2026 PROJECT PHASES DELAYED FOUR OR MORE YEARS BY AGENCY



- This chart only represents project phases that were slated for implementation in FY2026
- Transit projects not included and will be reviewed separately
- Percentages based on number of phases delayed



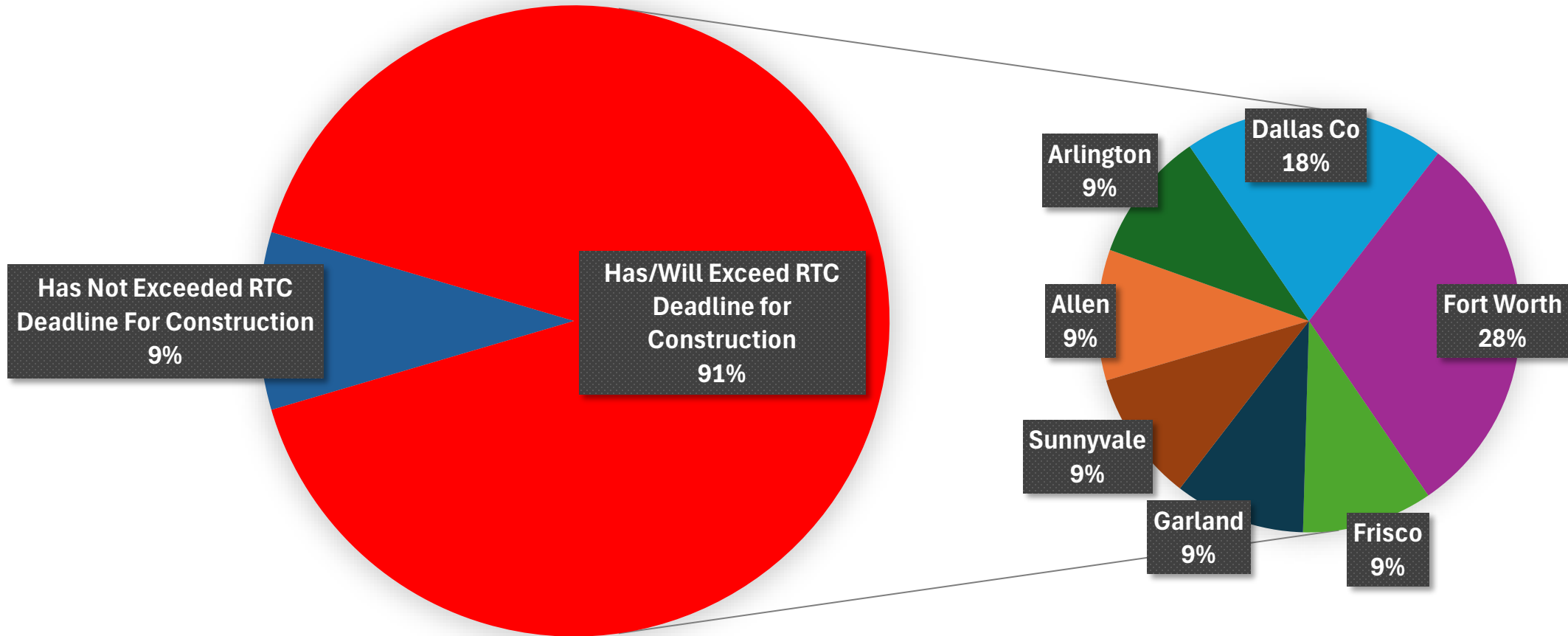
PROJECT SPONSORS WITH STBG PROJECT PHASES DELAYED FOUR OR MORE YEARS

Project Sponsor	Number of Project Phases	Total Funding (Federal)	Years of Delay
City of Dallas	1	\$500,000	4.7
Dallas County	1	\$3,702,280	7.8
Denton County	1	\$10,000,000	5.7
City of Fort Worth	8	\$31,015,007	4.4-8.5
Town of Highland Park	1	\$12,520,000	5.0
NCTCOG	2	\$3,650,000	4.8-5.7
TxDOT-Dallas ¹	1	\$44,648,437	6.0

¹TxDOT implementing TIP 14070/CSJ 0196-07-034 on behalf of the City of Dallas and Klyde Warren Park Foundation



TASA FY2026 PROJECT PHASES THAT EXCEEDED THE RTC DEADLINE FOR CONSTRUCTION



- This chart only represents project phases that were slated for implementation in FY2026
- Based on actual and estimated let dates
- Percentages based on number of phases delayed



PROJECT SPONSORS WITH TASA PROJECT PHASES THAT EXCEEDED THE RTC DEADLINE FOR CONSTRUCTION

Project Sponsor	Number of Project Phases	Total Funding (Federal)	Years Since TASA Deadline
City of Allen	1	\$3,200,000	0.3
City of Arlington	1	\$957,427	0.1
Dallas County	2	\$9,886,203	0.2-0.5
City of Fort Worth	3	\$3,043,908	0.1-0.4
City of Frisco	1	\$4,200,000	0.6
City of Garland	1	\$3,344,389	0.5
Town of Sunnyvale	1	\$1,791,299	0.4



CONTACT US



Christie Gotti, Senior Program Manager
cgotti@nctcog.org | 817-608-2338



Brian Dell, Program Manager
bdell@nctcog.org | 817-704-5694



Cody Derrick, Senior Transportation Planner
cderrick@nctcog.org | 817-608-2391



Dylan Niles, Transportation Planner II
dniles@nctcog.org | 682-433-0512



Jackson Rose, Transportation Planner I
jrose@nctcog.org | 817-776-8047



CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING INNOVATIVE
PROJECTS DURING COVID RECOVERY

April 2026 – Transit Data Update

Michael Morris, P.E.
Director of Transportation

TRAVEL BEHAVIOR BY MODE



0

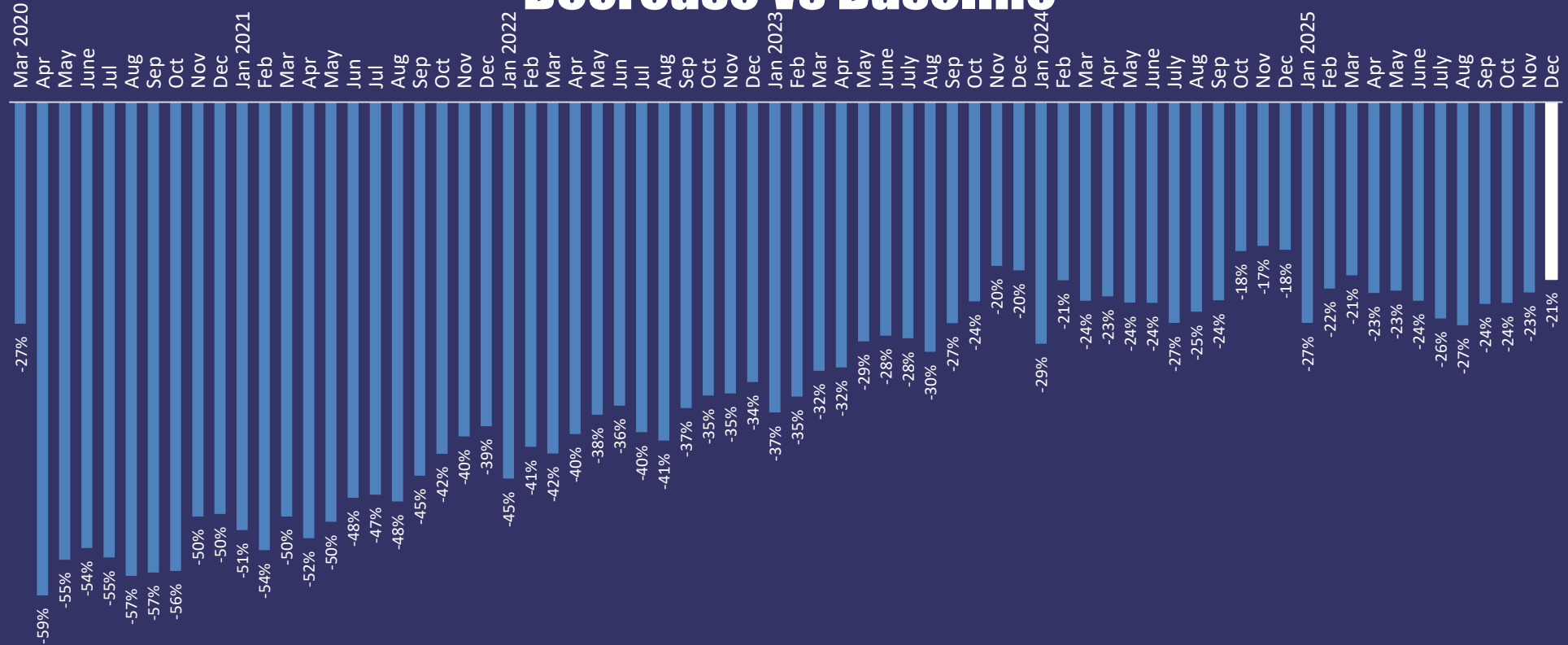
Transit Weekend Ridership (-1%, December)
Transit Weekday Ridership (-21%, December)



TRANSIT IMPACTS

Rail, Bus and On Demand
Weekend
Ridership

WEEKDAY Rail, Bus and On Demand Passenger Decrease vs Baseline



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

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

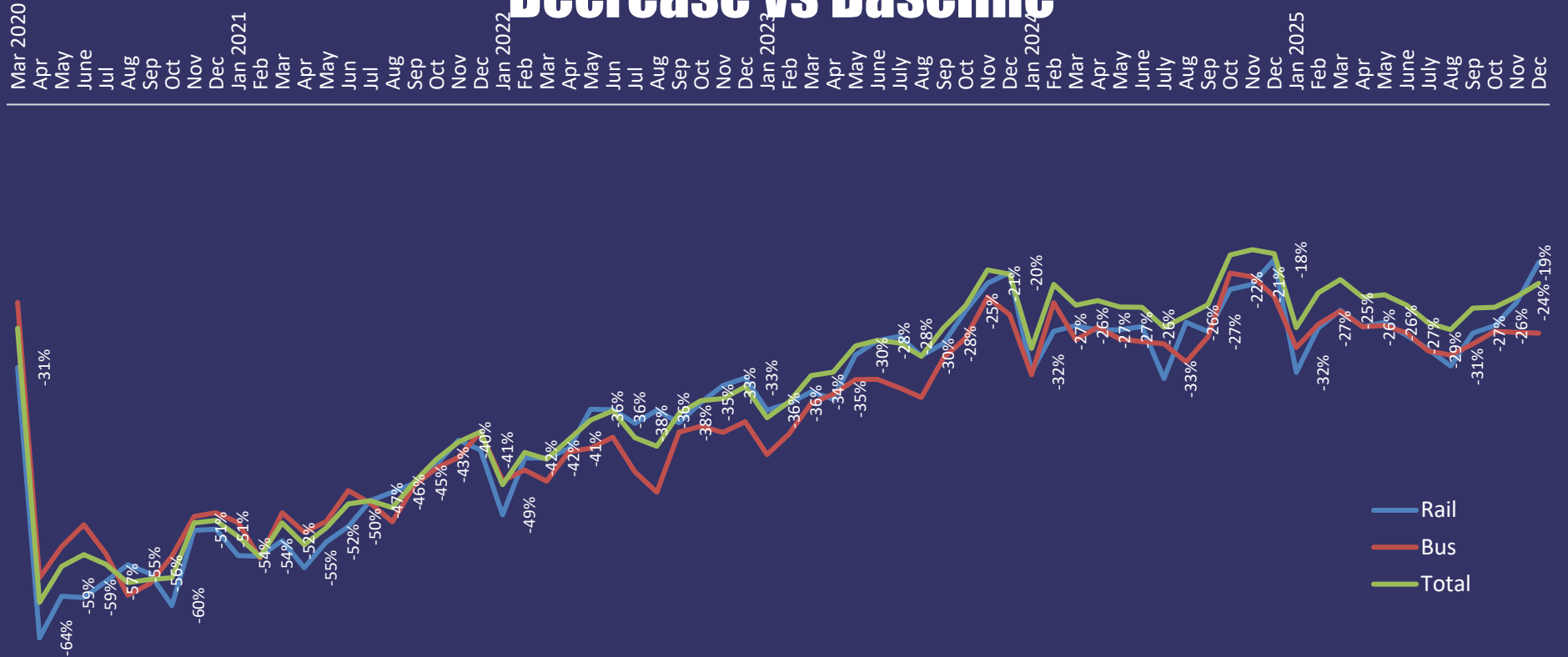
Note: Baseline is March 2019-February 2020.

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

TRANSIT IMPACTS

Rail, Bus and Total Weekday Ridership

WEEKDAY Rail, Bus and Total Passenger Decrease vs Baseline



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

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

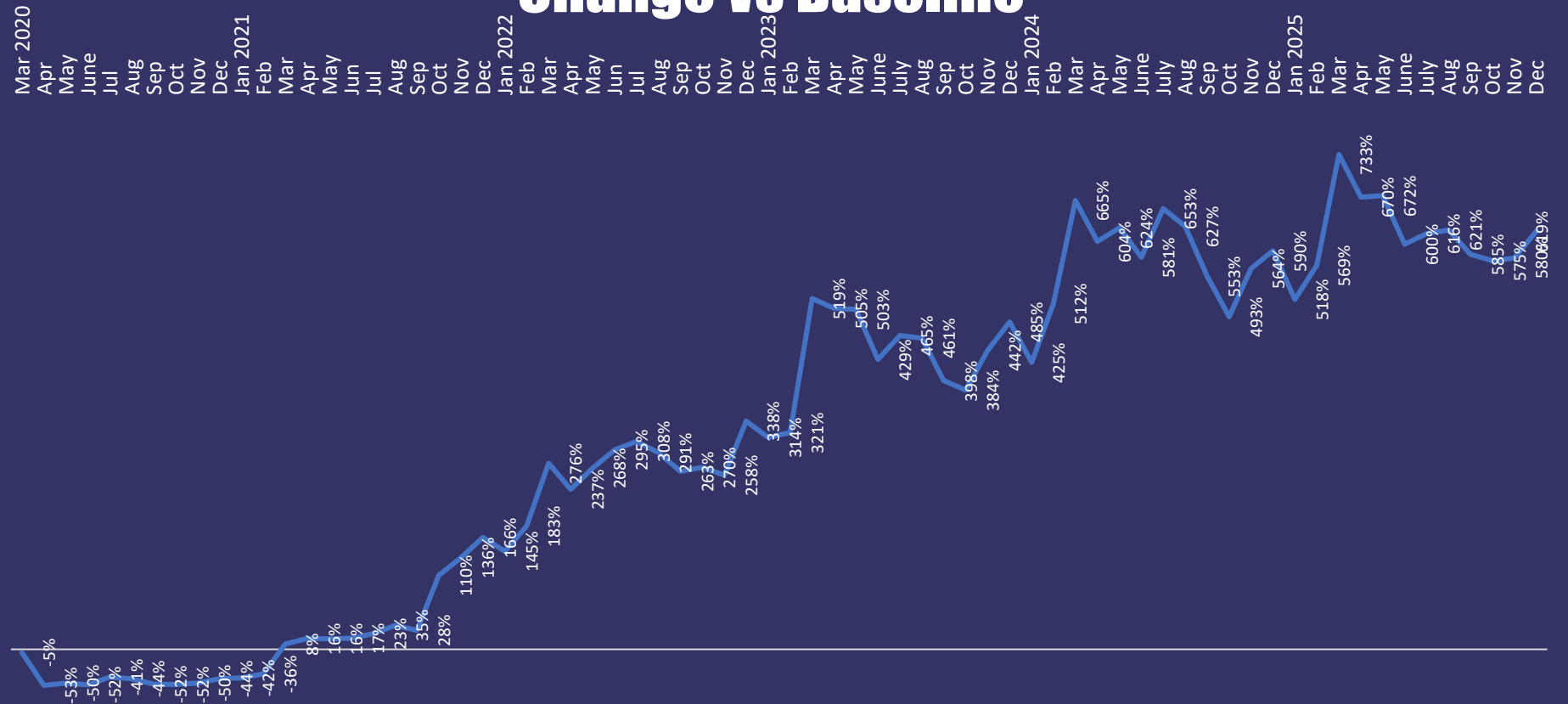
Note: Baseline is March 2019-February 2020.

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

TRANSIT IMPACTS

Rail, Bus and On Demand Weekday Ridership

WEEKDAY On Demand Passenger Change vs Baseline



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

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

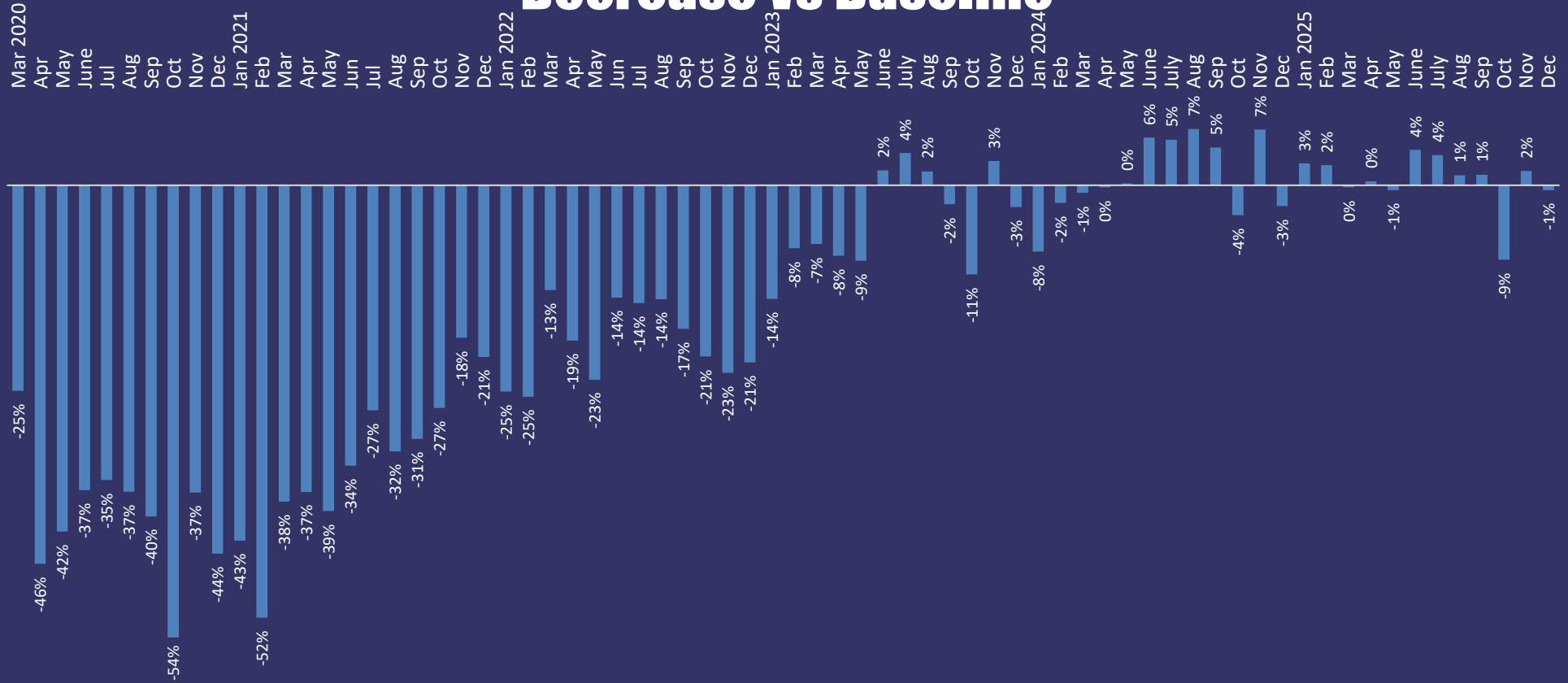
Note: Baseline is March 2019-February 2020.

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

TRANSIT IMPACTS

Rail, Bus and On Demand Weekend Ridership

WEEKEND Rail, Bus and On Demand Passenger Decrease vs Baseline



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

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

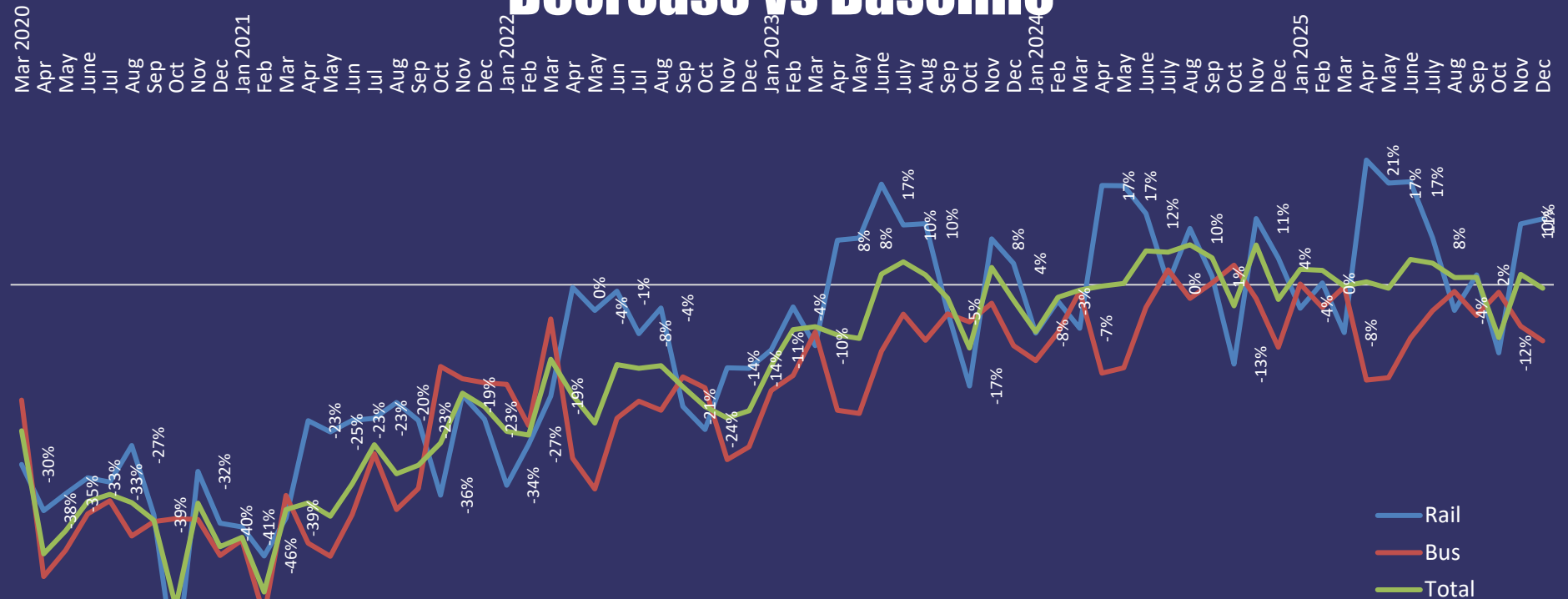
Note: Baseline is March 2019-February 2020.

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

TRANSIT IMPACTS

Rail, Bus and Total Weekend Ridership

WEEKEND Rail, Bus and Total Passenger Decrease vs Baseline



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

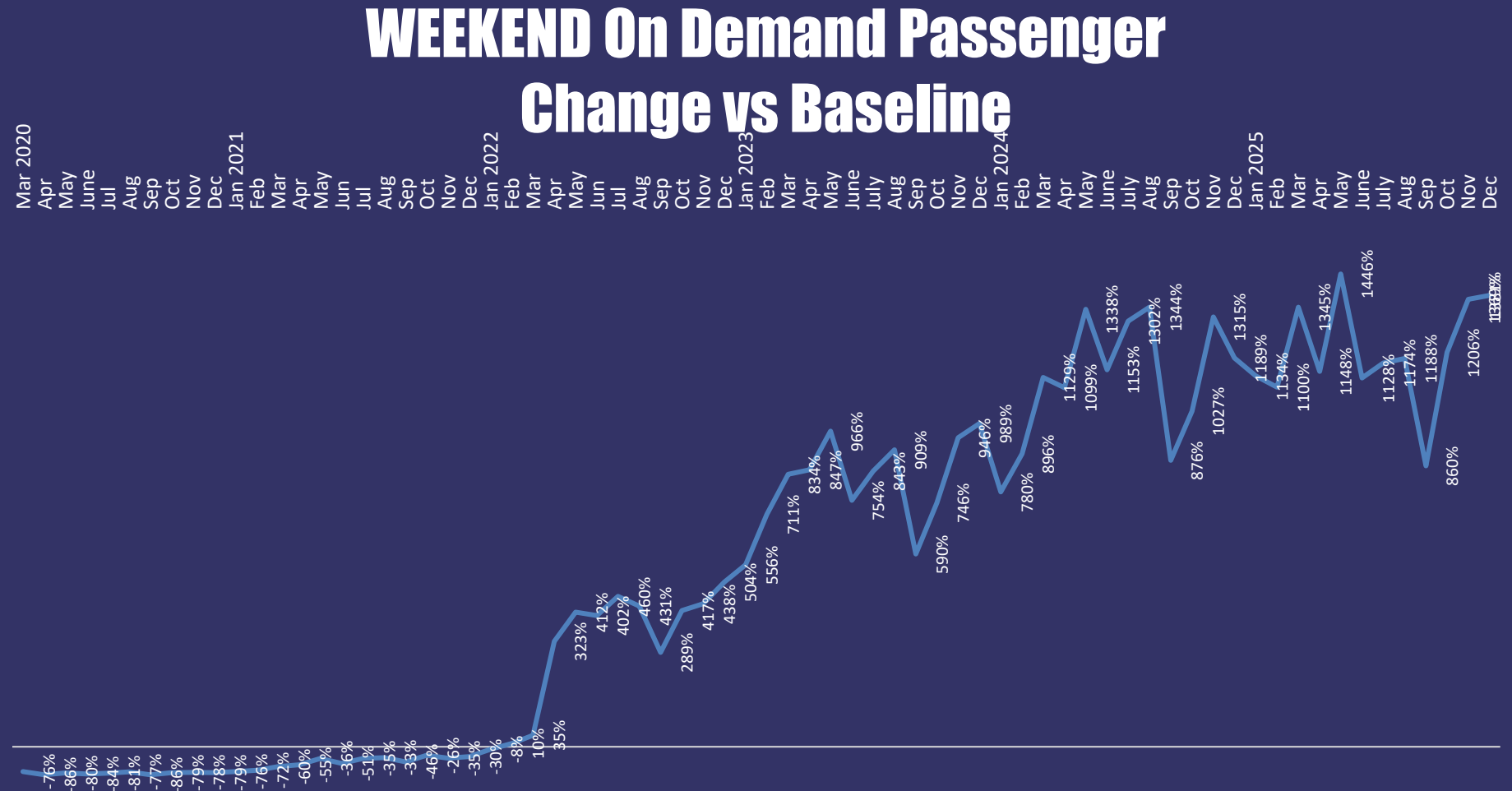
Source: DART, DCTA, Trinity Metro, and VIA Arlington

Note: Baseline is March 2019-February 2020.

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

TRANSIT IMPACTS

On Demand Weekend Ridership



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

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

Note: Baseline is March 2019-February 2020.

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



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

March 12, 2026

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

Dear Mr. Barth:

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

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

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

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

Page Two

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

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

Sincerely,



Rick Bailey, Chair
Regional Transportation Council
Johnson County Commissioner

MM:vpj

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



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

March 31, 2026

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

Dear Mr. Bailey,

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

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

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

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

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

Sincerely,

DocuSigned by:
James Kirk

AADC3FA2650140D...
James Kirk

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

Cc:

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

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

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

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

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

Michael Morris, Transportation Planning Director, NCTCOG MPO



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

April 6, 2026

Mr. James Kirk
Senior General Counsel
Texas Department of Transportation
125 E. 11th Street
Austin, Texas 78701

Dear Mr. Kirk:

Thank you for your March 31, 2026, letter, which has been shared with the Regional Transportation Council (RTC), which serves as the independent policymaking board of the Dallas-Fort Worth (DFW) Metropolitan Planning Organization (MPO). The RTC appreciates information on the timeline for new MPO-TxDOT Planning Agreements and agrees with the approach to ensure compliance with 23 CFR Part 450, Subparts A & C and §450.310 within Subpart C.

The RTC stands ready to provide any necessary assistance to the Texas Department of Transportation during this process. We will await hearing from your organization on the next steps.

Thank you for your consideration of this request from the RTC. It is our goal to ensure a productive working relationship between the RTC and State, as provided in 23 CFR Part 450, in order to serve the mobility needs of our growing region. This is an outcome that would benefit TxDOT and we welcome your assistance to help resolve this matter.

Sincerely,

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
Johnson County Commissioner

AW:kw

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

From: Michael Morris
Sent: Thursday, April 9, 2026 10:07 AM
To: Casey Wells
Cc: Dan Kessler; Ken Kirkpatrick; Rick Bailey; Elisa Villnave; Toni Stehling
Subject: RE: bylaws

Mr. Wells,

We will get you dates to address a new Planning Agreement. You, Dan and Ken have done these in the past. Ken can't serve as our legal staff in this matter. We are securing legal staff to help us on this agreement. Ken will represent NCTCOG Executive Board.

Dan,

You will need to expedite the legal assistance in Account #1 to meet this schedule. At a minimum, you, I and the new lawyer will be our representatives for the first meeting.

Ken,

Please meet with Mr. Little and let us know who will be in this first meeting. Let Elisa know. If there will be a Board member we will need to alert Chair Bailey.

Chair Bailey,

It appears the current planning agreement does not comply with US Title 23 regulations. We have suspected this for some time and has been confirmed from TxDOT legal staff by mail. If you look below, Casey began work on this last year. If you wish to attend the first meeting, we will need to let Mr. Little know in order to offer an Executive Board representative the same opportunity.

Toni,

We need to copy for RTC.

Michael

From: Dan Kessler <DKessler@nctcog.org>
Sent: Thursday, April 9, 2026 9:31 AM
To: Michael Morris <MMorris@nctcog.org>
Subject: Fw: bylaws

Get [Outlook for iOS](#)

From: Casey Wells <Casey.Wells@txdot.gov>
Sent: Thursday, April 9, 2026 8:41:37 AM
To: Ken Kirkpatrick <KKirkpatrick@nctcog.org>; Dan Kessler <DKessler@nctcog.org>
Subject: RE: bylaws

Good morning,

I've been instructed to reach out to you for your availability to meet virtually to discuss the new Planning Agreement with Brian, Tito, and me.

As a reminder, we were working on it pretty heavily and put that effort on pause this time last year. We issued the 2-year extension, which expires in Sept 2027.

Please send over possible meeting times from April 13 to April 24.

I appreciate your time and attention and look forward to the discussion.

Thank you,

CASEY WELLS

Advance Transportation Planning Section Director
Texas Department of Transportation
Transportation Planning and Programming Division
casey.wells@txdot.gov | M: 512-423-8986

From: Ken Kirkpatrick <KKirkpatrick@nctcog.org>
Sent: Friday, March 13, 2026 2:14 PM
To: Casey Wells <Casey.Wells@txdot.gov>; Dan Kessler <dkessler@nctcog.org>
Subject: RE: bylaws

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Casey –

Links to the Executive Board Bylaws and RTC Bylaws can be found on NCTCOG's website at the following links:

[2018-current-bylaws-adopted-06-2018_jrp-final.doc](#)

[RTC_Bylaws22.pdf](#)

The NCTCOG MPO Designation Letter, 1974 Agreement, and 1988 Agreement are attached.

Ken K

From: Casey Wells <Casey.Wells@txdot.gov>
Sent: Friday, March 13, 2026 9:39 AM
To: Ken Kirkpatrick <KKirkpatrick@nctcog.org>; Dan Kessler <DKessler@nctcog.org>
Subject: RE: bylaws

Thank you. Can you also send the 1974 Designation Agreement (parties: NCTCOG, Governor's Office)?

CASEY WELLS

Advance Transportation Planning Section Director
Texas Department of Transportation
Transportation Planning and Programming Division
casey.wells@txdot.gov | M: 512-423-8986

From: Ken Kirkpatrick <KKirkpatrick@nctcog.org>
Sent: Friday, March 13, 2026 9:38 AM
To: Casey Wells <Casey.Wells@txdot.gov>; Dan Kessler <dkessler@nctcog.org>
Subject: Re: bylaws

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Casey,

They have separate bylaws. I'll send them to you later today when i'm in the office.

Ken K

Get [Outlook for iOS](#)

From: Casey Wells <Casey.Wells@txdot.gov>
Sent: Friday, March 13, 2026 9:22:21 AM
To: Ken Kirkpatrick <KKirkpatrick@nctcog.org>; Dan Kessler <DKessler@nctcog.org>
Subject: bylaws

Good morning,

Do the NCTCOG Executive Board and the RTC have separate bylaws? If so, can you send to me?

Thanks,

CASEY WELLS

Advance Transportation Planning Section Director
Texas Department of Transportation
Transportation Planning and Programming Division
casey.wells@txdot.gov | M: 512-423-8986



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

April 7, 2026

Mr. Michael Chamberlain
Director of Data Management, Transportation Planning and Programming
Texas Department of Transportation
125 East 11th Street
Austin, TX 78701

RE: North Central Texas Council of Governments Study Area Recommendations for Phase II of
the Texas Electric Vehicle Infrastructure Plan

Dear Mr. Chamberlain:

On behalf of the North Central Texas Council of Governments (NCTCOG), which serves as staff to the Metropolitan Planning Organization (MPO) Policy Committee, the Regional Transportation Council (RTC), I submit the attached recommendations for study areas for grants to be administered by the Texas Department of Transportation (TxDOT) through Phase II of the Texas Electric Vehicle Infrastructure Plan. This submittal also reflects the requests and support of the Dallas-Fort Worth Clean Cities Coalition, which is housed within the NCTCOG.

On March 12, 2026, the RTC took action to request that TxDOT include recommendations from the NCTCOG in the first round of applications for Phase II Study Areas, and to approve methodology to select these study areas. Information on this methodology is enclosed, along with a list of locations.

The recommendations include 38 study area locations for direct current fast charge locations and eight locations for megawatt freight charging within the NCTCOG MPO area. Each study area is intended to serve as the geographic boundary in which TxDOT will award one selected applicant. Attached is a table of policy-level criteria influencing location decisions. Also attached is a powerpoint presentation with additional detail. Electronic datasets are available to aid TxDOT in streamlining implementation.

Thank you for the opportunity to collaborate on this initiative. We look forward to deployment of the Texas Electric Vehicle Infrastructure Plan Phase II in the NCTCOG region and statewide. If you have any questions, please contact Lori Clark, Senior Program Manager and Dallas-Fort Worth Clean Cities Director at (817) 695-9232 or LClark@nctcog.org.

Sincerely,

A handwritten signature in black ink that reads "Michael Morris". The signature is written in a cursive, flowing style.

Michael Morris, P.E.
Director of Transportation

JW:jls

cc: Lori Clark

NCTCOG DC Fast Charge Study Area Recommendations for Phase II of the Texas Electric Vehicle Infrastructure Plan

Study Area Locations							Roadway Criteria Met				
Number	Roadway Intersection	Latitude	Longitude	Study Area Radius (Along Secondary Highways)	City	County	Designated Alternative Fuel Corridor	Corridors previously recommended for Alternative Fuel Corridor nomination by the NCTCOG Regional Transportation Council	Hurricane Evacuation Routes	Corridors that connect to other urban areas or adjacent County seats	Highways within the Strategic Highway Network
1	US287, FM1655	33.357574	-97.705854	3.5 miles	Alvord	Wise		X		X	X
2	FM51, FM455	33.373036	-97.412396	3.5 miles	Decatur	Wise				X	
3	US287, SH114	33.056535	-97.479644	3.5 miles	Rhame	Wise		X		X	X
4	US380, FM2622	33.240625	-97.355262	3.5 miles	Stony	Denton		X		X	
5	IH35W, FM407	33.100601	-97.22338	3.5 miles	Argyle	Denton	X				X
6	IH35, FM455	33.367267	-97.179898	3.5 miles	Sanger	Denton	X				X
7	US377, FM455	33.395401	-96.946282	3.5 miles	Pilot Point	Denton				X	
8	SH160, SH121	33.384203	-96.401285	3.5 miles	Desert	Collin				X	
9	US380, SH78	33.158054	-96.375587	3.5 miles	Farmersville	Collin		X		X	
10	SH69, FM272	33.291799	-96.190956	3.5 miles	Celeste	Hunt				X	
11	SH34, SH11	33.373734	-96.069484	3.5 miles	Wolfe City	Hunt				X	
12	SH69, FM513	32.992098	-95.936191	3.5 miles	Lone Oak	Hunt				X	
13	FM51, SH199	32.96335	-97.682997	3.5 miles	Springtown	Parker				X	
14	IH20, SH171	32.728948	-97.788594	3.5 miles	Weatherford	Parker	X		X	X	X
15	SH199, IH820	32.807238	-97.416929	3.5 miles	Sansom Park	Tarrant	X			X	X
16	IH30, IH45	32.778973	-96.782032	3.5 miles	Dallas	Dallas	X		X		X
17	IH30, US80	32.800041	-96.6276032	3.5 miles	Dallas	Dallas	X			X	X
18	IH20, US175, IH635	32.691381	-96.632432	3.5 miles	Dallas	Dallas	X		X	X	X
19	SH34, FM2451	32.461343	-96.435005	3.5 miles	Rosser	Kaufman				X	
20	SH34, US175	32.57464	-96.309276	3.5 miles	Kaufman	Kaufman			X	X	
21	US80, County Rd 314	32.8080716	-96.100296	3.5 miles	Cobb	Kaufman				X	
22	US175, FM 90	32.374043	-96.096951	3.5 miles	Mabank	Kaufman			X	X	
23	US377, SH171	32.536704	-97.626428	3.5 miles	Cresson	Hood				X	
24	US377, FM56	32.388962	-97.920934	3.5 miles	Tolar	Hood				X	
25	SH144, FM2425	32.332266	-97.754742	3.5 miles	Granbury	Hood				X	
26	US67, SH171	32.380034	-97.407081	3.5 miles	Cleburne	Johnson				X	
27	IH35, SH81	32.286209	-97.177523	3.5 miles	Grandview	Johnson	X				X
28	US67, US287	32.475681	-97.010664	3.5 miles	Midlothian	Ellis		X		X	X
29	SH34, FM877	32.235861	-96.741409	3.5 miles	Ennis	Ellis				X	
30	IH45, Risinger Rd	32.483655	-96.664601	3.5 miles	Trumbull	Ellis	X		X		X
31	SH224, SH24	33.252868	-95.910757	3.5 miles	Commerce	Hunt				X	
32	US380, DNT	33.21888	-96.820304	3.5 miles	Prosper	Collin		X		X	
33	SH199, FM 740	32.901784	-97.551112	3.5 miles	Azle	Parker				X	
34	IH35, IH20	32.666987	-97.3159833	3.5 miles	Fort Worth	Tarrant	X				X
35	SH34, County Rd 3702	32.845126	-96.158205	3.5 miles	Quinlan	Kaufman				X	
36	US80, FM 740	32.755998	-96.468167	3.5 miles	Forney	Kaufman				X	
37	IH20, FM 2965	32.655423	-96.094339	3.5 miles	Hiram	Kaufman	X		X	X	X

NCTCOG Megawatt Charging Study Area Recommendations for for Phase II of the Texas Electric Vehicle Infrastructure Plan

Study Area Locations						Criteria Met		
Number	Roadway	Nearby Freight-Oriented Development (FOD)	Study Area Size (L X W)	City	County	FOD Location	Intermodal Hub Location	Existing Truck Stops
1	SL288	Denton Loop	8 x 7 miles	Denton	Denton	X	X	X
2	IH35/SH114	Alliance Area	9 x 6 miles	Fort Worth	Tarrant/Denton	X	X	X
3	SH121/SH114	DFW Airport	7 x 7 miles	Grapevine	Tarrant	X	X	
4	IH35/IH20	South Fort Worth	7 x 7 miles	Fort Worth	Tarrant	X		X
5	IH20/SH34	Terrell Area	21 x 18.5 miles	Terrell	Kaufman	X		X
6	IH45/E Belt Line Rd	Lancaster Airport	6 x 6 miles	Hutchins	Dallas	X	X	X
7	IH35/US287	Waxahachie Area	9.5 x 8.5 miles	Waxahachie	Ellis	X		X
8	US287/US67	Midlothian Area	7 x 7 miles	Midlothian	Ellis	X		X



Methodology to Select Study Areas Within the NCTCOG Boundary for the Texas Electric Vehicle Infrastructure Plan: Phase II

April 7, 2026

Methodology for Phase II: DC Fast Charging

Utilized GIS to optimize placement of EV charging station study areas across both “secondary highways” and designated corridors with objective of increasing accessibility of charging stations

Criteria to assess appropriate density

- Incorporate ratio of traffic volume existing/planned charging stations
- Avoid existing/planned stations that meet NEVI standards
- Incorporate public input on charging station locations

Criteria to identify “secondary highways”

- Corridors previously recommended for nomination by the RTC (US 287 and US 380)
- Hurricane evacuation routes (IH45, IH20, and US 175)
- Highways within the Strategic Highway Network (US 287)
- Corridors that connect to other urban areas or adjacent County seats

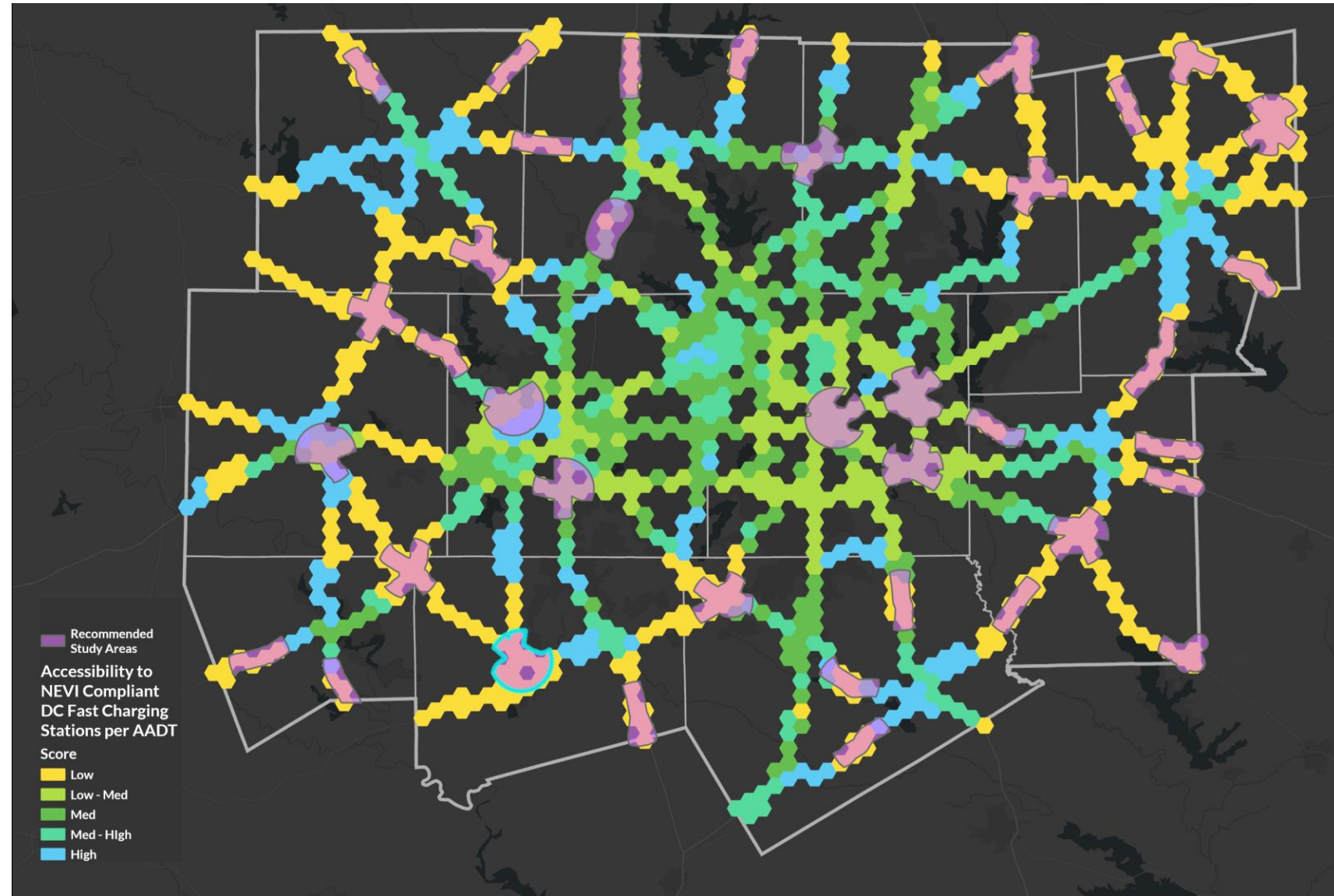


Recommended Study Areas for Phase II: DC Fast Charging

Goal: Increase availability of NEVI compliant charging stations in areas of low accessibility

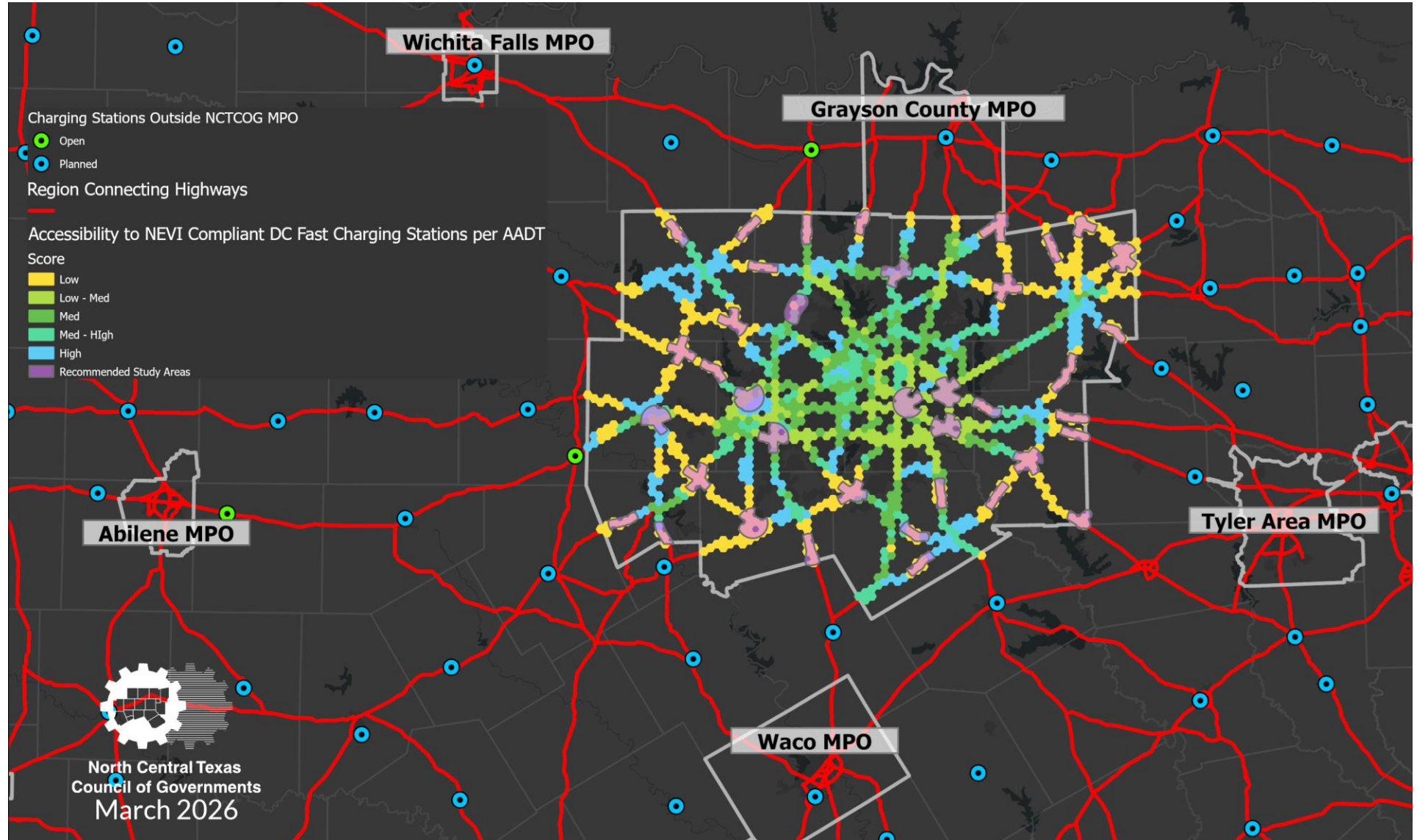
Recommendation: 38 DC Fast Charge Study Areas

- Study Areas follow 1 mile width of the roadway corridors, and continue 3.5 miles along the length of the roadway in any direction from central point



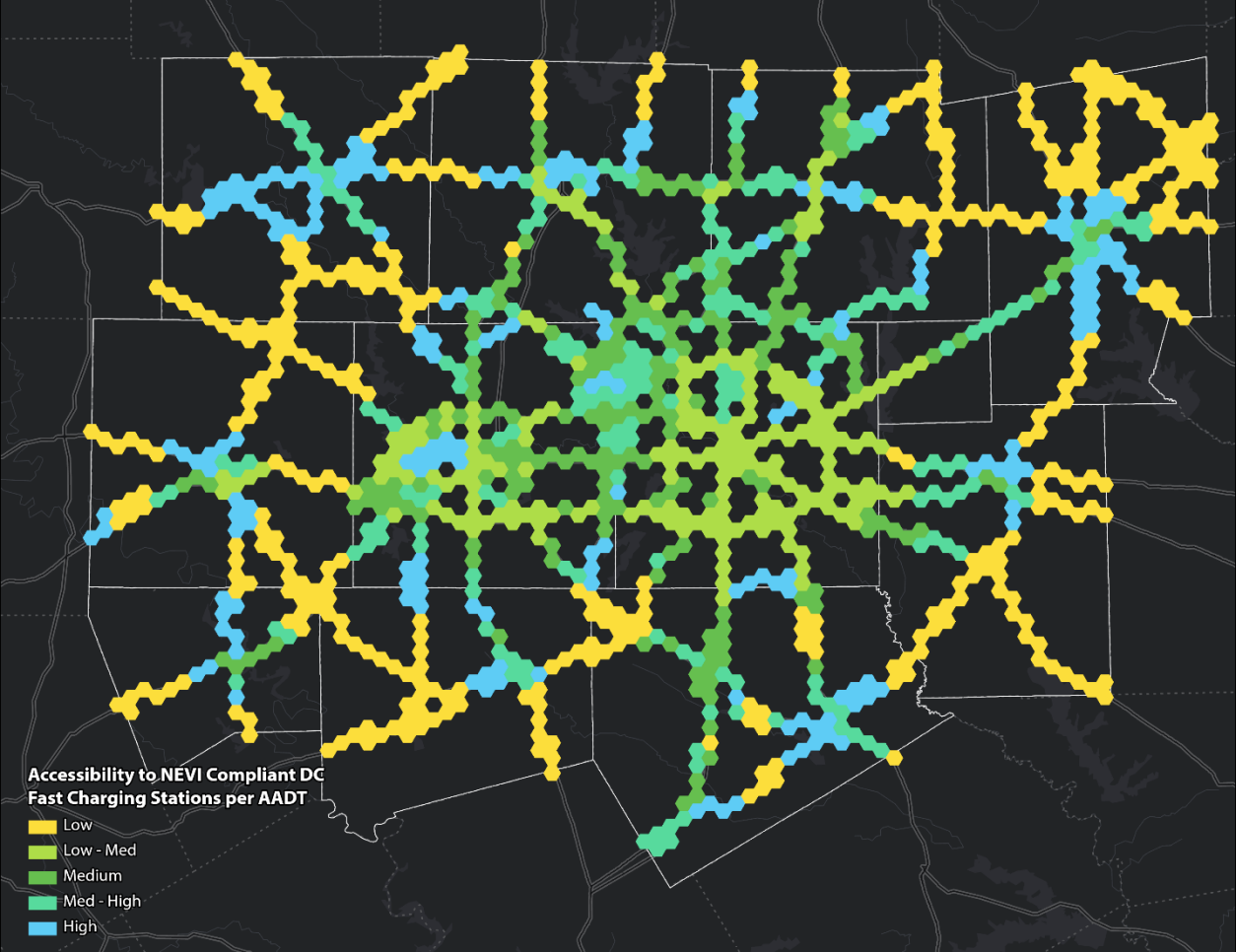
Proposed NCTCOG Phase II Approach: DC Fast Charging

Recommended Study Areas Provide Connectivity to Adjacent County Seats and Neighbor MPOs

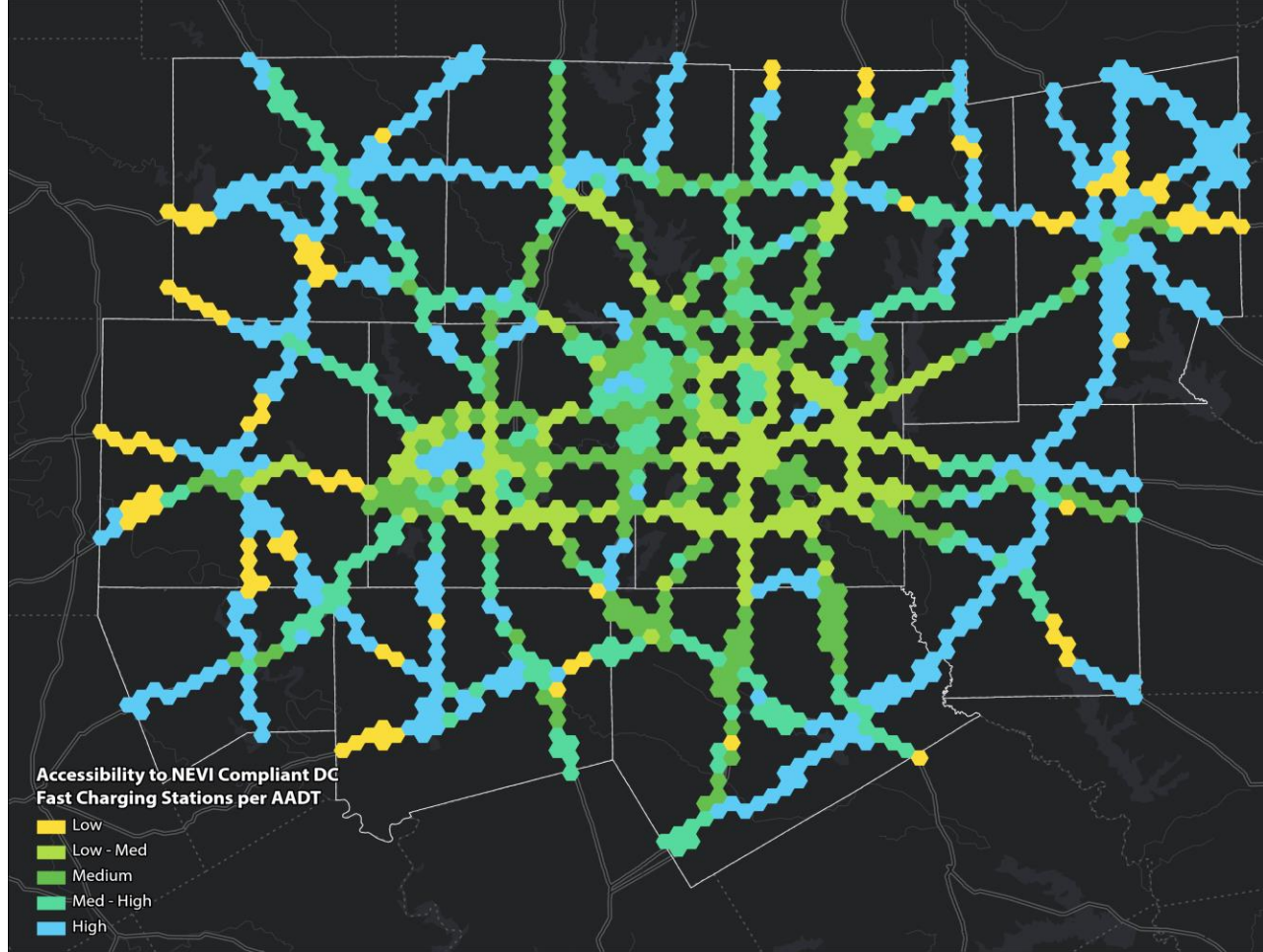


Charging Network Accessibility if Recommended Study Areas Were Built

Before



After



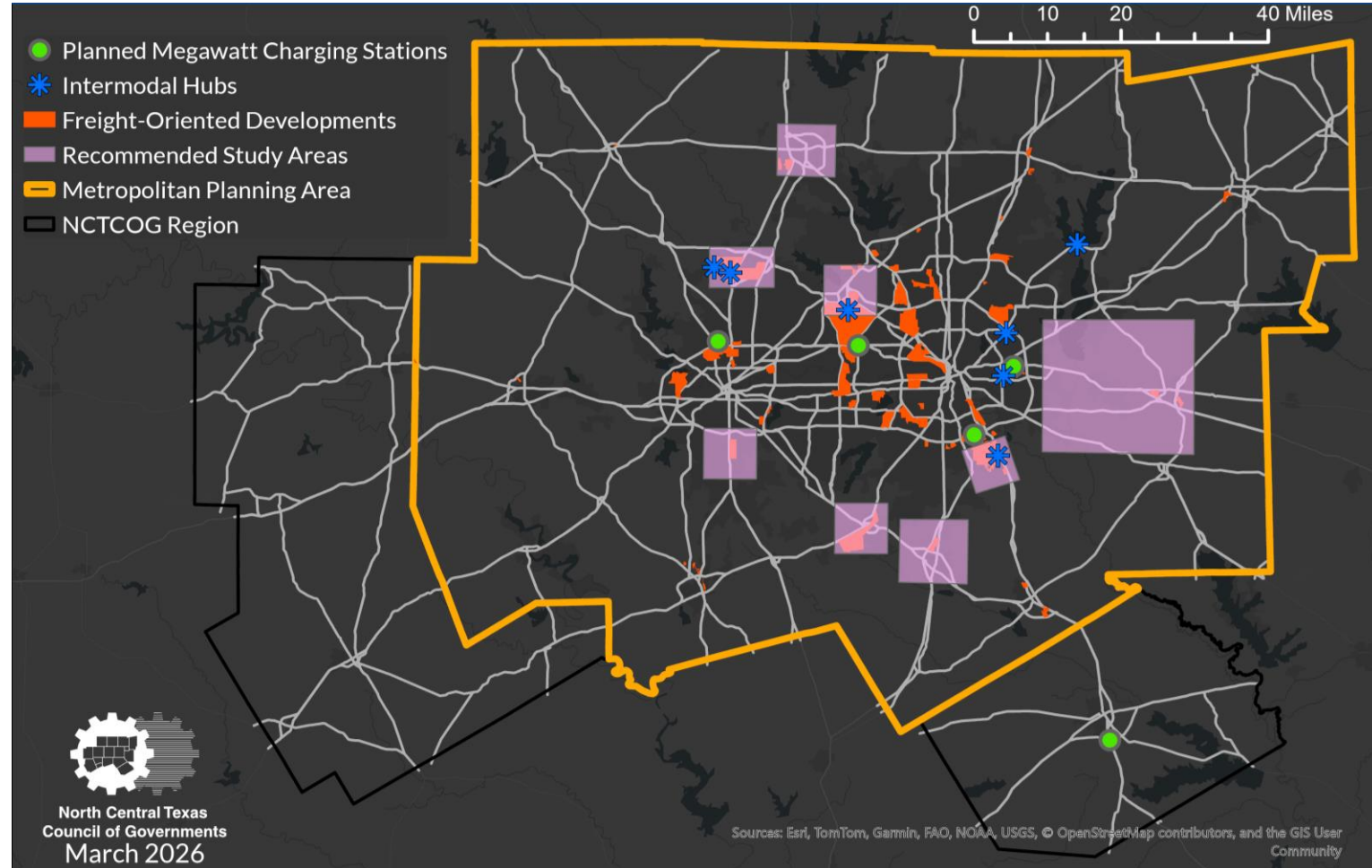
Recommended Study Areas for Phase II: Megawatt Charging

Criteria to identify megawatt charging study areas

- Locations of existing truck stops
- Truck traffic data around freight facilities and inland ports
- Corridors with high truck/trailer traffic
- Avoid announced charging hubs for medium- and heavy-duty EVs

Goal: Provide a basic network to enable freight transition

Recommendation: 8 study areas near major freight hubs



Contacts



Quinnton DeBolt
Air Quality Planner
qdebolt@nctcog.org
817-695-9229



Jared Wright
Principal Air Quality Planner
jwright@nctcog.org
817-608-2374



Lori Clark
Senior Program Manager
& DFWCC Director
lclark@nctcog.org



North Central Texas
Council of Governments



dfwcleancities.org



@NCTCOGTrans



cleancities@nctcog.org



linkedin.com/dfwcleancities/



Methodology to Select Study Areas for the Texas Electric
Vehicle Infrastructure Plan



City of Plano
1520 K Avenue
Plano, TX 75074

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

March 23, 2026

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

RE: Update on DART Interlocal Agreement and Regional Mobility Governance

Dear Mr. Morris:

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

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

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

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

Sincerely,

John B. Muns
MAYOR



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

March 24, 2026

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

RE: Excessive Transportation Conformity Review Duration and Project Delivery Impacts

Dear Mr. Ofori:

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

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

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

Project delays of this magnitude can:

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

March 24, 2026

We respectfully request the following:

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

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

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

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

Sincerely,



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

JN:jls

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



U.S. Department
of Transportation
**Federal Highway
Administration**

Texas Division

April 10, 2026

300 E. 8th Street, Rm 826
Austin TX 78701

512-536-5900
Texas.fhwa@dot.gov

In Reply Refer To:
HDA-TX

Mr. Michael Morris, P.E.
Director of Transportation
North Central Texas Council of Governments
P.O. Box 5888
Arlington, TX 76005-5888

Dear Mr. Morris:

The Federal Highway Administration (FHWA) appreciates your correspondence regarding the review and approval of the 2050 NCTCOG Regional Conformity documentation.

We recognize the importance of this timeline and acknowledge the delays in finalizing the review. Currently, our Division is navigating significant resource constraints, including a substantial reduction of key Air Quality personnel. These challenges, coupled with competing oversight requirements, have impacted our review capacity. Please be assured that FHWA remains fully committed to conducting a thorough conformity determination. We anticipate making a determination by April 30, 2026.

The review of regional conformity documentation is inherently iterative. We have completed multiple rounds of comments and we are reviewing the most recent responses. This review and subsequent Federal action remain priorities for our staff, and we anticipate completing Federal action once all outstanding issues are satisfactorily resolved. Additionally, our staff anticipates working with the consultation partners to identify opportunities to streamline the air quality documentation and reporting.

We value the continued cooperation and responsiveness of your staff and will continue to work closely with your team to complete the conformity determination.

Sincerely,

**EDWARD
OFORI**

Edward Ofori, P.E.

Acting Division Administrator

Federal Highway Administration, Texas Division

Digitally signed by
EDWARD OFORI
Date: 2026.04.13
09:25:14 -05'00'



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

April 9, 2026

The Honorable Victoria Johnson
President
North Central Texas Council of Governments
616 Six Flags Drive
Arlington, Texas 76011

Dear President Johnson:

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 write to officially request that the North Central Texas Council of Governments (NCTCOG) Executive Board and NCTCOG Executive Director pause all search-related activities pertaining to the Transportation Director position. The RTC unanimously made this request at its April 9, 2026, meeting.

Thank you for your consideration of this request from the RTC. 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", is written over a white background. The signature is fluid and cursive, with a long, sweeping underline that extends to the right.

Rick Bailey, Chair
Regional Transportation Council
Johnson County Commissioner

AW:va

cc: Todd Little, Executive Director, North Central Texas Council of Governments



Hiring External Legal Counsel for the Regional Transportation Council

DAN KESSLER | REGIONAL TRANSPORTATION COUNCIL

April 9, 2026



Regional Transportation Council External Legal Support Needs

External Legal Support	Reason	Implication for RTC	Remedy
Engagement #1 – Governance	Blue Sheet Electronic Item 4.2 Updated Electronic Item 6.1 Electronic Item 6.2	Do not have Legal Support for Ongoing Governance Agreements TxDOT requested meeting April 13-24 th .	Seek External Counsel to assist with TxDOT Governance Agreements, interpretations of responsibilities, authority in federal law, and overall institutional questions
Engagement #2 – Ongoing Support for RTC Policy and Programs	Electronic Item 6.1 Electronic Item 6.2	Do not have Legal Support for RTC Agreements	Seek External Counsel to assist with RTC Agreements and general advisory services
Engagement #3 - Texas Open Meetings Act and meeting procedures	Electronic Item 6.1 Electronic Item 6.2	Taylor, Olson, Adkins, Sralla, Elam providing Legal Support for RTC meetings	Affirm External Counsel to assist with Texas Open Meetings Act and meeting procedures

Approval Process for Legal Expenses

- Individual accounts will be setup to track expenses by engagement
- Expenditures by engagement will be reported to the RTC monthly
- NCTCOG Transportation staff will review monthly invoices to ensure consistency with work activities
- Monthly invoices by engagement will be approved by RTC Chair Bailey
- NCTCOG Administration staff will provide standard internal control review and pay monthly invoices

REQUESTED ACTION – Hiring External Legal Counsel to Support Regional Transportation Council

RTC approval of:

- Agreement with Taylor, Olson, Adkins, Sralla, Elam for Engagement #3, executed by Chair Bailey on April 8, 2026
- Hire external legal counsel for Engagement #1 and Engagement #2
- Utilize Regional Transportation Council Local funds to cover external legal expenses for all three engagements
- Administratively amending the Transportation Improvement Program (TIP) and Unified Planning Work Program (UPWP) as needed to incorporate the external legal counsel activities

RTC Action Item – April 2026

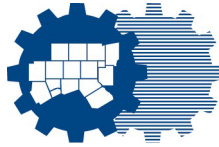
Contact Us



Dan Kessler
Assistant Director
dkessler@nctcog.org
(817) 695-9248



Emily Beckham, CGMS
Program Manager
ebeckham@nctcog.org
(817) 608-2308



North Central Texas Council of Governments

TO: Surface Transportation Technical Committee
Regional Safety Advisory Committee

DATE: April 24, 2026

FROM: Sonya J. Landrum
Program Manager
Transportation Department

SUBJECT: Regional Safety Advisory Committee 2026–2027 Membership Appointments

The North Central Texas Council of Governments (NCTCOG) would like to thank you for your continued support of and/or participation on the Regional Safety Advisory Committee (RSAC) to date. Your agency's participation is vital to RSAC's success. The 2026–2027 term is upon us, and we request that you designate your agency's membership on the RSAC. As part of the Committee initiatives:

“One Surface Transportation Technical Committee (STTC) member from each organization, as designated in the Regional Transportation Council (RTC) Bylaws, may choose to represent their entity on the RSAC, or they may choose to designate an alternate representative.” Private sector participation is allowed with one representative from each private sector agency. Members shall provide NCTCOG staff notice of their decision in writing annually.

To designate your agency's membership on the RSAC, please provide the following information by responding to Camille Fountain at CFountain@nctcog.org by **Friday, May 29, 2026**.

1. Confirm your participation in the activities of the RSAC; or
2. Designate an individual to represent your entity by providing their full contact information including: Name, Job Title, Agency, Mailing Address, City, State, Zip, Phone, and E-mail address. Only their name and agency will be made available in roster format on NCTCOG's website.

If your organization has more than one representative on STTC, please coordinate to determine one official individual to represent your organization on RSAC, though all staff and interested parties are welcome to attend meetings. For individuals not responding with confirmation of participation and membership by the May 29th deadline, your agency's seat on RSAC for the 2026–2027 term will be noted as vacant, until a member is confirmed. The first meeting of the 2026–2027 term will be held on July 24, 2026. A copy of the current RSAC roster is attached.

If you have any questions or concerns, please feel free to contact me at slandrum@nctcog.org. Thank you in advance for your participation on the NCTCOG Regional Safety Advisory Committee.

Sonya J. Landrum
Sonya Landrum

SJL:cc
Attachment

cc: Natalie Bettger, Senior Program Manager, NCTCOG
Camille Fountain, Principal Transportation Planner, NCTCOG

**REGIONAL SAFETY ADVISORY COMMITTEE
2025-2026 MEMBERSHIP**

Yang Ouyang, Chair
North Texas Tollway Authority

James Rogge, Vice Chair
City of Mansfield

Pamela Alummoottil
City of McKinney

Joe Atwood
(Rep.) Hood County

Micah Baker
Dallas County

Daniel Burnham
City of Arlington

Matt Bryant
City of Duncanville

Farhan Butt
City of Denton

Chad Davis
Wise County

Shane Davis
City of Farmers Branch

John Denholm
Lee Engineering

Pritam Deshmukh
City of Richardson

Rama Dhanikonda
CivTech

Todd Espy
City of North Richland Hills

Sandip Faldu
Rep. Hunt County

Eric Gallt
City of Mesquite

Rajnish Gupta
City of Fort Worth

Lyneil Harris
City of Wilmer

Ron Hartline
City of The Colony

Amelia Hayes
FHWA Texas Division

Shannon Hicks
Town of Addison

Matt Hotelling
Town of Flower Mound

Kirk Houser
City of Frisco

Steve Johns
City of Terrell

Major L. Jones
City of Euless

Alonzo Liñán
City of Keller

Aaron Long
City of Grand Prairie

Chad Marbut
City of Weatherford

Joseph Marchione
City of Dallas

Paula Meyer
TxDOT Fort Wort

Bridell Miers
Collin County

Cintia Ortiz
Parker County

Cody Owen
City of Irving

Arnold Pasillas
City of Garland

Jessica Powers
Trinity Metro

Elizabeth Quilici
City of Waxahachie

Elizabeth Reynolds
City of Grapevine

John Romberger
City of Carrollton

Robert Severance
City of Cleburne

Sirwan Shahooei
City of Lewisville

Steve Swanberg
Denton County Trans. Authority

Errick Thompson
City of Burleson

Matthew Tilke
City of Plano

Asma Tuly
City of Allen

Rachael Twiggs
TxDOT Dallas District

Jennifer VanderLaan
Johnson County

Gregory Van Nieuwenhuize
City of Haltom City

Jason Wu
Texas A&M Transportation

NCTCOG SUPPORT STAFF

Natalie Bettger

Charlene Collins

Camille Fountain

Sonya Landrum

Michael Misantonis

Joaquin Moreno

**REGIONAL SAFETY ADVISORY COMMITTEE
2025 - 2026 MEMBERSHIP**

VACANT

City of Lancaster
City of Southlake
Rockwall County
Tarrant County

**Regional Safety Advisory Committee
2023 - 2026 Attendance Record**

Agency	RSAC MEETING DATES AND ATTENDANCE RECORD								
	8/25/2023	10/27/2023	1/26/2024	4/26/2024	1/24/2025	4/25/2025	7/25/2025	10/24/2025	1/23/2026
City of Allen	X		X	X	X	X	X	X	X
City of Arlington	X		X	X	X	X			
City of Burleson					X	X	X	X	X
City of Carrollton	x		X	X	X	X	X	X	X
City of Cleburne			X		X	X	X	X	X
City of Dallas	x		X		X		X	X	
City of Denton	X		X		X	X			
City of Duncanville	X					X			
City of Euless			X						X
City of Farmers Branch	X			X	X	X			
City of Fort Worth	X		X		X	X	X	X	
City of Frisco	X		X	X	X				
City of Garland	X		X	X	X	X	X	X	
City of Grand Prairie	X							X	
City of Grapevine	X		X			X	X	X	X
City of Haltom City						X			
City of Irving	X		X	X	X	X	X	X	X
City of Keller	X		X	X					X
City of Lancaster									
City of Lewisville	X		X	X	X	X	X	X	X
City of Mansfield	X		X	X	X		X	X	X
City of McKinney					X	X			
City of Mesquite									
City of North Richland Hills	X		X	X					
City of Plano	X						X	X	X
City of Richardson					X		X	X	X
City of Terrell	X								
City of The Colony				X					
City of Waxahachie	X		X			X			
City of Weatherford	X		X		X	X	X		
City of Wilmer	X								
Town of Addison					X				
Town of Flower Mound	X		X	X		X	X	X	X
Dallas-Fort Worth International Airport							X	X	X
Dallas Area Rapid Transit									
Denton County Transportation Authority									
North Texas Tollway Authority (NTTA)	X		X	X	X	X	X	X	X
Trinity Metro	X		X				X	X	
Collin County	X		X	X	X	X	X	X	X
Dallas County					X	X	X	X	
Hood County			X		X		X		
Hunt County (Representing)	X			X	X	X	X	X	X
Johnson County	X				X	X	X	X	X
Parker County					X	X			X
Tarrant County									
Wise County	X					X	X		X
Texas Transportation Institute A&M	X		X	X		X			X
FHWA - Texas Division			X	X	X	X			
Lee Engineering	X		X			X	X	X	
TxDOT Dallas District					X	X	X	X	X
TxDOT Fort Worth District	X				X	X	X	X	
CivTech					X	X	X	X	

Vacant indicates no representative was appointed for the 2023/2024/2025/2026 RSAC term.

☒ = representative was present

Highlighted rows indicate no attendance by a representative.

Individuals in attendance can be referenced on the RSAC Website - 'Membership Attendance Records tab'

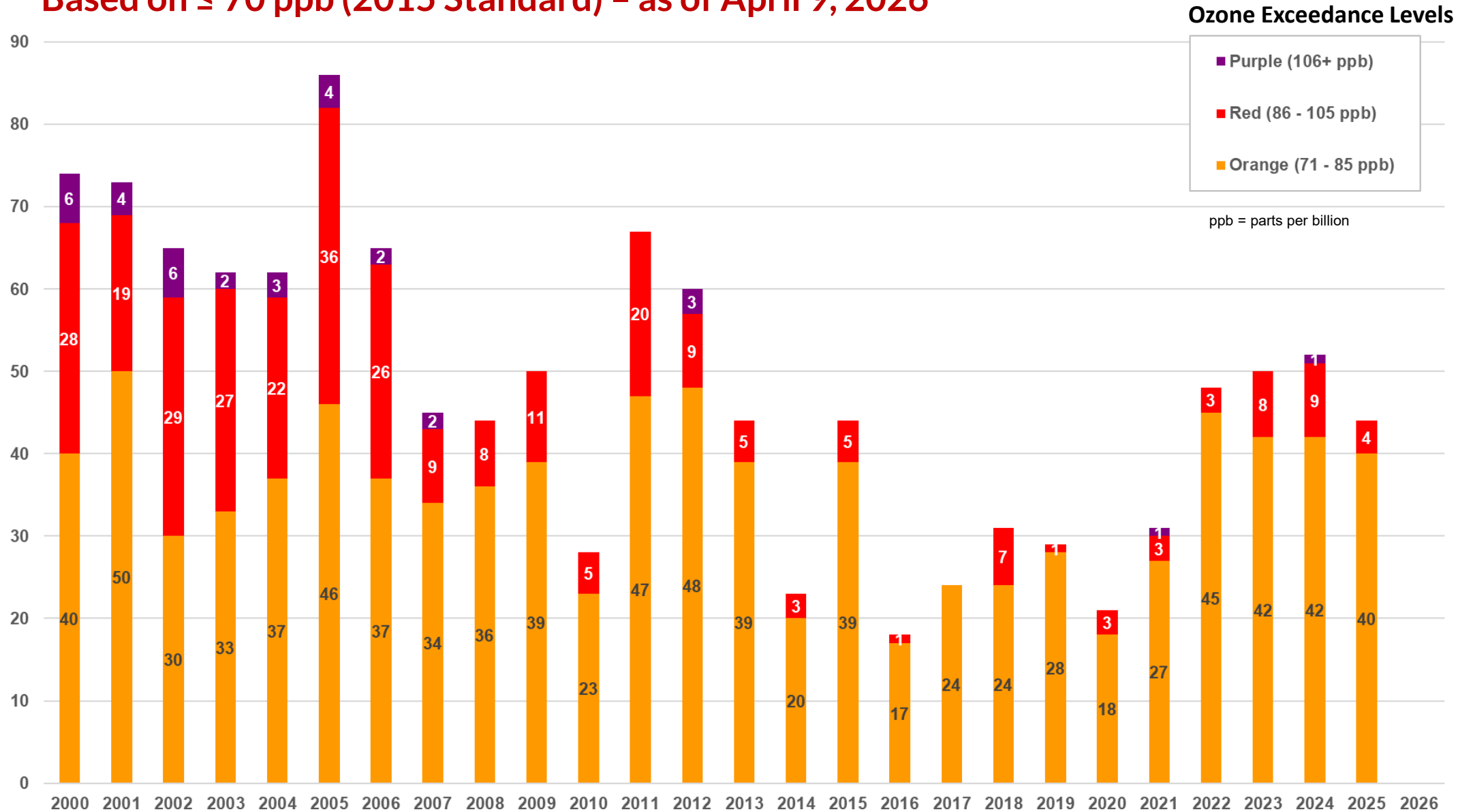
July 2023 meeting postponed to August 25, 2023

October 2023 virtual attendance not available

April 2026 meeting not yet reflected

8-hour Ozone NAAQS Historical Trends

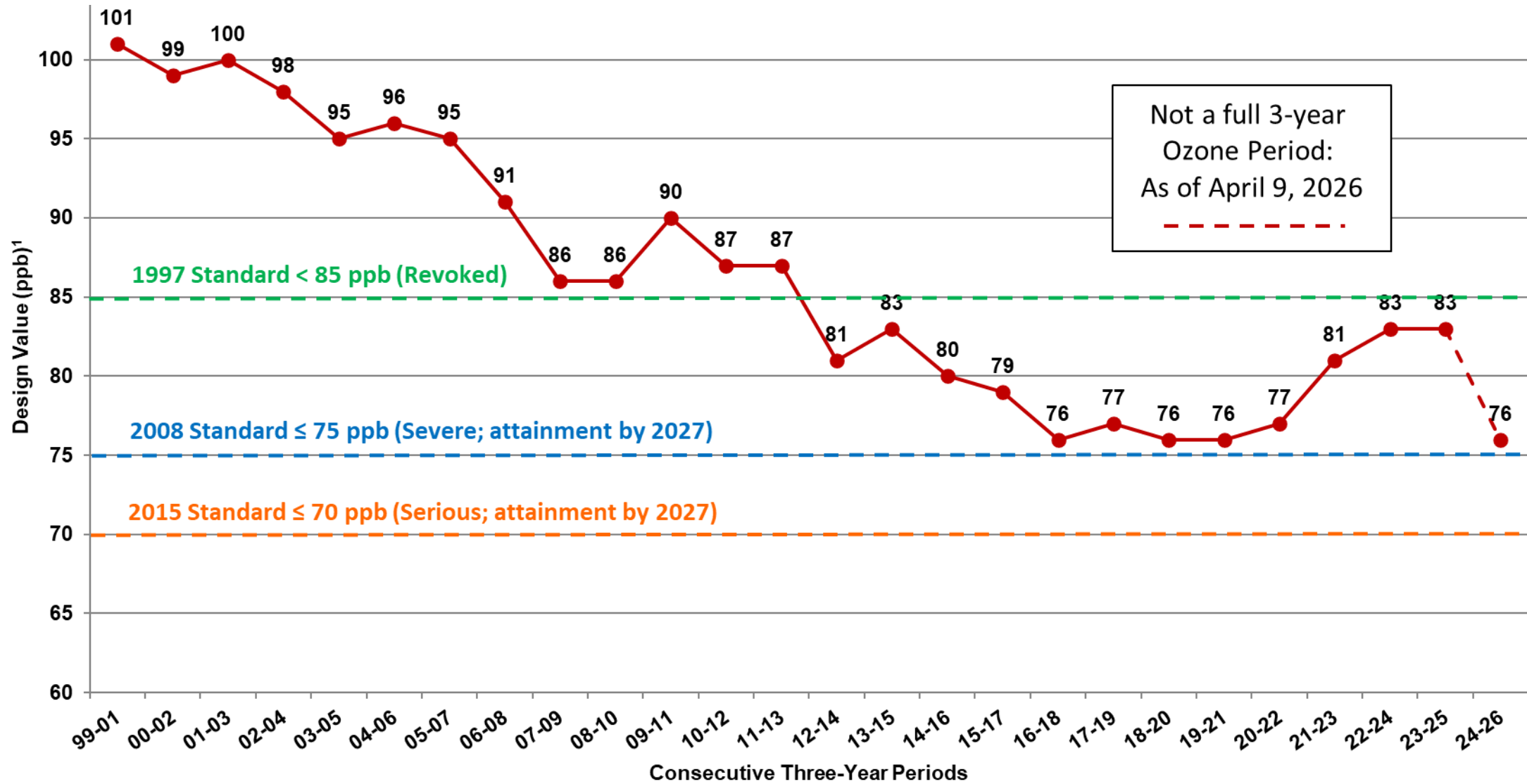
Based on ≤ 70 ppb (2015 Standard) – as of April 9, 2026



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

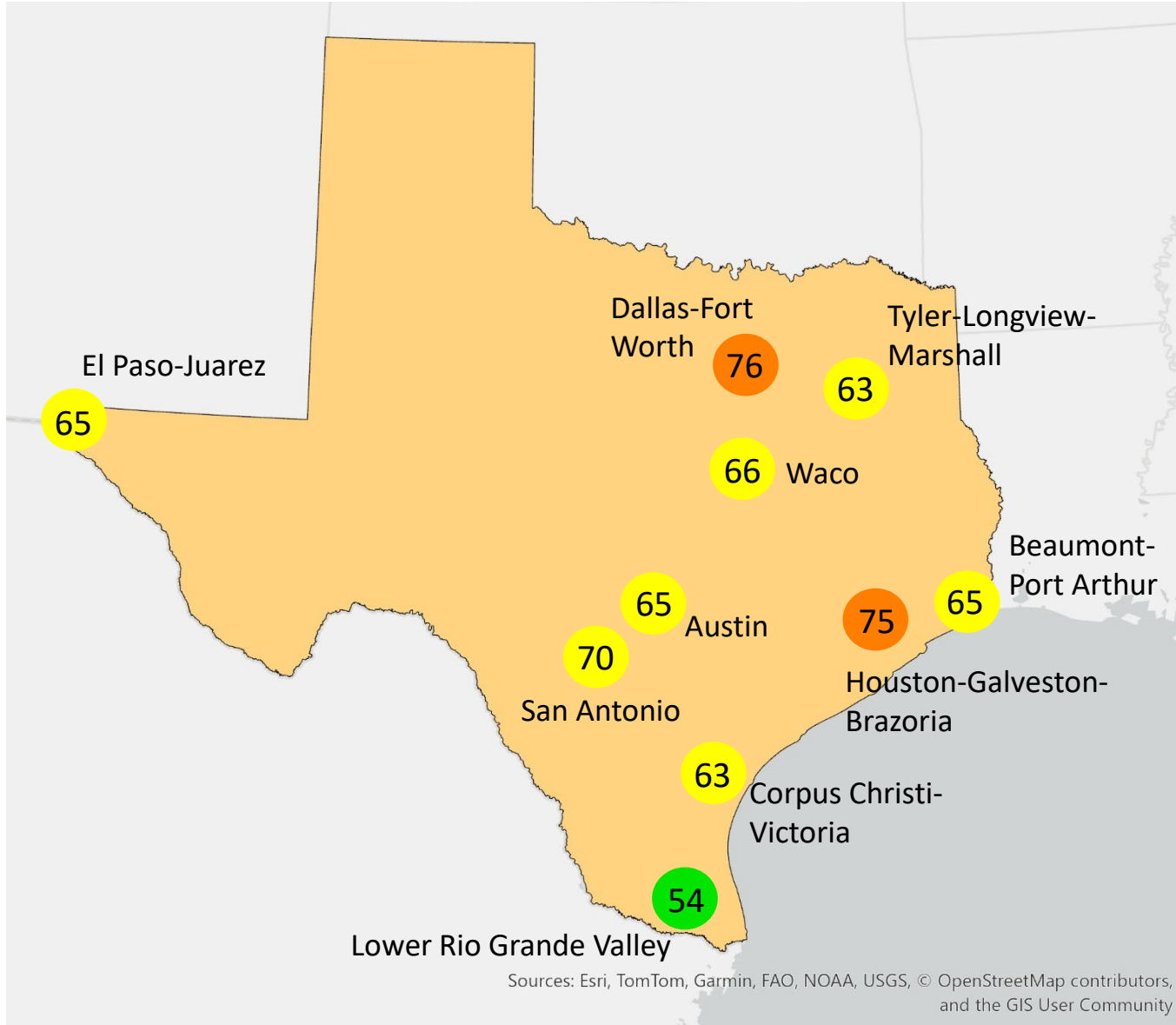
8-hour Ozone NAAQS Historical Trends



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).

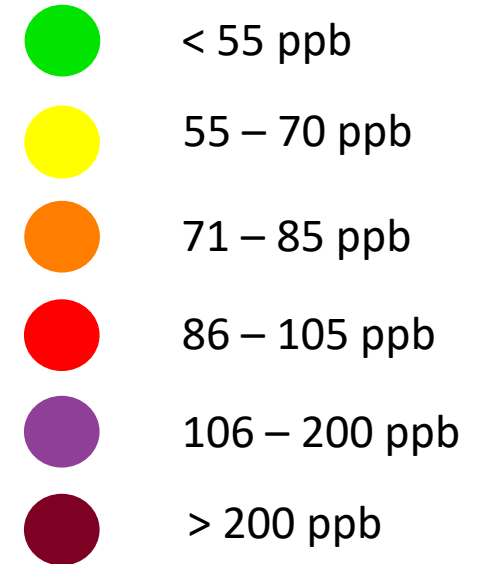


Texas Ozone Design Values



Current regional design values, as of April 14, 2026.

Source: TCEQ



For more Information



Daniela Tower

Air Quality Planner

dtower@nctcog.org | 817-704-5629



Jenny Narvaez

Program Manager

jnarvaez@nctcog.org | 817-608-2342



[NCTCOG - Air Quality](#)



Local Clean Air Project Spotlight: City of Frisco Charging Smart Bronze Designation

Surface Transportation Technical Committee
April 24, 2026
North Central Texas Council of Governments



City of Frisco Charging Smart Bronze Designation

Charging Smart Overview:

- Technical assistance and national designation program
- Provides best practices and policies for communities to streamline planning, permitting, and inspections to support the development of EV infrastructure

City of Frisco awarded the Charging Smart Bronze Designation by completing these actions:

- Standardized and clarified the EV charging infrastructure permitting process
- Addressed EVs in their 2040 Comprehensive Plan
- Created an educational EV webpage for residents
- Installed several chargers for public use
- And more!

Email cleancities@nctcog.org if interested, and visit www.dfwcc.org/charging-smart for more information!



Photo: City of Frisco



Contacts



Carolyn Burns
Air Quality Planner II
cburns@nctcog.org
817-704-5682



Jared Wright
Principal Air Quality Planner
jwright@nctcog.org
817-608-2374



Lori Clark
Senior Program Manager
& DFWCC Director
lclark@nctcog.org



North Central Texas
Council of Governments



dfwcleancities.org



@NCTCOGTrans



cleancities@nctcog.org



linkedin.com/dfwcleancities/



Local Clean Air Project Spotlight: City of Frisco
Charging Smart Bronze Designation



Go to DriveTexas.org in order to plan your next travel destination. This website can assist travelers with some of the most accurate and up-to-date travel-related information for highways across Texas.

■ Drivers can use DRIVETEXAS.ORG in order to:

-  Check current highway travel conditions
-  View statewide network of traffic cameras
-  See work zone locations statewide
-  View scheduled lane and ramp closures in work zones
-  Find rest areas and travel information centers



DALLAS DISTRICT PROGRESS

COLLIN CO. | DALLAS CO. | DENTON CO. | ELLIS CO. | KAUFMAN CO. | NAVARRO CO. | ROCKWALL CO.



LIVES ON THE LINE: A RENEWED CALL FOR WORK ZONE SAFETY



Each spring, construction season ramps up across Texas, bringing more work zones, more crews on the road and more responsibility for every driver behind the wheel.

For TxDOT construction and maintenance workers, most days are spent working just feet away from live traffic. And while progress is being made, the risks remain real. In the Dallas district alone, over 3,500 work zone related crashes were reported last year on on-system roads. That statistic reinforces a clear message: safe roads depend on driver behavior.

Speeding, distractions and unsafe lane changes continue to be some of the leading causes of work zone crashes. Therefore, during April 20–24, TxDOT is joining transportation agencies nationwide in honoring National Work Zone Awareness Week to help remind drivers that small choices can make a life-saving difference.

“Every cone you pass represents a real person out on the road doing their job,” said Director of Construction Brenan Honey, P.E. “When drivers slow down and stay alert, they’re not just following the

NATIONAL WORK ZONE AWARENESS WEEK

THE HIGHLIGHTS:

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY
APRIL 20	APRIL 21	APRIL 22	APRIL 23	APRIL 24
WORK ZONE SAFETY TRAINING DAY	NATIONAL KICKOFF EVENT	GO ORANGE DAY	SOCIAL MEDIA STORM	MOMENT OF SILENCE

SOURCE: TxDOT


TxDOT graphic



law, they’re protecting lives.”
TxDOT is always working to reach drivers across communities to spread the message that work zone safety is a shared responsibility. When approaching a work zone, drivers are urged to slow down, put away distractions and follow traffic laws. Allowing extra space and time can make all the difference for you and for those working a few steps away from passing vehicles. By reinforcing safe driving habits and staying alert

in work zones, we can collectively reduce crashes and protect those working to make our road conditions safer.
Every driver, every passenger and every road worker shares the same goal of making it home safely at the end of the day. The next time you see orange on the road, remember your choices behind the wheel have the power to impact much more than your drive. ■

WORK ZONE CRASHES

TOP THREE CONTRIBUTING FACTORS IN THE DALLAS DISTRICT:

- 1) SPEEDING**

- 2) DISTRACTED DRIVING**

- 3) FAILED TO YIELD/ UNSAFE LANE CHANGE**

- OTHER FACTORS:**
• Impaired driving • Following too close
 

SOURCE: TxDOT


TxDOT graphic

REPORT A POT HOLE

FOR MORE INFORMATION:
214-320-4480
dalinfo@txdot.gov
www.txdot.gov

Visit <https://www.txdot.gov/about/contact-us/report-an-issue/roadneedsrepair.html> or call 800.452.9292.

Progress report can be downloaded at <https://www.txdot.gov/about/districts/dallas-district/progress-report.html>



MARCH 2026 LET PROJECTS

#	CSJ	PROJECT LOCATION	TYPE OF WORK	CONTRACTOR	BID
1	CSJ: 0009-02-076	SH 78 – From Cameron Ave./Tension Pkwy. to Tenison Memorial Dr.	Highway improvement	Palmer Hall Construction	\$1.1 M
2	CSJ: 0261-01-041	US 67 – At Lake Ridge Pkwy.	Interchange improvement	Highway 19 Construction LLC	\$63.7 M
3	CSJ: 0281-01-041	SH 78 – At CR 550 to Farmersville	Install traffic signal	Elecnor Belco Electric, Inc.	\$1.8 M
4	CSJ: 0430-01-066	SH 352 – SH 352 (Pioneer Rd.) at E Glen Blvd.	Traffic signal improvements	Elecnor Belco Electric, Inc.	\$1.6 M
*	CSJ: 0581-02-156	SS 348 – At I-35E SB	Bridge replacement	Highway 19 Construction LLC	\$16.6 M

ESTIMATED TOTAL **\$84.8 M**

*Unmapped.

APRIL 2026 SCHEDULED LET PROJECTS • (SUBJECT TO CHANGE)

#	CSJ	PROJECT LOCATION	TYPE OF WORK	EST. COST (M)
1	CSJ: 0009-11-278	I-30 – At Hunnicut Road in Dallas County	Bridge maintenance	\$0.5 M
2	CSJ: 0091-06-062	SH 289 – From SL 12 to McCallum	Traffic signal improvements	\$2.8 M
3	CSJ: 0197-02-138	US 175 – Malloy Bridge Road to east of FM 1389	Construct ramps	\$4.4 M
4	CSJ: 1014-03-065	FM 550 – From Rabbit Ridge to Rockwall	Install traffic signal	\$2.2 M
5	CSJ: 1016-04-021	FM 548 – SH 276 to SH 205	Resurface roadway	\$3.8 M

ESTIMATED TOTAL **\$13.7 M**

SOURCE: TxDOT

COMPLETED CONSTRUCTION PROJECTS • (FROM MARCH 1-31, 2026)

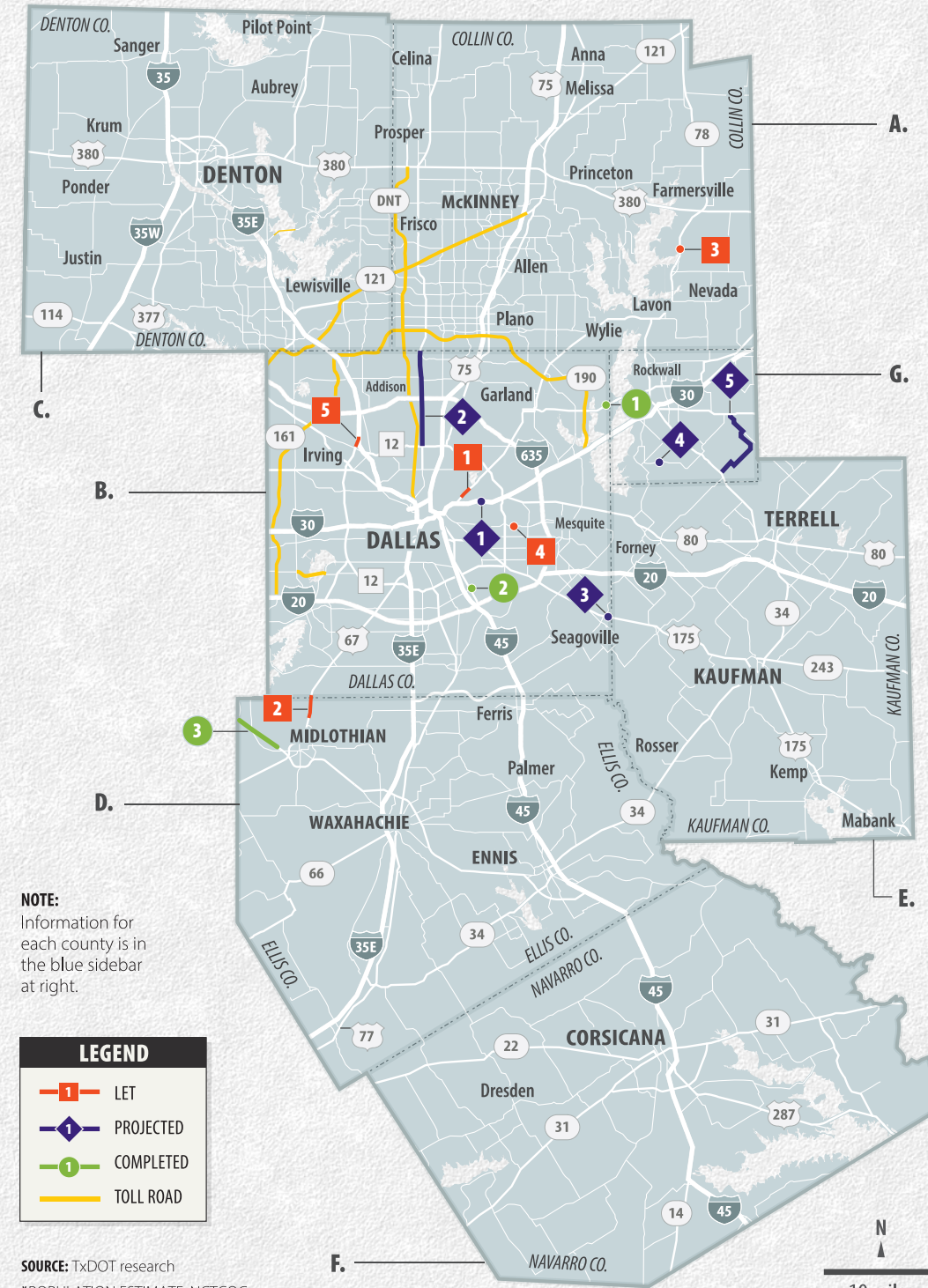
#	CSJ	PROJECT LOCATION	TYPE OF WORK	EST. COST (M)	COMPLETED DATE
1	CSJ: 0009-03-048	SH 66 – At Dalrock Road	Intersection Improvement	\$4.3 M	3/18/2026
2	CSJ: 0092-02-138	SH 310 – At Simpson Staurt in City of Dallas	Intersection Improvement	\$2.9 M	3/06/2026
3	CSJ: 0172-04-050	US 287 – From Johnson CL to Newton Branch	Rehabilitate Existing Roadway	\$13.4 M	3/05/2026

ESTIMATED TOTAL **\$20.6 M**

SOURCE: TxDOT

DALLAS DISTRICT PROJECTS MAP

COLORED AND NUMBERED BOXES CORRESPOND WITH THE CHARTS ON PAGE 2 AND SHOW PROJECTS THAT HAVE LET IN **MARCH 2026**, ARE PROJECTED TO LET IN **APRIL 2026**, OR HAVE RECENTLY BEEN **COMPLETED**.

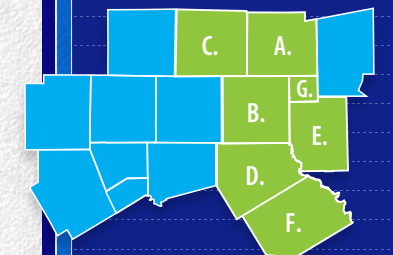


NOTE: Information for each county is in the blue sidebar at right.

LEGEND

- 1 LET
- 2 PROJECTED
- 3 COMPLETED
- 4 TOLL ROAD
- 5 TOLL ROAD

SOURCE: TxDOT research
*POPULATION ESTIMATE: NCTCOG



FY2025 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 4,950,262
*POPULATION ESTIMATE | 5,650,522
LANE MILES | 11,671

A. | COLLIN COUNTY

VEHICLE REGISTRATION: 956,767
*POPULATION ESTIMATE: 1,272,999
LANE MILES: 1,652

B. | DALLAS COUNTY

VEHICLE REGISTRATION: 2,119,019
*POPULATION ESTIMATE: 2,691,548
LANE MILES: 3,618

C. | DENTON COUNTY

VEHICLE REGISTRATION: 819,821
*POPULATION ESTIMATE: 1,058,299
LANE MILES: 1,864

D. | ELLIS COUNTY

VEHICLE REGISTRATION: 705,428
*POPULATION ESTIMATE: 235,760
LANE MILES: 1,659

E. | KAUFMAN COUNTY

VEHICLE REGISTRATION: 170,855
*POPULATION ESTIMATE: 200,711
LANE MILES: 1,235

F. | NAVARRO COUNTY

VEHICLE REGISTRATION: 61,112
*POPULATION ESTIMATE: 55,841
LANE MILES: 1,276

G. | ROCKWALL COUNTY

VEHICLE REGISTRATION: 117,260
*POPULATION ESTIMATE: 135,364
LANE MILES: 366



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

Purpose

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

This document is a compilation of public comments related to various transportation and air quality initiatives that were submitted from Thursday, Feb. 20 through Wednesday, March 19, 2026 via website, email, social media and in person at NCTCOG's monthly Regional Transportation Council (RTC) meeting.

Additionally, comments can be submitted through Map Your Experience, the Transportation Department's online mapping tool. This tool allows users to drop a pin on a location in the region and leave a detailed comment. The tool received **10** new comments related to bicycles, pedestrians, roadway and transit conditions. You can view these new comments as well as past comments by visiting <https://geospatial.nctcog.org/portal/apps/CrowdsourcingReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

Bicycle/Pedestrian/Sustainable Development

Facebook –

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

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



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

Transit

Facebook –

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

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



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

No more highway lanes, more trains! - Curtis Garrison

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



Can't wait! - Amtrak

Instagram –

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

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



Yes please! – Annzadeh

Letters -

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

Roadways

Email -

Jesse Payten and Deborah Franklin Payten, Citizens

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

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

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

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

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

Response by NCTCOG Transportation Staff

Ms. Payten,

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

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

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

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

Good morning, Ms. Payten

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

Apologies for any confusion.

Mike Holland, Citizen

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

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

T +1 214.969.2800
F +1 214.969.4343
akingump.com

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

ERIC GAMBRELL
214.969.2799/214.969.4343
egambrell@akingump.com

February 23, 2026

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

Dear Mr. Kirkpatrick:

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

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

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

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

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

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

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

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

Ken Kirkpatrick
General Counsel
February 23, 2026
Page 2

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

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

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

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

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

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

Ken Kirkpatrick
General Counsel
February 23, 2026
Page 3

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

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

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

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

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

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

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

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

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

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

T +1 214.969.2800
F +1 214.969.4343
akingump.com

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

ERIC GAMBRELL
214.969.2799/214.969.4343
egambrell@akingump.com

March 2, 2026

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

Dear Mr. Kirkpatrick:

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

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

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

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

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

Ken Kirkpatrick
General Counsel
March 2, 2026
Page 2

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

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

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

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

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

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

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

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

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

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

T +1 214.969.2800
F +1 214.969.4343
akingump.com

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

ERIC GAMBRELL
214.969.2799/214.969.4343
egambrell@akingump.com

March 9, 2026

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

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

Dear Mr. Kirkpatrick:

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

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

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

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

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

Ken Kirkpatrick
 General Counsel
 March 9, 2026
 Page 2

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

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

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

or

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

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

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

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

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

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

Sincerely,

/s/ Eric Gambrell
 Eric Gambrell

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

T +1 214.969.2800
F +1 214.969.4343
akingump.com

Akin

ERIC GAMBRELL
214.969.2799/214.969.4343
egambrell@akingump.com

March 16, 2026

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

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

Dear Mr. Kirkpatrick:

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

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

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

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

Ken Kirkpatrick
General Counsel
March 16, 2026
Page 2

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

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

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

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

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

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

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

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

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

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

T +1 214.969.2800
F +1 214.969.4343
akingump.com

Akin

ERIC GAMBRELL
214.969.2799/214.969.4343
egambrell@akingump.com

March 23, 2026

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

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

Dear Mr. Kirkpatrick:

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

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

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

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

Ken Kirkpatrick
 General Counsel
 March 23, 2026
 Page 2

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

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

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

or

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

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

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

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

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

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

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

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

T +1 214.969.2800
F +1 214.969.4343
akingump.com

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

ERIC GAMBRELL
214.969.2799/214.969.4343
egambrell@akingump.com

March 30, 2026

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

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

Dear Mr. Kirkpatrick:

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

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

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

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

Ken Kirkpatrick
General Counsel
March 30, 2026
Page 2

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

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

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

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

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

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

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

Ken Kirkpatrick
 General Counsel
 March 30, 2026
 Page 3

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

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

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

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

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

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

or

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

Ken Kirkpatrick
General Counsel
March 30, 2026
Page 4

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

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

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

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

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

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

Traffic

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

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

Development Calculated Trip Generation Summary

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

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

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

Roadway Capacity Analysis

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

NCTCOG Roadway Link Hourly Service Volumes By Function

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

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

Calculated Impact to Existing Traffic Volumes Summary

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

Volume to Capacity Analysis Results Summary

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

MINUTES

**REGIONAL TRANSPORTATION COUNCIL
PUBLIC MEETING**

North Texas Zero Emission Vehicle Call for Projects

Texas EV Infrastructure Plan Update

Integrating Transportation & Stormwater Infrastructure Study

Traffic Signal Funding Program

Meeting Date and Location

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

Public Meeting Purpose and Topics

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

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

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

Summary of Presentations

North Texas Zero Emission Vehicle Call for Projects presentation:

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

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

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

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

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

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

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

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

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

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

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

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

COMMENTS RECEIVED DURING THE MEETING

Traffic Signal Funding Program

Al Zito, Citizen (Former City of Southlake Councilman)

A. Cost-sharing and TEXRail corridors

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

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

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

Phyllis Silver, Citizen

A. Pedestrian and traffic signal concerns

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

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

Other

Phyllis Silver, Citizen

A. Deadline clarification

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

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

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

Mail

Phyllis Silver, Citizen

Please see Attachment 1 for comments submitted via postal mail.

North Central Texas Council of Governments

Public Meeting - March 9, 2026

Questions + Comments

North Texas Zero Emission Vehicle Call for Projects

+

Texas EV Infrastructure Plan Update

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

Integrating Transportation + Stormwater Infrastructure Study

Question -

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

General Question about the TSI Study -

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

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

① What is USACE?

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

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

Proposed
Traffic Signal Funding Program

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

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

Phyllis Silver
Phyllis Silver
3/23/2026