

RTC LOCAL Accounts

Permanent MPO Revolver Balance (as of 7/31/2026)			\$	4,209,153.71
Permanent MPO Revolver			\$	15,000,000.00
Permanent MPO Revolver Interest			\$	698,001.38
Permanent MPO Revolver Utilization			\$	11,488,847.67
Number of times Permanent Revolver has rotated			\$	22.68
Temporary MPO Revolver Balance (as of 7/31/2026)			\$	11,217,815.88
Temporary MPO Revolver Receipts			\$	10,000,000.00
Temporary MPO Revolver Interest			\$	1,217,815.88
Temporary MPO Revolver Utilization			\$	-
RTC Local Fund Pool Balance (as of 8/4/2026)			\$	94,601,395.25
RTC Local Fund Receipts			\$	95,000,000.00
RTC Local Fund Interest			\$	22,698,768.10
Committed Funds			\$	23,097,372.85



PROJECT STATUS REPORT: MPO MILESTONE POLICY (ROUND 2) AND FY2026/FY2027 PROJECT TRACKING UPDATE

Surface Transportation Technical Committee | October 23, 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) 2026/2027 Project Tracking
 - Focuses on projects slated for implementation in FY2026 and FY2027 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)
 - Provides earlier monitoring and highlights potential problems in order to prevent delays
 - Enables the Regional Transportation Council (RTC) to take corrective action if needed to avoid accumulation of carryover balances

MPO MILESTONE POLICY STATUS UPDATE

- Round 1:
 - 47 of 52 Round 1 projects have been completed
- Round 2:
 - All projects have either let (21) or been cancelled (3) as of August 2026
 - 11 of 21 projects have been completed
- All remaining projects will be monitored until they are completed

FY 2026 PROJECT TRACKING

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

Funding Category	Total Federal Funding Available ¹	Federal Funding Obligated (2026) ^{2, 3, 4}	FY2026 Project Phases	Project Phases Obligated	Percentage of Project Phases Delayed
CMAQ	\$210,703,025	\$105,129,365	67	40	40%
STBG	\$199,143,095 ⁵	\$220,788,575	109	48	56%
TASA	\$59,470,216 ⁵	\$13,599,604	11	8	27%
CRP	\$19,831,396	\$19,831,396	3	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 9/30/2026

⁴ Amounts include funding issued through pre-award authority, which may result in obligated funding being greater than available funding

⁵ Includes amounts redistributed from TIFIA program through the Fiscally Responsible Highway Funding Act of 2024

2026 CMAQ PROJECT PHASES DELAYED FOUR OR MORE YEARS

Project Sponsor	Number of Project Phases	Total Funding (Federal)	Years of Delay
City of Dallas	11	\$19,123,000	4.0-7.4
City of Fort Worth	7	\$18,304,522	4.5-8.5
City of Grand Prairie	3	\$1,795,055	5.7-6.4
City of Plano	1	\$3,200,000	4.4
TxDOT-Dallas	1	\$4,886,820	5.4
TxDOT-Fort Worth ¹	1	\$800,000	5.7

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

2026 STBG PROJECT PHASES DELAYED FOUR OR MORE YEARS

Project Sponsor	Number of Project Phases	Total Funding (Federal)	Years of Delay
City of Dallas	2	\$1,289,800	4.7-6.0
Dallas County	1	\$3,702,280	8.2
Denton County	1	\$10,000,000	5.8
City of Fort Worth	8	\$34,715,007	4.5-8.5
Town of Highland Park	1	\$12,520,000	4.9
NCTCOG	2	\$3,650,000	4.8-5.7
City of Richardson	1	\$1,542,668	4.3
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

2026 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	0.6
City of Arlington	1	\$957,427	0.1
Dallas County	2	\$9,886,203	0.2-0.6
City of Fort Worth	3	\$3,043,908	0.1-0.7
City of Frisco	1	\$4,200,000	1.5
City of Garland	1	\$3,344,389	1.0
Town of Sunnyvale	1	\$1,791,299	0.4

FY 2027 PROJECT TRACKING

SUMMARY OF FY2027 CMAQ, STBG, TASA, AND CRP FUNDING

Funding Category	Total Federal Funding Available ¹	Federal Funding Obligated (2027) ^{2, 3}	FY2027 Project Phases	Project Phases Obligated to Date
	October 2026			
CMAQ	\$83,826,150	\$0	27	0
STBG	\$152,338,302	\$0	76	0
TASA	\$17,711,685	\$0	8	0
CRP ⁴	N/A	N/A	N/A	N/A

Notes:

¹ FY2027 apportionments and final carryover amounts have not been released yet, so amounts are from 2027 Unified Transportation Program and will be updated

² Obligations based on the federal fiscal year, which runs from October to September

³ Obligation amounts as of 10/12/2026

⁴All CRP funds allocated to the region have been obligated and the program is not expected to be continued

2027 CMAQ PROJECT PHASES DELAYED FOUR OR MORE YEARS

Project Sponsor	Number of Project Phases ¹	Total Funding (Federal)	Years of Delay
City of Dallas	4	\$10,450,000	4.3-5.5
City of Grand Prairie	1	\$1,363,571	6.4
City of Plano	1	\$3,200,000	4.4
City of Sachse	1	\$1,201,700	4.6
TxDOT-Fort Worth ²	1	\$800,000	5.7

¹ Projects originally on the FY2026 list that have since been delayed may be reflected in multiple delay analyses

² TxDOT took over TIP 21020/CSJ 0902-90-219 from Forest Hill in 2024

2027 STBG PROJECT PHASES DELAYED FOUR OR MORE YEARS

Project Sponsor	Number of Project Phases ¹	Total Funding (Federal)	Years of Delay
City of Dallas	2	\$2,653,708	4.3-6.0
Dallas County	1	\$3,702,280	9.0
City of Fort Worth	1	\$200,000	6.2
City of Rowlett	1	\$400,000	5.3
City of Sachse	1	\$23,351,790	4.5

¹ Projects originally on the FY2026 list that have since been delayed may be reflected in multiple delay analyses

2027 TASA PROJECT PHASES EXCEEDING THE RTC DEADLINE FOR CONSTRUCTION

Project Sponsor	Number of Project Phases ¹	Total Funding (Federal)	Years Since TASA Deadline
City of Dallas	1	\$3,836,092	3.3
City of Frisco	1	\$4,200,000	1.5
City of Garland	1	\$3,344,389	1.0

¹ Projects originally on the FY2026 list that have since been delayed may be reflected in multiple delay analyses

NEXT STEPS/THINGS TO REMEMBER

- Analysis of project phases slotted in 2028+ experiencing significant delays will be brought back
- TxDOT is considering not allowing entities that fail to execute Advance Funding Agreements (AFA) in a timely manner to apply in future TASA calls for projects.
- Please be responsive to RTC staff and TxDOT District staff seeking project status updates.
- Developing realistic schedules up front is critical.

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RTC PRESENTATION

ORGANIZATION IDENTITY AND NAMING CONVENTION

AMANDA WILSON | SURFACE TRANSPORTATION TECHNICAL
COMMITTEE | 10.23.2026

ORGANIZATION IDENTITY FRAMEWORK

Determining an organization identity for the Metropolitan Planning Organization policy board and staff is necessary to comply with the Tri-Party Agreement, Two-Party Operational Agreement, and the Settlement Agreement

RTC Bylaws Subcommittee has requested the full RTC select an organization identity and naming convention in advance of the first reading of the Bylaws (expected in November)

Regional Transportation Council has strong statewide+ name recognition (also favored by the RTC Bylaws Subcommittee)

NAMING CONVENTION FRAMEWORK

Do not create confusion with existing regional entities or MPOs

Any geographic reference should be recognizable in the region, within Texas, and across the country and represent the entire 12-county MPO region and the three federally-designated Urbanized Areas

The term Metropolitan Planning Organization has significance in the current context

Using North Central Texas would signify continued partnership and closeness with NCTCOG

MPOs identify both the staff and policy board by the same name

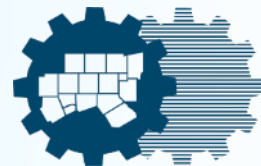
RTC SELECTED ORGANIZATION IDENTITY



Regional Transportation Council North Central Texas Metropolitan Planning Organization

Strengths:

- Consistent with agreements
- Strong RTC name recognition
- Keeps history of the North Central Texas geography
- North Central Texas signifies partnership with fiscal agent
- Geographic modifier in tagline to separate from other “RTC” organizations
- Staff would identify as RTC Staff



NCTCOG TRANSPORTATION

Transit-Oriented Development Progress Report

Surface Transportation Technical Committee
10/23/2026

Transit-Oriented Development (TOD) Defined

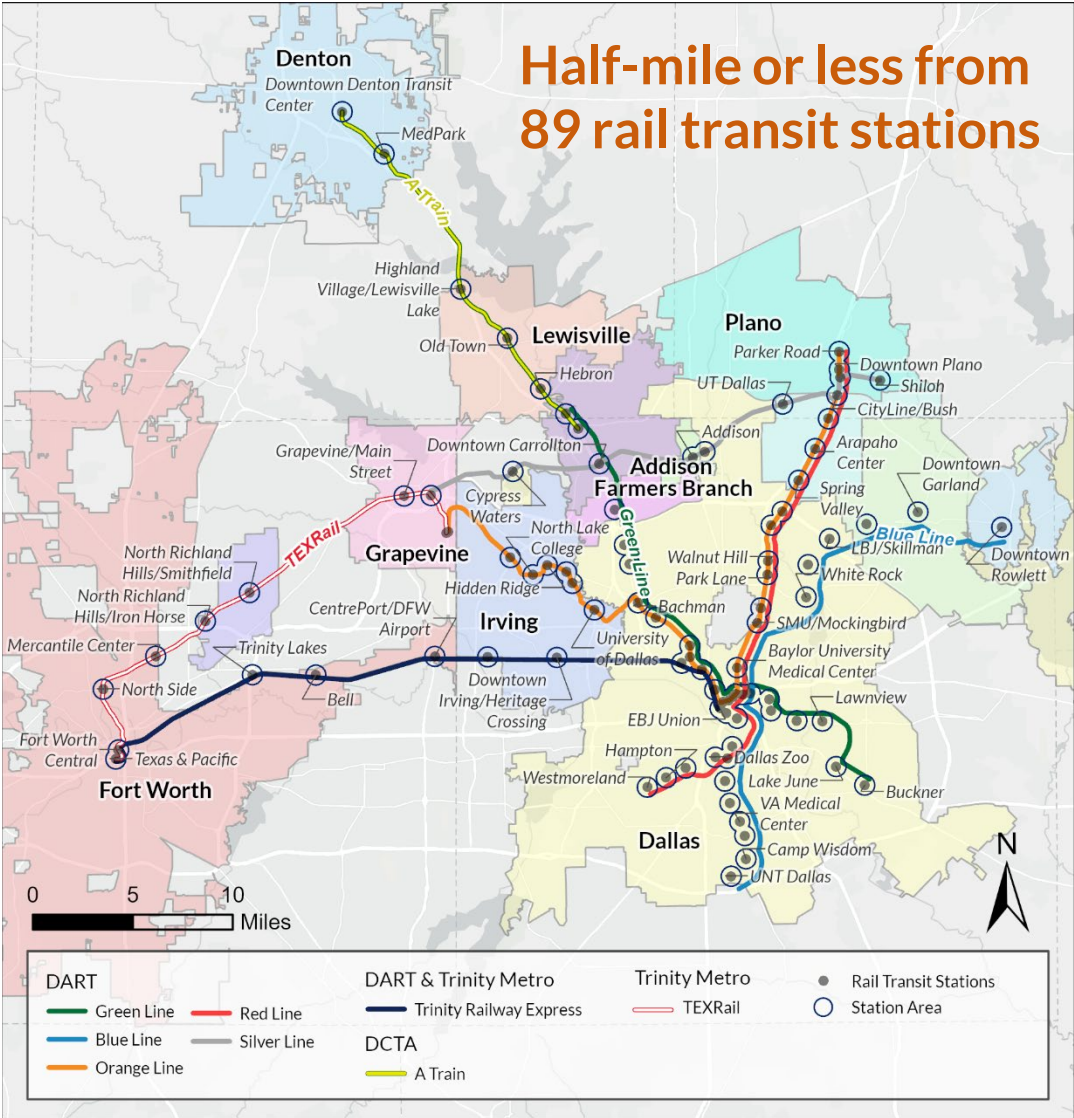
Higher
Density



Walkable



Mixed Use/
Regional
Destination



Why Measure TOD Progress?

Advance TOD – Need to expand current TOD efforts in targeted areas to address regional growth

Clarify TOD needs – Use granular data to clarify Transit 2.0 recommendations and focus on TOD items most in need of regional focus

Resource for implementation – what elements of TOD are most needed at each station

Encourage local partners – data driven measures provide targets for shared regional implementation



North Texas TOD Progress Measures

	Category	Measures within ½ mile of station areas
	Performance Measures: Show outcomes. Goal is to increase these measures.	Economic Development
		Walking in Station Areas
		Rail Ridership
	Informative Measures: Provide context and may influence performance measures.	Demographics
		Land Use
		Transit Trip Purposes & Destinations
	Action Measures: Items local governments can directly implement.	Sidewalks & Bicycle Connectivity
		Station Area TOD Planning & Zoning
		Incentives/Partnerships with Private Sector



Economic Development

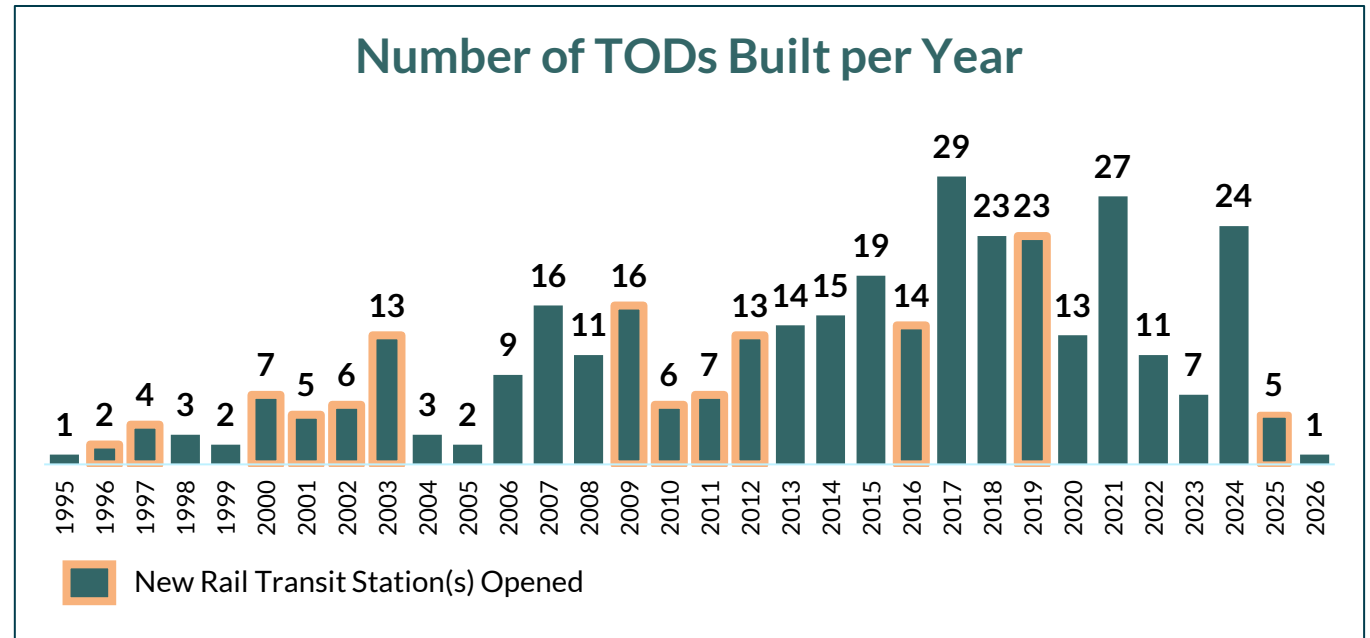
Performance Measure



↑ Number of TOD's built around rail has increased (over 350).

↔ Density – denser than most of North Texas but less than transit supportive on average.

↔ Jobs - ~800,000 with greater density than the region. 13% of jobs on less than 1% of region's land.



Data Sources:

1. NCTCOG Demographic Data
2. [NCTCOG Population Estimate](#)
3. NCTCOG Parcel Data
4. [Dallas-Fort Worth-Arlington, TX Metro Area - Profile data - Census Reporter](#)



Walking

↔ Estimated 5% who live around rail walk or take transit to work.

↑ 60% of those taking rail walk in their last/first mile.

Ridership

↔ Increasing slowing following 2020. Only ¼ of station have more than 1,000 daily riders.

Data Sources:

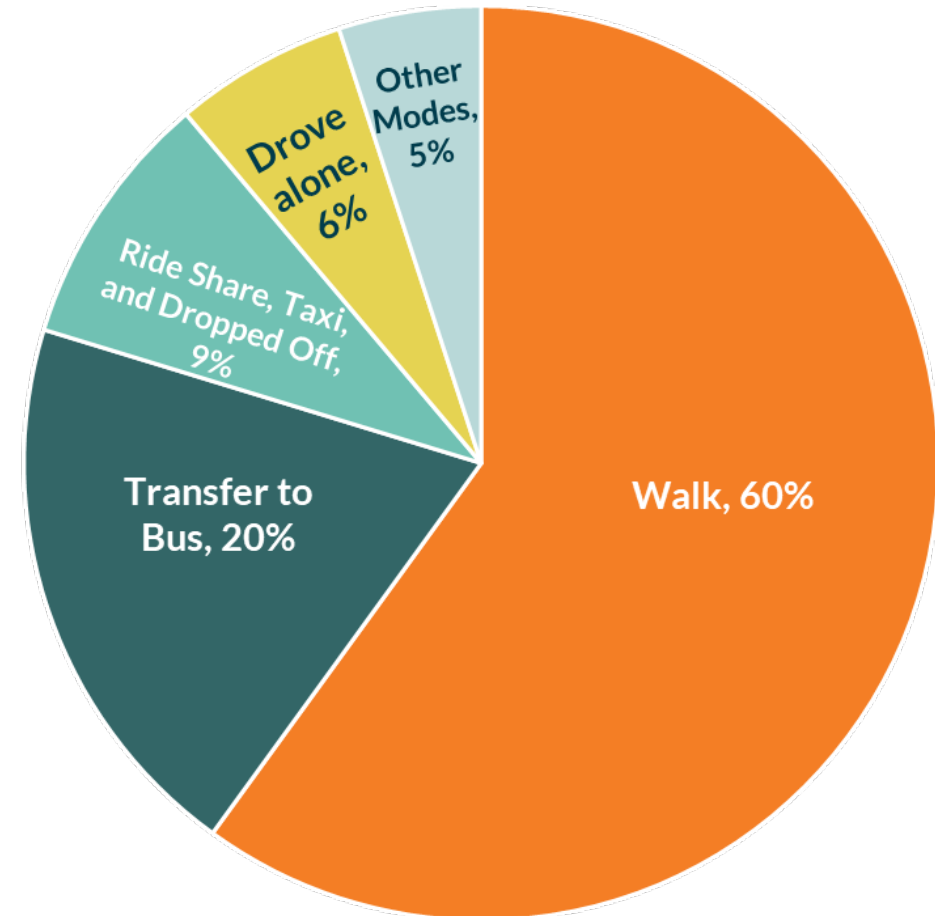
1. Census American Community Survey 5-year Estimate (2019-2023, Block Group)
2. NCTCOG On-Board Transit Survey 2022/2023



Performance Measure



Train Riders First/Last Mile (2023)²



Informative Measures

Demographics¹

Selected Variables	TOD Area	North Texas Region
Avg. Median Income	\$85,575	\$89,713
% Renter-Occupied Housing	60%	40%
Perc. Zero Car Households	8%	2%

Land Use²

- Roadway right-of way is 21% of land, residential is also 21% of land, 14% of residential is single-family
- 11% of land is vacant

Rail Transit Destinations³

Most transit riders are using rail stations for work trips but also a significant amount of non-work trips.

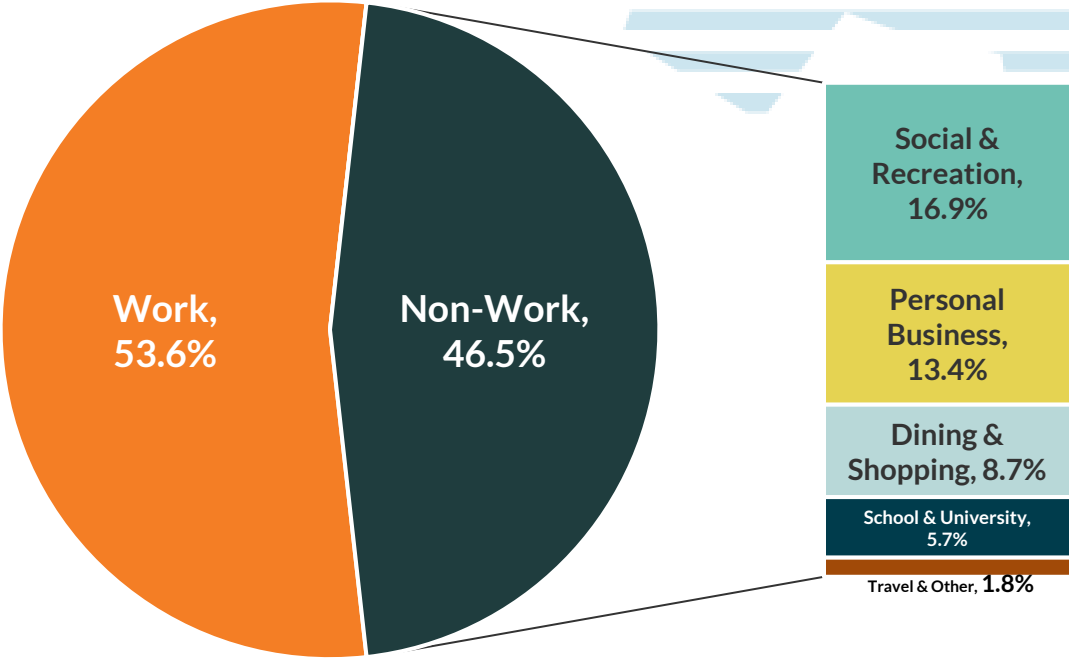
Data Sources:

1. Census American Community Survey 5-year Estimate (2019-2023, Block Group)
2. NCTCOG Land Use Layer with staff edits for TOD Progress Report
3. NCTCOG On-Board Transit Survey 2022/2023

Informative Measures



Trip Purpose Distribution



Sidewalks

In the half-mile TOD area for all stations, sidewalk access connects:

- 45% of developable acreage
- 56% of housing units

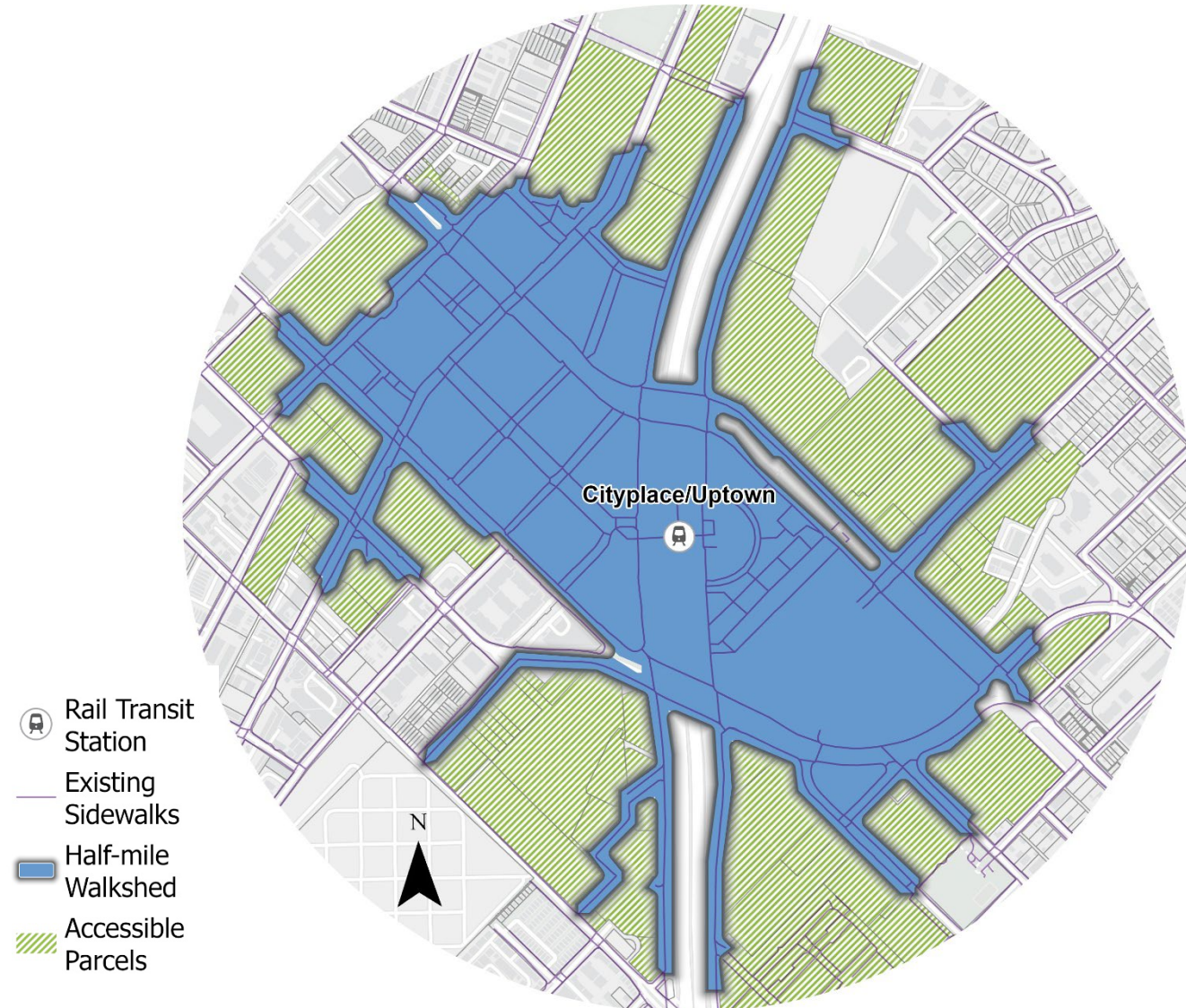
Bikeways

Only 50% of stations have a connected bike facility (*on-street or off-street*).

Data Sources: NCTCOG GIS layers created by staff



Action Measure



Planning

31 area plans – intersecting 51 station areas (of the 89).

24 focus on TOD and encouraging transit.

More than one-third were adopted or updated before 2015.

4 Corridor Plans by NCTCOG and transit authorities covering multiple stations (not as detailed as area plans).

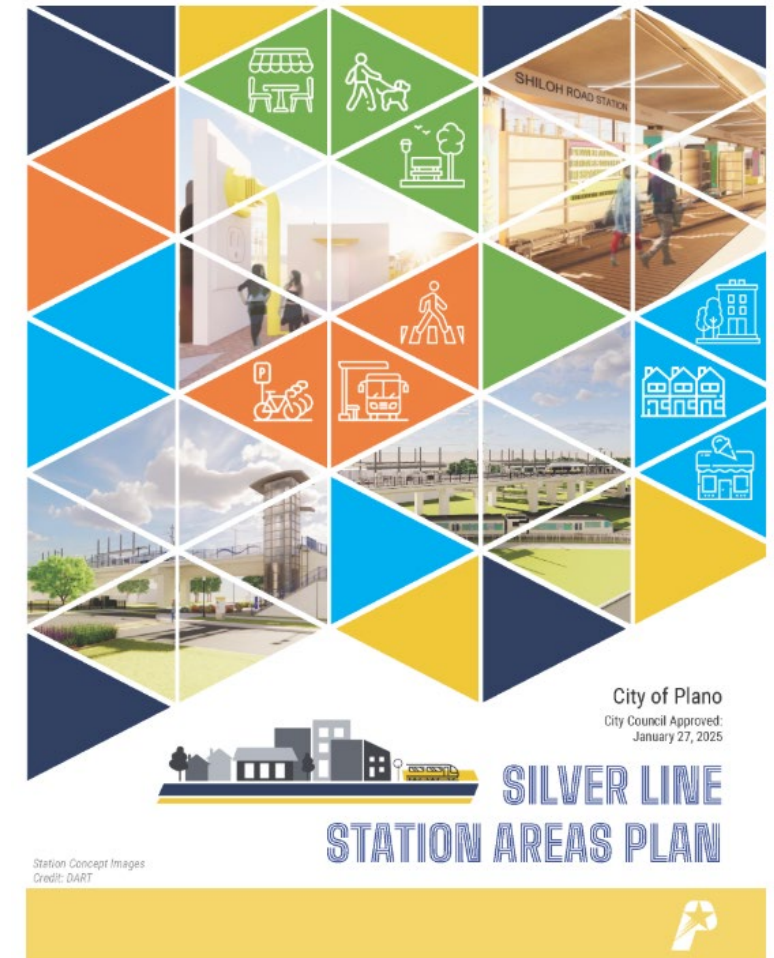
12 Special studies that focus on specific topics around rail stations.

Note on Comprehensive Plans: Not included unless they have a detailed section with plans for a specific station.

Data Sources: NCTCOG staff observation of plans posted online and shared by local partner staff



Action Measure



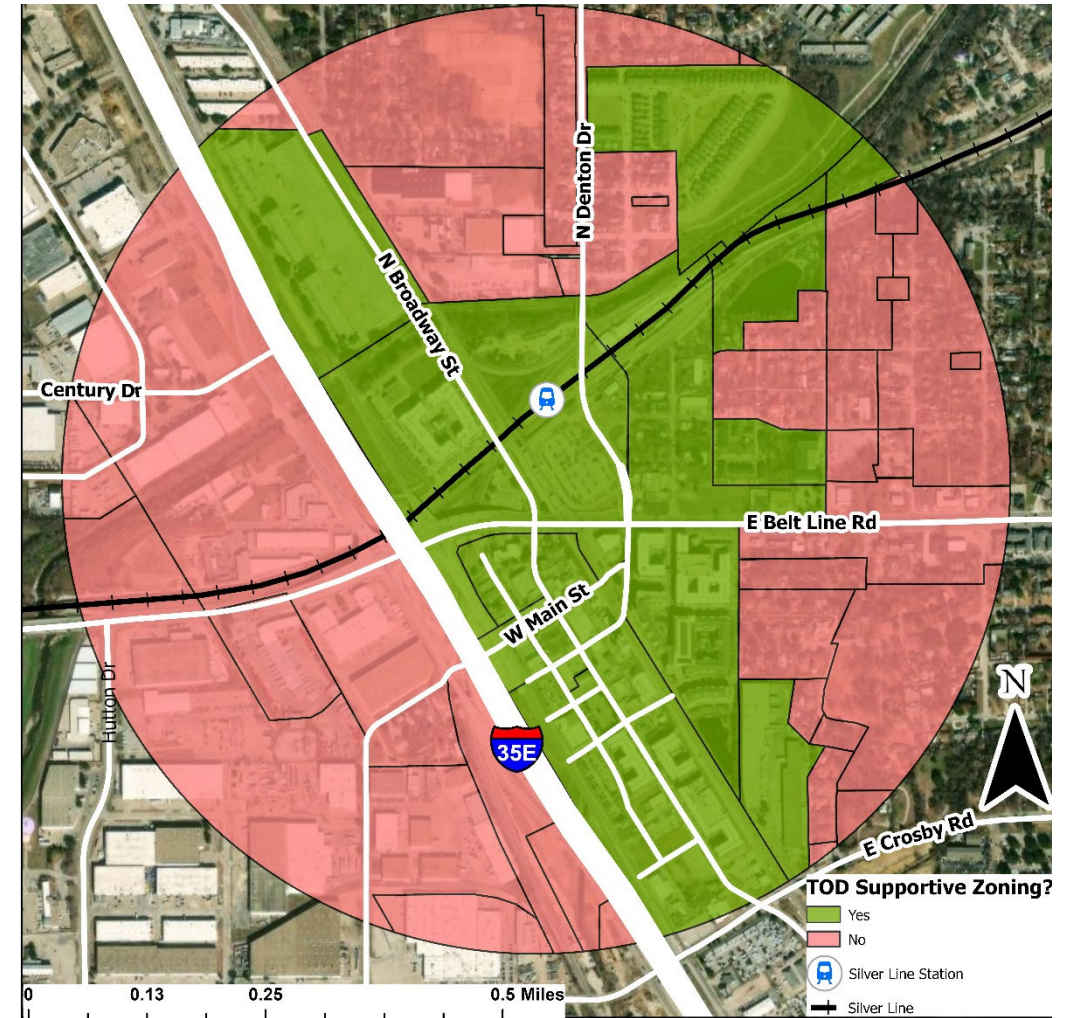
Zoning

- **34%** of station area land has zoning that will allow TOD by-right.
- **27%** is Planned Development (PD) zoning (most PD zoning is not TOD supportive).
- **22%** is zoned for single family.

Data Sources: NCTCOG staff observation zoning documents online and shared by city staff



Action Measure



Incentives/Partnerships

195+ completed/under construction/
planned projects across **53** stations.

Over **\$2 billion** worth of incentives*

Common tools:

- Tax increment finance
- 380 agreement grants
- Tax abatements
- Public/private partnerships (P3) to redevelop public land

**Not all cities have responded to information request or provided equally comparable data. Data for projects from 2000 to 2037*

Data Sources: NCTCOG staff observation documents online and shared by city staff

Action Measure



Harvest Hall, a P3 in Grapevine



Summary and Recommendations from TOD Progress Report

North Texas has made progress over the past 30 years with TOD, but more work is needed.

Local Government and Agency Action Recommendations:

Planning – Create and update plans for TOD station areas. These can help identify/prioritize and refine sidewalk, bicycle, zoning, and incentive/partnership needs.

Zoning – Re-zone properties near more stations for TOD by-right.

Sidewalks – Review, design, and improve the sidewalk network around stations to fill in gaps.

Bicycle facilities – Review, design, and improve connections to bike networks at stations.

Incentives/Partnerships – Continue and expand economic incentives and partnerships on TOD at more stations.



Next Steps

This report will be online by November 30, 2026:

www.NCTCOG.org/TOD

Updated interactive map coming by end of calendar year 2026

Presentation to the **Regional Transportation Council's Transit Vision Subcommittee** in November



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North Central Texas Council
of Governments

Dallas Rail Crossing Analysis

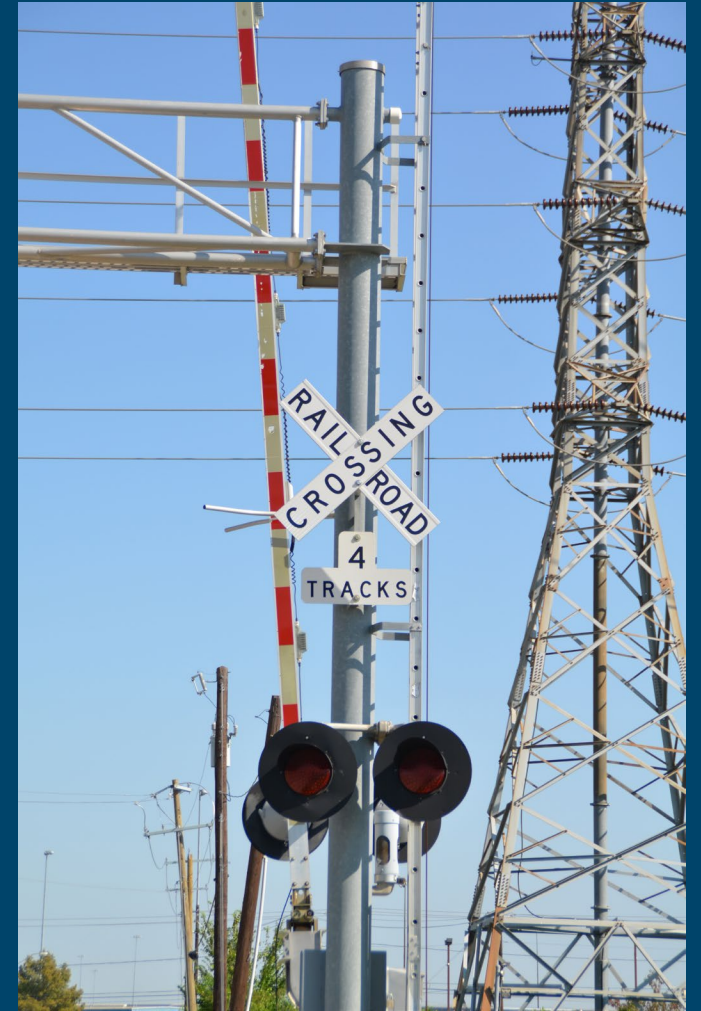
Surface Transportation Technical Committee

October 23, 2026

Savannah Briscoe, Transportation Planner III

Railroad Crossing Analysis Background

- At-grade rail crossings are a major concern across the region and NCTCOG continues to recognize rail safety as a crucial issue needing to be addressed within our region.
- Staff have completed two full analyses; the city of Fort Worth was completed in 2023, and the city of Dallas was completed in August 2025.
- Staff will continue completing analysis to help understand and prioritize rail crossings for potential improvements.
- The goal of all current and future analysis is to improve safety and reduce congestion at railroad crossings across our region.



Courtesy of NCTCOG



Rail Crossing Analysis

The Process

- 1) Identified all public at-grade crossings in the city of Dallas
- 2) Built a database with both quantitative and qualitative information about each crossing
- 3) Conducted site visits
- 4) Completed database
- 5) Developed formulas to prioritize crossings
- 6) Identified priority rail crossings for recommended improvements

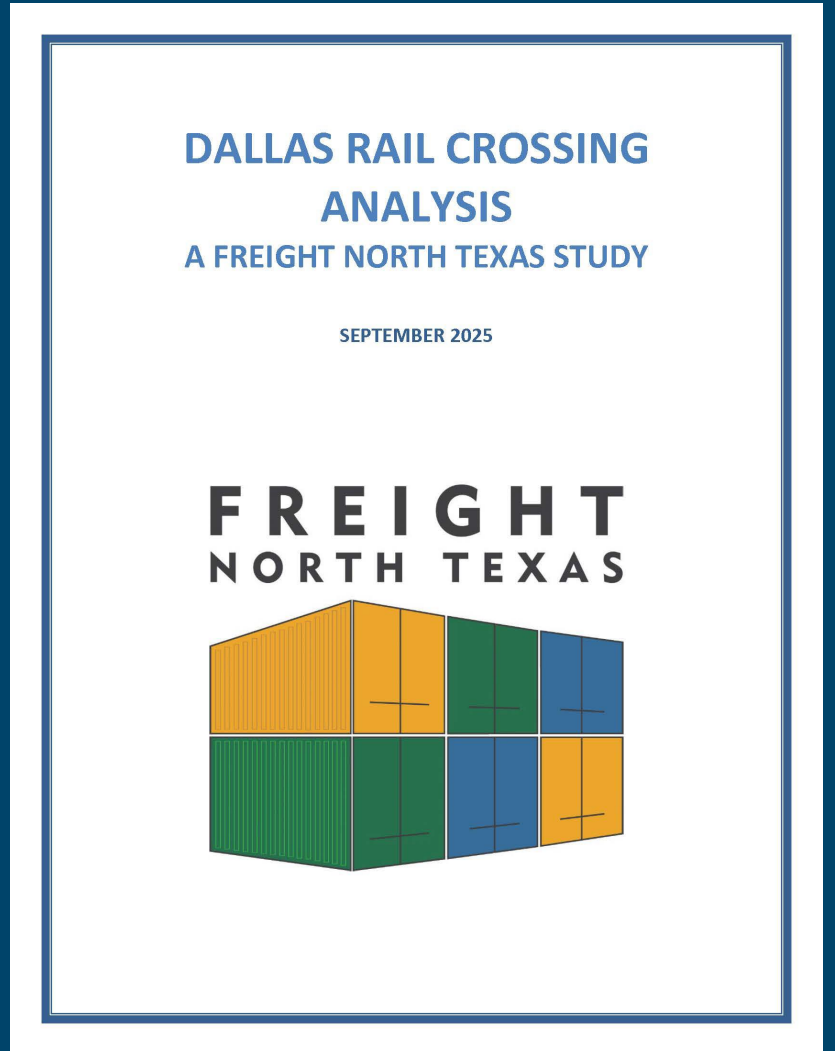


Courtesy of NCTCOG



Rail Crossing Analysis Report

- 1) Introduction
- 2) Data Collection
- 3) Analysis
 - a) Quantitative
 - b) Qualitative
 - c) Crossing Gaps
- 4) Recommendations
 - a) Crossings that would benefit from grade separation
 - b) Crossings that would benefit from safety improvements



Courtesy of NCTCOG



Building the Database

Quantitative information included in the review (from FRA)

- Number of vehicles a day: Average Annual Daily Traffic (AADT).
- Trains per day: Number of trains that pass through the crossing each day.
- Train speed: Speed of the train when it passes through the crossing.
- Crossing Incidents: Number of accidents at the crossing from 2015-2025 (10 years).

Rail Crossing Evaluation Form		
Date	Railroad	
Crossing DOT #	Road	
Crossing Information		
Quiet Zone	Pavement Markings	Signals
Advanced Warnings	Crossbucks	Active Warning Devices
Near By Signals		
Number of Lanes	Number of Tracks	
Median and Other SSMS	Geometry Issues	
Nearby Driveways	Clearance (Grade Seeps only)	
Other Observed Issues	Additional Notes	

Courtesy of NCTCOG



Building the Database

Qualitative information included in the review (from site visits)

- Active Warning Devices: Includes gates and lights that activate when a train approaches the crossing.
- Static Warning Devices: Includes pavement marking and standard signage such as crossbucks.
- Supplemental Safety Measures: Includes medians, supplemental signage, etc.
- Observed Conditions: Includes geometry issues and number of roadway lanes, etc.

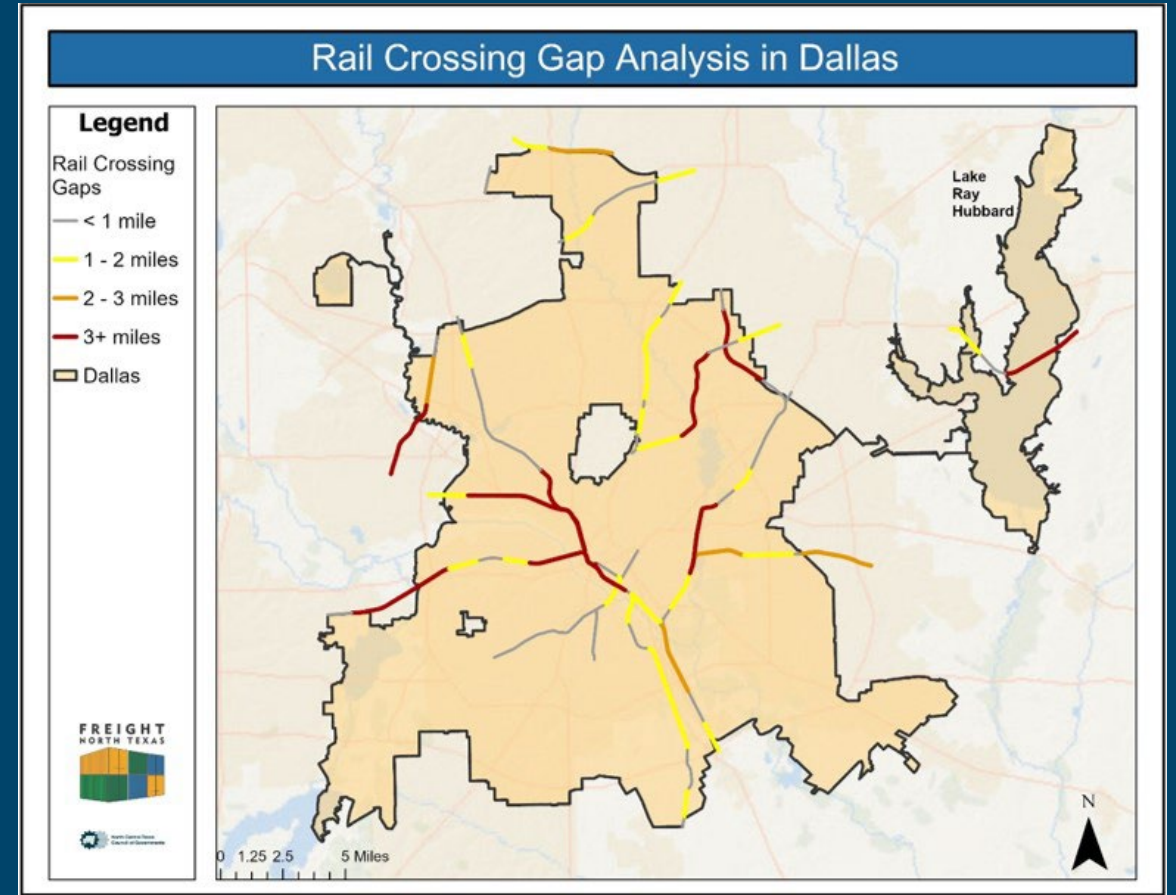


Courtesy of NCTCOG



Crossing Gap Analysis

- An analysis was completed to identify where there is enough space to hold a 1-mile, 2-mile, or 3-mile-long train without occupying a crossing.
- NCTCOG understands there are many factors that determine where a train is held.
- This analysis was used to identify potential locations only.



Courtesy of NCTCOG



Priority Methodology

How Crossings were Prioritized

Formulas scored each crossing on quantitative and qualitative factors and classified crossings into priority levels:

- **High Priority:** High traffic volumes and incidents
- **Medium Priority:** Mixed conditions
- **Low Priority:** Lower traffic volumes and incidents

Freight Rail vs. Passenger Rail Separation

Freight rail and passenger rail were separated due to operational differences.

U. S. DOT CROSSING INVENTORY FORM
DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For private pathway grade crossings, complete the Header, Part I, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including dedicated pedestrian station grade crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part II Item 7.A. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY) 10 / 14 / 2022		B. Reporting Agency ☐ Railroad ☐ Transit ☒ State ☐ Other		C. Reason for Update (Select only one) ☒ Change in Data ☐ New Crossing ☐ Closed ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR		D. DOT Crossing Inventory Number 9711915	
Part I: Location and Classification Information							
1. Primary Operating Railroad Dallas Area Rapid Transit (DART)		2. State TEXAS		3. County DALLAS		4. City / Municipality DALLAS	
5. Street/Road Name & Block Number SOUTH LAMAR STREET		6. Crossing Type & No. ST 0000		7. Do Other Railroads Operate a Separate Track at Crossing? ☐ Yes ☒ No If Yes, Specify RR		8. Do Other Railroads Operate Over Your Track at Crossing? ☐ Yes ☒ No If Yes, Specify RR	
9. Railroad Division or Region None TEXAS		10. Railroad Subdivision or District None DART		11. Branch or Line Name None RED-BLUE		12. RR Milepost 0136.00	
13. Line Segment OC 1		14. Nearest RR Timetable Station N/A		15. Parent RR (if applicable) N/A DART		16. Crossing Owner (if applicable) N/A DART	
17. Crossing Type ☒ Public ☐ Private		18. Crossing Purpose ☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.		19. Crossing Position ☒ At Grade ☐ RR Under ☐ RR Over		20. Public Access (if Private Crossing) ☐ Yes ☒ No	
21. Type of Land Use ☐ Open Space ☐ Farm ☐ Residential ☒ Commercial ☐ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard		22. Average Passenger Train Count Per Day Less Than One Per Day ☒ Number Per Day 150		23. Type of Train ☒ Freight ☐ Intercity Passenger ☐ Commuter ☐ Tourist/Other		24. Is there an adjacent crossing with a separate number? ☐ Yes ☒ No	
25. Quiet Zone (FRA provided) ☐ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused		26. HSR Corridor ID N/A		27. Latitude in decimal degrees (WGS84 std: -nn.nnnnnn) 32.772656		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnn) -96.802352	
29. Lat/Long Source ☒ Actual ☐ Estimated		30.A. Railroad Use *		30.B. Railroad Use *		30.C. Railroad Use *	
30.D. Railroad Use *		31.A. State Use *		31.B. State Use *		31.C. State Use *	
31.D. State Use *		32.A. Narrative (Railroad Use) *		32.B. Narrative (State Use) *		33. Emergency Notification Telephone No. (posted) 214-928-6000	
34. Railroad Contact (Telephone No.) 214-928-6000		35. State Contact (Telephone No.) 512-416-2684		36. State Phone# updated - date updated 2024-12-06		37. State Contact (Email Address)	
Part II: Railroad Information							
1. Estimated Number of Daily Train Movements 1.A. Total Day Thru Trains (6 AM to 6 PM) 80		1.B. Total Night Thru Trains (6 PM to 6 AM) 70		1.C. Total Switching Trains 0		1.D. Total Transit Trains 150	
1.E. Check if Less Than One Movement Per Day How many trains per week?		2. Year of Train Count Data (YYYY) 2016		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 25 3.B. Typical Speed Range Over Crossing (mph) From 10 to 25		4. Type and Count of Tracks Main 2 Siding 0 Yard 0 Transit 0 Industry 0	
5. Train Detection (Main Track only) ☐ Constant Warning Time ☐ Motion Detection ☐ JAO ☐ PTC ☒ DC ☐ Other ☐ None		6. Is Track Signaled? ☒ Yes ☐ No		7.A. Event Recorder ☒ Yes ☐ No		7.B. Remote Health Monitoring ☐ Yes ☒ No	

FORM FRA F 6180.71 (Rev. 3/15) OMB approval expires 01/31/2026 Page 1 OF 2

Courtesy of FRA



Next Steps

- Continue analysis for other cities/counties within the NCTCOG region.
- Coordinate with cities, counties, TxDOT, and railroads on improvements.
- Monitor implementation of recommended safety measures.
- Support targeted crossing improvements based on priority rankings.
- Assist in discussions to reduce blocked crossings using gap analysis.
- Maintain focus on safety, efficiency, and reliability improvements.



Courtesy of NCTCOG



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New Status Report on Commercial Vehicle Compliance

Jason Brown, NCTCOG

Surface Transportation Technical Committee
October 23, 2026



Commercial Vehicle Regulations Overview

Regulations	How it's Implemented?	Who is Implementing?
Motor Carrier Safety	Annual Safety Inspection	Texas Department of Public Safety (TXDPS)
Weight and Size Laws	Commercial Vehicle Enforcement Pullovers, Weigh Stations	Local Law Enforcement, US Department of Transportation, Texas Department of Public Safety
Hazardous Material	Commercial Vehicle Enforcement Pullovers, Weigh Stations	Local Law Enforcement, Federal Motor Carrier Safety Administration
Registration	Commercial Vehicle Enforcement Pullovers, Weigh Stations	Local Government, US Department of Transportation, Texas Department of Public Safety
Traffic Laws	Local Law Enforcement Pullovers	Local Law Enforcement
Criminal Laws	Law Enforcement Pullovers	Local Law Enforcement
Engine Emissions Standards	State: None	Not Enforced

Commercial Vehicle Enforcement

Commercial Vehicle Enforcement (CVE) Officers

Specialized and certified officers operate either individually or in multijurisdictional events

CVE officers can perform random roadside inspections and coordinate with other agencies on safety regulation enforcement

Objectives

Protect roadways from damage by ensuring compliance with laws regulating commercial vehicle weight

Enforce registration laws to ensure fair payment of commercial vehicle fees and protect public rights and safety on highways

Ensure compliance with traffic laws and regulations

Regional Details & Statistics

- CVE events occur throughout the year as location, weather, and schedules permit
- Representative of multijurisdictional events
- Events occurred from 04/27/2021 through 07/30/2026
- 53 % of vehicles OOS is higher than the Texas state average (~24%) and national average (~23%)

	Inspections	Citations	Violations	Vehicles OOS	Vehicles OOS %	Drivers OOS	Drivers OOS %
Total	1,205	505	4,066	590	N/A	65	N/A
Average	45	30	226	24	53%	3	7%

Resources Provided By Local CVE Officers

CVE Transportation Code

Chapter 644

Purpose

- Establishes structure for regulating commercial motor vehicle safety standards and enforcement framework

Who Qualifies?

- Eligible municipal police officers, sheriffs, and deputies may apply for TXDPS certification

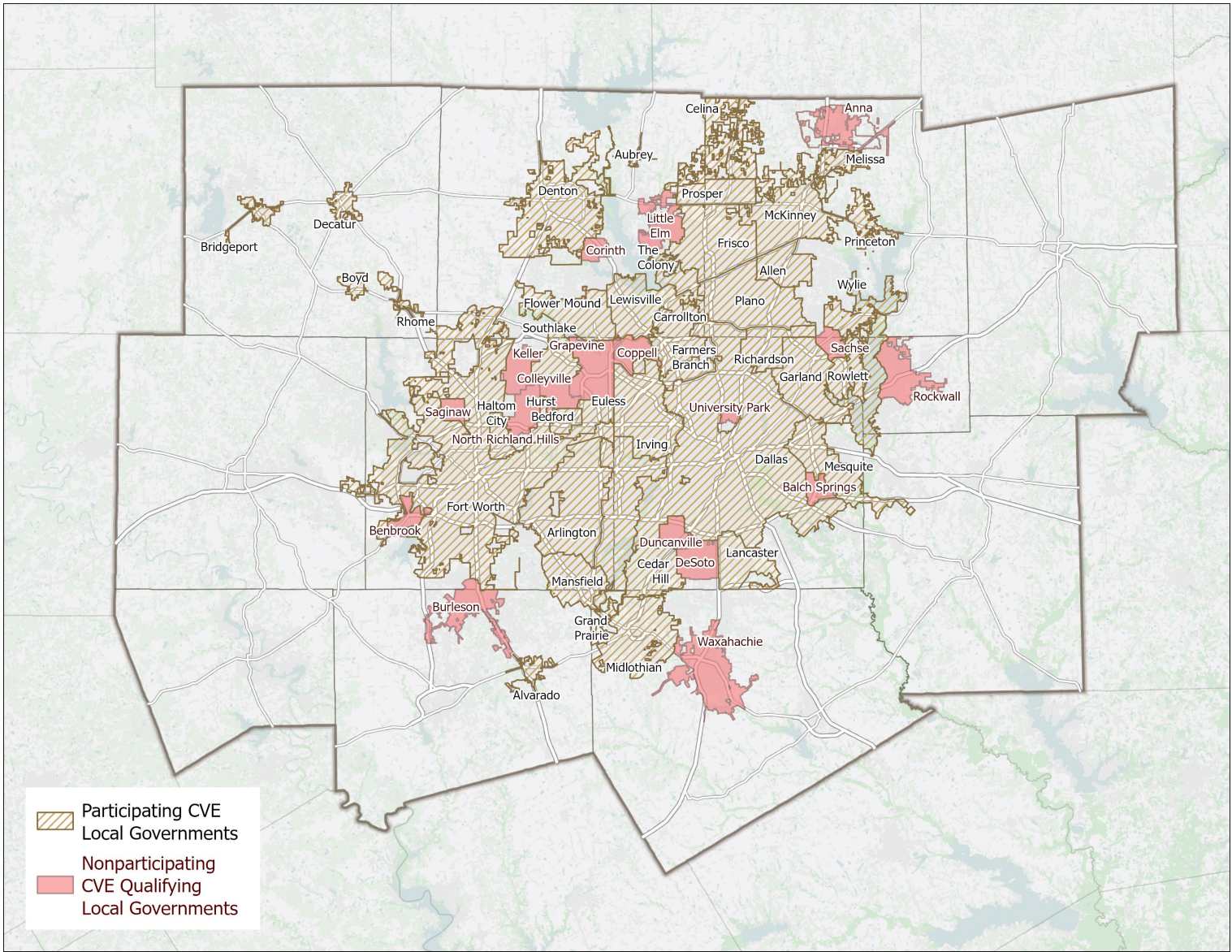
Eligibility

- Includes population thresholds
 - City – at least 50,000 or 25,000 or more with some portion located in a county with population of 500,000 or more
 - County – population of at least 700,000 or more
- [Texas Legislature Online - Chapter 644](#)



Imagery Provided By NCTCOG

Commercial Vehicle Enforcement City Coverage



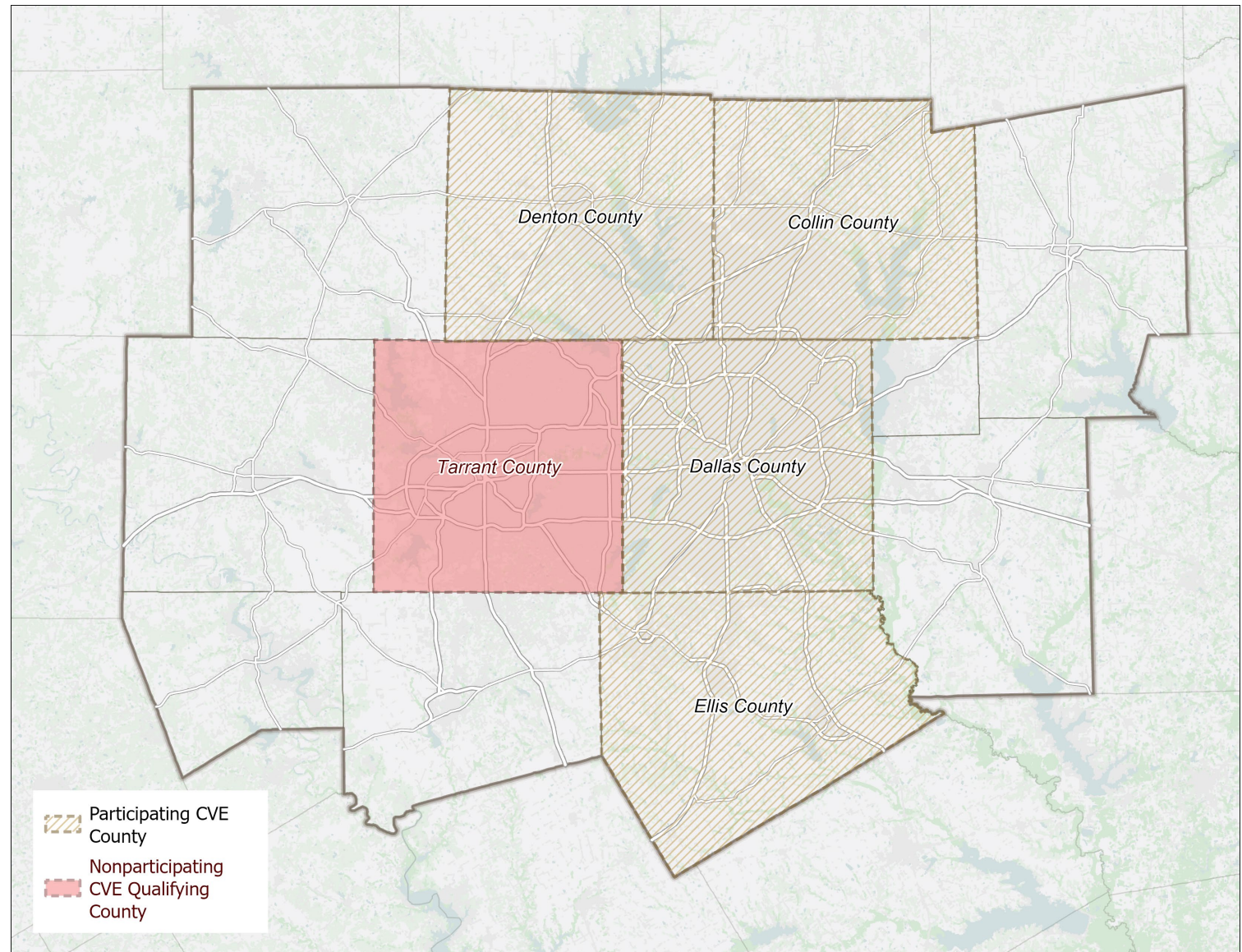
Participating CVE Local Governments by TXDPS:

39 City Police Departments

Nonparticipating Local Governments:

- | | |
|---------------|----------------------|
| Anna | Grapevine |
| Balch Springs | Keller |
| Benbrook | Little Elm |
| Burleson | North Richland Hills |
| Colleyville | Rockwall |
| Coppell | Sachse |
| Corinth | Saginaw |
| DeSoto | University Park |
| Duncanville | Waxahachie |

Commercial Vehicle Enforcement County Coverage



Participating CVE Counties
provided by TXDPS:

- Collin
- Dallas
- Denton
- Ellis

Nonparticipating CVE
Qualifying County:

- Tarrant

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Imagery Provided By NCTCOG



New Status Report on Commercial Vehicle Compliance