

## AGENDA

### SURFACE TRANSPORTATION TECHNICAL COMMITTEE

Friday, January 23, 2026

North Central Texas Council of Governments

**1:30 pm Full STTC Business Agenda**

**1:30 – 1:35**

**1. Approval of December 5, 2025, Meeting Summary**

Action       Possible Action       Information      Minutes: 5

Presenter: Brian Shewski, STTC Chair

Item Summary: Approval of the December 5, 2025, meeting summary contained in [Electronic Item 1](#) will be requested.

Background: N/A

**1:35 – 1:40**

**2. Consent Agenda (There are no items on the Consent Agenda)**

Action       Possible Action       Information      Minutes: 5

**1:40 – 1:50**

**3. 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. Partnership Program to Reduce the Possibility of Roadway Sanctions
2. North Central Texas Council of Governments Senior Program Manager, Brendon Wheeler, is Leaving to Become the New Metropolitan Planning Organization Director for the San Antonio Region
3. Texas Transportation Commission Awarded \$25 Million for Cotton Belt Trail Corridor
4. Awarded Safe Streets for All Fiscal Year 2024 North Central Texas Council of Governments Crossing Students Safety Grant Agreement
5. Regional Transportation Council Transit Vision Subcommittee Presentation – Karla Windsor ([Electronic Item 3.1](#))
6. Need Feedback on Transportation Improvement Program Listings
7. Mobility Assistance Patrol Program ([Electronic Item 3.2](#))

8. Triennial Federal Transit Administration Review Will Be Conducted in 2026

Performance Measure(s) Addressed: Administrative

1:50 – 2:00

4. **Endorsement to Receive Rider 7 Fine Particulate Matter Planning Funds from the Texas Commission on Environmental Quality**

Action       Possible Action       Information      Minutes: 10

Presenter: Daniela Tower, NCTCOG

Item Summary: Staff will provide an overview of the Rider 7 Local Air Quality Planning Grant – fine particulate matter (PM<sub>2.5</sub>) program administered by the Texas Commission on Environmental Quality (TCEQ) available for the Fiscal Year (FY) 2026-2027 biennium. Staff will request endorsement of the receipt of funds for local air quality planning under this program and authorization to enter into agreements with subrecipients to assist with work to be conducted.

Background: The TCEQ administers funds for local air quality planning activities under Rider 7 of the agency's legislative appropriation for affected counties that are not designated "nonattainment" for federal particulate matter standards. This funding can be used to inventory PM<sub>2.5</sub>-related emissions, monitor PM<sub>2.5</sub>-related pollution levels, PM<sub>2.5</sub>-related air quality modeling, regional air quality planning activities, and to cover administrative costs to assist with remaining in attainment of these standards. Eligible counties in the North Central Texas Council of Governments (NCTCOG) area include 13 counties, namely Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Navarro, Parker, Rockwall, Tarrant, and Wise Counties. Of the regulatory PM<sub>2.5</sub> monitoring sites in North Central Texas, those around the City of Fort Worth and City of Dallas downtowns are recording elevated PM<sub>2.5</sub> levels. Thus, during the FY 2024-2025 biennium, additional monitoring work was initiated in Dallas, Ellis, and Tarrant Counties to understand the occurrence of elevated PM<sub>2.5</sub> levels in the downtown areas. Anticipated activities to be conducted during FY 2026-2027 include continuation of existing air quality monitoring, extension of monitoring activities in the northern part of the region and modeling of emissions. Staff will seek approval to enter into contracts with Kevin Overton and the Texas A&M Transportation Institute to assist in carrying out this work, and request approval to initiate a competitive request for proposals (RFP) to conduct PM<sub>2.5</sub>-emissions modeling in eligible counties of the NCTCOG area.

Following results of the RFP, Committee approval to subaward will be requested at a future date. More details can be found in [Electronic Item 4](#).

Performance Measure(s) Addressed: Air Quality

2:00 – 2:10

5. **Approval to Receive Rider 7 Ozone Planning Funds from the Texas Commission on Environmental Quality**

Action       Possible Action       Information      Minutes: 10

Presenter: Daniela Tower, NCTCOG

Item Summary: Staff will provide an overview of the Rider 7 Local Air Quality Planning Grant - Ozone program administered by the Texas Commission on Environmental Quality (TCEQ) available for the Fiscal Year (FY) 2026-2027 biennium. Staff will request approval of the receipt of funds for local air quality planning under this program and enter into agreements with the City of Granbury to assist with work to be conducted.

Background: The TCEQ administers funds for local air quality planning activities under Rider 7 of the agency's legislative appropriation for affected counties that are not designated "nonattainment" for federal ozone standards. This funding can be used to inventory ozone-related emissions, monitor ozone-related pollution levels, ozone related air quality modeling, regional air quality planning activities, and to cover administrative costs to assist with remaining in attainment of these standards. In previous bienniums, work was conducted in Hood and Hunt counties which currently have design values of 75 and 67 parts per billion, respectively. Anticipated activities to be conducted during FY 2026-2027 include continuation of air quality monitoring and update of an existing 2015 conceptual model in Hood County. More details can be found in [Electronic Item 5](#).

Performance Measure(s) Addressed: Air Quality

2:10 – 2:20

6. **Fiscal Year 2026 Better Utilizing Investments to Leverage Development Grant and Off-System Rail Grade Separation State Fund Programs**

Action       Possible Action       Information      Minutes: 10

Presenter: Jeff Neal, 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 Better Utilizing Investments to Leverage Development (BUILD) Grant Program, dedicated for surface transportation infrastructure

projects that will have a significant local or regional impact. Applications are due to the United States Department of Transportation (USDOT) by February 24, 2026. A recommendation for RTC approval will also be requested for \$30 million in Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program funding to leverage State, local, and private funds on the Bonds Ranch Railroad Grade Separation near the Business 287 intersection.

Background:

In November 2025, USDOT announced the solicitation of project applications for the \$1.5 billion FY2026 BUILD Grant Program. The North Central Texas Council of Governments will submit FY2026 BUILD Grant applications for the United States 287/Prairie Ridge Project, State Highway 183/Pumphrey Drive Bettering Access, Safety, and Efficiency Project, and the Farm-to-Market 917/Burlington Northern Santa Fe (BNSF) Grade Separation Project. Additional details and application requirements for the FY2026 BUILD Grant Program can be accessed via the Notice of Funding Opportunity (NOFO) at: <https://www.transportation.gov/BUILDgrants/NOFO>. For regional agencies submitting projects, please be aware the agency must complete the [SAM.gov](https://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 BUILD Grant applications via separate portals for capital and planning grant projects. Assuming the projected timing for application development, agency requests to receive a letter of support from the RTC should be submitted to Jackie Nolasco by Monday, February 9, 2026, at [jnolasco@nctcog.org](mailto:jnolasco@nctcog.org). In addition, Tarrant County is submitting the Bonds Ranch Railroad Grade Separation project over Business 287, the BNSF Railroad, and the Union Pacific Railroads for the State's Off-System Rail Grade Separation Program. As part of this application, Tarrant County is requesting that the RTC reconfirm previously approved \$20 million in federal funding that was contingent on receipt of a grant application to the Federal Railroad Administration (FRA), which was ultimately not awarded by FRA. Tarrant County is requesting an

additional \$10 million for a total RTC commitment of \$30 million in federal funding, along with \$9 million of Regional Toll Revenue funds and the other leveraging funds. Additional details are provided in [Electronic Item 6](#).

Performance Measure(s) Addressed: Roadway, Safety

2:20 – 2:30

7. **Status Report on Commercial Vehicle Compliance**

Action       Possible Action       Information      Minutes: 10

Presenter: Anthony Moffa, NCTCOG

Item Summary: Staff will provide an update on Commercial Vehicle Enforcement (CVE) efforts in the region and highlight observations from recently attended CVE events and other relevant information.

Background: The Texas Department of Public Safety has joint responsibility with local law enforcement for the operation of the Commercial Vehicle Enforcement service. This joint service takes place on and along public state highways so that compliance with statutory provisions of law regulating weight, motor carrier safety, registration, transportation of people, hazardous materials, and other property can be obtained. North Central Texas Council of Governments staff have been attending CVE events in the Dallas-Fort Worth region and will share observations and next steps with committee members. [Electronic Item 7](#) contains more information.

Performance Measure(s) Addressed: Air Quality, Safety

2:30 – 2:40

8. **Proposed Traffic Signal Program Funding**

Action       Possible Action       Information      Minutes: 10

Presenter: Gregory Masota, NCTCOG

Item Summary: Staff will present the proposed traffic signal funding program based on the recently approved Regional Transportation Council (RTC) traffic signal improvement types and associated funding categories.

Background: RTC approved the traffic signal improvement types and associated funding categories in November 2025. There continues to be a need to implement, operate, and maintain traffic signals within the region and this program will set aside funding to support the ongoing requests from local agencies. This effort will seek input from Surface Transportation Technical Committee and RTC to support the identified funding allocation by categories through 2030. The presentation will describe the funding categories, outline

estimated funding need, and propose funding allocation by category based on previous action. Additional information is provided in [Electronic Item 8](#).

Performance Measure(s) Addressed: Roadway, Safety

**2:40 – 2:50**

**9. Integrating Transportation and Stormwater Infrastructure Study Overview**

Action       Possible Action       Information      Minutes: 10

Presenter: Jeff Neal, NCTCOG

Item Summary: Staff will provide a brief overview of the Integrating Transportation and Stormwater Infrastructure (TSI) Study and announce a Model Development Code/Floodplain Ordinance Workshop scheduled for January 29, 2026.

Background: Initiated in 2023, the \$10 million TSI Study is a proactive and comprehensive planning effort to identify projects that reduce future flood risk, along with other complementary and voluntary measures for averting flood impacts on community health, safety, and growth. Staff will briefly outline the study purpose, progress, and explain how policy recommendations related to development and floodplain management are essential components to the study's potential success. The upcoming Model Development Code/Floodplain Ordinance Workshop, scheduled for January 29, 2026, at the North Central Texas Council of Governments campus, will be an opportunity to provide and obtain critical feedback on how/what policies in both infrastructure- and nature-based stormwater solutions can be incorporated into effective regulations for flood prevention and mitigation. More details are provided in [Electronic Item 9](#).

Performance Measure(s) Addressed: Roadway, Safety

**2:50 – 3:00**

**10. 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. *Dylan Niles* – Fiscal Year 2025 Transportation Development Credit Annual Report ([Electronic Item 10.1](#))
2. *Braulio Bessa* – Technology Project Identification Call for Ideas Workshop on February 2, 2026, from 10:30 am to 12:00 pm, North Central Texas Council of Governments Transportation Council Room
3. *Jason Brown* – Engine Off North Texas Status Report ([Electronic Item 10.2](#))

4. *Jesse Brown* – Quarterly High Occupancy Vehicle Carma Subsidy Report ([Electronic Item 10.3](#))
5. *Hannah Thesing* – Multimodal Delivery Project Update ([Electronic Item 10.4](#))
6. *Hannah Thesing* – Air Quality Funding Opportunities ([www.nctcog.org/AQfunding](http://www.nctcog.org/AQfunding))
7. *Hannah Thesing* – Upcoming Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
8. Written Progress Reports:
  - Partner Progress Reports ([Electronic Item 10.5](#))
  - November Public Meeting Minutes ([Electronic Item 10.6](#))
  - December Public Meeting Minutes ([Electronic Item 10.7](#))
  - October-November Public Comments Report ([Electronic Item 10.8](#))
  - November-December Public Comments Report ([Electronic Item 10.9](#))
  - February Public Meeting Notice ([Electronic Item 10.10](#))
11. **Other Business (Old or New)**: This item provides an opportunity for members to bring items of interest before the group.
12. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for **1:30 pm on February 27, 2026**.

**MEETING SUMMARY**

**SURFACE TRANSPORTATION TECHNICAL COMMITTEE  
Friday, December 5, 2025**

The Surface Transportation Technical Committee (STTC) met on Friday, December 5, 2025, 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: Ahmed Alqaisi, Marah Aqqad, Joe Atwood, Melissa Baker, James Bell, Nathan Benditz, David Boski, Tanya Brooks, Daniel Burnham, Jeff Bush, Farhan Butt, Brenda Callaway, Travis Campbell, Aaron Ceder, John Cordary, Taylor Derden, Phil Dupler, Eric Fladager, Chris Flanigan, Ann Foss, Austin Frith, Gary Graham, Michael Haithcock, Namoo Han, Craig Hancock, Chris Harris, Barry Heard, Duane Hengst, Matthew Hotelling, Jeremy Hutt, Joseph Jackson, Joel James, Major L. Jones, Wilson Kakembo, Gus Khankarli, Lauren LaNeave, Eron Linn, Clay Lipscomb, Stanford Lynch, Brian McNulty (representing Ron Hartline), Auro Majumdar, Chad Marbut, Alberto Mares, John Mears, Brian Moen, Mark Nelson, Alfredo Ortiz, Autumn Permenter (representing Gregory Van Nieuwenhuize), Martin Phillips, John Polster, Kelly Porter, Greg Royster, John Ryan (representing Thuan Huynh), David Salmon, Brian Shewski, Ray Silva-Reyes, Chelsea St. Louis, Aaron Tainter, Errick Thompson, Jennifer VanderLaan, Jana Wentzel, Robert Woodbury, and Larry Wright.

Others present at the meeting were: Vickie Alexander, Valerie Alvarado, Berrien Barks, Braulio Bessa, Natalie Bettger, Joslyn Billings, Scott Booth, Savannah Briscoe, Carolyn Burns, Katherine Cadena, Lori Clark, Dina Colarossi, Shawn Conrad, Matt Craig, Alyssa Cunningham, Brian Dell, Cody Derrick, Rebekah Gongora, Ricardo Gonzalez, Christie Gotti, Millie Hayes, John Hudspeth, Ernest Huffman, Amy Johnson, Mike Johnson, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Dan Lamers, April Leger, Charles Marsh, Malcolm Mayhew, Jeremy McGraham, James McLane, Arash Mirzaei, Michael Morris, Chandler Muruganandtham, Jenny Narvaez, Jeff Neal, Jackie Nolasco, Donald Parker, Christopher Poe, Caleb Polster, Vercie Pruitt-Jenkins, Jacob Reinig, Brian Rentsch, Teale Robison, Jasmine Rodriguez, Jackson Rose, John Ryan, Sidney Sonch, Toni Stehling, Robert Tantiado, Daniella Tower, Noah Walker, Brendon Wheeler, Jeff Whitick, Amanda Wilson, Robert Woodbury, Jared Wright, Hua Yang, and Alexander Young.

1. **Approval of the October 24, 2025, Meeting Summary:** Approval of the October 24, 2025, meeting summary contained in Electronic Item 1 was requested.

The Meeting Summary of the October 24, 2025, meeting was approved as submitted in Electronic Item 1. John Polster (M); Mark Nelson (S).

2. **Consent Agenda:**

- 2.1. **Endorsement of Trinity Railway Express Fédération Internationale de Football Association World Cup Funding Trade:** Endorsement of the Regional Transportation Council's approval to repurpose \$3.5 million in Surface Transportation Block Grant Program funding previously approved for improvements to the Trinity Railway Express in preparation for the 2026 Fédération Internationale de Football Association World Cup was requested.
- 2.2. **Ratification of Emergency Funding: North Texas Multimodal Operations, Velocity, Efficiency, and Safety Cost Increase for Eastern Segment:** A recommendation for Regional Transportation Council ratification of emergency funding

of \$3.82 million in Congestion Mitigation and Air Quality Improvement Program funds with a local match of \$955,000 committed by Dallas Area Rapid Transit was requested as the last funding piece for the eastern section of the Trinity Railway Express federal discretionary grant and amending the Transportation Improvement Program and other administrative/planning documents to enable the project to proceed to construction.

- 2.3. **February 2026 Transportation Improvement Program Revisions:** A recommendation for Regional Transportation Council approval of revisions to the 2025-2028 Transportation Improvement Program (TIP) was requested, along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes.

The Committee approved staff's recommendations in Items 2.1, 2.2, and 2.3 on the Consent Agenda. Mark Nelson (M); Daniel Burnham (S).

3. **Fiscal Year 2024–2025 National Railroad Partnership Grant Program Submittals:** Valerie Alvarado requested a recommendation for Regional Transportation Council approval to submit two projects in the Fiscal Year 2024-2025 National Railroad Partnership Program. North Central Texas Council of Governments submitted an application for both the Prairie Creek Road Grade Separation Project and the East Trinity Railway Express Corridor Improvement Projects for the National Railroad Partnership Program. Applications were due to the United States Department of Transportation by January 7, 2026.

The Committee approved staff's recommendation as illustrated below. Eron Linn (M); John Polster(S).

Requested Action – National Railroad Partnership Program Submittal Applications

Recommendation for RTC approval of:

- Submittal of the *East TRE Corridor Improvements* and *Prairie Creek Road Grade Separation* projects for funding consideration through the FY2024-2025 National Railroad Partnership Grant Program
- 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 project if selected for a FY2024-2025 National Railroad Partnership Grant award

STTC Action Item – [December 5, 2025](#)

 National Railroad Partnership Grant Program 10

4. **2027–2029 Management, Operations, and Air Quality Program:** Brian Dell requested a recommendation for Regional Transportation Council (RTC) approval to extend existing RTC Management, Operations, and Air Quality projects and programs for Fiscal Year 2027-2029.

The Committee approved staff's recommendation as illustrated below. John Polster (M); Chad Marbut (S).

## REQUESTED ACTION – FUNDING FOR 2027-2029 MANAGEMENT, OPERATIONS, AND AIR QUALITY PROGRAM

- Recommend RTC approval of:
  - Proposed projects and programs listed in Electronic Item 4.2
  - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate these changes

STTC Action Item – December 5, 2025

NCTCOG Presentation9

5. **North Texas Electric Vehicle Infrastructure Call for Projects Funding Recommendations:** Joslyn Billings provided an overview of the North Texas Electric Vehicle Infrastructure Call for Projects including applications received, scoring results, and sites recommended for funding. Staff requested recommendation for Regional Transportation Council approval for funding recommendations.

The Committee approved staff's recommendation as illustrated below. Melissa Baker (M); Tanya Brooks (S).

## Requested Action – North Texas Electric Vehicle Infrastructure Call for Projects (CFP)

**STTC recommendation of RTC approval of:**

- Proposed funding recommendations for the North Texas Electric Vehicle Infrastructure Call for Projects, in ranked order, as outlined in Electronic Item 5.2
  - Sites on the “waitlist” to be funded in order as adequate funds become available
- Use of \$65,600 in RTC Local funds to award request in Erath County
  - Will replace RTC Local with FHWA Funds if obligated
- Reopening the CFP for 3 rural western counties upon FHWA obligation of funds
- Reallocating \$310,400 from Navarro County to the MPA, pending communication with County officials
- Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate funding recommendations

STTC Action Item – December 5, 2025

North Texas Electric Vehicle Infrastructure Projects  
Call for Projects Funding Recommendations13

6. **Technology Project Identification Framework:** Braulio Bessa presented the proposed Technology Project Identification Framework and requested a recommendation for Regional Transportation Council approval.

The Committee approved staff's recommendation as illustrated below. Farhan Butt (M); Brian Moen (S).

## REQUESTED ACTION – TECHNOLOGY PROJECT IDENTIFICATION (TPI) FRAMEWORK

**Recommendation for RTC approval of:**

- Implementation of the **Technology Project Identification (TPI) Framework** as the new process for identifying and advancing Technology & Innovation projects.
- Adoption of the **evaluation criteria and eligibility requirements** established under the framework to guide project selection.
- Utilization of up to **\$8.7 million in Surface Transportation Block Grant (STBG) funds**, with **Transportation Development Credits** as local match, 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.

STTC Action Item – December 5, 2025 

7. **Metropolitan Transportation Plan Policy Bundle Round 6:** Amy Johnson requested a recommendation of Regional Transportation Council approval of the Metropolitan Transportation Plan Policy Bundle Round 6.

The Committee approved staff's recommendation as illustrated below. Mark Nelson (M); John Polster (S).

## REQUESTED ACTION – Metropolitan Transportation Plan Policy Bundle Round 6

**Recommendation for RTC approval of:**

- Proposed MTP Policy Bundle Round 6 policy list and scoring framework.
- 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 program.

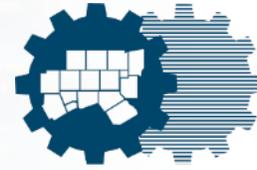
STTC Action Item – December 5, 2025

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8. **Director of Transportation Report on Selected Items**: Michael Morris provided an overview of current transportation items:
  1. Summary of Regional Transportation Council Transit Vision Subcommittee Meeting in November
  2. Regional Transportation Council Correspondence
  3. Advancing Fort Worth to Houston High-Speed Rail Corridor Identification and Development Program and Dallas-Fort Worth High-Speed Rail National Environmental Policy Act study
  4. Status Report on McKinney Passenger Rail Corridor Study
  5. Status Report on Major Regional Transportation Council Initiatives; Path Forward for 2027-2029 Management Operations Program
  6. Status Update on 2025 Transportation Conformity
  7. 2025 Federal Certification Review Report for the Dallas-Fort Worth/Arlington, Denton-Lewisville, and McKinney-Frisco Transportation Management Areas
  8. Succession Plan for the Transportation Director
  
9. **North Texas Electric Vehicle Takeoff and Landing and Advanced Air Mobility Aircraft Integration Pilot Program Proposal**: Ernest Huffman provided an overview of the North Central Texas Council of Governments planned competitive application to the Federal Aviation Administration's Electric Vertical Takeoff and Landing Aircraft Integration Pilot Program to demonstrate near-term, real-world Advanced Air Mobility operations in the Dallas-Fort Worth region.
  
10. **2027 - 2030 Transportation Improvement Program Development – Draft Listings**: Brian Dell briefed the Committee on the 2027-2030 Transportation Improvement Program development process, and the draft listing of current Regional Transportation Council commitments was provided for review and comment.
  
11. **End of 2025 Ozone Season**: Daniela Tower provided information regarding the region's 2025 ozone season.
  
12. **Fast Facts**: These items were not presented due to time constraints:
  1. Toni Stehling – 2026 Schedule of Meetings for Regional Transportation Council and Surface Transportation Technical Committee
  2. Jackie Nolasco – 2025 Regional Transportation Council Federal Surface Transportation Authorization Priorities
  3. Jeff Neal – Integrating Transportation and Stormwater Infrastructure Study Overview and Flood Management Model Codes Workshop
  4. Lori Clark – Attendance Report: Dallas-Fort Worth Clean Cities Technical Advisory Committee
  5. Carolyn Burns – Local Clean Air Project Spotlight
  6. Alyssa Cunningham – Air Quality Funding Opportunities ([www.nctcog.org/AQfunding](http://www.nctcog.org/AQfunding))
  7. Alyssa Cunningham – Upcoming Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
  8. Written Progress Reports:
    - Partner Progress Reports
    - October Public Meeting Minutes
    - September - October Public Comments Report
    - December Public Meeting Notice

13. **Other Business (Old or New)**: Mark Nelson, Surface Transportation Technical Committee Secretary, congratulated Jeffrey Bush, Texas Department of Transportation Deputy District Engineer, on receiving the Texas A&M Transportation Institute's Luther Deberry Award.
14. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for ***1:30 pm on January 23, 2026, in the NCTCOG offices.***

Meeting adjourned at 3:06 p.m.



# Progress Status Report from the RTC Transit Vision Subcommittee Chair

Councilwoman Jill Jester

1.8.2026

# Vision Subcommittee Overview

Members	Title	Organization
<b>Subcommittee Officers</b>		
Jill Jester - Chair	Councilmember	City of Denton
Stephen Mason - Vice Chair	Mayor	City of Cedar Hill
<b>Transit Authority Board Members</b>		
Jeff Davis	Chair	Trinity Metro
Cesar Molina	Vice- Chair	DCTA
Randall Bryant	Chair	DART
Gary Slagel	Immediate Past Chair	DART
<b>Transit Authority Member Cities</b>		
Steve Babick	Mayor	City of Carrollton
Elizabeth Beck	Councilmember	City of Fort Worth
Michael Crain*	Councilmember	City of Fort Worth
Andy Eads*	County Judge	Denton County
T.J. Gilmore*	Mayor	City of Lewisville
Jesse Moreno	Mayor Pro Tem	City of Dallas
Dennis Webb	Councilmember	City of Irving
<b>Transit Authority Non-member Cities</b>		
Michael Evans	Mayor	City of Mansfield
Raul Gonzalez	Deputy Mayor Pro Tem	City of Arlington
Burt Thakur	Councilmember	City of Frisco
Jeremy Tompkins	Councilmember	City of Euless
Duncan Webb	Commissioner	Collin County

## MEETING DATES



# Vision Subcommittee Discussion Topics to Date

1. Subcommittee is working on future transit institutional structure and NOT the current Dallas Area Rapid Transit challenges
2. Transit 2.0 Report and Key Takeaways
3. Existing Transit in the Region
4. Priorities and Defining Success
5. Vision Statement
6. Data Analysis and Mapping (Boundary Consideration and Financial Resources)
7. Candidate Regional Transit Boundary
8. Service Levels and Financial Resources
9. Transit Funding in DFW
10. Policy Bundles and Transit Impact

# Existing Transit Overview

# TRANSIT FUNCTIONAL CLASSES



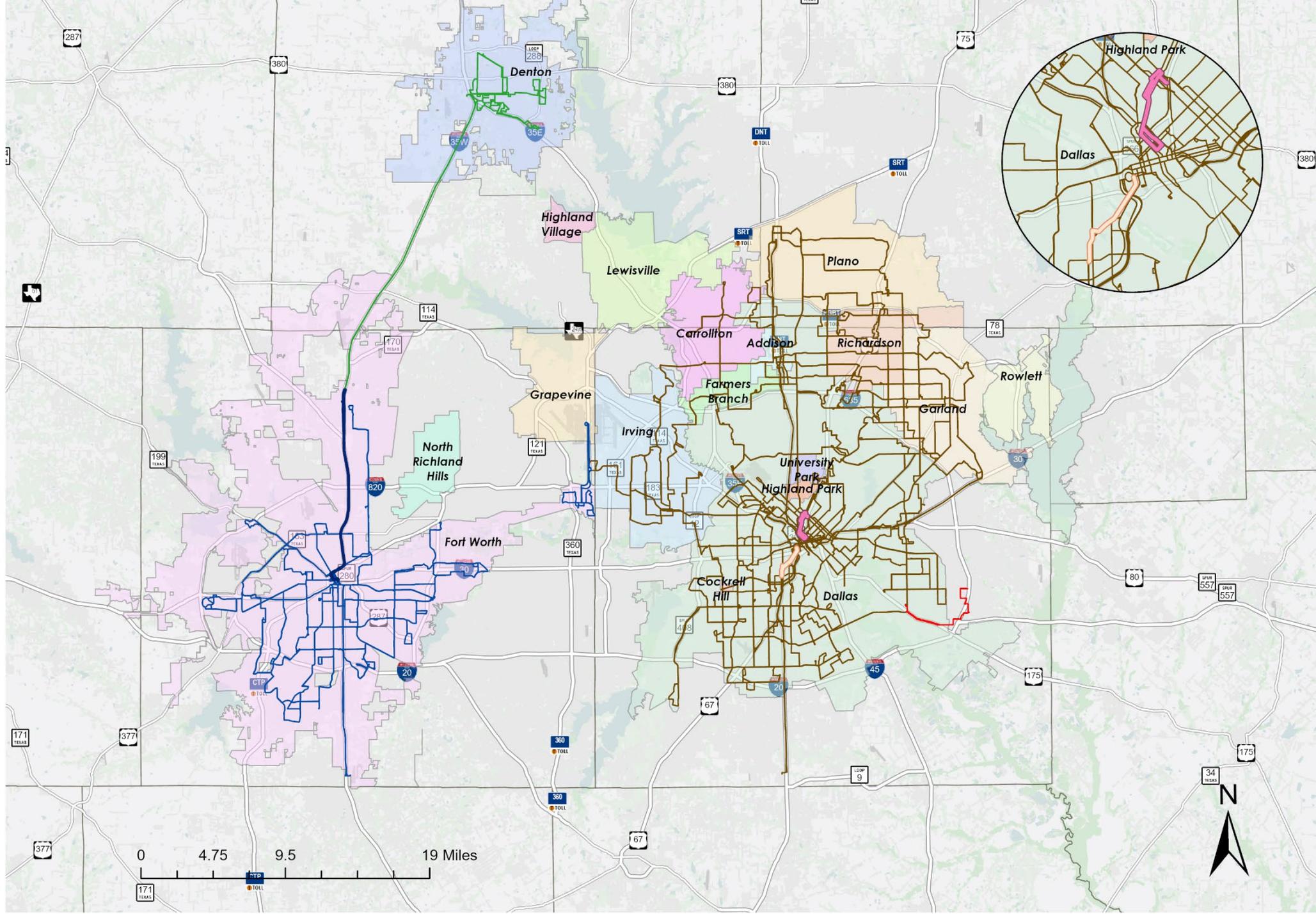
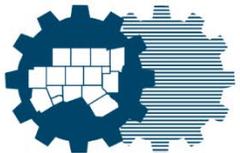
High-Speed Rail  
Conventional Intercity Rail  
Intercity Bus Service

Regional/Commuter Rail  
High-Intensity Bus  
Peak-Only & Special Event Transit  
Express/Commuter Bus  
Light Rail

Local Fixed-Route Bus  
Automated Transportation Network (ATN)  
Streetcar  
On-Demand Transit  
Demand-Response/Paratransit  
Micro-Transit

# Fixed Route Bus and Streetcar

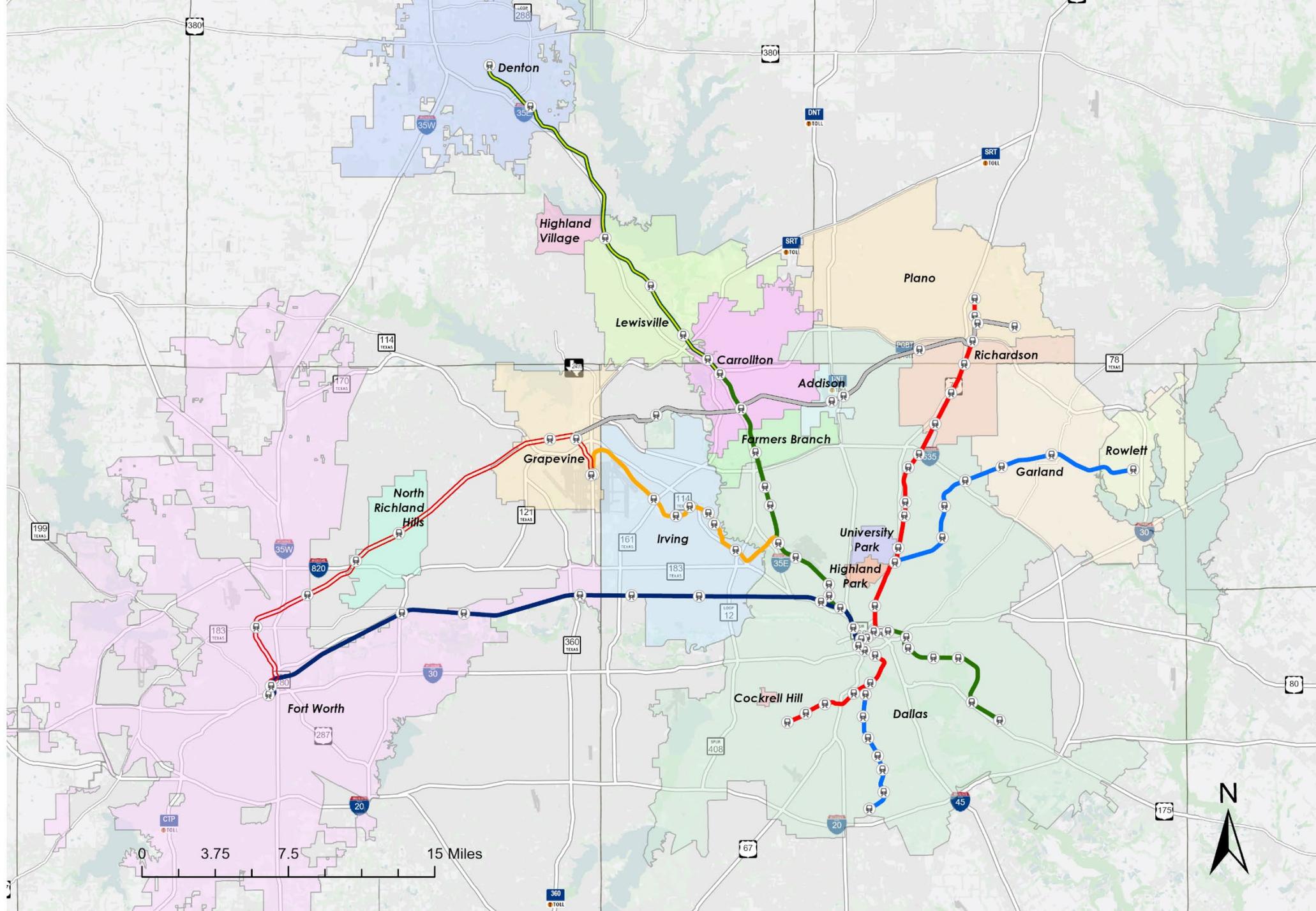
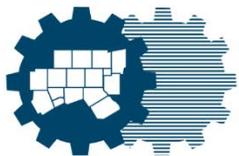
- DART
- DCTA
- STAR Transit
- Trinity Metro
- Dallas Streetcar
- MATA Trolley
- Future HIB Route



# Regional Rail

## Regional Rail Lines

-  DART Blue
-  DART Green
-  DART Orange
-  DART Red
-  DART Silver
-  DCTA A-train
-  TRE Trinity Railway Express
-  Trinity Metro TEXRail
-  Regional Rail Stations

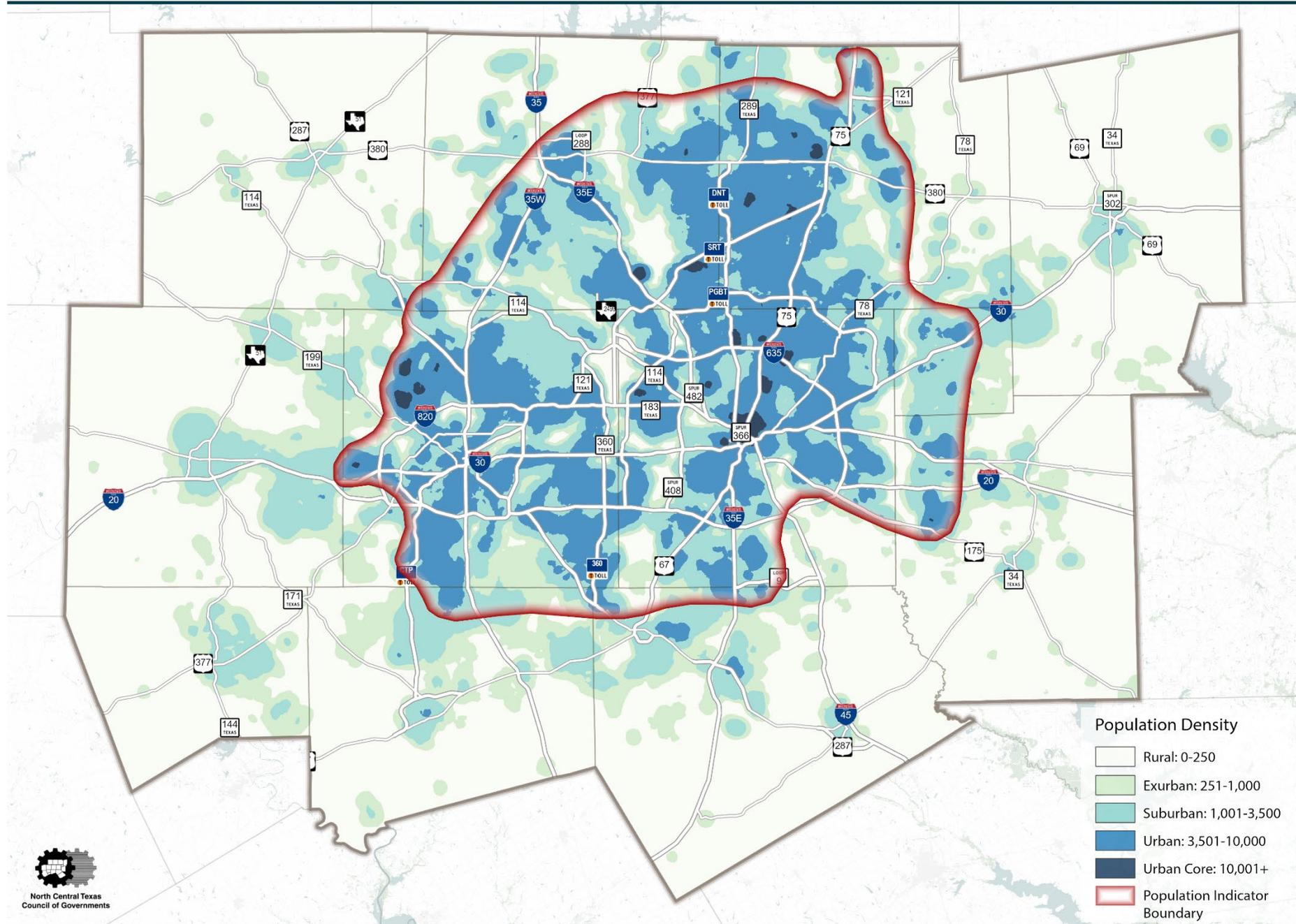


# Data Analysis Mapping

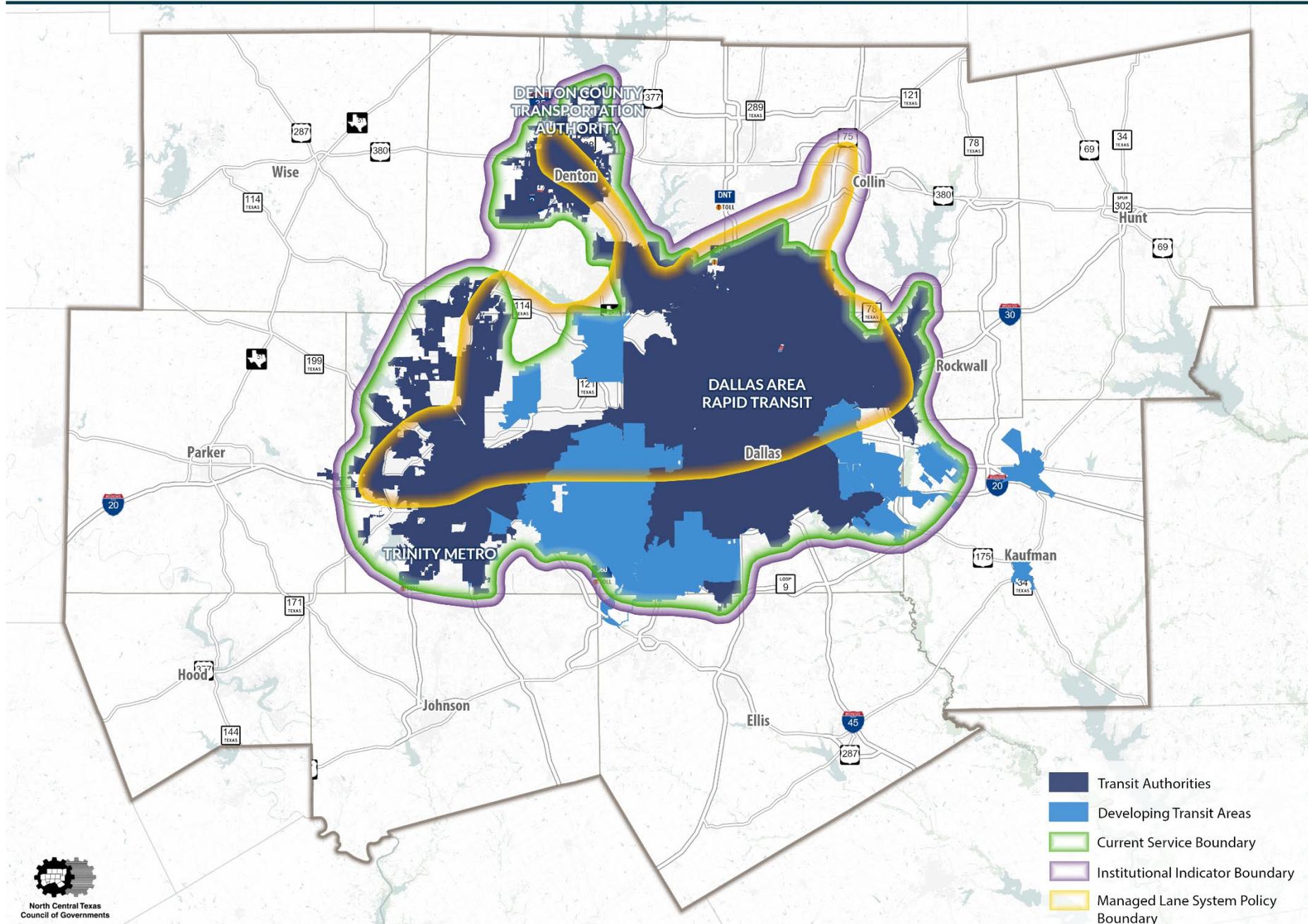
# Data Analysis and Mapping Review (examples)

Purpose: Define general area of Transit Propensity Zone by 2050 to support Transit Vision Subcommittee

- Institutional Indicators
- Density Indicators
- Roadway Indicators
- Transit Indicators











# Draft Vision Statement

## North Texas Transit Vision - DRAFT

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

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

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

# **Service Level Scenarios and Financial Strategies**

# Strategy Examples

Equity with Menu

Variable Tax Rate Using Menu

Separate Institution for Regional Rail and Regional Corridor Bus

Explore County 4A/4B opportunities

State Equity Payment for Regional Rail and Economic Development  
(i.e., State Funding Sources and RTC Funding Sources)

# Service Levels with Optional Financial Strategies

	A	B	C	D	E
Light Rail	✓	✓	✓	✓	
Regional Rail					
<del>Express Lane Transit</del>					
Fixed Route Bus	✓				
Elderly and Disabled Type A Service	✓	✓	✓	✓	
Elderly and Disabled Type B Service					✓
Microtransit	✓	✓	✓	✓	✓
Circulator “Transit”	✓				
Circulator “Economic Development”	✓				
<b>Program 1: Economic Development Around Stations (Transit 2.0)</b>	✓	✓			
<b>Program 2: Regional Rail + Managed Lane Express</b>	✓		✓		

# Transit Funding 101



# FTA 2025 Apportionment Funding

Summary of Fiscal Year 2025 Formula Funds			
Program	Dallas-Fort Worth-Arlington	Denton-Lewisville	McKinney-Frisco
Urbanized Area Formula (Section 5307)	\$126.7M	\$11.7M	\$6.1M
Enhanced Mobility (Section 5310)	\$5.9M	\$432K	\$433K
State of Good Repair (Section 5337)	\$50.8M	\$3.6M	N/A
Bus and Bus Facilities (Section 5339)	\$8.3M	\$781K	\$513K

# Designated/Direct Recipients by Urbanized Area

## Dallas-Fort Worth-Arlington

- Designated Recipients**
- NCTCOG
  - Dallas Area Rapid Transit (DART)
  - Trinity Metro

- Direct Recipients**
- Arlington
  - Grand Prairie
  - Mesquite

- Subrecipients**
- STAR
  - Span
  - CTS
  - City/County
  - PTS
  - NETS (Trinity Metro)

## Denton-Lewisville

- Designated Recipients**
- NCTCOG
  - Denton County Transportation Authority (DCTA)

- Direct Recipients**
- None

- Subrecipients**
- Span

## McKinney-Frisco

- Designated Recipient**
- NCTCOG

- Direct Recipient**
- McKinney Urban Transit District (MUTD)
  - Tentatively:* DCTA on behalf of Frisco

- Subrecipients**
- None

# Discussion Topics Still to Come: Next Steps

Existing Regional Transportation Council (RTC) Policies and Transit Impacts

Circulators / Streetcars – Transit as a mode of transportation vs. an economic development tool

TxDOT Presentation of the State Transit Plan (invite sent)

Transit Oriented Development (TOD) Station Analysis in the Region – Transit 2.0

Deeper Dive into Financial Models and Funding Trade-offs

Deeper Dive into how to connect local transit to the regional system in the larger vision

-Apps, Technology, funding, etc.

# Broader RTC Interest

Resolution of Transit 2.0 Recommendations

Early Development to advance funding options to support committee activities

Thoughts on the Vision Statement?

Interest and Priorities for the Subcommittee?

Timeline – goal to have draft policies/recommendations July 2026  
with an update in the April/May timeframe.



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

December 12, 2025

David Salazar, P.E.  
District Engineer  
TxDOT Fort Worth District  
2501 SW Loop 820  
Fort Worth, TX 76133

Ceason Clemens, P.E.  
District Engineer  
TxDOT Dallas District  
4777 US Highway 80 East  
Mesquite, TX 75150

Dear Mr. Salazar and Ms. Clemens:

The Regional Transportation Council (RTC) appreciates the Texas Department of Transportation's (TxDOT) commitment to driver safety through the #EndTheStreakTX program. The RTC shares this commitment to improving safety through efforts such as the Dallas-Fort Worth region's Mobility Assistance Patrol Program (MAPP). This program provides non-emergency service within the region by clearing impaired vehicles, facilitating incident clearance to prevent secondary crashes in the traffic queue, and assisting first responders through traffic control assistance at the scene of traffic crashes. Since 2023, TxDOT and the Texas Transportation Commission (TTC) have been our financial partners by providing 25% of needed funding for this program with the RTC providing 75%. The last tranche of Category 12 funding was obligated in 2025 and the RTC is seeking to continue this successful funding partnership.

On December 11, 2025, the RTC approved Surface Transportation Block Grant funding for the MAPP in fiscal years 2027-2029 via the Management, Operations and Air Quality Program and requests a continuation of this partnership using the current funding shares for the RTC and TTC. To this end, we have asked the TxDOT Dallas and Fort Worth Districts to submit requests for Category 12 funding as part of the 2027 Unified Transportation Program Development process.

We strive to keep the roadways safe for Texas drivers and this partnership is critical to accomplishing the goals of the #EndTheStreakTX program. We look forward to receiving feedback about this proposal for a continued partnership. If you have any questions or concerns, please contact Michael Morris at (817) 695-9241 or [mmorris@nctcog.org](mailto:mmorris@nctcog.org).

Sincerely,

A handwritten signature in black ink, appearing to read "Rick Bailey", written over a white background.

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

DN: bh

cc: W. Alvin New, Acting Chairman, Texas Transportation Commission  
Robert C. Vaughn, Commissioner, Texas Transportation Commission  
Alejandro "Alex" G. Meade III, Commissioner, Texas Transportation Commission  
Steven D. Alvis, Commissioner, Texas Transportation Commission  
Marc D. Williams, P.E., Executive Director, TxDOT  
Brandye Hendrickson, Deputy Executive Director for Planning and Administration, TxDOT  
Brian Barth, P.E., Deputy Executive Director for Program Delivery, TxDOT  
Carl L. Johnson, P.E., Chief Engineer, TxDOT  
Mohamed "Mo" Bur, P.E., Senior Director of Project Development, TxDOT  
Michael Morris, P.E., Director of Transportation, NCTCOG  
Natalie Bettger, Senior Program Manager, NCTCOG



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

December 17, 2025

Agreement Officer  
Office of Assistance Agreements

Dear Agreement Officer:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) policy body for the Dallas-Fort Worth area, I am pleased to express our continued support for the **Dallas County Inland Port (DCIP) Multimodal Connectivity Project** which was awarded to Dallas County under the Fiscal Year (FY) 2024 **Rebuilding American Infrastructure with Sustainability and Equity (RAISE)** Discretionary Grant Program.

The RTC is a committed partner in the development and delivery of this transformative project. We reaffirm our pledge to contribute **\$8.2 Million** toward the **Engineering, Utilities, and Right-of-Way** phases for which **Pre-Award Authorization** is being requested. The RTC is also committed to provide **\$37.27 Million** toward the construction phase of this project. To date, the RTC has committed **\$45,470,000** in Regional Toll Revenue and Surface Transportation Block Grant funding to advance the DCIP Multimodal Connectivity Project.

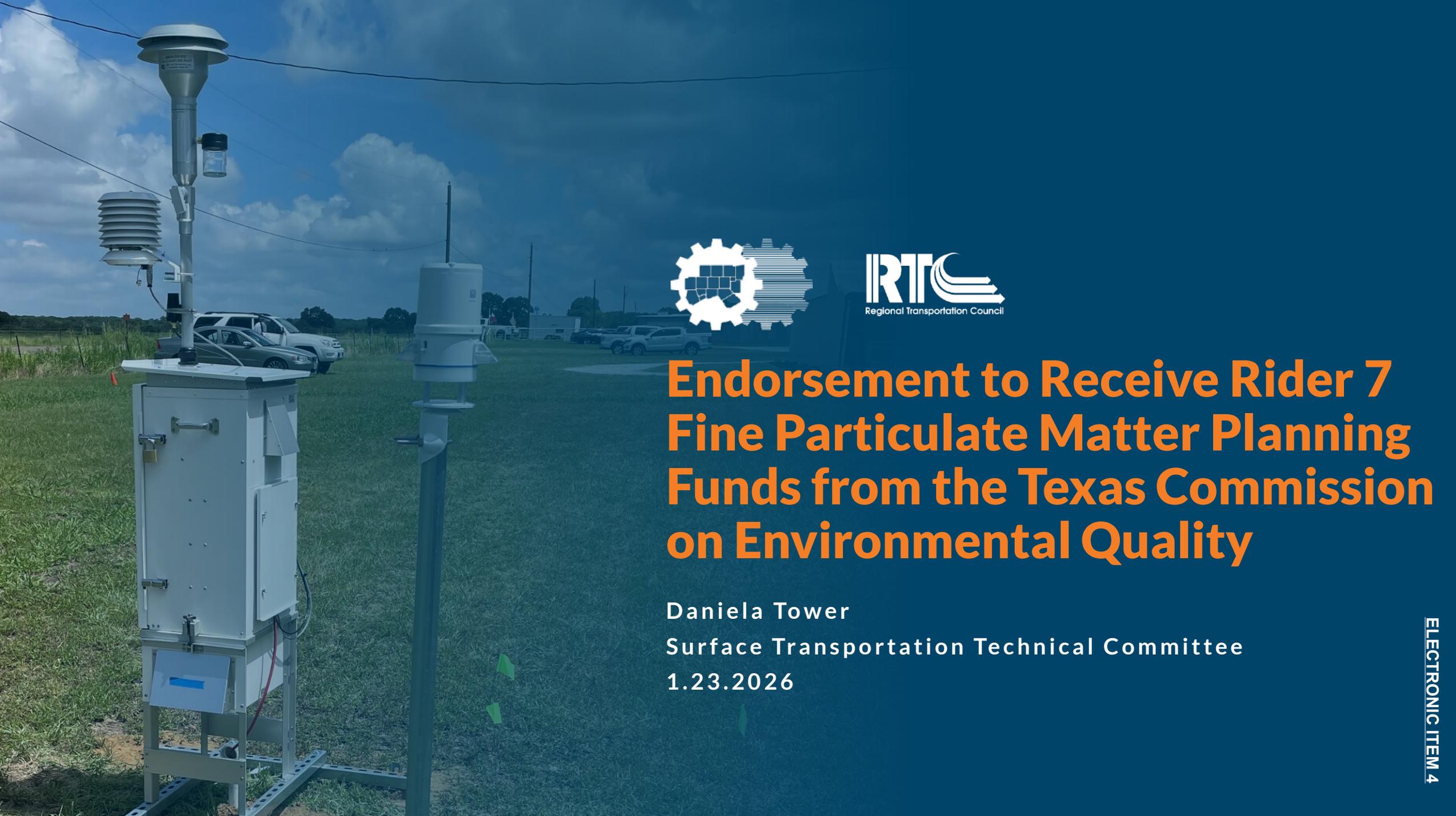
The RTC remains dedicated to ensuring the accelerated and successful implementation of this regional initiative. We strongly support the project's continued progress through the 2024 RAISE Grant awarded on June 26, 2024, to Dallas County and look forward to our ongoing collaboration.

Thank you for your consideration and for your continued support of critical infrastructure investments in our region.

Sincerely,

A handwritten signature in black ink, appearing to read "Rick Bailey", written in a cursive style.

Rick Bailey, Chair  
Regional Transportation Council  
Johnson County Commissioner



# Endorsement to Receive Rider 7 Fine Particulate Matter Planning Funds from the Texas Commission on Environmental Quality

Daniela Tower

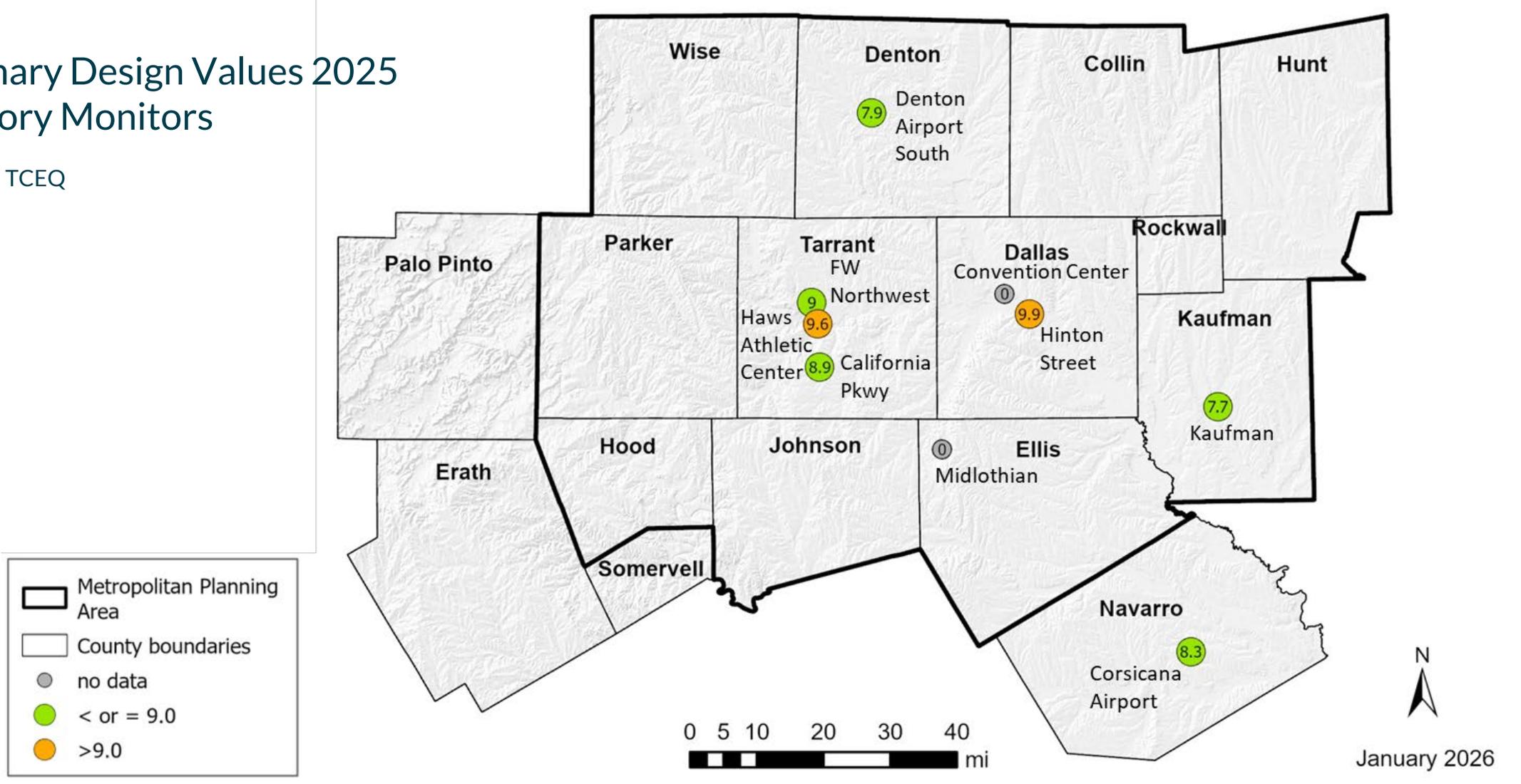
Surface Transportation Technical Committee

1.23.2026

# Fine Particulate Matter – PM<sub>2.5</sub> Status

## Preliminary Design Values 2025 Regulatory Monitors

Data Source: TCEQ



Annual DV in  $\mu\text{g}/\text{m}^3$

STTC - January 23, 2026



# Rider 7 Local Air Quality Planning Grants

## Fine Particulate Matter (PM<sub>2.5</sub>)

Agreement between NCTCOG and the Texas Commission on Environmental Quality (TCEQ) for air quality planning activities in Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Navarro, Parker, Rockwall, Tarrant, and Wise Counties

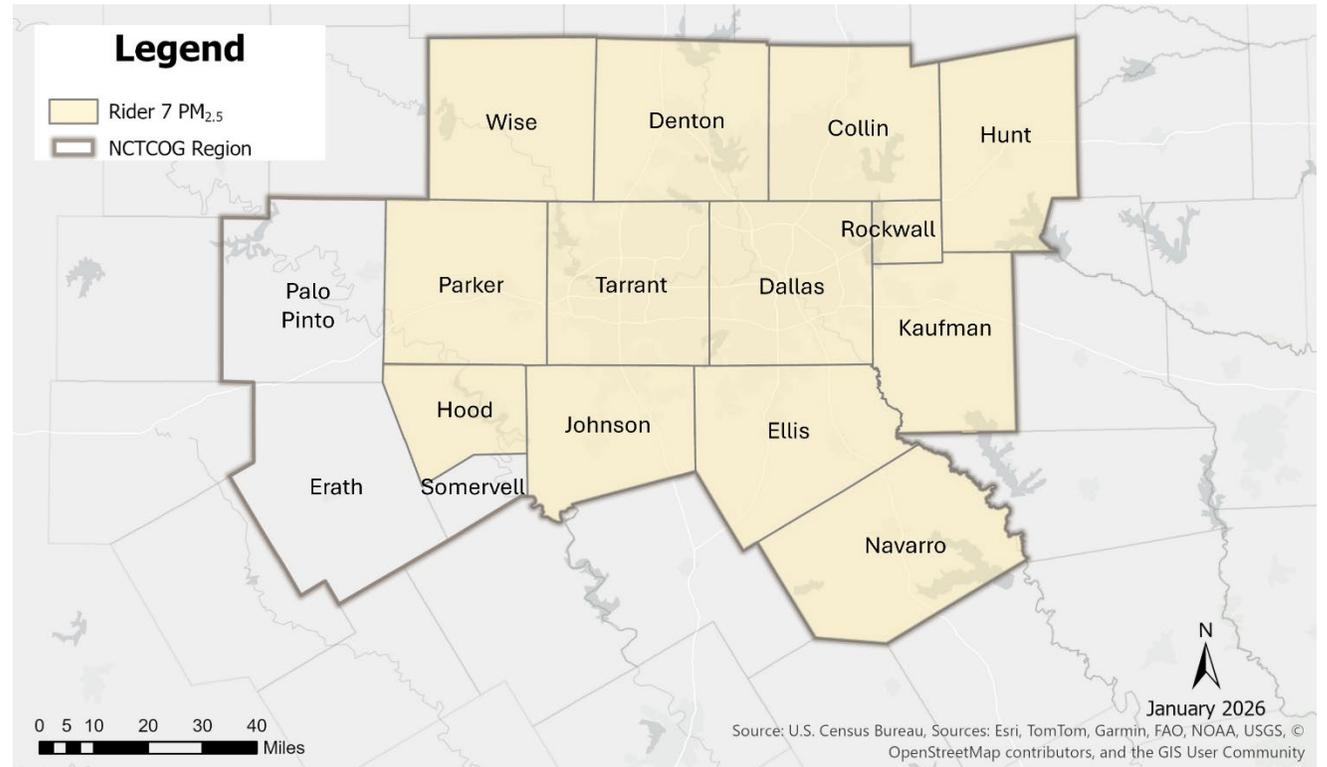
*Biennium 24/25 - Contract*

*Biennium 26/27 - Amendment*

To avoid lapse of the current contract, the TCEQ requested execution of the Amendment by Dec. 30, 2025

→ Endorsement

→ AQ Monitoring RTC Policy P24-02



# Air Quality Monitoring RTC Policy

Policy P24-02

**RTC policy focus:** Emphasizes the importance of collaborative efforts to improve regional air quality through the use of non-regulatory monitors

**Partnerships:** Encourages coordination with local governments, agencies, and other stakeholders

**Funding efforts:** Pursues funding opportunities to expand and strengthen air quality monitoring programs

**Enhanced monitoring:** Aims to improve air quality data collection and monitoring capabilities

**Public awareness:** Seeks to increase public understanding of air quality issues

**Informed Decisions:** Supports data-driven decision-making to promote a healthier and more sustainable region

**Actions:** Identify Funding Sources

Develop Partnerships

Implementation & Deployment

Public Engagement and Communication

Evaluation and Reporting



# Rider 7 Local Air Quality Planning Grants

**Administering agency:** The Texas Commission on Environmental Quality (TCEQ)

**Purpose of funding:** Supports local air quality planning activities

**Eligible areas:** Counties that are not designated as “nonattainment”

**Regulatory context:** Applies to areas meeting federal National Ambient Air Quality Standards (NAAQS)

**Activities must benefit the State Implementation Plan (SIP)**

## **This funding can be used to:**

inventory PM<sub>2.5</sub>-related emissions

monitor PM<sub>2.5</sub>-related pollution levels

PM<sub>2.5</sub>-related air quality modeling

regional air quality planning activities, and

administrative costs



# Rider 7 PM<sub>2.5</sub> Activities- Biennium 24/25

Installation of six nonregulatory PM<sub>2.5</sub> monitors and weather stations  
Dallas, Ellis, and Tarrant Counties

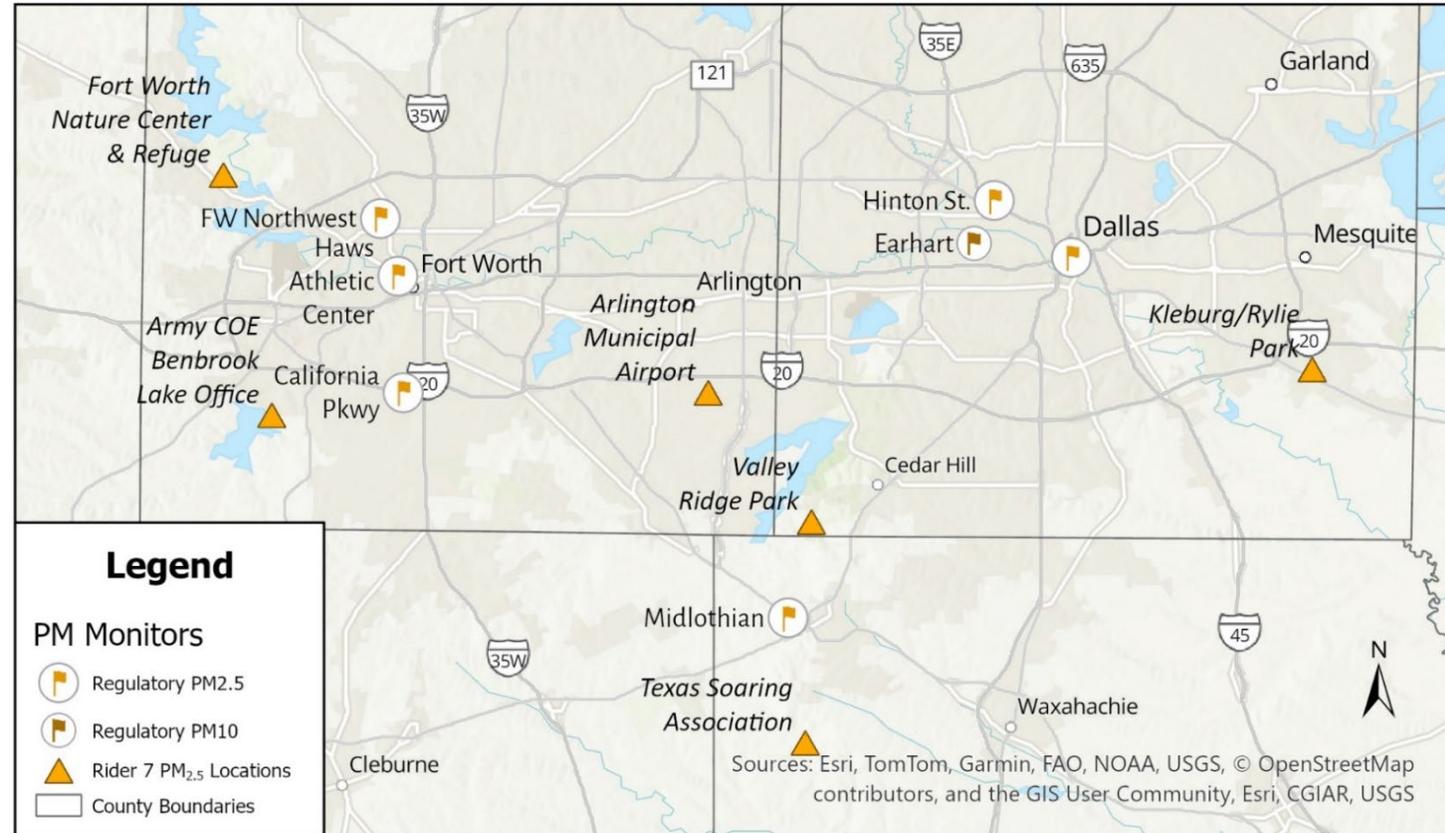
Data collection began in June 2025

Final Report approved by the TCEQ on  
December 30, 2025

## Subgrantees:

Texas A&M Transportation Institute (TTI)

Kevin Overton (Personal Services  
Agreement)



# Rider 7 PM<sub>2.5</sub> Activities- Biennium 26/27

**DRAFT**

## Planned Activities

Continuation of current monitoring activities

Installation of four additional PM<sub>2.5</sub> monitors in Collin, Denton, and Tarrant Counties

Conceptual model of PM<sub>2.5</sub> pollution in the region

## Proposed Team

**NCTCOG:** Contract lead, data interpretation and analysis, reporting, fiscal oversight

**Kevin Overton:** Monitor site evaluation and selection, data interpretation and analysis

**TTI:** Monitor installation & maintenance, data collection and storage, quality control

**Modeling Entity (TBD):** conduct PM<sub>2.5</sub> emissions modeling



# Requested Action: Receiving and Using Rider 7 Funds for Regional Air Quality Activities

Endorsement to receive an additional \$660,933.27 in the Fiscal Year 2026-2027 biennium for a new total of \$1,149,928.27.

Approval for an agreement between NCTCOG and Kevin Overton for an amount not to exceed \$80,000 in TCEQ Rider 7 PM<sub>2.5</sub> funds to assist with new monitor site evaluations and selection, as well as data interpretation and analysis for both existing and new monitor locations.

Approval for an agreement between NCTCOG and TTI for an amount not to exceed \$400,000 in TCEQ Rider 7 PM<sub>2.5</sub> funds to maintain the currently installed six PM<sub>2.5</sub> monitors, install and maintain up to four additional monitoring stations, and quality control collected data.

Approval to initiate a competitive request for proposals (RFP) for an amount not to exceed \$250,000 in TCEQ Rider 7 PM<sub>2.5</sub> funds to conduct PM<sub>2.5</sub> emissions modeling. Following results of the RFP, Committee approval to subaward will be requested at a future date.



# Contact Us



Daniela Tower

Air Quality Planner

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Jenny Narvaez

Program Manager

[jnarvaez@nctcog.org](mailto:jnarvaez@nctcog.org) | 817-608-2342





# Approval to Receive Rider 7 Ozone Planning Funds from the Texas Commission on Environmental Quality

Daniela Tower

Surface Transportation Technical Committee

1.23.2026

# Rider 7 Local Air Quality Planning Grants

## Rider 7 Ozone – Accept Funds

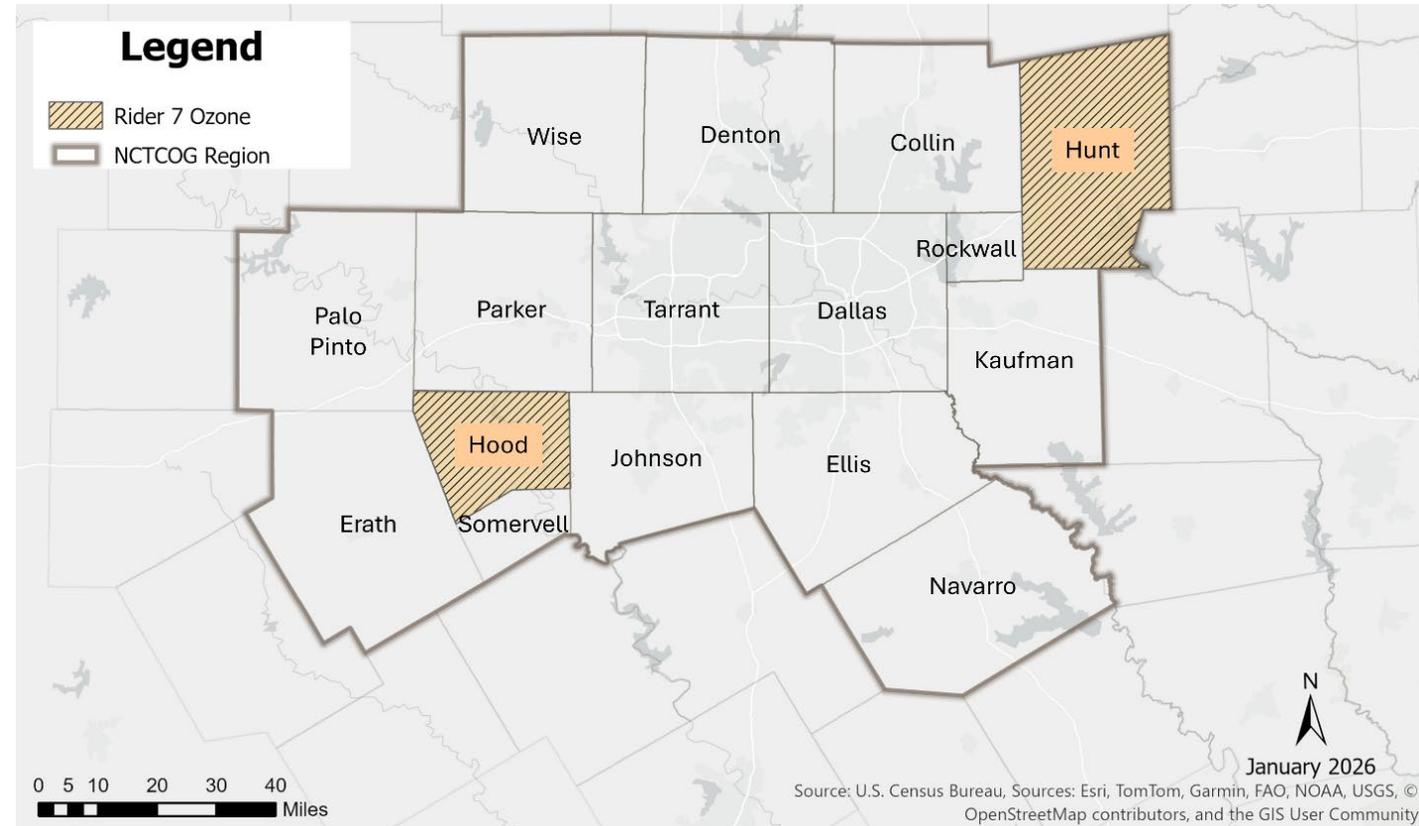
Agreement between NCTCOG and the Texas Commission on Environmental Quality (TCEQ) for air quality planning activities in Hood County and adjacent Somervell County.

*Biennium 22/23 – Contract*

*Biennium 24/25 – Amendment*

*Biennium 26/27 – New Contract*

RTC Policy P24-02



# Air Quality Monitoring RTC Policy

Policy P24-02

**RTC policy focus:** Emphasizes the importance of collaborative efforts to improve regional air quality through the use of non-regulatory monitors

**Partnerships:** Encourages coordination with local governments, agencies, and other stakeholders

**Funding efforts:** Pursues funding opportunities to expand and strengthen air quality monitoring programs

**Enhanced monitoring:** Aims to improve air quality data collection and monitoring capabilities

**Public awareness:** Seeks to increase public understanding of air quality issues

**Informed Decisions:** Supports data-driven decision-making to promote a healthier and more sustainable region

**Actions:** Identify Funding Sources

Develop Partnerships

Implementation & Deployment

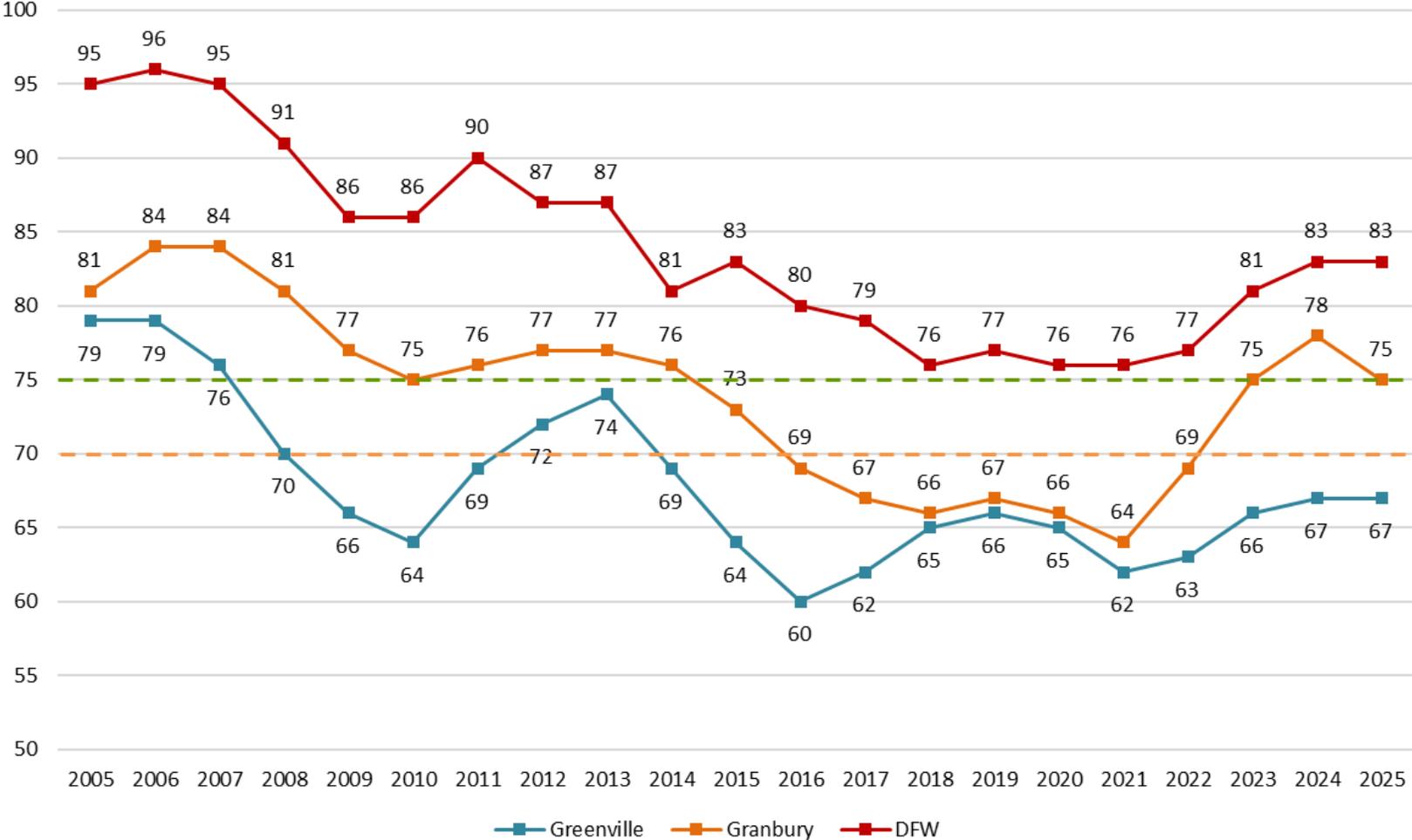
Public Engagement and Communication

Evaluation and Reporting



# Rider 7 - Ozone

Ozone Design Values in Hood and Hunt Counties 2005 - 2025



2008 Standard ≤ 75 ppb (Severe, attainment by 2027)

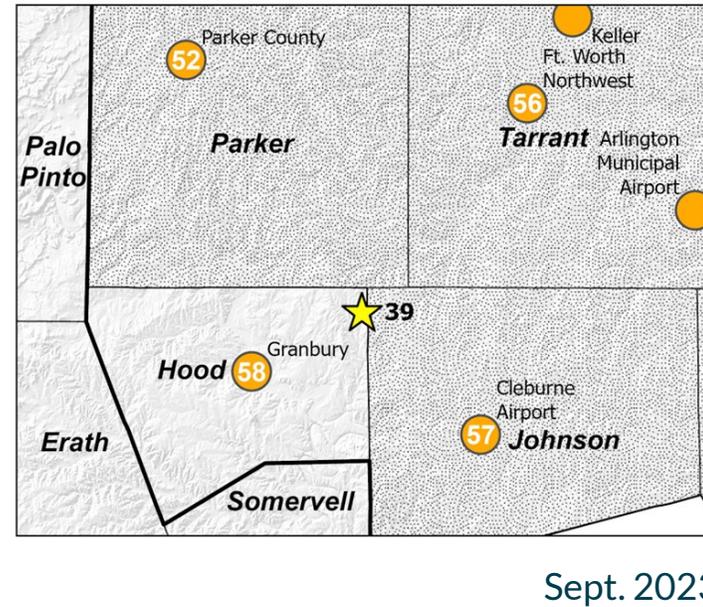
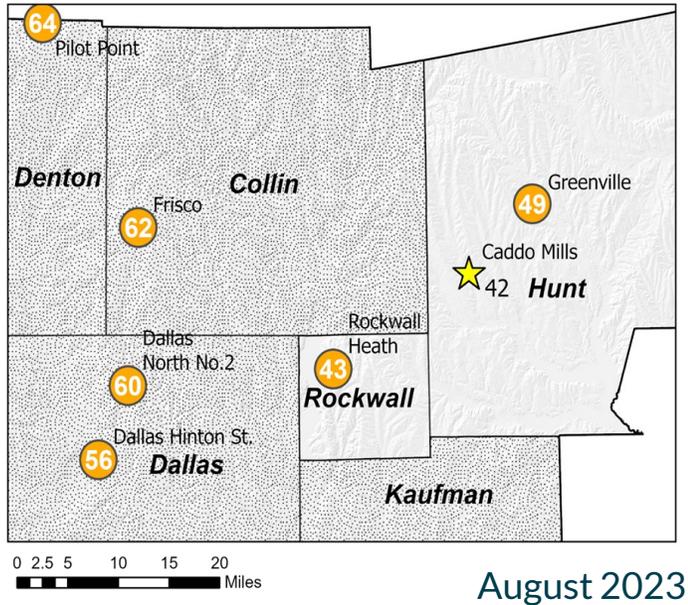
2015 Standard ≤ 70 ppb (Serious, attainment by 2027)



# Rider 7 - Ozone

## Biennium 22/23 Activities: Ambient monitoring

Hunt County (Caddo Mills, June 16 – Sept. 13, 2023) and  
Hood County (City of Cresson, Sept. 15 – Nov. 15, 2023)



- Nitric Oxide (NO)
- Nitrogen Dioxide (NO<sub>2</sub>)
- Ozone (O<sub>3</sub>)
- Volatile Organic Compounds (VOC)
  
- Wind Speed
- Wind Direction
- Relative Humidity
- Ambient Pressure
- Ambient Temperature

- Counties Designated Nonattainment Under 2015 8-Hour Ozone NAAQS
- TCEQ Ozone Monitors
- Mobile Monitor
- Metropolitan Planning Area
- County boundaries



# Rider 7 - Ozone

## Biennium 24/25 Activities: Ambient Monitoring

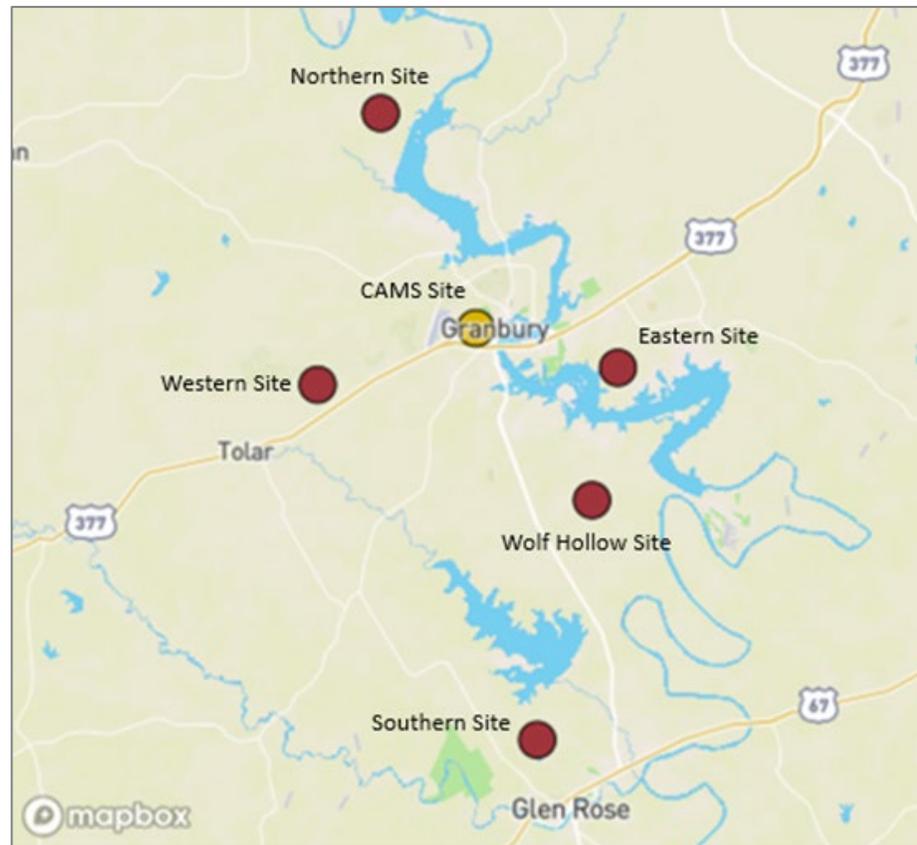
Installation of five ozone monitors, NO<sub>2</sub> reference monitors, and weather stations in Hood and Somervell Counties - TTI

Data collection from end of June – October 31, 2025

Final Report Monitoring approved by the TCEQ on December 30, 2025

Updated Emissions Inventory for Hood County – Ramboll

Final Report Emissions Inventory approved by the TCEQ on September 12, 2025



*FEM Monitor:* Ozone  
*Reference Aeroqual:* Ozone, NO<sub>2</sub>, PM<sub>2.5</sub>  
*Meteorological station:* Wind speed, wind direction, temperature, precipitation, solar radiation



# Rider 7 Ozone Activities- Biennium 26/27

## Planned Activities

Continuation of current monitoring activities (Hood and Somervell Counties)

Addition of a reference NO<sub>2</sub> monitor at the Western Site

Update of the 2015 Conceptual Model for Hood County

**DRAFT**

## Proposed Team

**NCTCOG:** Contract lead, data interpretation and analysis, reporting, fiscal oversight

**City of Granbury/ Hood County Clean Air Coalition:** Subgrantee - Local oversight and implementation

**TTI:** Monitor installation & maintenance, data collection and storage, quality control

**Modeling Entity (TBD):** conduct modeling to update the conceptual model for Hood County



# Requested Action: Receiving and Using Rider 7 Ozone Funds for Local Air Quality Activities

STTC approval of:

Approval for an agreement between NCTCOG and the TCEQ and receiving \$281,250 in the Fiscal Years 2026-2027 biennium for local air quality planning activities benefiting the SIP

Approval for an agreement between NCTCOG and the City of Granbury for an amount not to exceed \$255,000 to:

- maintain the currently installed five ozone monitors and meteorological stations as well as five NO<sub>2</sub> reference monitors in Hood and Somervell Counties,
- store and quality control collected data, interpret and analyze the results of these collected data, and
- conduct ozone modeling in Hood County



# Contact Us



Daniela Tower

Air Quality Planner

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Jenny Narvaez

Program Manager

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North Central Texas Council of Governments

# FY2026 Better Utilizing Investments to Leverage Development (BUILD) Grant and Off-System Rail Grade Separation State Fund Programs

**Surface Transportation Technical Committee – Action Item**

Jeffrey C. Neal, PTP – Senior Projects Manager – January 23, 2026

# NCTCOG Federal Competitive Grant Applications

## Award Postings & Pending Announcements for 2025 Submittals

Grant Program	Application (Project) Name	Award Request	Status
Safe Streets & Roads for All (SS4A) Program: Implementation Grants	<i>Hemphill Street Community-Based Safe Streets Project (for Fort Worth)</i>	\$ 12M	Not Awarded
Bridge Investment Program (BIP): Large Bridge Project Grants	<i>IH 345 Connects Project (for TxDOT)</i>	\$ 825M	Selection expected: Jan/Feb 2026



# FY2026 BUILD Grant Program – Overview

## Funding Availability

**\$75 Million**

Planning Grants

**\$1.425 Billion**

Capital Grants

**50%/50%**

Urban/Rural Areas

## Cost Sharing (Federal)

**Up to 80%**

Urban Areas

**Up to 100%**

- a. Rural Areas
- b. Areas of Persistent Poverty
- c. Historically Disadvantaged

## Maximum Award

**\$25 Million**

– per Project (*All*)

**\$225 Million**

– per State ( $\leq 15\%$ )

## Minimum Award

**\$5 Million**

Urban Areas (*Capital*)

**\$1 Million**

Rural Areas (*Capital*)

**No Minimum**

Planning Grants

## Other Details

FY2025 BUILD "Projects of Merit" will not carry over into FY2026 competition. While merit criteria are unchanged, priority is given to safety, quality of life, mobility/community connectivity, & economic competitiveness. Added weight for increased cost share, project readiness, Qualifying Opportunity Zone location, & receipt of previous BUILD grant.

**Application Limit** = Three (3) per Lead Agency

For planning/budget purposes, NOFO provides application, award, obligation, & expenditure deadlines for **FY2026 BUILD funding**:

**Application Deadline – February 24, 2026**

**Award Announcement – June 28, 2026**

**Obligation Deadline – September 30, 2030**

**Expenditure Deadline – September 30, 2035**

### **NCTCOG FY2025 BUILD APPLICATIONS:**

- 1. SH 183/Pumphrey Dr BASE Project**
- 2. SH 183/SH 356/Belt Line Rd Interchange**
- 3. Ennis Ave/UPRR Grade Separation**

## Project Eligibility

- 1. Highway, Bridge, or Road (*Title 23*)**
2. Public Transportation (*Chapter 53 of Title 49*)
3. Passenger/Freight Rail/Intermodal
4. Port Infrastructure (*incl. inland/land ports of entry*)
5. Airport Surface Transportation (*pt. B, subtitle VII, Title 49*)
6. Stormwater Improvement (*aquatic species habitat*)
7. Tribal Surface Facility (*vested federal title/maintenance*)
8. TOD/Non-Motorized/Mobility On-Demand

## Applicant Eligibility

1. State/Territorial Government (*or political subdivision*)
- 2. Metropolitan Planning Organization (MPO)**
3. Local/Tribal Government (*or political subdivision*)
4. Public Agency/Chartered Authority
5. Public Special Purpose District (*including Port*)
6. Multi-Jurisdictional Group of Above Entities



# FY2026 BUILD Grant Program

## Alternate Advancement of Unawarded FY2025 BUILD Projects

### Ennis Ave/UPRR Grade Separation:

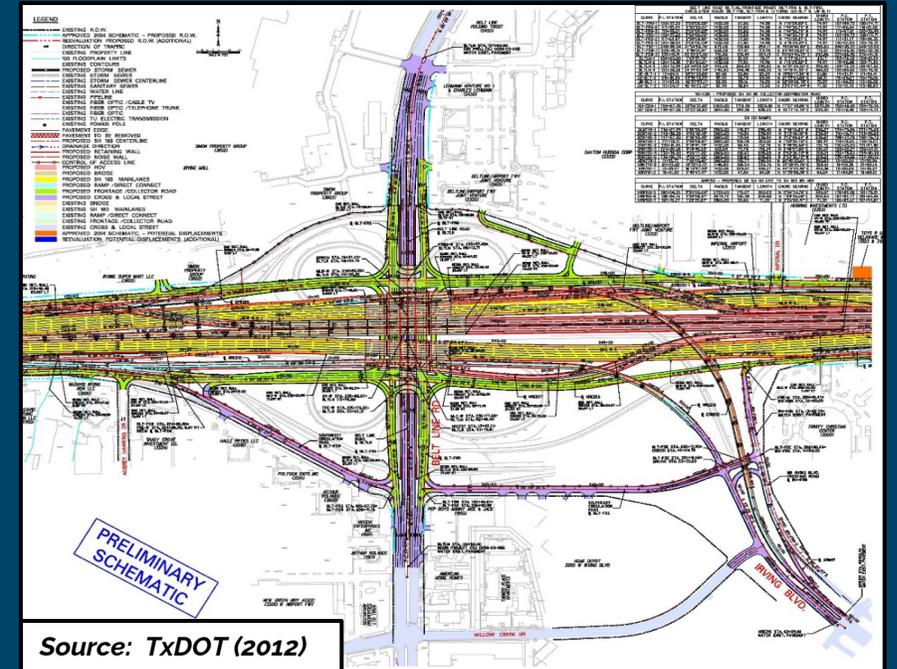
- Close funding gap through 2027-2030 Transportation Improvement Program (TIP) to achieve desired October 2026 letting
- Future STTC/RTC approval pending

### SH 183/SH 356/Belt Line Rd Project:

- Continue work with TxDOT/City of Irving to renew design & stakeholder coordination
- Evaluate other federal/state funding & delivery options (SH 183 Segment 2E timing)



Source: City of Ennis (2023)

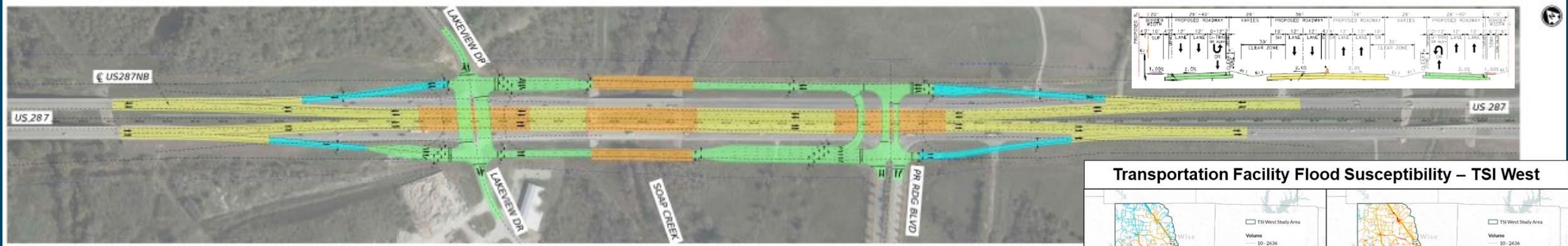


Source: TxDOT (2012)

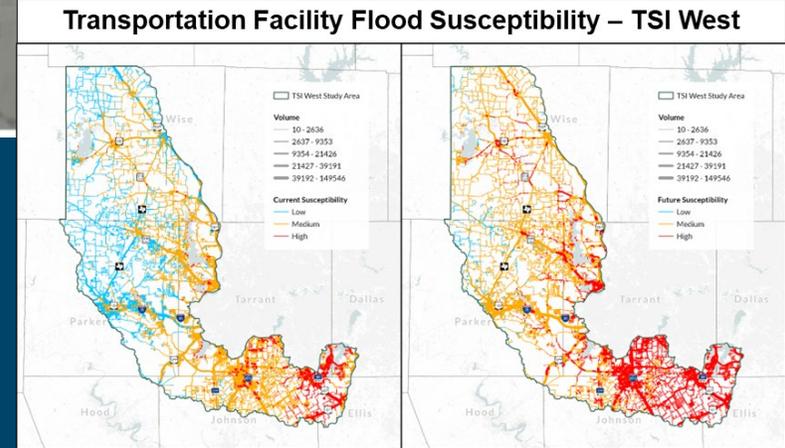


# FY2026 BUILD Grant Program

## East Subregion Candidate #1 – US 287/Prairie Ridge



- Project on draft 2027 UTP list for proposed 50/50 split of Category 2/4 funds
- US 287/Soap Creek bridges prioritized in Mountain Creek watershed for TSI Study enhancements due to high area flood vulnerability/susceptibility
- National Highway System (NHS) corridor economically viable as new Interstate; high freight volume (>12% trucks); multiple fatalities since 2021 (recently Dec 2025)



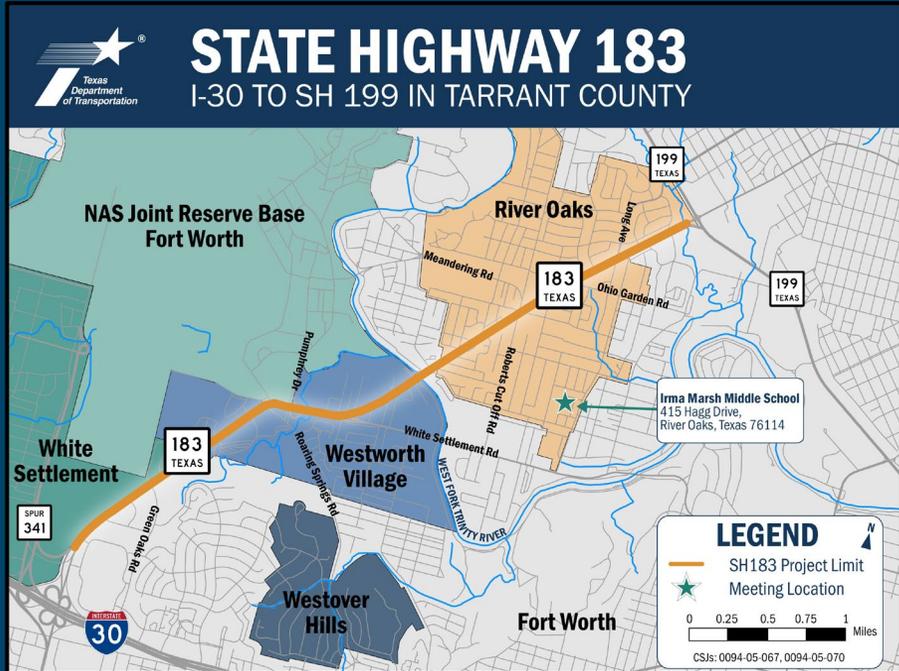
PROJECT			COST/FUNDING BREAKDOWN			
TITLE	DESCRIPTION/LIMITS	URBAN/RURAL	NON-FEDERAL	FEDERAL (Other)	FEDERAL (BUILD)	TOTAL COST
<b>US 287/ Prairie Ridge</b>	Expedite US 287 grade separations in south Grand Prairie to address safety, mobility, & connectivity in fast-growing/flood-prone area.	<b>RURAL</b>	\$23,777,083 (30%)	\$29,308,334 (38%)	<b>\$25,000,000</b> (32%)	<b>\$78,085,417</b>

**Non-Federal:** \$6,250,000 (TxDOT BUILD Grant Match) + \$3,663,542 (TxDOT Category 2 Match) + \$3,663,541 (TxDOT Category 4 Match)  
**Federal (Other):** \$14,654,167 (Category 2 Funds - Federal Only) + \$14,654,167 (TxDOT Category 4 Funds - Federal Only)



# FY2026 BUILD Grant Program

## West Subregion Candidate #1 – SH 183/Pumphrey Dr BASE Project



Looking NE at Pumphrey Drive & Roaring Springs Road:



Project total does *not* include \$6,000,000 previously approved in 2025-2028 TIP (\$3,000,000 – Engineering, \$3,000,000 – ROW/Utilities)

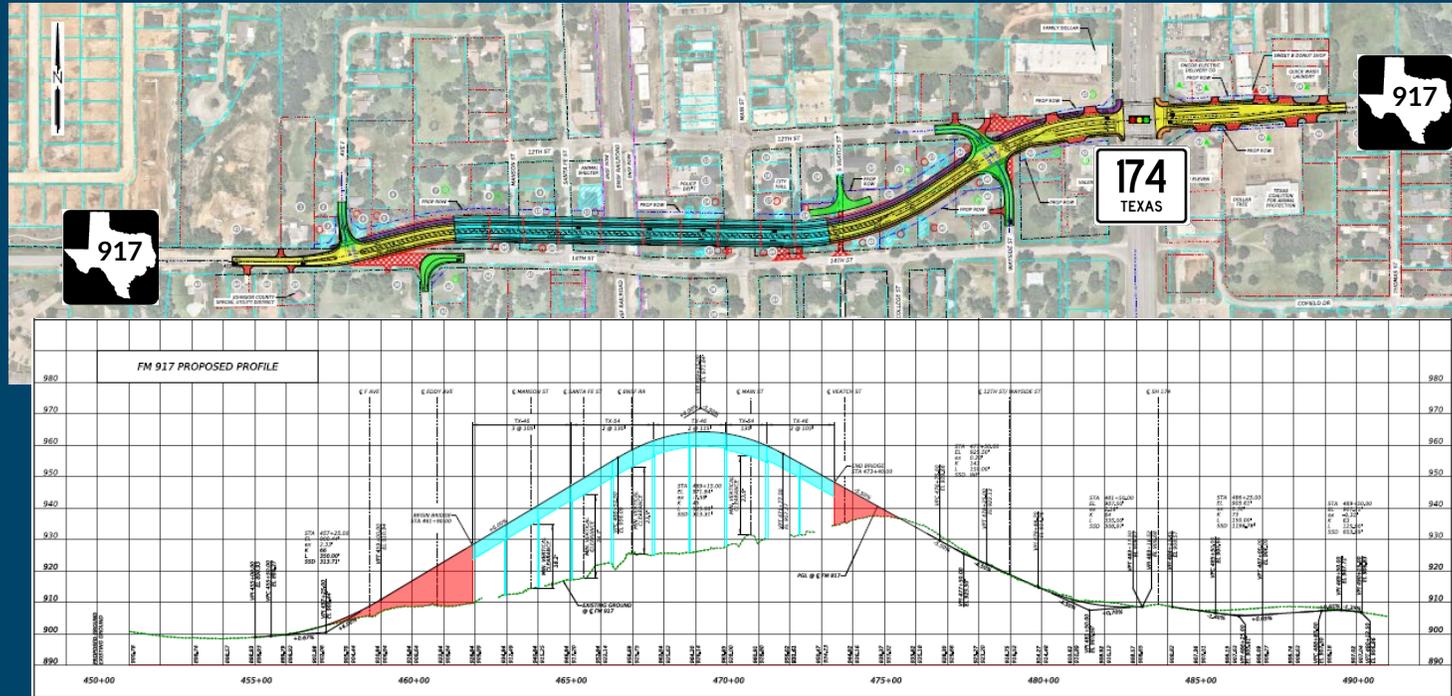
PROJECT			COST/FUNDING BREAKDOWN			
TITLE	DESCRIPTION/LIMITS	URBAN/RURAL	NON-FEDERAL	FEDERAL (Other)	FEDERAL (BUILD)	TOTAL COST
<b>SH 183/ Pumphrey</b>	Rebuild SH 183 junction with Pumphrey Dr & Roaring Springs Rd for improved multimodal capacity, safety, & NAS JRB accessibility.	<b>URBAN</b>	\$8,200,000 (20%)	\$16,800,000 (41%)	<b>\$16,000,000</b> (39%)	<b>\$41,000,000</b>

**Non-Federal:** \$4,200,000 (TxDOT Category 2 Match) + \$4,000,000 (TxDOT BUILD Grant Match)  
**Federal (Other):** \$16,800,000 (TxDOT Category 2 Funds – Federal Only)



# FY2026 BUILD Grant Program

## West Subregion Candidate #2 – FM 917/BNSF Grade Separation



PROJECT			COST/FUNDING BREAKDOWN			
TITLE	DESCRIPTION/LIMITS	URBAN/RURAL	NON-FEDERAL	FEDERAL (Other)	FEDERAL (BUILD)	TOTAL COST
<b>FM 917/ BNSF</b>	Realign & grade separate FM 917 at BNSF in downtown Joshua to improve multimodal safety/mobility & context-sensitive redevelopment	<b>RURAL</b>	\$11,366,971 (30%)	\$10,400,000 (28%)	<b>\$15,867,886</b> (42%)	<b>\$37,634,857</b>

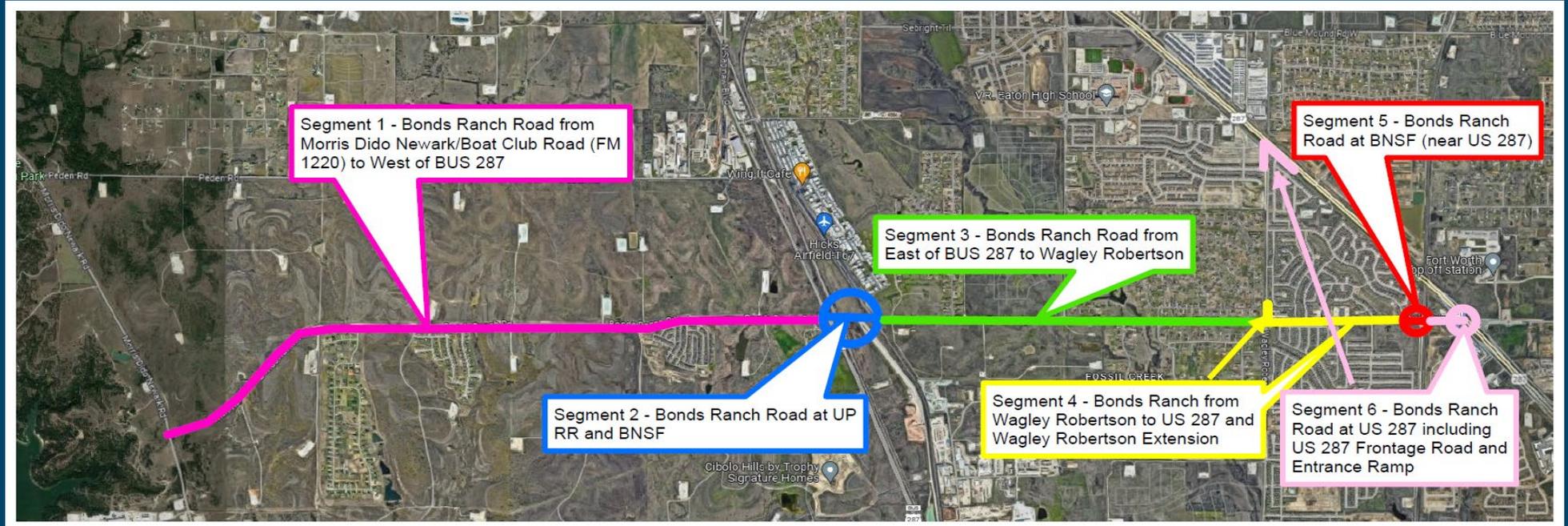
**Non-Federal:** \$2,600,000 (TxDOT Category 2 Match) + \$3,966,971 (TxDOT BUILD Grant Match) + \$1,100,000 (TxDOT PE Funds) + \$3,700,000 (TxDOT ROW Funds)  
**Federal (Other):** \$10,400,000 (TxDOT Category 2 Funds – Federal only)



# Off-System Rail Grade Separation State Fund Program

## Bonds Ranch Road Segment #2 Project (Tarrant County Submittal)

- Tarrant County requesting \$9M of RTR funds and \$30M of STBG funds as part of larger State application.



PHASE	RTR Funds	STBG or CMAQ (Federal)	Off-System Program	TxDOT Engineering	TxDOT ROW	TxDOT Match	City of Fort Worth	Tarrant County	BNSF	UPRR	TOTAL
Engineering	\$0	\$0	\$0	\$500,000	\$0	\$0	\$0	\$8,100,000	\$0	\$0	\$8,600,000
ROW	\$1,800,000	\$0	\$7,652,143	\$0	\$3,780,857	\$0	\$0	\$0	\$0	\$0	\$13,233,000
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$1,300,000	\$0	\$0	\$0	\$1,300,000
Construction	\$7,200,000	\$30,000,000	\$26,830,857	\$0	\$0	\$10,719,143	\$7,700,000	\$900,000	\$5,000,000	\$4,650,000	\$93,000,000
<b>TOTAL</b>	<b>\$9,000,000</b>	<b>\$30,000,000</b>	<b>\$34,483,000</b>	<b>\$500,000</b>	<b>\$3,780,857</b>	<b>\$10,719,143</b>	<b>\$9,000,000</b>	<b>\$9,000,000</b>	<b>\$5,000,000</b>	<b>\$4,650,000</b>	<b>\$116,133,000</b>



# FY2026 BUILD Grant Program – Schedule

<b>November 26, 2025</b>	<b>FY2026 BUILD Program: Notice of Funding Opportunity (NOFO) Release</b>
January 14, 2026	Finalize Candidate Project Details <i>(for posting of January 2026 STTC Agenda)</i>
<b>January 23, 2026</b>	<b>STTC Action</b>
February 6, 2026	RTC Letter of Support Deadline <i>(for partner-submitted projects, please send requests to Jackie Nolasco – <a href="mailto:jnolasco@nctcog.org">jnolasco@nctcog.org</a>)</i>
February 12, 2026	RTC Action
<b>February 24, 2026</b>	<b>FY2026 BUILD Program: Application Deadline – Valid Eval</b>
February 26, 2026	Executive Board Endorsement



# Requested Action – FY 2026 BUILD Grant & Off-System Rail Grade Separation Programs

## Recommendation for RTC approval of:

- Submitting the following projects for BUILD Grant funding consideration:
  - 1) **US 287/Prairie Ridge Project** (*including proposed 50% Category 2 / 50% Category 4 funding and State match*)
  - 2) **SH 183/Pumphrey Dr BASE Project**
  - 3) **FM 917/BNSF Grade Separation**
- \$20M in Federal STBG/CMAQ funds and \$9M in RTR funds for Tarrant County's **Bonds Ranch Road Segment #2 Project** application to the Off-System Rail Grade Separation State Fund Program
- 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 – January 23, 2026



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# Status Report on Commercial Vehicle Compliance

Anthony Moffa  
Surface Transportation Technical Committee  
January 23, 2026



# Commercial Vehicle Compliance

Regulations	How it's Implemented?	Who is Implementing?
Motor Carrier Safety	Annual Safety Inspection	Texas Department of Public Safety
Weight and Size Laws	Commercial Vehicle Enforcement Pulovers, Weigh Stations	Local Law Enforcement, US Department of Transportation, Texas Department of Public Safety
Hazardous Material	Commercial Vehicle Enforcement Pulovers, Weigh Stations	Local Law Enforcement, Federal Motor Carrier Safety Administration
Registration	Commercial Vehicle Enforcement Pulovers, 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	Not Enforced	N/A



# Commercial Vehicle Enforcement (CVE)

## CVE Officers

To ensure compliance with local and state regulations, specialized and certified officers operate either individually or in multijurisdictional events

Perform random roadside inspections

## Why is it Important?

Protect state highways 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 for all vehicles



# Commercial Vehicle Enforcement

## How are Roadside Inspections Performed?

Coordinated enforcement efforts with Texas Department of Public Safety and other local law enforcement agencies

Trucks are pulled off highways to designated parking lot or off-road area

Truck drives over weigh scales

CVE officers inspect truck for brake system, coupling devices, head lamps, lamps on projecting loads, safe loading, steering mechanism, suspension, tires

CVE officers inspect drivers license, registration, hours of service, etc.

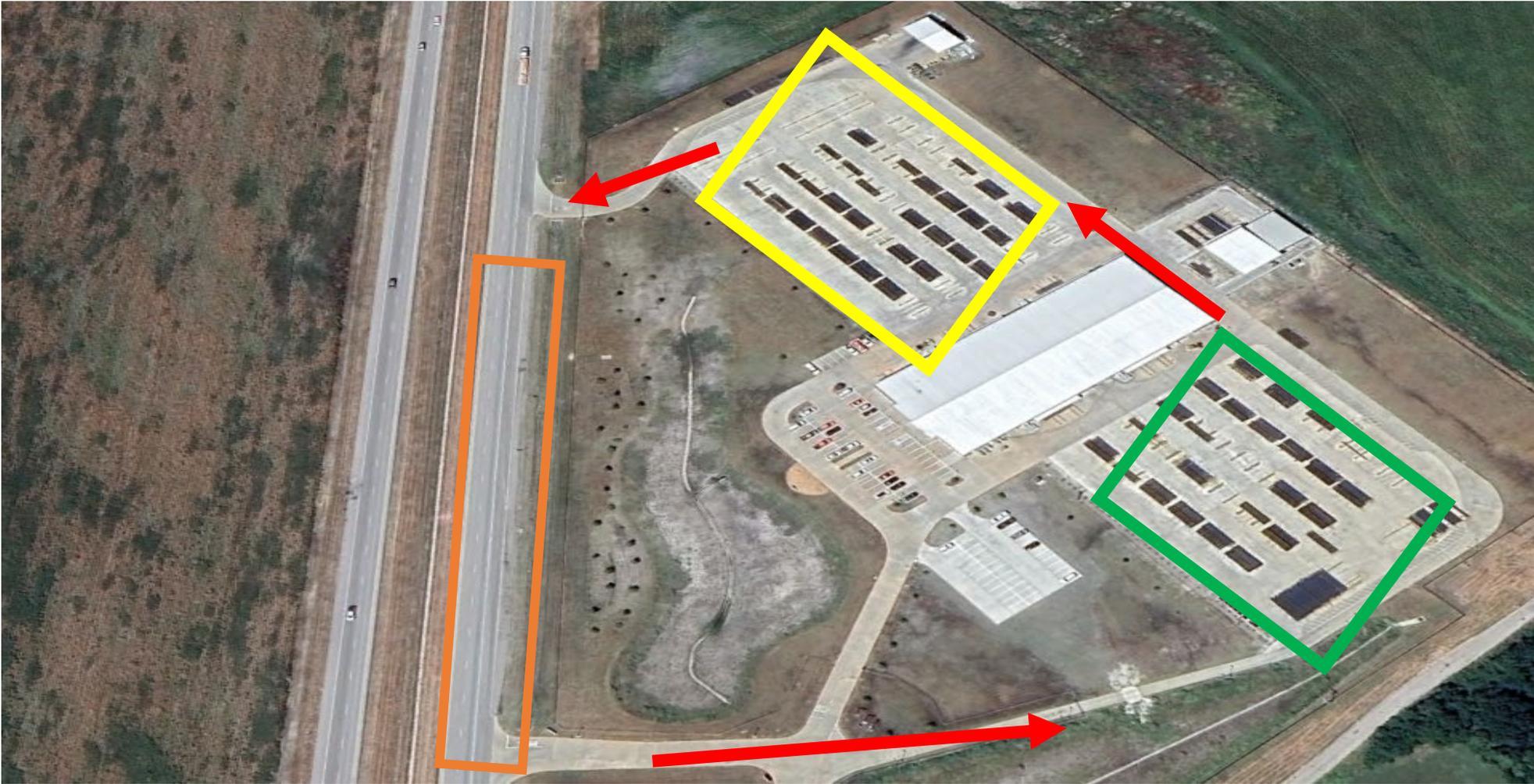
Citations issued as determined by inspection violations;  
Repairs made before operating



Photos Source: [Center for Transportation Research and Texas Department of Transportation](#)



# Commercial Vehicle Enforcement Workflow



- Orange box: Main Highway
- Red arrow: Workflow Direction
- Green box: Safety Inspection Area
- Yellow box: Truck Out of Service Area



# Commercial Vehicle Enforcement Regional Details\*

Event Date	City	Inspections	Violations	Vehicles Out of Service (OOS)	% Vehicles OOS	Drivers Out of Service	% Drivers OOS
4/27/2021	Midlothian	60	100	18	30%	2	3%
7/21/2021	Mansfield	34	Not Provided	22	65%	2	6%
11/10/2021	Arlington	59	Not Provided	22	37%	2	3%
3/16/2022	Alvarado	43	152	16	37%	2	5%
5/25/2022	Grand Prairie	33	160	14	42%	2	6%
7/13/2022	Cedar Hill	39	Not Provided	21	54%	0	0%
8/25/2022	Midlothian	46	Not Provided	20	43%	3	7%
10/17/2022	Fort Worth	35	168	13	37%	1	3%
11/17/2022	Alvarado	41	147	13	32%	3	7%
1/19/2023	Mansfield	47	126	10	21%	0	0%
4/14/2023	Fort Worth	24	157	18	75%	2	8%
6/15/2023	Cedar Hill	40	20	22	55%	4	10%
2/7/2024	Arlington	43	283	23	53%	2	5%
3/12/2024	Grand Prairie	40	256	23	58%	3	8%
6/27/2024	Cedar Hill	45	264	22	49%	Not Provided	--
10/19/2024	Fort Worth	51	257	24	47%	3	6%
11/13/2024	Midlothian	82	Not Provided	37	45%	2	2%
3/12/2025	Fort Worth	50	359	30	60%	5	10%
4/17/2025	Grand Prairie	34	266	21	62%	3	9%
5/14/2025	Arlington	42	281	18	43%	3	7%
9/3/2025	Mansfield	45	256	37	82%	2	4%
10/16/2025	Fort Worth	46	277	30	65%	5	11%
<b>22 Events Avg.</b>		<b>45</b>	<b>146</b>	<b>22</b>	<b>50%</b>	<b>2</b>	<b>5%</b>

\*As provided to NCTCOG. CVE events occur throughout the year as location, weather and multijurisdictional schedules permit.

# Examples of Truck Safety Defects



Cracked Frame



Tire Blowout



Leaking Fuel Tank

Photo Source: NCTCOG



# Heavy Duty Diesel Truck Emissions

No diesel vehicles are subject to emissions testing in Texas

EPA suggests significant emissions control tampering

No tampering assumptions are made in emissions inventory modeling

Types of Heavy-Duty Diesel Emissions Tampering	
Physical Tampering	Software-Based Tampering
Exhaust Gas Recirculation Removal	Exhaust Gas Recirculation Disable
Diesel Particulate Filter Removal	Selective Catalyst Reduction Disable
	Air/Fuel Ratio Tuning
	Ignition Timing Tuning



# Next Steps

- Continue attending CVE events
  - Collecting truck data (device)
  - Visually inspect for tampering

- Collection of truck emissions data (laboratory)
- Analyze Safety Inspection Correlations
- Analyze Crash Data Correlations

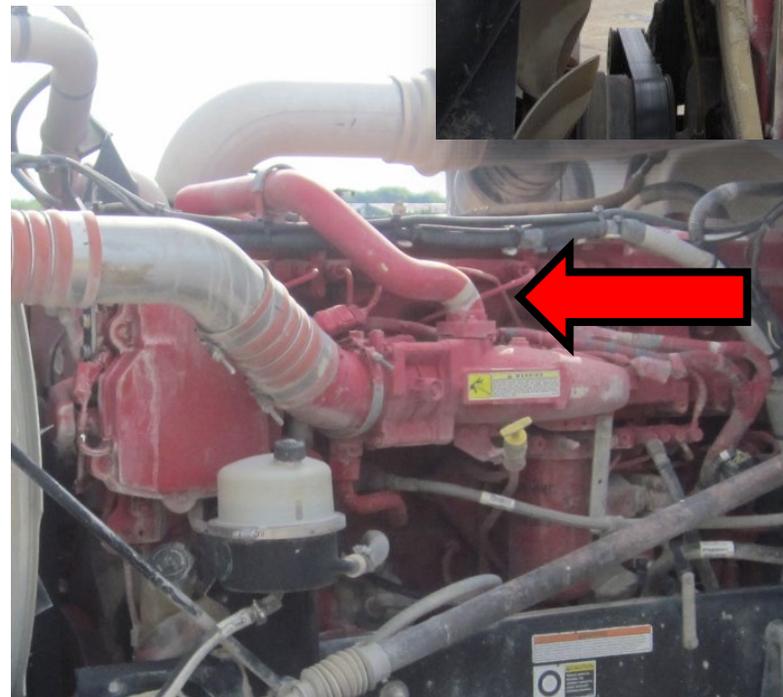
Reconvene regional task force

Future CVE support

- Training
- Personnel
- Equipment
- Expansion



**Exhaust Gas Recirculation Missing  
"Physical Tampering"**



**Exhaust Gas  
Recirculation Intact**



# Contact Us



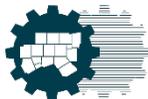
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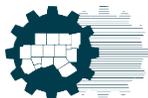
# PROPOSED TRAFFIC SIGNAL FUNDING PROGRAM

SURFACE TRANSPORTATION TECHNICAL COMMITTEE  
January 23, 2026

14 FT 5 IN

# BACKGROUND: PREVIOUS RTC ACTION

- **RTC Action:** On 11/13/2025, RTC approved the traffic signal improvement types and funding categories/splits.
- **Action established:**
  - Agency eligibility and evaluation criteria for funding requests.
  - Categorization of eligible improvements and federal/local cost-sharing requirements.
  - Development of a funding program to address identified signal needs.
  - Authority to amend Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and related documents administratively.
- **Today's information:**
  - Applying the funding allocation to funding categories.



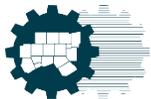
# IMPROVEMENT TYPES AND FUNDING CATEGORY

Diagram #	Types of Improvements	Funding Category	Cost Sharing
1	Transit Signal Priority / Transit Signal 2.0	RTC 7	80/20
2	Emergency Vehicle Pre-emption	RTC 6	80/20
3	Central Software	RTC 6	80/20
4	GPS Clocks	RTC 1	80/20
5	Communication (fiber or wireless)	RTC 1	80/20
6	Controllers	RTC 1	80/20
7	Vehicle Detection (No Loops)	RTC 1	80/20
8	Bike / Ped Equipment / Low Volume Trigger	RTC 2	80/20
9	Wiring	RTC 1	80/20
10	Freight Signal Optimization	RTC 6	80/20
11	Flashing Yellow Arrows	RTC 5	80/20



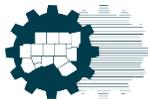
# IMPROVEMENT TYPES AND FUNDING CATEGORY

Diagram #	Types of Improvements	Funding Category	Cost Sharing
12	Dynamic / Reversible Lane Assignments	RTC 5	80/20
13	CCTV / Camera for Operations (Non-Scheduled Events)	RTC 5	80/20
14	Signal Retiming / Safety / High Volumes	RTC 4	80/20
15	New Signals (Warrants 4,5,6,7,and 9)	RTC 3	80/20 or 0/0
16	Battery Back-Up	City / State	0/100
17	Mid-Block Crossing	City / State	0/100
18	Backplate	City / State	0/100
19	Cabinets / Foundations	City / State	0/100
20	LEDs	City / State	0/100
21	Signal Head Replacement	City / State	0/100
22	Span Wire to Mast Arm / Poles	City / State	0/100



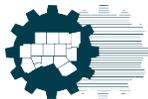
# PROPOSED PROGRAM FUNDING TABLE

FUNDING PROGRAM	TYPE OF IMPROVEMENTS	FUNDING REQUEST	PROPOSED NEW FUNDING
RTC 1 - Coordination Equipment - Minimum Equipment Standards Program.	GPS Clocks, Communication (fiber or wireless), Controllers, Vehicle Detection (No Loops), and Wiring.	\$24,000,000	\$24,000,000
RTC 2 - Bike/Ped Spot Improvements from Safety M&O Program.	Bike / Ped Equipment / Low Volume Trigger	\$2,000,000	Already Funded
RTC 3 - Roadway Safety Plan Implementation from Safety M&O funding.	New Signals (Warrants 4,5,6,7,and 9)	\$5,000,000	Already Funded
RTC 4 - Regional Traffic Signal Retiming Consultant Program.	Signal Retiming / Safety / High Volumes	\$10,000,000	Already Funded
RTC 5 - Non-Scheduled Events	Flashing Yellow Arrows, Dynamic / Reversible Lane Assignments, and CCTV / Camera.	\$2,000,000	\$2,000,000
RTC 6 - Regional Central Systems and RTC 7 - Transit, Federal Transit Administration	Emergency Vehicle Pre-emption, Central Software, Transit Signal Priority, and Freight Signal Optimization.	\$10,000,000	\$10,000,000
	<b>Total</b>		<b>\$36,000,000</b>



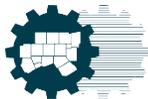
# STEPS WITHIN THE PROGRAM

- ✓ **Completed:** traffic signal improvement types and funding split.
- ❑ **Current:** Requesting funding allocation by traffic signal improvement type.
- ❑ **Next Step:** Identify how projects are selected for funding within each traffic signal improvement type and associated funding allocation. For example:
  - **Coordination Equipment:** Selection based on the regional traffic signal equipment inventory.
  - **Signal Retiming:** Selection based on INRIX performance metrics.
  - **Other Categories:** Selection criteria to be determined (TBD).



# SCHEDULE

Action	Meeting	Date
Information – Traffic Signal Program	STTC	January 23, 2026
Information – Traffic Signal Program	RTC	February 12, 2026
Action – Traffic Signal Program	STTC	February 27, 2026
Action – Traffic Signal Program	RTC	March 12, 2026



# CONTACT US



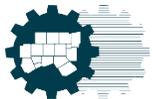
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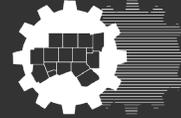
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North Central Texas  
Council of Governments

# Integrated Transportation and Stormwater Infrastructure (TSI) Study: Considering Model Codes for Development & Floodplain Regulations

Surface Transportation Technical Committee Information Item – January 23, 2026

Presented by: Jeffrey C. Neal, Senior Projects Manager



Funded by the Texas General Land Office (GLO),  
Community Development Block Grant (CDBG),  
Disaster Recovery Program.



Also Funded by the Texas Water Development  
Board (TWDB) and Texas Department of  
Transportation (TxDOT).

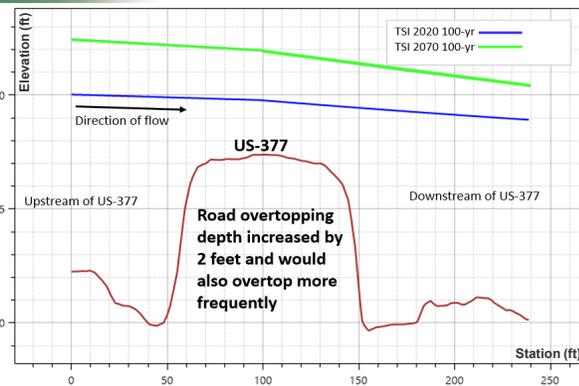
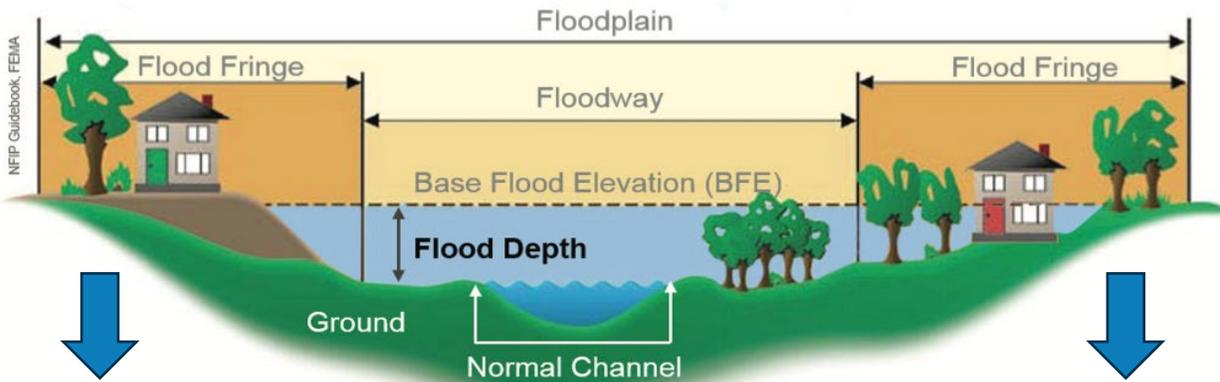
# Historic events led to improvements in major flood control infrastructure during the last century. New needs are developing in this century...



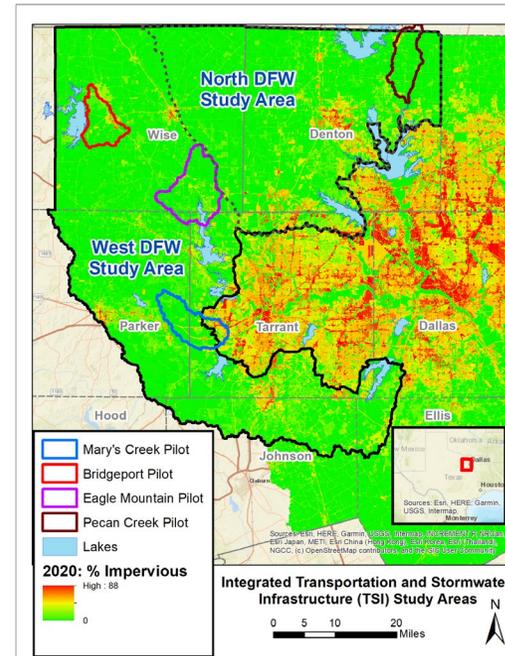
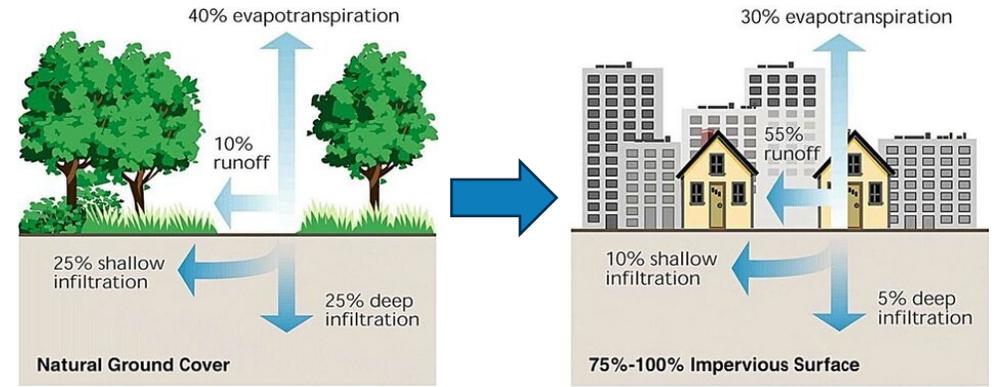
Rhome, May 2015  
Courtesy Tarrant Regional Water District

# WHY: Urbanization Increases Flood Risk

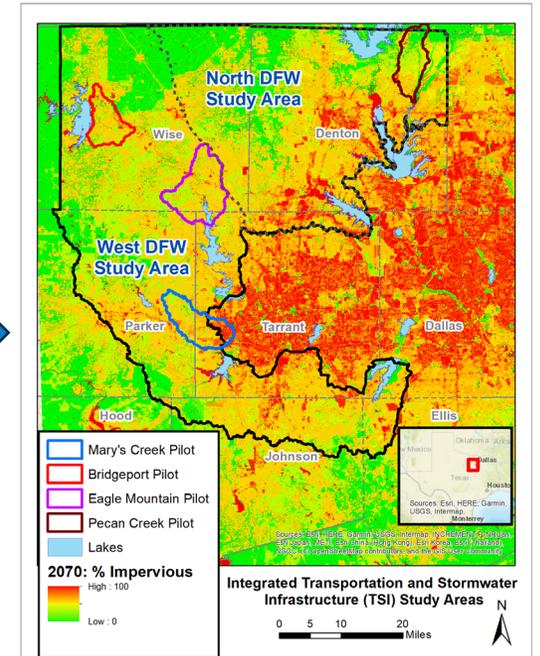
- Floodplains among Earth's most valuable ecosystems, but also among the most threatened
- Effects of urbanization:
  - Adds impervious cover (*see right; runoff  $\leq$  10% more*)
  - Depletes valley storage (*see below; runoff  $\leq$  30% more*)



## More Impervious Surface = More Runoff



6.4% Impervious (2020)



35.2% Impervious (2070)

# WHY: *Criticality of Transportation/Stormwater Integration*

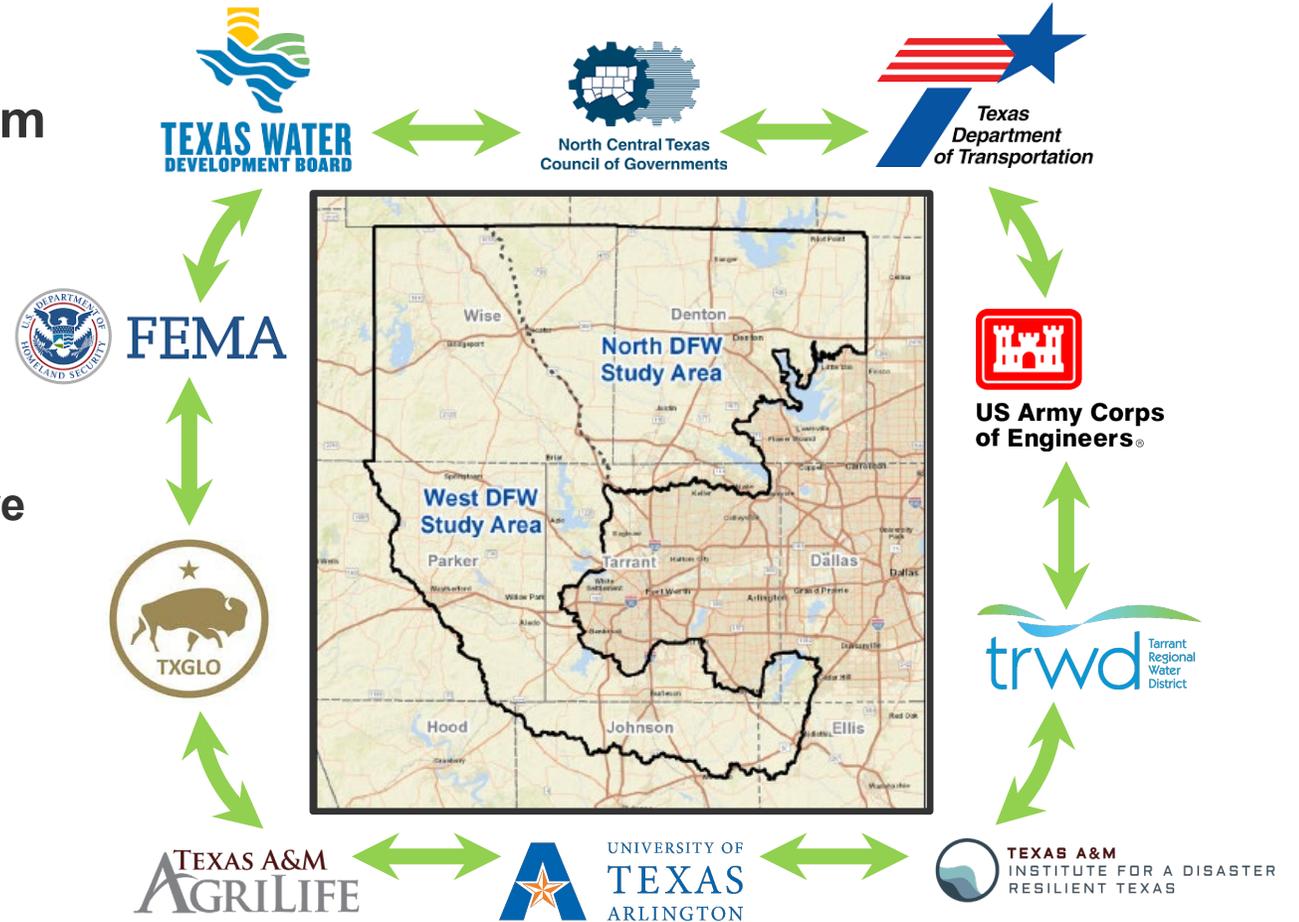
- **Transportation & stormwater infrastructure costs are some of the most substantial in flood events**
- **Transportation failures impact access & reliability:**
  - Emergency response & evacuation efficiency
  - Connectivity to/from critical services, employment & education needs, & community cohesion
  - Maintenance & asset condition degradation
- **Stormwater failures affect system adaptability:**
  - Lacks consistent regional infrastructure data & modeling
  - Constrains evaluation of accumulated watershed impacts
- **Rebuilding costs/schedules can be excessive & difficult to accommodate with other needs**
- **Most flood fatalities occur at roadway drainage crossings & other water flow/storage bottlenecks**
- **Upstream development has rendered downstream road crossings & drainage systems inadequate**



# WHAT: SI Study Partners & Objectives

TSI STUDY – \$10 million comprehensive planning effort to address flood risk upstream of the Dallas & Fort Worth urban cores:

- Proactive planning (*planning-level designs*)
- Collaborative partnership between stormwater, environmental, & transportation infrastructure
- Address safety of residents, property, & infrastructure, with opportunities to also improve regional water storage & water quality
- State-of-the-art flood hazard area models
- Flood warning system framework
- Innovative infrastructure & nature-based solutions, **with resources to improve regulatory approaches & maximize returns on investment**
- Tools, literature, & data to aid with community engagement and floodplain administration



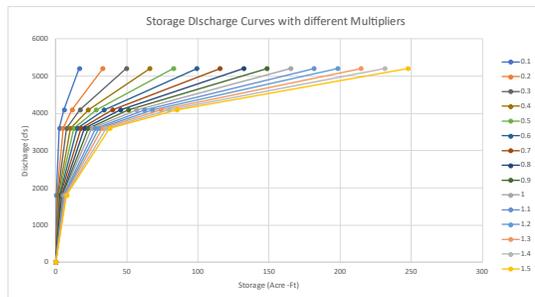
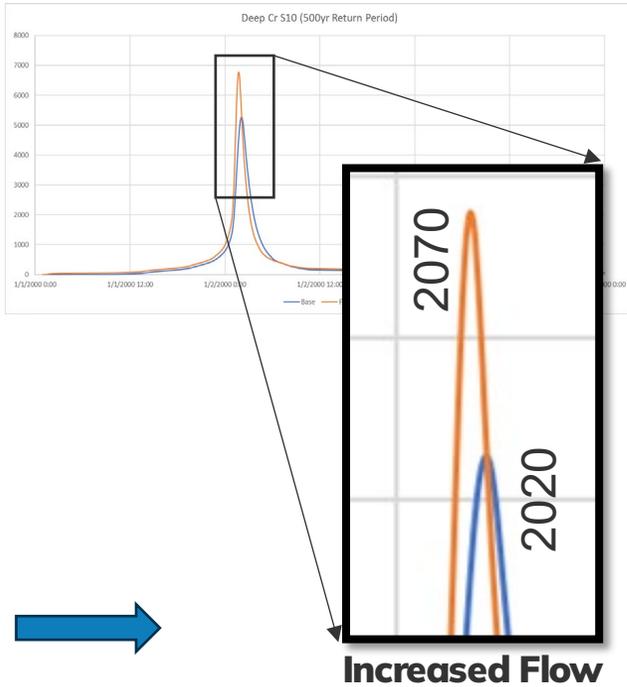
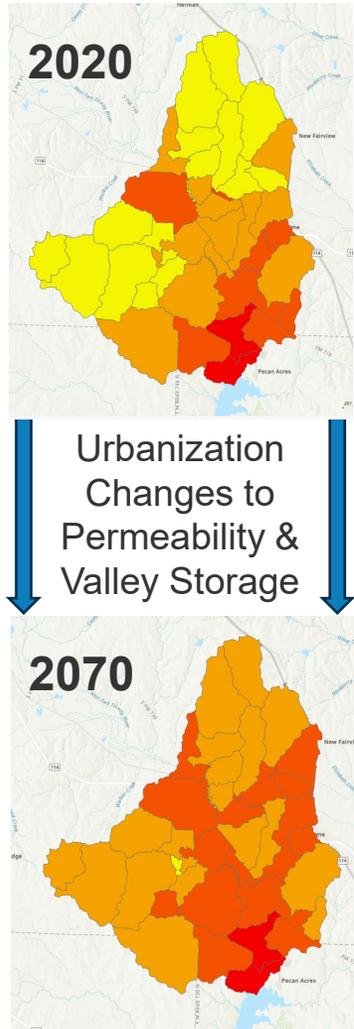
## Consultant Partners:

- Freeze & Nichols, Inc.
- Half Associates, Inc.
- Highland Economics

## Expected Completion:

Fall 2026

# HOW: Enhanced Drainage Models to Optimize Alternatives

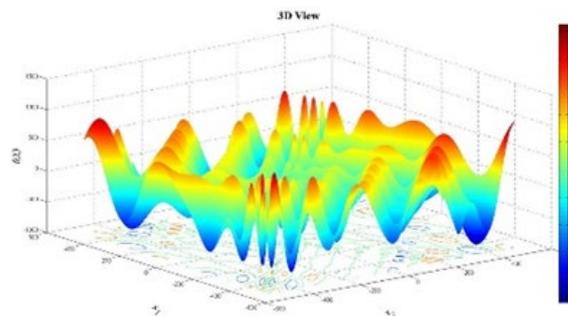


Vary Storage Values to Best Reduce the Peak Flow

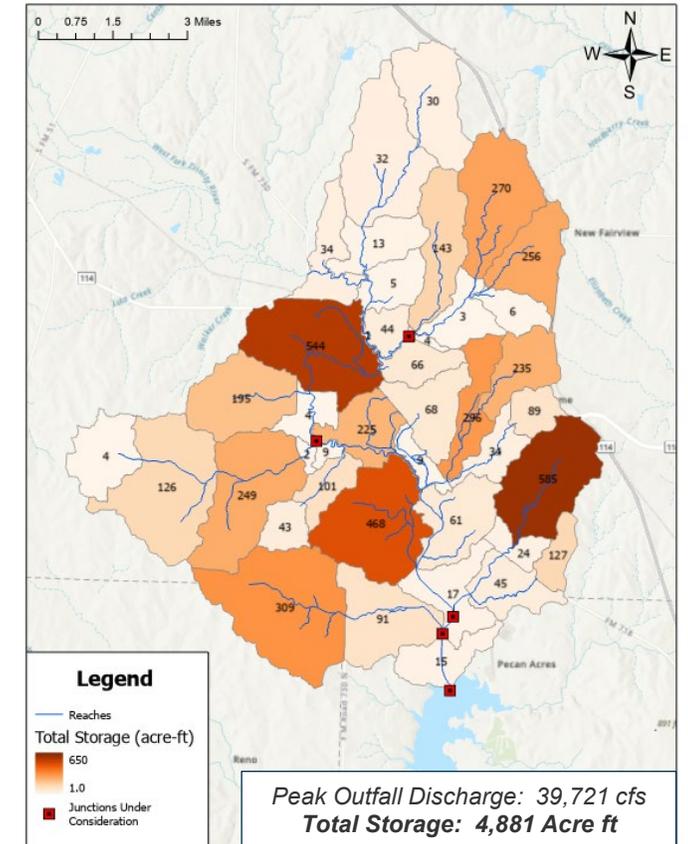
Set Up Hydrologic & Hydraulic (H&H) Model w/ Reservoirs at Each Subbasin



Optimize Flow Resistance & Storage Values Generated from H&H Model Runs

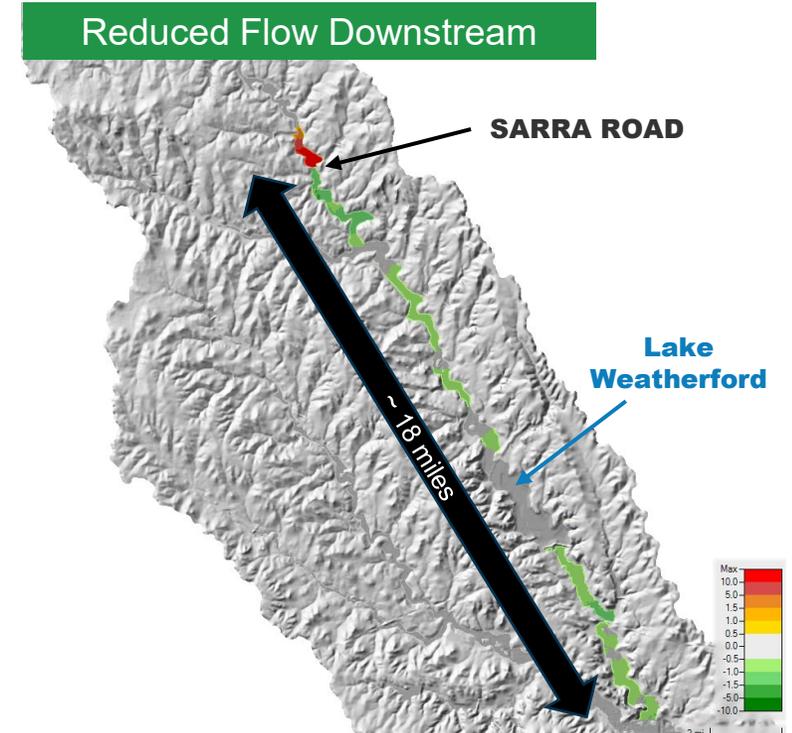
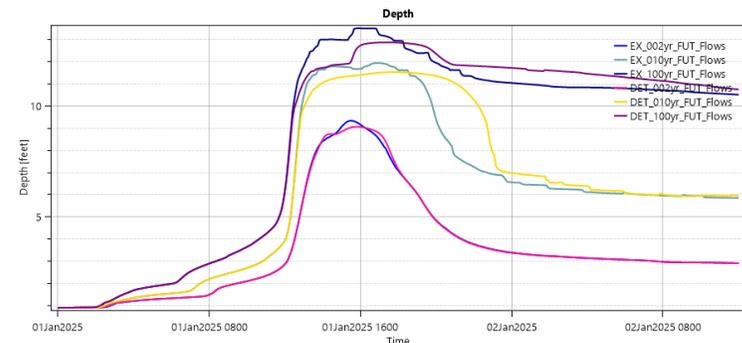
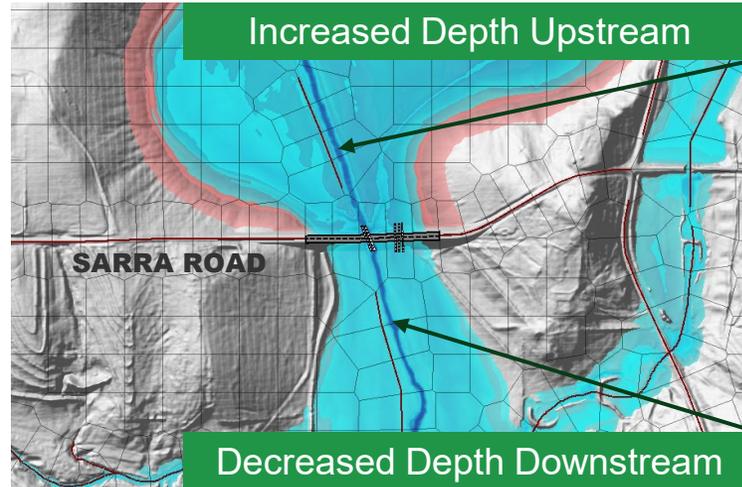
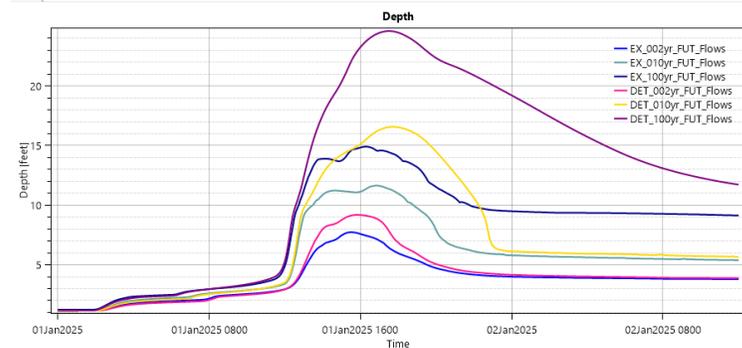
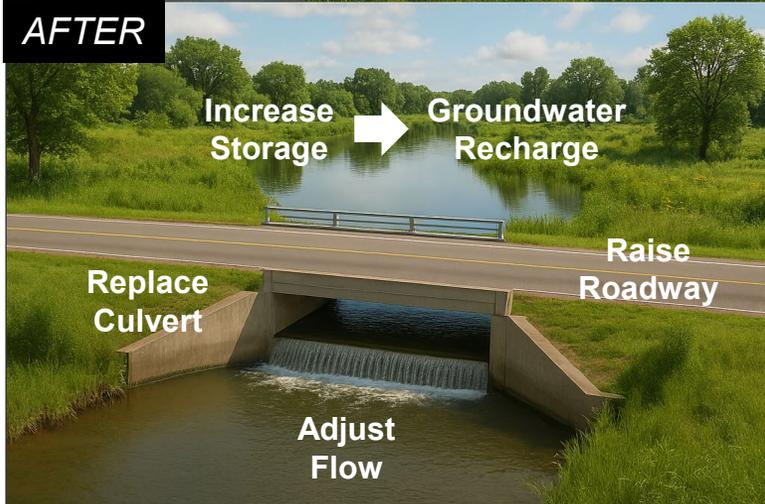


Distributed Detention Optimization Example – Eagle Mountain Pilot



Focus on Critical Reaches & Transportation Junctions for Reducing Flow to 2020 Conditions

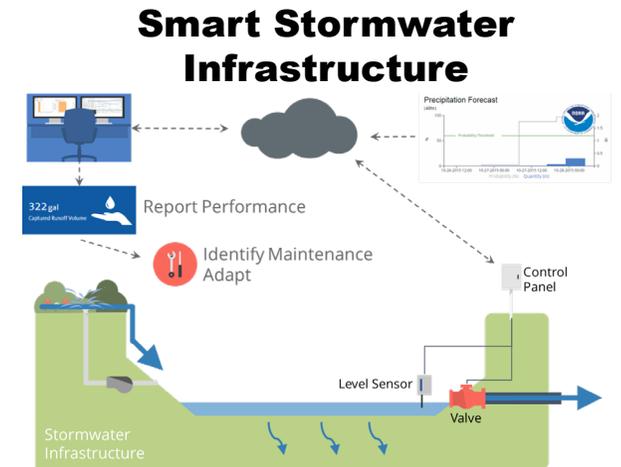
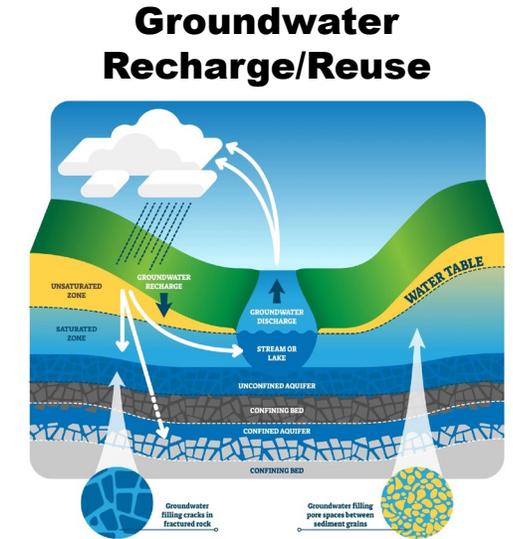
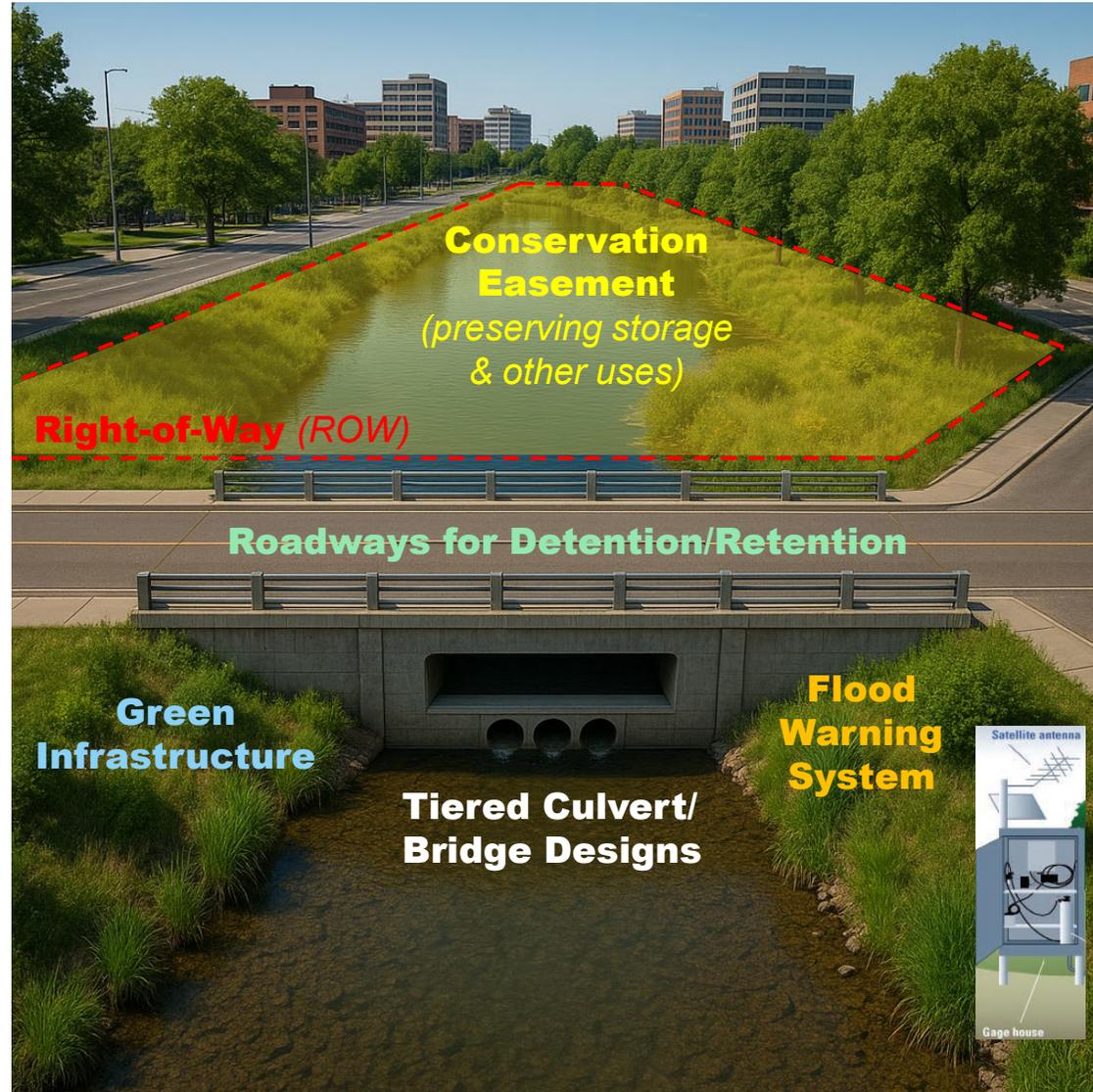
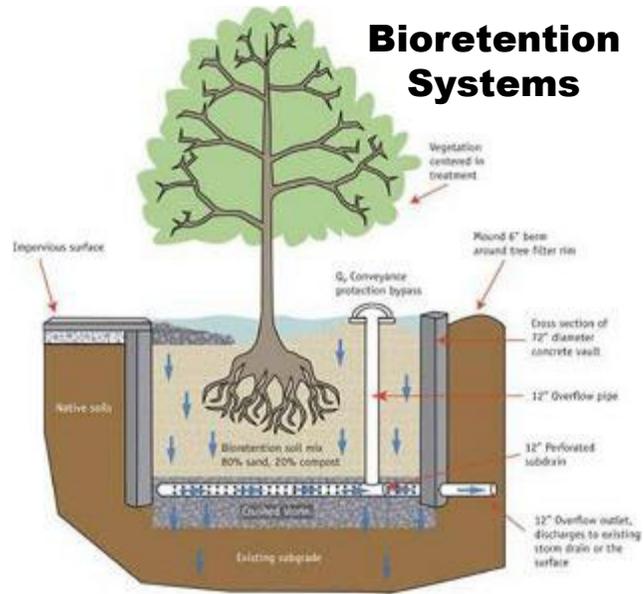
# INTEGRATION: *Sarra Road – Parker County*



## Key Summary Statistics – 2070

- **100-year Conditions (upstream):**
  - Valley Storage: + 2,000 acre-ft
  - Flow Rate: - 3,000 ft<sup>3</sup>/sec
- **10-year Conditions (downstream):**
  - Flow Rate: - 1,000 ft<sup>3</sup>/sec
  - Elevation Reduction: 0.5-1.0 ft

# INTEGRATION: *Building Upon Model Codes/Ordinances*



# Model Codes/Ordinances Task Overview

- Identify template development codes and floodplain ordinances that support TSI Study goals for reducing flood risk and integrating transportation, stormwater, & environmental planning.
- Identify enabling or supportive state code provisions.
- Receive and incorporate feedback from stakeholders on code/ordinance elements.
- Local governments may choose to use the model codes/ordinances as resources for regulatory updates to improve flood prevention & mitigation.



# Codes/Ordinances Targeting Flood Mitigation

## Development Regulations:

- Identifying best practice strategies that can be incorporated into development (*land use/zoning/subdivision*) codes to help proactively alleviate and/or adapt to future flood events
- Model codes can address green stormwater infrastructure, nature-based solutions, low-impact development, & other strategies
- Examples:
  - Impervious cover limits
  - Clustered development
  - Open space creation/preservation & maintenance
  - Green parking lot infrastructure (*e.g., bioswales, permeable surfaces, etc.*)
  - Incentive zoning

## Floodplain Ordinances:

- Identifying higher standards within flood damage prevention ordinances to help reduce economic losses, prevent future flood hazards, & protect public health/safety
- Model codes can address principles & accountability for enhanced development & construction standards in flood-prone areas
- Examples:
  - Critical facilities
  - Freeboard
  - Manufactured homes
  - Incremental, consistent, & transparent risk models
  - No rise in Special Flood Hazard Area (*SFHA*)
  - Setback in erosion-prone areas
  - Preserving valley storage (*e.g., Trinity River Corridor Development Certificate Program*)



# Integrating Transportation & Stormwater Infrastructure (TSI) *Model Development Code/Floodplain Ordinance Workshop*

Purpose: To receive feedback on enhanced stormwater infrastructure elements, including increased detention/retention areas and/or nature-based solutions (NBS), to incorporate into model development codes and model floodplain ordinances for flood prevention and mitigation.

Intended Audience: Anyone with technical expertise, experience, or interest in the areas of flood prevention or mitigation using development or floodplain regulatory tools.



Thursday, January 29, 2026, 10:00 am-12:00 pm



NCTCOG, 616 Six Flags Drive, Centerpoint II,  
Arlington, Transportation Council Room



Hybrid meeting format



For more info, visit <http://www.nctcog.org/TSI>

Register Here:



<https://www.addevent.com/event/fcqv17r29868>

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

December 1, 2025

David Salazar, P.E.  
District Engineer  
TxDOT Fort Worth District  
2501 SW Loop 820  
Fort Worth, TX 76133

Ceason Clemens, P.E.  
District Engineer  
TxDOT Dallas District  
4777 US Highway 80 East  
Mesquite, TX 75150

Noel Paramanatham, P.E.  
District Engineer  
TxDOT Paris District  
1365 N Main Street  
Paris, TX 75460

Dear Messrs. and Mmes. Salazar, Clemens, and Paramanatham:

Enclosed is the 2025 Transportation Development Credits (TDC) Annual Report for the Dallas-Fort Worth region. This report details the TDC allocations and projects approved in Fiscal Year 2025 by the Regional Transportation Council, which serves as the Metropolitan Planning Organization for the Dallas-Fort Worth Metropolitan Area. The following attachments are provided:

Attachment 1 Summary of Transportation Development Credits Allocation and Award Amounts in the Dallas-Fort Worth Metropolitan Planning Organization

Attachment 2 Projects with Approved Transportation Development Credits in the Dallas-Fort Worth Metropolitan Planning Organization

The North Central Texas Council of Governments and the Regional Transportation Council anticipate awarding additional TDCs in 2026. Please transmit this report to the appropriate division(s) within your agency. This report fulfills our December 1, 2025, TDC annual report submittal. Should you need any additional information, please contact Brian Dell, Program Manager at [bdell@nctcog.org](mailto:bdell@nctcog.org), or me at [cgotti@nctcog.org](mailto:cgotti@nctcog.org).

Sincerely,

A handwritten signature in black ink, appearing to read 'Christie J. Gotti', is written over a light blue circular stamp.

Christie J. Gotti  
Senior Program Manager

Enclosures

cc: Marc D. Williams, P.E., Executive Director, Texas Department of Transportation  
Stephen Stewart, CPA, Chief Financial Officer, Texas Department of Transportation  
Shannon Hawkins, Transportation Planner – MPO Coordinator, Transportation Planning & Programming Division, Texas Department of Transportation  
Latrica Good, Accountant, Texas Department of Transportation

**Summary of Transportation Development Credits (TDCs)  
Dallas-Fort Worth Metropolitan Planning Organization (MPO)  
(As of September 30, 2025)**

TDC Award Type	TDC Awarded Amount								
	Current Allocation	Awarded in 2013-2020	Awarded in 2021	Awarded in 2022	Awarded in 2023	Awarded in 2024	Awarded in 2025	Cumulative Total Awarded	Remaining (for Future Programming)
Category 1 - Strategic Awards to Small Transit Providers	41,000,000	18,846,382	2,623,023	88,335	2,144,856	4,526,908	(49,328)	28,180,176	12,819,824
Category 2 - RTC Has Revenue	110,000,000	12,821,313	2,461,375	12,222,441	14,875,506	14,777,873	10,581,000	67,739,508	42,260,492
Category 3 - Local Agency Has Revenue	16,691,115	16,691,115	0	0	0	0	0	16,691,115	0
Category 4 - Selling/Transferring TDCs to Other MPOs/TxDOT (MPO Revolver Fund)	150,000,000	100,000,000	0	0	0	0	0	100,000,000	50,000,000
Category 5 - Regional Programs/Management and Operations	157,788,934	32,785,803	24,133,213	(290,307)	28,049,264	23,110,961	6,753,038	114,541,972	43,246,962
Category 6 - Metropolitan Transportation Plan (MTP) Policy Bundle	100,000,000	32,929,881	8,514,279	5,713,506	4,404,931	7,595,868	2,239,112	61,397,577	38,602,423
Category 7 - TDC Pool for Future Reallocation	911,309,891	0	0	0	0	0	0	0	911,309,891
<b>Subtotal</b>	<b>1,486,789,940</b>	<b>214,074,494</b>	<b>37,731,890</b>	<b>17,733,975</b>	<b>49,474,557</b>	<b>50,011,610</b>	<b>19,523,822</b>	<b>388,550,348</b>	<b>1,098,239,592</b>

TDC Allocation Summary	
TDCs Originally Allocated for Dallas/Fort Worth MPO	465,486,222
Additional TDCs Allocated to Dallas/Fort Worth MPO via 2019 UTP <sup>1</sup>	528,865,436
Additional TDCs Allocated to Dallas/Fort Worth MPO via 2026 UTP <sup>2</sup>	492,438,282
<b>Total TDCs Allocated to Dallas/Fort Worth MPO</b>	<b>1,486,789,940</b>
<b>Total TDCs Awarded as of September 30, 2025</b>	<b>(388,550,348)</b>
<b>Remaining TDC Pool for Future Programming</b>	<b>1,098,239,592</b>

Notes:

- 1: Approved by the Texas Transportation Commission on 8/30/2018 (Minute Order #115291)
- 2: Approved by the Texas Transportation Commission on 8/21/2025 (Minute Order #116997)

**Projects with Approved Transportation Development Credits (TDCs)  
in the Dallas-Fort Worth Metropolitan Planning Organization  
(As of September 30, 2025)**

<b>Projects Approved with MPO Transportation Development Credits:</b>						
<b>TIP Code</b>	<b>Project Description</b>	<b>Project Sponsor</b>	<b>Fiscal Year in TIP</b>	<b>Year Awarded/ Adjusted</b>	<b>TDC Amount*</b>	<b>TDC Category (1-6)</b>
12176.23	5310 - MOBILITY MANAGEMENT	SPECIAL PROGRAMS FOR AGING NEEDS	2025	2025	24,000	1
12180.19	5310 - MOBILITY MANAGEMENT	PUBLIC TRANSIT SERVICES	2025	2025	12,000	1
12180.23	5310 - MOBILITY MANAGEMENT	PUBLIC TRANSIT SERVICES	2025	2025	8,000	1
12372.17	5307 - BUS PREVENTIVE MAINTENANCE	SPECIAL PROGRAMS FOR AGING NEEDS	2018	2025	8,000	1
12576.24	5307 - PURCHASE REPLACEMENT VEHICLES	NCTCOG	2025	2025	(33,063)	1
12627.18	5307 - BUS PREVENTIVE MAINTENANCE	STAR TRANSIT	2025	2025	13,800	1
12627.19	5307 - BUS PREVENTIVE MAINTENANCE	STAR TRANSIT	2025	2025	35,600	1
12632.17	5307 - GENERAL PLANNING	SPECIAL PROGRAMS FOR AGING NEEDS	2025	2025	(8,000)	1
12654.19	5310 - PURCHASE OF SERVICE	PUBLIC TRANSIT SERVICES	2020	2025	(12,000)	1
12717.17	5310 - MOBILITY MANAGEMENT	STAR TRANSIT	2025	2025	15,309	1
12717.18	5307 - MOBILITY MANAGEMENT	STAR TRANSIT	2025	2025	13,800	1
12717.19	5307 - MOBILITY MANAGEMENT	STAR TRANSIT	2025	2025	35,601	1
12736.22	5339 - PURCHASE REPLACEMENT VEHICLES	NCTCOG	2025	2025	75,000	1
12748.17	5307 - ACQUISITION OF SOFTWARE	CITY/COUNTY TRANSPORTATION	2018	2025	(2,000)	1
12752.23	5310 - MOBILITY MANAGEMENT	NCTCOG	2025	2025	(258,929)	1
12779.22	5310 - MOBILITY MANAGEMENT - STRATEGIC PARTNERSHIP	NCTCOG	2023	2025	(261,675)	1
12781.21	5307 - ACQUISITION OF SIGNAGE	CITY/COUNTY TRANSPORTATION	2025	2025	1,500	1
12782.17	5307 - PREVENTIVE MAINTENANCE	CITY/COUNTY TRANSPORTATION	2025	2025	2,000	1
12786.19	5307 - PREVENTIVE MAINTENANCE	COMMUNITY TRANSIT SERVICES	2026	2025	4,500	1
12793.22	5339 - PROJECT ADMINISTRATION	NCTCOG	2025	2025	14,259	1
12833.24	5307 - ACQUISITION OF BUS SHELTERS	STAR TRANSIT	2025	2025	148,000	1
12861.19	5307 - MOBILITY MANAGEMENT	COMMUNITY TRANSIT SERVICES	2020	2025	(4,500)	1
12876.24	5307 - STRATEGIC PARTNERSHIP FUNDING	NCTCOG	2025	2025	31,929	1
12956.24	5307 - STRATEGIC PARTNERSHIP SET ASIDE	NCTCOG	2025	2025	22,522	1
12957.22	5310 - MOBILITY MANAGEMENT	STAR TRANSIT	2025	2025	100,934	1
12987.22	5307 - REHABILITATION OF TRANSIT REVENUE VEHICLE	STAR TRANSIT	2025	2025	(12,151)	1
12992.22	5339 - PURCHASE REPLACEMENT VEHICLES	CITY OF MCKINNEY	2025	2025	(23,764)	1
<b>Subtotal of Category 1 - Strategic Awards to Small Transit Providers</b>					<b>(49,328)</b>	

\*Negative numbers indicate a reduction in the number of credits awarded on a project

**Projects with Approved Transportation Development Credits (TDCs)  
in the Dallas-Fort Worth Metropolitan Planning Organization  
(As of September 30, 2025)**

TIP Code	Project Description	Project Sponsor	Fiscal Year in TIP	Year Awarded/ Adjusted	TDC Amount*	TDC Category (1-6)
11651	BICYCLE/PEDESTRIAN SPOT IMPROVEMENTS; PROVIDE FUNDING TO LOCAL AGENCIES FOR SAFETY TREATMENTS AND COUNTERMEASURES ON BIKE/PEDESTRIAN FACILITIES, INCLUDING LIGHTING/INTERSECTION IMPROVEMENTS, CROSSWALK ENHANCEMENTS, ON-STREET BIKE SAFETY TREATMENTS, ETC., IDENTIFIED IN REGIONAL BIKE OR PEDESTRIAN SAFETY PLANS	NCTCOG	2029	2025	1,900,000	2
11651.6	COTTON BELT TRAIL FROM WEST OF THE S MACARTHUR BLVD/E BELT LINE RD INTERSECTION TO MCINNISH PARK; CONSTRUCT SHARED USE PATH	DALLAS COUNTY	2026	2025	300,000	2
11651.7	ON KELLY BLVD FROM COTTON BELT TRAIL TO PURPLE TRAIL; CONSTRUCT SHARED USE PATH	CARROLLTON	2026 2028	2025	100,000 600,000	2
11684.7	AUTOMATED PARKING PROJECT AT DFW AIRPORT TO FACILITATE DIRECT INTERMODAL INTERCHANGE TRANSFER AND ACCESS IN TO/OUT OF THE AIRPORT; IMPLEMENT AUTOMATED PARKING PROJECT INCLUDES USING LOW-SPEED VEHICLE AUTOMATION AND VEHICLE-TO-INFRASTRUCTURE TECHNOLOGY	DFW AIRPORT	2025	2025	(300,000)	2
14085.4	STATION CROSSING AT VICTORY STATION TRE PLATFORM TO DART PLATFORM; CONSTRUCT PEDESTRIAN SAFETY IMPROVEMENTS AT VICTORY STATION	DART	2026	2025	1,360,000	2
24034	TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM FUNDING POOL; CONSTRUCT TRAFFIC SIGNAL IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY	NCTCOG	2029	2025	(6,000,000)	2
24034.1	TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM; CITYWIDE; INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY	FORT WORTH	2026	2025	1,240,005	2
24034.2	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	WHITE SETTLEMENT	2026	2025	55,233	2
24036.1	TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM; CITYWIDE; INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY	DALLAS	2026	2025	3,160,000	2
24036.2	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	FARMERS BRANCH	2026	2025	99,051	2
24036.3	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	GARLAND	2026	2025	179,087	2

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**Projects with Approved Transportation Development Credits (TDCs)  
in the Dallas-Fort Worth Metropolitan Planning Organization  
(As of September 30, 2025)**

ATTACHMENT 2

TIP Code	Project Description	Project Sponsor	Fiscal Year in TIP	Year Awarded/ Adjusted	TDC Amount*	TDC Category (1-6)
24036.4	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	IRVING	2026	2025	32,756	2
24036.5	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	LANCASTER	2026	2025	46,075	2
24036.6	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	LEWISVILLE	2026	2025	38,940	2
24036.7	TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM; ALONG GLENVIEW DR, HOLIDAY LN, SMITHFIELD, RUFÉ SNOW DR, AND IRON HORSE; INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY	NORTH RICHLAND HILLS	2026	2025	51,797	2
24036.8	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	BALCH SPRINGS	2026	2025	43,540	2
24036.9	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	NCTCOG	2026	2025	1,197,516	2
24052	TRE IMPROVEMENTS FROM EBJ UNION STATION TO FORT WORTH T&P STATION; IMPROVEMENTS TO TRE VEHICLES: LOCOMOTIVE PAINT AND REPAIR, CAB CAR/COACH LEASE AND OVERHAULS, UPGRADES TO INTERNAL SPEAKER SYSTEM FOR ANNOUNCEMENTS, VINYL SEAT INSTALLATION, AND A ONE-YEAR LEASE FOR TWO POSITIVE TRAIN CONTROL-EQUIPPED LOCOMOTIVES	DART	2026	2025	1,440,000	2
24053	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	DART	2026	2025	800,000	2
30008	2024-2026 M&O SAFETY PLACEHOLDER FUNDS; PLACEHOLDER PROJECTS AND PROGRAMS TO BE IDENTIFIED IN THE FUTURE	NCTCOG	2029	2025	800,000	2
30010	PLACEHOLDER FUNDS FOR IMPLEMENTATION OF THE ROADWAY SAFETY PLAN; PROVIDE FUNDING FOR STRIPING, SIGNAGE, OPERATIONAL CHANGES, TECHNOLOGY (ADVANCE WARNINGS), ETC.; PROJECTS TO BE IMPLEMENTED BY LOCAL AGENCIES	NCTCOG	2029	2025	3,437,000	2
<b>Subtotal of Category 2 - RTC Has Revenue</b>					<b>10,581,000</b>	

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**Projects with Approved Transportation Development Credits (TDCs)  
in the Dallas-Fort Worth Metropolitan Planning Organization  
(As of September 30, 2025)**

TIP Code	Project Description	Project Sponsor	Fiscal Year in TIP	Year Awarded/ Adjusted	TDC Amount*	TDC Category (1-6)
11186.3	M&O - REGIONAL COMMUNICATION SYSTEM/INTERAGENCY COMMUNICATION NETWORK & SOFTWARE (EASTERN SUBREGION) PHASE III; FREEWAY INCIDENT MANAGEMENT PROGRAM	NCTCOG	2019	2025	(5,476)	5
11674	DFW CORE EXPRESS HIGH SPEED RAIL FROM DALLAS TO FORT WORTH; COMPLETION OF THE DFW CORE EXPRESS SERVICE HIGH-SPEED RAIL PROJECT ENVIRONMENTAL PROCESS; INCLUDES COG STAFF TIME AND CONSULTANT ASSISTANCE	NCTCOG	2025	2025	330,069	5
11898.5	ON AVONDALE-HASLET ROAD AT BNSF RAIL LINE; CONSTRUCT GRADE SEPARATION	TXDOT-FORT WORTH	2027	2025	2,300,000	5
12006.24	5307 - PREVENTIVE MAINTENANCE	CITY OF GRAND PRAIRIE	2025	2025	25,194	5
12828.24	5307 - ACQUISITION OF HARDWARE	CITY OF GRAND PRAIRIE	2025	2025	40,000	5
12858.24	5307 - PURCHASE EXPANSION VEHICLES	CITY OF GRAND PRAIRIE	2025	2025	187,067	5
12862.24	5307 - ACQUISITION OF SOFTWARE	CITY OF GRAND PRAIRIE	2025	2025	48,000	5
12955.24	5307 - SAFETY PROJECT	CITY OF GRAND PRAIRIE	2025	2025	6,807	5
12962.24	5310 - PURCHASE REPLACEMENT VEHICLES	CITY OF GRAND PRAIRIE	2025	2025	51,000	5
12968.24	5310 - PREVENTIVE MAINTENANCE	CITY OF GRAND PRAIRIE	2025	2025	17,600	5
14015.3	HARRY HINES/MCKINNON COUplet WRONG WAY DRIVING AND AA CENTER STUDY BOUNDED BY SLOCUM ON THE WEST, MCKINNON ON THE EAST, SOUTH OF OAK LAWN ON THE NORTH, AND MOODY/WOODALL RODGERS NORTHERN SERVICE ROAD ON THE SOUTH; PLANNING STUDY FOR IMPROVED CIRCULATION IN FULL STUDY AREA AND FULL ENGINEERING FOR THE HARRY HINES/MCKINNON COUplet INCLUDING THE MOODY CONNECTION INCLUDING IMPROVEMENTS NEEDED FOR WRONG WAY DRIVING ON DNT AND MOBILITY IMPROVEMENTS AROUND AA CENTER	DALLAS	2026	2025	100,000	5
16007.1	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	NCTCOG	2025	2025	80,000	5
			2026		80,000	
16008	TECHNOLOGY AND INNOVATION 3.0; STAFF SUPPORT FOR PROJECTS FOCUSED ON IMPROVING REGIONAL BROADBAND ACCESS FOR TRANSPORTATION PURPOSES, COORDINATING AND SUPPORTING EMERGING MOBILITY TECHNOLOGY DEPLOYMENTS AND CONNECTED VEHICLE/INFRASTRUCTURE IMPROVEMENTS; SUPPORTING WORKFORCE DEVELOPMENT AND RESEARCH INITIATIVES; AND MANAGING ADMINISTRATIVE TASKS TO FACILITATE PROJECTS	NCTCOG	2029	2025	1,510,000	5

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**Projects with Approved Transportation Development Credits (TDCs)  
in the Dallas-Fort Worth Metropolitan Planning Organization  
(As of September 30, 2025)**

TIP Code	Project Description	Project Sponsor	Fiscal Year in TIP	Year Awarded/ Adjusted	TDC Amount*	TDC Category (1-6)
16008.1	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, 511DFW, WORK ZONE DATA EXCHANGE, CONNECTED VEHICLE SYSTEMS TO SUPPORT REGIONAL EFFORTS INCLUDING PLANNING, PROCUREMENT, IMPLEMENTATION, VALIDATION, AND OPERATIONS	NCTCOG	2025	2025	100,000	5
			2026		140,000	
25013	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 LT JG BARNETT	FORT WORTH	2025	2025	206,800	5
			2026		728,400	
25022	CENTERPOINT TRAIL PHASE 1A FROM ARLINGTON RIVER LEGACY TRAIL TO TRINITY RAILWAY EXPRESS (TRE) CENTREPORT RAIL STATION; CONSTRUCT SHARED-USE PATH (TRAIL) FROM THE ARLINGTON RIVER LEGACY TRAIL TO CENTREPORT RAIL STATION; PRELIMINARY ENGINEERING FOR CONNECTION TO MIKE LEWIS TRAIL	FORT WORTH	2024	2025	(1,000,000)	5
25022.1	CENTREPORT TRAIL PHASE 1B FROM TRINITY BLVD/SKYVIEW DR TO ARLINGTON RIVER LEGACY TRAIL; CONSTRUCT REGIONAL VELOWEB SHARED USE PATH	FORT WORTH	2025	2025	1,200,000	5
25128	REGIONWIDE DALLAS-FORT WORTH METRO AREA; PHASE 1 ACTIVITIES FOR CHARGING & FUELING INFRASTRUCTURE COMMUNITY PROGRAM, INCLUDING NCTCOG PROJECT MANAGEMENT & HIRING/IMPLEMENTATION OF A CONSULTANT TEAM TO EXPEDITE PUBLIC ENGAGEMENT, SITE SELECTION, NEPA CLEARANCE & PROJECT IMPLEMENTATION; INCLUDES NCTCOG STAFF TIME	NCTCOG	2025	2025	607,577	5
<b>Subtotal of Category 5 - Regional Programs/Management and Operations</b>					<b>6,753,038</b>	
12193.24	5310 - PURCHASE OF SERVICE - FRISCO PARATRANSIT	DCTA	2025	2025	7,063	6
12194.24	5310 - PROJECT ADMINISTRATION	DCTA	2025	2025	4,874	6
12195.24	5310 - PURCHASE OF SERVICE - FRISCO PARATRANSIT	DCTA	2025	2025	43,234	6
12196.24	5310 - PROJECT ADMINISTRATION	DCTA	2025	2025	29,831	6
12558.20	5307 - PURCHASE REPLACEMENT VEHICLES	DCTA	2025	2025	18,955	6
12958.24	5307 - CAPITAL COST OF CONTRACTING - FRISCO ON DEMAND	DCTA	2025	2025	33,339	6
12960.24	5307 - PROJECT ADMINISTRATION	DCTA	2025	2025	40,007	6
12961.24	5307 - CAPITAL COST OF CONTRACTING - FRISCO ON DEMAND	DCTA	2025	2025	238,352	6
12967.21	5307 - PROJECT ADMINISTRATION	DCTA	2025	2025	286,022	6
14013.3	CENTREPORT TRAIL FROM CENTREPORT STATION TO CITY LIMITS; CONSTRUCT 12 FT WIDE SHARED-USE PATH	FORT WORTH	2025	2025	584,653	6

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**Projects with Approved Transportation Development Credits (TDCs)  
in the Dallas-Fort Worth Metropolitan Planning Organization  
(As of September 30, 2025)**

TIP Code	Project Description	Project Sponsor	Fiscal Year in TIP	Year Awarded/ Adjusted	TDC Amount*	TDC Category (1-6)
14064	ON KCS TRAIL CONNECTOR FROM LBJ/SKILLMAN DART STATION TO RICHARDSON CITY LIMIT; CONSTRUCT SHARED USE PATH	DALLAS	2029	2025	(720,000)	6
24045	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)	DALLAS	2028	2025	300,000	6
24046	ON MILL STREET FROM PURNELL STREET TO HARVARD STREET; RECONSTRUCT 4 LANE TO 3 LANE ROADWAY WITH ON STREET PARKING, SIDEWALKS, BICYCLE LANES, AND BUMP OUTS	LEWISVILLE	2026	2025	700,000	6
			2027		130,000	
			2029		170,000	
40078	ROSS AVENUE FROM GREENVILLE AVENUE TO IH 345; RECONSTRUCT ROADWAY, ADD SHARED USE PATH/SIDEWALKS, INTERSECTION IMPROVEMENTS, AND SIGNAL IMPROVEMENTS	DALLAS	2027	2025	372,782	6
<b>Subtotal of Category 6 - MTP Policy Bundle</b>					<b>2,239,112</b>	
<b>Total Transportation Development Credits Awarded in 2025</b>					<b>19,523,822</b>	

\*Negative numbers indicate a reduction in the number of credits awarded on a project



NCTCOG PRESENTATION

# Engine Off North Texas Status Report

Surface Transportation Technical Committee

January 23, 2026

Jason Brown, Program Manager

# Engine Off North Texas

## Goal

Reduce unnecessary engine idling in our region with the main focus on heavy-duty diesel vehicles

## Education

Provide local government guide, ordinance template, brochures, posters, and webpage

## Support

Provide tools and resources to help facilitate idle reduction

## Legend

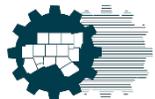
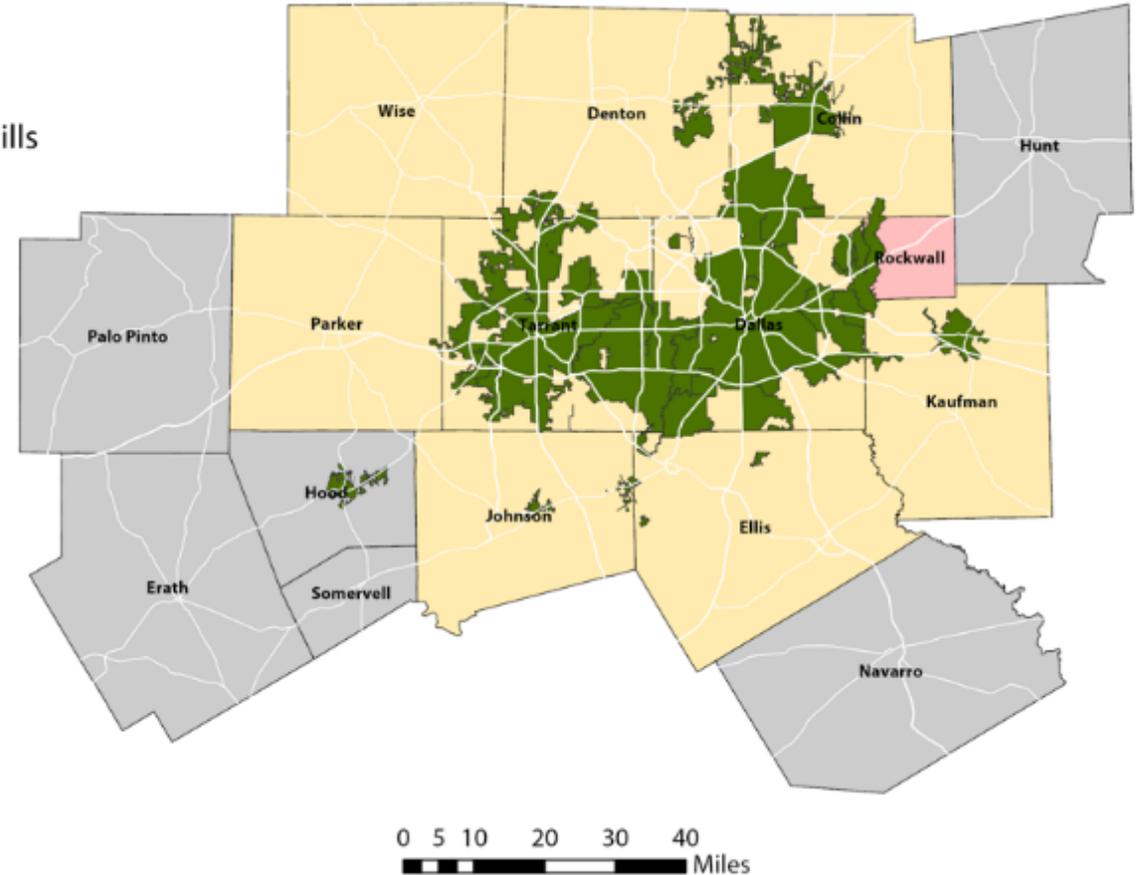
### Cities With Idling Restrictions

Arlington	Little Elm
Benbrook	McKinney
Cedar Hill	Mesquite
Celina	North Richland Hills
Dallas	Pecan Hill
Duncanville	Plano
Euless	Richardson
Fort Worth	Rowlett
Granbury	Sunnyvale
Grand Prairie	Terrell
Hurst	Trophy Club
Keene	University Park
Lake Worth	Venus
Lancaster	Westlake

### Counties Designated Nonattainment Under 8-Hour NAAQS

- 2008 Only
- 2008 and 2015

## North Texas Idling Restrictions



# Engine Off North Texas Toolkit

Resources are available by request **free of charge** from the North Central Texas Council of Governments.

Request regulatory signs, brochures, and posters at [www.engineoffnorthtexas.org](http://www.engineoffnorthtexas.org);

- click on “Engine Off North Texas Toolkit”, then
- click on “Request Engine Off North Texas Materials”

Complete and Submit Microsoft Forms Document

NCTCOG staff will coordinate with contact person to pick up/deliver items that cannot be mailed.

Resource	Audience	Purpose
Regulatory Signs	Truck Drivers	Deter truck drivers from idling in high idling areas
Brochures	Truck Drivers	Inform truck drivers of anti-idling ordinances, idling negative effects, and anti-idling strategies
Posters	General Public	Provide information about idling complaint hotline, can be posted at truck stops and public buildings
Local Government Guide	Local Government	Provide guidance regarding implementation of an idling policy in local jurisdiction
Infographic	Truck Drivers, General Public, Local Government	Use in presentations or website to provide information for truck drivers, general public, law enforcement, and local government
Complaint Hotline 877-689-4353	General Public	Submit idling complaint to NCTCOG
Engine Off North Texas Website <a href="http://www.EngineOffNorthTexas.org">www.EngineOffNorthTexas.org</a>	Everyone	Access to all resource and provides information to all audiences



# Coming Soon:

## Correspondence to Local Governments which:

- Summarizes the purpose of Engine Off North Texas
- Provides information on the ordinance or TCEQ Memorandum options
- Provides a link for local governments to connect with NCTCOG staff
- Provides information to request local government guide, regulatory signs, posters and brochures



# Contact Us



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Air Quality Planner III

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Jason Brown

Program Manager

[jbrown@nctcog.org](mailto:jbrown@nctcog.org) | 817-704-2514





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

Surface Transportation Technical Committee  
January 23, 2026



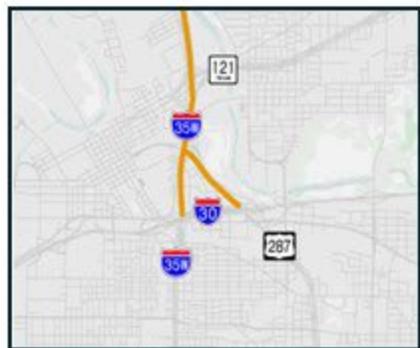
North Central Texas  
Council of Governments

# Managed Lane System

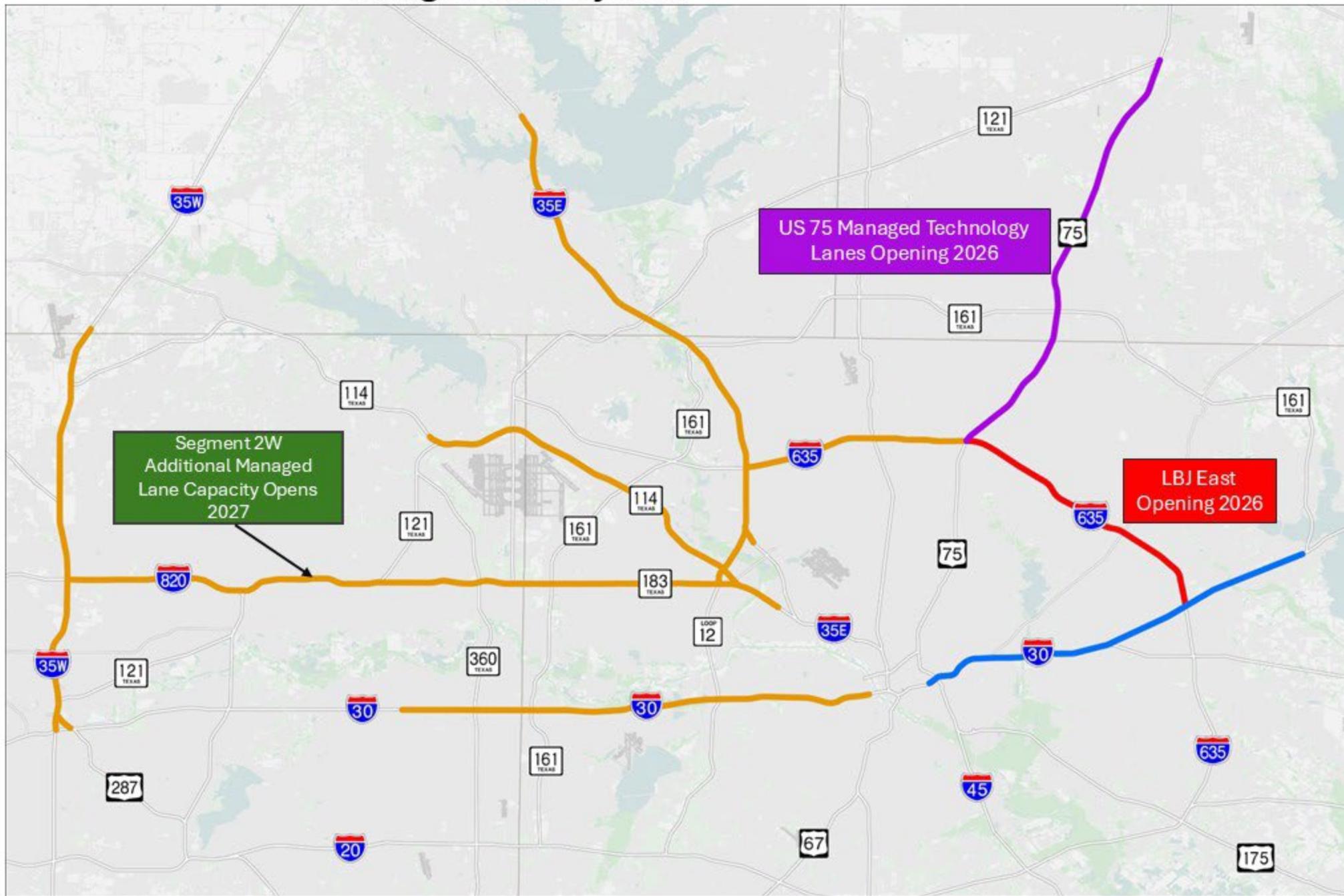
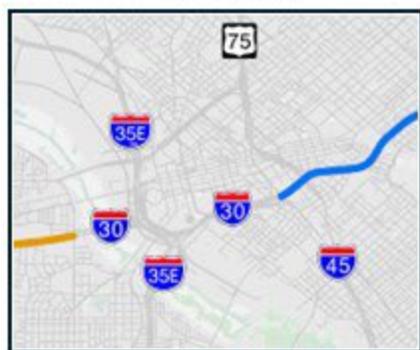
## Current Express/HOV + Managed Lanes

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

Fort Worth CBD



Dallas CBD



# Toll Managed Lane Data Monitoring

*Cumulative December 2013 – November 2025*

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

*\$11,973,735 as of November 2025*

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

*\$12,407 from October 2014 – November 2025*

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

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

Have there been any additional NTTA customer service needs?

*No, minimal impact*

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

*No*

# Toll Managed Lane Data Monitoring

*Cumulative December 2013 – November 2025*

Facility	HOV 2+ Subsidy Costs	NTTA Customer Service (Additional Needs)	Project Performance Events (Speeds < 35 mph)
<b>North Tarrant Express</b> <ul style="list-style-type: none"> <li>• SH 183/121 from IH 35W to SH 121</li> <li>• IH 35W from IH 30 to US 287</li> </ul>	\$7,506,380	Negligible	0
<b>LBJ Express</b> <ul style="list-style-type: none"> <li>• IH 635 from IH 35E to US 75</li> <li>• IH 35E from Loop 12 to IH 635</li> </ul>	\$4,467,355	Negligible	0
<b>DFW Connector</b> SH 114 from Kimball Avenue to Freeport Parkway	N/A	Negligible	0
<b>IH 30 Managed Lanes</b> IH 30 from SH 161 to Westmoreland Road	N/A	Negligible	0
<b>IH 35E Managed Lanes</b> IH 35E from FM 2181 (Teasley) to LBJ	N/A	Negligible	0

# GoCarma Registration Totals

January 24, 2020 – December 31, 2025

Users: 96,886

Vehicles: 93,229

Occupant Passes: 16,596



# Total and HOV Transactions

January 24, 2020 – December 31, 2025

Total Transactions – 7,785,491

LBJ/NTE Partners – 5,084,978

TxDOT – 2,700,512

Total HOV Transactions – 3,492,662 (~45%)

LBJ/NTE Partners – 2,380,777

TxDOT – 1,111,885

Unique Vehicles – 83,402





North Central Texas  
Council of Governments



# Multimodal Delivery Project Results

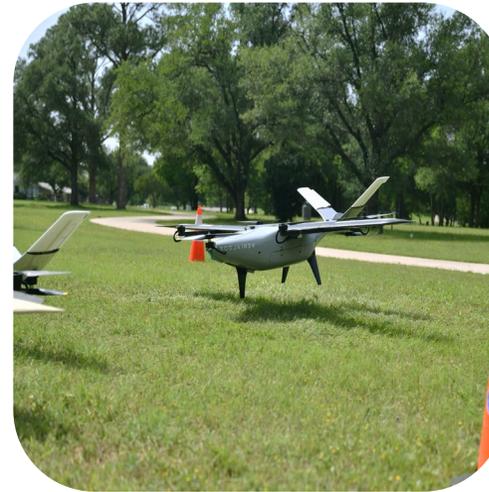
Hannah Thesing  
Air Quality Planner

Surface Transportation Technical Committee

January 23, 2026

# The Initiative

- Funded by the U.S. Department of Energy
- Pilot study led by City of Arlington
- Study aimed to:
  - Test the use of autonomous, electric delivery vehicles to deliver essential items
  - Evaluate potential emissions and energy benefits
  - Develop replication guide
- [For More Information: Arlington Multimodal Delivery](#)



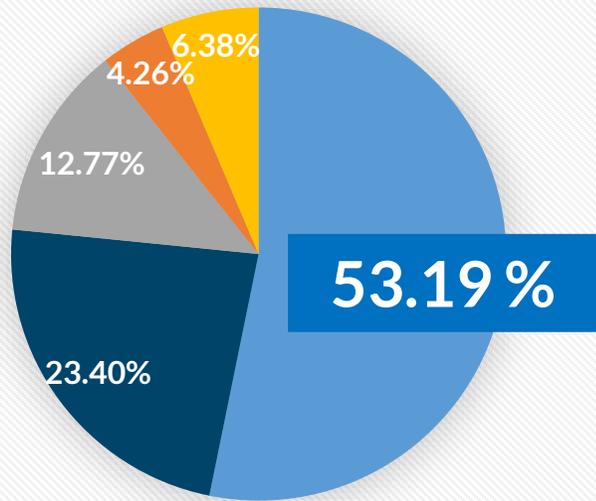
Source: NCTCOG



# Demonstration Participant Response

How satisfied were you with this delivery service?

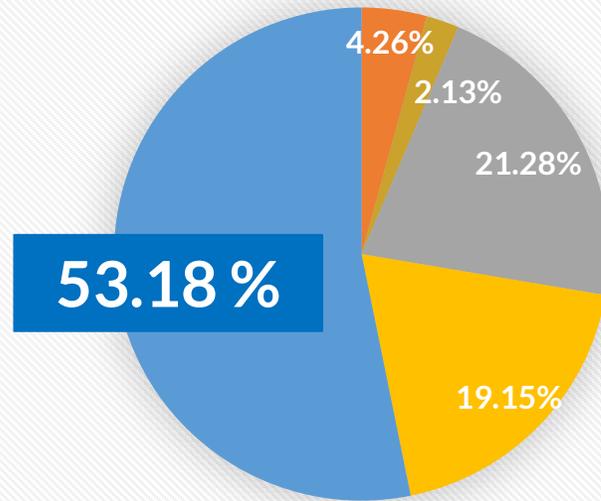
Over 75% were satisfied or very satisfied



- Very satisfied
- Satisfied
- Neutral
- Not satisfied
- Very dissatisfied

How likely would you be to use this service again?

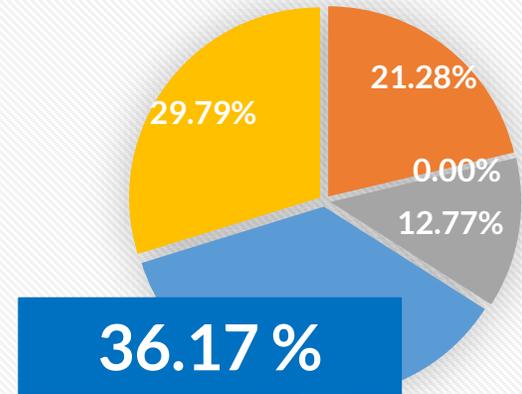
Over 72% would use the service again



- Very unlikely
- Unlikely
- Neutral
- Likely
- Very likely

Are you comfortable with autonomous technology?

Over 65% were comfortable or very comfortable

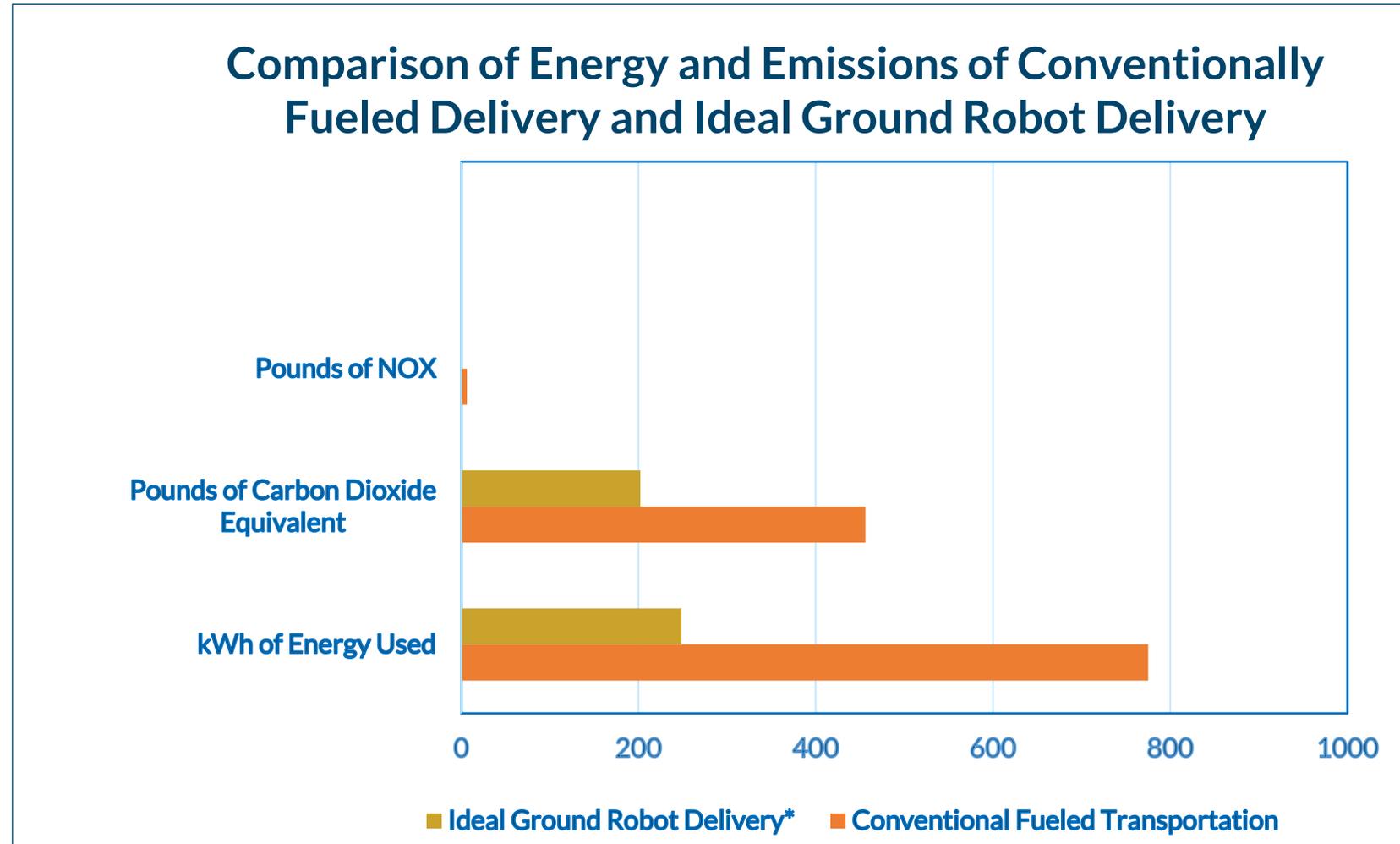


- Very uncomfortable
- Uncomfortable
- Neutral
- Comfortable
- Very comfortable



# Key Results: Energy and Emissions Analysis

- Potential energy & emissions reductions from use of ground robots\* over 300+ deliveries:
  - **6 pounds of (NO<sub>x</sub>)**
  - **254 pounds of carbon dioxide equivalent (CO<sub>2</sub>e )**
  - **525 kWh**



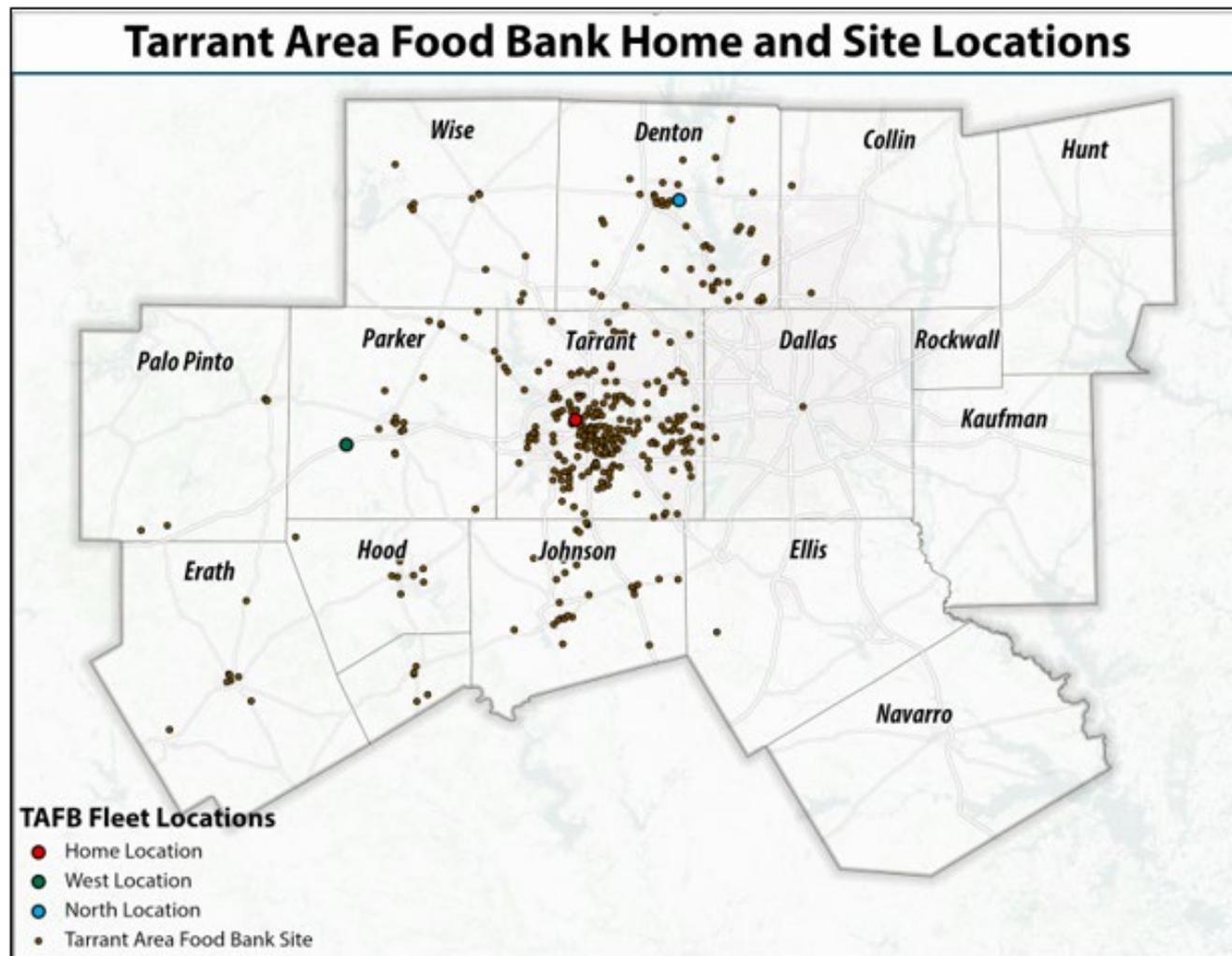
\*Various implementation scenarios were estimated; results here reflect the most ideal scenario from an emissions perspective with ground robots conducting all deliveries independently, with no support from aerial vehicles or other conventional vehicles



# Key Results: Tarrant Area Food Bank Fleet Transition Analysis

- Estimates impact of electrifying fleet vehicles
- All potential EV replacements could serve 100% of routes roundtrip & are within the range of daily mileage
- Transition of fleet to electric vehicles could reduce over 12,000 pounds of NO<sub>x</sub> and over 480 pounds of VOC over 10 years

One-Way Distance from Distribution Site to Pantry/ Home	TAFB Main	TAFB West	TAFB North	Average for All Location
Maximum Miles	64.31	55.15	32.93	50.80



# Key Results: Replication Guide

- Framework to replicate and adapt the project and its findings:
  - Project Development
  - Initiation
  - Conducting Demonstration
  - Impact Analysis and Future Efforts
  - Location Suitability Analysis
- Replication Guide can be found on the Dallas Fort Worth Clean Cities website at [www.dfwcleancities.org](http://www.dfwcleancities.org)



Source: City of Arlington



# Contact Us



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North Central Texas  
Council of Governments



[dfwcleancities.org](http://dfwcleancities.org)



[cleancities@nctcog.org](mailto:cleancities@nctcog.org)



CONTINUED FROM COVER STORY



"Seeing the next phase of the Trinity Forest Spine Trail nearing completion is incredibly rewarding," said Philip Hiatt Haigh, Executive Director of The Loop Dallas. "This new project gives transit riders and bike commuters safer, direct routes across US 175 to the Lake June DART Station and creates new connections to the Trinity River Audubon Center. It's about giving people transportation options for reaching everyday destinations - making trails and multimodal travel a part of daily life. Projects like this show what strong public partnerships can achieve and TxDOT's support has been essential in bringing this vision to life."

As tempting as it looks to hop onto the new trail bridge right now, it is still an active work zone with crews and equipment completing the construction. For everyone's safety, you'll have to wait just a little longer to explore it in person. Overall completion is anticipated in spring 2026. ■



**VIEWS OF THE PROJECT:** Both photos at left were taken where the black star is located on the above map, one up on the bike trail alongside US 175, and one below.

Photos Source: TxDOT

# WINTER TRAVEL TIPS

Even though the start of 2026 has brought some above-average temperatures to North Texas, TxDOT crews remain ready to respond to winter weather events. Here are some travel tips to keep in mind when snow and ice come into the forecast:

- Each storm is different;** we make our plans based on forecasts and information from crews in other areas of the state
- For your safety,** travel is discouraged during snow or ice events. Check local forecasts and be prepared to delay travel plans
- If deciding to risk travel,** be prepared for hazardous driving conditions caused by the weather

- Ultimate safety** is in hands of driver during weather events
- Drive slow,** give full attention to road and surrounding traffic and allow extra travel time
- Bridges and overpasses** will freeze first; use caution on these structures
- Conditions can quickly change** and slick spots can reform even on cleared areas
- Any spot has the potential** to be hazardous due to conditions or the driver behind the wheel

- Our crews and support staff** work 24/7 during weather events
- Not all lanes may be drivable** especially during the storm
- With refreezing,** clearance operations may extend several days following the storm
- Melting ice takes time:** The temperature and the amount of ice or snow on the road determine de-icing material amounts and melting rates. As temperatures drop, the amount of de-icer needed to melt a given quantity of ice increases significantly

SOURCE: TxDOT

TxDOT Public Information Office



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>



# DALLAS DISTRICT PROGRESS



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

## ELEVATING A NEW PATH



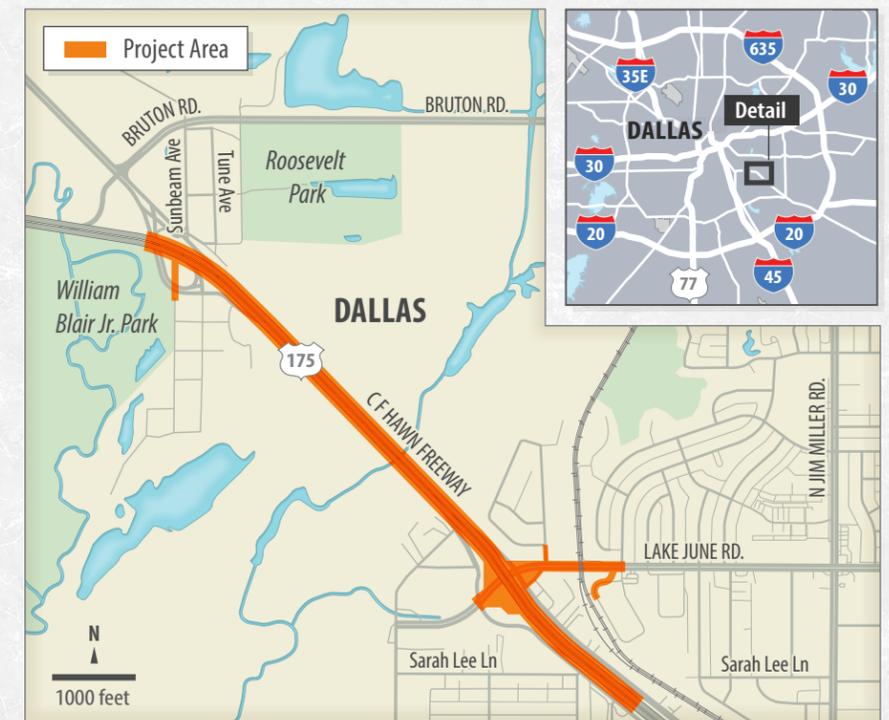
A one-two combo of an improvement project is taking shape in south Dallas, and it will provide benefits for drivers, pedestrians and trail enthusiasts starting in spring 2026.

Nestled alongside the Trinity River Forest, the \$26.8 million US 175 improvement project at Lake June Road has been underway since June 2024. Crews from Indus Road and Bridge have been simultaneously making improvements to this interchange while also constructing a new pedestrian trail bridge parallel to the highway.

As work progressed, the old bridge at Lake June Road was removed in summer 2025, and a new wider structure is now in place with improved entrance and exit points for US 175. The bridge was designed with pedestrians in mind to help give them safe passage across the highway.

"The proximity of this location to neighborhoods, the trail system and a nearby DART station underscored the need for both roadway and pedestrian access improvements," said TxDOT Transportation Engineer Supervisor Michael Bazie. "Elements like sidewalks, bike lanes, lighting and traffic signals have been incorporated into the project along Lake June Road to emphasize safety for everyone in this busy corridor."

Also bringing safety considerations to new heights is the new trail bridge



SOURCE: TxDOT

TxDOT graphic

running alongside US 175. With creeks and small lakes networking along either side of the roadway, lower-lying areas can be prone to flooding. By constructing an elevated trail bridge, it eliminates the challenge of muddy conditions for trail users while also providing a critical safety buffer to keep pedestrians and bikes separate from the nearby highway traffic. The new trail bridge runs from the Lake June

Road interchange to Second Avenue, a total length of just over one mile.

The overall project is a partnership with TxDOT, the City of Dallas, Dallas County and The Loop Dallas. The new trail bridge is an important piece of the Trinity Forest Spine Trail system in the area.

MORE ON BACK PAGE »

### DECEMBER 2025 LET PROJECTS

#	CSJ No.	HWY	PROJECT LIMITS	TYPE OF WORK	CONTRACTOR	BID
1	CSJ: 0135-02-075	US 380	BAYLOR SCOTT AND WHITE DRIVE TO CUSTER ROAD	PREVENTIVE MAINTENANCE	AUSTIN BRIDGE & ROAD SERVICES, LP	\$1.80 M
2	CSJ: 0574-02-023	FM 636	CR 4668 TO SH 31	REHABILITATE EXSISITNG ROADWAY	BIG CREEK CONSTRUCTION, LTD.	\$6.09 M
3	CSJ: 0918-24-285	W PARKER	W PARKER ROAD AT PITTMAN CREEK	BRIDGE REPLACEMENT	BIG CREEK CONSTRUCTION, LTD.	\$1.81 M
4	CSJ: 1014-04-018	FM 1777	CR 677 TO SH 66	REHABILITATE EXISTING ROADWAY	BIG CREEK CONSTRUCTION, LTD.	\$5.80 M
5	CSJ: 2682-01-024	FM 2555	SH 22 TO WEST PARK ROW	REHABILITATE EXISTING ROADWAY	TEXAS MATERIALS GROUP, INC.	\$1.63 M

ESTIMATED TOTAL **\$17.13 M**

SOURCE: TxDOT

### JANUARY 2026 SCHEDULED LET PROJECTS • (SUBJECT TO CHANGE)

#	CSJ No.	HWY	PROJECT LIMITS	TYPE OF WORK	EST. COST (M)
1	CSJ: 0092-08-021	BI 45G	SS 469 to SH 34	INSTALL RAISED MEDIAN	\$1.53 M
2	CSJ: 0817-01-035	FM 428	WEST OF FM 2931 TO EAST OF FM 2931	INSTALL TRAFFIC SIGNAL AND LEFT TURN LANES	\$1.50 M

ESTIMATED TOTAL **\$3.03 M**

SOURCE: TxDOT

### COMPLETED CONSTRUCTION PROJECTS • (FROM DECEMBER 1-31, 2025)

#	CSJ No.	HWY	PROJECT LIMITS	TYPE OF WORK	EST. COST (M)	COMPLETED DATE
1	CSJ: 0081-05-053	FM 428	N OF SL 288 TO FM 3524	DISTRICTWIDE SEAL COAT	\$18.9 M	12/22/2025
2	CSJ: 0092-14-086	I-345	FROM I-30 INTERCHANGE TO SP 366	BRIDGE WIDENING OF REHABILITATION	\$21.9 M	12/19/2025
3	CSJ: 0095-04-069	US 80	AT SH 205 / FM 148	INTERSECTION IMPROVEMENT	\$15.9 M	12/11/2025
4	CSJ: 0135-02-069	US 380	SH 289 TO LOVERS LANE	INSTALL ILLUMINATION	\$2.0 M	12/23/2025
5	CSJ: 0451-04-026	SH 205	SH 66 TO JOHN KING	REHABILITATE EXISTING ROAD	\$4.2 M	12/19/2025
6	CSJ: 0816-02-089	FM 455	EAST OF MARION RD TO US 377	REHABILITATE EXISTING ROAD	\$5.1 M	12/08/2025
7	CSJ: 2374-04-085	I-20	WEST OF COCKRELL HILL RD TO HAMPTON RD	CONSTRUCT FRONTAGE ROADS	\$79.9 M	12/01/2025
8	CSJ: 2681-01-029	FM 2499	FM 1171 TO TARRANT COUNTY LINE	REHABILITATE EXISTING ROAD	\$1.9 M	12/19/2025
*	CSJ: 0918-47-457	VARIOUS	VARIOUS	CONSTRUCT PEDESTRIAN INFRASTRUCTURE	\$0.8 M	12/15/2025

ESTIMATED TOTAL **\$150.6 M**

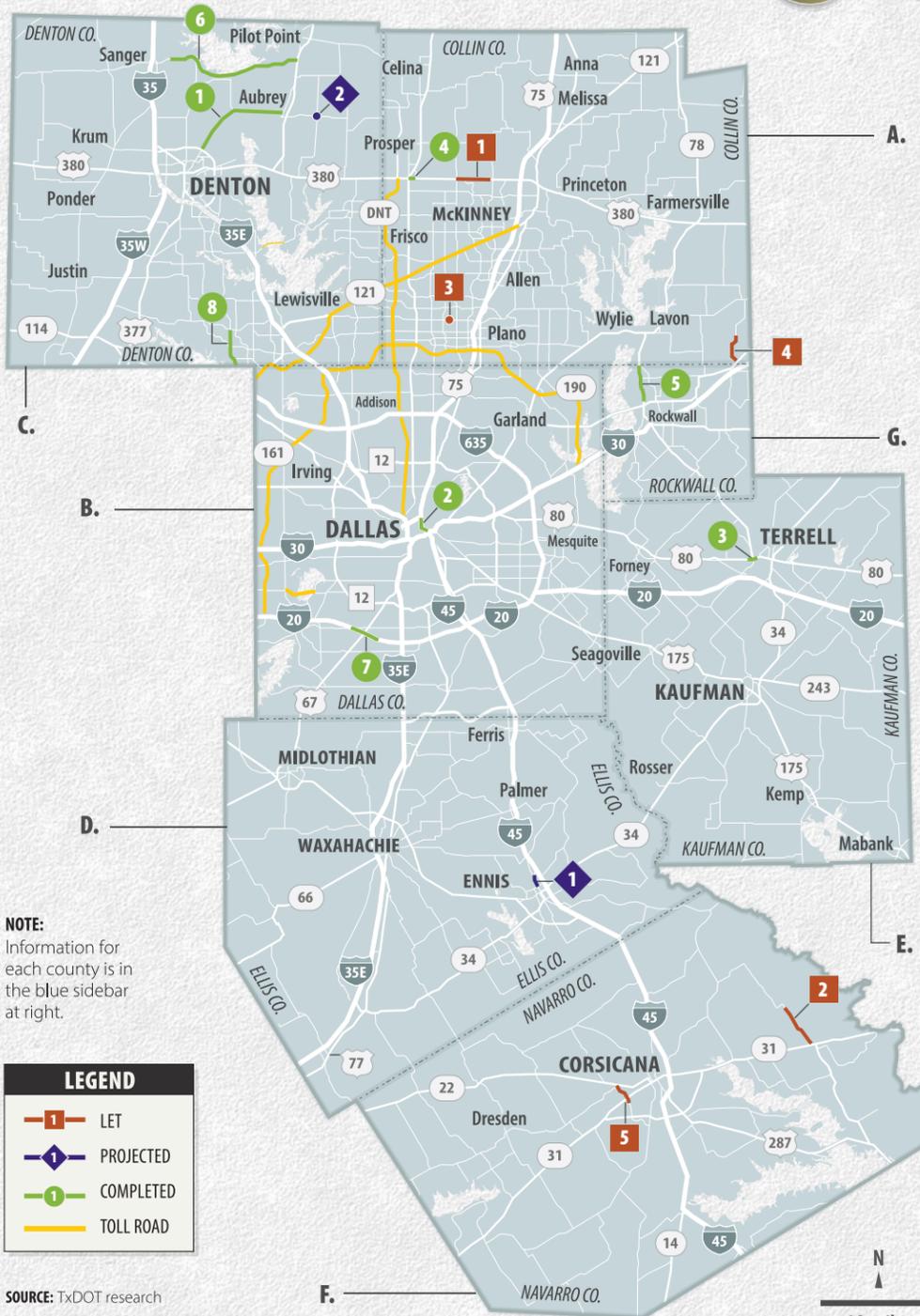
\*Unmapped. SOURCE: TxDOT

TxDOT graphic



### DALLAS DISTRICT PROJECTS MAP

COLOR AND NUMBERED BOXES CORRESPOND WITH THE CHARTS ON PAGE 2 AND SHOW PROJECTS THAT HAVE LET IN **DECEMBER 2025**, ARE PROJECTED TO LET IN **JANUARY 2026**, OR HAVE RECENTLY BEEN **COMPLETED**.

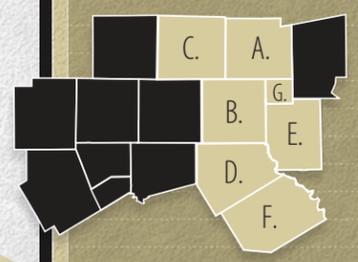


**NOTE:** Information for each county is in the blue sidebar at right.

**LEGEND**

- 1 LET
- ◆ 1 PROJECTED
- 1 COMPLETED
- TOLL ROAD

SOURCE: TxDOT research  
\*POPULATION ESTIMATE: NCTCOG



#### 2025 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 4,272,434  
\*POPULATION ESTIMATE | 5,739,222  
LANE MILES | 11,456

**A. | COLLIN COUNTY**  
VEHICLE REGISTRATION: 892,924  
\*POPULATION ESTIMATE: 1,305,366  
LANE MILES: 1,578

**B. | DALLAS COUNTY**  
VEHICLE REGISTRATION: 2,101,685  
\*POPULATION ESTIMATE: 2,762,279  
LANE MILES: 3,563

**C. | DENTON COUNTY**  
VEHICLE REGISTRATION: 763,677  
\*POPULATION ESTIMATE: 1,068,355  
LANE MILES: 1,822

**D. | ELLIS COUNTY**  
VEHICLE REGISTRATION: 201,810  
\*POPULATION ESTIMATE: 239,923  
LANE MILES: 1,627

**E. | KAUFMAN COUNTY**  
VEHICLE REGISTRATION: 151,162  
\*POPULATION ESTIMATE: 171,808  
LANE MILES: 1,225

**F. | NAVARRO COUNTY**  
VEHICLE REGISTRATION: 54,161  
\*POPULATION ESTIMATE: 55,991  
LANE MILES: 1,276

**G. | ROCKWALL COUNTY**  
VEHICLE REGISTRATION: 107,015  
\*POPULATION ESTIMATE: 135,500  
LANE MILES: 365

## MINUTES

### REGIONAL TRANSPORTATION COUNCIL PUBLIC MEETING

#### Technology Project Identification

#### North Texas Zero Emission Vehicle Call for Projects

#### Fiscal Year 2027-2029 Management, Operations and Air Quality Program

#### Meeting Date and Location

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting on Monday, Nov. 10, 2025, at noon in Arlington. Patrons could attend in person, via phone or view the live stream at [www.publicinput.com/nctcogNov25](http://www.publicinput.com/nctcogNov25). 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 amended on Nov. 10, 2022. Staff presented information about:

- Technology Project Identification – **presented by Braulio Bessa**
- North Texas Zero Emission Vehicle Call for Projects– **presented by Juliana VandenBorn**
- Fiscal Year 2027-2029 Management, Operations and Air Quality Program – **presented by Cody Derrick**

The public meeting was held to educate, inform and seek comments from the public. Comments were solicited from those attending who wished to speak for the record. The presentations made during the meeting as well as a video recording were posted online at: [www.publicinput.com/nctcogNov25](http://www.publicinput.com/nctcogNov25).

#### Summary of Presentations

##### ***Technology Project Identification presentation:***

<https://nctcog.org/getmedia/ba4abf4e-144b-4774-9062-a8be69f33a23/Technology-Project-Identification.pdf>

The Technology Innovation Program aims to promote regional coordination and innovation readiness by deploying emerging transportation technologies that improve safety, efficiency and connectivity. The program currently includes seven completed projects, three canceled projects and six ongoing initiatives with continued partner coordination. Funded through \$8.7 million from the Surface Transportation Block Grant Program (STBG), the Innovation Program uses transportation development credits to cover local matches and supports the new Technology Project Identification (TPI) Framework, which is a three-step process for collecting ideas, evaluating eligibility and managing procurement.

The TPI Framework will guide future project selection in five emphasis areas: road safety, innovative mobility for food access, delivery bots/drones, next-generation traffic systems and autonomous shuttles/vehicles. Projects will be evaluated based on innovation, regional investment value and partnership potential, with projects requiring a maximum cost of \$3 million, technology readiness, data-sharing commitments and compliance with federal procurement and connected vehicle standards. A draft schedule is under development as timelines and next steps continue to be refined. The Regional Transportation Council is expected to take action on final ideas for the Technology Innovation Program in July 2026.

***North Texas Zero Emission Vehicle Call for Projects presentation:***

<https://nctcog.org/getmedia/8b0e8856-d883-4f14-90c9-d812ba7ea0a1/North-Texas-Zero-Emission-Vehicle-Call-for-Projects.pdf>

NCTCOG was awarded \$60 million from 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—and their 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. Replacing diesel heavy-duty trucks, which are responsible for approximately 70 percent of ozone-forming pollution in the Dallas-Fort Worth region, will significantly reduce air pollution.

The call for projects opened Oct. 24, 2025, and applications are due Feb. 13, 2026, at 5 p.m. If funds remain, NCTCOG may reopen applications in 90-day increments. All reimbursements must be requested by Oct. 31, 2027. The National Renewable Energy Laboratory (NREL) is also offering free technical assistance for applicants.. For more information, visit [NCTCOG - North Texas Zero Emissions Vehicles Project](#).

***Fiscal Year 2027-2029 Management, Operations and Air Quality Program presentation:***

<https://nctcog.org/getmedia/3dfaa90e-93bc-451c-b358-3937caf32fd9/FY2027-2029-Management-Operations-and-Air-Quality-Program.pdf>

The Management, Operations and Air Quality Program provides funding to improve the region's air quality, manage the transportation system and address safety issues. The funds are also used to provide planning and implementation assistance to reduce congestion and support public transit as well as bicycle/pedestrian projects and programs. The last funding cycle covered fiscal years 2024 through 2026. The current proposal recommends funding for fiscal years 2027 through 2029 using a mix of Surface Transportation Block Grant (STBG) funds, Congestion Mitigation and Air Quality (CMAQ) funds and other regional resources. These programs help the region remain below the Environmental Protection Agency's (EPA) motor vehicle emissions budget, which is critical as long-range air quality projections show emissions trending upward toward 2050.

Over the next three fiscal years, NCTCOG is proposing approximately \$90 million in funding: \$16.06 million for planning activities, \$18.02 million for air quality initiatives, \$47.67 million for implementation programs and \$8.24 million for travel demand management efforts, including employer trip reduction and vanpool programs. The proposed timeline includes public involvement efforts, a Regional Transportation Council (RTC) information briefing and potential action by the Surface Transportation Technical Committee and RTC in December 2025.

## COMMENTS RECEIVED DURING THE MEETING

### Technology Project Identification

#### **Don Stilley, Citizen**

##### A. Additional project information

*Comment:* Some of the projects mentioned here are listed as ongoing or canceled. How can I find more information about them, specifically the AV projects?

*Summary of response by Natalie Betteger:* I can provide you with additional information about those projects, along with more detail on why certain projects were canceled. Many of the cancellations were based on the agencies' level of interest, while the ongoing projects are still moving forward. Since these are technology projects that were funded several years ago, we've been emphasizing the need to either get them started or consider canceling them. That's why you're seeing some listed as canceled—those decisions were based on feedback from the agencies.

For the projects that are still active, we can definitely give you more information, including points of contact at the agencies so you can reach out directly to the project managers. I can follow up with you after the meeting and provide all of the information.

### Fiscal Year 2027-2029 Management, Operations and Air Quality Program

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

## A. Traffic signaling and congestion initiative

*Comment:* I'm particularly interested in learning more about the Fiscal Year 2027-2029 Management and Operations items that Cody Derick discussed. I'm very interested in topics like traffic signaling and congestion conformity, so I'm hoping the handouts will provide additional detail. Thank you.

*Summary of response by Jackie Nolasco:* We'll make sure you receive all of the standard information. Thank you so much for your comment.

## Other

### David Robison, Citizen

#### A. Regional airport expansion

*Comment:* I read the recent newsletter and noticed the discussion about developing air travel and aviation career opportunities. It made me wonder whether NCTCOG has explored creating a commercial passenger or freight airport in the eastern part of the region, specifically near Poetry, Texas, in Kaufman and Hunt counties. With McKinney expanding its regional airport and other major cities having multiple airports, I believe this area, especially with nearby Rockwall County and the future Collin County Outer Loop, could serve many communities like Greenville and Tyler.

As our population grows, traffic will only worsen; even now, getting to DFW from Mesquite during rush hour is difficult. Based on what I've seen in Los Angeles, congestion can become extreme if we don't plan ahead. I think now is the right time to consider an airport in this part of the Metroplex while land is still available, and I wanted to share this idea so it's on NCTCOG's radar.

*Summary of response by Natalie Betteger:* Yes, and I'll definitely make sure this comment gets to the people who handle that work. I do work on the aviation side of things, and while most of our aviation efforts focus on general aviation facilities, we also coordinate closely with Love Field and DFW Airport to monitor their capacities and identify when they may reach maximum capacity. They share that information with us, and we assess it from a regional perspective.

We've also been in communication with McKinney as their interest in expanding airport capabilities has grown. I will make sure this information reaches the appropriate staff who are looking at these issues.

### George Cuba, Citizen

#### A. DART referendum

*Comment:* I have a question regarding DART. How is NCTCOG and the Transportation Department accounting for and adjusting to the four DART member cities that voted this past week to put their DART memberships up for a citywide referendum, especially since some of these cities have little intention of providing a suitable transportation alternative if they withdraw from DART?

*Summary of response by Natalie Bettger:* Regarding those items, that’s something our director, Michael Morris, is taking to our policy board—the Regional Transportation Council (RTC). They will ultimately decide how these developments may impact on the region’s transportation plans and operations. RTC will be discussing this as an agenda item at their upcoming meeting, and I can provide you with information on how to view that meeting online if you’re interested in following the discussion or the decisions made about transit.

The Regional Transportation Council serves as our department’s policy board. They consider regional policies, approve transportation projects and guide many of the decisions we implement. The meeting is on Thursday, November 13. RTC will be taking up this issue at their next meeting.

**Phyllis Silver, Citizen**

A. DART referendum

*Comment:* Hello, my name is Phyllis Silver, and I live in Addison. My main question is essentially the same as the previous caller’s what COG plans to do regarding the potential DART member city withdrawals, though you’ve already addressed that.

*Summary of response by Jackie Nolasco:* We’ll make sure you receive all of the standard information. Thank you so much for your comment.

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

**Other**

**Mail**

**Phyllis Silver, Citizen**

Please see Attachment 1 for comments submitted via postal mail.

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

Technology Project Identification

Technology and Innovation Program Projects Update

The pages were not numbered, however on the 3<sup>rd</sup> page titled "Cancelled AV Projects" -

Question

Why were each of these projects cancelled, from the descriptions, they seem like worthwhile projects - access to meals and also health care services

on the 7<sup>th</sup> Page - Emphasis Areas

Comment on Next-Gen Traffic Signals

While I am aware that this initiative focuses on improving traffic flow, I would also like to see leading pedestrian intervals, giving pedestrians a few seconds head start prior to the green light for autos. This allows pedestrians to clear the intersection prior to cars turning.

---

North Texas Zero Emission Call for Projects

Pg 7 - Infrastructure category

Question - what is the Davis Bacon Act?

Also under Infrastructure - it mentions NCTCOG 16-County Region, however in the Technology & Innovation Program Projects Update, 9<sup>th</sup> page, it mentions NCTCOG's 12 Counties MPO boundaries under "Location."

Are there 12 Counties or 16 Counties or are there a different number of Counties depending on the subject? Can you elaborate on this?

FY 2027-2029 Management, Operations, and Air Quality Program

Comment

I commend NCTCOG for ensuring that existing programs and projects can be continued without interruption in FY 2027-2029

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Matrix - Fiscal Year 2027-2029 Management, Operations, and Air Quality Program

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Draft Recommendations

Question -

On several of the pages - what does "RTR" stand for in the "Proposed Funding Source" column?

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Phyllis Hillman

12/4/2025

(Received my Packet on 11/28/2025)

**MINUTES**

**REGIONAL TRANSPORTATION COUNCIL  
PUBLIC MEETING**

**2025 End of Ozone Season**

**North Texas Electric Vehicle Infrastructure Call for Projects Funding Recommendations**

**Traffic Signal Program Funding Process**

**Proposed Modifications to the List of Funded Projects**

**Meeting Date and Location**

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting on Monday, Dec. 8, 2025, at noon in Arlington. Patrons could attend in person, via phone or view the live stream at [www.publicinput.com/nctcogDec25](http://www.publicinput.com/nctcogDec25). Lori Pampell Clark, Senior Program Manager, moderated the meeting attended by 62 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:

- 2025 End of Ozone Season – **presented by Daniela Tower**
- North Texas Electric Vehicle Infrastructure Call for Projects Funding Recommendations – **presented by Jared Wright**
- Traffic Signal Program Funding Process – **presented by Gregory Masota**

The public meeting was held to educate, inform and seek comments from the public. Comments were solicited from those attending who wished to speak for the record. The presentations made during the meeting as well as a video recording were posted online at: [www.publicinput.com/nctcogDec25](http://www.publicinput.com/nctcogDec25).

**Summary of Presentations**

**2025 End of Ozone Season presentation:**

<https://www.nctcog.org/getmedia/bdc07103-45a8-44f4-a7ad-007cbaabb9c7/2025-End-of-Ozone-Season.pdf>

The 2025 ozone season concluded at the end of November, and preliminary data show the region ended with a design value of 83 parts per billion (ppb), primarily driven by high readings in Frisco, Fort Worth Northwest and surrounding northwestern areas. This aligns with the region's typical summer wind pattern, which carries pollutants from the southeast toward the northwest, where they undergo photochemical reactions that form ozone. The highest six monitors for 2025 ranged from 80 to 83 ppb. This season recorded 44 exceedance days, with 40 orange-level and 4 red-level exceedance days.

Looking ahead, the region faces significant challenges in meeting the 2008 ozone standard of 75 ppb by the end of 2026. Data shows achieving attainment would require unrealistically low ozone levels next year, making it likely that the region will miss the standard. If attainment is not met, Clean Air Act Section 185 fees could be imposed on major pollution sources, potentially raising operational costs that may be passed on to consumers. NCTCOG continues to provide resources—including the new 2025 Air Quality Handbook—and maintains multiple public information platforms such as Air North Texas, TCEQ statewide alerts and local air quality initiatives. Additional regional and national tools, along with local emissions control programs, aim to support public awareness and long-term ozone reduction efforts.

***North Texas Electric Vehicle Infrastructure Call for Projects Funding Recommendations presentation:***

<https://www.nctcog.org/getmedia/b21b53e9-30cd-447f-ab01-dea020d5ce5e/North-Texas-Electric-Vehicle-Infrastructure-Call-for-Projects-Funding.pdf>

The North Texas Electric Vehicle Infrastructure Call for Projects stems from the Federal Highway Administration's Charging and Fueling Infrastructure Program, which awarded the region \$15 million to expand publicly accessible EV charging. The program aims to fill geographic gaps in the regional charging network by funding roughly 100 charging ports at approximately 25 locations. Eligibility has been limited to publicly owned properties such as libraries, parks and recreation centers.

The Call for Projects received 109 eligible site proposals from 36 public agencies across 12 counties; of these, 55 sites are recommended for funding, 48 sites have been waitlisted and 6 have been removed. The recommended funding totals approximately \$10.7 million and includes the use of Regional Transportation Council (RTC) Local Funds to support a project in Erath County due to delayed federal funding. The number of funded sites may change as actual procurement costs become known.

The region will bring final recommendations to the RTC in early 2026. This initiative also aligns with statewide efforts under the Texas Electric Vehicle Infrastructure Plan, through which TxDOT is expanding fast-charging corridors and will coordinate with MPOs on future urban charging locations.

***Traffic Signal Program Funding Process presentation:***

<https://www.nctcog.org/getmedia/c489bbc8-b989-4a03-8964-e3741a1c82d1/Traffic-Signal-Program-Funding-Process.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 funding process involves reviewing both the physical inventory and signal performance to determine appropriate improvements based on available funds. NCTCOG maintains updated inventories covering central software, coordination equipment, physical hardware and corridor characteristics. Signal performance is evaluated through research data showing average delay and level of service for each intersection movement. With RTC's approval, the next step is to request funding for each category and guide agencies on how to submit requests

### **Summary of Online Review and Comment Topics**

#### ***Proposed Modifications to the List of Funded Projects handout:***

<https://www.nctcog.org/getmedia/00302a3c-3c76-45e3-a84f-68acf53d9bc7/Proposed-Modifications-to-the-List-of-Funded-Projects.pdf>

A comprehensive list of funded transportation projects through 2028 is maintained in the Transportation Improvement Program (TIP), with committed funds from federal, state, and local sources, and is updated regularly to ensure accuracy; the current modification cycle includes project updates and funding adjustments for transportation initiatives in Dallas, Denton, Tarrant, and Wise Counties, as well as financial adjustments related to public transportation services managed by the Denton County Transportation Authority (DCTA).

### **COMMENTS RECEIVED DURING THE MEETING**

#### **2025 End of Ozone Season**

**Russ Gamber, Citizen**

##### **A. Air quality during upcoming FIFA World Cup**

*Comment:* Will FIFA have any specific air quality standards that will need to be met during the influx of visitors for the upcoming events? And what actions would be taken if air quality is poor on practice or game days? Also, will visitors receive alerts on red or orange air quality days? Finally, as a long-time Arlington resident, I noted that Arlington was not listed among the local air quality initiatives and asked whether the city is planning to implement any.

*Summary of response by Lori Clark:* We may need to follow up with colleagues more directly involved with FIFA to confirm whether any special air quality standards are required, though we have not heard of anything beyond the standards the region already follows. We currently participate in FIFA's sustainability committee and are coordinating expanded transit service and heightened Air North Texas outreach during the events, while existing air quality alert systems, and possibly the FIFA visitor app, could help notify attendees on high-ozone days. There are already localized air quality resources, though the list is still being updated. Under the Mobility Plan Policy Bundle, local governments can adopt air quality policies such as clean fleet standards and idle-reduction signage. Arlington is already engaged in some of these efforts.

## **Other**

### **Phyllis Silver, Citizen**

#### **A. Air quality standards, pedestrian safety and public comment period**

*Comment:* I am concerned about the worsening regional air quality and would like further clarification on design values, noting that despite cleaner fleets, fewer gas-guzzling vehicles and more electric vehicles, ozone levels appear to be rising. Also, are the region's efforts being undermined by other sources of pollution? Addressing traffic operations, I urge the team to consider giving pedestrians a few seconds head start before turning vehicles, emphasizing that both right- and left-turning cars often conflict with people crossing, especially near shopping centers. Finally, I am requesting clarification on the public comment deadline, noting that the item will go to RTC on January 8 and asking when written or online comments must be submitted.

*Summary of response by Lori Clark:* Public comments will be accepted through Tuesday, January 6, and we encourage you to review the Air Quality Handbook for a clearer explanation of how design values are calculated, although recent trends show some regression, current design values are still far lower than those in the early 2000s. We should note that population growth, construction activity, expanding development and weather conditions all contribute to rising ozone levels despite ongoing initiatives. Regarding pedestrian safety, the MPO already promotes leading pedestrian intervals (LPIs) as a best practice and has provided training, peer-to-peer exchanges and policy guidance to help agencies implement them. But we will take your suggestion back to the team to explore whether a formal policy could require LPIs during signal retiming or synchronization.

### **Proposed Modifications to the List of Funded Projects**

#### **Tameila Spillman, TxDOT Dallas District**

##### **A. Funding adjustments**

*Comment:* The Dallas District requests a correction to MOD2025-0655. Per the NT Moves Trade proposal, the overall funding for CSJ 2921-01-010 was not intended to be reduced, as currently reflected in the MOD; accordingly, the district requests that the Category 2 funding amount in the proposed modification be corrected from \$12,758,463 to \$16,508,462, as highlighted in the snippet below.

FUNDING									
FY	Phase	CSJ	Category	Federal	State	Regional	Local	Local Contribution	Total
2025	ENG	2921-01-010	SW PE	\$0	\$1,350,000	\$0	\$0	\$0	\$1,350,000
2025	UTIL	2921-01-010	SW ROW	\$0	\$500,000	\$0	\$0	\$0	\$500,000
2026	CON	2921-01-010	2M - METRO CORR	\$13,206,770	\$3,301,692	\$0	\$0	\$0	\$16,508,462
2026	CON	2921-01-010	5 - CMAQ	\$4,280,192	\$1,070,048	\$0	\$0	\$0	\$5,350,240
2026	CON	2921-01-010	7 - STBG	\$15,000,000	\$0	\$0	\$0	\$0	\$15,000,000
2026	CON	2921-01-010	TDC (MPO)	\$0	\$0	\$0	\$3,000,000	\$0	\$0
Total				\$32,486,962	\$6,221,740	\$0	\$0	\$0	\$38,708,702

*Summary of response by Ken Bunkley:* Thank you for your input. The change has been made and will be presented to the RTC for approval on January 8, 2026.

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

**Other**

**Mail**

**Phyllis Silver, Citizen**

Please see Attachment 1 for comments submitted via postal mail.

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

North Central Texas Council of Governments  
December<sup>2025</sup> Public Meeting - Comments +  
Questions

2025 End of Ozone Season

Comment

It was easier to understand this report after having read through the 2025 Air Quality Handbook. In particular, pages 4 + 6 of the presentation were easier to follow after going through the exercise in the Handbook on page 17 - calculating the 2024 ozone design value.

North Texas Electric Vehicle Infrastructure Call for  
Projects Funding Recommendations

Accompanying matrix - North Texas Electric Vehicle  
Infrastructure Project: Funding Recommendations -  
Metropolitan Planning Area

Comment - I think that it is innovative to have the charging stations in public library parking lots and parking lots of transit centers.

Traffic Signal Program Funding Process

Question + Comment  
Question: Pg. 5 - just a point of information - was this photo taken in Las Vegas, Nevada? I visited relatives several years ago and I know there is a major street called "Rainbow."

Comment - When I visited Las Vegas several years ago, I noticed that at some intersections the traffic signal components hanging on the mast arm had small holes in it, I believe to better perform in the wind. In our area, the traffic light back plates are solid + swing

wildly in the extreme winds. I would think that the holes in the back plate would make it more stable. I don't remember the street name where I saw this, but I know it was close to UNLV (University). As I say, it was several years ago so the mast and signal components may have been replaced since then.

### General Comment:

I notice on the agenda you now have the presenters' names for the meeting topics and staff names for other resource topics. I find this addition to be helpful. Thank you for adding these names.

### Draft February 2026 TIA Modifications for Public Review

TIP Code 24039 Modification # 2025-0610

I see that traffic signal improvements are being considered at Preston + Frankford. When crossing on foot from the east side of Preston to the west side of Preston at the traffic signal on the southeast corner, the walk sign does not come on, even when you press the button. For safety reasons, I'd like to see this fixed.

Phyllis Wilson  
12/22/2025

**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 general public comments submitted from Monday, Oct. 20 through Wednesday, Nov. 19, 2025, via website, email, social media and in person at NCTCOG's monthly Regional Transportation Council (RTC) meeting. This month, comments related to transit were in the majority.

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 7 new comments related to bicycle/pedestrian, roadway and transit conditions. You can view these new comments as well as past comments by visiting:<http://nctcoggis.maps.arcgis.com/apps/CrowdsourcingReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

**Air Quality**

**Facebook –**

1. Que no te estafen. La inspección vehicular en línea es ilegal. ¡No existen las de "TODO PASA!"  
**Translation:** Don't get scammed. Online vehicle inspection is illegal. There are no "ALL PASS!" –  
NCTCOG Transportation Department



Puro robo. **Translation:** Pure robbery – Jose Magdaleno

Pinches ratas el carma se las cobre double chingar ala jente. **Translation:** [REDACTED] rats Karma will get you for screwing people over – Carmelo Mendez

Pinches. **Translation:** [REDACTED] – Sergio Hernandez

Tu mama también pasa. **Translation:** Your mom passes, too. – Jorge Ortiz

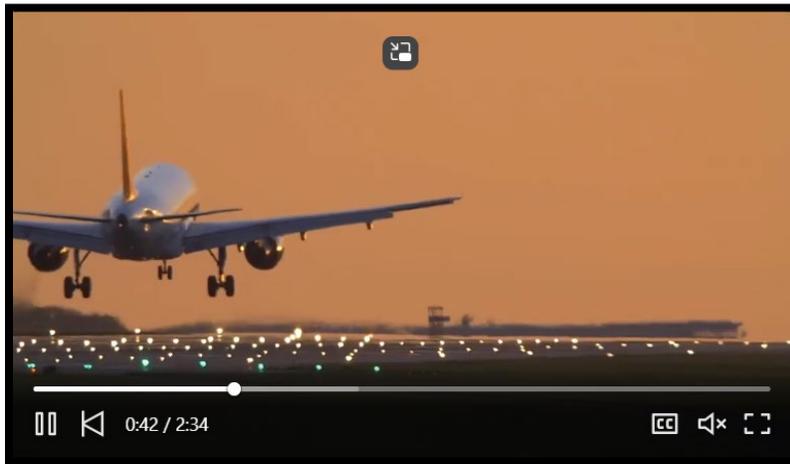
**Jorge Ortiz** hahahaah y su abuela también **Translation:** Hahahaah and her grandmother, too. – Juan F Portillo

Muy cierto, es ilegal pero esta gente pendeja hasta se anuncia en Facebook. **Translation:** Very true, it is illegal, but these stupid people even advertise on Facebook. – Joaquin Carreno

## Aviation

### LinkedIn -

1. Take a behind-the-scenes look at how North Texas is laying the groundwork for the future of Advanced Air Mobility. The [University of North Texas](#) is advancing research and education around emerging aviation technologies. [Alliance Aviation Services](#) and [Perot Field Fort Worth Alliance Airport](#) are integrating cutting-edge infrastructure and development strategies to support the growth of AAM operations. [Arlington Municipal Airport](#) is exploring opportunities and readiness for advanced aviation services in urban environments. Learn more about advanced air mobility in North Texas at the link in the comments below or reach out to our aviation experts, [Walker Brown](#), [Nicole Johnson, C.M.](#) and [Ernest Huffman!](#) [#Aviation](#) [#AAM](#) – NCTCOG Transportation Department



Thank you, NCTCOG, for your leadership! – Kamesh Namduri

Can't wait to learn more about it. – Vivian Myretetus

## High-Speed Rail

### LinkedIn -

1. A quick behind the scenes look at our staff visiting Oklahoma City via the Amtrak Heartland Flyer last week. Stay tuned for the video we're planning to release early next year! – NCTCOG Transportation Department



Keep the Heartland Flyer running – Greg Dickey

I love the Heartland Flyer! Discovered it in 2009 when looking for alternative transportation from Dallas to Norman, OK and the Univ of OK. – Heather Dickie

## Public Involvement

### Facebook -

1. Technology Project Identification, NTx Zero Emissions & more for review/comment.  
[www.publicinput.com/nctcogNov25](http://www.publicinput.com/nctcogNov25) – NCTCOG Transportation Department



Investigate DART in Dallas Texas and stop them from wasting our tax money and making us pay too much for [Transportation Nightmare](#). – Amy Nemz

We're never gonna have zero emissions, we live in rural Texas!!!! – Connie Cawthon

The deadline to submit needs to be edited to November, it currently reads December – Tonya Morris

Tonya Morris Thank you for you comment, Tonya! That is correct, though, the comment period for the November meeting is open until December 9. – NCTCOG Transportation Department

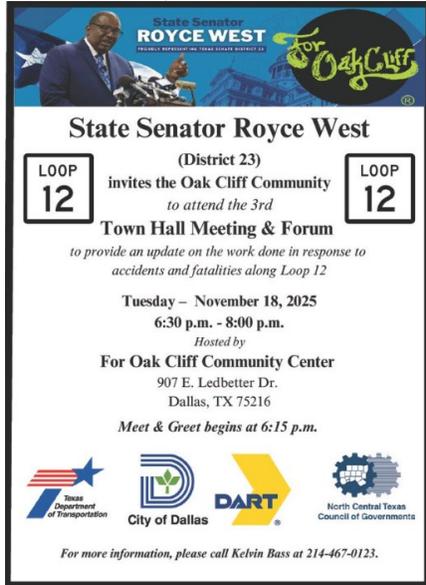
2. The [McKinney Avenue Transit Authority](#) is holding a Public Open House on Monday, November 17 at 5 pm at the William B. Travis Academy in Dallas. Join us for this come-and-go event to discuss the accessibility of the M-Line! – NCTCOG Transportation Department



Your input is valuable - please join us! – McKinney Avenue Transit Authority

**X.com (Formerly Twitter) –**

1. Join us for a community forum with [@SenRoyceWest](#), [@nctcogtrans](#), [@txdotdallas](#), and [@dartmedia](#) to discuss and update safety upgrades along Loop 12 (Ledbetter Drive). Tuesday, Nov. 18, 2025 6:30 p.m. For Oak Cliff Community Center 907 E. Ledbetter Dr. Dallas, TX 75216 – Dallas Transportation & Public Works (@DDOTransport)



**Roadway**

**Email –**

**Sheila O'Brien, Citizen**

1. October 2025 Transportation Department Public Meeting. Please provide the current status of these projects. The information below was provided by NCTCOG.org in August 2024.

Regarding funding for RM 2871, we are tracking the three projects outlined below:

1. RM 2871 at US 377 – The Regional Transportation Council (RTC) funded an intersection improvement at this location several years ago. It is being implemented by the TxDOT Fort Worth District with construction currently scheduled between late 2027 and mid-2029. This project may be combined into the next project to expedite the delivery of both projects. TxDOT has funded the design, environmental clearance, utility relocation, and land acquisition costs.
2. RM 2871 from IH 20 to US 377 – In February 2024, the RTC approved \$10M in funding and Tarrant County committed another \$10M. TxDOT has funded the design, environmental clearance, utility relocation, and land acquisition costs. The latest cost estimate is \$125M for construction, so we will continue to look for opportunities to partner with the State to find additional revenues for this corridor. It is currently anticipated that construction will begin in mid- to late 2028 after design, environmental, utility relocation, and land acquisition efforts are completed. TxDOT Fort Worth will be the lead agency on this project as it is on the state highway system.
3. RM 2871 from IH 20 to IH 30 – TxDOT Fort Worth is the lead agency on this project and has funded design, environmental clearance, utility relocation and land acquisition efforts. There is no construction funding at this time, as the community has indicated that the other two projects above are a higher priority.

## Safety

### Facebook –

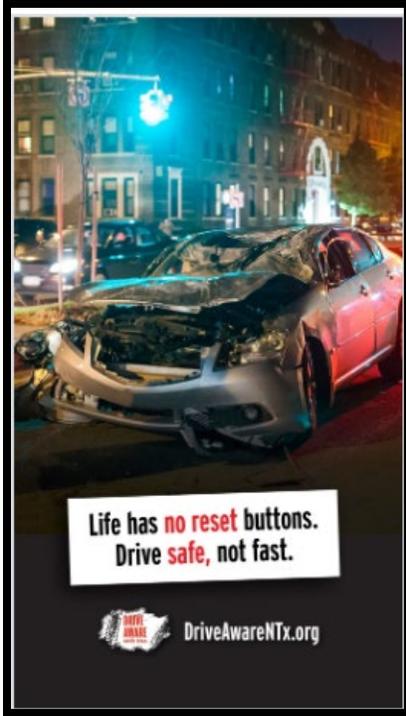
1. Nearly every week, a responder is killed while helping clear a roadway incident. Many more sustain life-altering injuries. The North Central Texas Council of Governments encourages all responders to take the free traffic incident management training. #CRSW!" – NCTCOG Transportation Department



Check out the NCTCOG Traffic Incident Management Training Program: <https://www.youtube.com/watch?v=pW--jWBH4UQ>!" – NCTCOG Transportation Department

### Instagram –

1. Speeding is the #1 factor in serious injury and fatality crashes in DFW. Life has no reset buttons. Drive safe, not fast. – @nctcogtrans



Profiling to the inth degrees. – @cheryllancaster55

### **Email -**

1. Our neighborhood just west of downtown Greenville has experienced population growth and an increase in pedestrian traffic in the area where the railroad crosses Lee and Washington streets. It is increasingly unsafe, not so much from train traffic but vehicular traffic and there is no paved crosswalk leading up to the tracks. People have to jump a small drainage ditch and/or walk out into the street to get across the tracks. Please look into what can be done before someone is hurt or killed. Some of the people using the sidewalk leading up to this intersection are also in wheelchairs. – Milton Babb

### **Transit**

### **Facebook -**

1. The new Dallas Area Rapid Transit (Official DART page) Silver Line is comfortable and convenient. Board the train in Plano and arrive at DFW Airport for your flight in less than an hour. If your destination is closer to home, there are exciting locations along the 26-mile route. – NCTCOG Transportation Department



Rode to DFW from UTD last Sun, loved every minute and added bonus - FREE rides until Nov 8! Smooth as silk, easy, no traffic worries, and saw beautiful areas along the way didn't know existed. Drop off right outside Terminal B 🙌 – Tracy Thoman

Plus, you also can travel directly to many Tarrant County destinations by transferring to Trinity Metro's TEXRail at DFW North Station! – Paul McManus

Paul McManus yes.... – Retno Britt

To view more comments on this post, visit:

<https://www.facebook.com/NCTCOGtrans/posts/pfbid02P1fdyaPk7MmEASpzJB1Bcyg13gJv7gPcdZDdadZYaxzdaGF84SUfMzvagTUMhURI?rdid=c2eZYLRRiKiyvh6w#>

### Other

#### Facebook –

1. Daylight Saving Time ends tonight! Don't forget to set your clocks back one hour! – NCTCOG Transportation Department



What would we do without you, NCTCOG Transportation Department? – Rob Dentremont

**Email –**

**Anthony Burokas, Citizen**

1. I read with interest the City of Frisco TX approving a \$234,000 agreement to install additional Flock cameras to expand warrant-less surveillance of American citizens in public space. <https://communityimpact.com/dallas-fort-worth/frisco/government/2025/10/10/frisco-expands-license-plate-camera-network-to-state-intersections/> Warrant-less tracking of American citizens in public space, without cause, and without due process, needs to be stopped. Now, THis agreement is funded by the Texas Motor Vehicle Crime Prevention Authority. Their 2026 Plan of Operation notes that the types of motor vehicle fraud are: Title Fraud, Registration Fraud, Insurance Fraud, Odometer Fraud, VIN Fraud (VIN switches/VIN Cloning), and Identity Fraud Sales and Synthetic Identity Sales. Creating a warrant-less record of every car passing in front of the cameras does not help with any of these said purposes.

Flock itself noted in an August 25th post on the Flock web site that "we have engaged in limited pilots with the U.S. Customs and Border Protection (CBP) and Homeland Security Investigations (HSI), to assist those agencies." "We also didn't create distinct permissions and protocols in the Flock system to ensure local compliance for federal agency users." – and these are just the unauthorized uses that have been uncovered - that they have admitted to. The Flock systems have been used hundreds of times, inappropriately, to surveil citizens. This must be stopped. The Institute for Justice notes that "Unlike red-light cameras or speed cameras that are triggered by specific violations, these cameras photograph every vehicle that drives by and use artificial intelligence to create a profile with identifying information that is stored in a massive database." Anyone can search the database for any vehicle they wish, all without a warrant.

Moreover, departments around the country are automatically sharing data with each other, making it simple for any citizen's movements to be tracked and cataloged - without permission, without a warrant. Only a mass presumption of guilt requires everyone's movements need to be recorded, all the time. When did we presume everyone to be guilty, first? This needs to be stopped. <https://ij.org/press-release/new-nationwide-campaign-seeks-to-stop-warrantless-use-of-license->

[plate-reader-cameras/](#) Moreover, Flock has also proven itself to be deceptive, deliberately re-installing their surveillance systems - without authorization - in areas where Flock has been ordered to REMOVE their cameras by the city. If you need evidence that what they are doing is deceptive, this is a great example.

"Illinois Secretary of State Alexi Giannoulias discovered that Flock had allowed U.S. Customs and Border Protection to access Illinois cameras - against state law. The RoundTable reported in June that out-of-state law enforcement agencies were able to search Flock's data. The city ordered Flock to shut down 19 automated license plate readers and put its contract with Flock on a 30-day termination notice on Aug. 26. Flock Safety then reinstalled ALL of its stationary license plate cameras in Evanston that had previously been removed, doing so without authorization from the city. Even before any cameras were initially removed, none of them were supposed to be collecting any data. However, Flock's own publicly available data suggests that may not be the case. ... their data indicates some number of cameras may have remained active and logging vehicles after Aug. 26, in violation of the city's order, and without the city's knowledge."

<https://evanstonroundtable.com/2025/09/24/flock-safety-reinstalls-evanston-cameras>

This is not a one-time, or one-location issue. In Colorado, "Flock audit logs obtained through a Colorado Open Records Act (CORA) request showed that Denver's Flock data was searched on behalf of Immigration and Customs Enforcement (ICE) officials over 1,400 times in the year. A statement from the ACLU of Colorado alleges that the Mayor's office and DPD were aware of the misuse despite multiple statements in which the Mayor's office denied such activity." It's being covered up. <https://www.aclu-co.org/press-releases/coalition-of-civil-rights-and-advocacy-organizations-deeply-concerned-about-use-of-flock-cameras-for-ice-surveillance>

We need to protect the right of people to freely move about on public roads, and not treat every citizen as a criminal. Warrant-less tracking of American citizens in public space, without cause, and without due process, needs to be stopped. Now.

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

Thank you for taking the time to share your comments and opinion with us. We appreciate you reaching out and providing your feedback, it helps to inform our ongoing efforts to improve transportation in the region. Your input has been shared with the appropriate staff for their awareness and consideration.

### **Response by Anthony Burokas**

Thanks for your reply - and just as an update - the situation has grabbed the attention of US senators and representatives who are moving to open an investigation that highlights the national security risks associated with Flock cameras. That congress has done ANYTHING about anything shows just how BAD the security is on these devices. I do not want municipal funding paying for cameras that are tracking our every move and repurposing data collected about all of us.

There are over 80,000 of them. They are easily hacked. Press a button a few times on the back of these cameras and within a few minutes turn them into your own personal spy device or malware host or honeypot that steals people's login credentials... whatever you want. (shown in the video)  
There's even a Google search phrase that has the ability to show you the

real-time location of these cameras INCLUDING the ones on police patrol cars.

There are over 47 security issues covered in a recently released paper. The video I'll link to shows six of them. The "dark web" has law enforcement flock safety accounts for sale with escrow protection by a reputable vendor. In the cyber industry, there are things called access brokers. And some people specialize in government agencies or maybe local law enforcement. Were they bought or stolen off of a police officer or a flock employee? Doesn't matter. The point is, these access accounts are out there, right now, giving direct access to everything that ALL these cameras record.

This easily hacked access can be used to REPLACE or MODIFY captured footage or images. This brings into question the INTEGRITY of the data being used as evidence in court. Has it been tampered with? The apps that are installed all have "debug enabled" which on these Android devices means that you can pause them in runtime. You modify the memory. It gives you system injection access. This means that malicious code can be installed and executed on any of these devices. They are unsecure. They are running OUTDATED and non-supported versions of Android which have hundreds of published exploits. These have NOT been hardened for security.

Flock Safety devices don't require two-factor authentication with some police departments. Yes, you heard that right. The security process you go through when you log into Disney Plus is just too much to ask some police departments to do - when accessing confidential information AND the location of virtually everyone. Included in the hard-coded information stored inside Flock Safety cameras is a list of Wi-Fi network names. When someone set up a dummy network with one of these Wi-Fi names, some Flock safety cameras happily connected to the dummy network and routed the cameras' data traffic through it. Others even prioritized the dummy network by default. There are clear text credentials in the data. This is not secure.

There is NO data proving that these cameras benefit the population they are deployed in. (demonstrated in the video) They are a WASTE of money. They are long-term surveillance, which is against the law. Flock Safety's website states that they do not capture or record data of people, but only vehicles; that data and footage is encrypted throughout the entire life cycle; and that data is automatically removed from devices after 7 days.

This video shows all of that to be lies. It recorded video of people moving in front of the cameras. It cataloged and SAVED that video. It saved video longer than 14 days. The devices intentionally save the footage, not erase it. Secondly, throughout the entire process of testing in the video, they didn't have to decrypt a single thing. Nothing was encrypted. Nothing. And finally, when going through the files and temp folders of the Falcon cameras, they found images WAY older than 7 days, including images that were captured

when the camera was triggered inside the factory where the device was made. Demonstrating that all of Flock's "security" claims to be 100% lies.

I encourage you to take a few minutes and watch the video. I URGE you to cancel contracts with Flock, or ANY surveillance system, have the cameras removed, and notify other cities. The video ->

<https://youtu.be/uB0gr7Fh6lY> The Cameras Tracking You = A Security Nightmare "You won't be able to take a breathe of fresh air - without us knowing." This is the kind of █████ Americans used to make fun of China about... now we're spending city funds to install it for them?



**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 general public comments submitted from Thursday, Nov. 20 through Friday, Dec. 19, 2025, via website, email, social media and in person at NCTCOG's monthly Regional Transportation Council (RTC) meeting. This month, comments related to safety and transit were in the majority.

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 35 new comments related to bicycle/pedestrian, roadway and transit conditions. You can view these new comments as well as past comments by visiting: <http://nctcoggis.maps.arcgis.com/apps/CrowdsourcingReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

**Air Quality**

**Linkedin -**

1. ⚡💡🌞 Reflections from our "Connecting Texas: The Future of EV Infrastructure and Fleet Electrification" panel with Phillip Martin Mario Bravo Ralph Adams at the Intersolar & Energy Storage North America: #EVs #BEVtrucks #infrastructure • Texas is deploying more than \$400 million in EV transition funding through Texas Commission on Environmental Quality. • NEVI is open again with more than \$400 million allocated to Texas. • North Texas funding: NCTCOG Transportation is offering up to \$58.6 million in rebates to replace older vehicles with zero-emission vehicles. A lot of other TX energy topics kept the discussions vibrant: #ERCOT #renewableenergy #texasstorage ERCOT's interconnection queue tells the Texas story: (Thank you Joshua D. Rhodes, PhD for the graphic.) • Storage leads the queue by a wide margin, with solar close behind. • A meaningful share already has signed interconnection agreements. #digitalinfrastructure Digital infrastructure is creating a whole new wave of investment and economic development: • Texas is one of the fastest-growing data-center markets in the world. • Google \$40 billion Texas buildout, Vantage Data Centers new AI campus, and Meta 1 GW project in El Paso are reshaping load growth across the state. • Generation is no longer the bottleneck – interconnection, transmission, and supply chain are. .... And yes, everyone is watching water resources closely. #solarenergy #photovoltaics #perovskite Solar technology innovation: • Janta Power Inc is pushing smart designs and opening up new market opportunities. • Caelux® is rapidly scaling perovskite technology toward commercialization, with the promise of cheaper, better, higher-efficiency photovoltaics – reinforcing why solar continues to be the most cost-effective source of new generation!! #texasenergy #energypolicy A final point raised in many side conversations: • The Texas energy market remains robust and dynamic. The market is doing its job. The trick now is making sure nobody gets in its way with policy ideas that cost more than they fix 😊 and especially if they restrict access to low-cost power especially when that power is

coming from renewable resources that have consistently proven their economic value. Thank you [Doug Lewin](#) + [Hala Ballouz](#) for the keynote address and keeping us on the right track! — Iga Hallberg

## Public Involvement

### Facebook –

1. End of ozone season, funding & more for review/comment. — NCTCOG Transportation Department



I wish the [NCTCOG Transportation Department](#) would do some leading by example, rather than the perennial “Do as we say, not as we do” nonsense. — Rob Dentremont

At noon. So....the people who most use transportation can't be there to learn about it, ask questions about it, or make comments about it. Why is that? — Julie Shelton

## Safety

### Facebook –

1. Speeding is the #1 factor in serious injury and fatality crashes in DFW. Life has no reset buttons. Drive safe, not fast. — NCTCOG Transportation Department



Yep – Jerry Reed

Your can [redacted] off – Peter Frias

[Lisa Brown-Winkelmann](#) could have had a worst day – Bradley Pack

2. As we continue our [#TopicOfTheMonth](#) series, this week we're highlighting freight safety. With the rise of commercial truck crashes and rail-crossing incidents, it's crucial to stay aware of safe travel habits such as checking blind spots and providing trucks adequate room to stop. NCTCOG promotes is promoting safe travel tips and tools to reduce roadway risks through its Freight Safety Campaign. Learn more about freight safety at the link in our comments below! Learn more: <https://www.nctcog.org/.../about/educate/topic-of-the-month> – NCTCOG Transportation Department



How about promoting "freight not falling off of flatbeds on our freeways" or commercial trucks replacing their tires before they explode and leave car damaging gator tails all over our roads. Those would be useful for most of us. – Dan J. Wallis

3. Speeding is the #1 factor in serious injury and fatality crashes in DFW. Life has no reset buttons. Drive safe, not fast.



AMEN – Jewel Wilson

4. Que no te estafen. La inspección vehicular en línea es ilegal. ¡No existen las de “TODO PASA!”  
Translation: Don't get scammed. Online vehicle inspection is illegal. There are no "ALL PASS!" –  
NCTCOG Transportation Department



Muchos Siguen Cayendo En Esto, Porque No Quieren Cambiar De Carro. Y Los Estafadores Siguen Publicando En Marketplace Para Lograr Sacarle Dinero A La Gente.

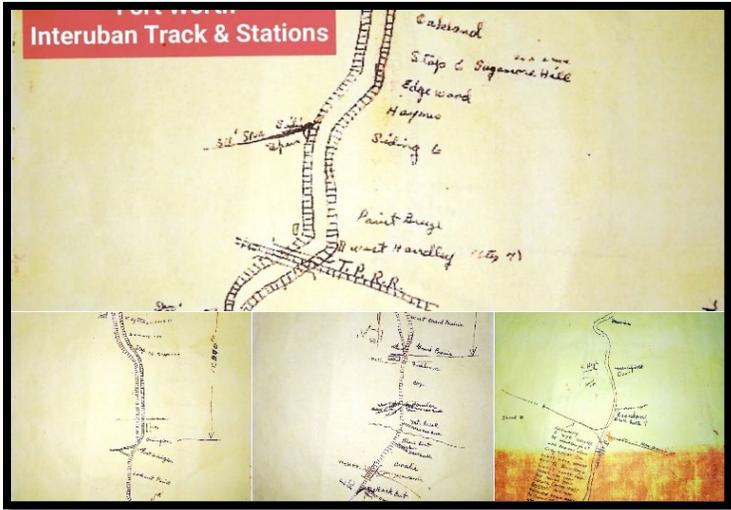
**Translation:** Many Keep Falling For This, Because They Don't Want To Change Cars. And Scammers Keep Posting On Marketplace To Get Money From People. — Isai Ordonez

Más ilegal. Es como el estado te cobra la inspección de tu carro cuando sacas placas y no te pasan inspección. Solamente te cobran 7 DLLs. Extra en el cobro. De algo que no hicieron. Aunque el carro no traiga buenas brekas..quien es más ilegal!!! **Translation:** More illegal. It's like the state charges you to inspect your car when you get plates out and they don't pass inspection. They only charge you 7 DLLs. Extra on the charge. Of something they didn't do. Even though the car doesn't bring good breaks.. who is more illegal!!! — Nicolas Arreola

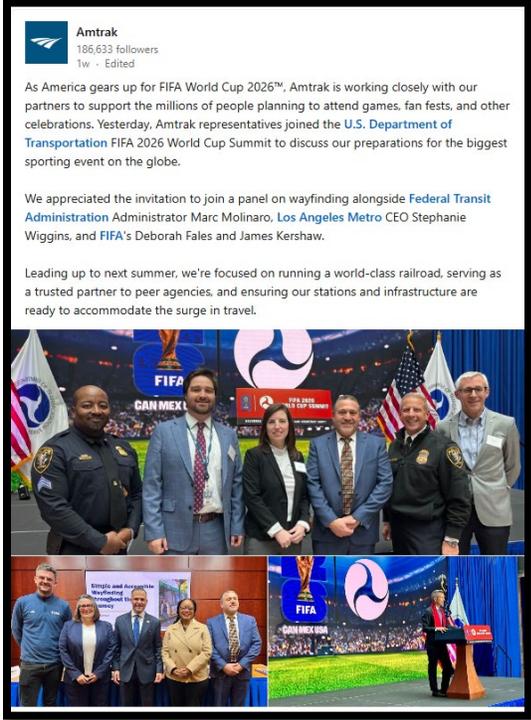
## Transit

### LinkedIn-

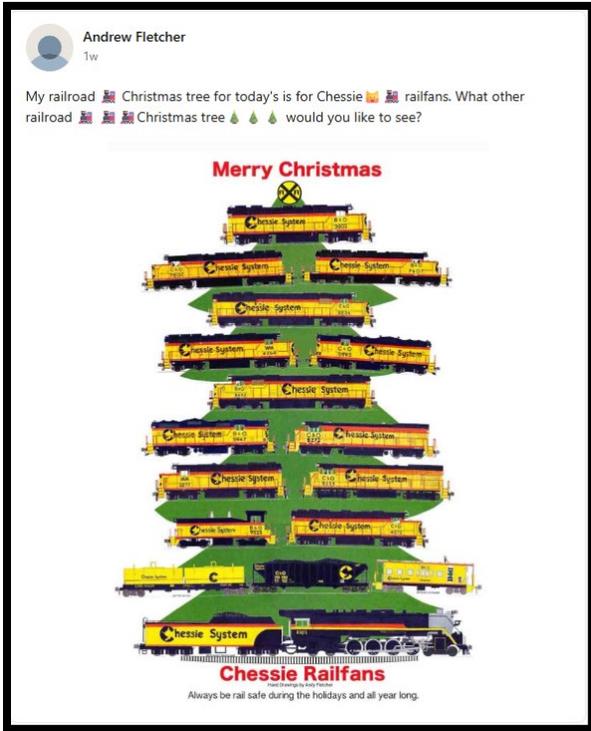
1. History... Northern Texas Traction Company Interurban Electric Railway History to be exact. This was our guide to rediscovery of over 60 separate Infrastructure sites remaining in Tarrant and Dallas County. The Interurban was in July 2,1902 the most advanced mobility system ever built, with the first of its kind outdoor Electrical Generating Station at Historic Handley, Texas. 2 years before the NYC Subway was complete. Try and visualize that this entire system, 35 miles of track, stations, the Bridges, sidings, all electrification infrastructure, wiring, SUB Stations, Powerplant, DAM creating what we now call lake Arlington, designed and built within 18 months in 1901-1902. This is a National Civil Engineering Landmark and was the catalyst for the Interurban ERA that defined the first 30 yrs of the 20th Century. It also created the [#DFW](#) [#Metrolplex](#). This was the line that proved the concept of interregional Electric Railways. It gave birth to [DART \(Dallas Area Rapid Transit\)](#) [#TrinityMetro](#) and the future. [#Waxahatchie](#) [#Cleburne](#) [#Midlothian](#) [#McKinney](#) [#Sherman](#) [#Denison](#) [City of Frisco](#) [NCTCOG Transportation](#) This of course is only important information if you happen to have the only Entertainment District on the entire Planet without a fixed link mass transit line. City of Arlington, TX - City Hall [SMART City TEXAS](#) [#smartcitymobilitytx](#) believes that we can learn a great deal from our past, it is the star that guides us.. In this case it illuminates the path forward on the exact same Right of way, under a 6 Lane, 100 ft wide Arterial existing roadway called [#TX180](#). (Lancaster, Division, Jefferson) [#Vision34Corridor](#) first Fully deployed Autonomous Mobility Corridor reconnecting the heart of the Metrolplex [#DallasKBH](#) [#HensleyField](#) [#GrandPrairieGSW](#)-Dallas Fort Worth International Airport (DFW) [#EntertainmentDistrict](#) [#MaverickCentralStation](#) [#VillageCreek](#) [#Handley](#) [#CollegeHill](#) ([#Wesleyan](#)) [#TAMU](#) Texas A&M University [#FortWorth](#) [#SmartCityTexas](#) [#SmartCityMobilitytx](#) 10-15 Billion in ongoing Catalyst redevelopment + Reactivating Foundational Metrolplex Mobility Corridor between the 9th and 11th largest American cities with its heart in Arlington- = equals) the greatest Redevelopment opportunity in US history [#EconomicDevelopment](#) [#autonomy](#) [#vision34](#) [#HistoryUncovered](#) [#interurban](#) City of Dallas Fort Worth Chamber AAAEA - DALLAS-FORTWORTH TXDOT North Region Transit Coalition of North Texas (TCNT) Texas A&M University Texas A&M University System The University of Texas at Arlington Dallas Cowboys Texas Rangers Baseball Club Manny R. Ramirez Anette Soto Landeros Dee Leggett, AICP Sam Mahrouq Jeffrey DeCoux Jeff Davis W. Jeff Williams (\*Map part of the Interurban Railway Museum Archives) Dr John Myers)



2. FIFA World Cup: Amtrak will #makeittrain Tracee Adams, CFEI NCTCOG Transportation Kansas Department of Transportation (KDOT) – Deborah Fischer Stout



3. Trains and Christmas go together!! Who had a toy train set running under their Christmas tree as a kid? And who still does? I rest my case! #makeittrain NCDOT Kansas Department of Transportation (KDOT) NCTCOG Transportation— Deborah Fischer Stout



**Facebook –**

1. A quick look behind the scenes at our staff visiting Oklahoma City via the Amtrak Heartland Flyer last week. Stay tuned for the video we’re planning to release early next year! – NCTCOG Transportation Department



Get off your phones and look out the window! – Charlie Chapman

**Email –**

1. Yes, we need public transportation in Arlington! Seniors need to be able to pick up the bus at their corner and close to their residence. So let's make it affordable to them if not "FREE" and move on! — Donna Black

Other

LinkedIn -

1. So proud to see all the great project awards, project teams, and people at the [Greater Dallas Planning Council](#) Trinity Urban Design Awards event! [Todd Little](#), NCTCOG Exec Director and Ellis County Judge, gave an excellent speech on our growing region, the need for thoughtful and careful planning and its implementation by good design and construction, and enlisting the continued engagement of everyone in the room. Michael Morris, [NCTCOG Transportation's](#) Transportation Director was honored with the Kessler Lifetime Achievement Award. And I was honored with the President's Distinguished Service award by GDCP's President [Ruben Landa](#)! — Tony Sosebee



2. Important, timely, and helpful! [NCTCOG Public Works Council](#) [NCTCOG Transportation North Central Texas Council of Governments](#) — Susan Alvarez, PE, CFM

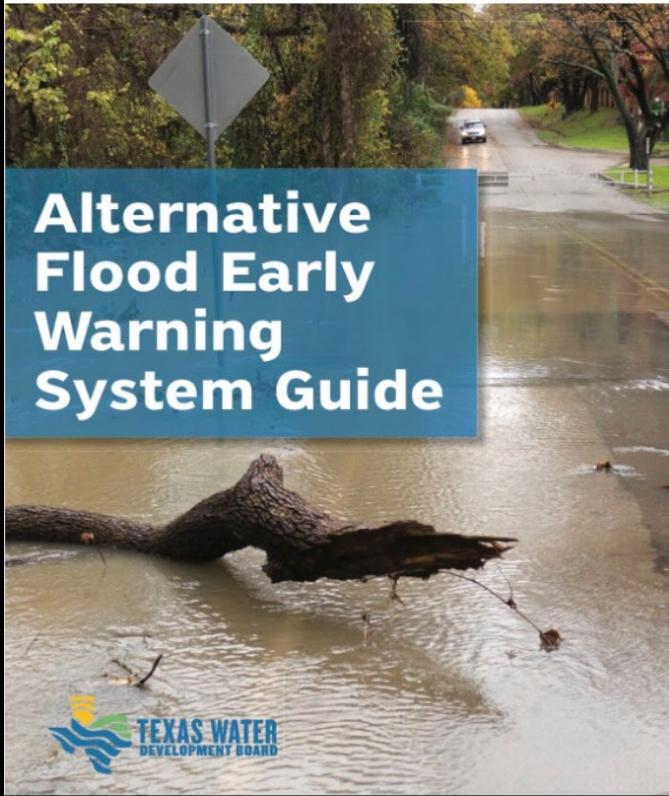


Texas Water Development Board

19,223 followers

3w

The Alternative Flood Early Warning System Guide is a new resource from the Texas Water Development Board designed to help communities seeking lower-cost solutions for monitoring flood conditions. These systems focus on core features—like real-time water-level monitoring and online data access—while reducing cost and complexity. The guide offers practical steps for selecting, installing, validating, and maintaining an alternative FEWS. It covers key components, such as water-level sensors, power supply, telemetry, data storage, and user dashboards, and explains how a system's design can impact performance and reliability. Explore the guide at <https://bit.ly/481ksd9>.





North Central Texas  
Council of Governments

# TRANSPORTATION PUBLIC MEETING

FEB. 9 | NOON | 616 SIX FLAGS DR. ARLINGTON, TX 76011

## PRESENTATIONS

### 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM

The 2025 ozone season came to an end in November, and the region remains in nonattainment for both the 2008 and 2015 National Ambient Air Quality Standards. Inability to reach attainment will increase challenges for projected regional growth. Staff will provide an overview of the season as well as next steps.

### NORTH TARRANT EXPRESS TEXPRESS FUNDING REQUEST

TxDOT is requesting to utilize \$145 million for the construction of a northbound IH 35W to SH 121 frontage road and reconstruction of the Sylvania Ave Bridge over SH 121. Approximately \$100 million of TxDOT funds and \$45 million of North Tarrant Express managed lane revenue are being recommended for the projects.

### DALLAS FORT WORTH AIR QUALITY IMPROVEMENT PLAN UPDATE

Staff will present the final draft of the Dallas-Fort Worth Air Quality Improvement Plan - Comprehensive Action Plan. This plan serves as a strategic roadmap for reducing emissions across five key sectors through 2050. The draft plan is available for comment at

[www.publicinput.com/dfwAQIP](http://www.publicinput.com/dfwAQIP).

## RESOURCES + INFORMATION

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

[Publicinput.com/nctcogFeb26](http://Publicinput.com/nctcogFeb26).

Interactive Public Input: Map Your Experience:

[nctcog.org/mapyourexperience](http://nctcog.org/mapyourexperience)

Air Quality Programs and Funding Opportunities:

[PublicInput.com/nctcogAQ](http://PublicInput.com/nctcogAQ)

Try Parking It: [TryParkingIt.com](http://TryParkingIt.com)

For special accommodations due to a disability or for language interpretation, contact Carli Baylor at 817-608-2365 or [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org) at least 72 hours prior to the meeting. Reasonable accommodations will be made.

Need a ride to the public meeting? Request a \$6 roundtrip ride from the DFW CentrePort Station to NCTCOG with the Arlington Transportation app! Download the app at: [arlingtontx.gov/ondemand](http://arlingtontx.gov/ondemand).

Attend in person, watch the presentations live at [publicinput.com/nctcogFeb26](http://publicinput.com/nctcogFeb26) or participate via phone by dialing 855-925-2801 then code 2831.

    @nctcogtrans