

AGENDA

Regional Transportation Council

Thursday, October 9, 2025

North Central Texas Council of Governments

10:30 am - RTC Member Orientation
12:30 pm

**Approx.
2:30 pm - 4:00 pm** **RTC Transit Vision Subcommittee Meeting – Metroplex Room**

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

Pledge to the United States and Texas Flags

1:00 – 1:10	<p>1. Opportunity for Public Comment on Today’s Agenda</p> <p><input checked="" type="checkbox"/> Information Minutes: 10</p> <p>Item Summary: Members of the public may comment on any item(s) on today’s agenda at this time. If speaking, please complete a Speaker Request Card available at the meeting and provide it to the North Central Texas Council of Governments designated staff person. A maximum of three (3) minutes is permitted per speaker. At the conclusion of this item, no further opportunities for public comment will be provided for the duration of the meeting.</p> <p>Background: N/A</p>	
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1:10 – 1:15 2. **Approval of September 11, 2025, Minutes**
☒ Action ☐ Possible Action ☐ Information Minutes: 5
 Presenter: Rick Bailey, RTC Chair
 Item Summary: Approval of the September 11, 2025, meeting minutes
 contained in [Electronic Item 2](#) will be requested.
 Background: N/A

1:15 – 1:20

3. **Consent Agenda**

☒ Action ☐ Possible Action ☐ Information Minutes: 5

3.1. **November 2025 Transportation Improvement Program**

Presenter: Ken Bunkley, NCTCOG

Item Summary: Regional Transportation Council approval of revisions to the 2025-2028 Transportation

Improvement Program (TIP) will be requested, along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes.

Background: November 2025 revisions to the 2025-2028 TIP are provided as [Electronic Item 3.1](#) for the Council's consideration. These modifications have been reviewed for consistency with the mobility plan, the air quality conformity determination, and financial constraint of the TIP.

Performance Measure(s) Addressed: Roadway, Transit

3.2. Transit Strategic Partnerships Program: November 2024 Cycle Project Selection

Presenter: Karla Windsor, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval to award funding for the Handitran Community Access and Ridership Enhancement for Safety (CARES) project selected for the November 2024 Cycle of Transit Strategic Partnerships Program. The project will utilize existing Transit Strategic Partnerships Program funding in an amount not to exceed \$311,000 total for the selected project, with the City of Arlington providing 62,200 Transportation Development Credits as the local match.

Background: From the November 2024 Cycle of applicants, one project has been selected for funding: City of Arlington's CARES project. The selected project aligns with the goals set forth in Access North Texas, the regional public transportation coordination plan for the 16-county North Central Texas area, which documents the transportation needs of older adults, individuals with disabilities, and individuals with lower incomes across the region. The CARES program includes a new role created specifically to enhance outreach, education, and service promotion among transit dependent populations, particularly seniors, individuals with disabilities, and low-income residents who qualify for the Handitran demand response service. As part of the Transit Strategic Partnerships Program, staff is recommending this

project for Federal Transit Administration funding under Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program. More details can be found in [Electronic Item 3.2](#).

Performance Measure(s) Addressed: Administrative, Transit

3.3. 2025 Public Participation Plan Update

Presenter: Rebekah Gongora, NCTCOG

Item Summary: The 2025 Public Participation Plan (PPP) has been updated to incorporate additional federal guidance received after Regional Transportation Council (RTC) approval on September 11, 2025. Staff will request approval on the updated 2025 PPP and appendices, which include the new revisions.

Background: The PPP, as required by federal law, establishes public involvement procedures, comment periods, and strategies for informing the public about transportation and air quality planning. Following September RTC approval, federal partners provided further guidance recommending wording changes to align with current administration priorities. The PPP and appendices have been updated for RTC approval with the resulting wording changes. The updated PPP, with Appendices A, B, C, and D, is provided in [Electronic Item 3.3.1](#) along with a presentation for additional context in [Electronic Item 3.3.2](#).

Performance Measure(s) Addressed: Administrative

3.4. Ratification of Emergency Funding: Additional Local Match for the Federal Transit Administration Grant for the Trinity Railway Express Transit-Oriented Development Plan

Presenter: Travis Liska, NCTCOG

Item Summary: Staff will request ratification of emergency funding authorization to support the Federal Transit Administration (FTA) grant award for Transit-Oriented Development (TOD) planning for the Trinity Railway Express (TRE) corridor, increasing the project budget by \$250,000 (\$200,000 federal and \$50,000 local match) for a total project budget of \$1,250,000. An additional \$50,000 of the Regional Transportation Council (RTC) Local

funds is requested to satisfy match requirements. This action includes directing staff to administratively amend the Transportation Improvement Program (TIP) and other administrative/planning documents to implement this project.

Background: The North Central Texas Council of Governments (NCTCOG) won an FTA Fiscal Year (FY) 2024 Pilot Program for TOD Planning grant. The original grant application requested \$800,000 in federal funding matched with \$200,000 in RTC Local funds. This project was approved by the RTC in July of 2024. When FTA announced NCTCOG as an award recipient for \$1,000,000, staff did not realize the award amount represented the federal portion, which was \$200,000 more federal funding than initially requested, and required \$50,000 more local funding for match. In mid-September, FTA communicated a desire to expedite execution of the grant prior to the end of FY2025. To support FTA's schedule and ensure this competitive grant funding was not lost, NCTCOG coordinated execution of the grant award for a total project cost of \$1,250,000. This required utilization of the Transportation Director's authority under the RTC Policy Position Establishing Guidelines for Ratification Actions (P20-02), committing an additional \$50,000 of RTC Local funding to satisfy the grant's local match requirement. Under the Ratification Policy, staff is bringing this item to RTC for ratification now, which is the next scheduled meeting of the RTC, as specified by the policy. More information is available in [Electronic Item 3.4](#).

Performance Measure(s) Addressed: Bike/Ped+, Transit

1:20 – 1:35

4. **Orientation to Agenda/Director of Transportation Report**

☐ Action ☐ Possible Action ☒ Information Minutes: 15
Presenter: Michael Morris, NCTCOG

1. Implications from the Federal Government Shutdown
2. Follow up on Regional Transportation Council Member Orientation

3. AMTRAK President Harris – Meeting within the Region – October 2, 2025
4. Regional Transportation Council (RTC) Transit Vision Subcommittee: Next Three Meetings: 1) After the October 9, 2025, RTC meeting at 2:30 p.m.; 2) Week of October 20th; 3) Prior to the November 13, 2025, RTC meeting
5. Anticipation of Focus on Texas Department of Transportation Funding
6. Regional Public Transit Agency Safety Plan Transit Safety Performance Measures - Crime Data Request Has Been Made
7. Fall 2025 Traffic Incident Management Executive Level Course Announcement – November 6, 2025 ([Electronic Item 4.1](#))
8. Additional Correspondence from Hunt-Related Entities on High-Speed Rail ([Electronic Item 4.2](#))
9. Local Clean Air Project Spotlight ([Electronic Item 4.3](#))
10. 2025 Ozone Season Update ([Electronic Item 4.4](#))
11. Air Quality Funding Opportunities (www.nctcog.org/aqfunding)
12. Upcoming Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org/events)
13. August – September Public Comment Report ([Electronic Item 4.5](#))
14. October Public Meeting Notice ([Electronic Item 4.6](#))
15. Recent News Articles ([Electronic Item 4.7](#))
16. Recent Correspondence ([Electronic Item 4.8](#))
17. Recent Press Releases ([Electronic Item 4.9](#))

1:35 – 1:45 5. 2025 Regional Transportation Council Priorities for Federal Surface Transportation

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Rebekah Gongora, NCTCOG

Item Summary: Staff will present and request action on the draft 2025 Regional Transportation Council (RTC) Federal Surface Transportation Authorization Priorities.

Background: The Infrastructure Investment and Jobs Act (IIJA), which authorizes federal surface transportation programs, will expire on September 30, 2026. As Congress develops the next surface transportation bill, staff have prepared draft RTC priorities for 2025. These priorities, along with the foundational principles, were introduced for comment at the September RTC meeting. The draft 2025 RTC Federal Surface Transportation Authorization Priorities

are provided in [Electronic Item 5.1](#) and foundational principles in [Electronic Item 5.2](#). The presentation can be found in [Electronic Item 5.3](#). Several federal interests have also requested input on topics to include in future legislation and ways to improve efficiency in transportation planning. Responses to federal requests can be found in [Electronic Item 5.4](#).

Performance Measure(s) Addressed: Administrative

1:45 – 1:55 6. North Texas Multimodal Operations, Velocity, Efficiency, and Safety Local Match Partnership

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: A recommendation for Regional Transportation Council (RTC) approval of a partnership with the Texas Department of Transportation (TxDOT) and Denton County and Dallas County Regional Toll Revenue (RTR) accounts will be requested in order to offset the local match no longer available for the western section of the Trinity Railway Express (TRE) federal discretionary grant.

Background: The North Texas Multimodal Operations, Velocity, Efficiency, and Safety (NT MOVES) program was awarded \$25 million dollars in Better Utilizing Investments to Leverage Development federal discretionary grant funding in 2020. The NT MOVES project is a collaborative effort between the North Central Texas Council of Governments (NCTCOG), Dallas Area Rapid Transit, Trinity Metro, and the Trinity Railway Express to increase regional freight and passenger mobility on the TRE corridor. The RTC previously approved federal funds for cost overruns, but since then Trinity Metro indicated they did not have the financial capacity to cover the \$25 million local match commitment for this project. In order to avoid losing the federal funds, NCTCOG requested a partnership with TxDOT to identify non-federal funds. TxDOT has agreed to provide \$15 million in Texas Mobility Funds, which are 100 percent State and will count as a non-federal share. In return, TxDOT is requesting that the RTC replace \$15 million in Category 2 funds with Surface Transportation Block Grant Program funds on another project in return (CSJ 2921-01-010, State Spur 394 from Interstate

Highway 35 East to Farm to Market 877 in Waxahachie); that leaves a \$10 million local match shortfall. NCTCOG proposes to exchange federal funds with RTR funds in both the Denton County and Dallas County RTR accounts to make up this difference and create a balance in the West Set-Aside RTR account. Additional details about this partnership proposal are contained in [Electronic Item 6](#).

Performance Measure(s) Addressed: Goods Movement, Transit

1:55 – 2:05 7. Approval to Open North Texas Zero Emission Vehicle Call for Projects

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Lori Clark, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval to open a Call for Projects to fund the replacement of existing heavy-duty vehicles with zero emission vehicles through the North Texas Zero Emission Vehicle Project.

Background: In 2025, the North Central Texas Council of Governments (NCTCOG) was awarded \$60 million through the Environmental Protection Agency (EPA) Clean Heavy-Duty Vehicles (CHDV) grant program. RTC and the NCTCOG Executive Board authorized the application to the EPA in July 2024. This program aims to accelerate the replacement of existing heavy-duty internal combustion vocational vehicles (e.g. box trucks, step vans, septic/bucket trucks, street sweepers, transit buses, refuse haulers, etc.) with zero-emission vehicles and install supporting infrastructure, as needed. NCTCOG will implement this by awarding approximately \$58.6 million in rebate funding to eligible fleets through the North Texas Zero Emission Vehicle (NTxZEV) Project. Remaining funds will be used for training and workforce development activities related to heavy-duty zero-emission vehicles. [Electronic Item 7](#) provides additional details on the proposed Call for Projects. Additional details can be found at www.nctcog.org/NTxZEV.

Performance Measure(s) Addressed: Air Quality

2:05 – 2:15

8. **Fédération Internationale de Football Association 2026 World Cup Transportation Plan**

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Natalie Bettger, NCTCOG

Item Summary: Staff will present an overview of the Transportation Mobility Plan for the Fédération Internationale de Football Association (FIFA) 2026 World Cup.

Background: The North Texas FIFA 2026 World Cup Local Organizing Committee (LOC) partnered with the North Central Texas Council of Governments (NCTCOG) to lead the efforts associated with the Transportation Mobility Plan for this event. NCTCOG staff worked with partner agencies as well as hired contract services to develop the first draft of the Transportation Mobility Plan that was due March 2025 that focuses on the stadium in Arlington, Fan Fest in Dallas, and the International Broadcast Center in Dallas. The next version of the plan is due in October of 2025. This plan identifies each location, constituent group, mode, service level and strategy that will be employed to plan and deliver all mobility requirements to successfully meet or exceed the FIFA expectations and LOC/Host City contractual obligations. Staff will provide an overview of the plan as well as a schedule of next steps provided in [Electronic Item 8](#).

Performance Measure(s) Addressed: Roadway, Transit

9. **Progress Reports**

☐ Action ☐ Possible Action ☒ Information

Item Summary: Progress Reports are provided in the items below.

- RTC Attendance ([Electronic Item 9.1](#))
- STTC Attendance and Minutes ([Electronic Item 9.2](#))

10. **Other Business (Old or New)**: This item provides an opportunity for members to bring items of interest before the group.

11. **Future Agenda Items**: This item provides an opportunity for members to bring items of future interest before the Council.

12. **Next Meeting**: The next meeting of the Regional Transportation Council will be held at **1:00 pm, Thursday, November 13, 2025**.

MINUTES**Regional Transportation Council
Thursday, September 11, 2025**

The Regional Transportation Council (RTC) met on Thursday, September 11, 2025, at 1:00 pm at the North Central Texas Council of Governments. The following RTC members or representatives were present: Daniel Alemán, Bruce Arfsten, Steve Babick, Rick Bailey, Curtis Bergthold, Alan Blaylock, Ceason Clemens, John Cordary (representing David Salazar), Theresa Daniel, Jeff Davis, Pat Deen, Andy Eads, Michael Evans, T.J. Gilmore, Lane Grayson, Clay Lewis Jenkins, Ron Jensen, Jill Jester, Matt Krause, Stephen Mason, Cara Mendelsohn, Cesar Molina, Ed Moore, Jesse Moreno, John Muns, Jay Northcut (representing Bill Cox), Long Pham (representing Raul Gonzalez), Matthew Porter, Paul Ridley (representing Adam Bazaldua), Jim Ross, Gary Slagel, Bobby Stovall, Burt Thakur, Jeremy Tompkins, William Tsao, Dennis Webb, and Duncan Webb.

Others present at the meeting were: Vickie Alexander, Susan Alvarez, Renee Arnold, Micah Baker, Berrien Barks, Jay Barksdale, Carli Baylor, Emily Beckham, Natalie Bettger, Brandi Bird, Alberta Blair, Lorie Blair, Scott Booth, Farhan Butt, Jack Carr, Angie Carson, Lori Clark, Mandy Clark, Thomas Cochill, Dina Colarossi, Liam Crowley, Dawn Dalrymple, Clarence Daugherty, Brian Dell, Tom Flaherty, Andrew Fortune, Isabella Fuentes, Analisa Garcia, Subid Ghimire, Jillion Giles, Rebekah Gongora, Michael Haithcock, Tony Hartzel, Jeff Hathcock, Millie Hayes, Joel James, Matt Johns, Amy Johnson, Mike Johnson, Travis Kelly, Dan Kessler, Frances Key, Ken Kirkpatrick, Chris Klaus, Eron Linn, Arron Long, Dee Long, Paul Luedtke, Gregory Masota, Joshua Meshennedd, Kate Millner, Arash Mirzaei, Brian Moen, Eric Morris, Michael Morris, Mark Nelson, Jackie Nolasco, Amir Omar, Luis Oseguera, David Parcell, Michael Peters, John Polster, Ezra Pratt, Vercie Pruitt-Jenkins, Marcus E. Ray, Alexandra Renteria, Randy Richardson, Jasmine Rodriguez, Ricky Rodriguez, Jackson Rose, Madison Selldin, Devon Skinner, Toni Stehling, Stephen Tanner, Lauren Trimble, Ran Tu, Whitney Vandiver, Elisa Villnave, Brendon Wheeler, Amanda Wilson, Brian Wilson, Karla Windsor, Hannah Witcher, and Davis Yeboah.

1. **Opportunity for Public Comment on Today's Agenda:** Rick Bailey, Regional Transportation Council Chair and Johnson County Commissioner, asked if there were any public comments. Liam Crowley spoke on Agenda Item 3.2, Transitional Funding to Support Land Use and Transit Station Development. Written comments were provided and can be found in the Public Comments Report under the Director's Report agenda item.
2. **Approval of August 7, 2025, Minutes:** Approval of the August 7, 2025, meeting minutes contained in Electronic Item 2 was requested.

A motion was made to approve the August 7, 2025, meeting minutes as submitted in Electronic Item 2. Jeremy Tompkins (M); Michael Evans (S). The motion passed unanimously.

3. **Consent Agenda**

- 3.1. **Transportation Paid Education Campaigns for Fiscal Year 2026:** Regional Transportation Council (RTC) support of a recommendation to the North Central Texas Council of Governments (NCTCOG) Executive Board for the approval of funding up to \$1,849,500 for Education Campaigns for Transportation Initiatives that

will initiate in Fiscal Year (FY) 2026, such as Public Involvement, Drive Aware North Texas, Look Out Texans, Unmanned Aircraft Safety, 2026 FIFA World Cup Partnership. Try Parking It, Ozone Season Emissions Reduction Campaign (Air North Texas), and Car Care Awareness, was requested. Funding sources for the campaign include Transportation Planning Funds, Surface Transportation Block Grant Program funds, Congestion Mitigation and Air Quality Improvement Program funds, Environmental Protection Agency funds, Regional Toll Revenue funds, Federal Highway Administration funds, Regional Transportation Council Local funds, and private funds. Match sources include Transportation Development Credits, Regional Transportation Council Local funds, and private funds.

3.2. **Transitional Funding to Support Land Use and Transit Station Development:**

Regional Transportation Council (RTC) approval was requested for \$400,000 in RTC Local transition funding to support land use, transit-oriented development, bike-pedestrian, safety, and other active transportation initiatives for North Central Texas Council of Governments staff. This action included directing staff to administratively amend the Transportation Improvement Program and other administrative/planning documents to implement this project.

3.3. **GoCarma Integration with Managed Lane Toll System Upgrades:** The Texas Department of Transportation is upgrading the toll collection software on the managed lanes that are not part of the P3 agreements. Staff sought Regional Transportation Council approval for integration improvements needed to continue to support the High-Occupancy Vehicle discount on the managed lanes and funding to support system updates. Staff requested RTC approval of \$250,000 in RTC Local funds to cover the one-time cost of the initial setup and \$1,000,000 in Regional Toll Revenue waterfall funding to pay for the annual Software as a Service fee for the gantry support.

A motion was made to approve Items 3.1, 3.2, and 3.3 on the Consent Agenda. Matthew Porter (M); Duncan Webb (S). The motion passed unanimously.

4. **Orientation to Agenda/Director of Transportation Report:** Michael Morris briefly highlighted items 1 through 3.

1. Moment of Silence for the 24th Anniversary of 9/11
2. Summary of RTC Transit Vision Subcommittee Meeting
3. Regional Transportation Council Member Orientation in October (10:30 a.m., October 9, 2025)
4. 2024 Regional Safety Measures Performance Reports
5. West/East Equity Update
6. Additional Correspondence from Hunt-Related Entities on High-Speed Rail
7. Local Clean Air Spotlight
8. 2025 Ozone Season Update
9. Air Quality Funding Opportunities (www.nctcog.org/aqfunding)
10. Upcoming Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org/events)
11. August Public Meeting Minutes
12. July – August Public Comment Report
13. Recent News Articles
14. Recent Correspondence
15. Recent Press Releases

Michael Morris also announced the next Transit Vision Subcommittee meeting will be held immediately after the October 9, 2025, Regional Transportation Council meeting.

5. **New Regional Transit Safety Performance Measure Targets:** Ezra Pratt requested Regional Transportation Council approval for updated federally required Public Transit Agency Safety Plan regional performance measure targets for Fiscal Year 2026-2029.

A motion was made to approve the New Regional Transit Safety Performance Measure Targets for Fiscal Year (FY) 2026-FY2029, administratively amend the Transportation Improvement Program (TIP)/Statewide TIP, and update any administrative and/or planning documents as needed to incorporate the new transit safety targets. Included in the motion was direction for staff to collect current crime data, preferably in the National Incident-Based Reporting System format, integrate into the transit safety performance measures, and present the findings to the Regional Transportation Council. Cara Mendelsohn (M); Andy Eads (S). The motion passed unanimously.

6. **2025 Public Participation Plan Update:** Rebekah Gongora presented an overview of the 2025 Public Participation Plan and outlined proposed revisions, which are necessary to reflect federal policies and Infrastructure Investment and Jobs Act requirements.

A motion was made to approve the proposed Public Participation Plan's (PPP) revisions: federal policy and planning regulation updates, reaffirmation of Unified Planning Work Program public involvement process, reaffirmation of public comments cataloging, updates to terminology for keypad polling and virtual public engagement, performance measures review and evaluation, and a new layout and design of the PPP document. The motion also included direction for staff to administratively amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program and update any administrative and/or planning documents as needed to incorporate the program/policy/project/change. Theresa Daniel (M); Michael Evans (S). The motion passed unanimously.

7. **Fiscal Year 2025 Public Transportation Funding: Programs of Projects:** Brian Dell requested Regional Transportation Council action on the Fiscal Year 2025 Public Transportation Funding Programs of Projects.

A motion was made to approve the proposed funding for the Fiscal Year (FY) 2024 and FY2025 Public Transportation Programs of Projects included in the meeting packet, and to administratively amend the Transportation Improvement Program (TIP)/Statewide TIP and update any administrative and/or planning documents as needed to incorporate this funding on these projects. Theresa Daniel (M); Paul Ridley (S). The motion passed unanimously.

8. **Rail Crossing Improvement Program:** Michael Johnson briefed the Regional Transportation Council (RTC) on the Rail Crossing Improvement Program and requested approval for funding of the program and direction for staff to administratively amend the North Central Texas Council of Governments and Statewide Transportation Improvement Programs, as well as other planning and administrative documents. The Rail Crossing Improvement Program is to improve safety near at-grade rail crossings.

A motion was made to approve the allocation of Regional Toll Revenue funding for: West City of Fort Worth Rail Crossings - \$3.1 million (Western Subregion) and City of Dallas

Rail Crossings - \$6.9 million (Eastern Subregion), to administratively amend the Transportation Improvement Program (TIP)/Statewide TIP, and update any administrative and/or planning documents as needed to incorporate the Rail Crossing Improvement Program. Cara Mendelsohn (M); Steve Babick (S). The motion passed unanimously.

9. **Funding for Transportation Improvements in Cleburne Near Amazon Facility:**

Michael Morris requested Regional Transportation Council (RTC) approval of up to \$3 million in RTC Local funding for roadway improvements to provide safe access to a new Amazon facility at United States 67 and Chisholm Trail Parkway. The request includes \$362,000 in grant funding and up to \$2,638,000 in funds to be loaned to the City of Cleburne. This action includes directing staff to administratively amend the Transportation Improvement Program and other administrative/planning documents to implement this project.

A motion was made to approve the proposed funding and improvements detailed in slides 2-4 of the presentation, including up to \$3 million in Regional Transportation Council Local funds of which \$362,000 is a grant and \$2,638,000 is a loan to be repaid by the City of Cleburne, along with direction for staff to administratively amend the Transportation Improvement Program (TIP)/Statewide TIP and update any administrative and/or planning documents as needed to incorporate these changes. Matthew Porter (M); Jeremy Tompkins (S). Burt Thakur left the room prior to this agenda item. The motion passed unanimously.

10. **2025 Regional Transportation Council Priorities for Federal Surface Transportation**

Authorization: Rebekah Gongora provided an overview of recent federal actions related to the development of the next surface transportation authorizing legislation and presented the draft 2025 Regional Transportation Council Federal Surface Transportation Authorization Priorities.

11. **2025 Texas Department of Transportation Surveys in the Dallas-Fort Worth**

Metropolitan Planning Area: Arash Mirzaei provided information on the Texas Department of Transportation travel surveys being conducted in the Dallas-Fort Worth Metropolitan Planning Area beginning in 2025.

12. **Strategic Traffic Signal Program:** Natalie Bettger presented a proposed funding process for the Strategic Traffic Signal Program. The process outlined agency eligibility requirements, the evaluation criteria for funding requests, and the categorization of traffic signal improvements. It also included recommendations for cost-sharing between agencies and the North Central Texas Council of Governments.

13. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 13.1, and Surface Transportation Technical Committee attendance and minutes were provided in Electronic Item 13.2.

14. **Other Business (Old or New):** Chair Bailey informed the Regional Transportation Council that the federal agencies are looking at increasing the gross weight on the interstate system from 80,000 to 91,000 and encouraged everyone to reach out to Senator Cruz to let the Senate know this is not good for Texas.

15. **Future Agenda Items:** Michael Morris announced that staff will bring to the Regional Transportation Council, the Fédération Internationale de Football Association

transportation plan with some final refinements on the nine events being held at AT&T Stadium in Arlington.

16. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for **1:00 pm, Thursday, October 9, 2025.**

Meeting adjourned at 2:42pm.

How to Read the Project Modification Listings - Roadway Section

The project listing includes all projects for which Regional Transportation Council action will be requested during this Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) modification cycle. Below is a **sample** TIP modification project listing. The fields are described below.

TIP Code: 11461 **Facility:** SH 289 **Location/Limits From:** AT INTERSECTION OF PLANO PARKWAY **Modification #:** 2017-0004

Implementing Agency: PLANO

County: COLLIN **CSJ:** 0091-05-053

City: PLANO **Desc:** INTERSECTION IMPROVEMENTS TO REMOVE DOUBLE INTERSECTION, INCLUDING ADDING DUAL LEFT TURN LANES AND A RIGHT TURN LANE ON EACH APPROACH; INTERSECTION WILL BE NORMALIZED AND SOUTHERN SIGNAL WILL BE REMOVED

Request: REVISE LIMITS TO SH 289 FROM VENTURA DR TO 500 FEET WEST OF BURNHAM DRIVE AND ON PRESTON ROAD FROM ALLIANCE BLVD TO DEXTER DRIVE; REVISE SCOPE TO INTERSECTION IMPROVEMENTS TO REMOVE DOUBLE INTERSECTION, INCLUDING ADDING DUAL LEFT TURN LANES AND A RIGHT TURN LANE ON EACH APPROACH; RECONSTRUCT ALLIANCE BLVD INTERSECTION; ADD SIDEWALKS; INCREASE ENGINEERING FUNDING IN FY2015 AND DELAY TO FY2017; INCREASE CONSTRUCTION FUNDING IN FY2017

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2007	ENG	0091-05-053	Cat 7:	\$144,000	\$18,000	\$0	\$18,000	\$0	\$180,000
2015	ENG	0091-05-053	Cat 7:	\$256,000	\$32,000	\$0	\$32,000	\$0	\$320,000
2017	CON	0091-05-053	Cat 5:	\$1,280,000	\$160,000	\$0	\$160,000	\$0	\$1,600,000
2017	CON	0091-05-053	Cat 7:	\$1,200,000	\$150,000	\$0	\$150,000	\$0	\$1,500,000
Phase Subtotal:				\$2,480,000	\$310,000	\$0	\$310,000	\$0	\$3,100,000
Grand Total:				\$2,880,000	\$360,000	\$0	\$360,000	\$0	\$3,600,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2007	ENG	0091-05-053	Cat 7:	\$144,000	\$18,000	\$0	\$18,000	\$0	\$180,000
2016	ENG	0091-05-053	Cat 7:	\$496,000	\$62,000	\$0	\$62,000	\$0	\$620,000
2017	CON	0091-05-053	Cat 5:	\$2,050,000	\$260,000	\$0	\$260,000	\$0	\$2,570,000
2017	CON	0091-05-053	Cat 7:	\$1,950,000	\$240,000	\$0	\$240,000	\$0	\$2,430,000
Phase Subtotal:				\$4,000,000	\$500,000	\$0	\$500,000	\$0	\$5,000,000
Grand Total:				\$4,640,000	\$580,000	\$0	\$580,000	\$0	\$5,800,000

TIP CODE:	The number assigned to a TIP project, which is how NCTCOG identifies a project.
FACILITY:	Project or facility name or location (i.e., highway number); some HWY labels used for non-highway projects in the TIP are: VA (various), CS (city street), MH (municipal highway), and SL (state loop).
LOCATION/LIMITS FROM:	Cross-street or location identifying the ends limits of a project.
LOCATION/LIMITS TO:	Identifies the ending point of the project.
MODIFICATION #:	The number assigned to the modification request by North Central Texas Council of Governments (NCTCOG) staff.
IMPLEMENTING AGENCY:	Identifies the lead public agency or municipality responsible for the project.
COUNTY:	County in which project is located.
CONT-SECT-JOB (CSJ):	The Control Section Job Number is a TxDOT-assigned number given to track projects.
CITY:	City in which project is located.
DESCRIPTION (DESC):	Brief description of work to be performed on the project.
REQUEST:	As projects are modified through subsequent TIP/STIP modification cycles, the requested change will be noted.
CURRENTLY APPROVED FUNDING TABLE:	Provides the total funding currently approved for a project; incorporates total funding for all fiscal years and phases. This table will not appear for a modification that is adding a new project to the TIP/STIP.
FY:	Identifies the fiscal year in which the project occurs.
PHASE:	Identifies the phases approved for funding. ENG is Engineering, ENV is Environmental, ROW is Right-of-Way Acquisition, UTIL is Utility Relocation, CON is construction, CON ENG is Construction Engineering, IMP is Implementation, and TRANS is a Transit Transfer.
FUNDING SOURCE:	Identifies the sources that are used to fund the project. Chapter III of the TIP/Statewide Transportation Improvement Plan (STIP) provides description of the different funding categories and outlines abbreviations commonly used for the categories: www.nctcog.org/trans/funds/transportation-improvement-program
REVISION REQUESTED FUNDING TABLE:	Provides the total proposed funding for a project as a result of the requested change; incorporates total funding for all fiscal years and phases.

PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 25130.3	Facility: VA	Location/Limits From:	US 75 - US 380 TO DALLAS CBD; DNT - US 380 TO DOWNTOWN CBD; PGBT - US 75 TO DNT; SH 114 - US 377 TO PGBT; IH 635 - IH 35E TO DNT;	Modification #: 2025-0289
Implementing Agency: NCTCOG		Location/Limits To:	IH 30 - PGBT TO SH 205; PGBT - IH 30 TO IH 20; IH 20 - PGBT TO MATLOCK; IH 820 - US 287 TO IH 20; IH 35E - US 377 TO LAKEVIEW BLVD;	
County: VARIOUS	CSJ: 0000-02-095			
City: VARIOUS	Desc:	SH 199 - IH 820 TO IH 30; IH 820 - US 377 TO SH 121; US 287 - IH 35W TO FM 156; BAILEY RANCH RD - FM 1187 TO PARKVIEW DR.; N MACARTHUR BLVD - W NORTHGATE DR TO W WALNUT HILL LN; PH 2 ACTS INCL REPAIR, REPLACE OR UPGRADE EV CHARGERS AT UP TO 43 LOCATIONS		
	Request:	CANCEL PROJECT AND REMOVE FROM THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); FUNDING DECREASE OFFSETS INCREASE TO TIP 25130/CSJ 0000-18-186		
	Comment:	ELECTRIC VEHICLE CHARGER RELIABILITY AND ACCESSIBILITY ACCELERATOR PROGRAM; BLINK SITE HOSTS; RELATED TO TIP 25130/CSJ 0000-18-186, TIP 25130.1/CSJ 0000-02-094, TIP 25130.2/CSJ 000018-188, AND TIP 25130.4/CSJ 0000-02-096		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0000-02-095	Cat 10 - Electric Vehicle Charge Reliability and Accessibility Accelerator Program:	\$30,440	\$0	\$0	\$7,610	\$0	\$38,050
2025	IMP	0000-02-095	Cat 10 - Electric Vehicle Charge Reliability and Accessibility Accelerator Program:	\$273,963	\$0	\$0	\$68,491	\$0	\$342,454
Grand Total:				\$304,403	\$0	\$0	\$76,101	\$0	\$380,504

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0000-02-095	Cat 10 - Electric Vehicle Charge Reliability and Accessibility Accelerator Program:	\$0	\$0	\$0	\$0	\$0	\$0
2025	IMP	0000-02-095	Cat 10 - Electric Vehicle Charge Reliability and Accessibility Accelerator Program:	\$0	\$0	\$0	\$0	\$0	\$0
Grand Total:				\$0	\$0	\$0	\$0	\$0	\$0

PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 81143	Facility: VA	Location/Limits From: NORTHEAST FREEWAY PROJECT FROM INTERSECTION OF THE COLLIN COUNTY OUTER LOOP SEGMENT 1 AND SH 121	Modification #: 2025-0325
Implementing Agency: COLLIN CO		Location/Limits To: FUTURE US 380 FREEWAY PRINCETON BYPASS	
County: COLLIN	CSJ: 0000-18-057		
City: VARIOUS	Desc:	FEASIBILITY AND ALIGNMENT STUDIES, SCHEMATIC DESIGN, TRAFFIC MODELING/PROJECTIONS AND OPERATIONAL AND SAFETY ANALYSIS, HYDROLOGIC AND HYDRAULIC ANALYSIS; LOCAL ENVIRONMENTAL DOCUMENT PREPARATION; PUBLIC INVOLVEMENT, GEOTECH	
	Request:	ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); PROJECT GROUPED UNDER CSJ 5000-00-950	
	Comment:	PROJECT GROUPED UNDER CSJ 5000-00-950	

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	ENG	0000-18-057	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$5,000,000	\$5,000,000
Grand Total:				\$0	\$0	\$0	\$0	\$5,000,000	\$5,000,000

TIP Code: 81144	Facility: VA	Location/Limits From: SOUTHEAST FREEWAY FROM US 380	Modification #: 2025-0326
Implementing Agency: COLLIN CO		Location/Limits To: PGBT	
County: COLLIN	CSJ: 0000-18-058		
City: VARIOUS	Desc:	FEASIBILITY AND ALIGNMENT STUDIES, SCHEMATIC DESIGN, TRAFFIC MODELING/PROJECTIONS AND OPERATIONAL AND SAFETY ANALYSIS, HYDROLOGIC AND HYDRAULIC ANALYSIS, LOCAL ENVIRONMENTAL DOCUMENT PREPARATION, PUBLIC INVOLVEMENT, GEOTECH	
	Request:	ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); PROJECT GROUPED UNDER CSJ 5000-00-950	
	Comment:	PROJECT GROUPED UNDER CSJ 5000-00-950	

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	ENG	0000-18-058	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$13,000,000	\$13,000,000
Grand Total:				\$0	\$0	\$0	\$0	\$13,000,000	\$13,000,000

Revisions since STTC Meeting: Clarify project location.

PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 20149 **Facility:** VA **Location/Limits From:** PECAN CREEK PEDESTRIAN BRIDGE FROM PECAN CREEK NEAR PRAIRIE STREET AND SL 288 **Modification #:** 2025-0329
Implementing Agency: DENTON **Location/Limits To:** RAIL MILE MARKERS 722 (PECAN CREEK) AND 724 (SL 288)
County: DENTON **CSJ:** 0918-46-243
City: DENTON **Desc:** CONSTRUCT 2 PEDESTRIAN BRIDGES, 110 LINEAR FEET AND 530 LINEAR FEET ON THE DENTON BRANCH RAIL TRAIL
Request: DECREASE RTR 121-DE1 AND ADD RTR 121-INTEREST TO REFLECT RTR INTEREST EARNED AND USED BY LOCAL ENTITY AND ADD LOCAL CONTRIBUTION OF \$459,644 TO REFLECT LOCAL EXPENDITURES
Comment: LOCAL CONTRIBUTION PAID BY CITY OF DENTON

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2011	ENG	0918-46-243	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$118,760	\$39,586	\$0	\$158,346
2011	CON	0918-46-243	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$1,061,279	\$255,424	\$0	\$1,316,703
Grand Total:				\$0	\$0	\$1,180,039	\$295,010	\$0	\$1,475,049

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2011	ENG	0918-46-243	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$118,760	\$39,586	\$0	\$158,346
2011	CON	0918-46-243	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$459,644	\$459,644
2011	CON	0918-46-243	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$1,046,384	\$251,700	\$0	\$1,298,084
2011	CON	0918-46-243	Cat 3 - RTR 121 - Interest:	\$0	\$0	\$14,895	\$3,724	\$0	\$18,619
Phase Subtotal:				\$0	\$0	\$1,061,279	\$255,424	\$459,644	\$1,776,347
Grand Total:				\$0	\$0	\$1,180,039	\$295,010	\$459,644	\$1,934,693

PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13073	Facility: SH 5	Location/Limits From: STEWART RD	Modification #: 2025-0341
Implementing Agency: TXDOT-DALLAS		Location/Limits To: ELDORADO PARKWAY	
County: COLLIN	CSJ: 0047-05-057		
City: MCKINNEY	Desc:	RECONSTRUCT AND WIDEN 4 LANE UNDIVIDED ROADWAY TO 6 LANE DIVIDED ROADWAY	
	Request:	DECREASE CONSTRUCTION FUNDING DUE TO LOW BID; ADVANCE TO FY2025 AND ADD LOCAL CONTRIBUTION	
	Comment:	REGIONAL 10-YEAR PLAN PROJECT; LOCAL CONTRIBUTION PAID BY CITY OF MCKINNEY	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0047-05-057	SW PE:	\$0	\$3,600,000	\$0	\$0	\$0	\$3,600,000
2023	ROW	0047-05-057	SW ROW:	\$11,520,000	\$1,440,000	\$0	\$1,440,000	\$0	\$14,400,000
2026	CON	0047-05-057	Cat 2M:	\$31,644,172	\$7,911,043	\$0	\$0	\$0	\$39,555,215
2026	CON	0047-05-057	Cat 4:	\$23,746,694	\$5,936,673	\$0	\$0	\$0	\$29,683,367
Phase Subtotal:				\$55,390,866	\$13,847,716	\$0	\$0	\$0	\$69,238,582
Grand Total:				\$66,910,866	\$18,887,716	\$0	\$1,440,000	\$0	\$87,238,582

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0047-05-057	SW PE:	\$0	\$3,600,000	\$0	\$0	\$0	\$3,600,000
2023	ROW	0047-05-057	SW ROW:	\$11,520,000	\$1,440,000	\$0	\$1,440,000	\$0	\$14,400,000
2025	CON	0047-05-057	Cat 2M:	\$31,644,172	\$7,911,043	\$0	\$0	\$0	\$39,555,215
2025	CON	0047-05-057	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,206,587	\$1,206,587
2025	CON	0047-05-057	Cat 4:	\$19,732,766	\$4,933,192	\$0	\$0	\$0	\$24,665,958
Phase Subtotal:				\$51,376,938	\$12,844,235	\$0	\$0	\$1,206,587	\$65,427,760
Grand Total:				\$62,896,938	\$17,884,235	\$0	\$1,440,000	\$1,206,587	\$83,427,760

PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 14083.9	Facility: VA	Location/Limits From: SYNERGY PARK BLVD FROM WATERVIEW PKWY	Modification #: 2025-0354
Implementing Agency: RICHARDSON	Location/Limits To: FLOYD RD		
County: COLLIN	CSJ: 0918-24-309, 0918-24-316		
City: RICHARDSON	Desc: CONSTRUCT PEDESTRIAN IMPROVEMENTS INCLUDING BICYCLE LANES, SIDEWALKS, CROSSWALKS, LIGHTING, AND LANDSCAPING; CONSTRUCT BUS STOP IMPROVEMENTS; CONSTRUCT ROUNDABOUT AT SYNERGY PARK BLVD/FLOYD RD		
	Request: ADD PROJECT TO THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS APPROVED BY THE RTC ON MARCH 13, 2025; DELAY ENGINEERING FROM FY2025 TO FY2026, INCREASE ENGINEERING FUNDING AND CHANGE FUNDING FROM LOCAL CONTRIBUTION TO CONGRESSIONAL EARMARK AFTER ORIGINAL RTC APPROVAL; PROJECT GROUPED UNDER CSJ 5000-00-916		
	Comment: TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CITY OF RICHARDSON MTP POLICY BUNDLE TDCS; EARMARK NAME IS UT DALLAS AREA MOBILITY IMPROVEMENTS (TX 491); PROJECT GROUPED UNDER CSJ 5000-00-916		

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	0918-24-309	Cat 10 - Cong Earmark:	\$1,000,000	\$0	\$0	\$250,000	\$0	\$1,250,000
2028	CON	0918-24-309	STBG:	\$3,194,000	\$0	\$0	\$798,500	\$0	\$3,992,500
2028	CON	0918-24-316	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$781,500	\$0	\$0
2028	CON	0918-24-316	STBG:	\$3,907,500	\$0	\$0	\$0	\$0	\$3,907,500
Phase Subtotal:				\$7,101,500	\$0	\$0	\$1,580,000	\$0	\$7,900,000
Grand Total:				\$8,101,500	\$0	\$0	\$1,048,500	\$0	\$9,150,000

Revisions since STTC Meeting: Change TIP code from 14083 to 14101.

TIP Code: 14101	Facility: CS	Location/Limits From: DANIELDALE RD FROM IH 35E	Modification #: 2025-0360
Implementing Agency: DALLAS	Location/Limits To: WESTMORELAND RD		
County: DALLAS	CSJ: 0918-47-560		
City: VARIOUS	Desc: RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES		
	Request: ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS APPROVED BY THE RTC ON MARCH 13, 2025; REVISE LIMITS TO DANIELDALE RD FROM IH 35E TO WESTMORELAND RD, REVISE SCOPE TO RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES, AND INCREASE AND DELAY ENGINEERING TO FY2027		

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	ENG	0918-47-560	STBG:	\$2,400,000	\$0	\$0	\$600,000	\$0	\$3,000,000
Grand Total:				\$2,400,000	\$0	\$0	\$600,000	\$0	\$3,000,000

PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55297	Facility: FM 407	Location/Limits From: EAST OF IH 35W	Modification #: 2025-0376
Implementing Agency: TXDOT-DALLAS		Location/Limits To: WEST OF IH 35W	
County: DENTON	CSJ: 1310-01-050		
City: NORTHLAKE	Desc:	WIDEN AND RECONSTRUCT FROM 2 LANE URBAN UNDIVIDED TO 6 LANE URBAN DIVIDED	
	Request:	DELAY CONSTRUCTION TO FY2028, REVISE FUNDING FROM RTR 121 TO STBG AND INCREASE FUNDING; CLARIFY SCOPE AS WIDEN AND RECONSTRUCT FROM 2 LANE TO 6 LANE ROADWAY	
	Comment:	PART OF AN RTR RECLASSIFICATION TO BE CONSIDERED AT OCTOBER 2025 RTC MEETING	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	1310-01-050	SW PE:	\$0	\$3,373,907	\$0	\$0	\$0	\$3,373,907
2023	ROW	1310-01-050	SW ROW:	\$3,810,246	\$476,281	\$0	\$476,281	\$0	\$4,762,808
2025	CON	1310-01-050	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$37,675,733	\$0	\$0	\$37,675,733
Grand Total:				\$3,810,246	\$3,850,188	\$37,675,733	\$476,281	\$0	\$45,812,448

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	1310-01-050	SW PE:	\$0	\$3,373,907	\$0	\$0	\$0	\$3,373,907
2023	ROW	1310-01-050	SW ROW:	\$3,810,246	\$476,281	\$0	\$476,281	\$0	\$4,762,808
2028	CON	1310-01-050	Cat 5:	\$12,500,000	\$3,125,000	\$0	\$0	\$0	\$15,625,000
2028	CON	1310-01-050	STBG:	\$22,717,316	\$5,679,330	\$0	\$0	\$0	\$28,396,646
Phase Subtotal:				\$35,217,316	\$8,804,330	\$0	\$0	\$0	\$44,021,646
Grand Total:				\$39,027,562	\$12,654,518	\$0	\$476,281	\$0	\$52,158,361

Revisions since STTC Meeting: Revised funding to include CMAQ with no change to overall funded amount.

PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 14032	Facility: CS	Location/Limits From: ON EAST BEAR CREEK ROAD FROM HAMPTON ROAD	Modification #: 2025-0382
Implementing Agency: TXDOT-DALLAS		Location/Limits To: IH 35E	
County: DALLAS	CSJ: 0918-47-246		
City: GLENN HEIGHTS	Desc:	RECONSTRUCT AND WIDEN FROM 2 LANES RURAL UNDIVIDED TO 4 LANES URBAN DIVIDED WITH BICYCLE/PEDESTRIAN ACCOMMODATIONS AND INTERSECTION IMPROVEMENTS	
	Request:	INCREASE CMAQ AND STBG FUNDING FOR CONSTRUCTION AND DELAY TO FY2029; INCREASE ROW FUNDING; CHANGE IMPLEMENTING AGENCY TO GLENN HEIGHTS	
	Comment:	CMAQ FUNDING FOR BICYCLE/PEDESTRIAN AND INTERSECTION IMPROVEMENTS ONLY; LOCAL CONTRIBUTION BY CITY OF GLENN HEIGHTS AND FRANCHISE UTILITY COMPANIES; RELATED TO TIP 14032.2/CSJ 0442-02-161	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0918-47-246	STBG:	\$800,000	\$0	\$0	\$200,000	\$0	\$1,000,000
2024	ROW	0918-47-246	STBG:	\$2,000,000	\$0	\$0	\$500,000	\$0	\$2,500,000
2025	UTIL	0918-47-246	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,329,417	\$3,329,417
2028	CON	0918-47-246	Cat 5:	\$1,600,000	\$0	\$0	\$400,000	\$0	\$2,000,000
2028	CON	0918-47-246	STBG:	\$16,800,267	\$0	\$0	\$4,200,067	\$0	\$21,000,334
Phase Subtotal:				\$18,400,267	\$0	\$0	\$4,600,067	\$0	\$23,000,334
Grand Total:				\$21,200,267	\$0	\$0	\$5,300,067	\$3,329,417	\$29,829,751

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0918-47-246	STBG:	\$800,000	\$0	\$0	\$200,000	\$0	\$1,000,000
2024	ROW	0918-47-246	STBG:	\$2,103,600	\$0	\$0	\$525,900	\$0	\$2,629,500
2025	UTIL	0918-47-246	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,329,417	\$3,329,417
2029	CON	0918-47-246	Cat 5:	\$2,484,549	\$0	\$0	\$621,137	\$0	\$3,105,686
2029	CON	0918-47-246	STBG:	\$27,497,890	\$0	\$0	\$6,874,473	\$0	\$34,372,363
Phase Subtotal:				\$29,982,439	\$0	\$0	\$7,495,610	\$0	\$37,478,049
Grand Total:				\$32,886,039	\$0	\$0	\$8,221,510	\$3,329,417	\$44,436,966

Revisions since STTC Meeting: Change implementing agency from TxDOT-Dallas to Glenn Heights per TxDOT request since this is an off-system project.

PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 24062	Facility: CS	Location/Limits From: LAUD HOWELL PKWY FROM FM 1461/LAKE FOREST DR	Modification #: 2025-0401
Implementing Agency: MCKINNEY		Location/Limits To: WEST OF TRINITY FALLS PKWY	
County: COLLIN	CSJ: 0918-24-317		
City: MCKINNEY	Desc:	RECONSTRUCT AND WIDEN 2 TO 4 (ULTIMATE 6) LANE ROADWAY	
	Request:	ADD PROJECT TO THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS APPROVED BY THE RTC ON MARCH 13, 2025; REVISE SCOPE TO RECONSTRUCT AND WIDEN 2 TO 4 (ULTIMATE 6) LANE ROADWAY AFTER RTC APPROVAL	
	Comment:	LOCAL CONTRIBUTION PAID BY THE CITY OF MCKINNEY AND PRIVATE SECTOR DEVELOPER; 0 TO 2 LANES ARE CURRENTLY BEING CONSTRUCTED WITH LOCAL FUNDS WHICH WILL REDUCE THE LOCAL CONTRIBUTION ON THIS PROJECT	

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	CON	0918-24-317	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$24,750,000	\$24,750,000
2027	CON	0918-24-317	STBG:	\$15,000,000	\$0	\$0	\$3,750,000	\$0	\$18,750,000
Phase Subtotal:				\$15,000,000	\$0	\$0	\$3,750,000	\$24,750,000	\$43,500,000
Grand Total:				\$15,000,000	\$0	\$0	\$3,750,000	\$24,750,000	\$43,500,000

Revisions since STTC Meeting: **Revise comment to show that McKinney's local contribution amount will be reduced once final amount of the two related projects are finalized.**

PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 21015.1 **Facility:** VA **Location/Limits From:** ENGINEERING FOR PASSENGER RAIL/ROADWAY INTERFACES; REGIONWIDE, INCLUDING **Modification #:** 2025-0462

Implementing Agency: NCTCOG **Location/Limits To:** BNSF AT AVONDALE HASLET, RIVERFRONT, FM 429, CADIZ RD AND RR BRIDGE AT UP RR, N. PRAIRIE CREEK AND BONDS RANCH AT BNSF

County: VARIOUS **CSJ:** 0918-00-375, 0918-00-378

City: VARIOUS **Desc:** ESTABLISH ENGINEERING AGREEMENTS WITH FREIGHT AND PASSENGER RAILROADS, ALLOWING FOR STREAMLINED DESIGN AND REVIEW OF DESIGN PLANS FOR REGIONALLY SIGNIFICANT TRANSPORTATION PROJECTS

Request: REVISE SCOPE TO INCLUDE A GRADE SEPARATION AT WESTMORELAND AND MARKET CENTER; ADVANCE CSJ 0918-00-378 FROM FY2025 TO FY2024 TO ALIGN WITH OBLIGATION DATE AND REMOVE FROM THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Comment: TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CATEGORY 5 TDCS

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0918-00-375	Cat 3 - TDC (MPO):	\$0	\$0	\$620,000	\$0	\$0	\$0
2023	ENG	0918-00-375	STBG:	\$3,100,000	\$0	\$0	\$0	\$0	\$3,100,000
Phase Subtotal:				\$3,100,000	\$0	\$620,000	\$0	\$0	\$3,100,000
2025	ENG	0918-00-378	Cat 3 - TDC (MPO):	\$0	\$0	\$620,000	\$0	\$0	\$0
2025	ENG	0918-00-378	STBG:	\$3,100,000	\$0	\$0	\$0	\$0	\$3,100,000
Phase Subtotal:				\$3,100,000	\$0	\$620,000	\$0	\$0	\$3,100,000
Grand Total:				\$6,200,000	\$0	\$0	\$0	\$0	\$6,200,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0918-00-375	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$620,000	\$0	\$0
2023	ENG	0918-00-375	STBG:	\$3,100,000	\$0	\$0	\$0	\$0	\$3,100,000
Phase Subtotal:				\$3,100,000	\$0	\$0	\$620,000	\$0	\$3,100,000
2024	ENG	0918-00-378	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$620,000	\$0	\$0
2024	ENG	0918-00-378	STBG:	\$3,100,000	\$0	\$0	\$0	\$0	\$3,100,000
Phase Subtotal:				\$3,100,000	\$0	\$0	\$620,000	\$0	\$3,100,000
2025	ENG	0918-00-378	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$0	\$0	\$0
2025	ENG	0918-00-378	STBG:	\$0	\$0	\$0	\$0	\$0	\$0
Phase Subtotal:				\$0	\$0	\$0	\$0	\$0	\$0
Grand Total:				\$6,200,000	\$0	\$0	\$0	\$0	\$6,200,000

PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11543.4	Facility: VA	Location/Limits From: TEXRAIL EXTENSION PROJECT FROM FORT WORTH T&P STATION	Modification #: 2025-0463
Implementing Agency: FWTA		Location/Limits To: MEDICAL DISTRICT	
County: TARRANT	CSJ: 0902-90-086, 0902-90-303		
City: FORT WORTH	Desc: ENGINEERING/ENVIRONMENTAL AND CONSTRUCTION OF COMMUTER RAIL LINE EXTENSION		
	Request: ADD BUILD GRANT AND LOCAL CONTRIBUTION FUNDING IN FY2026		
	Comment: TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; REGIONAL TDCS; LOCAL FUNDS PAID BY TRINITY METRO, FORT WORTH, & PRIVATE SECTOR; PART OF HEMPHILL/LAMAR SWAP; FTA GRANT IS NEW STARTS; 2025 BUILD GRANT; \$53,184,592 OF STBG IS CRRSAA FUNDING AT 100% FEDERAL		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	TRANS	0902-90-086	Cat 3 - TDC (MPO):	\$0	\$0	\$4,000,000	\$0	\$0	\$0
2018	TRANS	0902-90-086	Cat 5:	\$20,000,000	\$0	\$0	\$0	\$0	\$20,000,000
Phase Subtotal:				\$20,000,000	\$0	\$4,000,000	\$0	\$0	\$20,000,000
2023	TRANS	0902-90-303	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$15,018,770	\$15,018,770
2023	TRANS	0902-90-303	FTA Grant:	\$38,900,000	\$0	\$0	\$41,600,000	\$0	\$80,500,000
2023	TRANS	0902-90-303	STBG:	\$53,661,511	\$0	\$0	\$119,230	\$0	\$53,780,741
Phase Subtotal:				\$92,561,511	\$0	\$0	\$41,719,230	\$15,018,770	\$149,299,511
Grand Total:				\$112,561,511	\$0	\$0	\$41,719,230	\$15,018,770	\$169,299,511

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	TRANS	0902-90-086	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$4,000,000	\$0	\$0
2018	TRANS	0902-90-086	Cat 5:	\$20,000,000	\$0	\$0	\$0	\$0	\$20,000,000
Phase Subtotal:				\$20,000,000	\$0	\$0	\$4,000,000	\$0	\$20,000,000
2023	TRANS	0902-90-303	FTA Grant:	\$38,900,000	\$0	\$0	\$41,600,000	\$0	\$80,500,000
2023	TRANS	0902-90-303	STBG:	\$476,919	\$0	\$0	\$119,230	\$0	\$596,149
2023	TRANS	0902-90-303	STBG:	\$53,184,592	\$0	\$0	\$0	\$0	\$53,184,592
Phase Subtotal:				\$92,561,511	\$0	\$0	\$41,719,230	\$0	\$134,280,741
2026	TRANS	0902-90-303	Cat 3 - Build Grant:	\$25,000,000	\$0	\$0	\$6,250,000	\$0	\$31,250,000
2026	TRANS	0902-90-303	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$34,338,489	\$34,338,489
Phase Subtotal:				\$25,000,000	\$0	\$0	\$6,250,000	\$34,338,489	\$65,588,489
Grand Total:				\$137,561,511	\$0	\$0	\$47,969,230	\$34,338,489	\$219,869,230

PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 21014.1	Facility: VA	Location/Limits From: DCTA A-TRAIN EXPANDED SPECIAL EVENTS SERVICE	Modification #: 2025-0468
Implementing Agency: DCTA			
County: DENTON	CSJ: 0918-46-347		
City: DENTON	Desc: EXPAND A-TRAIN SERVICE FOR THREE YEARS TO COINCIDE WITH SPECIAL EVENTS IN THE DCTA AND DART SERVICE AREAS		
	Request: REVISE SCOPE TO DESIGN AND IMPLEMENT POSITIVE TRAIN CONTROL SYSTEM ENHANCEMENTS TO EXPAND A-TRAIN RAIL SERVICE		
	Comment: TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CATEGORY 2 TDCS; FUNDING PREVIOUSLY TRANSFERRED TO FTA FOR IMPLEMENTATION OF THIS PROJECT		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	TRANS	0918-46-347	Cat 3 - TDC (MPO):	\$0	\$0	\$600,000	\$0	\$0	\$0
2024	TRANS	0918-46-347	Cat 5:	\$3,000,000	\$0	\$0	\$0	\$0	\$3,000,000
Phase Subtotal:				\$3,000,000	\$0	\$600,000	\$0	\$0	\$3,000,000
Grand Total:				\$3,000,000	\$0	\$0	\$0	\$0	\$3,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	TRANS	0918-46-347	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$600,000	\$0	\$0
2024	TRANS	0918-46-347	Cat 5:	\$3,000,000	\$0	\$0	\$0	\$0	\$3,000,000
Phase Subtotal:				\$3,000,000	\$0	\$0	\$600,000	\$0	\$3,000,000
Grand Total:				\$3,000,000	\$0	\$0	\$0	\$0	\$3,000,000

PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 24060.1 **Facility:** VA **Location/Limits From:** N MAIN ST PANTHER ISLAND BRIDGES BOUNDED BY NE 5TH ST ON THE NORTH, CALHOUN ST ON THE EAST, THROCKMORTON ON THE WEST **Modification #:** 2025-0474
Implementing Agency: FORT WORTH **Location/Limits To:** WEST FORK TRINITY RIVER ON THE SOUTH
County: TARRANT **CSJ:** 0902-90-380
City: FORT WORTH **Desc:** CONSTRUCT VEHICULAR BRIDGES
Request: ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: ALL COST OVERRUNS WILL BE LOCAL RESPONSIBILITY

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2028	CON	0902-90-380	STBG:	\$5,280,000	\$0	\$0	\$1,320,000	\$0	\$6,600,000
Grand Total:				<u>\$5,280,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$1,320,000</u>	<u>\$0</u>	<u>\$6,600,000</u>

Revisions since STTC Meeting: Added comment regarding cost overruns.

PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11626	Facility: VA	Location/Limits From: ROADWAY SAFETY AUDITS	Modification #: 2025-0478
Implementing Agency: NCTCOG		Location/Limits To: REGIONWIDE ROADWAY SAFETY AUDIT TO EVALUATE VARIOUS ROAD SEGMENTS AND INTERSECTIONS HIGHLIGHTED IN THE REGIONAL	
County: VARIOUS	CSJ: 0902-00-384		
City: VARIOUS	Desc:	PEDESTRIAN SAFETY ACTION PLAN; IDENTIFY RECOMMENDED SAFETY COUNTERMEASURES THAT WILL ENHANCE SAFETY AND REDUCE THE NUMBER AND SEVERITY OF CRASHES; INCLUDES CONSULTANT AND COG STAFF TIME	
	Request:	CANCEL PROJECT BECAUSE A DISCRETIONARY GRANT FOR THIS ACTIVITY WAS RECEIVED AND REMOVE PROJECT FROM THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); TRANSFER FUNDING TO TIP 11626.1	
	Comment:	TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; REGIONAL TDCS	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	0902-00-384	Cat 3 - TDC (MPO):	\$0	\$0	\$300,000	\$0	\$0	\$0
2026	ENG	0902-00-384	STBG:	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000
Phase Subtotal:				\$1,500,000	\$0	\$300,000	\$0	\$0	\$1,500,000
Grand Total:				\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	0902-00-384	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$0	\$0	\$0
2026	ENG	0902-00-384	STBG:	\$0	\$0	\$0	\$0	\$0	\$0
Phase Subtotal:				\$0	\$0	\$0	\$0	\$0	\$0
Grand Total:				\$0	\$0	\$0	\$0	\$0	\$0

PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code:	11626.1	Facility:	VA	Location/Limits From:	FEASIBILITY STUDY FOR THE EXTENSION OF THE EXISTING COTTON BELT TRAIL IN NORTH RICHLAND HILLS	Modification #:	2025-0479
Implementing Agency:	NCTCOG	Location/Limits To:	AND EXISTING TRINITY TRAILS NEAR NORTHSIDE DRIVE AND NEAR HANDLEY EDERVILLE ROAD				
County:	TARRANT	CSJ:	0902-90-385				
City:	VARIOUS	Desc:	CONDUCT FEASIBILITY STUDY FOR EXTENSION OF REGIONAL TRAILS INCLUDING CONNECTIONS TO RAIL STATIONS				
		Request:	ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROJECT (STIP); FUNDING OFFSET BY DECREASE ON TIP 11626/CSJ 0902-00-384 AND CHANGED TO STBG; PROJECT GROUPED UNDER CSJ 5000-00-950				
		Comment:	TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; REGIONAL TDCS; PROJECT CAN BE FOUND IN 5.03 LAND-USE/TRANSPORTATION INITIATIVES OF THE UPWP; PROJECT GROUPED UNDER CSJ 5000-00-950				

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	0902-90-385	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$300,000	\$0	\$0
2026	ENG	0902-90-385	STBG:	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000
Phase Subtotal:				\$1,500,000	\$0	\$0	\$300,000	\$0	\$1,500,000
Grand Total:				\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000

Revisions since STTC Meeting: Note that the project is grouped under CSJ 5000-00-950 and clarified request.

PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11651.8	Facility: VA	Location/Limits From: DFW DISCOVERY TRAIL FROM DOWNTOWN FORT WORTH TO DOWNTOWN DALLAS	Modification #: 2025-0480
Implementing Agency: NCTCOG		Location/Limits To: COTTON BELT TRAIL FROM DOWNTOWN FORT WORTH TO SHILOH RD PLANO	
County: VARIOUS	CSJ: 0902-90-386		
City: VARIOUS	Desc:	INSTALL WAYFINDING SIGNAGE FOR DFW DISCOVERY TRAIL AND DEVELOP WAYFINDING SIGNAGE PLAN FOR COTTON BELT TRAIL; INSTALL PEDESTRIAN AND BICYCLE COUNT EQUIPMENT FOR DFW DISCOVERY TRAIL AND COTTON BELT TRAIL INCLUDING HARDWARE AND SOFTWARE FOR DATA PROCESSING	
	Request:	ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROJECT (STIP); FUNDING FROM TIP 11651/CSJ 0902-00-173 AND 0000-18-053 AND CHANGED TO STBG; PROJECT GROUPED UNDER CSJ 5000-00-916	
	Comment:	TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CATEGORY 5 TDCS; PROJECT CAN BE FOUND IN 3.07 CONGESTION MANAGEMENT OPERATIONS OF THE UPWP; PROJECT GROUPED UNDER CSJ 5000-00-916	

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	IMP	0902-90-386	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$155,000	\$0	\$0
2026	IMP	0902-90-386	STBG:	\$775,000	\$0	\$0	\$0	\$0	\$775,000
Phase Subtotal:				\$775,000	\$0	\$0	\$155,000	\$0	\$775,000
Grand Total:				\$775,000	\$0	\$0	\$0	\$0	\$775,000

Revisions since STTC Meeting: Revise scope and note that the project is grouped under CSJ 5000-00-916.

PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11684.1	Facility: VARIOUS	Location/Limits From: DART LOVE LINK AV BUS SERVICE	Modification #: 2025-0484
Implementing Agency: DART			
County: DALLAS	CSJ: 0918-47-378		
City: DALLAS	Desc:	PURCHASE A FLEET OF FOUR AUTOMATED ELECTRIC BUSES TO PROVIDE TRANSIT SERVICE BETWEEN THE INWOOD STATION AND LOVE FIELD	
	Request:	REVISE SCOPE TO DEVELOP AND DEPLOY ADVANCED PASSENGER INFORMATION AND PRECISION DOCKING TECHNOLOGY ON THE LOVE LINK SHUTTLE; REVISE LIMITS TO DART LOVE LINK SHUTTLE; CHANGE TDC FROM REGIONAL TO LOCAL	
	Comment:	TDCS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CATEGORY 2; FUNDING PREVIOUSLY TRANSFERRED	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	TRANS	0918-47-378	Cat 3 - TDC (MPO):	\$0	\$0	\$350,000	\$0	\$0	\$0
2023	TRANS	0918-47-378	STBG:	\$1,750,000	\$0	\$0	\$0	\$0	\$1,750,000
Phase Subtotal:				\$1,750,000	\$0	\$350,000	\$0	\$0	\$1,750,000
Grand Total:				\$1,750,000	\$0	\$0	\$0	\$0	\$1,750,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	TRANS	0918-47-378	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$350,000	\$0	\$0
2023	TRANS	0918-47-378	STBG:	\$1,750,000	\$0	\$0	\$0	\$0	\$1,750,000
Phase Subtotal:				\$1,750,000	\$0	\$0	\$350,000	\$0	\$1,750,000
Grand Total:				\$1,750,000	\$0	\$0	\$0	\$0	\$1,750,000

Revisions since STTC Meeting: Clarify that TDCs are categorized as local shares instead of regional shares.

TIP Code: 16004	Facility: VA	Location/Limits From: NORTHWEST AND SOUTHWEST FORT WORTH SUBAREA STUDIES; NORTHWEST STUDY: BOUNDED BY US 377 TO E, SH 114 TO N, FM 730 TO W,	Modification #: 2025-0489
Implementing Agency: NCTCOG	Location/Limits To: & IH 820 TO S; SW STUDY: IH 20/IH 820 TO N, FM 1187 TO W, US 377 TO S, & CHISHOLM TRAIL TO E; DEVELOP SUB-REGIONAL		
County: VARIOUS	CSJ: 0902-00-347, 0902-00-348, 0902-00-349		
City: VARIOUS	Desc:	TR PLANS TO IDENTIFY NEEDED IMPROVEMENTS & ESTABLISH A MULTI-MODAL TR NETWORK WITH FOCUS ON LAND USE, SAFETY, & CONGESTION; AREAS OUTSIDE THIS STUDY AREA WILL ALSO BE INCLUDED AS THEY IMPACT TRAVEL WITHIN THE AREA, INCL CONSULTANT & NCTCOG STAFF TIME	
	Request:	CANCEL PROJECT AND REMOVE FROM THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROJECT (STIP); PROJECT GROUPED UNDER CSJ 5000-00-950	
	Comment:	PROJECT GROUPED UNDER CSJ 5000-00-950	

PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR RTC MEETING

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0902-00-347	Cat 3 - TDC (MPO):	\$0	\$0	\$40,000	\$0	\$0	\$0
2025	ENG	0902-00-347	STBG:	\$200,000	\$0	\$0	\$0	\$0	\$200,000
Phase Subtotal:				\$200,000	\$0	\$40,000	\$0	\$0	\$200,000
2026	ENG	0902-00-348	Cat 3 - TDC (MPO):	\$0	\$0	\$120,000	\$0	\$0	\$0
2026	ENG	0902-00-348	STBG:	\$600,000	\$0	\$0	\$0	\$0	\$600,000
Phase Subtotal:				\$600,000	\$0	\$120,000	\$0	\$0	\$600,000
2027	ENG	0902-00-349	Cat 3 - TDC (MPO):	\$0	\$0	\$60,000	\$0	\$0	\$0
2027	ENG	0902-00-349	STBG:	\$300,000	\$0	\$0	\$0	\$0	\$300,000
Phase Subtotal:				\$300,000	\$0	\$60,000	\$0	\$0	\$300,000
Grand Total:				<u>\$1,100,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$1,100,000</u>

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0902-00-347	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$0	\$0	\$0
2025	ENG	0902-00-347	STBG:	\$0	\$0	\$0	\$0	\$0	\$0
Phase Subtotal:				\$0	\$0	\$0	\$0	\$0	\$0
2026	ENG	0902-00-348	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$0	\$0	\$0
2026	ENG	0902-00-348	STBG:	\$0	\$0	\$0	\$0	\$0	\$0
Phase Subtotal:				\$0	\$0	\$0	\$0	\$0	\$0
2027	ENG	0902-00-349	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$0	\$0	\$0
2027	ENG	0902-00-349	STBG:	\$0	\$0	\$0	\$0	\$0	\$0
Phase Subtotal:				\$0	\$0	\$0	\$0	\$0	\$0
Grand Total:				<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 25072.4	Facility: VA	Location/Limits From: CNG BUS FLEET REPLACEMENT	Modification #: 2025-0491
Implementing Agency: DART			
County: VARIOUS	CSJ: 0918-47-562		
City: VARIOUS	Desc: CNG BUS FLEET REPLACEMENT		
	Request: ADD PROJECT TO 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS APPROVED BY RTC ON MARCH 13, 2025; SINCE RTC ACTION REVISE FUNDING TO STBG AND SPECIFY PROJECT AS CNG BUS FLEET REPLACEMENT; PROJECT GROUPED UNDER 5000-00-918		
	Comment: PART OF REGIONAL TRANSIT PARTNERSHIP FOR FUTURE RECONSTRUCTION OF IH 35E/STEMMONS AT TRE		

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	TRANS	0918-47-562	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$3,400,000	\$0	\$0
2026	TRANS	0918-47-562	STBG:	\$17,000,000	\$0	\$0	\$0	\$0	\$17,000,000
Phase Subtotal:				\$17,000,000	\$0	\$0	\$3,400,000	\$0	\$17,000,000
Grand Total:				\$17,000,000	\$0	\$0	\$0	\$0	\$17,000,000

Revisions since STTC Meeting: Updated City and County from Dallas to Various and revised TIP code from 25017 to 25072.4. Note that project is grouped under 5000-00-918.

PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 25009	Facility: CS	Location/Limits From: BEDFORD ROAD FROM SOMERSET BLVD	Modification #: 2025-0495
Implementing Agency: COLLEYVILLE		Location/Limits To: SADDLEBROOK DRIVE	
County: TARRANT	CSJ: 0902-90-388		
City: COLLEYVILLE	Desc: RECONSTRUCT 2 LANE TO 2 LANE BRIDGE		
	Request: ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROJECT (STIP); PROJECT GROUPED UNDER CSJ 5000-00-953		
	Comment: DEMO ID TX 520, BEDFORD LOW WATER CROSSING; GROUPED UNDER CSJ 5000-00-953		

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	0902-90-388	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$300,000	\$300,000
2027	CON	0902-90-388	Cat 10 - Cong Earmark:	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000
2027	CON	0902-90-388	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,100,000	\$2,100,000
Phase Subtotal:				\$1,500,000	\$0	\$0	\$0	\$2,100,000	\$3,600,000
Grand Total:				\$1,500,000	\$0	\$0	\$0	\$2,400,000	\$3,900,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	0902-90-388	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$300,000	\$300,000
2027	CON	0902-90-388	Cat 10:	\$1,500,000	\$0	\$0	\$375,000	\$0	\$1,875,000
2027	CON	0902-90-388	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,725,000	\$1,725,000
Phase Subtotal:				\$1,500,000	\$0	\$0	\$375,000	\$1,725,000	\$3,600,000
Grand Total:				\$1,500,000	\$0	\$0	\$375,000	\$2,025,000	\$3,900,000

Revisions since STTC Meeting: Revise funding. Added comment that the project is grouped under CSJ 5000-00-953 and noted the award information.

PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 14015.4	Facility: VA	Location/Limits From: HARRY HINES BLVD FROM SOUTHEAST OF INWOOD DRIVE	Modification #: 2025-0499
Implementing Agency: DALLAS		Location/Limits To: NORTHWEST OF RECORD CROSSING	
County: DALLAS	CSJ: 0918-47-565		
City: DALLAS	Desc:	RECONSTRUCTION OF THE HARRY HINES-INWOOD INTERSECTION TO REMOVE EXISTING CLOVER LEAF AND REPLACE WITH A DIAMOND INTERSECTION WITH BRIDGE OVER INWOOD; RECONSTRUCT HARRY HINES FROM 6 LANES TO 6 LANES WITH SIDEWALKS AND BIKE FACILITIES; UPGRADE SIGNALS	
	Request:	ADD PROJECT TO 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); PROJECT GROUPED UNDER CSJ 5800-00-950	
	Comment:	ALSO RECEIVED \$5,000,000 OF TEXAS PARKS AND WILDLIFE STATE RIDER FUNDS TO BE SPENT ON AMENITIES AND NOT TRANSPORTATION ELEMENTS; PROJECT GROUPED UNDER CSJ 5800-00-950	

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	N/A	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$9,000,000	\$9,000,000
2028	CON	N/A	Cat 10 - Cong Earmark:	\$20,000,000	\$0	\$0	\$0	\$0	\$20,000,000
Grand Total:				\$20,000,000	\$0	\$0	\$0	\$9,000,000	\$29,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	0918-47-565	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$5,000,000	\$5,000,000
2029	CON	0918-47-565	Cat 10:	\$20,000,000	\$0	\$0	\$4,000,000	\$0	\$24,000,000
Grand Total:				\$20,000,000	\$0	\$0	\$4,000,000	\$5,000,000	\$29,000,000

Revisions since STTC Meeting: Note that the project is grouped under CSJ 5800-00-950. Added CSJ 0918-47-565.

TIP Code: 21032	Facility: CS	Location/Limits From: ON BELT LINE RD FROM EAST OF ALBA RD TO EAST OF SUNRISE RD	Modification #: 2025-0500
Implementing Agency: DALLAS CO		Location/Limits To: ON SUNRISE RD FROM BELT LINE RD TO SOUTH OF BELT LINE RD	
County: DALLAS	CSJ: 0918-47-526		
City: VARIOUS	Desc:	RECONSTRUCT AND WIDEN BELT LINE ROAD FROM 2 TO 4 LANES AND REALIGN SUNRISE RD FROM 2 TO 2 LANES (ULTIMATE 4 LANES)	
	Request:	DELAY ENGINEERING TO FY2026, ROW, UTILITIES, AND CONSTRUCTION TO FY2028; CLARIFY SCOPE TO IDENTIFY THIS PROJECT AS PHASE 1A	
	Comment:	LOCAL CONTRIBUTION PAID FOR BY DALLAS COUNTY, WILMER, LANCASTER, AND PRIVATE SECTOR; RELATED TO 2024 RAISE GRANT	

PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR RTC MEETING

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0918-47-526	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,100,000	\$1,100,000
2025	ENG	0918-47-526	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$1,100,000	\$0	\$0	\$1,100,000
Phase Subtotal:				\$0	\$0	\$1,100,000	\$0	\$1,100,000	\$2,200,000
2026	ROW	0918-47-526	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$700,000	\$700,000
2026	ROW	0918-47-526	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$500,000	\$0	\$0	\$500,000
Phase Subtotal:				\$0	\$0	\$500,000	\$0	\$700,000	\$1,200,000
2026	UTIL	0918-47-526	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,750,000	\$1,750,000
2026	UTIL	0918-47-526	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$250,000	\$0	\$0	\$250,000
Phase Subtotal:				\$0	\$0	\$250,000	\$0	\$1,750,000	\$2,000,000
2027	CON	0918-47-526	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
2027	CON	0918-47-526	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$16,200,000	\$0	\$0	\$16,200,000
Phase Subtotal:				\$0	\$0	\$16,200,000	\$0	\$2,000,000	\$18,200,000
Grand Total:				\$0	\$0	\$18,050,000	\$0	\$5,550,000	\$23,600,000

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	0918-47-526	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,100,000	\$1,100,000
2026	ENG	0918-47-526	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$1,100,000	\$0	\$0	\$1,100,000
Phase Subtotal:				\$0	\$0	\$1,100,000	\$0	\$1,100,000	\$2,200,000
2027	CON	0918-47-526	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$0	\$0
2027	CON	0918-47-526	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$0	\$0	\$0	\$0
Phase Subtotal:				\$0	\$0	\$0	\$0	\$0	\$0
2028	ROW	0918-47-526	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$700,000	\$700,000
2028	ROW	0918-47-526	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$500,000	\$0	\$0	\$500,000
Phase Subtotal:				\$0	\$0	\$500,000	\$0	\$700,000	\$1,200,000
2028	UTIL	0918-47-526	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,750,000	\$1,750,000
2028	UTIL	0918-47-526	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$250,000	\$0	\$0	\$250,000
Phase Subtotal:				\$0	\$0	\$250,000	\$0	\$1,750,000	\$2,000,000
2029	CON	0918-47-526	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
2029	CON	0918-47-526	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$16,200,000	\$0	\$0	\$16,200,000
Phase Subtotal:				\$0	\$0	\$16,200,000	\$0	\$2,000,000	\$18,200,000
Grand Total:				\$0	\$0	\$18,050,000	\$0	\$5,550,000	\$23,600,000

PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR RTC MEETING

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	0918-47-526	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,100,000	\$1,100,000
2026	ENG	0918-47-526	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$1,100,000	\$0	\$0	\$1,100,000
Phase Subtotal:				\$0	\$0	\$1,100,000	\$0	\$1,100,000	\$2,200,000
2028	ROW	0918-47-526	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$700,000	\$700,000
2028	ROW	0918-47-526	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$500,000	\$0	\$0	\$500,000
Phase Subtotal:				\$0	\$0	\$500,000	\$0	\$700,000	\$1,200,000
2028	UTIL	0918-47-526	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,750,000	\$1,750,000
2028	UTIL	0918-47-526	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$250,000	\$0	\$0	\$250,000
Phase Subtotal:				\$0	\$0	\$250,000	\$0	\$1,750,000	\$2,000,000
2028	CON	0918-47-526	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
2028	CON	0918-47-526	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$16,200,000	\$0	\$0	\$16,200,000
Phase Subtotal:				\$0	\$0	\$16,200,000	\$0	\$2,000,000	\$18,200,000
Grand Total:				\$0	\$0	\$18,050,000	\$0	\$5,550,000	\$23,600,000

Revisions since STTC Meeting: Clarify that this project is related to the 2024 RAISE Grant and phase 1A. Move construction to FY2028 instead of FY2029.

TIP Code: 21032.3	Facility: CS	Location/Limits From: ON SUNRISE/FERRIS RD FROM SOUTH OF VAN ROAD	Modification #: 2025-0502
Implementing Agency: DALLAS CO		Location/Limits To: LOOP 9 FRONTAGE ROAD	
County: DALLAS	CSJ: 0918-00-471, 0918-07-515		
City: VARIOUS	Desc: RECONSTRUCT AND WIDEN 2 TO 4 LANE ROAD AND REPLACE BRIDGE OVER 10 MILE CREEK; PHASE 3		
	Request: ADD RAISE GRANT AND STBG FUNDING FOR CONSTRUCTION IN FY2028; REDUCE RTR 121 - DA1 AND DECREASE LOCAL FUNDING FOR ROW PHASE; CLARIFY SCOPE FROM PHASE 3 TO PHASE 2B; INCREASE TDCS AND DELAY ENGINEERING, ROW, AND UTILITIES TO FY2026		
	Comment: RAISE GRANT IS 100% FEDERAL SINCE IT IS IN AN AREA OF PERSISTENT POVERTY; RAISE GRANT FUNDS MUST OBLIGATE BY SEPTEMBER 30, 2028 AND BE SPENT BY SEPTEMBER 30, 2033; TRANSPORTATION DEVELOPMENT CREDIT (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; REGIONAL TDCS; 2024 RAISE GRANT; LOCAL CONTRIBUTION PAID FOR BY DALLAS CO, WILMER, LANCASTER, AND FRANCHISE UTILITIES		

PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR RTC MEETING

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0918-00-471	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$700,000	\$700,000
2025	ENG	0918-00-471	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$3,800,000	\$0	\$0	\$3,800,000
Phase Subtotal:				\$0	\$0	\$3,800,000	\$0	\$700,000	\$4,500,000
2025	ROW	0918-00-471	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$400,000	\$400,000
2025	ROW	0918-00-471	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$1,600,000	\$0	\$0	\$1,600,000
Phase Subtotal:				\$0	\$0	\$1,600,000	\$0	\$400,000	\$2,000,000
2025	UTIL	0918-00-471	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,700,000	\$1,700,000
Grand Total:				\$0	\$0	\$5,400,000	\$0	\$2,800,000	\$8,200,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	0918-00-471	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$700,000	\$700,000
2026	ENG	0918-00-471	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$3,800,000	\$0	\$0	\$3,800,000
Phase Subtotal:				\$0	\$0	\$3,800,000	\$0	\$700,000	\$4,500,000
2026	ROW	0918-00-471	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,600,000	\$1,600,000
2026	ROW	0918-00-471	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$400,000	\$0	\$0	\$400,000
Phase Subtotal:				\$0	\$0	\$400,000	\$0	\$1,600,000	\$2,000,000
2026	UTIL	0918-00-471	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,700,000	\$1,700,000
2028	CON	0918-00-471	Cat 10 - RAISE Grant:	\$21,000,000	\$0	\$0	\$0	\$0	\$21,000,000
2028	CON	0918-07-515	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$1,658,000	\$0	\$0
2028	CON	0918-07-515	STBG:	\$8,290,000	\$0	\$0	\$0	\$0	\$8,290,000
Phase Subtotal:				\$29,290,000	\$0	\$0	\$1,658,000	\$0	\$29,290,000
Grand Total:				\$29,290,000	\$0	\$4,200,000	\$0	\$4,000,000	\$37,490,000

Revisions since STTC Meeting: Clarified request to identify particular phase changes. Include franchise utilities as contributing financial partners.

PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 50005	Facility: SS 288	Location/Limits From: SOUTH OF KINGS ROW	Modification #: 2025-0505
Implementing Agency: TXDOT-DALLAS		Location/Limits To: GEESLING ROAD	
County: DENTON	CSJ: 2250-04-002		
City: DENTON	Desc: CONSTRUCT 0 TO 6 LANE FREEWAY		
	Request: ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)		

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	ENG	2250-04-002	SW PE:	\$0	\$12,355,056	\$0	\$0	\$0	\$12,355,056
2027	ROW	2250-04-002	SW ROW:	\$0	\$57,554,990	\$0	\$0	\$0	\$57,554,990
Grand Total:				\$0	\$69,910,046	\$0	\$0	\$0	\$69,910,046

TIP Code: 50016	Facility: SL 288	Location/Limits From: EAST OF IH 35	Modification #: 2025-0506
Implementing Agency: TXDOT-DALLAS		Location/Limits To: SOUTH OF KINGS ROW	
County: DENTON	CSJ: 2250-02-025		
City: DENTON	Desc: IH 35 TO E OF 428: RECONST & WIDEN 4 LN CONTINUOUS FRONTAGE RD TO 6 LN FREEWAY WITH 4/6 LN CONTINUOUS FRONTAGE RD; E OF 428 TO KINGS ROW: RECONST & WIDEN 4 LN ARTERIAL TO 6 LN FREEWAY; 0 TO 4/6 LN CONTINUOUS FRONTAGE RD; CONSTRUCT NEW U-TURN AT KINGS ROW		
	Request: ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)		

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	ENG	2250-02-025	SW PE:	\$0	\$27,167,228	\$0	\$0	\$0	\$27,167,228
2027	ROW	2250-02-025	SW ROW:	\$0	\$74,275,475	\$0	\$0	\$0	\$74,275,475
Grand Total:				\$0	\$101,442,703	\$0	\$0	\$0	\$101,442,703

PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code:	25089.4	Facility:	VA	Location/Limits From:	TIMBERGLEN TRAIL FROM TIMBERGLEN PARK & PRESTON RIDGE TRAIL	Modification #:	2025-0509
Implementing Agency:	DALLAS	Location/Limits To:	MIDWAY & MOSS GLEN PARK				
County:	COLLIN	CSJ:	0918-24-287, 0918-24-288				
City:	DALLAS	Desc:	CONST & RECONST SHARED USE PATH TO LINK MOSS GLEN & PRESTON RIDGE TR; PED HAWK SIGNAL & SIGNAL UPGRADES AT MAPLESHADE/PRESTON RIDGE TR; RECTANGULAR RAPID FLASHING BEACON ON LLOYD CIR; SIGNAL UPGRADES & RECONST SIDEWALK ON TIMBERGLEN TO MIDWAY				
		Request:	REVISE SCOPE TO CONST BIKE LANE/TRAIL ON EB MAPLESHADE TO LINK MOSS GLEN & PRESTON RIDGE TR & RECONST EB LANES FROM 2 TO 1 LANE; PED HAWK SIGNAL & SIGNAL UPGRADES AT MAPLESHADE/PRESTON RIDGE TR; RRFB ON LLOYD CR; SIGNAL UPGRADES & RECONST SIDEWALK ON TIMBERGLEN TO MIDWAY; DELAY CONSTRUCTION TO FY2027				
		Comment:	TRANSPORTATION DEVELOPMENT CREDITS (CAT 6-TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; MTP POLICY BUNDLE TDCS; NO COST OVERRUNS ON THIS PROJECT AS THE RTC IS AWARDED MORE THAN WHAT THE TDCS REQUIRE				

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	CON	0918-24-287	Cat 5:	\$1,039,340	\$0	\$0	\$259,835	\$0	\$1,299,175
2026	CON	0918-24-288	Cat 3 - TDC (MPO):	\$0	\$0	\$438,000	\$0	\$0	\$0
2026	CON	0918-24-288	Cat 5:	\$2,190,000	\$0	\$0	\$0	\$0	\$2,190,000
Phase Subtotal:				\$3,229,340	\$0	\$438,000	\$259,835	\$0	\$3,489,175
Grand Total:				\$3,229,340	\$0	\$0	\$259,835	\$0	\$3,489,175

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	CON	0918-24-287	Cat 5:	\$1,039,340	\$0	\$0	\$259,835	\$0	\$1,299,175
2026	CON	0918-24-288	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$438,000	\$0	\$0
2026	CON	0918-24-288	Cat 5:	\$2,190,000	\$0	\$0	\$0	\$0	\$2,190,000
Phase Subtotal:				\$3,229,340	\$0	\$0	\$697,835	\$0	\$3,489,175
Grand Total:				\$3,229,340	\$0	\$0	\$259,835	\$0	\$3,489,175

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	CON	0918-24-287	Cat 5:	\$1,039,340	\$0	\$0	\$259,835	\$0	\$1,299,175
2027	CON	0918-24-288	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$438,000	\$0	\$0
2027	CON	0918-24-288	Cat 5:	\$2,190,000	\$0	\$0	\$0	\$0	\$2,190,000
Phase Subtotal:				\$3,229,340	\$0	\$0	\$697,835	\$0	\$3,489,175
Grand Total:				\$3,229,340	\$0	\$0	\$259,835	\$0	\$3,489,175

Revisions since STTC Meeting: Delay construction to FY2027 to align with estimated letting of October 2026.

PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 20175	Facility: SL 288	Location/Limits From: IH 35 AT SL 288	Modification #: 2025-0515
Implementing Agency: TXDOT-DALLAS	Location/Limits To: US 380 WEST OF DENTON		
County: DENTON	CSJ: 2250-02-013		
City: DENTON	Desc: CONSTRUCT 0 TO 2 LANE FRONTAGE ROADS WITH INTERCHANGE AT IH 35		
	Request: REVISE SCOPE TO CONSTRUCT 0 TO 4 LANE CONTINUOUS FRONTAGE ROADS WITH INTERCHANGE AT IH 35; DELAY ENGINEERING AND ROW FROM FY2029 TO FY2031		
	Comment: LOCAL CONTRIBUTION PAID BY DENTON COUNTY; RELATED TO TIP 53075/ CSJ 2250-02-014		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2009	ENG	2250-02-013	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$139,754	\$0	\$0	\$139,754
2029	ENG	2250-02-013	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,532,590	\$1,532,590
2029	ROW	2250-02-013	SW ROW:	\$28,800,000	\$3,600,000	\$0	\$3,600,000	\$0	\$36,000,000
Grand Total:				\$28,800,000	\$3,600,000	\$139,754	\$3,600,000	\$1,532,590	\$37,672,344

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2009	ENG	2250-02-013	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$139,754	\$0	\$0	\$139,754
2035	ENG	2250-02-013	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,532,590	\$1,532,590
2035	ROW	2250-02-013	SW ROW:	\$28,800,000	\$3,600,000	\$0	\$3,600,000	\$0	\$36,000,000
Grand Total:				\$28,800,000	\$3,600,000	\$139,754	\$3,600,000	\$1,532,590	\$37,672,344

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2009	ENG	2250-02-013	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$139,754	\$0	\$0	\$139,754
2031	ENG	2250-02-013	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,532,590	\$1,532,590
2031	ROW	2250-02-013	SW ROW:	\$28,800,000	\$3,600,000	\$0	\$3,600,000	\$0	\$36,000,000
Grand Total:				\$28,800,000	\$3,600,000	\$139,754	\$3,600,000	\$1,532,590	\$37,672,344

Revisions since STTC Meeting: Clarify fiscal year (FY) for engineering and ROW as FY2031.

PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 53075	Facility: SL 288	Location/Limits From: US 380 WEST OF DENTON	Modification #: 2025-0517
Implementing Agency: TXDOT-DALLAS		Location/Limits To: IH 35W SOUTH OF DENTON	
County: DENTON	CSJ: 2250-01-032		
City: DENTON	Desc:	FROM US 380 TO JOHN PAINE ROAD: CONSTRUCT 0 TO 2 LANE CONTINUOUS FRONTAGE ROADS (ULTIMATE 4 LANES). FROM JOHN PAINE ROAD TO IH 35W: RECONSTRUCT 2 TO 2 LANE CONTINUOUS FRONTAGE ROADS (ULTIMATE 4 LANES)	
	Request:	REVISE SCOPE TO FROM US 380 TO JOHN PAINE ROAD: CONSTRUCT 0 TO 4 LANE CONTINUOUS FRONTAGE ROADS AND FROM JOHN PAINE ROAD TO IH 35W: RECONSTRUCT 2 LANE CONTINUOUS TO 4 LANE CONTINUOUS FRONTAGE ROADS; DELAY ENGINEER AND ROW TO FY2031; DELAY CONSTRUCTION TO FY2050	
	Comment:	LOCAL CONTRIBUTION PAID BY DENTON COUNTY; RELATED TO TIP 20175/CSJ 2250-02-013	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2006	ENG	2250-01-032	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,532,590	\$1,532,590
2006	ENG	2250-01-032	SW PE:	\$0	\$614,906	\$0	\$0	\$0	\$614,906
Phase Subtotal:				\$0	\$614,906	\$0	\$0	\$1,532,590	\$2,147,496
2022	ROW	2250-01-032	SW ROW:	\$69,600,000	\$8,700,000	\$0	\$8,700,000	\$0	\$87,000,000
2029	CON	2250-01-032	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000
Grand Total:				\$69,600,000	\$9,314,906	\$0	\$8,700,000	\$4,532,590	\$92,147,496

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2031	ENG	2250-01-032	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,532,590	\$1,532,590
2031	ENG	2250-01-032	SW PE:	\$0	\$614,906	\$0	\$0	\$0	\$614,906
Phase Subtotal:				\$0	\$614,906	\$0	\$0	\$1,532,590	\$2,147,496
2031	ROW	2250-01-032	SW ROW:	\$69,600,000	\$8,700,000	\$0	\$8,700,000	\$0	\$87,000,000
2050	CON	2250-01-032	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000
Grand Total:				\$69,600,000	\$9,314,906	\$0	\$8,700,000	\$4,532,590	\$92,147,496

PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 25130.1	Facility: SH 121	Location/Limits From: AT GRAPEVINE MILLS MALL	Modification #: 2025-0523
Implementing Agency: NCTCOG			
County: TARRANT	CSJ: 0000-02-094		
City: GRAPEVINE	Desc: PHASE 2 ACTIVITIES, INCLUDING REPAIR, REPLACE, OR UPGRADE AN ELECTRIC VEHICLE CHARGER		
	Request: CANCEL PROJECT AND REMOVE FROM THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROJECT (STIP); FUNDING DECREASE OFFSETS AN INCREASE ON TIP 25130/CSJ 0000-18-186		
	Comment: ELECTRIC VEHICLE CHARGER RELIABILITY AND ACCESSIBILITY ACCELERATOR PROGRAM; EVGo NETWORK; RELATED TO TIP 25130/CSJ 0000-18-186, TIP 25130.2/CSJ 0000-18-188, TIP 25130.3/CSJ 0000-02-095, AND TIP 25130.4/CSJ 0000-02-096		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0000-02-094	Cat 10 - Electric Vehicle Charge Reliability and Accessibility Accelerator Program:	\$111,457	\$0	\$0	\$27,864	\$0	\$139,321
2026	CON	0000-02-094	Cat 10 - Electric Vehicle Charge Reliability and Accessibility Accelerator Program:	\$1,003,111	\$0	\$0	\$250,778	\$0	\$1,253,889
Grand Total:				\$1,114,568	\$0	\$0	\$278,642	\$0	\$1,393,210

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0000-02-094	Cat 10 - Electric Vehicle Charge Reliability and Accessibility Accelerator Program:	\$0	\$0	\$0	\$0	\$0	\$0
2026	CON	0000-02-094	Cat 10 - Electric Vehicle Charge Reliability and Accessibility Accelerator Program:	\$0	\$0	\$0	\$0	\$0	\$0
Grand Total:				\$0	\$0	\$0	\$0	\$0	\$0

PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 24019.1	Facility: CS	Location/Limits From: BONDS RANCH RD FROM FOSSIL SPRINGS/KITTERING	Modification #: 2025-0526
Implementing Agency: TXDOT-FORT WORTH		Location/Limits To: US 81/287	
County: TARRANT	CSJ: 0902-90-360		
City: FORT WORTH	Desc:	CONSTRUCT 2 LANE TO 4 LANE GRADE SEPARATION OVER UPRR WITH SHARED-USE PATH; SEGMENT 5	
	Request:	ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROJECT (STIP)	
	Comment:	RELATED TO TIP 24019/CSJ 0013-10-094; \$17,187,533 OF CAT 10 IS FY2022 RAILROAD CROSSING ELIMINATION GRANT FUNDING AND \$229,167 ARE SECTION 130 FUNDS; CITY OF FORT WORTH TO CONTRIBUTE \$3,770,833 AND BNSF TO CONTRIBUTE \$1,500,000	

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0902-90-360	SW PE:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
2025	ROW	0902-90-360	SW ROW:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
2029	CON	0902-90-360	Cat 10 - RAISE Grant:	\$13,086,820	\$0	\$0	\$4,132,680	\$0	\$17,219,500
Grand Total:				\$14,686,820	\$2,400,000	\$0	\$4,132,680	\$0	\$21,219,500

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENV	0902-90-360	Cat 10:	\$1,289,900	\$0	\$0	\$322,475	\$0	\$1,612,375
2025	ROW	0902-90-360	SW ROW:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
2029	CON	0902-90-360	Cat 10:	\$16,355,987	\$0	\$0	\$4,088,997	\$0	\$20,444,984
2029	CON	0902-90-360	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$859,361	\$859,361
Phase Subtotal:				\$16,355,987	\$0	\$0	\$4,088,997	\$859,361	\$21,304,345
Grand Total:				\$17,645,887	\$2,000,000	\$0	\$4,411,472	\$859,361	\$24,916,720

Revisions since STTC Meeting: Revise funding to match awarded amount. Revise comments to list additional information regarding the grant. Clarify the scope to include the number of lanes.

PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 25088	Facility: VA	Location/Limits From: COMPUTERS, PHONES, AND OTHER HARDWARE ITEMS	Modification #: 2025-0527
Implementing Agency: NCTCOG			
County: TARRANT	CSJ: N/A		
City: ARLINGTON	Desc:	PURCHASE OF COMPUTER SYSTEMS; PRINTERS; VOICE-OVER-INTERNET-PROTOCOL PHONE DEVICES; AND OTHER COMPUTER HARDWARE ITEMS, REPLACEMENTS, ACCESSORIES AND UPGRADES AS A RESULT OF BUY AMERICA CONSTRAINTS AND COVID-19 SERVICE DELIVERY FOR EMPLOYEES IN THEIR HOMES	
	Request:	ADD IMPLEMENTATION FUNDING FOR FY2026 AND REVISE SCOPE TO REMOVE COVID-19 SERVICE DELIVERY FOR EMPLOYEES IN THEIR HOMES	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$650,000	\$0	\$0	\$650,000
Grand Total:				\$0	\$0	\$650,000	\$0	\$0	\$650,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$650,000	\$0	\$0	\$650,000
2026	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$581,000	\$0	\$0	\$581,000
Grand Total:				\$0	\$0	\$1,231,000	\$0	\$0	\$1,231,000

Revisions since STTC Meeting: Revise scope to remove "COVID-19 Service Delivery for Employees in Their Homes."

PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13086.1	Facility: US 380	Location/Limits From: SH 5	Modification #: 2025-0529
Implementing Agency: TXDOT-DALLAS	Location/Limits To: JCT US 380/E UNIVERSITY DR		
County: COLLIN	CSJ: 0135-15-008		
City: MCKINNEY	Desc: CONSTRUCT 0 TO 8 LANE FREEWAY		
	Request: ADD PROJECT TO APPENDIX D OF THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)		
	Comment: BREAKOUT OF TIP 13070/CSJ 0135-15-002; RELATED TO TIP 13086/CSJ 0135-15-006		

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2050	ENG	0135-15-008	SW PE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
Grand Total:				\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2031	ENG	0135-15-008	SW PE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
Grand Total:				\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000

Revisions since STTC Meeting: Revise funding year from FY2050 to FY2031.

PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 83216.1	Facility: VA	Location/Limits From: US 75 SOUTHBOUND	Modification #: 2025-0538
Implementing Agency: DALLAS		Location/Limits To: N HASKELL AVE	
County: DALLAS	CSJ: 0047-07-252		
City: DALLAS	Desc:	SIGNAL REPLACEMENT AT SB US 75 FRONTAGE ROAD AND N HASKELL AVE; EXTENSION OF SB US 75 FRONTAGE ROAD LEFT TURN BAY AND PLACEMENT OF FIBER OPTIC CONNECTIVITY	
	Request:	CHANGE HIGHWAY TO US 75; REVISE SCOPE TO: CONSTRUCT SIGNAL IMPROVEMENTS; INSTALL CONCRETE TRAFFIC BARRIER; EXTEND SOUTHBOUND LEFT TURN BAY AND FIBER OPTIC CONNECTIVITY AND IMPROVE CROSSWALKS AND SIDEWALKS; INCREASE ENGINEERING AND CONSTRUCTION FUNDING INCLUDING NEW CMAQ FUNDS FOR ON SYSTEM PROJECT; DELAY CONSTRUCTION TO FY2028; CHANGE CSJ TO 0047-07-252	
	Comment:	PART OF COST OVERRUN PARTNERSHIP WITH THE CITY OF DALLAS FOR TIP 40075/CSJ 0918-47-327, TIP 40078/CSJ 0918-47-325, TIP 25025/CSJ 0918-47-237, TIP 25093/CSJ 0918-47-362, TIP 40073/CSJ 0918-47-326, AND TIP 83216	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	0918-47-545	STBG:	\$200,000	\$0	\$0	\$50,000	\$0	\$250,000
2027	CON	0918-47-545	STBG:	\$1,680,000	\$0	\$0	\$420,000	\$0	\$2,100,000
Grand Total:				\$1,880,000	\$0	\$0	\$470,000	\$0	\$2,350,000

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	0047-07-252	STBG:	\$240,000	\$0	\$0	\$60,000	\$0	\$300,000
2027	CON	0047-07-252	STBG:	\$2,080,000	\$0	\$0	\$520,000	\$0	\$2,600,000
Grand Total:				\$2,320,000	\$0	\$0	\$580,000	\$0	\$2,900,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	0047-07-252	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$60,000	\$60,000
2026	ENG	0047-07-252	STBG:	\$240,000	\$60,000	\$0	\$0	\$0	\$300,000
Phase Subtotal:				\$240,000	\$60,000	\$0	\$0	\$60,000	\$360,000
2028	CON	0047-07-252	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$520,000	\$520,000
2028	CON	0047-07-252	Cat 5:	\$1,040,000	\$260,000	\$0	\$0	\$0	\$1,300,000
2028	CON	0047-07-252	STBG:	\$1,040,000	\$260,000	\$0	\$0	\$0	\$1,300,000
Phase Subtotal:				\$2,080,000	\$520,000	\$0	\$0	\$520,000	\$3,120,000
Grand Total:				\$2,320,000	\$580,000	\$0	\$0	\$580,000	\$3,480,000

Revisions since STTC Meeting: Update request wording. Revise limits and scope. Update funding sources to include CMAQ and state match. Change CSJ from 0918-47-545 to 0047-07-252 and add comments regarding cost overrun partnership.

PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 54032.1	Facility: FM 740	Location/Limits From: RANCH ROAD	Modification #: 2025-0542
Implementing Agency: TXDOT-DALLAS		Location/Limits To: NORTH OF MAVERICK	
County: KAUFMAN	CSJ: 1091-01-023		
City: VARIOUS	Desc: RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES (ULTIMATE 6 LANES)		
	Request: ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)		

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	1091-01-023	SW PE:	\$0	\$4,112,494	\$0	\$0	\$0	\$4,112,494
2026	ROW	1091-01-023	SW ROW:	\$0	\$25,178,537	\$0	\$0	\$0	\$25,178,537
Grand Total:				\$0	\$29,291,031	\$0	\$0	\$0	\$29,291,031

TIP Code: 54032.2	Facility: FM 740	Location/Limits From: IH 20	Modification #: 2025-0543
Implementing Agency: TXDOT-DALLAS		Location/Limits To: SOUTHERNCROSS TRAIL	
County: KAUFMAN	CSJ: 1091-02-025		
City: KAUFMAN	Desc: RECONSTRUCT AND WIDEN FROM 2 LANE TO 4 LANE		
	Request: ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)		

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	1091-02-025	SW PE:	\$0	\$735,925	\$0	\$0	\$0	\$735,925
2026	ROW	1091-02-025	SW ROW:	\$0	\$3,003,777	\$0	\$0	\$0	\$3,003,777
Grand Total:				\$0	\$3,739,702	\$0	\$0	\$0	\$3,739,702

PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 50014	Facility: FM 460	Location/Limits From: FM 740	Modification #: 2025-0544
Implementing Agency: TXDOT-DALLAS	Location/Limits To: US 80		
County: KAUFMAN	CSJ: 2249-01-009		
City: FORNEY	Desc: RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES (ULTIMATE 6 LANES)		
	Request: ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)		

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	2249-01-009	SW PE:	\$0	\$753,217	\$0	\$0	\$0	\$753,217
2026	ROW	2249-01-009	SW ROW:	\$0	\$3,074,356	\$0	\$0	\$0	\$3,074,356
Grand Total:				\$0	\$3,827,573	\$0	\$0	\$0	\$3,827,573

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2030	ENG	2249-01-009	SW PE:	\$0	\$753,217	\$0	\$0	\$0	\$753,217
2030	ROW	2249-01-009	SW ROW:	\$0	\$3,074,356	\$0	\$0	\$0	\$3,074,356
Grand Total:				\$0	\$3,827,573	\$0	\$0	\$0	\$3,827,573

Revisions since STTC Meeting: Delayed engineering and right-of-way phases to FY2030 at the request of TXDOT.

PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55072	Facility: SH 205	Location/Limits From: SOUTH OF FM 548	Modification #: 2025-0545
Implementing Agency: TXDOT-DALLAS		Location/Limits To: US 80	
County: KAUFMAN	CSJ: 0451-02-028		
City: TERRELL	Desc:	S OF FM 548 TO N OF US 80: WIDEN 2 LANE RURAL HIGHWAY TO 4 LANE DIVIDED; FROM N OF US 80 TO US 80: RECONSTRUCT 4 LANE RURAL HIGHWAY TO 4 LANE DIVIDED WITH RAISED MEDIAN AND CONTINUOUS LEFT TURN LANE THROUGHOUT ENTIRE LIMITS (6 LANE ULTIMATE)	
	Request:	ADVANCE CONSTRUCTION TO FY2028 AND ADD TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); ADD CAT 2 FUNDING; ADD NEW CMAQ FUNDING FOR ON SYSTEM PROJECT; CLARIFY SCOPE AS S OF FM 548 TO N OF US 80: WIDEN 2 LANES TO 4 LANES; FROM N OF US 80 TO US 80: RECONSTRUCT 4 LANES TO 4 LANES WITH RAISED MEDIAN AND CONTINUOUS LEFT TURN LANE THROUGHOUT ENTIRE LIMITS (6 LANES ULTIMATE) INCLUDING SHARED USE PATH AND SIGNAL IMPROVEMENTS	
	Comment:	REGIONAL 10-YEAR PLAN PROJECT	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2014	ENG	0451-02-028	SW PE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
2019	ROW	0451-02-028	SW ROW:	\$11,200,000	\$1,400,000	\$0	\$1,400,000	\$0	\$14,000,000
2033	CON	0451-02-028	Cat 4:	\$89,963,854	\$22,490,964	\$0	\$0	\$0	\$112,454,818
Grand Total:				\$101,163,854	\$25,890,964	\$0	\$1,400,000	\$0	\$128,454,818

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2014	ENG	0451-02-028	SW PE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
2019	ROW	0451-02-028	SW ROW:	\$11,200,000	\$1,400,000	\$0	\$1,400,000	\$0	\$14,000,000
2028	CON	0451-02-028	Cat 2M:	\$5,132,142	\$1,283,036	\$0	\$0	\$0	\$6,415,178
2028	CON	0451-02-028	Cat 4:	\$89,963,854	\$22,490,964	\$0	\$0	\$0	\$112,454,818
2028	CON	0451-02-028	Cat 5:	\$5,418,224	\$1,354,556	\$0	\$0	\$0	\$6,772,780
Phase Subtotal:				\$100,514,220	\$25,128,556	\$0	\$0	\$0	\$125,642,776
Grand Total:				\$111,714,220	\$28,528,556	\$0	\$1,400,000	\$0	\$141,642,776

PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 21097.1	Facility: FM 741	Location/Limits From: US 175	Modification #: 2025-0546
Implementing Agency: TXDOT-DALLAS	Location/Limits To: SPRING CREEK BLVD		
County: KAUFMAN	CSJ: 1092-01-026		
City: CRANDALL	Desc: RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES INCLUDING NEW SHARED USE PATH, TURN LANES, AND NEW TRAFFIC SIGNALS AND RETIMING		
	Request: ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)		
	Comment: CMAQ FOR SHARED USE PATH, TURN LANES, AND NEW TRAFFIC SIGNAL INSTALLATION WITH RETIMING; PROJECT COMPLETES KAUFMAN CO OUTER LOOP ENGINEERING/ENVIRONMENTAL CLEARANCE PARTNERSHIP/TRADE		

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	CON	1092-01-026	Cat 5:	\$837,270	\$0	\$0	\$209,318	\$0	\$1,046,588
2027	CON	1092-01-026	STBG:	\$8,939,010	\$2,234,752	\$0	\$0	\$0	\$11,173,762
Phase Subtotal:				\$9,776,280	\$2,234,752	\$0	\$209,318	\$0	\$12,220,350
Grand Total:				\$9,776,280	\$2,234,752	\$0	\$209,318	\$0	\$12,220,350

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	CON	1092-01-026	Cat 5:	\$837,270	\$209,318	\$0	\$0	\$0	\$1,046,588
2027	CON	1092-01-026	STBG:	\$8,939,010	\$2,234,752	\$0	\$0	\$0	\$11,173,762
Phase Subtotal:				\$9,776,280	\$2,444,070	\$0	\$0	\$0	\$12,220,350
Grand Total:				\$9,776,280	\$2,444,070	\$0	\$0	\$0	\$12,220,350

Revisions since STTC Meeting: Revise scope and funding. Add comment regarding Kaufman Co. Outer Loop Partnership.

PROPOSED NOVEMBER 2025 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11898.7	Facility: CS	Location/Limits From: ON AVONDALE-HASLET ROAD	Modification #: 2025-0596
Implementing Agency: TXDOT-FORT WORTH		Location/Limits To: INTERMODAL PARKWAY	
County: TARRANT	CSJ: 0902-90-268		
City: HASLET	Desc: AVONDALE-HASLET RD FROM CITY LIMITS TO INTERMODAL PKWY: RECONST & WIDEN EXISTING 2 LN TO 4 LN DIVIDED URBAN RDWY INCLUDING INTERSECTION IMPROVEMENT AT FM 156 & NEW SIDEWALKS; HASLET PARKWAY/INTERMODAL PKWY: CONST 0 TO 4 LN DIVIDED URBAN RDWY W/ SIDEWALKS		
	Request: SPLIT PROJECT FROM TIP 11898.5/ CSJ 0902-90-267 AND ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)		
	Comment: LOCAL CONTRIBUTION PAID BY THE CITY OF HASLET AND TARRANT COUNTY		

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2028	ENG	0902-90-268	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$200,000	\$0	\$0
2028	ENG	0902-90-268	STBG:	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
Phase Subtotal:				\$1,000,000	\$0	\$0	\$200,000	\$0	\$1,000,000
2028	CON	0902-90-268	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$28,425,000	\$28,425,000
2028	CON	0902-90-268	STBG:	\$7,500,000	\$0	\$0	\$1,875,000	\$0	\$9,375,000
Phase Subtotal:				\$7,500,000	\$0	\$0	\$1,875,000	\$28,425,000	\$37,800,000
Grand Total:				\$8,500,000	\$0	\$0	\$1,875,000	\$28,425,000	\$38,800,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2028	ENG	0902-90-268	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$200,000	\$0	\$0
2028	ENG	0902-90-268	STBG:	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
Phase Subtotal:				\$1,000,000	\$0	\$0	\$200,000	\$0	\$1,000,000
2028	CON	0902-90-268	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$14,400,000	\$14,400,000
2028	CON	0902-90-268	STBG:	\$7,500,000	\$0	\$0	\$1,875,000	\$0	\$9,375,000
Phase Subtotal:				\$7,500,000	\$0	\$0	\$1,875,000	\$14,400,000	\$23,775,000
Grand Total:				\$8,500,000	\$0	\$0	\$1,875,000	\$14,400,000	\$24,775,000

Revisions since STTC Meeting: Clarify scope. Revise local funding.

How to Read the Project Modification Listings – Transit Section

The project listing includes all projects for which Regional Transportation Council action will be requested during this Transportation Improvement Program (TIP) modification cycle. Below is a **sample** TIP modification project listing for transit projects. The fields are described below.

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS
Request: REFINE FY2015 PROGRAM OF PROJECTS
Comment: 20,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL
Apportionment Year: FY2015 PROGRAM OF PROJECTS
Modification #: 2015-0695
UZA: DALLAS-FORT WORTH-ARLINGTON
Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:

FUNDING TABLE:									
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12644.15	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2015	CAPITAL	\$105,426	\$0	\$0	\$26,357	0	\$131,783
12678.15	PROGRAM ADMINISTRATION	2015	CAPITAL	\$321,885	\$0	\$0	\$0	0	\$321,885
12752.15	MOBILITY MANAGEMENT	2015	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000
12765.15	OPERATING ASSISTANCE	2015	OPERATING	\$72,000	\$0	\$0	\$72,000	0	\$144,000
TOTAL:				\$599,311	\$0	\$0	\$98,357	20,000	\$697,668

Revision Requested:

FUNDING TABLE:										REVISION REQUESTED
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT
12644.15	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2016	CAPITAL	\$105,426	\$0	\$0	\$26,357	0	\$131,783	NO CHANGE
12678.15	PROGRAM ADMINISTRATION	2016	CAPITAL	\$321,885	\$0	\$0	\$0	0	\$321,885	NO CHANGE
12752.15	MOBILITY MANAGEMENT	2016	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000	NO CHANGE
12765.15	OPERATING ASSISTANCE	2016	OPERATING	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
TOTAL:				\$527,311	\$0	\$0	\$26,357	20,000	\$553,668	

IMPLEMENTING AGENCY:	Identifies the lead public agency or municipality responsible for the project.
APPORTIONMENT YEAR:	Identifies the apportionment year in which funds were committed to the project.
MODIFICATION #:	The number assigned to the modification request by North Central Texas Council of Governments (NCTCOG) staff.
REQUEST:	Describes the action being requested through the modification.
UZA:	Identifies the Urbanized Area in which the project is located.
COMMENT:	States any comments related to the project.
FUNDING SOURCE:	Identifies the sources that are used to fund the project. Chapter III of the TIP/Statewide Transportation Improvement Plan (STIP) provides descriptions of the different funding categories and outlines abbreviations commonly used for the categories: www.nctcog.org/trans/funds/transportation-improvement-program
CURRENTLY APPROVED FUNDING TABLE:	Provides the total funding currently approved for a program of projects; incorporates total funding for projects in the program. This table will not appear for a modification that is adding a new program of projects to the TIP/STIP.
REVISION REQUESTED FUNDING TABLE:	Provides the total proposed funding for a program of projects as a result of the requested change; incorporates total funding for all projects in the program.

TIP CODE:	The number assigned to a TIP project, which is how NCTCOG identifies a project.
DESCRIPTION:	Identifies the scope of work that will be completed in the project.
FY:	Identifies the fiscal years in which the project occurs.
PROJECT TYPE:	Identifies if the project is a capital, operating, or planning project.
FUNDING TABLE:	Provides funding breakdown for funds associated with that program of projects.
REQUESTED REVISION BY PROJECT:	Identifies the request at the TIP Code level.

PROPOSED NOVEMBER 2025 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: CITY OF MCKINNEY

Apportionment Year: FY2021 PROGRAM OF PROJECTS **Modification #:** 2025-0437

Request: REVISE FY2021 PROGRAM OF PROJECTS; DELAY PROJECT TO FY2026 AND ADD TO 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) **UZA:** MCKINNEY- FRISCO

Comment:

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:			FUNDING TABLE:						
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12823.21	OPERATING ASSISTANCE	2022	OPERATING	\$2,935,729	\$477,778	\$0	\$2,457,951	0	\$5,871,458
12866.21	PREVENTIVE MAINTENANCE	2022	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000
12867.21	MOBILITY MANAGEMENT	2022	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000
TOTAL:				\$3,135,729	\$477,778	\$0	\$2,457,951	40,000	\$6,071,458

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED BY
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	
12823.21	OPERATING ASSISTANCE	2026	OPERATING	\$3,135,729	\$577,778	\$0	\$2,557,951	0	\$6,271,458	INCREASE CONSTRUCTION FUNDING AND DELAY PROJECT TO FY2026 AND ADD TO TIP/STIP
12866.21	PREVENTIVE MAINTENANCE	2022	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12867.21	MOBILITY MANAGEMENT	2022	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
TOTAL:				\$3,135,729	\$577,778	\$0	\$2,557,951	0	\$6,271,458	

Revisions since STTC Meeting:

PROPOSED NOVEMBER 2025 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year: FY2023 PROGRAM OF PROJECTS **Modification #:** 2025-0551

Request: REVISE FY2023 PROGRAM OF PROJECTS; DELAY PROJECT TO FY2026 AND ADD TO 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) **UZA:** DALLAS-FORT WORTH-ARLINGTON

Comment: 230,475 OF TRANSPORTATION DEVELOPMENT CREDITS (REGIONAL - CAT 6) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND **Funding Source:** TRANSIT SECTION 5307 FUNDS ARE NOT CALCULATED IN FUNDING TOTAL

Currently Approved:

FUNDING TABLE:

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12028.23	SYSTEM PREVENTIVE MAINTENANCE	2025	CAPITAL	\$48,323,515	\$0	\$0	\$12,080,879	0	\$60,404,394
12515.23	ACQUISITION OF SECURITY EQUIPMENT	2026	CAPITAL	\$592,774	\$0	\$0	\$148,194	0	\$740,968
12981.23	ACQUISITION OF PASSENGER INFORMATION DISPLAY SYSTEM (PIDS)	2025	CAPITAL	\$1,152,374	\$0	\$0	\$0	230,475	\$1,152,374
12998.23	RISK REDUCTION SAFETY PROJECT	2025	CAPITAL	\$588,477	\$0	\$0	\$147,119	0	\$735,596
TOTAL:				\$50,657,140	\$0	\$0	\$12,376,192	230,475	\$63,033,332

Revision Requested:

FUNDING TABLE:

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>REVISION REQUESTED BY</u>
12028.23	SYSTEM PREVENTIVE MAINTENANCE	2024	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12197.23	BUS STOP CAPITAL IMPROVEMENTS	2026	CAPITAL	\$71,466,709	\$0	\$0	\$17,866,678	0	\$89,333,387	ADD PROJECT TO THE TIP/STIP
12515.23	ACQUISITION OF SECURITY EQUIPMENT	2026	CAPITAL	\$784,636	\$0	\$0	\$196,159	0	\$980,795	INCREASE FUNDING AND DELAY PROJECT TO FY2026; ADD PROJECT TO THE TIP/STIP
12981.23	ACQUISITION OF PASSENGER INFORMATION DISPLAY SYSTEM (PIDS)	2025	CAPITAL	\$1,152,374	\$0	\$0	\$0	230,475	\$1,152,374	NO CHANGE
12998.23	RISK REDUCTION SAFETY PROJECT	2025	CAPITAL	\$588,477	\$0	\$0	\$147,119	0	\$735,596	NO CHANGE
TOTAL:				\$73,992,196	\$0	\$0	\$18,209,956	230,475	\$92,202,152	

Revisions since STTC Meeting:

PROPOSED NOVEMBER 2025 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year: FY2022 PROGRAM OF PROJECTS **Modification #:** 2025-0552

Request: REVISE FY2022 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment:

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

FUNDING TABLE:

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12038.22	SYSTEM PREVENTIVE MAINTENANCE	2025	CAPITAL	\$23,203,883	\$0	\$0	\$5,800,971	0	\$29,004,854
12549.22	ADA PARATRANSIT SERVICE	2025	CAPITAL	\$2,644,805	\$0	\$0	\$661,201	0	\$3,306,006
12671.22	RISK REDUCTION SAFETY PROJECT	2025	CAPITAL	\$256,868	\$0	\$0	\$64,217	0	\$321,085
12732.22	ACQUISITION OF SECURITY EQUIPMENT	2025	CAPITAL	\$342,490	\$0	\$0	\$85,623	0	\$428,113
TOTAL:				\$26,448,046	\$0	\$0	\$6,612,012	0	\$33,060,058

Revision Requested:

FUNDING TABLE:

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>REVISION REQUESTED BY</u>
12038.22	SYSTEM PREVENTIVE MAINTENANCE	2026	CAPITAL	\$22,606,424	\$0	\$0	\$5,651,606	0	\$28,258,030	DECREASE FUNDING
12549.22	ADA PARATRANSIT SERVICE	2026	CAPITAL	\$3,173,766	\$0	\$0	\$793,442	0	\$3,967,208	INCREASE FUNDING
12671.22	RISK REDUCTION SAFETY PROJECT	2026	CAPITAL	\$256,868	\$0	\$0	\$64,217	0	\$321,085	NO CHANGE
12732.22	ACQUISITION OF SECURITY EQUIPMENT	2026	CAPITAL	\$410,988	\$0	\$0	\$102,747	0	\$513,735	INCREASE FUNDING
TOTAL:				\$26,448,046	\$0	\$0	\$6,612,012	0	\$33,060,058	

Revisions since STTC Meeting:

PROPOSED NOVEMBER 2025 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year: FY2023 PROGRAM OF PROJECTS **Modification #:** 2025-0553

Request: REVISE FY2023 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment:

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

FUNDING TABLE:

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12038.23	SYSTEM PREVENTIVE MAINTENANCE	2025	CAPITAL	\$18,873,724	\$0	\$0	\$4,718,431	0	\$23,592,155
12039.23	PURCHASE OF SERVICE - MANSFIELD	2024	CAPITAL	\$684,254	\$0	\$0	\$171,064	0	\$855,318
12549.23	ADA PARATRANSIT SERVICE	2025	CAPITAL	\$1,920,000	\$0	\$0	\$480,000	0	\$2,400,000
12671.23	RISK REDUCTION SAFETY PROJECT	2025	CAPITAL	\$264,388	\$0	\$0	\$66,097	0	\$330,485
12732.23	ACQUISITION OF SECURITY EQUIPMENT	2025	CAPITAL	\$352,517	\$0	\$0	\$88,129	0	\$440,646
TOTAL:				\$22,094,883	\$0	\$0	\$5,523,721	0	\$27,618,604

Revision Requested:

FUNDING TABLE:

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>REVISION REQUESTED BY</u>
12038.23	SYSTEM PREVENTIVE MAINTENANCE	2026	CAPITAL	\$18,514,614	\$0	\$0	\$4,628,654	0	\$23,143,268	DECREASE PROJECT
12039.23	PURCHASE OF SERVICE - MANSFIELD	2026	CAPITAL	\$1,121,930	\$0	\$0	\$280,483	0	\$1,402,413	INCREASE PROJECT
12549.23	ADA PARATRANSIT SERVICE	2026	CAPITAL	\$2,304,000	\$0	\$0	\$576,000	0	\$2,880,000	INCREASE PROJECT
12671.23	RISK REDUCTION SAFETY PROJECT	2026	CAPITAL	\$168,995	\$0	\$0	\$42,249	0	\$211,244	DECREASE PROJECT
12732.23	ACQUISITION OF SECURITY EQUIPMENT	2026	CAPITAL	\$423,020	\$0	\$0	\$105,755	0	\$528,775	INCREASE PROJECT
TOTAL:				\$22,532,559	\$0	\$0	\$5,633,141	0	\$28,165,700	

Revisions since STTC Meeting:

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year: FY2023 PROGRAM OF PROJECTS **Modification #:** 2025-0554

Request: REFINE FY2023 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 115,605 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL **Funding Source:** TRANSIT SECTION 5310 FUNDS

Currently Approved:

FUNDING TABLE:

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12678.23	PROGRAM ADMINISTRATION	2025	CAPITAL	\$578,022	\$0	\$0	\$0	115,605	\$578,022
12752.23	MOBILITY MANAGEMENT	2025	CAPITAL	\$1,938,632	\$0	\$0	\$0	387,727	\$1,938,632
TOTAL:				\$2,516,654	\$0	\$0	\$0	503,332	\$2,516,654

Revision Requested:

FUNDING TABLE:

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>REVISION REQUESTED BY</u>
12678.23	PROGRAM ADMINISTRATION	2025	CAPITAL	\$578,022	\$0	\$0	\$0	115,605	\$578,022	NO CHANGE
12752.23	MOBILITY MANAGEMENT	2025	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT; DECREASE IN FUNDING OFFSETS FY2023 POPs FOR STAR AND SPAN
TOTAL:				\$578,022	\$0	\$0	\$0	115,605	\$578,022	

Revisions since STTC Meeting:

PROPOSED NOVEMBER 2025 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: SPECIAL PROGRAMS FOR AGING NEEDS

Apportionment Year: FY2023 PROGRAM OF PROJECTS **Modification #:** 2025-0555

Request: ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 352,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:

FUNDING TABLE:

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12176.23	MOBILITY MANAGEMENT	2025	CAPITAL	\$120,000	\$0	\$0	\$0	24,000	\$120,000
TOTAL:				\$120,000	\$0	\$0	\$0	24,000	\$120,000

Revision Requested:

FUNDING TABLE:

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>REVISION REQUESTED BY</u>
12176.23	MOBILITY MANAGEMENT	2025	CAPITAL	\$120,000	\$0	\$0	\$0	24,000	\$120,000	NO CHANGE
12198.23	PURCHASE OF SERVICE - FLOWER MOUND	2025	CAPITAL	\$230,000	\$0	\$0	\$0	46,000	\$230,000	ADD PROJECT TO TIP/STIP (TDC [MPO]); INCREASE OFFSETS TIP 12752.23
12199.23	PURCHASE OF SERVICE - LAKE CITIES	2026	CAPITAL	\$230,000	\$0	\$0	\$0	46,000	\$230,000	ADD PROJECT TO TIP/STIP (TDC [MPO]); INCREASE OFFSETS TIP 12752.23
12875.23	PURCHASE OF SERVICE - DENTON COUNTY	2026	CAPITAL	\$500,000	\$0	\$0	\$0	100,000	\$500,000	ADD PROJECT TO TIP/STIP (TDC [MPO]); INCREASE OFFSETS TIP 12752.23
12919.23	PURCHASE OF SERVICE - THE COLONY	2026	CAPITAL	\$380,000	\$0	\$0	\$0	76,000	\$380,000	ADD PROJECT TO TIP/STIP (TDC [MPO]); INCREASE OFFSETS TIP 12752.23
12920.23	PURCHASE OF SERVICE - LITTLE ELM	2026	CAPITAL	\$300,000	\$0	\$0	\$0	60,000	\$300,000	ADD PROJECT TO TIP/STIP (TDC [MPO]); INCREASE OFFSETS TIP 12752.23
TOTAL:				\$1,760,000	\$0	\$0	\$0	352,000	\$1,760,000	

Revisions since STTC Meeting:

PROPOSED NOVEMBER 2025 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: STAR TRANSIT **Apportionment Year:** FY2023 PROGRAM OF PROJECTS **Modification #:** 2025-0556

Request: INCREASE FUNDING AND ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) **UZA:** DALLAS-FORT WORTH-ARLINGTON

Comment: 97,015 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL **Funding Source:** TRANSIT SECTION 5310 FUNDS

<u>Currently Approved:</u>				<u>FUNDING TABLE:</u>					
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12200.23	PURCHASE OF SERVICE - ROCKWALL	2025	CAPITAL	\$680,000	\$0	\$0	\$170,000	0	\$850,000
12719.23	PURCHASE OF SERVICE - MESQUITE	2025	CAPITAL	\$485,072	\$0	\$0	\$0	97,015	\$485,072
TOTAL:				\$1,165,072	\$0	\$0	\$170,000	97,015	\$1,335,072

<u>Revision Requested:</u>				<u>FUNDING TABLE:</u>						<u>REVISION REQUESTED BY</u>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12200.23	PURCHASE OF SERVICE - ROCKWALL	2025	CAPITAL	\$680,000	\$0	\$0	\$170,000	0	\$850,000	NO CHANGE
12715.23	PURCHASE OF SERVICE - DUNCANVILLE	2026	CAPITAL	\$170,000	\$0	\$0	\$42,500	0	\$212,500	ADD PROJECT TO TIP/STIP); INCREASE OFFSETS TIP 12752.23
12718.23	PURCHASE OF SERVICE - CEDAR HILL	2026	CAPITAL	\$110,000	\$0	\$0	\$27,500	0	\$137,500	ADD PROJECT TO TIP/STIP); INCREASE OFFSETS TIP 12752.23
12719.23	PURCHASE OF SERVICE - MESQUITE	2025	CAPITAL	\$503,704	\$0	\$0	\$4,658	97,015	\$605,377	INCREASE FUNDING
TOTAL:				\$1,463,704	\$0	\$0	\$244,658	97,015	\$1,805,377	

Revisions since STTC Meeting:

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY **Apportionment Year:** FY2023 PROGRAM OF PROJECTS **Modification #:** 2025-0557

Request: ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) **UZA:** DALLAS-FORT WORTH-ARLINGTON

Comment: **Funding Source:** TRANSIT SECTION 5339 FUNDS

<u>Currently Approved:</u>				<u>FUNDING TABLE:</u>					
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12033.23	BUS PREVENTIVE MAINTENANCE	2025	CAPITAL	\$2,028,319	\$0	\$0	\$507,080	0	\$2,535,399
TOTAL:				\$2,028,319	\$0	\$0	\$507,080	0	\$2,535,399

<u>Revision Requested:</u>				<u>FUNDING TABLE:</u>						<u>REVISION REQUESTED BY</u>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12033.23	BUS PREVENTIVE MAINTENANCE	2025	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12253.23	BUS ROLLING STOCK	2026	CAPITAL	\$2,028,319	\$0	\$0	\$357,939	0	\$2,386,258	ADD PROJECT TO TIP/STIP
TOTAL:				\$2,028,319	\$0	\$0	\$357,939	0	\$2,386,258	

Revisions since STTC Meeting:



North Central Texas
Council of Governments

Transit Strategic Partnerships Program: November 2024 Cycle Selected Project

Regional Transportation Council
October 9, 2025
Karla Windsor, Senior Program Manager

Transit Strategic Partnerships Program: Program Elements/Eligibility

Implement public transportation services and support transit project ideas that address goals from the region's long-range transportation plan and Access North Texas.

Program Elements/Eligibility may be updated upon finalization of Transit 2.0 Subcommittee recommendations.

Eligible Applicants

Must be an entity that can receive federal funds, such as:

- Transit Authorities
- Public Transit Providers
- Local Governments
- Non-profits (in partnership with existing transit provider)

Project Length

Typically, 2-3 year pilots (cannot be used for operating shortfalls)

Project Elements

Must be within Urbanized Area (UZA)

Encourage partnerships and collaboration between non-service providers and transit providers

Address innovation, Access North Texas, recent transit study recommendations, accessibility, transit-dependent populations, and risk.



November 2024 Cycle Submitted Project:

Recommendation Status

Applicant	Project	Description	Project Total ¹	Status
City of Arlington	Handitran Community Access and Ridership Enhancement for Safety (CARES)	<p>Program includes a new role created specifically to enhance outreach, education, and service promotion among transit-dependent populations, particularly seniors, individuals with disabilities, and low-income residents who qualify for the Handitran demand response service.</p> <p>Will significantly expand existing outreach efforts and allow for more targeted, sustained engagement.</p>	Not to exceed \$311,000	Recommended for Funding

¹ Transportation Development Credits (TDC) to be used from Arlington's policy bundle in lieu of local match.



November 2024 Cycle Submitted Project:

Proposed Service Overview

How Much: Not to exceed \$311,000 total from Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program Funds.

Implementing Agency	Project Description	Total	Federal	Local	TDCs Awarded ¹
City of Arlington	Mobility Management	\$311,000	\$311,000	---	62,200

¹ Up to 62,200 of Transportation Development Credits (TDC) will be used in lieu of a local match and are not calculated in funding total; Arlington MTP Policy Bundle TDCs

What: The Community Engagement Coordinator will enhance outreach, education, and service promotion among transit-dependent populations, particularly seniors, individuals with disabilities, and low-income residents.

When: Three years with service start date anticipated for Spring 2026.

Key Outcomes: Increased utilization of Handitran services and improved rider/community satisfaction.



Transit Strategic Partnerships Program: Committee Schedule

Deliverable	Date
Initial Application and Budget Worksheet Submitted	November 27, 2024
November 2024 Cycle – Project Reviewed	April 11, 2025
Revised Project Submitted based on staff feedback	May – September 2025
Surface Transportation Technical Committee – Action	September 26, 2025
Regional Transportation Council – Action	October 9, 2025
Estimated Implementation	Spring 2026



REQUESTED ACTION – Transit Strategic Partnerships Program: November 2024 Cycle Project Selection

- **RTC approval of:**
 - To use existing Federal Transit Administration (FTA) Section 5310 Enhancing Mobility of Seniors and Individuals with Disabilities program funds from the Transit Strategic Partnerships Program in an amount not to exceed \$311,000, including the use of 62,200 of Arlington Transportation Development Credits in lieu of local match, to fund the City of Arlington's Handitran Community Access and Ridership Enhancement for Safety (CARES) program.
 - Administratively amend the Transportation Improvement Program and other planning/administrative documents as appropriate to incorporate the City of Arlington's CARES program.

RTC Action Item – October 9, 2025

Contact Information



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DRAFT Public
Participation Plan for
the Dallas-Fort Worth
Metropolitan Area

2025 Update



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Appendices

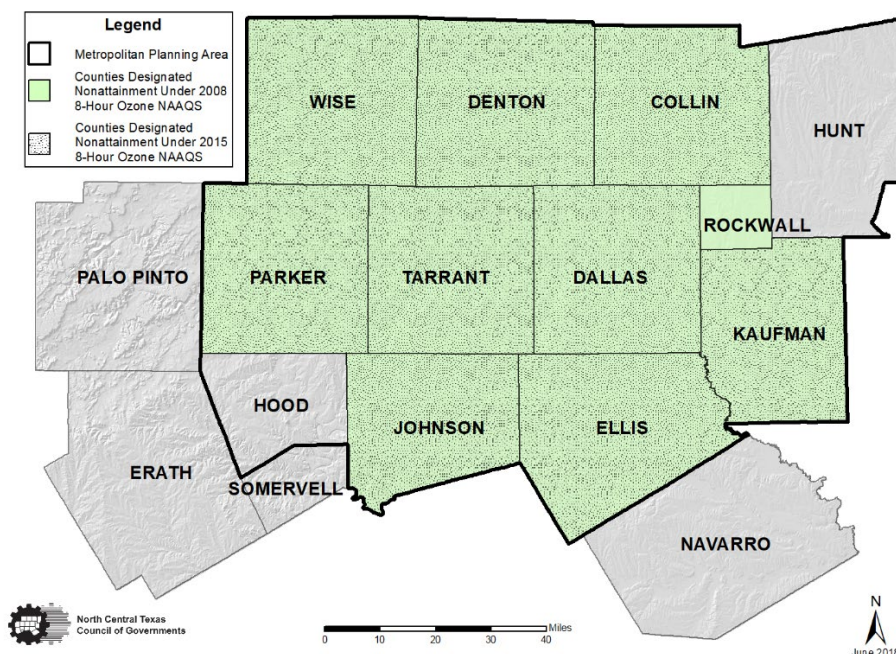
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1. About the Metropolitan Planning Organization

North Central Texas Council of Governments Transportation Department and Regional Transportation Council

As the federally designated Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area since 1974, the North Central Texas Council of Governments (NCTCOG) Transportation Department works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing region. The 12-county region includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. This area is urbanized or expected to be urbanized in the next 20 years. North Texas is one of the fastest-growing regions in the country, adding about 1 million people every 10 years. More than 8 million people live in the region today, and that is expected to increase to over 12 million by 2050. NCTCOG works with its transportation partners and all levels of government, as well as the public, to address traffic safety and congestion by developing a multimodal transportation system that includes highway, passenger rail, micro transit, bus, bicycle and pedestrian facilities, innovative and automated forms of transportation, etc.

In addition to serving as the MPO for the Dallas-Fort Worth area, NCTCOG also coordinates public transportation planning for the 12-county region and four additional counties: Erath, Navarro, Palo Pinto and Somervell.



The Regional Transportation Council (RTC), the independent policy body of the MPO, oversees the work of the MPO, establishes priorities and guides the development of multimodal transportation plans, programs and partnerships. The RTC consists primarily of local elected officials and representatives from the area's transportation providers, and the RTC determines how to allocate federal, state and regional funds to transportation improvements. Committees and advisory groups lend expertise and develop recommendations for the RTC to consider.

2. Guiding Principles for Public Participation

This Public Participation Plan outlines the MPO's responsibility to inform and involve individuals, families and communities and discusses the principles, goals and strategies it employs to broadly engage the many different audiences living and working in North Texas.

NCTCOG adheres to federal requirements for public involvement and strives to go beyond these requirements by finding new ways to engage the public in the transportation planning and programming process. Appendix A outlines the laws and legislation relevant to public participation and how NCTCOG meets these standards.

Consistent and Comprehensive Communication

Transportation policies and programs affect every individual, family, group and community in North Texas; therefore, the MPO employs a collaborative public involvement process to identify transportation needs and solutions for the region. Clear and continuous communication with the public through multiple channels is the cornerstone for building a transportation system that helps preserve the region's quality of life while moving people and goods safely, efficiently and reliably.

Additionally, the MPO must ensure regional transportation planning is consistent with federal goals to improve air quality because some counties in the Dallas-Fort Worth area do not meet the ozone standards set by the Environmental Protection Agency (EPA). The map on page 3 outlines the current county classifications under each ozone standard as of the date of this publication. Therefore, the MPO develops and implements programs to reduce ozone-causing emissions from transportation-related sources. To accomplish the mobility and air quality goals of the entire region, the MPO actively seeks to hear from people who live, work and travel in North Texas and have varying transportation needs and priorities.

Commitment to Balanced Engagement

NCTCOG values the full range of voices in North Texas and is committed to listening to and seeking input from the many individuals, families and communities that reside in the Dallas-Fort Worth area. As such, NCTCOG seeks to both meet federal requirements for participation and actively increase meaningful participation of North Texans in the planning process.

Consistent with federal requirements outlined in Appendix A, NCTCOG is committed to incorporating fair access elements and Title VI considerations into its Public Participation Plan. It is the responsibility of all staff to consider the needs of all North Texas communities during planning, project selection and project implementation. As the Public Participation Plan is implemented, special consideration is given to ensure all residents have meaningful access to information and opportunities to give input. Furthermore, demographic data is analyzed to maximize the efficiency and effectiveness of public engagement efforts by selecting appropriate locations for public meetings and outreach events as well as to identify opportunities to better target outreach efforts.

The Language Assistance Plan (LAP) in Appendix B outlines NCTCOG's efforts to make information available to individuals with language barriers. The LAP outlines demographic information, analysis of department activities, language assistance provided and communication to individuals with language barriers about the availability of assistance.

Title VI states that no person is excluded from participation in, denied the benefit of or subjected to discrimination under any program or activity receiving federal financial assistance on basis of race, color, national origin, age, sex, disability or religion. Title VI prohibits discrimination, whether intentional or where the unintended effect is unduly burdensome.

The Title VI Complaint Procedures outline the NCTCOG Title VI policy and explain the process by which complaints may be submitted by individuals, investigated and potentially resolved. This document may be accessed at www.nctcog.org/titlevi.

The Public Participation Plan outlines principles and strategies through which NCTCOG seeks to include all the region's communities in the planning process. NCTCOG will work to establish and maintain relationships and channels of communication with individuals and organizations that serve North Texans. By working with communities, NCTCOG will better reach individuals and understand their transportation needs, resulting in relationships that lead to consensus building.

Communication and outreach strategies that specifically aim to increase the number of people reached through the planning process include, but are not limited to:

- **Media Outreach:** Regularly research newspapers, online publications and blogs serving many groups in North Texas and update the media contact database as needed
- **Paid Education** Continue to promote public input opportunities in a variety of publications and through social media and identify opportunities to place paid advertisements in strategically selected media and organizational publications to encourage individuals to sign up for NCTCOG Transportation Department email updates
- **Language Translation:** Advertise public input opportunities in multiple language newspapers with instructions for requesting additional translation; translate key NCTCOG Transportation Department documents and work with program areas to identify opportunities for bilingual outreach in Spanish and other languages; provide translation into Spanish or other languages upon request
- **Community Networks:** Establish and facilitate a network of individuals and organizations who will share information and notices of input opportunities in their communities and through their own networks
- **Business Outreach:** Evaluate how to expand outreach to the business community, including chambers of commerce throughout the region
- **Nonprofit Coordination:** Identify and develop opportunities to better coordinate with nonprofit organizations already effectively reaching segments of the North Texas population

Collaboration with Audiences and Stakeholders

Collaboration with the region's many audiences and stakeholders helps build the consensus needed to develop transportation plans, policies and projects that accomplish the mobility, quality of life and air quality goals of the region. NCTCOG strongly encourages involvement and input from individuals, families, groups and organizations who live, work or travel in North Texas and may be affected by transportation and air quality decisions. Individuals and families exist in communities, and often in networks of communities, both formal and informal, so listening to and informing individuals and families is an important way the NCTCOG Transportation Department implements its communications and outreach plans. Further developing connections in communities will expand the reach of NCTCOG information and involve more people in transportation decision-making.

In accordance with the federal laws and legislation in Appendix A, and using the communications and outreach strategies detailed in this plan, NCTCOG seeks to reasonably inform and involve the following parties in the planning process:

Audiences Required for General Public Participation and Outreach

- Individuals
- Affected public agencies
- Representatives of public transportation employees
- Public ports
- Freight shippers
- Providers of freight transportation services
- Private providers of transportation
- Intercity bus operators
- Employer-based commuting programs
- Carpool program
- Vanpool program
- Transit benefit program
- Parking cash-out program
- Shuttle program
- Telework program
- Representatives of users of public transportation
- Representatives of users of pedestrian walkways and bicycle transportation facilities
- Representatives of the disabled
- Households with limited resources
- Communities
- Other interested parties

Audiences Required for Metropolitan Transportation Plan and TIP Outreach

- Agencies and officials responsible for other planning activities within the Metropolitan Planning Area (MPA) that are affected by transportation
 - State and local planned growth
 - Economic development
 - Tourism
 - Natural disaster risk reduction
 - Environmental protection
 - Airport operations
 - Freight movements
- Indian Tribal governments
- Federal land management agencies when the MPA includes Federal public lands

Audiences Required for Metropolitan Transportation Plan Outreach

- State and local agencies responsible for land use management
- State and local agencies responsible for natural resources
- State and local agencies responsible for environmental protection
- State and local agencies responsible for conservation
- State and local agencies responsible for historic preservation

Audiences Required for Congestion Management Plan Outreach (if developed in the future)

- Employers
- Private and nonprofit providers of public transportation
- Transportation management organizations
- Organizations that provide job access reverse commute projects or job-related services to households with limited resources

Audiences Required for Housing Coordination Plan Outreach (if developed in the future)

- State and local entities responsible for land use
- State and local entities responsible for economic development
- State and local entities responsible for housing
- State and local entities responsible for management of road networks
- State and local entities responsible for public transportation
- Appropriate public or private entities

Consultation with Committees

Standing and ad hoc committees, subcommittees, task forces and working groups provide valuable input, insight and coordination in planning for transportation and air quality issues in the region. The RTC is the forum for cooperative decision-making by the elected officials of local governments and representatives of local transportation providers in the MPA. The RTC meets on the second Thursday of each month.

The Surface Transportation Technical Committee provides technical review and advice regarding the surface transportation system to the RTC. Other technical committees, determined as needed by the NCTCOG Transportation Director, provide technical review and advice for the regional transportation planning process.

Meetings of the RTC and the standing technical, policy and strategic committees are open meetings. Visit www.nctcog.org/trans/about/committees to learn more about the committees, their members, past and upcoming meetings and other information.

3. Public Participation Goals

NCTCOG implements an integrated communications and outreach program to engage North Texans in planning for transportation and improving air quality. Making content relevant, removing barriers to participation, stating information simply and using visualization techniques facilitates understanding and meaningful input. NCTCOG not only seeks to inform and educate, but also to empower and improve opportunities for the public to share their ideas, perspectives and priorities for transportation. When the public has been informed and has had an opportunity to provide input, sufficient consensus building can take place, providing support for whatever transportation decisions are made. Finally, monitoring, evaluating and refining communications and outreach strategies will ensure NCTCOG's efforts to inform and gather input are balanced effective, transparent and meet its desired outcomes for the public participation process.

Public involvement goals and the strategic priorities for accomplishing each are outlined below.

Goal 1: Inform and Educate

- Increase awareness and understanding of the MPO among North Texans
- Connect with organizations and community leaders who can help reach more people and engage those individuals and families in the planning process
- Make information accessible and understandable
- Develop visuals to illustrate and enhance communications
- Provide timely public notice of information, resources and opportunities to comment on plans, policies and programs
- Ensure transparency and accessibility for open meetings, including for the RTC and the standing technical, policy and strategic committee meetings
- Provide language translation and alternate formats upon request

Goal 2: Engage Comprehensive Audiences and Encourage Continued Participation

- Identify the affected public and other stakeholder groups with respect to the plans, programs, projects, policies and partnerships under development
- Clearly define the purpose and objectives for public dialogue on transportation plans, programs, projects, policies and partnerships
- Encourage input to be submitted in various ways, including flexible, creative and innovative approaches
- Eliminate barriers to participation by hosting public meetings at accessible locations and convenient times and posting video recordings, information and public comment opportunities online for ease of access
- Document and respond, as needed, to comments from public meetings, outreach events, mail, email, web forms and social media
- Share public input with policy and technical committees
- Use input to develop policies, plans and programs, making the final versions easily accessible

Goal 3: Evaluate Public Participation Strategies and Efforts

- Review quantitative and qualitative data for outreach and communications efforts
- Review how public input influenced transportation decision-making
- Inform the public about outreach and communications efforts and outcomes through reporting

4. Procedures for Public Comments and Specific Plans and Programs

NCTCOG strives to continuously inform and involve the public and encourages North Texans to submit comments and questions at any time. A summary of NCTCOG's procedures for gathering and documenting public input and presenting it to the RTC and other committees is outlined below.

In addition, when developing and updating major plans and programs there are several specific outcomes and milestones that especially benefit from public input. Staff seeks to align the outcomes and milestones to outreach efforts and opportunities for public involvement. It is important that local governments, transportation partners, community groups, businesses, nonprofits, stakeholders and interested residents who have a stake in these outcomes have

opportunities to be involved in determining the future of transportation in the region. As such, the opportunities for public input described below meet legislative regulations for participation while aiming to provide early notification and a process that is efficient, accessible and transparent.

Public Comment Compilation, Consideration and Response

NCTCOG compiles, summarizes and responds to substantive comments submitted on plans, programs and policies. Public input provides NCTCOG and the RTC with community insight that can be balanced with professional expertise and technical analysis to reach informed decisions. In the event that more than one public meeting is scheduled for a given topic, the public comment period for that topic begins the day of the first meeting. When a specific comment period is stated, comments must be received by 11:59 pm CT on the date specified as the deadline. This includes any comments received on NCTCOG Transportation Department social media platforms.

Comments relevant to and received during specific public comment periods are provided to the RTC in advance of any meetings where they are scheduled to take action on the relevant policy, plan or program. All comments received outside these formal public comment periods, regardless of the topic, are compiled into a monthly report and presented to the RTC in advance of its next regularly scheduled meeting. These comments are accessible to the public in the RTC meeting agendas, public meeting minutes and monthly comment reports on the NCTCOG website.

As a matter of course, the RTC gives greater weight to the voices of impacted residents, businesses, governments, transportation partners and other agencies and organizations in the region. Therefore, when providing comments to the RTC, NCTCOG may distinguish between local comments and comments submitted from outside the region or a project corridor.

With an increased focus on expediting project implementation and funding allocation, there may be rare occasions in which issues arise that require urgent action, such as modification of the Transportation Improvement Program, due to funding requirements or timelines. In these cases, there will be adequate public notice and clear communication of the abbreviated comment period. An abbreviated comment period will be at least 72 hours. Longer comment periods are preferred and will be offered whenever possible. As with comments received during longer comment periods, staff will compile, summarize and respond to substantive comments received during the abbreviated comment period. Staff will provide these comments and their responses at the next RTC meeting.

Following the request of emergency funds to provide assistance in the aftermath of Hurricane Harvey in 2017, NCTCOG may also choose to utilize an abbreviated comment period to seek public input on assistance requested from the state or local governments experiencing an emergency. Use of a comment period in such instances is at NCTCOG's discretion and depends on the amount of assistance requested. NCTCOG may not provide funds to either state or local governments in any instance without securing approval from the RTC. Notification will be provided to the public of such actions at the next public input opportunity.

Additional Comment Opportunities for Changes to Final Plans

If any of the final plans or programs differ significantly from the draft that was made available for public comment and raise new material issues that interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity for public comment will

be made available. At the minimum, the format of the additional comment opportunity will be the same as the initial opportunity and have a minimum 14-day comment period, unless provisions for an expedited comment period apply as outlined above. In the case of public meetings, the number and location of the subsequent public meeting(s) may vary, but at a minimum one public meeting will be held at NCTCOG, and a video recording of that meeting will be posted online.

Minor changes to a final plan or program, or changes that could have been reasonably foreseen, can be made without further opportunities for public involvement. As such, recommendations presented during public comment periods are understood to be contingent on the outcomes of the public involvement process. Changes made to a final draft plan or program as a result of public comments received during the comment opportunity will not require a further opportunity for public comment; notification of such changes will be provided at the next public input opportunity. This is consistent with CFR § 450.316 (a)(1)(viii) included in Appendix A.

Inclement Weather and Public Comment Periods

Specific public comment periods are given for the transportation planning actions and outcomes outlined, and these are initiated either by a public meeting or posting information online for public review. Should inclement weather lead to the cancellation of one or more public meetings, NCTCOG will first notify the public of the cancellation through email, webpage updates and social media. In most cases, if another public meeting in the series can be hosted as planned and/or a video recording made available at www.nctcog.org/input, the deadline for public comments will remain as if weather were not a factor. However, based on the topic, staff may determine it is necessary to reschedule the meeting or meetings and adjust the public comment period. If action initiating a public comment period, such as posting information to www.nctcog.org/input for review, is delayed by inclement weather, staff will communicate the delay by email and social media and again when the information becomes available for comment. If the delay is less than seven calendar days, the deadline for public comments will remain as if weather were not a factor.

Public Participation Plan Development and Updates

The Public Participation Plan describes the public involvement responsibilities of the MPO and outlines goals and strategies for broadly engaging North Texans in the transportation planning process. Staff monitors and evaluates communication and outreach strategies and reviews federal legislation and guidance for public participation. As communications trends and transportation planning requirements change, staff will determine the level and timing of changes needed to the Public Participation Plan. Staff will align input opportunities with the extensiveness of proposed changes.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development or update of the Public Participation Plan	One public meeting shall be held at least 45 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted	45 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media

	online at www.nctcog.org/input Whenever possible, a livestream will be provided as well.		<ul style="list-style-type: none"> • Newspaper ad, including community publications • News release
Update to one or more Public Participation Plan appendices or legislative references in the document	Proposed changes posted online for public review and comment at www.nctcog.org/input .	45 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including community publications • News release
Typographic or grammatical correction	None	Not applicable	Not applicable

Unified Planning Work Program (UPWP)

The Unified Planning Work Program for Regional Transportation Planning provides a summary of the transportation and related air quality planning tasks conducted by the MPO. It is developed every two years and serves as a guide for transportation and air quality planning activities to be conducted over the course of specified fiscal years. Included in the UPWP are detailed descriptions of the transportation and air quality planning tasks with a summary of the amount and source of funds to be used. The UPWP is developed in cooperation with the Texas Department of Transportation, Dallas Fort Worth International Airport, transportation authorities, toll authorities and local governments in the Dallas-Fort Worth Metropolitan Area. Specific planning needs for the region are identified through requests solicited from representatives of these agencies. This information is combined with regional needs identified by NCTCOG, and after allocating funds from available resources, presented as a proposed Work Program for the upcoming fiscal years. The UPWP is modified periodically to reflect new initiatives, project modifications and funding adjustments.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development of the UPWP	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/input . Whenever possible, a livestream will be provided as well.	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including community publications • News release
Modifications	A summary of RTC-approved modifications will be accessible from	Not applicable	<ul style="list-style-type: none"> • Availability of information included on next notice for a public input opportunity

Metropolitan Transportation Plan (MTP)

Updated at least every four years, the Metropolitan Transportation Plan is the long-term, financially constrained, multimodal transportation plan for the region. It includes policies, programs and projects for development that respond to adopted goals, and it guides expenditures of state and federal funds during the next 20 or more years. It is the product of a comprehensive, cooperative and continuous planning effort. Transit, highway, local roadway and bicycle and pedestrian projects are among projects included in the MTP. During its development, transportation investment priorities and major planning-level project design concepts are established. Broad regional impacts of transportation and the environment are addressed. This is an early and important opportunity for the public and stakeholders to help define and influence transportation choices in the region. As such, numerous outreach and communications strategies are implemented to engage North Texans in public input opportunities. Strategies may include but are not limited to print and online surveys, stakeholder workshops, website content, media outreach, email and mail notices, presentations to community groups and public meetings for both the development of the MTP and review of its final recommendations prior to Regional Transportation Council consideration. Public comments regarding the MTP will be included in the plan's documentation or by reference to the Transportation Conformity documentation.

Changes to the MTP are incorporated through an update, amendment or administrative modification, and public input opportunities correspond to the level of proposed changes.

The most comprehensive set of changes, an update, is a complete review of the MTP that addresses new demographics or changes to the overall timeframe for the plan. Project changes, additions or deletions may also be part of an update, requiring a new transportation conformity determination.

An amendment incorporates a significant change to one or more projects included in the MTP, but it does not modify the demographic assumptions or overall timeframe for a plan. The addition or deletion of a project is completed through the amendment process. Other examples of changes to projects requiring an amendment include a major change in project cost, project or project phase initiation dates or a major change in design concept or design scope, e.g., changing project termini or the number of through traffic lanes. An amendment requires public review and comment and redemonstration of fiscal constraint. Changes to projects that are included only for illustrative purposes outside of the financially constrained section of the plan do not require an amendment.

The purpose of the public comment and review period in all cases is to solicit feedback regarding the recommendations and information documented in the MTP. As a result, it is sometimes necessary to make minor modifications to the MTP documentation and coded transportation model networks. These modifications may include updating existing project data, correcting erroneous information or clarifying text. In the event these changes are necessary during the public comment and review period, revised documentation will be posted online at www.nctcog.org/input and the associated MTP website. Notification of these revisions will be provided to the public involvement contact list and through social media.

Administrative modifications are minor changes to project/project phase costs, funding sources of previously included projects and minor changes to project or project phase initiation dates. An administrative revision is a revision that does not require public review and comment, redemonstration of fiscal constraint or a conformity determination. This could also include project clarifications or technical network coding/reporting corrections consistent with NCTCOG review, public comments and conformity partner comments.

Finally, changes to the section of non-regionally significant projects in the Metropolitan Transportation Plan may be incorporated through the Transportation Improvement Program modification process to ensure consistency between the two documents. The action to make modifications to the Transportation Improvement Program will also modify the Metropolitan Transportation Plan.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development of the Metropolitan Transportation Plan	A public meeting shall be held at least 60 days prior to requesting RTC approval. A second public meeting will be held at least 30 days prior to RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/input . Whenever possible, a livestream will be provided as well.	30 days following each meeting	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including community publications • News release
Metropolitan Transportation Plan Update	A public meeting shall be held at least 60 days prior to requesting RTC approval. A second public meeting will be held at least 30 days prior to RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/input . Whenever possible, a livestream will be provided as well.	30 days following each meeting	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including community publications • News release
Metropolitan Transportation Plan Amendment	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/input . Whenever possible, a livestream will be provided as well.	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including community publications • News release
Metropolitan Transportation Plan	Summary of modifications accessible from www.nctcog.org/input	Not applicable	<ul style="list-style-type: none"> • Availability of information included on next notice for a

administrative revisions	for informational purposes.		public input opportunity
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Transportation Improvement Program (TIP)

As projects listed in the Metropolitan Transportation Plan move closer to implementation, they are added to the Transportation Improvement Program, a comprehensive, multi-year list of funded transportation projects. The TIP lists projects with committed funds from federal, State and local sources. To maintain an accurate project listing, this document is updated on a regular basis, according to the Transportation Improvement Program Modification Policy in Appendix C. The modification policy defines types of TIP modifications and the related procedures. Every two to three years, NCTCOG, in cooperation with the Texas Department of Transportation, local governments and transportation agencies, develops a new TIP. Public comments on the TIP will be included in the documentation of the TIP or by reference to the public meeting minutes on the NCTCOG website. With an increased focus on expediting project implementation and funding allocation, there may be very rare occasions in which issues arise that require urgent modification of the Transportation Improvement Program due to funding requirements or timelines. In these cases, there will be adequate public notice and clear communication of the abbreviated comment period. An abbreviated comment period will be at least 72 hours. Longer comment periods are preferred and will be offered whenever possible.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development of the Transportation Improvement Program	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/input . Whenever possible, a livestream will be provided as well.	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including community publications • News release
TIP Revisions requiring Regional Transportation Council approval	Recommendations posted online for public review and comment at www.nctcog.org/input .	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including community publications • News release
TIP Administrative Amendments	Summary of modifications accessible from www.nctcog.org/input for informational purposes.	Not applicable	<ul style="list-style-type: none"> • Availability of information included on next notice for a public input opportunity
Project changes not requiring TIP modification (i.e. staff action) and	None	Not applicable	Not applicable

modifications
supporting previous
RTC action

Transportation Conformity

The region's long- and short-range transportation plans, the Metropolitan Transportation Plan and Transportation Improvement Program, must comply with federal air quality regulations because the Dallas-Fort Worth area is designated by the EPA as nonattainment for the pollutant ozone. The Transportation Conformity analysis documents that the total ozone-causing pollution expected from all the region's planned transportation projects is within limits established by the Texas Commission on Environmental Quality in the State Implementation Plan. The analysis incorporates, among many factors, the expected completion date of transportation projects. The draft conformity determination of the Metropolitan Transportation Plan and Transportation Improvement Program and supporting documentation shall be made available at the related public meetings.

Transportation Planning Action	Proposed Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Transportation Conformity determination draft related to development of the Transportation Improvement Program or Metropolitan Transportation Plan	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/input . Whenever possible, a livestream will be provided as well.	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including community publications • News release
Transportation Conformity determination draft related to update or amendment of the Metropolitan Transportation Plan	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/input . Whenever possible, a livestream will be provided as well.	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including community publications • News release
Transportation Conformity draft related to changes to the transportation system	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/input .	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including community publications

	Whenever possible, a livestream will be provided as well.		<ul style="list-style-type: none"> • News release
Transportation Conformity draft related to changes in the emissions budget of the State Implementation Plan and/or nonattainment area boundary changes	Draft conformity determination and supporting data posted online for public review and comment at www.nctcog.org/input .	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including community publications • News release
Transportation Conformity approval by federal partners	None, final approval available at www.nctcog.org/conformity	Not applicable	<ul style="list-style-type: none"> • News release announcing federal approval

Federal Transit Administration Funding

Local public transportation providers receive Federal Transit Administration (FTA) funds through the Urbanized Area Formula Program. The providers request Urbanized Area Formula Program funds through their annual Programs of Projects (POPs). The POPs are included in the Transportation Improvement Program following public comment and approval by the Regional Transportation Council. The public involvement procedures outlined below satisfy the federal public participation requirements associated with development of POPs, and this is stated on public meeting notices. Additionally, up to 2 percent of the Urbanized Area Formula Program funds are awarded through a competitive Call for Projects for the Transit Strategic Partnership Program. NCTCOG follows the same public involvement procedures when recommending the award of funds through a Call for Projects. Local public transportation providers may also receive funds from other FTA formula programs, and the public will have an opportunity to review and comment on the recommendations. Changes to POPs will be addressed through the Transportation Improvement Program modification process.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Draft Programs of Projects for Urbanized Area Formula Program funds (includes Job Access / Reverse Commute projects)	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/input . Whenever possible, a livestream will be provided as well.	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including community publications • News release
Funding recommendations	One public meeting shall be held at least 30 days	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list

for other Federal Transit Administration formula programs, e.g., Bus and Bus Facilities, Enhanced Mobility of Seniors and Individuals with Disabilities and State of Good Repair	prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/input . Whenever possible, a livestream will be provided as well.		<ul style="list-style-type: none"> • NCTCOG publication article • Social media • Newspaper ad, including community publications • News release
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Annual Listing of Obligated Projects

Federal regulations require NCTCOG to develop an annual listing of obligated projects, including investments in roadways, transit, maintenance, pedestrian walkways and bicycle transportation facilities, for which federal funds were obligated in the preceding fiscal year. NCTCOG, in consultation and coordination with the Texas Department of Transportation and public transportation agencies, compiles the information and publishes the annual listing of projects at www.nctcog.org/annual.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Publishing of Annual Listing of Obligated Projects	Review only at www.nctcog.org/annual .	Not applicable	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media

Congestion Management Process

The Congestion Management Process outlines lower-cost projects and programs for the effective management of transportation facilities and systems, maximizing the benefit of available resources and improving reliability of the system. A transportation system as large as Dallas-Fort Worth's needs more than just capital improvements to run smoothly. The CMP includes quick-to-implement, low-cost strategies to better operate and manage the travel-demand system. These strategies complement costly infrastructure improvements. This plan is required for metropolitan areas with populations exceeding 200,000 people, and it is updated periodically.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development of the Congestion Management Process	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media

	will be recorded and posted online at www.nctcog.org/input . Whenever possible, a livestream will be provided as well.		<ul style="list-style-type: none"> • Newspaper ad, including community publications • News release
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Environmental Studies

Whenever NCTCOG is involved in the development of environmental documents pursuant to the National Environmental Policy Act (NEPA), the public involvement requirements of implementing agencies; and when applicable, the Texas Department of Transportation Environmental Manual, will be met. During this process, NCTCOG will continuously coordinate with the implementing agency.

5. Public Participation Strategies

NCTCOG offers information in a variety of formats to include as many people as possible in the planning process. In today's media and communications environment, a comprehensive approach to outreach will rely on multiple streams of information to engage people repeatedly at different times and through different media. Upon request, any NCTCOG Transportation Department information will be converted into alternative formats or languages.

Efforts to inform and gather input from the public include, but are not limited to, the following strategies:

NCTCOG Transportation Department Website

The internet allows NCTCOG to reach a large cross section of people at times convenient to their personal schedules. People can access NCTCOG's web-based information 24 hours a day, seven days a week on their personal or public computer or mobile devices. Websites, email lists, online video, webinars and social media can all be used to inform, educate and dialog with people about transportation planning.

NCTCOG maintains www.nctcog.org/trans, a website that provides easy access to information about the plans, programs and policies of the MPO. Following a major redesign in 2018, the website employs responsive design features and includes a calendar of events; committee activities and actions; requests for proposals, qualifications or partners; and electronic versions of plans, reports, policies and program information. The site includes a search feature that allows users to find specific documents or other information using key words, and the Google Translate widget embedded on every webpage provides an option to instantly translate information into more than 100 languages.

When information is released for public review, it will be available at www.nctcog.org/input. This webpage provides the latest information on public meetings, media releases, public surveys and the NCTCOG Transportation Department Public Participation Plan. Public meeting presentations, handouts, schedules, flyers and minutes are made available on this site as well. Interested parties may also directly access all NCTCOG Transportation Department staff members via email, phone, fax or postal mail; contact information for all staff members is easily accessible on the website.

Finally, website visitors can easily subscribe to NCTCOG email and mailing lists and submit comments and questions. If a person does not have internet access, he or she can request staff to make items on the website available by calling 817-695-9240.

Social Media

The NCTCOG Transportation Department maintains a social media presence to inform North Texans about programs, projects, policies and opportunities for them to give input and be involved in the decision-making process. This currently includes the use of Facebook, Instagram, Nextdoor, LinkedIn, YouTube and Vimeo, but other social media platforms may be added in the future.

NCTCOG staff will post information on NCTCOG Transportation Department accounts and monitor and respond to questions and concerns as warranted. To reach the widest audience possible, NCTCOG also posts engaging and entertaining content that focuses on transportation and air quality issues. Additionally, staff actively seeks to build relationships with transportation partners, local governments, agencies and other groups by sharing their posts and occasionally submitting suggested social media content to cities, chambers of commerce and other organizations.

Video

Video is one of several visualization techniques and is used to increase the understanding of complex transportation plans, policies and programs. Video recordings of public meetings, including livestreams, are posted online at www.nctcog.org/input. Regional Transportation Council meetings are available online at www.nctcog.org/video.

Additionally, short, informational videos are posted at www.youtube.com/NCTCOGtrans and may be shared on NCTCOG's other social media accounts. As needed, video will complement materials available for public review and comment at www.nctcog.org/input.

Print and Digital Publications

The NCTCOG Transportation Department develops publications designed to educate the public on transportation issues and encourage their active involvement. Many of the publications are sent to the public involvement contact list and made available at public meetings, community events and Regional Transportation Council and subcommittee meetings. All are available on the NCTCOG website or by contacting NCTCOG at transinfo@nctcog.org or 817-695-9240. Upon request, any NCTCOG Transportation Department publication will be converted into alternative formats or languages. Publications include, but are not limited to:

- *Citizen's Guide to Transportation Planning and Programming in the Dallas-Fort Worth Metropolitan Area*
- Educational pieces, such as topic-specific *Fact Sheets*
- Local Motion (a newsletter for local elected officials and transportation decision-makers)
- Metropolitan Transportation Plan Executive Summary
- *Mobility Matters* (a newsletter mailed and emailed to the public involvement list)
- Notices of public meetings, opportunities for public review and comment, workshops and open house events

Various planning documents and other publications are available upon request. Most can also be viewed via the NCTCOG website. These documents include, but are not limited to:

- Metropolitan Transportation Plan
- Transportation Improvement Program
- Congestion Management Process
- Transportation Conformity Analysis
- Technical Reports
- Unified Planning Work Program

Finally, staff occasionally submits suggested article content to cities, chambers of commerce and other organizations for inclusion in their communications.

Public Meetings, Workshops, Roundtables, Forums and Other Events

For large, complex or extensive transportation planning efforts, special public involvement projects, public meetings, open houses, workshops, roundtables, conferences, forums and other events enable and foster in-depth discussion. Typically, these events are reserved for development of or significant changes to plans, programs and policies as well as more project- or study area-specific discussions. As needed, the NCTCOG Transportation Department will host these events to gather input and build consensus among various transportation stakeholders.

To facilitate greater participation in public meetings specifically, the following criteria are considered when selecting meeting locations. These criteria also ensure a meaningful public involvement process.

- Meetings will be held in accessible locations, preferably near transit lines or routes.
- Meetings will be held in buildings that are in full compliance with the Americans with Disabilities Act of 1990.
- Presentations and supporting documentation, as needed, will be available at meetings.
- An informal meeting environment will be cultivated, allowing attendees to ask questions and submit comments.
- For meetings on a specific project, an effort will be made to hold the meeting(s) in the area directly affected by the project.
- The NCTCOG Transportation Department will make every effort to accommodate attendees with special needs if they provide sufficient notice. Upon request, language translation, including sign and foreign language interpreters and handouts in large print or Braille, will be available. Additionally, staff will make every effort to accommodate requests from persons with disabilities. A minimum of 72 hours advance notice is required for these arrangements to be provided as outlined in the Language Assistance Plan in Appendix B. Public meeting notices will provide the telephone number and email address to request special arrangements.
- At a minimum, meetings will be audio taped. Video recording and livestreaming, however, are increasingly offered, and these recordings are subsequently posted to the website.

The NCTCOG Transportation Department will, on occasion, provide other informational items at public meetings. Any additional information or materials may be requested at public meetings, and NCTCOG can assure that information is mailed upon request.

All public meeting notices are sent to selected newspapers, including community publications, as necessary, to ensure regional coverage. Staff coordinates with non-English newspapers to provide translated notices to their readers. All public meetings are posted on the [Texas Register](#)

website as part of the Open Meetings requirement. Public meeting notices are mailed to public libraries and city and county offices for posting. Additionally, notices are mailed and emailed to individuals, elected officials, transportation partners and organizations on the public involvement contact list, which is constantly growing. To be included, individuals may subscribe at meetings and events, on the website or by contacting NCTCOG. Staff coordinate with public information officers of the cities in which meetings are scheduled to request assistance in sharing information via email, websites and social media accounts.

Community Events

In an effort to educate the public and increase public awareness of transportation plans and programs, NCTCOG distributes information and engages in discussion at a variety of community events throughout the year, such as events organized by local governments and school districts, Earth Day celebrations, bike rallies, etc. To request NCTCOG's participation in an event or for more information, email transinfo@nctcog.org or call 817-695-9240.

Mail and Email

The public involvement mail and email lists are the most direct forms of communication used by NCTCOG to inform and engage the public and partners. Together, they represent a comprehensive way to reach member governments, state agencies, neighborhood associations, civic organizations, transportation advocacy groups, social service organizations, freight companies, transit providers, chambers of commerce (including community chambers), houses of worship, representatives of tribal governments, individuals and families.

Subscribers receive public meeting notices, information about public review and comment opportunities, announcements of workshops or open houses, educational brochures, newsletters and other material suitable for mass mailings.

The lists are continually maintained and expanded based on sign-up sheets at public meetings and community events, requests sent through the NCTCOG Transportation Department website, returned mail and requests for additions and deletions from various other sources.

Paid Education

Paid education is used to announce public meetings, opportunities for public review and comment and other initiatives. The Infrastructure Investment and Jobs Act (IIJA) and the U.S. Code of Federal Regulations emphasize the importance of public involvement, including public meetings and the opportunity for public comment, in the transportation planning process and require adequate notice be given to the public of these activities. As such, paid education complements other outreach and communications efforts. Ads are placed in select newspapers, including community publications, to ensure regional coverage. Online advertising, including on Facebook, may be used to complement traditional print advertising.

Speaking Opportunities

Staff often speak to organizations and groups, such as neighborhood associations, Kiwanis and Rotary groups, chambers of commerce, professional associations, universities, schools, businesses and nonprofits, among others. Presentations provide staff with the opportunity to build relationships with organizations and actively involve them in the planning process. To schedule a speaker or for more information, visit www.nctcog.org/speakers or call 817-695-9240.

Media Relations

Proactive media outreach efforts include distributing news releases on major projects and programs and opportunities for public input to more than 250 reporters at local media outlets and community news sources. The extensive media list includes all major local television stations and newspapers as well as several radio stations. The media contact list is continuously updated, and staff are committed to coordinating with local editors and news directors to provide timely and accurate information. Staff participate in interviews with local and national print, radio and television media. The goal of furthering these relationships with local media is to foster greater public awareness and understanding among Dallas-Fort Worth area residents regarding transportation issues. NCTCOG posts its news releases on its website in an online newsroom that is accessible to the public.

Visualization

Maps, charts, diagrams, illustrations, photographs, infographics, video and the use of color aid in visualizing ideas, concepts, plans, projects and programs. These elements are integrated in presentations, publications, website and social media content.

Surveys and Polling Technology

The NCTCOG Transportation Department may conduct print and/or electronic surveys to determine public awareness and/or sentiment towards certain planning issues. Surveys may be relatively small endeavors designed to shed light on a single issue or may be related to large-scale planning endeavors.

Polling technology is another tool used to gather input on community preferences and priorities. Polling questions can be integrated into a presentation and attendees respond online, via a phone application or with keypads provided by NCTCOG. Results can be immediately shown in the presentation or captured and reviewed later.

Stakeholder Interviews

Meetings with regional transportation stakeholders, such as community and business leaders, nonprofit representatives and other individuals helps staff understand local communities. For example, information about the most effective communications and outreach strategies for a particular area or group of people helps staff to better engage stakeholders in the transportation planning process.

Online Public Engagement Platform

A comprehensive online public engagement platform is utilized to host hybrid meetings. These input opportunities are announced through NCTCOG Transportation Department communications, and interested individuals can attend in person, participate via phone or watch online and provide input in real time. An audio recording is also posted online and shared with members of the public who are not able to participate. The platform offers a wide array of engagement formats, making it flexible and useful for various public outreach needs.

Community Networks

The population of the Dallas-Fort Worth area is more than 8 million people and growing. Therefore, in an effort to reach as many people as possible, staff is increasingly seeking to engage people of influence who are willing to use their connections in their communities to help raise awareness of NCTCOG; share information and notices about plans, programs and projects; facilitate meetings and organize events that allow NCTCOG to interact directly with

community members and groups; highlight NCTCOG on social media; and publicize NCTCOG meetings and events. By cultivating a network of key individuals and organizations, NCTCOG will leverage existing community networks to provide information to the widest possible audience.

In the coming years, NCTCOG is planning to engage local community-based organizations (CBOs) to carry out public involvement activities related to transportation issues; possible activities could include surveys, community events or focus groups. The CBOs will then facilitate interactions between NCTCOG and community members and provide NCTCOG with data and information related to their contracted public involvement activities. The program's goal is to help NCTCOG access community networks by opening doors to meaningful engagement and ensuring a comprehensive public involvement process.

6. Evaluation of Public Participation

The NCTCOG Transportation Department will regularly evaluate its measurable public participation strategies to help determine whether the Public Participation Plan is achieving desired outcomes for public involvement in the transportation and air quality planning process. Performance metrics and reporting for public participation utilize both quantitative and qualitative measures to tell the story of how public involvement is informing the planning process and helping meet goals for public involvement. Other public participation strategies are also reviewed, evaluated and discussed in the context of the measurable strategies, the desired outcomes of the Public Participation Plan and the goals for NCTCOG's public involvement process, more generally.

Evaluation helps staff understand how to better engage the public and more effectively allocate time and resources. In addition, staff will produce reports for the public that clearly explain and illustrate how public participation strategies are working toward the desired outcomes NCTCOG has identified for its public involvement processes. Evaluation of these strategies and the overall Public Participation Plan is ongoing, and efforts improve communication with the public.

The table on the following pages outlines the measurable public participation strategies, the performance metrics and reporting data for each and desired outcomes for public participation.

Evaluation of Project-Specific Outreach

Some or all of the strategies outlined in the Public Participation Plan may be used for project-specific outreach, and the corresponding evaluation criteria and outcomes apply. Additional outcomes, however, may also be established to complement measureable public involvement goals for public involvement specific to each project. At the beginning of a project requiring public involvement, staff will outline strategies and expected outcomes so the public knows what to expect from the process. The results of the public involvement process for each project are communicated throughout the project and documented in final reports as applicable.

Evaluation Matrix for Public Participation Strategies

Outreach Strategy	Performance Metrics and Reporting	Desired Outcomes
NCTCOG Transportation Department Website	<ul style="list-style-type: none"> • Total number of visits • Average time spent on significant webpages 	<ul style="list-style-type: none"> • Identification of trends and changes for website usage • Prioritization of and increased accessibility of information and public input opportunities • Refined use of metadata to drive traffic
Social Media and Video	<p><i>Facebook</i></p> <ul style="list-style-type: none"> • Total reach • Average engagement rate per post <p><i>YouTube</i></p> <ul style="list-style-type: none"> • Number of subscribers • Number of views <p><i>LinkedIn</i></p> <ul style="list-style-type: none"> • Total reach • Average engagement rate per post <p><i>Next Door</i></p> <ul style="list-style-type: none"> • Number of impressions • Number of likes and shares 	<ul style="list-style-type: none"> • Broad distribution of information and public input opportunities through engaging, shareable content and personalized interactions • Increased feedback and public input • Development of an engaged online base of followers that helps disseminate information and public input opportunities
Print and Digital Publications	<ul style="list-style-type: none"> • Number of print copies of each publication distributed • Number of unique views for each digital publication 	<ul style="list-style-type: none"> • Information in multiple formats accessible to all communities in the region • Informed understanding of planning process • Sustained awareness of public input opportunities

Outreach Strategy	Performance Metrics and Reporting	Desired Outcomes
Public Meetings and Community Events	<p><i>Public Meetings</i></p> <ul style="list-style-type: none"> • Number of public input opportunities (online and hybrid) • Total number of participants per hybrid meeting and/or online public input opportunity • Accessible locations for individuals with disabilities • Notification of how to request language interpretation or special accommodations • Number of contacts receiving public meeting notifications <p><i>Public Meeting Advertising</i></p> <ul style="list-style-type: none"> • Average reach for each Facebook ad • Average engagement for each Facebook ad <p><i>Community Events</i></p> <ul style="list-style-type: none"> • Number of events distributing NCTCOG Transportation Department information • Geographic representation in event locations 	<ul style="list-style-type: none"> • Information about policies, programs and projects accessible in multiple formats to all communities throughout the region • Greater awareness of policies, programs and projects • Timely notification through multiple strategies about opportunities to provide input and engage with staff • Increased feedback and public input • Planned opportunities for the public to interact directly with staff • Increased accessibility of staff to communities and partners • Transparency in public involvement efforts and the planning process
Outreach Strategy	Performance Metrics and Reporting	Desired Outcomes
Public Comments	<ul style="list-style-type: none"> • Total number of comments received • Most common comment topics 	<ul style="list-style-type: none"> • Transparency in public involvement efforts and the planning process • Identification of trends and changes in public attention and concerns
Speaking Opportunities	<ul style="list-style-type: none"> • Number of presentation requests • Number of presentations given 	<ul style="list-style-type: none"> • Increased awareness of the planning process and specific plans, programs and projects

		<ul style="list-style-type: none"> • Increased accessibility of staff to communities and partners • Greater participation by communities and organizations in the planning process
Media Relations	<ul style="list-style-type: none"> • Number of media releases issued • Number of media requests • Number of media mentions 	<ul style="list-style-type: none"> • Transparency in public involvement efforts and the planning process • Proactive media relations to communicate public input opportunities, policies and programs • Understanding of local, regional, statewide and national media coverage of transportation and air quality issues • Understanding of the NCTCOG Transportation Department's public image

Public Participation Plan

Appendix A: Laws and Legislation Relevant to Public Participation

Federal Legislation and Executive Orders

The Infrastructure Investment and Jobs Act (IIJA)

The IIJA, the most recent federal transportation legislation, and the associated implementing regulations emphasize the importance of public involvement and contain specific language outlining requirements for public participation processes and procedures. In general, IIJA legislation and regulations maintained requirements of previous transportation legislation (ISTEA, TEA-21, SAFETEA-LU, MAP-21 and the FAST Act). While the FAST Act added a requirement to provide a reasonable opportunity to for public ports and specific types of private providers of transportation to be involved in the metropolitan transportation planning process, IIJA added language encouraging the use of technology and web-based tools for public participation in developing a long-range transportation plan.

Elements of the Public Participation Plan that specifically respond to requirements:

- Notices of public input opportunities, including public meetings, will be be sent to newspapers to ensure regional coverage. Translated notices will also be sent to non-English newspapers. Notification is also sent to local libraries, city halls, county court houses, chambers of commerce and representatives of tribal governments. NCTCOG will maintain a comprehensive contact list of individuals and organizations that wish to be notified of all public input opportunities as well as stakeholders outlined in federal requirements.
- Information is disseminated through NCTCOG's publications, reports, public meetings and other outreach events, the NCTCOG website, social media pages, local media sources and open meetings.
- To the maximum extent possible, NCTCOG will employ visualization techniques such as maps, charts, graphs, photos and computer simulation in its public involvement activities.
- Reports, plans, publications, recent presentations and other information are available on the NCTCOG website. Public comments may also be submitted on the NCTCOG Transportation Department website and via email and social media. Interested parties may subscribe to receive topic specific email correspondence. Additional web-related communication tools are evaluated continuously for implementation.
- Public meetings are held in locations throughout the region, accessible to individuals with disabilities, preferably near transit lines or routes, at both day and evening times. Hybrid public meetings are recorded and archived on the NCTCOG website; when multiple public meetings are held on the same topic(s), at least one meeting in the series is recorded and archived on the NCTCOG website. In addition, public meeting materials and summaries are archived online and hard copies can be mailed upon request.
- Public input opportunities will be held during development of the Transportation Improvement Program (TIP), Metropolitan Transportation Plan (MTP) and Unified Planning Work Program. All public comments will be reviewed and considered by the Regional Transportation Council and standing technical, policy and strategic committees. Public comments received on the TIP and the MTP shall be included in documentation of the TIP

and the MTP or by reference to the public meeting minutes (for the TIP) or Transportation Conformity documentation (for the MTP).

- If the final TIP or MTP significantly differs from the draft made available for public review and public comment and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity for public comment will be provided. Recommendations presented during public comment periods are understood to be contingent upon the outcomes of the public involvement processes for these plans; therefore, it is understood that the final TIP or MTP may reflect changes resulting from the outcome of these processes. In addition, when NCTCOG can reasonably foresee alternative outcomes based on circumstances or events coincident with its public involvement processes for these plans, NCTCOG may present alternative recommendations for public comment alongside its final recommendations; in this case, it will be understood that decisions about these recommendations are contingent upon both the public involvement process and the resolution of these circumstances or events.
- When possible, public meetings will be coordinated with the Texas Department of Transportation.
- NCTCOG regularly reviews its Transportation Public Participation Plan. If modified in a more restrictive fashion, a 45-day comment period will be held following the public meetings at which proposed revisions are discussed.

23 CFR §450.316 Interested parties, participation, and consultation.

(a) The MPO shall develop and use a documented participation plan that defines a process for providing individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

- (1) The MPO shall develop the participation plan in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:
 - (i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;
 - (ii) Providing timely notice and reasonable access to information about transportation issues and processes;
 - (iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs;
 - (iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;

- (v) Holding any public meetings at convenient and accessible locations and times;
 - (vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;
 - (vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as households with limited resources, who may face challenges accessing employment and other services;
 - (viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts;
 - (ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and
 - (x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.
- (2) When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93, subpart A), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.
- (3) A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.
- (b) In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, the MPO shall develop the metropolitan transportation plans and TIPs with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:
- (1) Recipients of assistance under title 49 U.S.C. Chapter 53;
 - (2) Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other

than the U.S. Department of Transportation to provide non-emergency transportation services; and

(3) Recipients of assistance under 23 U.S.C. 201-204.

- (c) When the MPA includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.
- (d) When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.
- (e) MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under §450.314.

Title VI of the Civil Rights Act of 1964: Nondiscrimination in Federally Assisted Programs

Title VI states that no person is excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion. Title VI prohibits discrimination: whether intentional or where the unintended effect is unduly burdensome.

Title VI Complaint Procedures (Appendix D) outline the NCTCOG Title VI policy, how an individual may submit a complaint, how the complaint will be investigated and potential resolution scenarios.

Public Participation Plan

Appendix B: Language Assistance Plan (Updated 2025)

NCTCOG values public involvement and feedback and encourages participation by all communities. To ensure all communities have meaningful access to information and opportunities to participate in the planning process, the NCTCOG Transportation Department analyzes department activities and demographic information for the region in order to:

- Identify individuals with language barriers who need language assistance and determine how these individuals are served or likely to be served by NCTCOG Transportation Department programs.
- Outline how language assistance will be available.
- Train staff to interact with and consider the needs of individuals with language barriers.
- Provide notice to individuals with language barriers.
- Monitor and update plans and strategies that address how individuals with language barriers have access to information and opportunities for program participation.

Spanish-speaking individuals with language barriers can voice their concerns about the transportation system via the Spanish-language version of Map Your Experience, NCTCOG's online, interactive mapping tool.

Because transportation planning and services provided by NCTCOG can be both a benefit and a burden to economic development, employment, housing, education, healthcare and social opportunities, NCTCOG staff is dedicated to assessing the location and needs of communities with language barriers and, consequently, the services NCTCOG provides to these communities.

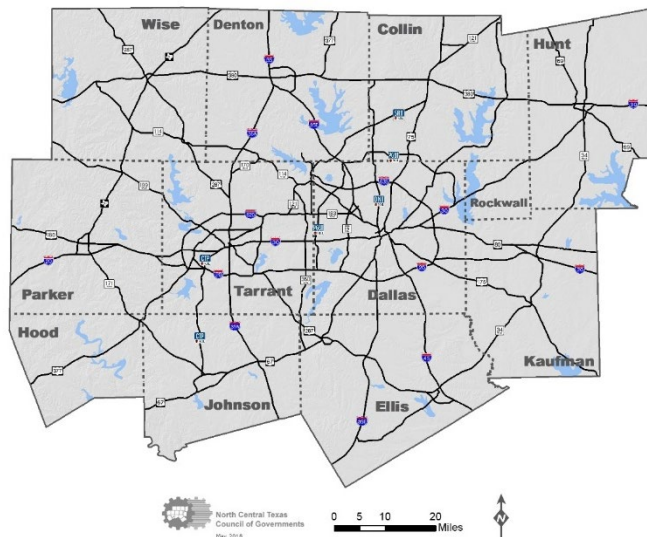
Identification of Populations with Language Barriers and Determination of How These Individuals are Served or Likely to be Served by NCTCOG Transportation Department Programs

The U.S. Department of Transportation issued Policy Guidance to federal financial assistance recipients regarding Title VI prohibition against national origin discrimination affecting individuals with language barriers. In this guidance, the U.S. Department of Transportation provided the four-factor analysis as an approach to evaluate the extent to which language assistance measures are required to ensure meaningful access to individuals with language barriers.

Factor 1: The number or proportion of individuals with language barriers eligible to be served or likely to be encountered by a program, activity, or service of the recipient grantee.

The Metropolitan Planning Area boundary encompasses 12 counties (Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise).

Limited English Proficiency Service Area



Data for the 12-county Metropolitan Planning Area was gathered using the 2012-2016, 2015-2019, and 2019-2023 American Community Survey datasets. Individuals with language barriers were classified as anyone age five or older who described their ability to speak English as less than ‘very well’ (i.e., ‘well,’ ‘not well,’ or ‘not at all’). The aggregate population of individuals with language barriers decreased by 1.78 percentage points between 2016 and 2023 and by 5,621 people. Due to changes in the Census Bureau’s coding of language data, it is not possible to compare current language group data to data preceding 2016 estimates.

In 2023, the population of individuals with language barriers was 873,499, which was 11.86 percent of the region’s 7,365,458 residents age five or older. Spanish was the largest language represented among the population of individuals with language barriers, with 8.81 percent of the region’s total population age five or older.

Language Barriers Population for the 12-County Dallas-Fort Worth Metropolitan Planning Area

	2012-2016 American Community Survey		2015-2019 American Community Survey		2019-2023 American Community Survey	
	Region Aggregate (Population Age 5 and Older)	Percentage of Total Population Age 5 and Older	Region Aggregate (Population Age 5 and Older)	Percentage of Total Population Age 5 and Older	Region Aggregate (Population Age 5 and Older)	Percentage of Total Population Age 5 and Older
Total Population Age 5 Years and Older	6,446,768		6,866,398		7,365,458	

	2012-2016 American Community Survey		2015-2019 American Community Survey		2019-2023 American Community Survey	
Spanish: Speak English less than "very well"	694,804	10.78%	707,165	10.30%	648,735	8.81%
Other Indo-European Languages: Speak English less than "very well"	37,081	0.58%	42,571	0.62%	46,814	0.64%
Vietnamese: Speak English less than "very well"	41,086	0.64%	41,222	0.60%	43,768	0.59%
Other Asian and Pacific Island Languages: Speak English less than "very well"	26,677	0.41%	32,745	0.48%	36,713	0.50%
Chinese (incl. Mandarin, Cantonese): Speak English less than "very well"	22,953	0.36%	24,557	0.36%	25,709	0.35%
Other and Unspecified Languages: Speak English less than "very well"	15,461	0.24%	19,914	0.29%	22,804	0.31%
Korean: Speak English less than "very well"	13,363	0.21%	13,191	0.19%	14,622	0.20%
Arabic: Speak English less than "very well"	8,918	0.14%	11,729	0.17%	13,095	0.18%
French, Haitian, or Cajun: Speak English less than "very well"	6,130	0.10%	8,279	0.12%	8,208	0.11%

	2012-2016 American Community Survey		2015-2019 American Community Survey		2019-2023 American Community Survey	
Tagalog (incl. Filipino): Speak English less than "very well"	5,432	0.08%	6,112	0.09%	6,124	0.08%
Russian, Polish, or other Slavic Languages: Speak English less than "very well"	5,326	0.08%	5,352	0.08%	5,804	0.08%
German or other West Germanic Languages: Speak English less than "very well"	1,889	0.03%	1,534	0.02%	1,103	0.01%
Total Population	879,120	13.64%	914,371	13.32%	873,499	11.86%

Source: 2012-2016, 2015-2019, and 2019-2023 American Community Survey 5-Year Estimates, C16001

An individual with a language barrier is classified as any person whose primary language is other than English and who answered that their ability to speak English was "well," "not well," or "not at all."

In 2016, the US Census Bureau changed the way it codes language data. Consequently, language groupings cannot be compared between American Community Survey estimates developed before and after 2016.

Recognizing that low literacy regardless of native language could also result in the need for language assistance, data from the National Center for Education Statistics was analyzed. The center's Program for the International Assessment of Adult Competencies includes data on adult literacy skills. The assessment used population estimates for persons aged 16 to 65 from 2011 to 2017. The assessment defines literacy as "understanding, evaluating, using and engaging with written text to participate in society, to achieve one's goals, and to develop one's knowledge and potential."¹ People whose literacy skills were at or below Level 1 may not be able to understand the structure of sentences or paragraphs or make use of other text features. In the NCTCOG region, only Dallas County had a percent of residents below Level 1 literacy that was higher than the state average of 28 percent.

Dallas-Fort Worth Metropolitan Planning Area Results from the Program for the International Assessment of Adult Competencies

Location	Population Size Age 16-74*	Percent Below Level 1 Literacy
Texas	19,698,535	28%
Collin County	664,152	12%
Dallas County	1,839,032	33%
Denton County	578,297	14%
Ellis County	117,488	23%
Hood County	39,207	16%
Hunt County	65,414	24%
Johnson County	114,766	22%
Kaufman County	81,450	22%
Parker County	91,526	15%
Rockwall County	64,473	14%
Tarrant County	1,426,715	24%
Wise County	45,891	22%

*2013-2017 American Community Survey 5-Year Estimates. The Census Bureau's method of reporting age data prevents reporting a population size that matches the study group, age 16 to 65.

This Language Assistance Plan outlines how the needs of the individuals with language barriers population in the Metropolitan Planning Area will be addressed, how language services will be made available and how individuals with language barriers will be notified of these services.

Factor 2: The frequency with which individuals with language barriers come in contact with the program.

The nature of the programs associated with the Metropolitan Planning Organization (MPO) dictate that the majority of contact with the public and individuals with language barriers is through inquiries submitted to the MPO, public input opportunities, public outreach events, the MPO website and program implementation activities.

In order to better inform NCTCOG outreach strategies to individuals with language barriers, a staff survey of encounters with individuals with language barriers was updated in 2025. Department staff members were asked if they had encountered an individual with language

¹ National Center for Education Statistics, What PIAAC Measures, <https://nces.ed.gov/surveys/piaac/measure.asp>

barriers in the past three years, and if so, what languages they had encountered, the frequency and what type of work activity they were conducting. Of the approximately 200 department staff members who received the survey, 34 indicated they encountered individuals with language barriers speaking six total languages in a period of three years. Spanish was the most common, followed by rare encounters with Vietnamese, Chinese, Arabic, Korean and other Indo-European languages. The most frequent work activities in which staff encountered individuals with language barriers were community outreach events, phone calls and public input opportunities, including in-person meetings.

As a result of this survey, NCTCOG maintains a voluntary directory of employees who are able to communicate in languages other than English and are willing to provide assistance to individuals with language barriers. If an employee encounters an individual with language barriers with whom it is difficult to communicate, they may be able to refer the individual to an employee who can better assist them in another language. At present, 18 languages are represented in this language assistance directory.

Factor 3: The nature and importance of the program, activity or service provided by the recipient to people's lives.

NCTCOG is the agency responsible for the regional transportation planning process; in this capacity, NCTCOG must ensure that all segments of the population are involved, or have the opportunity to be involved in, the decision-making process. As required by federal guidelines, NCTCOG produces a Metropolitan Transportation Plan that outlines long-range transportation investments, a Transportation Improvement Program that provides short-range planning for transportation investments, a Unified Planning Work Program that outlines tasks to be performed in the upcoming year and a Congestion Management Process for developing and implementing operational and travel demand strategies that improve transportation system performance.

Consistent with the Public Participation Plan, planners seek public input on these products, which influence quality of life and mobility options in the region. Public input opportunities, conducted both virtually and in person, represent one way for North Texans to be informed and involved. Public input opportunity notices are provided in English and Spanish. Notices include the telephone number and email address to request special accommodation for language translation or disability. Public input opportunities are posted online and advertised in newspapers, and staff interact regularly with local reporters, some of whom contribute to community publications. Translated ads are placed in the major Spanish and Vietnamese newspapers.

Factor 4: The resources available to the recipient and costs.

NCTCOG currently has bilingual staff who assist with translation needs and/or translation review. NCTCOG also has agreements with translation services that cover many languages, as well as American Sign Language. Since 2017, NCTCOG has received one request for translation at a public input opportunity, one request for a sign language interpreter at a public input opportunity, and one request for a meeting transcript for a hearing-impaired person. NCTCOG staff regularly work with community stakeholders to determine translation needs in advance of formal public input opportunities.

To translate documents, NCTCOG currently utilizes both a translation service and department staff. The average cost for the outside translation service is \$0.18 per word, although the rate varies by language. At no cost, the Google Translate tool was added to the NCTCOG

Transportation Department website, making information more readily accessible in more than 120 languages. Each year a portion of the community outreach budget is proactively allocated to translation services. Visualization tools such as animations, maps, renderings, photos and others are also used, when possible, to increase understanding among all audiences. These tools can also be especially beneficial for individuals with language barriers. All language assistance is provided at no charge.

Guidelines for Making Language Assistance Available

The four-factor analysis will be used as a tool for analyzing to what extent and how the needs of communities with language barriers are addressed during transportation planning and program implementation. For example, the four-factor analysis will be used to determine initial translation or alternative format needs for documents and the website. Department reports, newsletters, brochures, other publications and website information include instructions about how to request information in other formats. Translators and interpreters used by the NCTCOG Transportation Department will be evaluated to ensure accurate, high-quality language services are available to individuals with language barriers.

Increased use of visualization tools will be used to make information more understandable and improve communication.

Plans, projects and programs for areas with a high number of individuals with language barriers will have materials that address the needs of the population in those areas. Communities are mapped whenever possible to provide plan- or project-specific data.

The NCTCOG Transportation Department will make every effort to accommodate language translation needs, if provided sufficient notice. A minimum of 72 hours advanced notice is required for these arrangements to be provided for a public input opportunity.

NCTCOG Transportation Department staff will consistently seek input and involvement from organizations and agencies which serve populations with language barriers to complement other language assistance and outreach efforts.

Staff Training for Interacting with and Considering the Needs of Individuals with Language Barriers

The NCTCOG Transportation Department hosts quarterly committee meetings to provide in-person training on the requirements and techniques for providing meaningful access to services for individuals with language barriers. The committee comprises members of every department program area, and these employees serve as liaisons to their teams, ensuring that individuals with language barriers are considered at every stage of the planning process. Training materials and resources continue to be available for review by all staff, including new employees.

Notice of Assistance Available for Individuals with Language Barriers

Public input opportunity notices, which are available in English and Spanish, include the telephone number and email address to request special accommodations for language translation or disability. On each notice, this information is included in English and Spanish.

Notice of the North Central Texas Council of Governments Transportation Department Title VI

Complaint Procedures is accessible online and in a brochure made available online, at public meetings and outreach events. Title VI complaint forms are available in both English and Spanish.

Language assistance can be obtained by contacting the NCTCOG Transportation Department:

North Central Texas Council of Governments, Transportation Department
P.O. Box 5888
616 Six Flags Drive (76011)
Arlington, TX 76005-5888
Phone: (817) 695-9240
Fax: (817) 640-3028
Email: transinfo@nctcog.org
Website: www.nctcog.org/trans/

Monitoring and Updating Plans and Strategies that Address How Individuals with Language Barriers Have Access to Information and Opportunities for Program Participation

This Language Assistance Plan is intended to be reviewed and updated in conjunction with the NCTCOG Transportation Public Participation Plan.

Public Participation Plan

Appendix C: Transportation Improvement Program Modification Policy – Policies and Procedures to Streamline Project Delivery (Updated March 2013)

TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATION POLICY Policies and Procedures to Streamline Project Delivery

The Transportation Improvement Program (TIP) is a staged, multi-year program of projects approved for funding with federal, State, and local funds within the Dallas-Fort Worth area. A new TIP is approved every two to three years by the Regional Transportation Council (RTC), which serves as the policy board for the Dallas-Fort Worth Metropolitan Planning Organization (MPO). Due to the changing nature of projects as they move through the implementation process, the TIP must be modified on a regular basis.

Please note certain project changes require collaboration with our State and federal review partners. This collaboration occurs through the Statewide Transportation Improvement Program (STIP) revision process. Therefore, modification of the Dallas-Fort Worth TIP will follow the quarterly schedule established for revisions to the Statewide Transportation Improvement Program (STIP).

This policy consists of four sections:

General Policy Provisions: Overall policies guiding changes to project implementation

Project Changes Not Requiring TIP Modification: Changes related to administration or interpretation of Regional Transportation Council Policy

Administrative Amendment Policy: Authority granted to the MPO Director to expedite project delivery and maximize the time the RTC has to consider policy level (vs. administrative) issues

Revision Policy: Changes only the Regional Transportation Council can approve or recommend for State and federal concurrence

General Policy Provisions

1. All projects inventoried in the Transportation Improvement Program fall under this modification policy, regardless of funding source or funding category.
2. Air quality conformity, Mobility Plan consistency, congestion management process compliance, and financial constraint requirements must be met for all TIP modifications.
3. Project modifications will only be made with the consent of the implementing/impacted agency.

4. The Dallas-Fort Worth MPO will maintain a cost overrun funding pool. Program funds must be available through the cost overrun pool or from other sources in order to process modifications involving project cost increases.
5. All funding from deleted projects will be returned to the regional program for future cost overruns or new funding initiatives, unless the deleted funds are needed to cover cost overruns in other currently selected projects. However, it is important to note that funds are awarded to projects, not to implementing agencies. Therefore, funds from potentially infeasible projects cannot be saved for use in future projects by implementing agencies. MPO staff will manage timely resolution of these projects/funds. In addition, if a project was selected through a particular “program,” such as the Sustainable Development or Regional ITS Funding Program, funds from deleted projects may be returned to those programs for future “calls for projects” in those areas.
6. For projects selected using project scoring methodologies, projects will no longer be rescored before a cost increase is considered.
7. Cost increases for strategically-selected projects fall under the same modification policy provisions.
8. As a general policy, new projects are proposed through periodic regional funding initiatives. However, the RTC may elect to add new projects to the TIP, outside of a scheduled funding initiative under emergency or critical situations. Projects approved under this provision must be an immediate need.
9. Local match commitments (i.e., percentages) will be maintained as originally approved. Cost overruns on construction, right-of-way, and engineering costs will be funded according to original participation shares.
10. Additional restrictions may apply to projects selected under certain funding initiatives. For example, projects selected through the Land Use/Transportation Joint Venture (i.e., Sustainable Development) program are not eligible for cost increases from RTC-selected funding categories.
11. Cost overruns are based on the total estimated cost of the project, including all phases combined, and are evaluated once total project cost is determined to exceed original funding authorization.
12. Cost indicators may be evaluated on cost overruns to alert project reviewers of potential unreasonable cost estimates (examples include cost per lane-mile, cost per turn lane). The cost indicators are developed by the MPO, in consultation with TxDOT, using experience from the last several years. If a project falls out of this range, the MPO may either:
(a) require a more detailed estimate and explanation, (b) require value engineering, (c) suggest a reduced project scope, or (d) determine that a cost increase will come from local funds, not RTC funds.
13. For a project change to be considered, implementing agencies must submit modification requests for their TIP projects through the online TIP modification system. Project change requests must include complete information by the deadline. Incomplete requests will be sent back to agency for re-submittal in a future cycle.

14. Implementing agencies must identify one or two official points of contact for TIP project modifications. The point of contact is responsible for entering complete project modification requests into the online TIP modification system on time. The point of contact must be capable of collecting and entering accurate project information. Points of contact will be sent reminders leading up to submittal deadlines.

Project Changes Not Requiring TIP Modification

In certain circumstances, changes may be made to TIP projects without triggering a TIP modification. These circumstances are outlined below:

1. **Changes that do not impact the overall purpose of a project:** Changes to MTP reference, CSJ's, or other clerical edits do not require a TIP modification.
2. **Changes to TxDOT's Design and Construction Information System (DCIS):** The DCIS is a project tracking system, therefore, simply updating the DCIS to match previously approved TIP projects or project elements does not require TIP modification. MPO staff maintains the official list of projects and funding levels approved by the RTC.
3. **Carryover Funds:** At the end of each fiscal year, unobligated funds are moved to the new fiscal year as carryover funds. For example, if a project receives funding in a specific fiscal year, but the project is not implemented by the end of the fiscal year, staff will automatically move the funds for that project into the next fiscal year. These changes do not require a TIP modification.
4. **Cost/Funding Increases:** Staff will update cost increases in the information system for changes of less than \$400,000.
5. **Increases in Local Funds:** Staff will adjust with concurrence of local agency.
6. **Changes in RTC Funding Categories:** Staff adjustments permitted.
7. **Emergency:** This provision includes emergency changes that need approval quickly, but timing is not aligned with the RTC Meeting schedule. These changes would come to the RTC for ratification at the next scheduled meeting.
8. **Cost/Funding Decreases:** Staff will update the information system with cost decreases.
9. **Funding Year Changes:** Staff will update the information system for changes that advance project implementation. Once projects are ready for construction (i.e., all federal and State requirements and procedures have been met), staff will advance the project to construction if funds are available.
10. **Statewide Transportation Improvement Program (STIP) Revisions Consistent with Previous RTC Action** (e.g., Staff will place a project or changes previously approved by the RTC in the appropriate information system and documents.)
11. **Addition of Noncapacity, Conformity-Exempt Projects:** Staff will place projects in the appropriate information system/document.

Examples include, but are not limited to:

Sign refurbishing	Intersection Improvements
Landscaping	Intelligent Transportation System
Preventive maintenance	Traffic Signal Improvements
Bridge rehabilitation/replacement	
Safety/Maintenance	

12. **Changes to Implementing Agency:** Staff will process after receiving a written request/approval from the current implementing agency and the newly proposed implementing agency.
13. **Increased Flexibility for Traffic Signal, Intersection Improvement, ITS, and “Grouped” Projects:** Staff will use best practices to advance this category of projects.
14. **Addition and Adjustment of Phases:** Includes engineering, right-of-way, construction, etc.
15. **Administrative Scope Changes:** Minor clarifications to the type of work being performed, physical length of project, and project termini/limits. For example, changing the limits of a project from “.25 miles west of” to “west of,” or changing the limits from “point A” to “.5 miles east of point A,” or clarifying limits due to a change to the name of a roadway when there is no physical change to the limits (the name of the roadway just changed from one name to another, etc.).
16. **Funding Year Changes:** Can be moved by staff if project is being moved less than one year.

Please note that a STIP revision may be required to make these changes in the statewide funding document. In all cases, MPO information systems will be updated and changes will be noted in project tracking systems.

Administrative Amendment Policy

Administrative Amendments are TIP modifications that do not require action of the RTC for approval. Under the Administrative Amendment Policy, the RTC has authorized the Director of Transportation, or his designee, for the Dallas-Fort Worth MPO to approve TIP modifications that meet the following conditions. After they are approved, administrative amendments are provided to STTC and the RTC for informational purposes, unless they are merely processed to support previous RTC project approval.

1. **Changes in Federal/State Funding Categories that Do Not Impact RTC-Selected Funding Programs:** RTC-Selected funding programs include: CMAQ, STP-MM, RTR, Category 2M - Metro Corridor (in coordination with TxDOT), Texas Mobility Funds, Urbanized Area Formula Program - Transit Section 5307.
2. **Potentially Controversial Projects** - The administrative amendment policy does not restrict the Transportation Director from requesting Regional Transportation Council (RTC) action on potentially controversial project changes.
3. **Change in funding share due to adding funding from one program to another:** For instance, if adding Thoroughfare Assessment Program funds (80% federal and 20%

state/local) to a project that is 56% federal and 44% local, an administrative amendment is permitted. The revision policy applies to all other instances.

Revision Policy

Revisions are modifications that require approval of the Regional Transportation Council. A revision is required for any project modification that meets the following criteria or that does not fall under the Administrative Amendment Policy.

- 1. Adding or Deleting Projects from the TIP:** This provision includes all projects not covered previously in this Policy. All new projects regardless of funding source need to be approved under this Revision Policy.
- 2. Cost/Funding Increases:** A revision is required on any cost/funding increase over \$400,000.
- 3. Substantive Scope Changes:** This provision includes major or substantive changes that may have citizen interest or policy implications. For example, limits change to a brand new location, limits are extended or shortened substantially, the number of lanes changes, etc.
- 4. Funding Year Changes:** A revision is required to move a project more than one year into a fiscal year that would delay project implementation.
- 5. Changes in the Funding/Cost Shares:** A change to the percentage of the total project cost paid by each funding partner requires a revision (with the one exception noted in the administrative amendment policy).

Approved by the RTC on March 14, 2013

Public Participation Plan

Appendix D: Regional Transportation Council Rules for Public Comments

The Regional Transportation Council (RTC) hereby establishes reasonable rules regarding the public's right to address the Council at open meetings consistent with the Texas Open Meetings Act. The intent of these rules is to hear the views of the public prior to the RTC considering items. These rules also promote an orderly and fair process through which public comments may be received by the RTC.

Public Attendance and Conduct at RTC Meetings

The public is encouraged to attend meetings of the RTC in person or to view meetings via a livestream. Members of the public shall observe the same rules of civility, decorum and respectful conduct applicable to members of the RTC. Any person addressing the RTC or attending the RTC meeting should refrain from making personal, impertinent, profane, hostile, vulgar, obscene or slanderous remarks or becoming boisterous. Audience members should refrain from unauthorized remarks, stamping of feet, applauding, whistles, yells and other similar demonstrations.

Public Comment

At every open meeting of the RTC, opportunity will be provided at the beginning of the meeting for members of the public to address the RTC regarding any item(s) on the agenda for consideration. This comment period will last a maximum of thirty (30) minutes. The RTC has the discretion to extend this time period upon motion and majority vote. Persons are permitted up to three (3) minutes to speak. A person addressing the RTC through a translator will be provided up to six (6) minutes. A timer will be visible to the speaker and indicate the amount of time remaining. Speakers shall conclude their comments prior to or upon expiration of the time. In the event a large number of speakers are present, the RTC may encourage large delegations to have one person speak for the group or impose reasonable time limits per individual that are more restrictive; if a delegation chooses to select a spokesperson to represent the entire delegation, the spokesperson will be provided up to five (5) minutes to speak or ten (10) minutes if the spokesperson is addressing the RTC through a translator. Subject to the comment period maximum, the RTC Chair will provide a notice to a speaker whose time has expired. The RTC has the discretion to modify or extend the public comment period upon a motion and majority vote.

Persons requesting translation services, to be provided by the RTC, must do so at least seventy-two (72) hours in advance of the posted meeting time.

When an RTC meeting is held in person, members of the public must attend in person to provide verbal comments at the meeting. For RTC meetings held virtually, a virtual option will be provided for members of the public to provide comments.

Speakers will be called in the order they were registered. Speakers should address their comments to the RTC Chair rather than individual RTC members or the audience. Remarks

must be limited to the specific subject matter of the agenda item on which the person is speaking. These rules do not prohibit public criticism of the RTC.

Speaker Registration

Persons who wish to speak must complete and return to staff a registration card prior to the start of the RTC meeting. Registration cards are printed on yellow paper, available in the RTC meeting room and must, at a minimum, include the following information:

1. Speaker's name;
2. City of residence;
3. Zip code;
4. Agenda item(s) on which the speaker plans to speak;
5. Indication of whether speaking on/for/against agenda item(s); and
6. Any other information requested by RTC staff.

Enforcement

The RTC reserves the right to have speakers or audience members removed from the meeting room in the event they become disruptive or make threatening, profane or otherwise inappropriate remarks in violation of the rules of conduct. The RTC Chair may direct a uniformed police officer to remove any disruptive audience member. Any RTC member may move to require the disruptive audience member to be removed following an affirmative vote of a majority of the RTC. Following a successful vote, the RTC Chair will direct a uniformed police officer to remove any disruptive audience member.

REGIONAL TRANSPORTATION COUNCIL

Normas para los Comentarios Públicos

The Regional Transportation Council (RTC, por sus siglas en inglés) establece por la presente normas razonables con respecto al derecho del público a dirigirse al Consejo en reuniones abiertas consistentes con el Texas Open Meeting Act. La intención de estas normas es de escuchar las opiniones del público antes de que el RTC considere los temas. Estas normas también promueven un proceso ordenado y justo a través del cual el RTC puede recibir comentarios públicos.

Participación y Conducta Pública en las Reuniones de RTC

Se anima al público que asista a las reuniones de RTC en persona o ver las reuniones a través de una transmisión en vivo. Los miembros del público deberán observar las mismas normas de civismo, decoro, y conducta respetuosa aplicables a los miembros de RTC. Toda persona que se dirija al RTC o que asista a la reunión de RTC deberá abstenerse de hacer comentarios personales, impertinentes, profanos, hostiles, vulgares, obscenos, calumniosos o de volverse bullicioso. Los miembros del público deben abstenerse de hacer comentarios no autorizados, de pisotones, aplaudir, silbar, gritar, y de otras manifestaciones similares.

Comentario Público

En cada reunión abierta de RTC, se proporcionará la oportunidad al inicio de la reunión para que los miembros del público se dirijan al RTC acerca del tema(s) incluido en la agenda para su consideración. Este periodo de comentarios durará un máximo de treinta (30) minutos. El RTC tiene la discreción de extender el periodo de tiempo a través de una moción y votación por mayoría. Se concede a los participantes un máximo de tres (3) minutos para hablar. La persona que se dirija al RTC a través de un traductor tendrá hasta seis (6) minutos. Un temporizador será visible para el orador e indicará la cantidad de tiempo restante. El orador concluirá sus comentarios antes o al finalizar su tiempo. En caso de que se presente un gran número de oradores, el RTC podrá animar las delegaciones de gran tamaño a que una persona hable en representación del grupo o imponer límites de tiempo razonables por individuo que sean más restrictivas; si una delegación decide elegir a un portavoz para representar a toda la delegación, el portavoz tendrá hasta cinco (5) minutos para hablar o diez (10) minutos si el portavoz se dirige al RTC a través de un traductor. Dentro del plazo máximo de comentarios, el presidente del RTC avisará al orador cuyo tiempo haya expirado. El RTC tiene la discreción de modificar o extender el periodo de comentarios del público mediante una moción y votación por mayoría.

Personas que soliciten servicios de traducción, que serán facilitados por el RTC, deberán hacerlo al menos con setenta y dos (72) horas antes de la hora de la reunión publicada.

Si la reunión de RTC se celebra en persona, los miembros del público deben asistir en persona para hacer sus comentarios verbales en la reunión. En el caso de que las reuniones de RTC se celebren virtualmente, se ofrecerá una opción virtual para que los miembros del público puedan aportar sus comentarios.

Los oradores serán llamados en el orden de registro. Los oradores deberán dirigir sus comentarios al presidente del RTC y no a los miembros individuales del RTC o a la audiencia. Los comentarios deben limitarse al tema específico del punto en la agenda acerca del cual la persona está hablando. Estas normas no prohíben las críticas públicas hacia el RTC.

Registro para el Orador

Las personas que desean hablar deben de completar y regresar al personal una tarjeta de registro antes del comienzo de la reunión de RTC. Las tarjetas de registro son imprimidas en papel amarillo, están disponibles en la sala de reunión del RTC, y como mínimo, deben incluir la siguiente información:

1. Nombre del orador;
2. Ciudad de residencia;
3. Código postal;
4. Tema(s) de la agenda sobre el cual el orador planea hablar;
5. Indicación si habla a favor/en contra del punto(s) de la agenda; y
6. Toda otra información solicitada por el personal de RTC.

Ejecución

El RTC se reserva el derecho de expulsar los oradores o miembros del público de la sala de reuniones en caso de que se conviertan en perturbadores o hagan comentarios amenazantes, profanos, o inapropiados en contra de las normas de conducta. El presidente de RTC puede dar instrucciones a un agente de policía uniformado para que retire al miembro del público que cause perturbaciones. Los miembros de RTC podrán solicitar la expulsión del miembro del público que perturbe el orden, tras una votación afirmativa por parte de la mayoría de RTC. Tras la votación afirmativa, el presidente de RTC ordenará a un agente de policía uniformado que retire al miembro del público que cause perturbaciones.



NCTCOG TRANSPORTATION DEPARTMENT

2025 Public Participation Plan Update

REBEKAH GONGORA
NORTH CENTRAL TEXAS COUNCIL OF
GOVERNMENTS

REGIONAL TRANSPORTATION COUNCIL
OCTOBER 9, 2025

OVERVIEW

The Public Participation Plan (PPP) is a federal requirement that guides the Transportation Department's public involvement efforts and outlines the Metropolitan Planning Organization's responsibility to inform and involve individuals and communities.

The 2025 PPP Update was initially presented as information to the Regional Transportation Council (RTC) on July 10, 2025, and approved at the September 11, 2025, RTC meeting.



UPDATED REVISIONS

New terminology guidance from Federal partners has resulted in additional wording changes to better align with current administration priorities.

The 2025 PPP also includes:

- Appendix A: Laws and Legislation Relevant to Public Participation
- Appendix B: Language Assistance Plan (Updated 2025)
- Appendix C: Transportation Improvement Program Modification Policy – Policies and Procedures to Streamline Project Delivery
- Appendix D: Regional Transportation Council Rules for Public Comment

An updated 2025 PPP with appendices has been posted online at www.nctcog.org/input.



REQUESTED ACTION

2025 Public Participation Plan Update

RTC approval of proposed PPP revisions:

- Additional updates to terminology to reflect federal priorities
- PPP including all appendices – A, B, C, and D

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/policy/project/change.

RTC Action Item – October 9, 2025



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NCTCOG TRANSPORTATION
DEPARTMENT

FTA Transit-Oriented Development Pilot Grant FY2024:

Trinity Railway Express TOD Strategic Plan – Match Funding Update

Surface Transportation Technical Committee
9.26.2025

Action Background

July 2024 – Regional Transportation Council (RTC) approved the use of \$200,000 RTC Local funds to match an \$800,000 federal grant request, for a total project cost of \$1 Million. The NCTCOG Executive Board authorized the grant submission.

August 2024 – NCTCOG staff submitted grant request.

October 2024 – Federal Transit Administration (FTA) announced award of \$1M grant to NCTCOG.

Spring 2025 – NCTCOG added project to the Unified Planning Work Program (required by FTA).

September 2025 – FTA clarified to NCTCOG that the \$1M award announced was the federal portion (not the total budget amount), requiring a local match of \$250,000, for total project amount of \$1.25M.

September 2025 – FTA expressed urgency to execute grant agreement by end of month. To ensure funding is not lost, Transportation Director approved additional \$50,000 RTC Local under the RTC's Policy for Ratification Actions. NCTCOG executed the grant on September 18, 2025.



Trinity Railway Express TOD Strategic Plan

Scope of Work

Goal: Increase TOD, density, economic development, and ridership on the TRE.

Tasks:

1. Pedestrian and bicycle connection to stations study
2. Market study and land use redevelopment plan
3. Public/ private financing/ funding plan for leveraging federal funding ,loans, and local public/private partnerships

Planning partners:

- Dallas Area Rapid Transit
- Trinity Metro
- Trinity Railway Express
- City of Fort Worth
- City of Irving
- City of Dallas



ant

- [illegible]



REQUESTED ACTION – FTA TOD Pilot Grant FY2024: TRE TOD Strategic Plan – Match Funding Update

- **RTC ratification of previous staff actions to:**
 - Increase the total project budget for Trinity Railway Express Transit-Oriented Development Strategic Plan from \$1 million to \$1.25 million.
 - Add \$50,000 of RTC Local funds to existing \$200,000 to match the increased grant awarded through the FY 2024 Federal Transit Administration TOD Planning Pilot Program.
 - Direct staff to administratively amend the Transportation Improvement Program (TIP), the Statewide TIP and other planning/administrative documents to incorporate these changes.

RTC Action Item – October 9, 2025



Contact Us



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Senior Program Manager

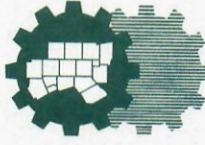
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North Central Texas Council Of Governments

TO: Regional Transportation Council
 (Primary and Alternate Members)
 Mayors, City Managers
 Surface Transportation Technical Committee
 County Sheriffs, Police Chiefs, Fire Chiefs
 Medical Examiners and Transportation Providers

DATE: September 19, 2025

FROM: Michael Morris, P.E.

Director of Transportation

SUBJECT: Announcement for the Fall 2025 North Central Texas Council of Governments
 Traffic Incident Management Executive Level Course

As the Metropolitan Planning Organization for the Dallas-Fort Worth area, the North Central Texas Council of Governments (NCTCOG) developed Traffic Incident Management (TIM) Training courses to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce upstream traffic crashes, improve the efficiency of the transportation system, and improve air quality in the Dallas-Fort Worth region. In 2024, the 16-county Dallas-Fort Worth region experienced 122,395 total reportable crashes, of which 41,715 were injury crashes, and 825 were fatal crashes. These statistics prove that regional training for agencies responsible for managing and clearing traffic incidents continues to be extremely important and is needed to improve responder and motorist safety and to significantly reduce the length and size of roadway closures.

Since February 2003, 146 classes have been offered at the first responder level to 3,906 students in the areas of police, fire, department of public safety, towing, Emergency Medical Service (EMS), Mobility Assistance Patrol, transportation agencies, and media representatives. Additionally, since February 2005, 39 classes have been offered at the executive level to 1,463 decision and policy makers. It is important to note that the NCTCOG TIM Training Course is equivalent to the course offered by Federal Highway Administration (FHWA); However, the NCTCOG course content is specific to the North Central Texas region. NCTCOG TIM Training Course participants can also earn continuing education credit for Texas Commission on Law Enforcement (TCOLE), Track Type II Fire, and Texas Department of State Health Services for EMS. For your reference, summaries of the regional attendance levels for the NCTCOG's First Responder and Manager Course and the Executive Level Course can be found on NCTCOG's Traffic Incident Management Training Program web page at www.nctcog.org/TIMTraining.

Although the NCTCOG TIM training has been very successful, it can be even more successful with the assistance and continual involvement of decision makers such as you. In order to have compliance at the first responder level, it is of vital importance that agency decision makers have an understanding of what is required of all responders during an incident; this includes police officers, fire fighters, tow truck operators, roadway construction crews, and mobility

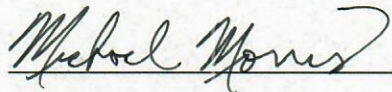
September 19, 2025

assistance crews, etc. Understanding the importance of incident management training, the Texas Commission on Fire Protection passed Rule 435.29 in July 2015, which requires completion of a minimum four-hour FHWA Traffic Incident Management program for all certified firefighters within one year of appointment to a regulated entity. Additionally, TCOLE incorporated a four-hour TIM training component into the Basic Peace Officer Course curriculum for new cadets/recruits as of April 1, 2020.

The Executive Level Course provides you with an overview of the two-day First Responder and Manager Course. Additionally, the Executive Level Course also includes updates in accordance with the Strategic Highway Research Program (SHRP2) National Program. Those agencies that have participated in the training prior to 2019 are strongly encouraged to attend again, as major course updates have occurred since then, as well as updates to legislation, American National Standards Institution (ANSI) Standards, and best practices. Important to note is that agency attendance from both police and fire agencies at the TIM training will continue to be a scoring component in future NCTCOG incident management-related funding opportunities.

You are invited to attend the Traffic Incident Management Executive Level Course scheduled for Thursday, November 6, 2025, from 10 am to 12 pm. The course will be held in the Transportation Council Room at NCTCOG offices at 616 Six Flags Dr. Arlington 76011. There is no charge for this event.

Please register for the upcoming Executive Level Course at www.nctcog.org/TIMTraining or contact Charlene Collins of NCTCOG at ccollins2@nctcog.org or 817/608-2330 by Friday, October 31, 2025. We look forward to your participation on November 6, 2025.

A handwritten signature in black ink, appearing to read "Michael Morris", written over a horizontal line.

Michael Morris, P.E.

CF:cc

cc: Natalie Bettger, Senior Program Manager, NCTCOG
Ron Moore, City of McKinney Fire Department, Division Chief (Retired)
Captain Daniel Plumer, Dallas County Sheriff's Department



EXECUTIVE LEVEL INCIDENT MANAGEMENT TRAINING OPPORTUNITY

INCREASE INCIDENT RESPONSE. **DECREASE** DRIVER DELAY.

NOVEMBER 6, 2025 | 10AM - 12PM | IN-PERSON MEETING

NCTCOG Office (Centerpoint II) | 616 Six Flags Drive, Arlington, TX 76011

Join us for the Traffic Incident Management Executive Level Course hosted by the North Central Texas Council of Governments (NCTCOG).

The course is designed to educate decision and policy makers on the importance and benefits of effective incident management. It also encourages common, coordinated response to traffic incidents, a source of significant delays in our rapidly growing region.

Goals of the Traffic Incident Management Executive Level Course:

- Building partnerships with local emergency response agencies
- Reducing upstream traffic accidents
- Improving the efficiency of the transportation systems
- Improving air quality in the Dallas-Fort Worth Region
- Enhancing safety for emergency personnel

Register at: www.nctcog.org/TIMTraining

Contact: Ccollins2@nctcog.org | 817-608-2330



Traffic Incident Management - First Responders and Manager Course
Agency Attendance: August 2013 - August 2025

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
City of Allen	Fire Department	0	City of Corinth	Fire Department	0
	Police Department	23		Police Department	6
City of Alvarado	Fire Department	0	City of Corsicana	Fire Department	1
	Police Department	6		Police Department	0
City of Amarillo	Fire Department	0	City of Cresson	Fire Department	1
	Police Department	3		Police Department	0
City of Argyle	Fire Department	0	City of Cross Roads	Fire Department	0
	Police Department	3		Police Department	3
City of Arlington	Fire Department	1	City of Dallas	Fire Department	8
	Police Department	35		Police Department	8
City of Aubrey	Fire Department	5	City of Decatur	Fire Department	0
	Police Department	0		Police Department	3
City of Azle	Fire Department	0	City of Denton	Fire Department	1
	Police Department	1		Police Department	20
City of Balch Springs	Fire Department	1	City of Desoto	Fire Department	0
	Police Department	1		Police Department	1
City of Bedford	Fire Department	0	City of Duncanville	Fire Department	3
	Police Department	8		Police Department	4
City of Benbrook	Fire Department	1	City of Ennis	Fire Department	0
	Police Department	28		Police Department	4
City of Boyd	Fire Department	0	City of Euless	Fire Department	3
	Police Department	2		Police Department	7
City of Bridgeport	Fire Department	0	City of Farmer's Branch	Fire Department	0
	Police Department	1		Police Department	7
City of Burleson	Fire Department	3	Town of Flower Mound	Fire Department	0
	Police Department	7		Police Department	1
City of Caddo Mills	Fire Department	0	City of Forest Hill	Fire Department	0
	Police Department	1		Police Department	7
City of Carrollton	Fire Department	3	City of Forney	Fire Department	18
	Police Department	12		Police Department	14
City of Cedar Hill	Fire Department	0	City of Fort Worth	Fire Department	0
	Police Department	2		Police Department	19
City of Celina	Fire Department	0	City of Frisco	Fire Department	2
	Police Department	2		Police Department	2
City of Cleburne	Fire Department	1	City of Garland	Fire Department	3
	Police Department	6		Police Department	1
City of Colleyville	Fire Department	0	City of Glenn Heights	Fire Department	2
	Police Department	5		Police Department	11
City of Coppell	Fire Department	0	City of Granbury	Fire Department	0
	Police Department	7		Police Department	7

Traffic Incident Management - First Responders and Manager Course
Agency Attendance: August 2013 - August 2025

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
City of Grand Prairie	Fire Department	0
	Police Department	1
City of Grapevine	Fire Department	1
	Police Department	11
City of Greenville	Fire Department	0
	Police Department	5
City of Hickory Creek	Fire Department	0
	Police Department	5
City of Highland Park	Fire Department	0
	Police Department	1
City of Hurst	Fire Department	0
	Police Department	15
City of Hutchins	Fire Department	0
	Police Department	2
City of Irving	Fire Department	6
	Police Department	9
City of Josephine	Fire Department	0
	Police Department	1
City of Joshua	Fire Department	0
	Police Department	2
City of Keene	Fire Department	9
	Police Department	4
City of Keller	Fire Department	0
	Police Department	15
City of Kennedale	Fire Department	0
	Police Department	3
Town of Krum	Fire Department	0
	Police Department	1
Lake Cities	Fire Department	0
	Police Department	4
City of Lake Worth	Fire Department	2
	Police Department	7
City of Lavon	Fire Department	1
	Police Department	0
City of Lewisville	Fire Department	9
	Police Department	12
City of Little Elm	Fire Department	1
	Police Department	3
City of Mansfield	Fire Department	0
	Police Department	3

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
City of Maypearl	Fire Department	0
	Police Department	1
City of McKinney	Fire Department	1
	Police Department	1
City of Melissa	Fire Department	0
	Police Department	3
City of Mesquite	Fire Department	2
	Police Department	0
City of Midlothian	Fire Department	0
	Police Department	20
City of North Richland Hills	Fire Department	3
	Police Department	31
Town of Northlake	Fire Department	0
	Police Department	1
City of Oak Point	Fire Department	0
	Police Department	2
City of Pantego	Fire Department	1
	Police Department	1
City of Plano	Fire Department	1
	Police Department	49
City of Ponder	Fire Department	1
	Police Department	0
City of Princeton	Fire Department	0
	Police Department	4
City of Prosper	Fire Department	2
	Police Department	0
City of Reno	Fire Department	0
	Police Department	1
City of Rhome	Fire Department	0
	Police Department	1
City of Richardson	Fire Department	0
	Police Department	2
City of Richland Hills	Fire Department	0
	Police Department	6
City of Rio Vista	Fire Department	1
	Police Department	0
City of Roanoke / Marshall Creek	Fire Department	6
	Police Department	0
City of Rockwall	Fire Department	0
	Police Department	4

Traffic Incident Management - First Responders and Manager Course
Agency Attendance: August 2013 - August 2025

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
City of Sachse	Fire Department	0
	Police Department	7
City of Sanger	Fire Department	9
	Police Department	18
City of Seagoville	Fire Department	1
	Police Department	7
City of Southlake	Fire Department	0
	Police Department	1
City of Springtown	Fire Department	0
	Police Department	1
Town of Sunnyvale	Fire Department	0
	Police Department	9
City of Terrell	Fire Department	0
	Police Department	3
City of University Park	Fire Department	0
	Police Department	2
City of Venus	Fire Department	0
	Police Department	19

[illegible]

Traffic Incident Management - First Responders and Manager Course
Agency Attendance: August 2013 - August 2025

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
COUNTIES			OTHER AGENCIES		
Collin County	Fire Department	0	TxDOT - Dallas District	Mobility Assistance	17
	Sheriff's Department	5			
Dallas County	Fire Department	175	TxDOT - Fort Worth District	Mobility Assistance	31
	Sheriff's Department	9			
Erath County	Fire Department	0	Brownsville	Other	1
	Sheriff's Department	1			
Hood County	Fire Department	0	Bryan	Police Department	2
	Sheriff's Department	1			
Hunt County	Fire Department	0	Dallas/Fort Worth Int'l Airport	Fire Department	0
	Sheriff's Department	2		Police Department	24
				DPS	2
Johnson County	Fire Department	1	LBJ Infrastructure Group	Other	31
	Sheriff's Department	7			
Rockwall County	Fire Department	0	Lindsey Transportation	HOV	16
	Sheriff's Department	43			
Tarrant County	Fire Marshal	1	Lockheed Martin Fire Department	Fire	1
	Sheriff's Department	49			
	Mobility Assistance	42			
Wise County	Fire Department	0	MedStar	EMS	20
	Sheriff's Department	2			
			NTE Mobility Partners	Other	49
			North Texas Tollway Authority	Transportation	99
			Protect Environmental	Other	3
			State of Texas	DPS	134
			Texarkana	Police Department	1
			Trinity Metro	Other	5
			Towing	Wrecker Services	24

Freeway Incident Management - Executive Level Course
Agency Attendance: November 2013 - August 2025

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE									Total
	Police	Fire	Executive City Staff	Elected Officials	Public Works/Strategic Services/ Transportation	Medical Examiner Offices	Emergency Medical Services (EMS)	Other	FIM Instructors (<i>not included in total</i>)	
CITIES/TOWNS										
Town of Addison	1				1					2
City of Allen	2									2
City of Alvarado	3	5								8
City of Anna	2				1					3
Town of Argyle	1		1							2
City of Arlington	5	2	2		1					10
City of Azle	1	1								2
City of Balch Springs	6	1	1					1		9
City of Bedford	5				1					6
City of Benbrook	2	5								7
City of Burleson	2	1					1			4
City of Caddo Mills	1		1							2
City of Carrollton	2	2			1					5
City of Cedar Hill	3	1			2					6
City of Celina		1								1
City of Cleburne	5	1						1		7
City of Cockrell Hill		1								1
City of Combine	1									1
City of Commerce		1								1
City of Coppell	1	1			1					3
City of Corinth		3								3
City of Crowley	3									3
City of Dallas	4	6	3		8					21
City of Decatur		1								1
City of Denton	3							1		4
City of DeSoto	1	1								2
City of Duncanville	1	1	1							3
Town of Edgecliff Village		1								1
City of Ennis	2	1	2		1					6
City of Euless	4	11	1				1			17
City of Everman		1								1
City of Farmersville	2	1								3
City of Farmers Branch				1	1					2
City of Ferris	5	5								10
Town of Flower Mound	4	3			1			1	4	13
City of Forest Hill			4							4

Freeway Incident Management - Executive Level Course
Agency Attendance: November 2013 - August 2025

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE								FIM Instructors (not included in total)	Total
	Police	Fire	Executive City Staff	Elected Officials	Public Works/Strategic Services/ Transportation	Medical Examiner Offices	Emergency Medical Services (EMS)	Other		
City of Forney		1								1
City of Fort Worth	8		3		1				2	14
City of Frisco	14	14			3		1			32
City of Garland	3	2						1		6
City of Glenn Heights	3	2			1					6
City of Granbury	3									3
City of Grand Prairie	5	2			2			3		12
City of Grandview	2									2
City of Grapevine	9	3						2		14
City of Greenville	3	1								4
City of Haltom City		1								1
Town of Hickory Creek	4									4
City of Highland Park	1									1
City of Highland Village		4							2	6
City of Hurst	3				1					4
City of Hutchins	7	4								11
City of Irving	7	5			2				1	15
City of Joshua	4									4
City of Kaufman	4	3								7
City of Keene	1	2								3
City of Keller		1			1					2
City of Kennedale		1								1
City of Lake Dallas	1	1	2							4
City of Lake Worth	2		1							3
City of Lancaster	4	2			3					9
City of Lavon	1	1								2
City of Lewisville	1	1					1			3
City of Mansfield				1						1
City of McKinney	3		2						5	10
City of Mesquite	2	4					2	2		10
City of Midlothian	1									1
City of Mineral Wells	2	1								3
City of Murphy	4									4
City of New Fairview								2		2
Town of Northlake	1									1
City of North Richland Hills	2	7								9
City of Oak Point		5								5

Freeway Incident Management - Executive Level Course
Agency Attendance: November 2013 - August 2025

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE								FIM Instructors (not included in total)	Total
	Police	Fire	Executive City Staff	Elected Officials	Public Works/Strategic Services/ Transportation	Medical Examiner Offices	Emergency Medical Services (EMS)	Other		
City of Parker	2									2
City of Pilot Point	2									2
City of Plano	4	1	1	1				1	6	14
City of Ponder		3								3
City of Princeton		2								2
City of Prosper		2							2	4
City of Red Oak	2	4								6
City of Reno	1									1
City of Rhome	1	1								2
City of Richardson	9				4					13
City of Richland Hills	2	1			1					4
City of Roanoke	3	1								4
City of Rockwall	8	1								9
City of Rowlett					1					1
City of Royse City		2								2
City of Sachse		1								1
City of Sanger		1								1
City of Sansom Park	2									2
City of Seagoville	3	2								5
City of Southlake	2	1								3
City of Springtown	1									1
City of Stephenville		1								1
Town of Sunnyvale	2									2
City of Terrell	6									6
City of The Colony	2							1	2	5
City of University Park	1									1
City of Venus	5	2								7
City of Waxahachie	2	1								3
City of Weatherford	2	3	1					2		8
Town of Westlake		2								2
City of White Settlement	6									6
City of Willow Park	2	2								4
City of Wilmer		2								2
City of Wylie	3	6			2					11
COUNTIES										
Collin County	2					1				3

Freeway Incident Management - Executive Level Course
Agency Attendance: November 2013 - August 2025

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE									Total
	Police	Fire	Executive City Staff	Elected Officials	Public Works/Strategic Services/ Transportation	Medical Examiner Offices	Emergency Medical Services (EMS)	Other	FIM Instructors (not included in total)	
Dallas County	43				2	2		3	24	74
Denton County				1						1
Ellis County								3		3
Erath County							2			2
Kaufman County							2			2
Rockwall County	9									9
Tarrant County	3				2					5
OTHER AGENCIES										
Dallas Area Rapid Transit	5									5
DFW Airport	1						1			2
Fannin County (OEM)							2			2
FHWA					7					7
Kimley-Horn Associates								1		1
LBJ Express								3		3
Lee Engineering								1		1
Methodist Dallas Medical Center							2			2
NCTCOG					87				38	125
NTTA					4				1	5
Protect Environmental								44		44
Trinity Metro Services					5					5
TxDOT - Austin								4		4
TxDOT - Dallas					2			10		12
TxDOT - Fort Worth								34		34
TxDOT - Johnson								2		2
TxDOT - Waco								1		1
Wrecker Services									4	4
Total	313	168	26	4	150	3	15	124	91	803

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September 8, 2025

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

Re: North Central Texas U.S. Congressman and Appropriations Committee Member Jake Ellzey declares Texas high-speed rail “deader than a doornail”

Dear Mr. Kirkpatrick:

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

At the August 7, 2025 meeting of the Regional Transportation Council (the “RTC”), one of the RTC Members remarked that North Central Texas U.S. Congressman Jake Ellzey “publicly declared high-speed rail in Texas dead.” It is widely known that Congressman Ellzey made these comments in a highly publicized television interview, reiterating in refrain the demise of Texas high-speed rail as:

“deader than a doornail,”

“it’s done,”

“this thing is dead,” and

“it’s not gonna happen.”

<https://www.youtube.com/watch?v=FQhToMgK5B8>. Congressman Ellzey is further quoted explaining that “the federal government is not interested in putting one buffalo nickel towards this project” and “that’s why they took back” the funding for high-speed rail in Texas. *Id.*

Confronted at the RTC meeting, Michael Morris, in his capacity as Transportation Director of the North Central Texas Council of Governments (the “NCTCOG”), defensively deflected, acting as if he was completely unaware of Congressman Ellzey’s statements and positions regarding high-speed rail in Texas. More specifically, Mr. Morris stiltedly responded, “I haven’t spoken to him.”

If Mr. Morris truly was caught uninformed, that is, in itself, troubling.

Mr. Morris should know that Hon. Jake Ellzey is a member of the United States House of Representatives Appropriations Committee. He voted in favor of the Fiscal Year 2026 Transportation, Housing and Urban Development, and Related Agencies Appropriation Act (the “THUD Appropriations Bill”), which was approved by the House Appropriations Committee this summer. **The THUD Appropriations Bill expressly “prohibits funds from being used for a high-speed rail project in the State of Texas.”**

Mr. Morris should also be aware that Hon. Jake Ellzey, beyond serving on the Appropriations Committee, serves a North Central Texas congressional district that is, on multiple levels, at the geographic epicenter regarding the final wane of Texas high-speed rail. The sixth congressional district of Texas uniquely includes: (1) over 60 miles of the proposed Dallas-to-Houston high-speed rail route; (2) significant portions of the so-called but legally precluded and impossible alignment “2(b)” regarding possible future Dallas-to-Arlington Entertainment District-to-Houston higher-speed rail; and (3) parts of the Arlington Entertainment District (where voters have consistently rejected joining a regional transportation authority).

Mr. Morris is on actual notice of the positions and statements of North Central Texas United States Congressman Jake Ellzey regarding Texas high-speed rail.

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

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

or

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

Ken Kirkpatrick
General Counsel
September 8, 2025
Page 3

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

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

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

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

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

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

ERIC GAMBRELL
214.969.2799/214.969.4343
egambrell@akingump.com

September 15, 2025

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

Re: Lack of disclosures regarding Texas high-speed rail “projects” pursuant to amended and effective Texas Transportation Code requirements

Dear Mr. Kirkpatrick:

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

I have previously notified you of certain amendments to the Texas Transportation Code, including Section 111.059(b), which, as of September 1, 2025, is effective and enforceable. Pursuant to that compulsory statute:

(b) *An entity that proposes a high-speed rail project* shall submit to the department each year that the project is included in the Texas Rail Plan the following information:

(1) the proposed method of financing of the construction or acquisition of the project, including:

(A) the extent to which funds for financing are currently available; and

(B) for any securities to be issued:

(i) the approximate terms of sale and total fixed charges of the securities;

(ii) whether the securities issued will be underwritten by industries to be served by the proposed line; and

(iii) an explanation of how the fixed charges will be met;

(2) a recent balance sheet;

(3) a present value determination of the full costs of the proposal;

- (4) if construction is proposed, the costs for each year of the construction;
 - (5) a proposed schedule for completion of the project, including timeline for permitting, funding, and land acquisition;
 - (6) ridership projections and methodology;
 - (7) the proposed route;
 - (8) an organization chart of the entity's management and staff; and
 - (9) a disclosure of any current or planned foreign investment in the project.
- (c) The department shall make the information submitted under this section available to the public on the department's Internet website.

Tex. Transp. Code § 111.059(b) (effective September 1, 2025) (emphasis added).

The Texas Department of Transportation's ("TxDOT") "Internet website" does not appear to list any disclosure of any of this information pursuant to Section 111.059 relating to any possible future high-speed rail project in Texas.

There does not appear to be any submission relating to either (1) possible future Dallas-to-Houston high-speed rail or (2) possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail.

As one exemplifying consequence, you would readily accede the reasonable inference that Michael Morris, as Transportation Director for the North Central Texas Council of Governments (the "NCTCOG"), has none of the statutorily prescribed information to provide TxDOT regarding the fatally flawed and legally impossible alignment "2(b)."

By necessary extension, this lack of any existing information, even on the most rudimentary or basic level, exposes alignment "2(b)" – yet again – as practically and legally fallacious and insupportable.

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

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

or

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

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

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

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

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

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

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

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

T +1 214.969.2800
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Akin

ERIC GAMBRELL
214.969.2799/214.969.4343
egambrell@akingump.com

September 22, 2025

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

Re: Regional Toll Revenue Funds Used Outside NCTCOG Region (Texas Transportation Code § 228)

Dear Mr. Kirkpatrick:

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

At the July 2025 meeting of the Regional Transportation Council (the "RTC"), Michael Morris, as Transportation Director of the North Central Texas Council of Governments (the "NCTCOG"), aggressively advocated for the RTC Members to support what he described as a \$3.5 million "subsidy" – a voluntary payment and gift to Amtrak for the Heartland Flyer train service between Fort Worth and Oklahoma City. This followed the State of Texas' deliberation and determination to not appropriate monies to Amtrak for the struggling Heartland Flyer.

Mr. Morris proposed the use of Regional Toll Revenue funds emanating from the State Highway 121 toll project in Dallas and Collin Counties ("RTR Funds"). More pointed, RTR Funds are governed by, *inter alia*, Texas Transportation Code §228, which expressly limits RTR Funds from being used outside the metropolitan planning organization "region" of the applicable toll project. The applicable region in this instance is the 16-county area comprising the NCTCOG.

The Heartland Flyer comprises an over 200 mile stretch between Fort Worth and Oklahoma City. Less than a quarter of that span is within the NCTCOG region. Stated alternatively, over 75% of the Heartland Flyer route is outside of the NCTCOG region.

The \$3.5 million gift and subsidy to Amtrak is being used for transportation outside of the NCTCOG region.

Mr. Morris did not advise the RTC Members at the July RTC meeting of the Transportation Code prohibitions on the allocation of RTR Funds for use outside the NCTCOG region.

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

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

or

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

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

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

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

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

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

Sincerely,

/s/ Eric Gambrell

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September 29, 2025

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

Re: Texas Department of Transportation's most current study finds that I-30 between Downtown Dallas and the Arlington Entertainment District is not congested – not even in the Top 100 of congested roadways

Dear Mr. Kirkpatrick:

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

Each year, the Transportation Planning and Programming Division of the Texas Department of Transportation ("TxDOT") contracts with the Texas A&M Transportation Institute to identify and rank the most congested roadways in the state. As a civil gesture, I provide for you the link to the most current study of the 100 most congested roadways in Texas: <https://gis-txdot.opendata.arcgis.com/datasets/txdot-top-100-congested-roads/explore?location=32.715292%2C-97.029193%2C10.95>.

Michael Morris, as Transportation Director of the North Central Texas Council of Governments (the "NCTCOG") *should* already know that the entire span of Interstate 30 from Downtown Dallas to the Arlington Entertainment District has been found by the State of Texas in its latest study to not be congested, *i.e.*, that I-30 roadway is not even in the top 100 most congested roadways list published by TxDOT. As a sidenote, it is the Texas Department of Transportation that deserves credit for the successful TEXpress managed lanes program, which keeps this I-30 roadway moving fast.

The supposed purpose of the so-called alignment "2(b)" regarding possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail is to alleviate purported gridlock congestion along this roadway. But, this is an uncongested roadway. There are at least 100 *other* roadways that the State of Texas shows in its latest study as more congested.

We have already conclusively and irrebuttably proven, including in correspondence to you, the unending series of legal, fiscal, environmental and other bars to alignment "2(b)." Given this state-concluded lack of congestion, any continuation of the procedurally barred "environmental assessment" regarding that fatally flawed route is exposed as even more of a wantonly egregious

Ken Kirkpatrick
General Counsel
September 29, 2025
Page 2

attack on the residents of the communities of North Central Texas, specifically including the City of Dallas.

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

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

Sincerely,

/s/ Eric Gambrell

Eric Gambrell



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

Regional Transportation Council

October 9, 2025

North Central Texas Council of Governments



City of Arlington Charging Smart Bronze Designation

Charging Smart Overview:

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

City of Arlington awarded the Charging Smart Bronze Designation

- **First city in both Texas and the southern U.S. to receive this designation!**
- Earned through the completion of these actions:
 - Creating a community-wide EV vision
 - Standardizing and clarifying the EV charging infrastructure permitting process
 - Providing EV-specific training for emergency responders
 - Creating an EV webpage on the city website
 - And more!

Get involved: Email cleancities@dfwcc.org if interested in participating in this program and visit www.dfwcc.org/charging-smart for more information!



Contacts



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North Central Texas
Council of Governments



dfwcleancities.org



cleancities@nctcog.org



@NCTCOGTrans



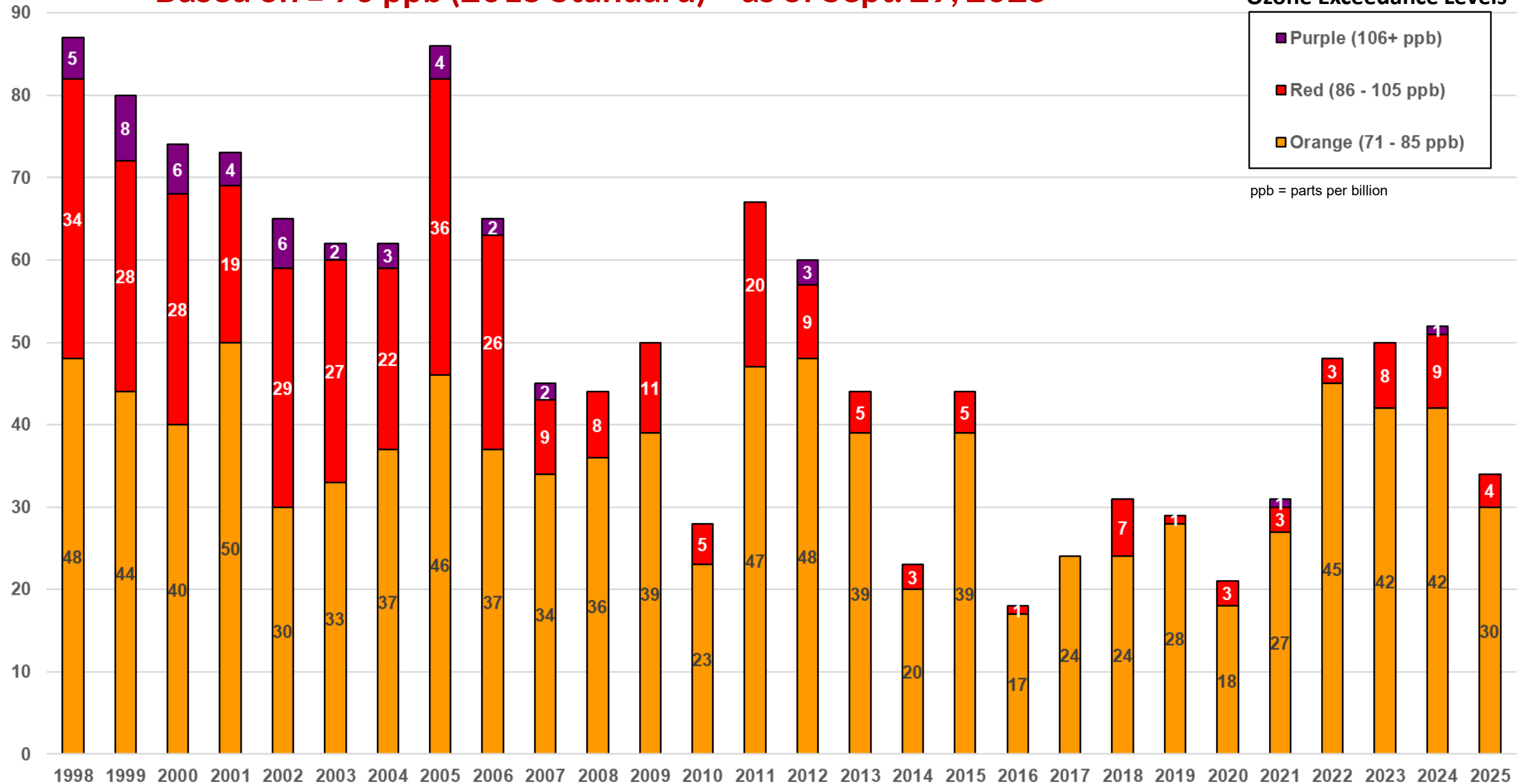
linkedin.com/dfwcleancities/



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

8-hour Ozone NAAQS Historical Trends

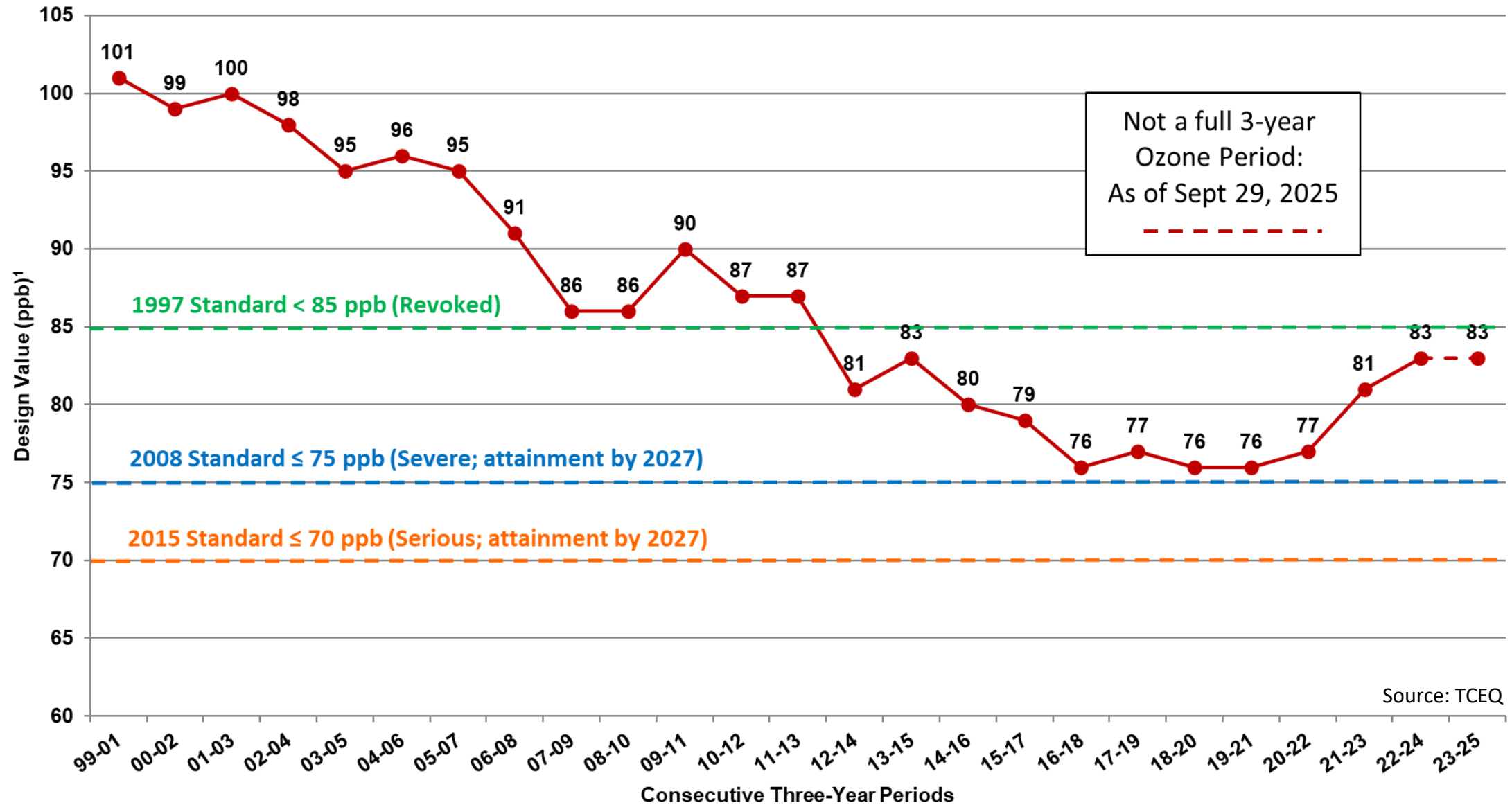
Based on ≤ 70 ppb (2015 Standard) – as of Sept. 29, 2025



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

Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb. Source: TCEQ http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl

8-hour Ozone NAAQS Historical Trends



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

For More Information

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<https://www.nctcog.org/trans/quality/air/ozone>

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 amended on Nov. 10, 2022.

This document is a compilation of general public comments submitted from Wednesday, Aug. 20 through Friday, Sept. 19, 2025 via website, email, social media and in person at NCTCOG's monthly Regional Transportation Council (RTC) meeting. This month, comments related to freight and air quality 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 0 new comments related to bicycle and pedestrian, roadway, and transit conditions. You can view past comments by visiting <http://nctcogis.maps.arcgis.com/apps/CrowdsourceReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

Freight

Facebook –

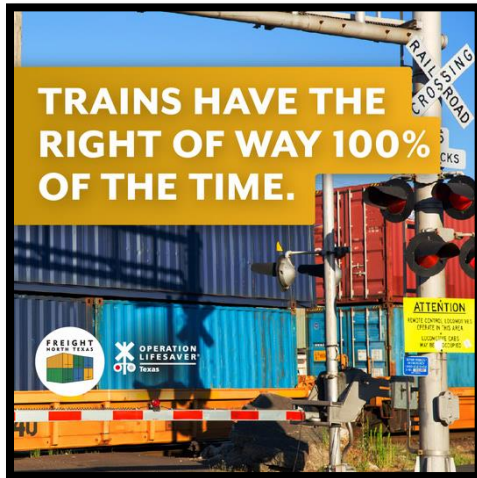
1. Remember, if you can't see their mirrors, they can't see you. www.freightntx.org – NCTCOG Transportation Department



If you aren't sure, for Pete's sake drive defensively! Give them a break. It's not a race or contest! — Judy Dwyer

██████. If you can't see my mirrors, I can't see the look on your face if I have to stop. I can see your vehicle just fine. Stupidest myth for the last 40 years. How about not jumping in front with no turn signal phone kids? — Cline Proffitt

2. Did you know that trains have the right of way 100% of the time? It is a fact! www.freightntx.org
— NCTCOG Transportation Department



I see people racing trains all the time. If it's a tie at the tracks, you lose. 🤖 How ignorant can people be? I have heard people say that the train should have stopped. Sure, and maybe gone around. 🤔 — Eddie Clark

In case of a tie, you lose. Gambling with death! Don't argue. — Tom Elder

3. Remember railroad tracks are not for walking; you can expect a train on any track at any time.
www.freightntx.org — NCTCOG Transportation Department



No offense intended, on any track, at any time, in either direction. — Jerry Hernandez

Thank you so much for another valuable public service. — Rob Dentremont

Rob Dentremont Trains should always stop for cars. Or maybe just go around.

😏 — Eddie Clark

4. Recuerden que los camiones no pueden frenar en seco, los camiones de carga pesada necesitan más tiempo. **Translation:** Remember Trucks can't stop on a dime, big rigs need more time.

www.freightntx.org — NCTCOG Transportation Department



;;Ningún vehículo puede frenar en Seco no seamos [REDACTED]!! **Translation:** No vehicle can brake on a dime, let's not be stupid! — Geronimo Castaneda

¡Ningún vehículo puede frenar en Seco! ¡¡¡Un automóvil con una persona frenara Antes, que si Trae Mas personas!!! **Translation:** No vehicle can brake on a dime! A car with one person will brake sooner than with more people! — Geronimo Castaneda

Air Quality

LinkedIn –

1. Calling all Texas fleets. NCTCOG Transportation is hosting an informational meeting on their upcoming \$58m North Texas Zero Emissions Vehicles Call for Projects! During this meeting, NCTCOG will present an overview of the EPA rules governing the opportunity, and request input on how best to structure the Call for Projects to respond to regional interest in these funds. The NTxZEV CFP is expected to launch in Fall 2025. Rebate funding will be made available to public and private fleets to replace older, internal combustion engine (ICE) Class 6 and 7 vocational vehicles (e.g., box/straight trucks, refuse haulers, step vans, transit buses, street sweepers, septic, or bucket trucks) with battery-electric or hydrogen fuel cell vehicles. The session is open to public agencies, local governments, fleet operators, private companies, original equipment manufacturers, dealers, nonprofits, and advocacy groups. Organizations are strongly encouraged to attend in-person if able to best facilitate conversation. Meeting Details:

- Date and Time: Friday, September 5, 2025; 1:00-3:00 PM CST
- Location: In-person or virtual via Zoom; Transportation Council Room, North Central Texas Council of Governments, 616 Six Flags Drive, Centerpoint Two, Arlington, TX 76011

Visit <https://lnkd.in/gH9GiRf9> to register! www.dfwcleancities.org/events — Texas Hydrogen Alliance

2. Buzz Smith reposted: Partner with **NCTCOG Transportation**. They're the best! — Buzz Smith "The EVangelist"

To view the original post, visit: https://www.linkedin.com/posts/dfwcleancities_zeroemission-class6-class7-activity...

Love to see these at EarthX in April 2026! — Steve Bender

Steve Bender We know several of these types of trucks in the area. We should chat! — Lori Pampell Clark

Facebook –

1. Join Air North Texas in improving North Texas air quality. Learn how to reduce the number of harmful pollutants that enter our air. — NCTCOG Transportation Department

To view the short video on this post, visit:

<https://www.facebook.com/NCTCOGtrans/videos/4125334207789447/>



Elect legislators who care about the air. — Terri White

BlueSky –

1. Current ozone information: www.nctcog.org/trans/qualit... Consider a clean air choice: www.airnorthtexas.org/take-action/...





— Undo Damage

(@humanecosystem.bsky.social)

Aviation

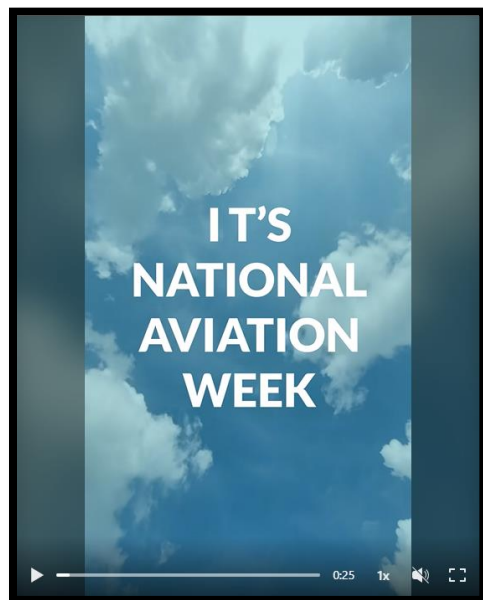
LinkedIn –

1. We've produced five new videos that highlight specific sectors of the aviation industry. Watch them all on our YouTube channel and visit our NCTAviationCareers.com website for more information on careers, scholarships, and more! <https://lnkd.in/gKAKFR6Q>

#NationalAviationWeek – NCTCOG Transportation

To view the short video on this post, visit:

https://www.linkedin.com/posts/nctcogtrans_nationalaviationweek-activity-7364678941153902592-tyFO?utm_source=share&utm_medium=member_desktop&rcm=ACoAADhgxCcBJbTh9xsFXDxGhjC5dDIshb10LPU



Great work! —Michael S. Dennis

About Us

Facebook –

1. As EV use grows, the need for reliable charging infrastructure becomes critical. This week, our #TopicOfTheMonth series focuses on NCTCOG's efforts to expand EV charging across the region. With over 2,800 Level 2 and direct current fast chargers already available, initiatives including the North Texas Resilient EV Charging Plan and public engagement opportunities like the TxDOT EV Charging Station Map and community surveys, NCTCOG is working toward the future of reliable EV infrastructure. Read more about NCTCOG's efforts to expand EV infrastructure at the link in our comments below. Read more: <https://www.nctcog.org/.../about/educate/topic-of-the-month> – NCTCOG Transportation Department



Hooray! Thanks for everything you do! Can't wait to see EV infrastructure grow even more. ⚡🚗 – Rachel Nicole

They are bad for the environment. – Brian Bennett

Other

LinkedIn –

1. AllianceTexas is shaping the future of mobility. In collaboration with **TruWeather Solutions**, the **City of Fort Worth**, and **NCTCOG Transportation**, Hillwood has deployed North Texas' first comprehensive low-altitude weather data system at AllianceTexas. This innovative network will enable the safe and reliable growth of next-generation transportation technologies—from drone delivery to autonomous trucking and eVTOL aircraft. "AllianceTexas has long been a proving ground for transportation innovation, and by partnering with TruWeather, we will go beyond just enabling advanced air mobility." – **Christopher Ash**, President of Alliance Aviation Companies at **Perot Field Fort Worth Alliance Airport** "We see real-time micro-weather intelligence as essential infrastructure for the future of logistics and mobility." – **Nicholas Konen**, Director of Strategic Development at **Hillwood Properties** Read More: <https://lnkd.in/g47U6vjX> – AllianceTexas.



Impressive innovation at AllianceTexas! 🚀 Deploying North Texas' first comprehensive low-altitude weather data system is a game-changer for next-generation transportation—from drone deliveries to autonomous trucking and eVTOL aircraft. Exciting to see how this partnership with TruWeather, the City of Fort Worth, and NCTCOG is shaping the future of mobility, making logistics and air transport safer, smarter, and more reliable. Kudos to Hillwood and Alliance Aviation Companies for leading the way! — Austin May

2. TruWeather Solutions reposted previous post: Thrilled to partner with [Hillwood Properties](#), the [City of Fort Worth](#), and [NCTCOG Transportation](#) to stand up North Texas' first micro-weather mesh at [AllianceTexas](#). This "ground-up" infrastructure gives operators the real-time clarity to plan routes, schedule launches, and keep assets moving safely and efficiently. As next-gen mobility scales - drone delivery, autonomous trucking, and eVTOL - reliable, high-resolution weather is the difference-maker. Excited to onboard early users and show V360 in action at AllianceTexas. #AllianceTexas #AAM #UAS #Logistics #WeatherIntelligence Perot Field Fort Worth Alliance Airport #V360 #DFR #ForthWorth #TruWeather — TruWeather Solutions

This is great news, congrats! With cuts to weather balloon observations, it is more important than ever for airports and aviation to get their own weather house in order. — Tropical Weather Analytics, Inc.



FOR IMMEDIATE RELEASE

Sept. 15, 2025

CONTACT: Emily DeLuca – 703-229-2134

**More than 2,200 Local Officials Deliver Letter to Congress
Opposing Bigger Tractor-Trailer Trucks**
Signers from all 50 states underscores nationwide opposition

WASHINGTON, D.C. – More than 2,200 local government leaders from across the country are pressing congressional lawmakers to oppose any increases in truck size or weight, including heavier single-trailer trucks, according to the [Coalition Against Bigger Trucks](#).

This grassroots effort to keep massive trucks off the highways includes county and municipal officials as well as public works directors and county engineers from all 50 states. [Their joint letter](#), delivered today to congressional offices, was organized by CABT.

The number of local leaders lining up against bigger trucks -- a 40 percent increase compared to a similar effort in 2023 -- underscores broad-based opposition around the country to measures under consideration in Congress.

Large shipping companies are pushing numerous proposals that would raise the allowable federal weight limit on trucks from the current 80,000 pounds. They are trying to attach the proposals to the critical, must-pass surface transportation reauthorization, known as the highway bill.

These include a pilot project for 91,000-pound trucks to assess their crash rate, allowing huge log trucks weighing up to 154,000 pounds, arguably the most dangerous trucks on the road, and a proposal that would give governors control over setting interstate weight limits in their states, creating a patchwork of state weight limits that would be devastating to interstate commerce.

"Local communities across the country feel the impact of policy decisions made in Washington, D.C. Congress needs to understand their decisions have real consequences to local governments, including our budgets," said Supervisor Jeff Krueger of New Market Township, Minnesota.

[The joint letter states](#), “Local communities and our residents are what drive this country. We work every day to make sure the needs and safety of our residents are met. Allowing heavier and longer trucks will most certainly set us back in our efforts.”

Krueger, who also serves as executive director of the Minnesota Association of Townships as well as on the National Association of Towns and Townships Board of Directors, said that while these proposals are for interstate weight and length increases, local infrastructure will be impacted.

“It is very simple – trucks do not load and unload on interstates. Whether for gas or meals or to deliver their freight, trucks ultimately make their way onto local roads and bridges. This impacts us all,” he said.

Studies have shown heavier and longer trucks damage infrastructure, especially bridges. In fact, the U.S. Department of Transportation, in its [2016 Comprehensive Truck Size and Weight Limits Study](#), recommended against any such increases.

And a recent study by CABT, [The Impacts of Heavier Trucks on Local Bridges: 2025 Update](#), concluded that over 68,000 local bridges would be put at-risk by 91,000-pound trucks, which is five and a half tons over the current weight limit. The study found the cost to replace those bridges is over \$78 billion, which would be borne by state and local governments. None of the various proposals to increase truck weight includes any additional funding for infrastructure.

Kevan Stone, CEO/Executive Director of the National Association of County Engineers, explained the importance of the local bridge study in light of the proposals Congress is considering.

“A number of our members worked on the initial report and the 2025 update. The results are alarming,” said Stone. “The cost to replace local bridges at-risk from 91,000 pounds has skyrocketed by \$18 billion in just two years. Where does that money come from? Not from Washington and state budgets are already stretched. Once again, local taxpayers will have to pay in both funding and public safety.”

“While major corporations will profit, it is local governments who have to figure out how to pay for that damage,” said Johnson County, Texas Commissioner Rick Bailey, an author of the bridges study. “The proposals would destroy our aging, failing, off-system roadways; as highlighted in the study, bridges are at the greatest risk and would not be budgetarily attainable. If lawmakers approve bigger trucks, this is nothing more than Congress creating an unfunded mandate on local governments and our taxpayers. It is not right.”

###

CABT is a nonprofit grassroots organization with coalitions of approximately 3,000 local supporters in all 50 states. CABT supporters include law enforcement officers, local

government officials, truck drivers, motorists, safety advocates, railroads and trucking companies. To learn more, please visit www.cabt.org.



North Central Texas
Council of Governments

TRANSPORTATION PUBLIC MEETING

OCT. 13 | NOON | 616 SIX FLAGS DR. ARLINGTON, TX 76011

PRESENTATIONS

DALLAS-FORT WORTH AIR QUALITY IMPROVEMENT PLAN UPDATE

Staff will provide an update and request feedback on the Transportation aspects of the Dallas-Fort Worth Air Quality Improvement Plan (DFW AQIP) – Comprehensive Action Plan (CAP), which aims to improve air quality and protect public health through 2050. This document builds on the Priority Action Plan approved in February 2024, which outlined strategies for air quality improvement through 2030 and was developed through collaboration with local governments and other regional stakeholders. This project is supported through funding from the Environmental Protection Agency's Climate Pollution Reduction Grants program.

RAIL CROSSING IMPROVEMENTS PROGRAM

Staff will present details on the Rail Crossing Improvement Program which aims to identify at-grade railroad crossings within the region in need of rehabilitation or enhancement to increase safety. The two corridors identified for the Rail Crossing Improvement Program were selected based on various criteria such as annual average daily traffic (AADT), crossing incidents, number of trains per day, and site-specific safety equipment (gates, lights, pavement markings, etc.).

ONLINE REVIEW + COMMENT

FY2020-2024 ANNUAL PROJECT LISTING

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

www.publicinput.com/nctcogOct25.

RESOURCES + INFORMATION

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

Air Quality Programs and Funding Opportunities:

PublicInput.com/nctcogAQ

Try Parking It: TryParkingIt.com

Business Engagement Program:

PublicInput.com/nctcogbusinessengage

For special accommodations due to a disability or for language interpretation, contact Hannah Witcher at 817-573-1719 or hwitcher@nctcog.org at least 72 hours prior to the meeting. Reasonable accommodations will be made.

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

Attend in person, watch the presentations live at publicinput.com/nctcogOct25 or participate via phone by dialing 855-925-2801 then code 12019.

@nctcogtrans

THE DALLAS MORNING NEWS

OPINION: MCKINNEY'S DECK PARK IS WORTH FIGHTING FOR

Even with \$15 million in federal funding at risk, the city should find a way to keep the project alive

By Dallas Morning News Editorial
September 2, 2025



Highway 5 downtown pedestrian Connection Deck Park inverted deck park design. City of McKinney

Freeways were built to connect cities in the region, but in McKinney, State Highway 5 split neighborhoods. A proposed deck park promised to bridge that divide, but now the federal funding for that project is at risk.

This newspaper previously [reported](#) that \$15 million in federal funding for the project has been withdrawn. McKinney was supposed to get a portion of \$80 million received through the North Central Texas Council of Governments for a series of deck parks in the region.

McKinney's deck park is more than a stretch of green space — it's a chance to reconnect downtown with historic neighborhoods. Some residents have expressed hope that the park will raise the appeal of the area around the highway that separates historic Downtown McKinney from East McKinney.

Halperin Park, a second phase for Klyde Warren Park and a planned deck park over Interstate 30 in Dallas also were awarded federal funding from the U.S. Department of Transportation. A spokesperson for NCTCOG confirmed that these projects were not affected by federal spending cuts.

It's disheartening that while the other three projects are expected to move forward as planned, the future of McKinney's deck park is now on shakier ground.

We [previously supported](#) the joint application for the U.S. Department of Transportation's Reconnecting Communities and Neighborhoods grant and the regional nature of these four projects.

This editorial page has championed Klyde Warren and Halperin parks in Dallas. McKinney can also have a regional amenity of that caliber, and it's deserving of federal investment in its deck park.

McKinney's proposed Lower 5 Plaza is expected to cost at least \$40 million. The federal funding would have made up more than a third of the total cost. Other funding would come from NCTCOG, the Texas Department of Transportation and local sources. But with a large share now on the chopping block, finding a way to replace that money will be a challenge.

A community survey about the project's design was open to community members through Aug. 10. Now, the McKinney City Council will have to decide the future of the deck park. That decision should not mean letting the project stall. If federal dollars no longer cover the gap, the city might have to think more creatively about other ways to move forward.

McKinney voters [twice rejected](#) bond measures for an airport expansion, most recently in 2023 when nearly 60% voted against a \$200 million passenger terminal. Yet the city found ways to move that project forward, approving more than [\\$60 million](#) in contracts this year. Residents deserve the same determination for the deck park.

NORTH TEXAS' BOOMING GROWTH POSES BOTH PROMISE AND PERIL

On the precipice of a major transformation, the quality of life for millions of North Texans is at stake

By Alison Saldanha, Aria Jones, Wilborn Nobles and Lana Ferguson

September 2, 2025



DMN Staff, Michael Hogue

North Texas' population is surging. From 2013 to 2023, the seven counties of Collin, Dallas, Denton, Ellis, Kaufman, Rockwall and Tarrant added more than a million new residents.

In the next 10 years, the region is projected to grow to 10 million, surpassing Chicago, the third-largest U.S. metro area, according to the Texas Demographic Center. In 25 years, North Texas is [set to cross 12 million](#), gaining on the heels of Los Angeles, the second-largest metro.

By then, North Texas is projected to add 7 million more jobs, and Dallas-Fort Worth, renowned for its business-friendly regulations, is poised to take over as the financial hub of the American Heartland.

On the precipice of a major transformation, the quality of life for millions of North Texans is at stake.

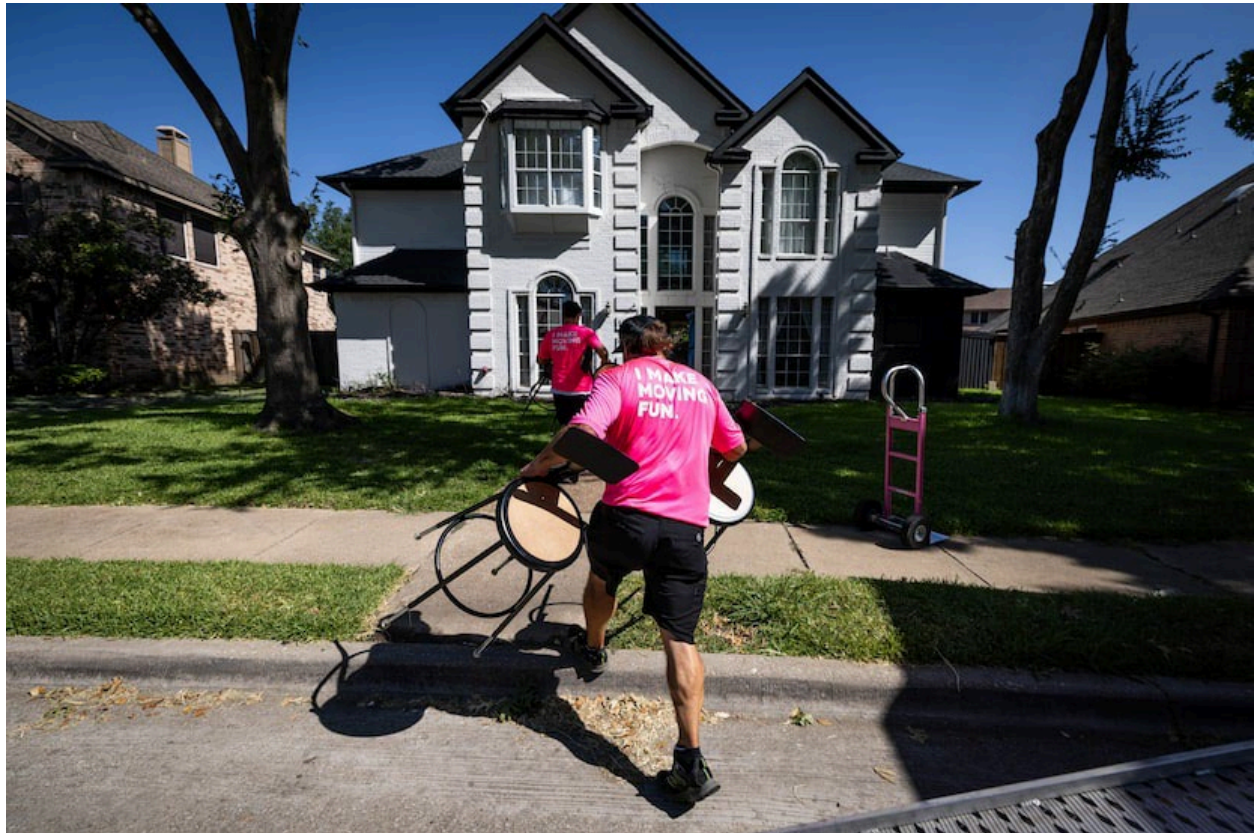
The challenges range from developing homegrown talent to meeting the area's burgeoning workforce demands, to building infrastructure to support healthy communities and supplying water and energy equitably to sustain growth.

How the region responds now determines the growth's promise or peril.

"When people decide to move, it's an economic decision that is not all about money," said state demographer Lloyd Potter. The decision is based on quality-of-life factors such as quick access to family, good schools, housing, less traffic and the availability of parks and activities, he said.

"So often, when people are considering moving to a new potential destination, they're weighing those questions relative to where they currently live," Potter said.

Newcomers from across the U.S. and all over the world are propelling North Texas' population growth.



Dallas County has recorded more residents moving out than in. Many are opting for a better quality of life in nearby counties, if not other metros such as Austin and San Antonio. Angela Piazza / Staff Photographer

This growth has been uneven across the region, said Potter. While the outer counties of North Texas have experienced a tremendous expansion of developments on untouched land in recent years, Dallas County has recorded more residents moving out than in. Many are opting for a better quality of life in nearby counties, if not other metros such as Austin and San Antonio.

The urban core of Dallas and Tarrant counties has pockets of deep poverty and an [older housing stock, restricting new development for affordable housing](#). The poorest communities are concentrated in the historically underserved neighborhoods of southern Dallas, where residents are more likely to be Black or Latino and lack access to basic amenities.

People of color, especially the Latino population, [are driving North Texas' population and economic growth](#). In 25 years, Latinos are projected to be the largest demographic group in North Texas.

Yet many Latino households earn lower incomes than white and Asian households, are less educated and remain underrepresented in well-paying management, business and science positions, according to data from The Texas Demographic Center.

As the region prospers, wide disparities in historically underserved Black neighborhoods in southern Dallas endure. Access to quality health care, education and basic amenities are still a struggle for many. If left unaddressed, these vibrant and historic neighborhoods could be left behind, and North Texas could sabotage its own success.

The duality of these trends, both positive and negative, indicates the need for inclusive planning to sustain real growth across the region. Policymakers and stakeholders must act to strengthen the foundations for a good quality of life that draws in new people and uplifts local residents to share in the prosperity, say southern Dallas advocates.



Today southern Dallas is experiencing what many call a “renaissance,” as neighborhoods have witnessed a revitalization of art- and community-led investment. But the repercussions of a long history of discriminatory policies remain a thorn in its side. Angela Piazza / Staff Photographer

This forms the focus of *The Dallas Morning News*’ Future of North Texas initiative.

With data and on-the-ground reporting, *The News* will track key indicators on education and workforce development, energy and resources, health care and infrastructure to comprehensively cover the region’s rapid evolution.

The Future of North Texas is a community-funded journalism initiative supported by the Commit Partnership, Communities Foundation of Texas, The Dallas Foundation, the Dallas Mavericks, the Dallas Regional Chamber, Deedie Rose, the McCune-Losinger Family Fund, The Meadows

Foundation, the Perot Foundation, the United Way of Metropolitan Dallas and the University of Texas at Dallas. *The News* retains full editorial control of this coverage.

Workforce readiness

Meeting the demands for a skilled workforce to sustain a booming economy has been a major challenge in North Texas.

Since 2001, Dallas-Fort Worth's gross domestic product, or the total goods and services produced annually, has more than doubled. The region is now home to [24 Fortune 500 company headquarters](#). Yet North Texas faces a gap in homegrown talent.

D-FW residents tend to be less educated than those moving to the area, according to the Texas Demographic Center, and are losing out on lucrative job opportunities in business and technology.



UT Arlington student Natalia Martinez practiced interviewing with Ebenezer Allen, of Westlink Academy, during an internship conference at Dallas College's Cedar Valley campus on July 31 in Lancaster. In Dallas County, barely a third of young adults ages 25-34 earned a living wage in 2022, according to a report from Commit Partnership released in January. Angela Piazza / Staff Photographer

"Texas has the eighth-largest economy in the world, yet Texas employers are struggling to find Texans with credentials to meet their workforce needs," said Wynn Rosser, commissioner of the Texas Higher Education Coordinating Board.

Statewide, 63% of Texas jobs will require knowledge beyond a high school diploma by 2030, according to Gov. Greg Abbott's office.

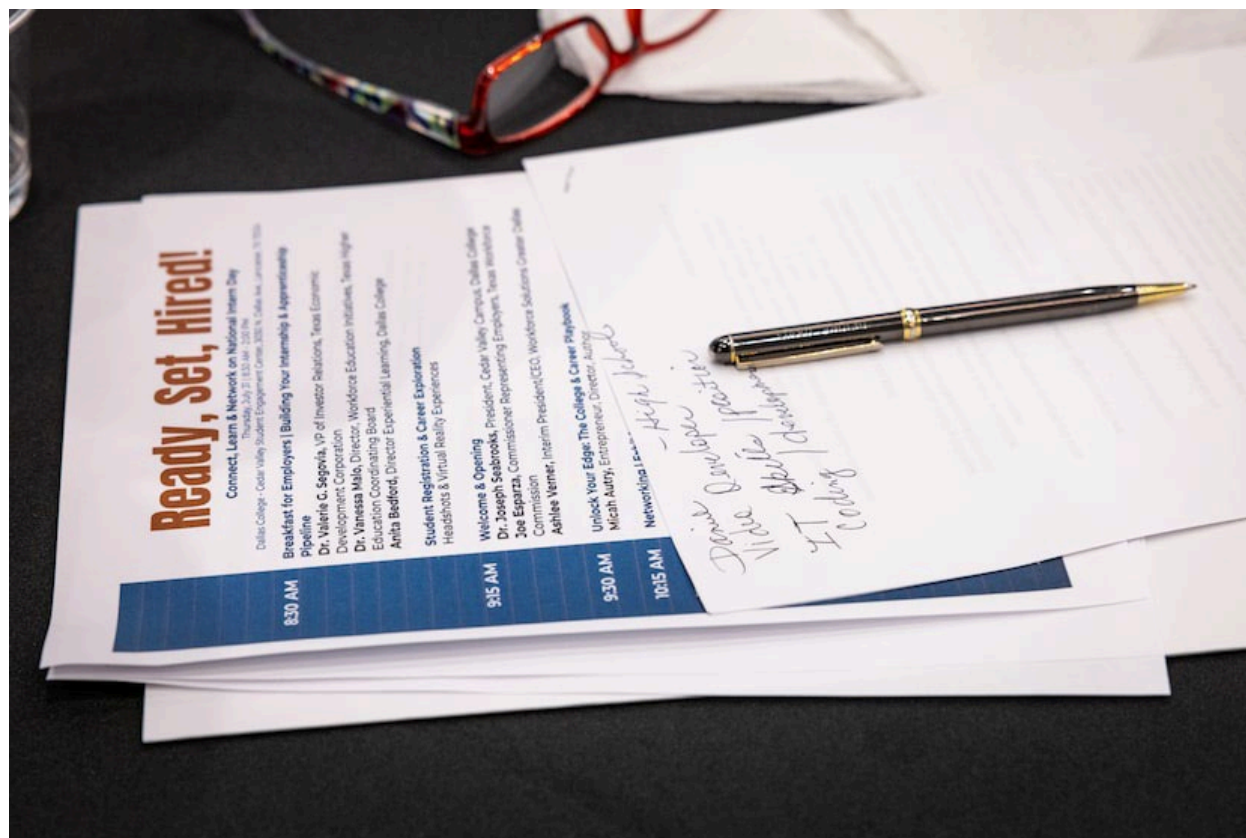
To maintain a competitive edge and equip the local labor pool with skills to meet market demands, the region must strengthen its education-to-workforce pipeline, align career pathways with industry needs and address school inequities, advocates say.

“We’re going to continue to keep importing workers if we don’t make sure that those students who start college finish college,” said Jaime Puente, economic opportunity director for the social justice organization Every Texan.

The system must also provide robust career advising and support systems, especially for underrepresented students, to gain a competitive edge, said Jonathan Feinstein, Texas director of pro-equity nonprofit EdTrust.

Training for jobs in business, finance, science, computers and management is crucial for residents to earn livable wages, especially as the housing cost burden (the difference between median income and home values) grows wider, according to the Texas Demographic Center.

In Dallas County, [barely a third of young adults ages 25-34 earned a living wage in 2022](#), according to a report from Commit Partnership released in January.



Training for jobs in business, finance, science, computers and management is crucial for residents to earn livable wages, especially as the housing cost burden grows wider, according to the Texas Demographic Center. Angela Piazza / Staff Photographer

The state has launched initiatives such as the 60x30 and “Building a Talent Strong Texas” programs to ensure 60% of 25- to 64-year-old residents obtain a degree or credential by 2030, but affordability remains a barrier. Advocates say non-tuition fees are a burden, alongside the growing cost of living and rising childcare costs.

Access to childcare supports the workforce as parents pursue economic opportunities. Yet at least 20 ZIP codes in D-FW lack childcare providers and are deemed child care deserts, according to advocacy nonprofit Children at Risk.

Similarly, mental health support for community college students, particularly those from lower-income backgrounds, students of color, and parenting students, is a critical concern affecting academic performance and workforce readiness, said Holly Kosiewicz of the UT Dallas Education Research Center - Texas Schools Project.

The News is tracking how education and training programs — from prekindergarten to college — prepare the region's workforce to succeed in a thriving economy.

Energy and natural resources

Projections about North Texas' growth over the next few decades have raised concerns about straining the region's energy and natural resources.

Power-hungry data centers, cryptocurrency mining and a rapid increase in the number of electric vehicles are already putting significant stress on the energy infrastructure.

In February, the Electric Reliability Council of Texas, the state's power grid operator, shared a worst-case scenario of Texas power supply outstripping demand in less than five years. ERCOT's biannual Capacity, Demand and Reserves Report projects a possible 8.3% supply shortfall during peak demand in 2027. The projected shortfall worsens to 32.4% by summer 2029.

At the same time, the future of natural resources such as water and air has emerged as a major concern. Failing to act now for the improvement of these resources imperils any prospects of positive growth in the region.

Investing in water is especially critical. While Texas' population is projected to grow over 70% to 50 million in 2070, water supply is projected to decrease by roughly 18%, [according to the 2022 Texas Water Plan](#).

The state needs to spend more than [\\$150 billion in water and wastewater systems to expand supply and fix old, deteriorating systems](#), according to estimates by Texas 2036, a nonpartisan public policy think tank.

If it does not and is hit by a severe drought, then, by 2050, the state will endure \$165 billion in annual GDP losses, said Jeremy B. Mazur, director of infrastructure and natural resources policy at Texas 2036. He added that leaving at-risk systems unresolved will cost an additional \$320 billion over the next 15 years.

"To put it bluntly: Insufficient investment in water infrastructure could very well reverse Texas' economic miracle," Mazur said.

In recent years, D-FW has struggled to meet federal air quality standards for ozone pollution levels, which are formed when pollutants from vehicles and industrial sources react with heat and sunlight.

“In the last couple of years, we have lost ground on a lot of the improvements we were making on air quality” said Chris Klaus of the North Central Texas Council of Governments, which monitors the impact of transportation on air quality.

This has serious consequences for residents’ health, especially the respiratory system, and is a major trigger for asthma attacks, especially in children. Already, the region has a high rate of pediatric asthma cases that are exacerbated during frequent, intense heat waves.

The News is tracking how lawmakers address these concerns on air, water and land in the next few years, as their decisions will influence quality of life for residents, both old and new.

Health care and health disparities

The health care industry is one of the most prominent influencers in North Texas’ economy. It has an economic impact of over \$38 billion and generates over 350,000 jobs, [according to a study commissioned by the Dallas-Fort Worth Hospital Council](#) in 2022.

However, access to affordable health care in the region remains unequal. Texas has the highest number of uninsured residents and children of any state, according to census data, and in several North Texas counties, that share is even higher.

In Dallas County, nearly one in four residents lives without insurance.

They are more likely to be young adults, Latino, earn lower incomes and already have health issues, according to the Congressional Budget Office.

Without insurance coverage, people tend to [skip care to save on costs](#). This impacts the health of North Texans as uninsured adults and children may forgo preventive care for conditions such as diabetes, asthma and cancer screenings, and services like dental care, immunizations and checks on developmental milestones.

The uninsured are more likely to find themselves in medical debt. Nearly a third of residents, especially residents of color, in Dallas, Tarrant, Kaufman and Ellis counties are in medical debt, according to data from the Urban Institute.

The News is tracking uninsured rates in North Texas alongside rates of low birth weight, preventable hospital stays and access to primary care for insight on how state and local policies and budgets affect community health as the region expands.

Infrastructure

How North Texas supports its increasing population with infrastructure such as public transportation, roads, internet access and other basic services is a key challenge.

Managing congestion and mobility is a significant hurdle in the region’s future development.

While North Texas has the largest managed lane system in North America, expanding roadways to keep pace with population growth is proving difficult, according to the North Central Texas Council of Governments.

“We have built a lot — we’ve got more toll roads than anywhere in Texas and we continue to grow — but we can’t continue to grow that way and build our way out,” said Dan Kessler, assistant director of transportation at NCTCG.

“Our story is always that we’re growing faster than we have the resources to provide transportation infrastructure,” he said, adding it’s the same with other infrastructure. “But we can’t continue to grow that way and just build our way out.”

Instead, NCTCG advocated the need to improve and expand public transportation as a solution for managing congestion, improving air quality and ensuring equitable access to jobs and services.

Part of the challenge involves improving connectivity to public transit lines. Despite having the largest light rail system in America, less than 50% of the population is projected to be within a Transit Authority service area by 2045-2050, Kessler said.

In its 2024 economic impact report for Dallas-Fort Worth, ride share service provider Lyft found nearly half of all riders have used a Lyft service to get to or from public transit and about 30% use Lyft to get around when public transportation does not operate.



While North Texas has the largest managed lane system in North America, expanding roadways to keep pace with population growth is proving difficult, according to the North Central Texas Council of Governments. Angela Piazza / Staff Photographer

Overall, Lyft found about a third of its rides in Dallas start or end in underserved areas to aid access to jobs, health care and education, and the company says most riders say Lyft improves accessibility in their neighborhoods.

The News is tracking residents’ means of transportation and traffic congestion levels to gain perspective on how infrastructure is responding to growth challenges. This includes tracking access to broadband internet, a vehicle of connectivity for remote workers.

Southern Dallas

In a study spanning the city of Dallas, Southern Methodist University identified over 60 infrastructure deserts riddled with crumbling sidewalks, potholed streets and scant tree cover. The study also found a lack of internet access, health care and grocery stores.

Most of these deserts are located below Interstate 30 in southern Dallas.

Dallas is [one of the most segregated cities in the U.S.](#), according to 2020 census data. Many residents of southern Dallas neighborhoods such as Fair Park, south Oak Cliff and Joppa are Black or Latino with lower incomes and a greater reliance on public transit. Enduring under-investment in these parts have contributed to Dallas County recording [one of the greatest population losses in the state between 2021 and 2022](#), according to the Texas Demographic Center.

Today the area is experiencing what many call a “renaissance,” as neighborhoods have witnessed a revitalization of art- and community-led investment. But the repercussions of a long history of discriminatory policies remain a thorn in its side. Many residents struggle to participate in the North Texas boom.

Southern Dallas presents an opportunity for local governments to move past harmful policies and rear growth with a healthy, homeownership, educated workforce in historically disadvantaged neighborhoods, according to local advocates.

While different generations in southern Dallas hold different visions for success, there is a consensus that the area is a “jewel,” said Derrick Battie, an advocate for south Oak Cliff who served on the [Mayor’s Task Force on Safe Communities](#), created by Mayor Eric Johnson. “You have to keep that jewel polished. You have to keep it clean, you have to maintain it,” Battie said.

As neighborhoods develop, it’s important to create and offer something for everybody, according to Mark Jones, interim president and CEO of Bonton Farms.

“We have to be very deliberate and very intentional in the marketplace so that nobody feels pushed out,” Jones said, adding this is what makes for a healthy community.

“And nobody feels like they can’t live here anymore.”

WHERE WILL TARRANT COUNTY GET ENOUGH WATER TO SERVE 3.4M PEOPLE?

By Nicole Lopez
August 31, 2025

Margaret and Robert Drake wanted to protect their Glen Rose ranchland — and the water that runs through it — from rapid development they saw expanding west from Fort Worth.

The sprawling, hilly 82 acres are home to a biodiversity of plants and wildlife with rainwater spilling down to a creek that eventually meets the Paluxy River, one of the many water sources that feeds a nearby reservoir.

Already, a housing development sits just 300 feet away from Drake Ranch. So in August, the couple donated the land to the Native Prairies Association of Texas to ensure Tarrant County's urban growth doesn't eventually take over.

With the Paluxy being a major local source of drinking water for Somervell County, Margaret Drake worries about how long it will sustain the area.

"It is a concern of mine," she said. "This area is going to grow in the next few years, exponentially, and the water has to come from somewhere."

North Texas is rapidly growing. In May, Fort Worth's population [surpassed 1 million](#), and Tarrant County residents are expected to reach a total of about 3.4 million in the next few decades.

Growth of that magnitude adds strain to the water supply, leaving local officials concerned about whether the region has enough to sustain more people and big development such as new data centers, golf courses and housing.

"As we stick more straws in the drink, the drink disappears faster," Aledo Mayor Shane Davis said. "It doesn't matter if you're a small city, if you're Weatherford, or if you're Fort Worth. The question is: Do we have enough water?"

The state's economy risks losing about 785,000 jobs and about \$165 billion in gross domestic product by the end of the 2050 because of water scarcity, according to the [nonprofit Texas 2036](#).

The Tarrant Regional Water District's resources provide water to 2.5 million residents, but that's not enough to keep up, according to the [state's draft of regional water plans](#). Tarrant County will need over 673,000 acre-feet — which is about four times as large as the capacity of Eagle Mountain Lake — by 2080.

Accounting for the 15 other counties included in North Texas water planning — including Dallas, Denton, Collin, Ellis, Parker and Kaufman — the region will require over 3 million acre-feet of water by then.

While North Texas has received above average rainfall this year, a welcome bump to those using groundwater, questions regarding an adequate water supply remain.

Rainfall ultimately determines how much water is available in reservoirs, experts say. Because we cannot control the weather, Dallas-Fort Worth officials must focus on factors they can.



Eagle Mountain Lake is one of Tarrant County's sources of water. (Courtesy photo | Tarrant Regional Water District)

"The population is growing and growing very fast," said Zach Huff, water resources engineering director for the Tarrant Regional Water District. "It's our goal to be planning ahead, out in front of that, so that water supply never becomes a constraint to the community."

Water conservation and reuse strategies will help. Those efforts could save the region 1.28 million acre-feet per year of water by 2080, according to the Texas Water Development Board. But even then, the North Texas area would still be short about 1 million acre-feet annually, according to projections.

That shortfall prompts local officials to seek new water supplies, monitor development and conserve water.

Easing water woes

Although Fort Worth is driving much of the area's growth, people and business leaders are looking west.

Aledo's population of nearly 7,200, for example, is about double the size it was in 2019, City Manager Mark McDaniel said.

"We're not a huge town. That's a big increase in a very short period of time," McDaniel said.

The town's officials are relieved it doesn't rely on well water as much as smaller places on the outskirts, but know they must work fast to keep up with growth by building infrastructure big enough to transport sufficient water supplies to developers, McDaniel added.

"It can all happen. It's just going to take some time to put into place," he said.

Texas leaders are particularly "growth-minded," but new developments come with a greater need, said Ken Rainwater, a professor emeritus at the Water and the Environment Research Center at Texas Tech University.

"People like to grow," he said. "It just feels healthy, whereas if we decided not to grow, then we wouldn't have to grow the stuff we have to provide."

Fort Worth leaders say they recognize the challenge this holds for water availability. City officials project adding [another 550,000 people](#) from 2025 to 2045 throughout its service areas.

As the city pursues new businesses, water utility staff works closely with the economic development officials and developers to understand plans and site uses. Each new development must submit a water study that projects usage and the size of the transmission lines needed.

In Fort Worth, businesses and developers are not limited by the amount of water they need to support their operations. However, businesses have a built-in incentive to be efficient with water usage "because it affects their bottom-line costs," city spokesperson Mary Gugliuzza said in a statement.

Should concerns arise, business and city officials work to identify solutions, Michael Henning, economic development manager, said in a statement.

"Sometimes, there are ways to address those concerns. Other times, it may come with the recognition that Fort Worth might not be the right location for that project," Henning said. "If that's the case, we're up front with companies about those concerns."

Tapping new sources

The fight for water has continued for decades as North Texas officials pushed to build the [Marvin Nichols Reservoir](#).

Tarrant County mostly taps into reservoirs southeast of Dallas for water. Only about 20% comes from local reservoirs Eagle Mountain Lake and Lake Bridgeport.

About 250 miles of pipelines pump about 350 million gallons of water from the Richland-Chambers and Cedar Creek reservoirs to the Dallas-Fort Worth region on a daily basis.

That won't be enough to keep up with growth, said Dan Buhman, chair of the Region C Water Planning Group for the Texas Water Development Board, representing the Dallas-Fort Worth region.

Over the next few decades, about 33% of North Texas' water will have to come from new sources, according to the state's draft plan. That could include those from the Red, Trinity, Sulphur or Neches river basins.

The proposed \$7 billion Marvin Nichols project would flood about 66,000 acres of private property of northeast Texas forest and timberland. That area's residents and its regional water planning group have fought the project, concerned the reservoir would result in loss of resources and wildlife habitat as well as hurt the local economy.

This summer, an agreement was finally reached between Dallas-Fort Worth and northeast Texas water planners.

Originally slated for construction by 2060, officials now plan to break ground on the reservoir [in 2070](#) — not soon enough to be a solution for the growth of the next four decades.

The proposed construction date goes to the state water board for final approval in October.

Taking action

Developers, area city planners and state leaders are recycling water, updating plans, brainstorming new water laws and securing billions in funds to work through water woes.

For example, AllianceTexas — the fast-growing development that holds hubs for aviation, rail, technology and, soon, film — created a system that taps into water treatment reuse and harvested rainwater stored in ponds for its surrounding areas.

This spring, leaders from nine Wise County cities — including Decatur, Bridgeport, Alvord and Rhome — asked the Legislature to form the [Wise Regional Water District](#). Creation of the district would have allowed its leaders to issue bonds to fund water needs, such as building transmission lines.

After the bill failed to pass, the group moved forward by forming the [West Fork Public Utility Agency](#), which would collect funds from partnering entities and from water and wastewater sales, according to the Fort Worth Star-Telegram.

Texas lawmakers did pass a measure going before voters in November aimed at addressing long-term needs with [about \\$20 billion for projects](#) over the next two decades. A newly created Texas Water Fund Advisory Committee would oversee the funds and is tasked with projecting aquifers and local control over surface water rights.

“With the dramatic population growth that Texas continues to experience, our water supplies are drying up, impacting Texans and communities across our great state,” [Gov. Greg Abbott said](#) in a June release about the effort.

As for North Texas, Fort Worth updates its water master plans every 10 years to assess existing and proposed land usage, which illustrates population and employee growth, Gugliuzza said.

This data determines how large municipal waterlines need to be, when and where water storage facilities are needed, and when treatment plant expansions are required.

For example, in a Fort Worth City Council meeting in February, water department director Chris Harder announced plans to expand the city's westside water treatment plant and transmission lines to provide up to 40 million gallons of water a day by 2026.

The North Central Texas Council of Governments is exploring more strategies aimed at balancing economic development and water usage as the Dallas-Fort Worth water planning

group develops its water supply plan, said Susan Alvarez, environment and development director for the council of governments.

“We are starting to get more inquiries, particularly around data centers, both from an energy standpoint and also from a water use standpoint,” she said. Data centers require significant water to keep the high-tech facilities cool.

The council of governments assists Dallas-Fort Worth water planners with providing population and density data and developing regional wastewater planning.

Because there’s only so much water available and water rights can be limited, residents, businesses and city officials must be better about conserving, Alvarez said.

“We have some opportunities to reduce waste in both system design and operations,” said Alvarez.

Again and again, discussion of sustainability harkened back to Mayor Davis’ metaphor of many straws in one drink: supply and demand.

NORTH TEXAS SEES 19 DAYS OF UNHEALTHY AIR QUALITY WITH MOST OZONE SPIKES IN JULY, AUGUST

By Nicole Lopez
September 3, 2025

North Texas has seen 19 days of unhealthy air pollution so far this year, following a spike of high ozone levels in July and August.

The Texas Commission on Environmental Quality issued Ozone Action Day alerts on those days, informing residents, businesses and industries of high smog levels so they could help mitigate emissions, such as those coming from cars, motorized lawn equipment and industrial sites.

The alerts also urge the public to adjust daily routines to minimize health risks and exposure to unhealthy air conditions, according to the North Central Texas Council of Governments, the agency responsible for monitoring the region's air quality.

In August, eight Ozone Action Day alerts were issued. That's more than any other month this year so far. Still, it's lower than August of last year when Dallas-Fort Worth had [13 days](#) of unhealthy ozone levels.

In 2024, 43 ozone action alerts were issued for the region.

Ozone Action Days occur during high temperatures, sunny weather, light winds and a lack of atmospheric movement. When combined, these weather conditions can form unhealthy air quality, said Daniela Tower, council of governments air quality planner.

Levels of smog between 71 and 85 parts per billion are considered unhealthy for sensitive groups, including children, older adults, those with lung disease and people who are active outdoors.

Ozone can lead to [health problems](#) such as coughing, difficulty breathing, chest pain, lung infection and disease, according to the Environmental Protection Agency. Poor air quality can also aggravate existing respiratory conditions such as asthma, emphysema and bronchitis.

What is ozone?

Ground-level [ozone](#), or smog, forms when volatile organic compounds and nitrogen oxides emitted by human activities and natural sources react in the sunlight, according to the council of governments. Vehicle emissions, power plants, industrial sites and area sources such as paints and motorized lawn equipment largely contribute to ground-level ozone.

The region is prone to lower levels of ozone when there is a combination of cooler temperatures, cloudy conditions, less radiation and potentially fewer emissions, Tower said.

This summer has been cooler than last year, which had 23 triple-digit days in Dallas-Fort Worth. The area reached triple digits on six days so far this year, according to the National Weather Service.

However, cooler temperatures do not always mean lower ozone levels.

Atmospheric conditions, including air quality, are complex and fast-changing due to low viscosity of air — the resistance of a liquid or gas, Tower said.

North Texas could see additional Ozone Action Days this year as smog typically spikes from March through October.

Under the EPA's Clean Air Act, Fort Worth-area polluters or major sources of volatile organic compounds could face annual fines of \$45 million if levels are not brought to or below 75 parts per billion, according to the state environmental commission.

The current design value of ozone for the region sits at [81 parts per billion](#) so far this year. The design value represents the average of the fourth-worst ozone day from each year in a three-year period, according to the council of governments.

Whether polluters will see those fines is unclear after the Trump administration unveiled plans to [roll back several environmental policies](#) earlier this year, including those on climate change and air quality.

Most recently, EPA administrator Lee Zeldin announced plans to [revoke a scientific finding](#) that determines the health risks of carbon dioxide and other greenhouse gases. The proposal comes after President Donald Trump granted [two-year exemptions](#) from emissions limits to coal-fired plants, chemical companies and other air-polluting industries.

The proposal to scrap the EPA finding must go through a [lengthy review process](#), including public comment, before changes are finalized, the Associated Press reported.

Meanwhile, air quality planners with the council of governments are drafting the Dallas-Fort Worth Air Quality Improvement Plan, which lists strategies to [improve air quality](#) in the region through 2050.

In order to be eligible for continued federal EPA funds, the air quality plan must be finalized and submitted to the agency by Dec. 1.

TRUWEATHER LAUNCHES FIRST-EVER, LOW-ALTITUDE WEATHER SENSOR NETWORK IN ALLIANCE

By Staff

September 3, 2025

TruWeather Solutions, a global leader in Unmanned Aircraft Systems (UAS) weather innovation, in partnership with Hillwood, the City of Fort Worth and the North Central Texas Council of Governments, announced the deployment of the first-ever, comprehensive, low-altitude weather data system in North Texas.

The new strategic initiative will support the safe and reliable growth of next-generation transportation technologies, ranging from drone delivery to autonomous trucking and electric vertical takeoff and landing (eVTOL) aircraft.

Implementation of the network is a significant milestone in advanced mobility at AllianceTexas, Hillwood's 27,000-acre master-planned community in north Fort Worth, and one more example of Hillwood's leadership in innovative public-private partnerships.

"By hosting our most advanced low-altitude wind sensors at critical locations across AllianceTexas, Hillwood is helping create a data-rich environment that allows us to understand wind patterns better and improve the safety and efficiency of drone and air taxi operations in urban environments," said Don Berchoff, CEO of TruWeather Solutions. "The collaborative, public-private support we have received has been instrumental in turning the innovative concepts of our Virginia company into an operational reality."

The projects are led by TruWeather Solutions through contracts and collaborative funding from a NASA Small Business Innovation Research Award and a U.S. Department of Transportation (USDOT) SMART Grant awarded to the City of Fort Worth.

The NASA-funded Urban Weather Sensing Infrastructure Testbed will improve weather-sensing data to decrease risks to Advanced Air Mobility Systems. The City of Fort Worth, in collaboration with the North Central Texas Council of Governments, has received a \$2 million SMART Grant from the USDOT to develop and pilot a micro-weather network that will enhance safety and efficiency for intermodal and autonomous transportation.

At the core of the new weather infrastructure is the Wind Guardian, a state-of-the-art low-altitude wind sensing system using advanced Light Detection and Ranging (LiDAR) technology developed by TruWeather Solutions' partner, Metro Weather. More than 20 advanced weather and wind sensors will be deployed across key locations throughout AllianceTexas, including the Fixed Base Operation (FBO) at Perot Field Fort Worth Alliance Airport, Alliance Gateway 57 located at 1051 Republic Dr. in Roanoke (currently occupied by Cummins Clean Fuel Technologies) and the AllianceTexas Flight Test Center.

The network includes road weather sensors, cloud-detection sensors and advancements in laser technology, sensor design and data processing.

"AllianceTexas has long been a proving ground for transportation innovation," said Christopher Ash, president of Alliance Aviation Companies at Perot Field Fort Worth Alliance Airport. "By

partnering with TruWeather, we will go beyond enabling advanced air mobility. We're helping define the standards and best practices to guide its nationwide growth, which will aid in the safe, reliable deployment of drone technology and autonomous trucking."

Researchers will begin reviewing sensor data in August to identify ways to optimize low-altitude operations and quantify how using micro-weather information in planning can improve the efficiency of transportation systems. Additional phases of the project will continue through the remainder of 2025 and into 2026.

"We see real-time micro-weather intelligence as essential infrastructure for the future of logistics and mobility," said Nicholas Konen, director of strategic development at Hillwood. "By working closely with TruWeather and public sector leaders, we're laying the groundwork to support the scalable deployment of drones, autonomous vehicles and eVTOL aircraft across the region."

HOODLINE

FORT WORTH EASTSIDE TRANSPORTATION PLAN EARNS SILVER AWARD FOR EXCELLENCE IN URBAN PLANNING FROM APA TEXAS

By Margie Townsend

September 3, 2025

The Eastside Transportation Plan snagged a Silver Award from the American Planning Association (APA) Texas Chapter in the Transportation Planning category. This award comes not as a mere symbol but as a validation of exemplary planning efforts transforming Texas communities day by day.

With an eye on innovation and effectiveness, the Awards Selection Committee sifted through the contenders, and it was Fort Worth's own initiative that raised the benchmark for community engagement and planning quality. This isn't just planning on paper; it's about putting those plans into motion and seeing real results.

According to the [City of Fort Worth](#), Kelly Porter, Fort Worth assistant director of Transportation & Public Works, underscored the collaboration as a cornerstone of the plan, stating, "The Eastside Transportation Plan brought together the community, North Central Texas Council of Governments, Texas Department of Transportation, Trinity Metro and others to develop an actionable suite of projects that will enhance mobility options, economic development and quality of life for all Eastsiders."

The winning project goes beyond commendations and now serves a practical purpose in the revamping of the East Lancaster corridor. What once was a throughway is on track to become a destination in itself—a safer, more walkable corridor courtesy of a well-crafted transportation plan.

As the city council approved \$1.1 million for the East Lancaster Avenue Corridor and Sub-Regional Planning Study, these plans have now been integrated into the larger transportation and comprehensive planning updates.

East Lancaster Avenue is set for a facelift with plans for its reconstruction along State Highway 180 is 60% complete, from Loop 820 to Riverside Drive. This is more than idle talk; funding is fully in place. The progress on this corridor signifies a growing trend in Texas: robust community planning that directly connects to the residents' needs and city evolution. It marks an encouraging step toward a future where thoroughfares are not just connectors but centers of community life.

FUTURE OF NORTH TEXAS INITIATIVE WILL TRACK KEY INDICATORS TO HELP REGION CREATE ROADMAP

A primary indicator is dramatic population growth in Collin, Dallas, Denton, Ellis, Kaufman, Rockwall and Tarrant Counties

By Alison Saldanha and Kai Teoh
September 3, 2025



Aerial view of downtown Dallas and Reunion Tower. Smiley N. Pool / Staff Photographer

As part of [the Future of North Texas initiative](#), *The Dallas Morning News* is tracking key indicators to help guide residents and policymakers as they plan for our region's future.

A primary indicator is the dramatic population growth in Collin, Dallas, Denton, Ellis, Kaufman, Rockwall and Tarrant counties.

To better understand that population growth, we have identified several categories and selected multiple indicators to create data dashboards that measure progress across our region.

These categories are population, economy and housing, workforce and economic mobility, health, energy and natural resources, and infrastructure.

We consulted with local experts at the Commit Partnership, Texas Demographic Center, North Central Texas Council of Governments, the University of Texas at Dallas, Southern Methodist University, the Federal Reserve Bank of Dallas, Texas 2036, Texas Demographic Center, Dallas College Research Institute, United Way of Dallas and economist Ray Perryman.

Why we built the dashboards

The topic of workforce development examines how the education system is preparing young residents in North Texas for employment.

We seek to understand what kind of access North Texans have to quality education and how they are faring at different stages from early childhood leading up to college.

For instance, studies [show kids who attend preschool are more likely to graduate high school and attend college](#). Similarly, [student performance on Algebra 1 can indicate readiness for higher level math](#) and is the first step toward careers in STEM.

On the topic of economy and housing, we're tracking employment and real wages to measure the health of the economy and workers' purchasing power — their ability to afford goods and services.

We'll track how changes in housing costs affect monthly household budgets.

To understand the impact of population growth and environmental change in the region, we're tracking fossil fuel energy production and consumption and the region's vulnerability to heatwaves and ice storms based on the Federal Emergency Management Agency's national risk index.

On the topic of health, we are tracking residents' access to health care based on gaps in health insurance and preventable hospitalizations, which point to their access to quality health care when needed.

Primary health care access is significant to preventive care and early detection of diseases and managing chronic conditions.

To examine maternal and infant health care, we are observing low birth weight rates, which indicate the state of maternal nutrition, access to prenatal care and infant morbidity and mortality.

For infrastructure, *The News* is monitoring how North Texas is supporting residents with utilities and services so the region can sustain current levels of growth.

This includes the different modes of transportation residents use for commuting to and from work and other services, traffic congestion levels, as well as the availability of broadband internet, a key aspect of quality of life determining access to education, employment, health care and economic growth.

All of these indicators represent the start of this ambitious project, and they are not the final product.

In the coming months, we will update benchmarks as new data is released, and include deeper and more granular data, going beyond county-level assessments.

With the support of our readers, local experts and foundations and philanthropists, we aim to provide everyone with a data roadmap for the future of North Texas.

SWRI TO DEVELOP TRAFFIC DATA PLATFORM FOR DALLAS-FORT WORTH REGION

By Helen Norman
September 1, 2025

Southwest Research Institute (SwRI) has been awarded a contract with the North Central Texas Council of Governments (NCTCOG) to develop a Transportation System Management and Operations (TSMO) data exchange solution to enhance mobility and infrastructure management in Dallas-Fort Worth, one of the US's most rapidly growing regions.

SwRI's data exchange technology manages high-volume and high-velocity data from various systems and infrastructure data sources. It enables transportation agencies to alert drivers and traffic managers to real-time road conditions and closures to improve safety, routing and emergency responses.

Through the NCTCOG contract, a data platform will serve as a regional clearinghouse for real-time transportation system data in Dallas-Fort Worth, a region with a population of more than 8.5 million that is projected to exceed 12 million by 2050. TSMO will support improved coordination among public agencies, faster incident response and future integration with connected vehicle technologies.

"The effort builds on SwRI's nationally recognized work in developing intelligent mobility solutions and will be guided by best practices established in prior deployments," said Dr Kevin Miller, a staff engineer leading the project for SwRI's Intelligent Systems Division. "The platform is expected to enhance operational readiness, interagency collaboration, and long-term transportation planning for the region."

The project will begin with initiation, stakeholder engagement, state-of-the-practice assessment, concept of operations development, functional requirements definition and implementation planning. Scheduled to span eight months, this first phase will culminate in an implementation plan to provide a clear path forward for system deployment.

"This platform represents the next generation of regional traffic management and coordination," added Natalie Bettger, senior program manager, NCTCOG. "By centralizing data and designing a scalable, standards-based system, Dallas-Fort Worth will have the tools to manage congestion, improve safety and prepare for future mobility innovations. Safety and mobility improvements are critical as our region grows, and this platform is an exciting step toward a more efficient transportation system."

The NCTCOG project builds on SwRI's work with the Florida Department of Transportation Vehicle-to-Everything Data Exchange Platform. The FDOT project helped standardize the collection, analysis and sharing of data across vehicles and transportation infrastructure, enhancing mobility while ensuring motorist safety and data cybersecurity. FDOT authorized SwRI to sublicense the platform to other government agencies.

"In the near future, the technology will allow for better coordination among regional mobility partners," SwRI's Miller said. "As connected and automated vehicle (CAV) technologies mature, North Texas drivers will have a proven CAV-integrated regional data exchange solution."

SwRI's data exchange research leverages decades of experience ITS. SwRI-developed ITS technologies are deployed across several states, representing more than 25% of the US population. Through SwRI's unique licensing agreements, ITS clients can share the cost of software development.

DALLAS-FORT WORTH DATA DEAL FOR SOUTHWEST RESEARCH INSTITUTE

North Central Texas Council of Governments wants real-time transportation information

By David Arminas
September 5, 2025

North Central Texas Council of Governments has chosen [Southwest Research Institute](#) (SwRI) to develop a transportation system management and operations data exchange for the Dallas-Fort Worth region.

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SwRI-developed ITS technologies are deployed across several US states. Through SwRI's licensing agreements, ITS clients can share the cost of software development.

"This model fosters innovation and cost savings when agencies in various states share knowledge and features across our software ecosystem," said Josh Johnson, director of SwRI's ITS department. "We are proud to deploy this technology in our home state of Texas."

STATEWIDE SYMPOSIUM UNITES EXPERTS TO ADVANCE TEXAS WATER SOLUTIONS

By Leslie Lee
September 3, 2025

With Texas water supplies facing growing pressure, more than 100 water professionals, researchers and agricultural producers gathered Aug. 12-14 in Dallas for the Texas A&M AgriLife Water Symposium.

The event, hosted by the [Texas Water Resources Institute](#), TWRI, and the [Texas A&M AgriLife Research and Extension Center at Dallas](#), focused on building collaborations to address the state's most pressing water challenges.

Funding for the symposium was provided by the W.G. Mills Memorial Endowment, AgriLife Research and TWRI.

Statewide perspectives on water issues and research

"Excellence in scientific discovery and applied research was on full display at this symposium," said [Giovanni Piccinni, Ph.D.](#), TWRI director and professor in the [Texas A&M Department of Soil and Crop Sciences](#). "I was incredibly proud to help guide this event, and we look forward to the multidisciplinary efforts that will grow from it."

Keynote speakers were Sarah Rountree Schlessinger, CEO of the [Texas Water Foundation](#); Rick Avery, Ph.D., director of the [Texas A&M AgriLife Extension Service](#), and G. Cliff Lamb, Ph.D., director of [Texas A&M AgriLife Research](#). Each shared insights on the Texas water outlook.

"There needs to be a cultural shift, a shift in mindset," Schlessinger said, discussing how Texans relate to water supplies.

Immediately following was a discussion of major challenges and possible solutions facing stakeholders across the state. Organizations present from around the state included the Texas Wheat Producers Board, Texas Pecan Growers Association, Texas Commission on Environmental Quality, Texas Corn Producers Board, the Cotton Board, the City of Frisco, the North Central Texas Council of Governments Environment and Development, the North Texas Municipal Water District and the Blacklands Cotton and Grain Producers Association.

Day 1 also featured three panels of Texas water leaders and innovators, who examined municipal water supply issues, Texas water policy and Texas supply challenges.

Research and innovation showcase

Day 2 symposium sessions provided a comprehensive look at water-related research across Texas A&M AgriLife, with overviews from representatives of each [Texas A&M AgriLife Research and Extension Center](#), department in [the Texas A&M College of Agriculture and Life Sciences](#), and [institutes across Texas A&M AgriLife](#) that conduct water research.

Presentations encouraged attendees to seek new connections and innovative, multidisciplinary approaches to solving the complex water issues facing the state.

“We have entered an era where big problems require multidisciplinary, interdisciplinary and transdisciplinary research and programming,” said David Baltensperger, Ph.D., head of the Department of Soil and Crop Sciences.

The symposium’s broad scope gave attendees both a comprehensive view of current water research and a sense of opportunities for future collaboration.

“Rivers need springs, springs need land, and if I could make an addition to that, it would be — land needs stewards,” said Roel Lopez, Ph.D., director of the [Texas A&M Natural Resources Institute](#) and head of the [Department of Range, Wildlife and Fisheries Management](#). “Those are the three things that I think connect water conservation and stewardship in our state.”

Collaboration for the future

The final morning was dedicated to a discussion about future collaborations.

“I want to thank TWRI for hosting this, because it has been a great learning experience and great to be with some of our key commodity stakeholders — pecan growers, wheat producers and more,” said Won Bo Shim, Ph.D., head of the [Department of Plant Pathology and Microbiology](#).

COOPERATIVE PURCHASING PACT AIMS TO EASE TECH PROCUREMENT

A new purchasing portal serving state and local public-sector agencies is designed to make complicated and highly technical purchases easier

By Skip Descant
September 10, 2025

Purchases related to energy storage technology, fleet management, street lighting and more are requiring increasingly specialized procurement policies and knowledge, setting the stage for a new purchasing platform for public-sector organizations.

The [Alliance for Innovation](#), [Batteries Plus](#), and [Edge Public](#) are partnering to offer public-sector agencies an easy-to-use platform of vendors and technology that company officials said can offer up to 30 percent savings.

“This contract is a perfect demonstration of how public procurement innovation can deliver benefits to every part of the ecosystem,” Troy Riggs, Alliance executive director, said in a statement. “By partnering with Batteries Plus, we are not only helping agencies to streamline purchasing and reduce costs, we’re making it easier for them to support local economies.”

The [procurement platform](#), open to state, county and municipal governments, educational institutions and nonprofits, is supported by [Civic Marketplace](#), which [has also](#) teamed with the [North Central Texas Council of Governments](#) on a similar offering for that group’s members.

“Local governments and school districts are under pressure to do more with fewer resources,” Al Hleileh, CEO and co-founder of Civic Marketplace, said via email. “Agencies increasingly want procurement processes that are faster, easier, and more transparent, while also ensuring competitive pricing.”

Batteries Plus, which provides specialty batteries and lighting, has more than 700 franchise locations across the U.S., allowing agencies to contract with businesses in their community.

“This contract generates meaningful business opportunities for our local franchise owners, while also delivering significant savings to public agencies,” Brandon Boozer, director of government and industrial sales at Batteries Plus, said in a statement. “We’re excited to provide efficient, reliable solutions for lighting, power, and device repair through this agreement.”

Battery storage is becoming an area of increasing interest to cities and other organizations as they search for green energy storage solutions and demands on the electric grid intensify.

“We are transitioning as [a] country, and globally, from [an] oil and gas economy to an electrified economy. It’s going to happen over the next five, 10, 25 years. And you’re going to see more and more,” Rich Stinson, president and CEO of [Southwire](#), a maker of electric wiring and cable used in the electrical and communications industry, said during a call with reporters in April, as he cited electric demand from data centers, vehicles, ports and other areas. “The bottom line is demand cannot exceed supply.”

Energy and storage projects are “highly technical and evolving rapidly,” Hleileh said. “Many agencies lack in-house expertise to evaluate complex specifications, long-term life cycle costs, or rapidly changing technologies.”

This is where cooperative agreements and shared expertise become essential, technology officials said.

“They help agencies to avoid reinventing the wheel on every bid,” Hleileh said. “By leaning on these agreements, agencies can tap into vetted suppliers, proven scopes, and aggregated knowledge that give them confidence in their procurement decisions.”

WFAA

DART OKs PLAN TO CUT BUS ROUTES, REDUCE FREQUENCY ON OTHER ROUTES

The service changes are set to take effect in January

By Rachel Snyder
September 10, 2025

Dallas Area Rapid Transit (DART) will cut seven bus routes next year, while other routes will see longer wait times as part of a slate of service changes approved by the DART board of directors this week.

The DART board of directors approved the changes Tuesday, which are set to take effect in January 2026, despite some pushback from the public. The vote had [previously been delayed](#).

Among the routes set to be discontinued are route 209, serving Downtown to SMU/Mockingbird Station, route 225 serving Downtown Irving/Heritage Crossing station to the University of Dallas station, route 254 connecting northwest Plano park and ride to Parker Road station, route 255 connecting the Dallas College North Lake campus station to the Downtown Irving/Heritage crossing station, route 305 connecting Addison transit center to Downtown Dallas, route 378, which connects the Red Bird transit center to Downtown Dallas, and route 383 connecting the Lake Ray Hubbard transit center to Downtown Dallas.

Other bus and light rail routes will see their weekday peak service frequency reduced. Plano and Addison will see new shuttles added as part of the service changes.

As WFAA previously reported, a Title VI equity assessment found the \$24 million service change proposal would "disparately affect minority communities," but DART staff also proposed a mitigation plan that includes making replacement services available for discontinued ones and restoring peak frequency to previous levels for certain routes as part of future service changes.

Olinka Green spoke at the Tuesday board meeting, said she uses DART to get to work and is concerned about the potential impact of the service cuts.

"I'm very concerned about the bus routes being cut predominantly in African American and low income communities that depend on the transportation to get back and forth to work," Green said. "It is a disservice to poor and disabled people who depend on these buses to get back and forth to hospitals, to school, to work, to get groceries."

A DART spokesperson said the service changes amounted to the "least possible impact" to riders.

"The service changes approved tonight reflect the least possible impact to our riders, ensuring that essential connections remain intact while allowing us to address the operational realities of a growing transit system," DART Chief Communications Officer Jeamy Molina said in a statement to WFAA after the vote.

The service changes came about in part from a new General Mobility Program approved earlier this year to return 5% of the sales tax revenue to the cities that contributed more to the agency than they received in transit services. Plano was among cities eligible for the program.

During the DART board meeting Tuesday, DART board member Anthony Ricciardelli, who represents Plano, had called for the board to consider further service changes, including cutting frequency to certain routes and for "true, single-zone, city-wide" GoLink service in Plano.

Ricciardelli cited a 2023 Ernst & Young report that he said found a \$65 million disparity between what Plano contributes to DART and expenditures DART makes in Plano.

"I find that \$65 million disparity between what Plano contributes to DART and what DART reinvests in Plano through services to be unsustainable," Ricciardelli said.

Plano, Highland Park, Irving, Carrollton and Farmers Branch were among DART member cities [last year](#) that officially said they wanted to reduce their sales tax allocations to DART, and Plano officials had [pushed for legislation](#) to reduce DART funding.

TRUWEATHER'S URBAN TESTBED BRINGS ACCURATE LOW-ALTITUDE FORECASTING TO DFW

By Jim Magill
September 10, 2025

A Virginia-based aviation-oriented weather company has begun testing its advanced low-altitude weather forecasting technology geared to helping pave the way for increased drone traffic and the launch of advanced air mobility (AAM) operations in the Dallas/Fort Worth region.

[TruWeather Solutions](#), working in cooperation with real-estate development company Hillwood and its affiliates [AllianceTexas](#) and [Fort Worth Alliance Airport](#), the city of Fort Worth and the North Central Texas Council of Governments, to develop an “urban weather testbed” to provide drone pilots in the region with hyper-local weather data.

The project will entail deploying more than 20 advanced weather and wind sensors across key locations throughout AllianceTexas, a mixed-use planned community which includes the fixed base operation (FBO) at Perot Field at Fort Worth Alliance Airport. The sensors will provide critical data on wind speeds and directions, particularly in the vicinity of area buildings.

“We are now running a model that can see the winds around the buildings,” TruWeather CEO Don Berchoff said in an interview. The team is using machine learning to analyze the data and to create a model that shows drone pilots how the presence of buildings can cause dramatic changes in the speed and direction of low-altitude winds.

Berchoff said the standard tools that manned aviation pilots use to analyze weather, such as the Meteorological Aerodrome Report (METAR), an international standard for reporting hourly surface weather observations at airports, are insufficient to provide the weather data needed by UAV pilots.

“The lack of weather data between METAR sites means that it’s unknowable. When you’re flying you can’t know what you’re flying in if you’re not with the aircraft,” he said. The FAA has now recognized this deficiency in its Notice of Proposed Rulemaking (NPRM) for Part 108. “If you look at the weather section, they now acknowledge that once you get five miles from the airport (METAR data) is not relevant and you are basically flying blind.”

Recognizing the need of UAV operators AAM pilots for accurate low-altitude weather data, the FAA is opening up the door to allow trusted and appropriate third-party weather services to provide that data, he said.

“Just think of us as a supplemental data service supplier,” Berchoff said.

“We are moving to a data-performance standard just like UTM [Unmanned Aircraft System Traffic Management] has in the rest of the industry,” he said. “So, we we’re unlocking all this great technology that before couldn’t break into the aviation system — through all the rules and through all the bureaucracy — and we’re now unlocking the weather.”

The TruWeather system shows pilots what the winds are doing at different atmospheric layers from ground level up to 900 feet. Currently available wind-speed data can have a high error

rate, which can present significant problems for drone pilots. Berchoff said he has seen cases in which the actual low-level wind speeds were double the speeds that had been forecast.

“Every percentage point of wind error causes a loss of battery power,” he said. “You’re going into a headwind and you might have 20% less battery than you thought you had, even on a bright daylight day.”

Conversely, he said that 30% to 40% of drone deliveries that are canceled due to weather could have been flown safely if the operators had access to more accurate weather data.

“They’re being conservative and being safe. What we want to do is get better data, find more safely, generate more revenue and more reliability,” he said. “It’s going to be the same problem with air taxis. They’re very limited by power and the winds are going to be a major factor.”

Sensor system set to expand

TruWeather eventually plans to deploy 30 sensors in its DFW-area system, with the remaining deployments scheduled to be completed by October 1.

The company had proved out the concept of a weather testbed in Hampton, Virginia with a NASA grant. The DFW urban weather testbed project is being funded through a combination of sources, including a NASA Small Business Innovation Research Award and a \$2 million U.S. Department of Transportation (DOT) SMART Grant awarded to the city of Fort Worth.

“We’re using that grant money to prove out this concept of high-density data collections in Fort Worth,” Berchoff said. TruWeather is currently working on securing a phase-two grant, which would allow the company to expand its sensor array to cover a much larger area.

Berchoff credited TruWeather’s partner company, Metro Weather, whose advanced LiDAR technology was used in the development of Wind Guardian, a state-of-the-art low-altitude wind-sensing system that sits at the center of the testbed’s weather system.

He added that other vital partners in the DFW project include Hillwood, which provided sites for the project’s sensors and Alliance Airport. “Hillwood has been a great champion of this. Their real estate group has given us access to the airport and other properties,” he said. The testbed’s team has included other DFW-area companies, which Berchoff could not identify because of non-disclosure agreements.

“By partnering with TruWeather, we will go beyond enabling advanced air mobility,” Christopher Ash, president of Alliance Aviation Companies at Alliance Airport, said in a statement. “We’re helping define the standards and best practices to guide its nationwide growth, which will aid in the safe, reliable deployment of drone technology and autonomous trucking.”

ELECTRIC VEHICLES TO TAKE CENTER STAGE IN DENTON SQUARE THIS WEEKEND

By Micah Pearce
September 10, 2025

Amid an electric vehicle boom in North Texas, Denton Arts & Auto will showcase some of the newest electric vehicles on Saturday from 9 a.m. to 3 p.m. at the Denton Square.

Electric Avenue is a collaboration [between Texas EV](#), Charge Across Town and [the Dallas-Fort Worth Clean Cities Coalition](#).

The event will feature a free ride and drive where attendees will have the opportunity to drive a wide range of EVs and speak with local dealers.

Attendees can also learn how to take advantage of up to \$7,500 off new or \$4,000 off used electric vehicles before federal EV incentives expire Sept. 30. Ride and drive participants will receive a \$15 voucher to use at one of more than 40 businesses in the area and be entered into a raffle to win an electric bicycle.

According to Texas EV and the Regional Transportation Council, the number of electric vehicles in North Texas has grown to more than 145,000. Recently, [a Tesla service center opened in Flower Mound](#) to accommodate the Tesla demand in the area.

In August 2024, electric vehicle manufacturer [Canoo announced plans to move its headquarters to Denton](#).

The North Central Texas Council of Governments (NCTCOG) and its partners are engaged in efforts to expand the region's charging network to accommodate this growth. NCTCOG made \$12 million in federal funding available to increase the number of charging terminals on public property throughout the region. The money comes from a grant awarded to NCTCOG as part of the Federal Highway Administration's Charging and Fueling Infrastructure program.

At the Arts & Autos' Electric Avenue event, information will be provided about charging infrastructure and the effects of electrification.

It is one of more than 100 events across the country celebrating National Drive Electric Month, a month-long campaign coordinated [by Plug in America](#) running from Sept. 12 to Oct. 12.

[Charge Across Town is also](#) helping coordinate the ride and drive event with funding and marketing support. Previously known as National Drive Electric Week, the event was expanded to an entire month this year.

DALLAS-FORT WORTH COULD SEE MORE HARMFUL LEVELS OF OZONE. HERE'S HOW TO MINIMIZE HEALTH RISKS, POLLUTION

Nicole Lopez
September 11, 2025

Dallas-Fort Worth has seen high levels of harmful air pollution this year. As exceeding measures of ozone are expected through October, the public can take action to avoid or minimize health effects.

What are orange and red levels of ozone?

From March to mid-September, North Texas had 26 days that exceeded the federal standard of 70 parts per billion of ozone, according to the latest data from the North Central Texas Council of Governments.

The Texas Commission on Environmental Quality issues Ozone Action Day alerts when ozone is forecasted to exceed that limit, urging the public to minimize exposure and emissions.

Orange-level alerts forecast ozone will range between 71 and 85 parts per billion, which is considered unhealthy for children, older adults, those with lung disease and people who are active outdoors. Red-level ozone alerts range between 85 and 105 parts per billion, which is considered unhealthy for everyone.

North Texas saw smog of a red-level magnitude on July 30 and Aug. 4. Ozone alerts were issued for both days.

Ground level ozone forms when nitrogen oxides and volatile organic compounds emitted from [human and natural sources](#) react in the presence of sunlight, according to the council of governments.

Exposure to smog can cause various [health problems](#) such as coughing, difficulty breathing, infection and damaged airways, according to the Environmental Protection Agency.

The gas has also been found to aggravate lung diseases such as asthma, emphysema and chronic bronchitis.

How to minimize exposure

When ozone and other air pollutants are forecasted to be high, people are encouraged to [practice](#) the following:

- Limit time outdoors.
- Keep windows and doors closed.
- Avoid or minimize strenuous activities such as running.
- Run your air conditioning continuously.

Ozone alerts are also issued to encourage the public and industrial sites — such as power and chemical plants to [adjust their daily routines](#) to minimize smog formation. Changes include:

- Avoid idling.
- Carpool.
- Use public transportation.
- Use low-volatile organic compound paints, cleaning products and motorized lawn equipment.
- Reschedule commute times to avoid rush hour.

To sign up for Ozone Action Day alerts for Fort Worth-Dallas, visit the [Air North Texas website](#). Air quality data and forecasts can be found on the [AirNow website](#).

OPINION: DON'T HAMPER TEXAS HIGH-SPEED RAIL ANY FURTHER

Federal proposal would stop future private-public partnerships

By Dallas Morning News Editorial Board
September 11, 2025



A Brightline train is shown at a station in Fort Lauderdale, Fla., on Jan. 11, 2018. Wilfredo Lee / ASSOCIATED PRESS

Texas lawmakers in Washington should stop a House proposal that could [unwisely limit high-speed rail's future possibilities in our state](#).

A [House appropriations bill](#) contains a provision that would prohibit federal dollars from being used on a high-speed rail project that is “the same or substantially similar” to the Texas Central Railway project intended to connect Dallas and Houston.

The North Central Texas Council of Governments’ 45-member Regional Transportation Council voted last month to send a letter to representatives urging them to oppose the provision. They should listen to our local leaders.

No one expects the government to foot the whole bill if the project ever comes to fruition, but it’s important to leave the possibility of a private-public partnership on the table. A roughly 90-minute connection between two of the nation’s busiest population hubs [could carry big economic benefits](#).

The language in the House proposal might have consequences beyond the Dallas to Houston line. Michael Morris, transportation director for council of governments, explained that it could hurt the proposed Dallas to Fort Worth line as well.

The path forward remains murky at best for both rail lines.

For the east to west line, the council of governments hopes to get federal environmental approval, which will allow it to market the project to rail providers worldwide, Morris explained. The council is also in the early stages of a program that would allow for a combination of public funds and private sector investment.

We continue to maintain that the Dallas to Fort Worth line shouldn't move forward unless the train to Houston does. And that line doesn't seem to have a very well-defined future. Earlier this year, the Trump administration [pulled a \\$63.9 million grant awarded to Amtrak](#) for the project.

John Kleinheinz, leading investor for the project, said [Texas Central fully supports the decision](#) to remove Amtrak from the project. He said now the task is to determine the right mix of private and public dollars, and advocated for rerouting funds intended for California's line and giving them to Texas.

We are not so optimistic about the prospects that the private sector will support the Dallas to Houston bullet train. And at any rate, it doesn't seem there is much enthusiasm at the state or federal level to commit taxpayer dollars.

There's good reason to be wary of infrastructure-intensive projects that frequently bust timelines and cascade over budget, but it isn't impossible to do big infrastructure projects right. If it was, we wouldn't have a world-class highway system.

The bullish opposition to all things public transportation that seems to be permeating every level of government is as short-sighted as it is frustrating. We need to be thinking harder about the future.

DATA SUGGESTS BULLET TRAIN COULD HELP EASE CONGESTION IN NORTH TEXAS

By Eric Garcia
September 15, 2025

Fort Worth-area motorists could face increasingly longer commute times in the future as North Texas' population is projected to boom by [4 million people](#) within the next 25 years.

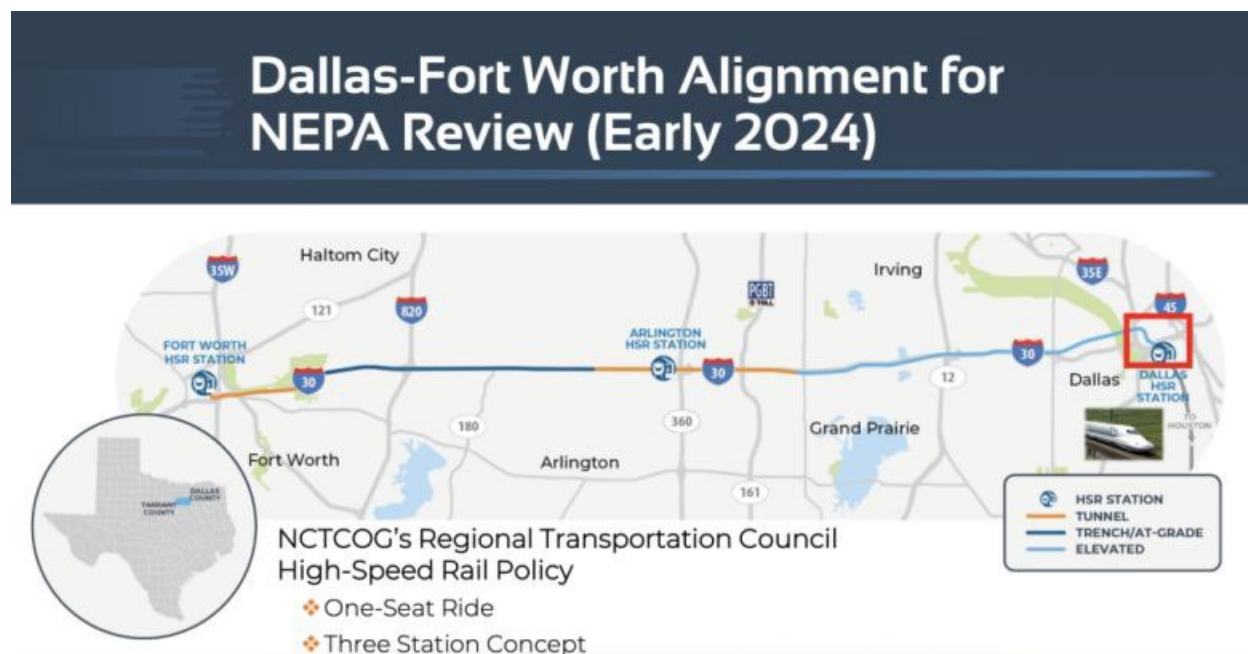
But experts differ on whether the proposed bullet train route that includes Fort Worth and Arlington could be a solution to ease traffic congestion that is expected to worsen by 2050.

Motorists traveling from the high-growth areas in the northern, southwestern and western parts of the city could face commutes of up to 120 minutes as they head east toward a Dallas high-speed rail station, data from the North Central Texas Council of Governments shows.

Officials from the government policy group, which distributes federal and state transportation dollars, along with the related but independent Regional Transportation Council, are studying and planning transportation projects as part of a [\\$217.3 billion long-range plan](#).

While a proposed Dallas-to-Houston bullet train route could aid morning commuters on the eastern side of the metro region by 2050, a passenger route from Fort Worth would have a broader impact — even lessening commutes from now-booming parts of adjacent Denton, Johnson, Wise and Parker counties, according to the council of governments.

Regional officials are studying four economic impact reports related to a bullet train proposal by [Texas Central Railway](#). The company is led by Fort Worth businessman [John Kleinheinz](#), the principal investor.



A map shows the proposed alignment for a high-speed rail corridor from Fort Worth and Arlington to Dallas. The route includes

tunneled and elevated portions of track. The alignment will be considered for a National Environmental Policy Act review by federal officials. (Courtesy image | North Central Texas Council of Governments)

Brendon Wheeler, a senior program manager for the council of governments, said data shows anticipated traffic benefits from high-speed rail in the decades to come.

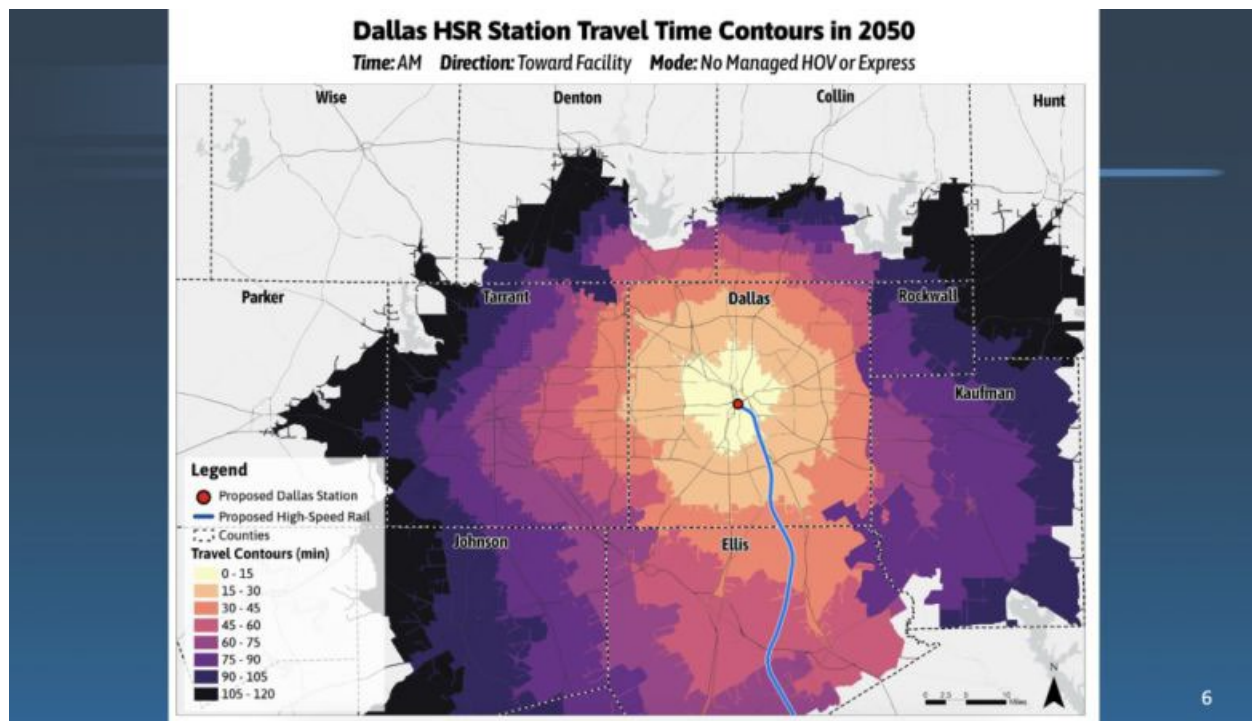
“We’re trying to leverage planning for high-speed rail connectivity between major metros — like the Dallas-to-Houston line — and extend that service across the region,” Wheeler said. “If it’s just in one part of the region, that’s good, but it doesn’t give access to the full 8 million people (in North Texas) today, let alone 12 million people by 2050.”

Even with \$217.3 billion in investments approved by the Regional Transportation Council, Wheeler said, “it’s going to put a severe strain on our infrastructure.”

“That not only has impacts to regional travel, but intercity travel,” Wheeler said. “Just getting out of the city for, say, a road trip, (time in traffic) can almost feel like half your road trip.”

Traveling by car across North Texas will be worse in 25 years.

“It will take you a good hour to two hours to drive to wherever you wish to go in the metroplex in 2050 just because of traffic,” Wheeler said. “So you’ve spent more time in traffic in Dallas-Fort Worth than going 240 miles between Dallas and Houston (on high-speed rail).”



A graphic shows the projected traffic commuter times for North Texas motorists in 2050 if one high-speed rail station is built in Dallas. Commuters to the north and west of Fort Worth could face commute times of up to 120 minutes if they head east to Dallas County. (Courtesy image | North Central Texas Council of Governments)

The goal of high-speed rail in North Texas, he said, is to provide better transit access to Dallas, Fort Worth and Arlington, the region’s largest cities.

“Those travel time maps show the congestion in 2050 in those drive-times to potential stations,” Wheeler said.

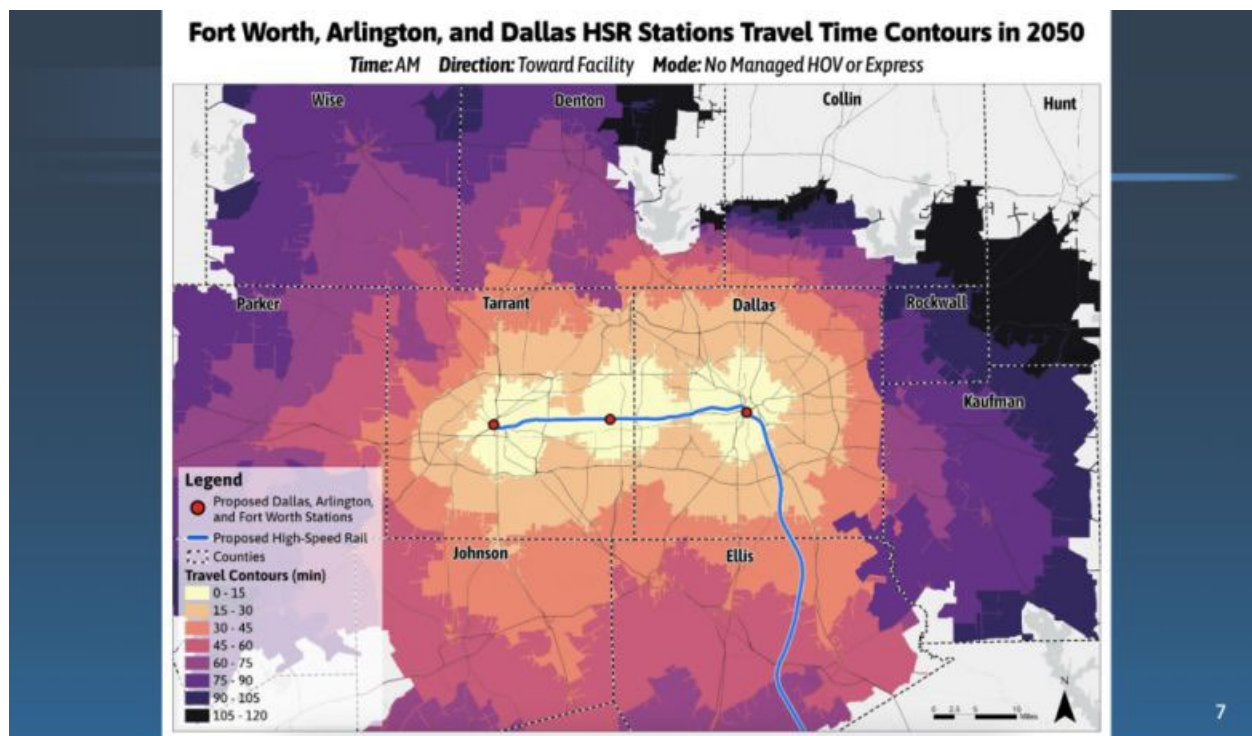
Wheeler said Fort Worth-area residents would be more likely to use high-speed rail if there are stations in Fort Worth and Arlington since they would not be inclined to drive more than an hour to reach a high-speed station in Dallas.

The proposed high-speed rail routes aim to connect a broader system that links cities, particularly those within the Texas Triangle, the megaregion that includes North Texas, Houston, Austin and San Antonio. A connection from Fort Worth could eventually lead to a line south along Interstate 35 to Austin, San Antonio and Mexico, Wheeler said.

“As the Texas Triangle grows, you’re starting to see more interaction between these major metros. The world is getting smaller,” Wheeler said. “The issue is our highway system, as we know, not only can’t keep up, but the travel along the highway system is expected to get slower. As the world gets smaller, somehow, our travel is getting slower.”

Along with high-speed rail, officials are planning to double-track sections of the Trinity Railway Express line between downtown Fort Worth and downtown Dallas.

“Dallas-Fort Worth is the fastest-growing large region in the country. It has been for the past 10 years. It’s not looking to stop,” Wheeler said. “We’re at a rate of 2 million people every 10 years. We’re growing quite rapidly, and we need to find solutions for getting people opportunities to continue to move here, continue to have a good quality of life and find ways to move around the Texas Triangle.”



Another graphic shows the projected improvement in traffic commuter times for North Texas motorists in 2050 if high-speed rail stations are built in Fort Worth, Arlington and Dallas. (Courtesy image | North Central Texas Council of Governments)

Another view

Texans love their cars, said Stephen P. Mattingly, a civil engineering professor and director of the Center for Transportation Studies at the University of Texas at Arlington. That’s why high-

speed rail may work better between major cities rather than within metropolitan areas since he sees it as a major competitor with air travel than vehicular travel.

“When we’re talking about traveling between cities like Dallas and Houston, something like that makes sense,” Mattingly said. “My previous studies have indicated that high-speed rail really goes well for trips 90 minutes (to about) two, maybe three hours.

“Once you get beyond three hours,” he said, “it really doesn’t play much of a role” in relieving traffic congestion.

High-speed rail, if connected to Dallas Fort Worth International Airport, could work better as a regional transportation tool to compete with passenger airlines, Mattingly said.

He said the northeastern U.S. and Europe are markets that have supportive infrastructure for rail projects, environments crucial to the success of a route.



Amtrak and Alstom USA launched new NextGen Acela trains that can reach up to 160 miles per hour. The service from Washington, D.C., to Boston started on Aug. 28. (Courtesy photo | Amtrak)

In late August, Alstom USA and Amtrak [launched a new \\$187 million route](#) with faster trains that runs from Washington, D.C., to New York and Boston. The NextGen Acela trains can reach speeds up to 160 miles per hour.

In those areas, Mattingly said, riders can be dropped off at a train station and likely reach their destination exclusively by rail.

“That’s not exactly the case here in Texas,” Mattingly said. “If you get dropped off at a station ... you’re not likely to get to your final destination on that particular train.”

Mattingly said a proposed high-speed rail route from Fort Worth and Arlington along Interstate 30 to Dallas may not work as well as intended.

“It’s a tough sell for me,” Mattingly said of the route. “I’m concerned that the high-speed rail isn’t even going to get up to high-speed rail speed. It’s going to accelerate, then it has to decelerate (in Arlington) immediately before it even reaches its cruising speed.”

Arlington Mayor Jim Ross said he supports the I-30 route through Arlington since it would provide regional transportation to the city’s notable sports and entertainment venues that include Six Flags Over Texas and stadiums for the Dallas Cowboys and the Texas Rangers. The city lacks a comprehensive transit system but provides some options, such as on-demand rideshare service.

Mattingly said the Fort Worth extension might be more cost-effective if it is built along Airport Freeway rather than I-30 since there are several [rail stations](#) throughout northeast Tarrant County.

“I certainly believe that high-speed rail is a good investment, but it needs to be in the right environments where it can be successful and thrive,” he said.

Effective example

Peter LeCody, president of Texas Rail Advocates, said high-speed rail routes are most effective when riders don’t switch trains to get on a bullet train — the intent of the Fort Worth and Arlington connection.

During a visit to Switzerland last year, LeCody said he traveled on a high-speed route that connected a major airport with a thriving downtown business district.

“There were a ton of people getting on and off that train,” he said.

Meanwhile, North Texas officials said about 95% of the preliminary engineering and environmental analysis for the high-speed rail corridor has been completed. Final approval is expected in 2026.

Council of governments staff is coordinating with the Texas Department of Transportation for an integrated I-30 design. Although the approved high-speed rail station would be south of downtown Dallas, officials reviewed two western Dallas alternatives, including the [Trinity Groves](#) planned high-rise project and the Lew Sterrett Justice Center complex site that officials plan to redevelop.

GRAND OPENING OF DART SILVER LINE IN NORTH TEXAS SET FOR LATE OCTOBER

New light rail line will connect seven cities with DFW International Airport

By Zacharia Washington
September 13, 2025



A DART Silver Line train crosses a bridge nearing US-75 during segment testing of the new light rail line on Sunday, Aug. 25, 2024, in Richardson. Smiley N. Pool/DMN

The official grand [opening of the DART Silver Line](#), North Texas' "most anticipated rail expansion in decades," is scheduled to take place on Oct. 25, President & CEO Nadine Lee announced on Friday.

Stretching 26 miles, the new light rail line will link the cities of Plano, Richardson, Dallas, [Addison](#), Carrollton, Coppell and Grapevine with [Dallas-Fort Worth International Airport](#), "transforming the way residents travel for work, school and entertainment," officials said in a news release.

The expansion comes with "state-of-the-art Stadler trains," new stations and smooth transfers, creating not only convenience and new opportunities, but also marking a new era of transit in the region, the news release said.

"The Silver Line opening is a realization of a promise kept to our riders and our region," Lee said. "This state-of-the-art train will improve connections, create new access to jobs, and drive

economic growth across North Texas, with a fitting theme to 'Discover New Horizons.' Most importantly, this line shows our riders that we heard them, and we delivered."

Officials are inviting riders, families and community partners to attend the grand opening on Saturday, Oct. 25 and join in on a day of festivities to celebrate the opening of the new rail line. The festivities will take place at select stations and include live music, cultural performances and family programming.

[DART](#) will also offer free rides across the entire system all day on the grand opening, the news release said. Additionally, riders will be able to ride the Silver Line for free from Oct. 25 through Nov. 8, according to officials.

Additional information about the Silver Line grand opening celebration will be released in the coming weeks, officials said.

KRLD

NORTH TEXAS IS GETTING MORE PUBLIC EV CHARGING STATIONS

By Steven Pickering
September 15, 2025



[Click above box to watch video.](#)

There's a campaign in North Texas to make it easier to find public electric vehicle charging stations.

There are more than 145,000 electric vehicles in North Texas - and that means there's a growing need for places to recharge. The North Central Texas Council of Governments is using a \$12 million federal grant to help pay for charging terminals on public-sector properties throughout the region.

"The private sector has made a lot of investments," said Lori Clark, Senior Program Manager for Alternative Fuels for the North Central Texas Council of Governments. "There are probably over 600 charging stations around the north central Texas area."

While public charging facilities are common in some neighborhoods, they are not easily found in others.

"There's a lot in the northern Dallas area, not so many in southern Dallas. There's a lot in the northeast Tarrant County area, but not so much on the east side of Fort Worth," said Clark. "So that's what we're doing with the funding that we have - working with local governments to fill those gaps

The NCTCOG was represented at the Arts and Autos festival over the weekend in downtown Denton. The event to celebrate art and classic cars also included an area for electric vehicles. Visitors had the chance to learn more about the number of EV charging stations and check out different types of electric vehicles.

The Texas EV Alliance also set up a program to let people take a test-drive in an electric vehicle. Executive Director Buzz Smith says those test-drives have a big impact on people.

"They get out of the car, and they want to find me and talk to me about it," he said. "And they have this giant smile. I'll ask them, 'is your next car going to be electric?' And they go, 'absolutely'."

For those interested in buying an electric vehicle, there's an important deadline coming up. A federal tax-credit program will end on September 30th. Lori Clark with the NCTCOG says that still gives people time to make a decision.

"There are two incentive programs you can stack together," she said. "There's [a state rebate](#) that's going to open in October. It will be retroactive to purchases made on or after September 1st. You can stack that with a federal tax incentive of up to \$7,500 as long as you qualify for the federal incentive by September 30th."

TEXAS PLATFORM WILL ASSESS DALLAS-FORT WORTH TRAFFIC DATA

By Skip Descant
September 16, 2025

Transportation data collected across the northern Texas metro regions will be brought into a central integrated platform for improved analysis and mobility management.

The [North Central Texas Council of Governments](#) (NCTCOG) [will partner](#) with [Southwest Research Institute](#) (SwRI) to develop a [transportation](#) technology platform that will consolidate and integrate movement data — and adjacent data that can affect movement — into a central location for analysis and action.

“Really the goal behind it is to bring in data from multiple data sets, to allow us to develop more of an integrated platform of data,” Natalie Bettger, NCTCOG senior program manager, said. The project, she said, will allow the COG to identify “congestion as well as possible problems that might be causing the congestion, or safety, or other types of things on the transportation system.”

For example, speed data could be used to identify when speeds drop, “and then as we integrate other data sources with that speed data, for example, you could look at crashes, you could look at data from debris on roadways, you could look at information about maintenance of the roadway itself,” Bettger said.

The NCTCOG serves 8.5 million residents across the sprawling Dallas-Fort Worth area. That number is expected to grow to 12 million by 2050, according to officials. Which is why the Council of Governments and SwRI teamed up to develop the Transportation System Management and Operations (TSMO) data exchange solution to enable the easy integration, analysis and sharing of data across the many partners, which can include transit providers and other municipal or county transportation departments, the Texas Department of Transportation, North Texas Tollway Authority and others.

“Our goal is to bring our partner agencies in, use the data, have data available to share with us, and allow them to be part of the process, to help us prioritize data sets for the region, and use cases,” Bettger said.

The Southwest Research Institute, a nonprofit applied research organization, will be involved in the software development, and will build a tool similar to the technology product developed for the state of Florida, which was a data exchange platform the state used for connected vehicle data, said Kevin Miller, a staff engineer leading the initiative for SwRI’s Intelligent Systems Division.

“We integrate to a lot of different traffic management-type systems,” Miller said, pointing to data from various state, tolling, traffic management systems, traffic signals, and third-party data sources like the National Weather Service.

“To me, this is a building process. We deploy the platform. People start using it,” he said. “It’s a very iterative process.”

“This model fosters innovation and cost savings when agencies in various states share knowledge and features across our software ecosystem,” Josh Johnson, director of SwRI’s Intelligent Transportation Systems Department, said in a statement.

The kickoff meeting between the two organizations is slated for Tuesday, with engagement across partner agencies like transit providers and other municipal or county transportation departments.

Then, Bettger said, SwRI will begin working on a “concept of operations” and an implementation plan, which is expected to be complete in the spring of 2026.

MCKINNEY OFFICIALS MOVE ON FROM \$45M LOWER 5 PLAZA PROJECT

By Colby Farr
September 17, 2025

Instead of a bridge built at ground level with a park that extends under SH 5, city officials are now planning for an improved at-grade crossing at East Virginia Street and Louisiana Street. Design of the crossing is not final. (Rendering courtesy city of McKinney)

McKinney officials are moving on from the Lower 5 Plaza project after the [loss of \\$15 million in federal funding](#) that was confirmed in August.

Instead, city officials are redirecting efforts to additional improvements along the State Highway 5 corridor. Planned improvements include additional pedestrian crossings along the corridor and an enhanced at-grade crossing where the \$45 million [Lower 5 Plaza project](#) would have been located.

The gist

McKinney City Council members voted on a resolution to redirect efforts during a [Sept. 16 meeting](#). The action was followed by a staff update earlier that day during a [council work session](#).

Tracy Lund, assistant director of engineering for McKinney, broke down survey results that included more than 600 responses with public input regarding the Lower 5 Plaza project. However, with the loss of federal funding, city staff were recommending a new direction.

“With the loss of the \$15 million of federal funding, staff’s recommendation is to stop work on the Lower 5 Plaza project and redirect efforts to redirect the remaining \$22.65 million of [\[NCTCOG\]](#) funding to other improvements on the [SH 5] corridor,” Lund said.

The details

Instead of a bridge built at ground level with a park that extends under SH 5, city officials are now planning for an improved at-grade crossing in the same location. The project scope now also includes plans for an additional eight pedestrian crossings along the road.

The enhanced at-grade crossing is estimated to cost \$2 million and the additional pedestrian crossings are estimated to cost \$4 million, according to a [staff presentation](#). City staff will coordinate with the Texas Department of Transportation and the North Central Texas Council of Governments to incorporate additional improvements along SH 5, Lund said.

TxDOT officials are already planning [reconstruction of SH 5](#) between McMakin Street and Power House Street. That project is expected to begin in late 2026 or early 2027, according to a [city document](#).

The city is already committed to funding improvements like street lighting, turn lanes and drainage improvements as part of that project. If the enhanced at-grade crossing and additional pedestrian crossings were added to the project, the city's expected contribution would increase to \$12.39 million.

Quote of note

"While this is certainly a change, I don't think it stops or curbs the appetite to connect different areas of McKinney," Mayor Bill Cox said. "I think the staff has done a great job in pivoting, if you will, or amending the original agreement."

WFAA

MCKINNEY OFFICIALS SCRAP PLANS FOR DECK PARK PROJECT AFTER LOSS OF \$15M IN FEDERAL FUNDING

By Rachel Snyder
September 17, 2025

McKinney officials have scrapped [plans to build an inverted deck park on State Highway 5 in McKinney](#) after \$15 million in federal funding as part of the One Big Beautiful Bill Act was withdrawn. Instead, the city will redirect resources to improve ground-level crossings along the State Highway 5 corridor.

The McKinney City Council approved a resolution approving the redirection of efforts on Sept. 16.

"While this is certainly a change, I don't think it stops or curbs the appetite to connect different areas of McKinney, and I think staff has done a great job of pivoting, if you will," said McKinney Mayor Bill Cox during a city council work session ahead of the vote.

The move comes after \$15 million designated for the deck park project was withdrawn as part of the One Big Beautiful Bill Act, which President Donald Trump [signed into law](#) on July 4, that featured a slate of tax and spending cuts.

That funding was part of \$80 million awarded to various projects in North Texas as part of the U.S. Department of Transportation's Neighborhood Access and Equity grant program to support pedestrian projects meant to "reknit communities divided by the construction of major roadways," according to the [North Central Texas Council of Governments](#) (NCTCOG).

The deck park project had been in the works for years and the plans included a below-bridge pedestrian plaza to be built within the State Highway 5 corridor to allow pedestrian access to both sides of the highway. The plan also included a bicycle/pedestrian connection between Downtown McKinney and East McKinney, and a connection between Downtown McKinney and the new McKinney City Hall, according to a press release from the North Central Texas Council of Governments. The project was estimated to cost \$40-45 million, according to the city.

City officials plan to use approximately \$22.6 million in North Central Texas Council of Governments funding that had been intended for the deck park project for crossings and other improvements along State Highway 5.

TARRANT COUNTY OFFICIALS OUTLINE BLUE MOUND TRAFFIC IMPROVEMENTS AND FUNDING PARTNERSHIPS

By AI-generated
September 18, 2025

In a recent City Council Workshop held on September 17, 2025, in Haslet, Texas, council members engaged in critical discussions regarding regional mobility solutions and infrastructure improvements. The meeting highlighted the pressing need for collaboration among local governments and stakeholders to address transportation challenges in the area.

One of the primary topics was the potential for a significant bond measure, estimated at \$55 million, to fund mobility projects. However, council members expressed concerns about the financial implications, noting that such a bond would necessitate a doubling of property taxes. This led to a consensus that a regional partnership would be essential to share the financial burden and effectively implement the necessary improvements.

Council members emphasized the importance of a positive mindset when addressing these challenges. They encouraged reframing the narrative from "problems" to "opportunities," suggesting that a collaborative approach could yield innovative solutions. The discussions underscored the need for creative strategies to engage with partners, including the North Central Texas Council of Governments, to enhance regional transportation infrastructure.

A specific focus was placed on the Blue Mound Road and John Day intersection project. The council reviewed a proposed interim configuration aimed at improving traffic flow and safety. This project is expected to benefit from collaboration with Tarrant County, which could reduce costs significantly. Initial estimates suggested that the project could be completed for approximately \$3.5 million, down from an earlier estimate of \$5 million, if county resources are utilized effectively.

The council also discussed the importance of securing right-of-way agreements and managing utility relocations to facilitate the project. The potential involvement of local developers in contributing to the costs was highlighted as a promising avenue for funding.

In conclusion, the City Council Workshop served as a platform for addressing critical infrastructure needs in Haslet. The discussions reflected a commitment to regional collaboration and innovative problem-solving, with an emphasis on creating a positive outlook for future mobility projects. As the council moves forward, the focus will remain on building partnerships and securing the necessary funding to enhance transportation solutions for the community.

BLOOMBERG

IN DALLAS, TRANSIT CUTS REFLECT LONG-SIMMERING SUBURBAN TENSIONS

A suburban funding standoff has brought service cuts on Dallas Area Rapid Transit and an uncertain future for public transportation in the Texas city

By Benton Graham
September 17, 2025

When everything goes well, Bianca Smith's commute takes 90 minutes. It starts at 5 a.m., when a bus near her South Dallas home takes her to a Dallas Area Rapid Transit light rail station; the train sweeps her 16 miles to the northwest suburb of Irving, Texas. To get to her warehouse job, she has to call a GoLink van, an on-demand [microtransit service](#) that helps cover the sprawling reaches of the Dallas-Fort Worth metro area that aren't served by buses or trains.

But things don't always go well. DART's buses are often [trapped in traffic](#) and late; sometimes the GoLink van can take nearly an hour to arrive, she says. And there are days when the long trek to the warehouse is futile: If she doesn't get a message saying there's work available, she can still show up but needs to be among the first employees to arrive.

"I need the job because I was behind on rent," said Smith as she sat waiting for a train home on a hot July morning after not getting work for the day. "Still behind."

For residents like Smith who depend on DART, getting around Dallas stands to get even harder in the near future. On Sept. 9, a year-long battle between the public transit agency and some of its suburban member cities culminated in the agency's board of directors approving [a set of service cuts and fare increases](#). Starting in January 2026, peak service will be reduced from 15 to 20 minutes on the light rail and some buses, while seven bus routes will be eliminated entirely.

The clash originated with several suburban cities, [including Irving](#), arguing that they do not receive adequate service for what they contribute to DART. The regional agency is primarily funded by a one-cent sales tax contribution from 13 member cities — some of which are now seeking a refund. In January, they took their fight to the state legislature, in the form of a bill that would have allowed member cities to shift 25% of their contributions to local transportation projects. Jeamy Molina, DART's chief communication officer, said that the bill "would have destroyed the ability for DART to operate and maintain the system."

Transit advocates, who dubbed the bill a "[DART Killer](#)," see the fight as wealthy suburbs taking away services from those who need them the most.

DART's difficulties arrive as transit agencies in several US cities face fiscal crises. In Philadelphia, transit agency SEPTA narrowly staved off [massive cuts triggered by a budget standoff](#) with Republican lawmakers in the Pennsylvania statehouse. San Francisco's Bay Area Rapid Transit is [looking at](#) major financial challenges, as is the [Chicago Transit Authority](#).

Many US transit systems are suffering from the [enduring effects of reduced ridership](#) and the end of Covid-era federal assistance, compounded by new political headwinds. In New York City, for example, President Donald Trump's administration has [attempted to block](#) the congestion pricing policy that provides critical funds for the Metropolitan Transit Authority, while his

Department of Transportation [has frequently criticized transit agencies over public safety issues](#) and pledged to prioritize spending [in areas with relatively low transit usage](#).

In Texas, where conservative state lawmakers often clash with those in urban areas, public transit agencies are familiar with this dynamic. In 2025, state legislators considered a bill that would bar the funding mechanism used for [Austin's \\$7 billion light rail expansion](#), for example, and another from a Houston lawmaker [to block cities from narrowing roadways](#) to widen sidewalks or create protected bike or bus lanes. By law, the vast majority of the Texas Department of Transportation's biggest fund [must be spent on roadbuilding](#), frustrating advocates of non-car modes.

"Our transit austerity measures keep costing us so much, and there's so little transit funding in Dallas," said Jay Blazek Crossley, executive director of [Farm & City](#), a nonprofit that advocates for safe streets. "The suburban DART Board members aren't wrong that the Dallas region has a poor transportation system."

The stakes of the conflict over transit funding are particularly high in Dallas-Fort Worth, the fourth-largest metro area in the US — and one of the [worst cities to live if you don't drive](#). DART operates the longest light rail system in the US, a 93-mile network of lines that snake deep into the suburban cities that helped fund its construction. But the system [struggles to reach riders](#) in a landscape dominated by low-density auto-oriented development. DART's overall passenger numbers rank [22nd in the US](#) and ridership remains below 2020 levels — even though Dallas is the lone major US city to have increased its transit service since the pandemic, according to the [Urban Institute](#).

As the bill worked its way through the legislature, DART negotiated with the suburbs pushing to reduce their contributions. In March, the agency approved a General Mobility Program, or GMP, setting aside 5% of sales tax revenues for some cities to use on non-DART transportation projects over the next two years. If every city opts in, the plan would take \$42.5 million of the coming year's sales tax revenue.

In July, the 42-year-old public transit agency saw record [turnout for a public meeting](#) with more than 200 registered speakers voicing concerns about the proposed service cuts. DART pulled back on some of its more controversial proposals — most notably cuts to paratransit, though it did increase paratransit fares from \$3.50 to \$4.

Despite the service cuts and fare increases, DART is still not in the clear, as some of the suburbs remain unsatisfied. The "DART Killer" could resurface during the 2027 legislative session — or suburbs could take a more extreme step of calling an election to leave the public transit agency.

A Regional Dilemma

As Dallas' suburban cities have grown, so have complaints about the limitations of DART service. It was a [2024 Ernst & Young report](#) that brought those calls to a new level. The study concluded that the city of Plano contributed \$109 million in sales tax revenue while only getting \$44 million in services in 2023 — the highest disparity of any DART member city. Six other suburban cities contribute more in sales tax revenue than they receive in services.

Anthony Ricciardelli, who served on the Plano City Council for eight years and joined DART's board of directors in the spring, said the study confirmed what he suspected about the relationship between DART and Plano.

"There's a lack of understanding when people talk about Plano taking something from other cities, when, in fact, the opposite is true," he said. "Plano is subsidizing public transit in other cities, and the 5% General Mobility Program would only decrease the amount of that subsidy."

In his view, DART isn't able to meet the needs of residents in Plano, a suburb of almost 300,000 people spread across 71 square miles — an area roughly the size of Brooklyn or Washington, DC. Currently, it's served by three light rail stations, eight bus lines, and seven microtransit zones; a new light rail line running from Plano to the DFW Airport, the [Silver Line](#), is set to [launch](#) Oct. 25.

As next year's budget stands, Plano would receive an additional \$34.3 million in services (largely from the Silver Line) and \$28 million in funds from the General Mobility Program, and DART plans to expand GoLink availability and add a Plano bus circulator, with DART splitting the costs with the city. Plano is also home to the Parker Road Station, one of the most-used light rail stations on the system, in part because it is the northernmost stop.

In an effort to protect itself, DART has attached strings to the GMP that would ensure that member cities cannot receive funds from the program if they take their concerns to the state legislature. Molina said that this is consistent with all of DART's agreements with other cities.

Read more: [Plotting the Death of a Texas Highway](#)

DART board chair Gary Slagel sent a letter to member cities in July asking them to adopt resolutions committing to not pursuing legislation against the public transit agency — something that no city that supported the legislation had agreed to at the time of publication. "There is little, if any, support within DART for the proposed cuts," Slagel wrote. "The Board is only acting to avoid an existential, legislative threat." The board is set to vote on the GMP contract on Sept. 30.

As a result, Plano is [considering not taking the GMP money](#). "Plano has not, and will not at this time, pass a resolution that would bind us to a permanent position," said Andrew Fortune, Plano's director of policy and government relations, in an email. "The DART resolution in March was not a permanent commitment, so it's premature to ask for a permanent commitment from our city." Plano City Council still supports the state legislation calling for the 25% pullback from DART. Four other cities [also previously supported](#) it.

Randall Bryant, vice chair of DART's board of directors, says that the argument that cities like Plano are contributing more than their fair share of tax revenue is "disingenuous." The EY study found that the city of Dallas contributed 49% of sales tax revenue while receiving 65% of DART's expense allocation in fiscal year 2023, but that "doesn't tell the story of 43 years of the agency," Bryant said.

During each of the agency's first four years, the situation was reversed, with the city of Dallas contributing more than 67% of DART's sales tax revenue, according to data shared by Bryant. He said that if Dallas had taken the approach to contributions and expense allocation that the suburbs are taking now, the light rail would not have been built to Plano, Irving and Carrollton.

Other defenders of DART say that the bill defies the will of the voters who approved joining DART in 1983. “It’s not necessarily the people in the suburbs who want to screw up public transit policy,” Farm & City’s Blazek Crossley said. He pointed to TxDOT’s [long-range planning initiative from](#) 2024, which found a desire among Texans for improved public transit. “The elected officials leading the effort are afraid to actually put a vote to the people.”

‘On Edge’

The tension at DART represents a battle over regional transportation in an urban area whose commitment to highway expansion and car-oriented development is increasingly strained by population growth.

Since 1990, Michael Morris has served as the director of transportation for the North Central Texas Council of Governments, the regional planning organization for the Dallas-Forth Worth metro. Once dubbed a “[King of Sprawl](#),” he’s now convinced that improving transit service and encouraging walkable development around rail stations is key to addressing traffic congestion in a region that the council predicts will grow from today’s 8.6 million people to 12.4 million by 2050.

In the shorter term, the 2026 World Cup is looming large, as it will host matches in Arlington, long known as the largest city in the US [without mass transit](#) (it does have microtransit service). Morris said NCTCOG expects to spend \$50 million on ground transportation for the event. It has already helped Arlington spend [\\$17.5 million](#) on improvements to sidewalks and lighting around the stadium, as well as the creation of bus staging sites.

The World Cup has the potential to shift attitudes in the region around DART but could also be an embarrassment for Dallas, says Tyler Wright, vice-president of the Dallas Area Transit Alliance, a local advocacy organization. “I think, if it’s a success, it proves transit is good. If it’s a failure, and people are like, ‘Wow, it was a mess getting around,’ it proves we need more transit,” he said.

The agency’s current service cuts are top of mind for riders like Richard Roth, who lives in Plano. A former Dallas city planner, he was diagnosed with a rare brain cancer in 2007. Surgery and recovery left him with memory issues and seizures; he has been unable to safely drive since.

Roth said he used to be able to walk to a bus stop in 10 minutes, but it moved and the walk now takes 25 minutes. “Especially when it’s hot or the weather’s really extreme, I try and avoid that, because exposure to that can be a trigger for seizures,” he said. Now, he uses GoLink to get to the gym, grocery shopping and a local club for other people who have experienced brain injuries.

When he heard that DART was considering cutting paratransit services, he decided to speak out at the July meeting. Though paratransit is now seemingly safe from those cuts, he would still like to see DART expand access to the service.

Mark Broadhurst, a DART bus mechanic and executive officer for the Amalgamated Transit Union Local 1338, said cutting bus routes means drivers and mechanics will lose their jobs. He added that he was speaking for himself and not as a representative of DART or the union. According to DART, the agency plans to reduce the number of bus and light rail operators by 116 next fiscal year, which it says will happen via normal attrition.

“It hurts everybody,” Broadhurst said. “People that rely on the bus and the train to get to work, they’re in danger of losing their jobs, because some people can’t afford a car ... People will not be able to get to their medical appointments.”

Broadhurst, who has worked for DART for 18 years, said that he thinks the politicians pushing for the cuts are taking the lead from a Trump administration that has been hostile to public transit. Broadhurst worked at DART through the 2008 recession, the pandemic, and other difficult moments, but the current dynamic is different.

“I can’t ever remember people being on edge like they are now, with all this talk about funding and operations and budget cuts and layoffs,” he said. “It’s never been bad like this.”

MIKE BERRY RECEIVES DAN PETTY REGIONAL VISIONARY AWARD FROM NORTH TEXAS COMMISSION

By Staff report
September 18, 2025



The North Texas Commission has awarded Mike Berry, President of Hillwood, the esteemed Dan Petty Regional Visionary Award, its highest honor. Named in memory of the Commission's former President and CEO, the award recognizes transformational leaders whose vision and contributions have significantly advanced the economic vitality of the North Texas region.

The award held special significance for Berry, who worked alongside its namesake early in his career at Woodbine Development Corporation. He was recognized at the 54th Annual Members' Luncheon, where civic and business leaders celebrated regional progress and leadership.

"Honoring Mike Berry with the Dan Petty Regional Visionary Award recognizes a leader whose vision continues to shape North Texas," said Chris Wallace, President & CEO of the North Texas Commission. "Mike and the Hillwood Team have delivered transformational projects that create jobs, attract global investment and strengthen our region's competitive edge. His passion for North Texas, collaborative spirit, strong civic engagement and decades of service at Hillwood have forged a multi-generational impact, which is the true measure of a lasting legacy."

As President of Hillwood, Berry oversees strategic planning, business development and real estate investment across the Properties division, which includes AllianceTexas, one of the nation's most successful master-planned developments. Spanning 27,000 acres, AllianceTexas is home to more than 590 companies, supporting 66,000 jobs and generating \$4.3 billion in annual property taxes. Since its inception, it has contributed over \$130 billion in economic impact, including \$10.2 billion in 2024 alone.

AllianceTexas continues to serve as a cornerstone of innovation in logistics, mobility, infrastructure and industrial development.

Recent milestones under Berry's leadership include:

Hillwood announced a significant partnership with SGS Studios, which now operates the state's largest production facility on the AllianceTexas campus. Developed in collaboration with Paramount Television, the studio will support four simultaneous large-scale film and TV productions.

Berry has championed initiatives at the AllianceTexas Mobility Innovation Zone (MIZ), a one-of-a-kind ecosystem advancing next-generation air and ground mobility solutions. The MIZ is accelerating the commercial deployment of innovative transportation technologies critical to the modern supply chain.

In 2024, Hillwood and public-sector partners, including the North Central Texas Council of Governments (NCTCOG), TxDOT and the cities of Fort Worth and Haslet, secured an

\$80 million INFRA grant as part of a \$262 million public-private initiative. The project will double inland port capacity, improve I-35W traffic flow and enhance regional safety, air quality and job access. The AllianceTexas Smart Port was one of just 44 projects selected nationally and the only one in Texas.

Beyond his role at Hillwood, Mike Berry is a widely respected civic leader. He serves on the Board of Trustees at Texas Christian University and the Board of Advisors for the Neeley School of Business. He is Chair of the Board of Directors for the Fort Worth Economic Development Partnership. He is also a Founders Council member of the Greater Fort Worth Real Estate Council, a former Chairman of the Fort Worth Chamber of Commerce and serves on the Board of Directors for Safe City Fort Worth, among others. A proud Fort Worth native, Mike still calls his hometown home, where he lives with his wife, Marilyn.

DRONES AND AUTONOMOUS 'WATER BOMBERS' FIGHT SIMULATED WILDFIRE NEAR TEXAS MOTOR SPEEDWAY

By Lance Murray
September 16, 2025

We're all familiar with local weather reports warning of the risk of wildfires in North Texas, as hot weather and dry conditions can turn a tiny spark into a raging inferno capable of consuming untold acres of land.

Recently, a large-scale exercise was held at Texas Motor Speedway and AllianceTexas as drones and helicopters filled the skies to battle a simulated wildfire. But, unlike traditional operations, each aircraft was directed by advanced, fully autonomous technologies.

The simulation, held in late August, was an exercise in precision and coordination led by a team of North Texas organizations.

AllianceTexas said that while one team of robotic aircraft located the simulated fire, another identified water sources for refilling. Then, working in unison, the drone teams coordinated which fire targets to attack first, how to avoid one another, and also how to deconflict with any rogue aircraft in the area while repeating the firefighting cycle.

The development process

According to AllianceTexas, in January 2024, the North Texas Cohort, led by the University of North Texas, received a two-year contract from the North Central Texas Council of Governments (NCTCOG) to continue Advanced Air Mobility (AAM) research across Dallas-Fort Worth-Denton.

The program, called Advanced Air Mobility/Urban Air Mobility System Within the Dallas-Fort Worth Metroplex (NTXAAMP), was focused on designing, testing, and demonstrating advanced air corridor systems in the DFW and Perot Field Alliance Airport region.

AllianceTexas said the work builds on three years of prior NASA and U.S. Air Force AAM research and development.

The August operation, called FIRE SWARM 2 was the latest in a series of increasingly complex trials and highlighted the BlueSkies Operational Air Mobility system—a hardware/software solution that enables manned and unmanned aircraft to coordinate and safely execute complex maneuvers in metropolitan airspace or wildfire conditions.

The BlueSkies Operational Air Mobility (OAM) system is developed by Unmanned Experts, a technology company specializing in drone and autonomous systems.

More on the exercise

During the exercise, AllianceTexas said a simulated fire was detected near Hillwood's AllianceTexas Flight Test Center, west of Texas Motor Speedway. An Incident Command Center was established to manage the operation, AllianceTexas said.

Autonomous search drones were deployed to scan the designated “fire traffic area,” while air corridors and routing were created for a swarm of “water bomber” aircraft. Those bombers, professionally piloted Bell 505 helicopters from the Helicopter Institute fitted with BlueSkies, received assignments via CivTAK tablets, AllianceTexas said.

The water bombers autonomously flew to their designated refill sites, safely deconflicted from one another by the system, and coordinated with search drones to update fire locations and simulate retardant drops at critical points.

When done, they returned for retasking as new aircraft cycled in.

The mission was a success, marking two firsts in aviation. AllianceTexas said.

It was the first live demonstration of small drones operating under FAA-compliant Unmanned Traffic Management software, interacting seamlessly with larger aircraft running NASA-designed Provider of Services for UTM software.

And it was the first fully autonomous, multi-aircraft, multi-operator live flight operation demonstrating vehicle-to-vehicle communications in the air, AllianceTexas added.

Next steps and team

AllianceTexas said the FIRE SWARM team will close out the NTXAAMPP project in coming months but will continue to advance AAM development with partners including NASA’s Advanced Mobility Pathfinder (AMP) project, Texas A&M’s CROW program, and the FAA’s UTM Operational Evaluation Key Site initiative—all of which are Texas-based.

The North Texas Cohort includes Hillwood and Alliance Aviation Services, which owns and operates the AllianceTexas Flight Test Center; the Helicopter Institute as the air platform, crew, and training partner; Avianco as one of the PSU providers; Metron as the demand-capability balancing software developer; Hermes as the primary data-hub; AAMTEX as the UTM and weather service provider; the University of North Texas as the program lead; and Unmanned Experts Inc. as the program manager, and BlueSkies development and marketing team.

FORT WORTH OFFICIALS BRACE FOR 2026 WORLD CUP'S STRAIN ON INFRASTRUCTURE, ECONOMIC BOOM

By Drew Shaw
September 23, 2025

Hosting the World Cup is an operation arguably larger than any Super Bowl, political convention or Olympics, proposed Mike Crum, Fort Worth director of public events.

The soccer spectacle taking place in Arlington next year is expected to bring \$1.5 billion and over 100,000 daily visitors to the region, so Crum told City Council members Tuesday that the area is bracing for the economic opportunities as well as strains on public transportation and other resources.

"The World Cup is the most watched event in the world, so the world's eyes are going to be on the metroplex during June and July of this coming summer," Crum said.

As Arlington prepares to host nine FIFA World Cup games next year — taking place June 11 through July 19 — officials detailed how Fort Worth is planning to navigate related challenges.

The city is launching work groups to plan for the World Cup with external stakeholders, said Sonny Saxton, director of emergency communications and management, at Tuesday's work session. The groups will focus on a range of issues including communications, engagement, hospitality, beautification, safety and infrastructure such as roads and city services.

A potential major factor for how the World Cup affects the city will be if a country selects Texas Christian University as a base camp, said Mitch Whitten, chief operating officer of Visit Fort Worth. That would bring its fans, corporate partners and media attention to Fort Worth, he said. Those selections are expected to be revealed in December.

In the meantime, Whitten said [Trinity Metro](#) is planning to accommodate high traffic with new lines and services. He told council members he couldn't speak to broader collaboration between transit entities.

Visit Fort Worth launched nationwide efforts to pitch the city's attractions to media outlets, he said. On Tuesday, the group launched its [soccer website](#) where prospective visitors can plan itineraries and coordinate stays and transit.

During a July meeting, emergency medicine expert Brian Miller described the World Cup to Fort Worth's Medical Control Advisory Board as the equivalent of multiple Super Bowls happening over a month.

Many U.S. residents don't realize how big the World Cup is, he added, warning that the soccer fandom can get rowdier than the NFL.

"We're going to be street sweeping all the time and cleaning up and just trying to get our heads around that," Miller said.

Council member Deborah Peoples, who represents far east Fort Worth, stretching to Arlington and the DFW Airport, said she hopes officials advertise areas beyond downtown and the Stockyards.

"I want us to make an effort to make sure that we're showcasing all areas of the city," Peoples told the Report, naming east Fort Worth's [Handley Wedding District](#) and District 11's [Gateway Park](#) as two attractions that should be highlighted.

Saxton said city staffers are working to balance visitors with residents and to mitigate how the World Cup affects community members.

"(We) want to be sure the essential services they depend upon remain uninterrupted throughout the event," Saxton said. "I'm thinking about things like transportation, public safety and day-to-day operations that need to continue to run smoothly."

Fort Worth's environmental services team worked with external North Texas FIFA committees to [clean up Lake Arlington in June](#). Saxton said the city can expect to see more of such initiatives.

The city's transit, aviation and medical professionals, as well as experts on homelessness, are coordinating planning efforts, he added. More details on the results of their planning will be presented to City Council at a later date.

Medical officials at a July board meeting specifically pointed out that July 3, 2026, will be a challenging day. It's a Friday, the eve of the United States' 250th birthday, a World Cup match and a convention in Fort Worth's downtown.

"A lot of work is going on with no financial support coming from the federal government," Fire Chief Jim Davis said at the advisory board meeting.

The city's fire department and emergency response teams have spent the past two years streamlining and consolidating operations to be more efficient.

The fire department's [new in-house ambulance services launched in July](#), and the city established a new Emergency Management & Communications Department, which [coordinates 911 call-taking and emergency preparation](#).

The first World Cup tickets [went on sale Sept. 10](#).

LEWISVILLE RESIDENTS, OFFICIALS PLAN FOR THE CITY'S FUTURE IN AN ERA OF CHANGE

By Andy Lusk
September 23, 2025

The Lewisville 2035 Vision Plan, a roadmap of potential municipal projects and improvements, is in its early stages of development.

City officials are seeking resident input on what the next decade should look like for their community amid a changing economic landscape.

The [2035 plan](#) is a revamp of the previous [2025 version](#). Last week the city hosted the first of four workshops designed to put residents and officials in conversation with each other about their priorities.

This is what city officials are calling the “big ideas” phase of the project. From here, residents’ input will be sorted into themes and distilled into actionable items. Eventually those items will make their way before the planning and zoning commission and the city council.

Mayor TJ Gilmore said the city addressed most of the priorities laid out in the original 2025 plan. For the updated version, he’s keeping an eye on transit, childcare and education opportunities for Lewisville’s workforce.

“We’re constantly looking at all those things to continue the ‘Texas Miracle’ because if I don’t have a good workforce, I’m not going to attract good businesses and they’re not going to stick,” Gilmore said.

The 2035 plan comes together in an era of change across the United States.

Although the World Health Organization declared the COVID-19 public health emergency over in 2023, Americans still feel ripple effects in the economy, like inflation and the rise of automation in the workforce.

Paris Rutherford is a principal at Catalyst Urban Development who spoke at the workshop. He said a new economy is on the way, and that it comes as the Dallas-Fort Worth Metroplex is on track to grow into a “megacity” like Mexico City or Mumbai. Lewisville has a place in that growing urban hub as a jobs center, Rutherford said.

“I believe that we’re coming into a really exciting time, but it’s going to be the most competitive time we’ve ever seen among cities to attract talent, to attract investment,” Rutherford said.

Over the last decade, the city used their original 2025 plan to guide projects like the redevelopment of Old Town Lewisville and park expansion.

Lewisville Planning Director Richard Luedke said one of the biggest completed projects to come out of the 2025 plan was Thrive, the city’s [multigenerational recreation center](#).

Luedke said there’s not much room for Lewisville to expand even as the Metroplex grows. So, city officials are focusing on reimagining developments on the ground now.

“Old Town is a good example of how you can reinvent an area,” he said. “Keep its identity and its character and cherish those things that are special to the community that have been here a long time, but you can also add new elements.”

Resident Jacob San Antonio said, “Even without concerns about the nation's economy or even the global economy, it's always a good question to ask: what does your town have planned for navigating just the next 10 years, next five years, or heck, even the next year?”

Three more workshops are slated through the summer of 2026.

NEARLY \$4M KICKS OFF DROP-OFF LOCATION RENOVATIONS AS ARLINGTON PREPARES FOR SOCCER FANS

By Chris Moss
September 24, 2025



Texas Rangers' Toyota Hybrid Lot H in Arlington Sept. 25. The lot will undergo mass renovations ahead of the 2026 FIFA World Cup. (Chris Moss | Arlington Report)

North Texas officials recently approved nearly \$4 million toward renovating a Texas Rangers parking lot as they prepare to move an estimated 100,000 soccer fans through the region per day. The 2026 FIFA World Cup is less than a year away, and many preparations are underway.

Renovations to the Rangers' Lot H include repaving the more than 300,000-square-foot area so that it can accommodate the additional weight of dozens of buses and other vehicles required by the tournament.

Officials from the city, the North Central Texas Council of Governments and the Rangers are coordinating the renovation ahead of the event.

Lot H will serve as the main drop-off and pick-up point for buses carrying fans from CentrePort Station in Fort Worth, said Rob Matwick, the executive vice president of public affairs for the Rangers.

Arlington will hold its first of nine matches at AT&T Stadium on June 14. The game is a group-stage match, but the participants had not been announced at the time of writing.

Buses and vehicles that will park in the lot are part of [NCTCOG's plan](#) to address a lack of public transit in Arlington, which was a [large point of contention](#) for fans when match locations were announced.

Matwick said early estimates show the lot could hold about 90 vehicles and buses.

“(The vehicles) obviously have significant weight, and that significant weight in the summer can be a challenge on a typical asphalt surface parking lot,” Matwick said. “The biggest thing is we need to put a much thicker surface on the lot.”

The project is expected to be completed by April, said Keith Brooks, Arlington’s director of public works.

Here’s how Arlington is paying for parking lot improvements

In March, NCTCOG’s Regional Transportation Council approved a deal to reimburse Arlington \$3.8 million for the renovations to the lot. In early September, Arlington City Council members agreed to pay for the improvements up front.

According to the [contract](#) between NCTCOG and the city, \$1.9 million will be spent on the improvements themselves. The remaining \$1.9 million will be spent on “preparing and organizing resources, equipment, and personnel necessary for the construction project.”

Improvements to the lot also include replacing vehicle entrances, creating new Americans with Disabilities Act-compliant ramps and fixing sidewalks in the area, according to a [city report](#) on the project.

Sidewalk and lighting upgrades are efforts the city has been working on [across the entertainment district](#) ahead of the tournament, said Brooks.

These will be key due to the number of fans expected to come to the area as Arlington hosts nine games, the most of any host city during the tournament.

“We’ve got a lot of activities that we’ve been doing just in preparation for the World Cup,” Brooks said.

AFTER ACQUIRING ITALIAN COMPANY, NORTH TEXAS' STATLAB LAUNCHES DIAPATH PATHOLOGY EQUIPMENT

By Lance Murray
September 26, 2025

StatLab Medical Products, the McKinney-based developer and manufacturer of pathology supplies and equipment, has announced the U.S. commercial launch of Diapath signature pathology instruments.

StatLab said the launch fulfills the strategic vision behind its [2024 acquisition of Diapath](#): to bring differentiated histology instrumentation to U.S. laboratories and deliver a comprehensive end-to-end pathology workflow solution. Diapath is an Italian manufacturer specializing in histology and cytology products.

“When we acquired Diapath, our vision was clear: to expand access to the most innovative histology instrumentation worldwide,” StatLab CEO Dae Hong said in a statement “That meant strengthening our footprint in Europe while also preparing to introduce Diapath instruments to laboratories in the United States.”

“With the launch of these initial instruments in the U.S.,” he added, “we’re delivering on that promise—giving lab professionals access to new technology that transforms efficiency, precision, and the day-to-day working experience. And this is just the beginning—additional Diapath products will follow, further expanding StatLab’s ability to support every step of the pathology workflow.”

The company said Diapath’s innovative instruments are designed to enhance productivity, precision, and safety and will debut at the National Society of Histotechnology Annual Convention [that opened today](#) in Long Beach, California.

StatLab said the flagship instruments include:

- Donatello Automated Tissue Processor (Series 3): Delivering consistent quality, safer handling, and high-capacity performance for busy labs.
- Galileo Precision-Engineered Microtome (Series 2): Built for labs that demand accuracy and user flexibility while also offering increased throughput using the PRO System.
- Dante Ergonomic Embedding Center: Designed to boost technician comfort and efficiency with industry-leading capacity.

StatLab Medical Products offers a complete portfolio of self-manufactured pathology equipment and consumables from ten manufacturing sites in the United States, United Kingdom, and Europe.

\$500M IN FEDERAL FUNDING DELAYS COULD AFFECT NORTH TEXAS TRANSIT PROJECTS

By Eric Garcia
September 27, 2025

Regional leaders are shoring up some North Texas transit projects with interim funding since nearly \$500 million in approved federal money hasn't been received.

The [Regional Transportation Council](#), an independent policy group of the North Central Texas Council of Governments made up of elected and appointed officials, approved \$400,000 on Sept. 11 to support transit-oriented developments as well as projects that support land use, bike and pedestrian routes, and safety.

Michael Morris, transportation director for the council of governments, said delays at the federal level prompted the interim funding request — and other projects totaling \$500 million could be delayed or even eliminated if the federal dollars are further delayed.

"It's certainly taking a little longer than I thought," he said.

Per federal rules, the council of governments must pay invoices within 30 days and then seek reimbursement. Those bills will add up and could hamper the council's ability to pay for future transit projects, Morris said.

More delays could occur after a Wednesday memo from the White House budget office told federal agencies to prepare plans for mass firings should the government shut down, [CNN reported](#).

Federal funding concerns are prompting the Fort Worth City Council to consider spending \$100,000 to retain a law firm as outside counsel for the issue, according to the Sept. 30 council agenda.

Morris wondered what effect a potential shutdown could have releasing other promised funds for projects. The council of governments is still awaiting reimbursement for some invoices submitted as far back as 2022, including a \$34 million sidewalk project in southern Dallas.

Grants are written about six to eight months before they are submitted to the state for approval. Those applications then are sent to federal transportation authorities who issue a notice to proceed with construction work if approved.

Morris said council of governments' staff may need to submit requests even sooner than before.

"Projects could be delayed or may never happen," he said.

Council of governments staff is working with the Texas Department of Transportation to access approved federal funding for staff expenses to advance the regional initiatives.

"The funding agreement has been executed; however, the timeline for receipt of federal authorization to begin spending funds under the agreement is unknown," according to a RTC report.

The interim funding approved Sept. 11 allows programs to continue until federal funding is received, officials said.

As North Texas' population booms with a [projected 4 million residents](#) expected over the next 25 years, transportation leaders plan to develop more mixed-use, transit-oriented developments that provide denser housing.



Passengers board the TEXRail train June 12, 2025, in downtown Fort Worth. (Mary Abby Goss | Fort Worth Report)

Trinity Metro, Fort Worth's transit agency, is [hiring](#) a director of economic development to develop strategies for developments near train stations and key transit corridors as a [TEXRail expansion](#) is planned. The agency has seven train stations to develop with an eighth planned in the Medical District. Some land near stations is also being developed by property owners.

"We want to put our properties in play," Richard Andreski, president and CEO of Trinity Metro, said.

Fort Worth's [Moving a Million](#) plan emphasizes safety and mobility programs that include plans for more paths for pedestrian and bicycle use.

The interim funding will aid such programs, officials said.

[Funding cuts](#) by President Donald Trump are aimed at eliminating "[waste, fraud and abuse](#)" out of the federal budget. Cuts implemented by the Department of Government Efficiency, or DOGE, are significantly [impacting local agencies and nonprofits](#).

The [2025-2028 Transportation Improvement Program](#) identified more than \$8.4 billion in road and transit projects for North Texas, including several for Tarrant County. Those projects, which

include federal funding, are expected to be completed within four years, according to the council of governments. Several road projects are under construction or in the preconstruction phase.

BILLIONS IN ROAD PROJECTS AIM TO EASE FORT WORTH'S TRAFFIC CONGESTION

By Eric Garcia
September 28, 2025

Cowtown's car-centric culture may hit the brakes in the coming decades as growth-related congestion is expected to clog major traffic corridors.

Billions of dollars on road projects aim to address the rapid sprawl in once-rural parts of Tarrant, Parker, Denton and Johnson counties, officials said.

Some motorists have already ditched their vehicles, opting for public transit on commutes to avoid getting frustrated by increased traffic congestion.

Dallas resident Amoné Shippy, a program manager at Fort Worth-based Lockheed Martin Corp., takes the Trinity Railway Express passenger train on his way to work. He boards the train at Victory Station near the American Airlines Center and rides for an hour west. Tables and power outlets on the train enable him to focus on work during the 34-mile trip.

"I find it more relaxing to be on the passenger train," he said from the platform of the downtown T&P Station. "I don't have to deal with all the traffic. It's a straight shot to get to downtown Fort Worth. From the train station, I usually take an Uber to get to my job."

Fort Worth reached 1 million residents this year, and [projections show](#) North Texas is on track to add 4 million more people — including about 500,000 to the city — during the next 25 years, pushing the region's population to 12 million.

Traffic is already strained as officials estimate nearly 500,000 workers 16 years and older drive across Fort Worth highways and thoroughfares. Commute times landed Fort Worth at No. 10 in Forbes' ["Hardest Commutes in the U.S." study](#) with an average time of 26.80 minutes. Dallas had only a slightly higher average commute time of 29.70 minutes.

Traffic congestion can create a dangerous cycle that affects employment, business relocations and the local economy, said Brendon Wheeler, senior program manager for the North Central Texas Council of Governments, a planning organization that allocates funds for transportation, air quality and other projects to 16 counties.

"It not only affects where people move. It affects where businesses move," he said. "It affects economies."

The annual cost of North Texas congestion and traffic delays will be \$36.4 billion in 2050, the council of governments estimates.

That's why officials across the region are exploring transit solutions. Those include tolled lanes, rapid bus service in high-use corridors and a proposed [high-speed rail line that includes Fort Worth and Arlington](#).

In June, a [long-range regional transportation plan](#) outlining \$217.3 billion in needs for North Texas road, rail and air quality improvements through 2050 was approved by the Regional Transportation Council, an independent policy group of the council of governments that has

local leaders on its board. Meanwhile, Fort Worth city officials are developing a [Moving a Million](#) comprehensive mobility plan to prioritize road projects and align them with state and regional 2050 plans.



Cars pass on Interstate 30 during rush hour traffic in Fort Worth on Sept. 16, 2025. (Maria Crane | Fort Worth Report/CatchLight Local/Report for America)

Being able to move a skilled workforce across the area is important in attracting companies looking to relocate to North Texas, said Richard Andreski, president and CEO of Trinity Metro.

“Transit is front and center at that,” Andreski said. “The ability to access talent in some industries depends on being close to transit. There’s certain types of industries, tech is one, where tech workers (from other large cities) want to be around transit.”

However, getting drivers to change habits could be difficult. Nearly 70% all North Texas workers drive alone to work, according to Dallas Regional Chamber research. Commuters like Shippy who use public transportation make up less than 1%.

The council of governments doesn’t have projections on the number of vehicles expected to be on the region’s roads within the next 25 years.

However, the agency’s 2045 mobility study estimates that population growth will result in a 42% increase in vehicle miles traveled — a metric used by transportation planners that tracks every mile driven to measure total travel and travel pattern changes over time in a region.

Road trips across the region to other parts of the state will take longer as well, [Wheeler has noted](#). Trips to metro areas such as Houston once took about three and a half hours from Fort

Worth. Now motorists can travel for up to six hours to reach the city because of congestion, Wheeler said.

“The issue is our highway system, as we know it, not only can’t keep up but the travel along the highway system is expected to just get slower,” Wheeler said. “As the world gets smaller, somehow our travel is getting slower.”

An expanding city

In far north Fort Worth, where the city has seen a rapid development of businesses and housing in the Alliance area, traffic is a top concern.

City Council member Alan Blaylock hears from motorists almost daily about Bonds Ranch Road congestion, for example. A nearly \$32 million project will [widen the road as well as provide other improvements, such as](#) new streetlights and sidewalks, bike and pedestrian lanes, and drainage upgrades.

“That is one of my top priorities,” said Blaylock, who is also a member of the Regional Transportation Council.



Cars drive on West Bonds Ranch Road on June 20, 2025, in Fort Worth. (Mary Abby Goss | Fort Worth Report)

Congestion is most apparent in the Alliance area, where new developments include data centers, shopping centers and now a planned film production studio. Vehicles can be slow or backed up for miles, even with managed toll lanes. Western Fort Worth is also experiencing a building boom with numerous new housing developments and retail centers under construction.

In the summer, Fort Worth officials set aside about \$32 million for street maintenance in the 2026 budget, but the city is short about \$66.1 million. City leaders said more investment is needed. A planned bond election next year could ask voters to approve more than \$40 million for bridge and street projects as part of about \$517 million budgeted for streets and mobility, officials said.

The city's Moving a Million safety and mobility plan aims to be a comprehensive guide to 2050 transportation solutions once it is completed.

The plan is key to the city's future mobility, centered around people's movement through vehicles, pedestrian and bicycle paths, and freight transportation, said Kelly Porter, Fort Worth's assistant director of regional transportation planning and innovation. The plan establishes timelines to fund short-term and long-term future capital projects.

"It's going to help shape the transportation future for the city locally over the next 25 years," Porter said in a [promotional video](#) about the plan. "We're going to be integrating all kinds of things into these efforts, such as technology, land use, parks and green space, and we're really thinking about a whole host of factors as we go forward with this long-range vision for transportation in our city."

Local road projects detailed

Fort Worth road projects will address safety and mobility.

- Among the work is a \$4.7 million project to restripe about 750 feet of Miller Avenue/Oakland Boulevard from Eastland to 1st streets. Officials plan to improve bicycle safety and add countermeasures that include lane separations, new signals and curb ramps.
- Fort Worth promotes bike lanes on city streets to encourage alternative transportation. Some areas, such as the Evans Avenue corridor, have been repainted recently to keep motorists out of bicycle lanes.
- The bike lane project is expected to start next June and be completed by March 2027, according to a [filing](#) with the Texas Department of Licensing and Regulation.
- Vaughn Boulevard, on the city's east side, is part of the [Main Street America program](#) and will be improved with new pavement, sidewalks, and water and sewer connections to improve infrastructure and mobility. The project, between Emerson and Hardeman streets, will cost more than \$1.3 million as part of the 2022 bond program.

Work is scheduled to start in October and could be completed by April 2026, according to a state [filing](#).

State and regional leaders are allocating billions for major expansions of highways to deal with growth and road deterioration. In 2000, about 83% of Texas roads were in acceptable condition but that percentage dropped to 77.6% in 2020, [TruckInfo.net](#) research showed.

At the intersection of three highways in southeast Fort Worth, a \$2.2 billion Texas Department of Transportation [project](#) will rebuild and widen 16 miles of Interstates 820 and 20 as well as U.S. Highway 287.

That Southeast Connector, which won't be completed until 2028, is part of TxDOT's [Texas Clear Lanes](#) initiative, intended to address safety and mobility at the most congested choke points in the state.

Across town, TxDOT is focusing on highway upgrades to the city's far west side — a high-growth area where new housing and the [UTA West](#) campus will be built. [Three infrastructure projects](#) — totaling \$541 million — will address mobility on the I-30 and I-20 corridors between Aledo and west Fort Worth in Tarrant and Parker counties.

The North Texas Tollway Authority is also expanding highways. That agency will spend [\\$250 million](#) to widen about 13 miles of the Chisholm Trail Parkway, the tollway from Fort Worth to Cleburne, as growth moves southwest.

"TxDOT is working with our many partners in mobility — the Regional Transportation Council, transportation staff of the North Central Texas Council of Governments, and other local government entities — to address transportation needs of North Texas," said Shawna Russell Jones, the agency's northwest Texas communications director.

Transit solutions

Weatherford resident Don Lemmons, a Navy Desert Storm veteran, and wife, Kathy, use the Trinity Railway Express when they attend sporting events in Dallas. The train is a more convenient option for them, he said.

"It beats sitting in traffic," Don Lemmons said. "I wish there was a train from Weatherford to downtown Fort Worth."

While Lemmons may not get his wish anytime soon, more rail options are being considered for Fort Worth.

Trinity Metro transit officials are planning a [TEXRail train extension](#) into the Medical District and want an [urban rail system](#) that runs from downtown to an entertainment district that has not been determined.

Transportation planners said that high-speed rail projects within the Texas Triangle — the megaregion that includes North Texas, Houston, Austin and San Antonio — would aid in moving people across the state. One such proposal would have Fort Worth connect to Austin, San Antonio and Mexico with a route that would run along Interstate 35.

Peter LeCody, president of Texas Rail Advocates, which supports rail transit systems, said if a Fort Worth to Dallas high-speed rail line is developed, other passenger trains could follow behind it on the same tracks at slightly slower speeds, similar to European rail systems.

"Sometimes, I just think we don't think outside the box on some of this," LeCody said.

Shippy, the Lockheed Martin program manager, said he would like to see more robust regional transit options, including high-speed rail and faster TRE trains between Fort Worth and Dallas. He also would like to see a rail connection to Arlington's entertainment district.

"I wish it would come to fruition," Shippy said.

Fort Worth native Jemini Miller, 24, uses Trinity Metro's TEXRail line to get to her housekeeping job in North Richland Hills.

“I don’t have a car so it makes life easier, especially for those that are less fortunate,” she said.

The Regional Transportation Council’s Mobility 2050 plan focuses the bulk of funding on roads, about \$97.5 billion, while rail and bus improvement projects totaled nearly \$60 billion.

Stephen P. Mattingly, a civil engineering professor and director of the Center for Transportation Studies at the University of Texas at Arlington, said he believes a [high-speed rail system](#) may work better between major cities rather than within metropolitan areas since he sees it as a major competitor with air travel versus vehicular travel.

“It’s a tough sell for me,” Mattingly told the Fort Worth Report. “I’m concerned that the high-speed rail isn’t even going to get up to high-speed rail speed. It’s going to accelerate, then it has to decelerate (in Arlington) immediately, before it even reaches its cruising speed.”

Other transit options — such as vertical takeoff taxis and [aerial gondolas](#) — are in development in Fort Worth and Arlington. Fort Worth aviation officials are planning [upgrades at Meacham International Airport](#), Texas’ second-busiest general aviation airport.



Passengers walk around the platform July 21, 2025, at the Trinity Metro Central Station in downtown Fort Worth. (Mary Abby Goss | Fort Worth Report)

The council of governments [plans to partner](#) with Southwest Research Institute to create a technology platform to analyze transportation data to use in determining future infrastructure and transit projects.

A test of the region’s public transportation systems will come next year when North Texas hosts the 2026 FIFA World Cup soccer games in Arlington. [More than 100,000 daily visitors](#) are

expected to visit the region and bring in \$1.5 billion in economic impact, Mike Crum, Fort Worth director of public events, told the City Council on Sept. 23.

[TRE equipment upgrades](#) are planned and [\\$4 million is allocated](#) for repaving more than 300,000 square feet of a Texas Rangers parking lot so it can accommodate the weight of dozens of buses. That lot will serve as a main drop-off and pick-up spot for buses carrying fans on the Trinity Railway Express from the CentrePort Station near Dallas Fort Worth International Airport. Shuttle buses from Fort Worth and Dallas will also supplement the train service.

Many areas are exploring driverless vehicle systems to address freight and passenger transportation needs. Arlington, for instance, recently officially ended a [pilot self-driving rideshare program](#). The service is expected to relaunch by early 2026.

However, they can't be the only answer as such systems add more vehicles to already stressed highways, council of governments' Wheeler said.

"We need to find solutions to get people off the streets and move them around," Wheeler said. "Your already congested roads are going to get worse."

Mattingly said road infrastructure projects increase as the population grows, but multiple transit options must be considered.

"We're going to build roads, but I'm not viewing building roads as our solution," he said. "I think that making additional investments in a system will have the potential to replace auto trips is what we're really wanting to do. Some of the systems I'm just not sure will replace auto trips."

Mattingly said he would like to see more rail investments to speed up existing services.

"Building roads is not going to solve our commuting problem."

Future road projects planned

The Texas Department of Transportation is planning major road projects for the Fort Worth area within the next decade. Among them.

- On the east side, East Lancaster Avenue, also known as State Highway 180, will be reconstructed from I-35W to I-820. TxDOT plans to award the contract in 2027.
- Millions will be spent to construct new frontage roads on U.S. Highway 81/287 in the Alliance area of far north Fort Worth. Jones said about \$76 million is dedicated for 2026 with at least \$230 million scheduled in 2029.
- In the Arlington area, more mainlanes will be added to I-30 from Cooper Street to the President George Bush Turnpike. TxDOT plans to name a contractor for that project in 2029.
- Jacksboro Highway/Lake Worth Boulevard, also known as State Highway 199, will be reconstructed from White Settlement Road to I-820. That contract is expected to be awarded in 2031.

BOMBER RAILS-TO-TRAILS PROJECT ON TRACK TO BREAK GROUND IN WEST FORT WORTH IN 2026

By Nicole Lopez
September 27, 2025



All that remains of the Bomber Spur is an overgrown strip of land. It will soon become a walking and biking trail. (File photo | Fort Worth Report)

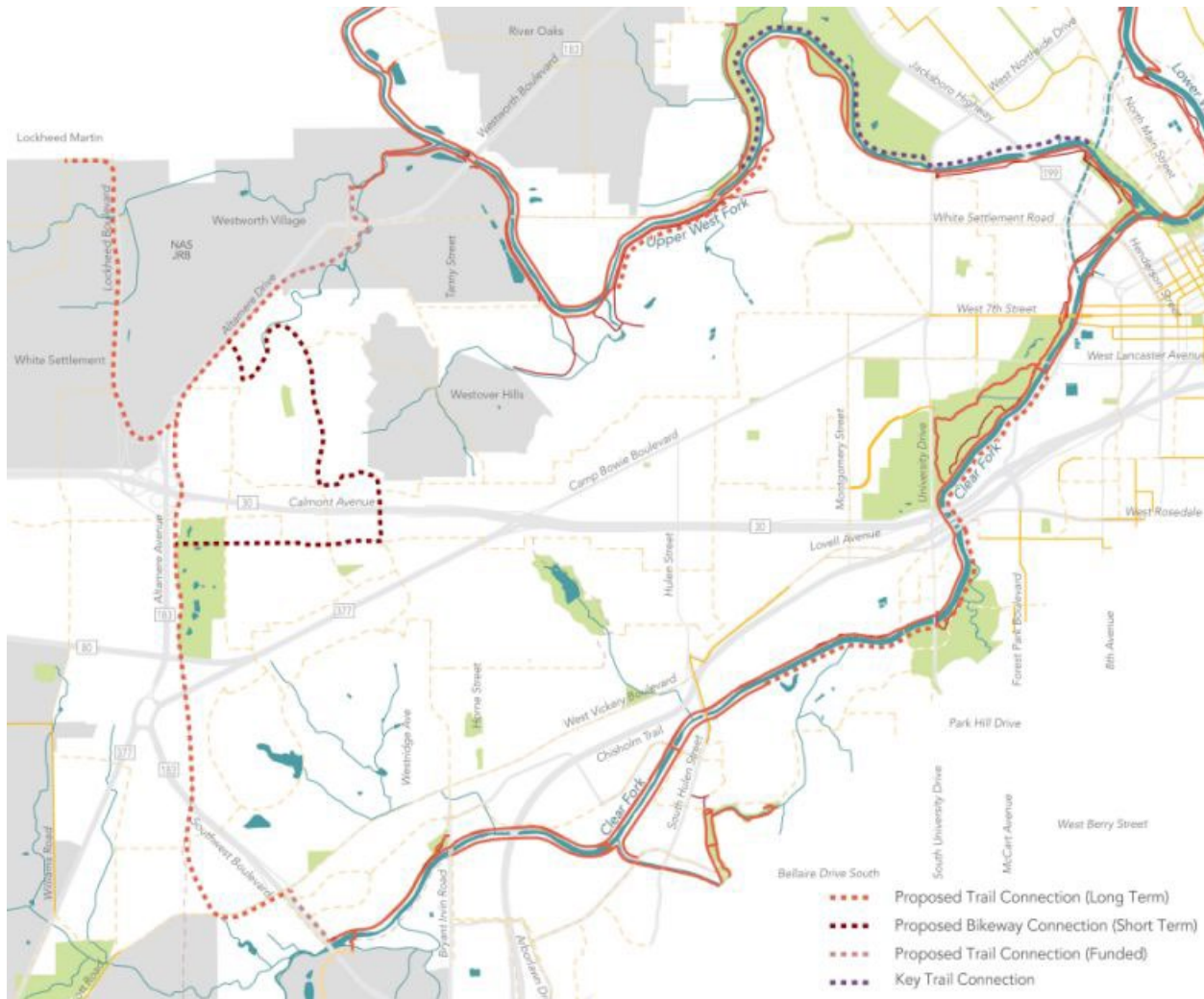
Fort Worth residents can expect to see a planned 7-mile trail through the Bomber Heights neighborhood break ground by January after city officials secured millions in funding.

Formerly a railroad line, the Bomber Spur Trail will connect the Clear and West Forks of the Trinity River, creating a 26-mile trail system that loops around the west side of Fort Worth.

The trail system will feature crosswalks over major streets and highways, bridges, lighting, benches and bike trails, according to city plans. It will connect communities to other parts of the city, such as the Trinity Trails and local parks, and support public access to schools and jobs.

The project aligns with the city's goal to create a more [connected system](#) between communities, green spaces and natural areas.

Communities across the country have converted abandoned or unused rail systems for recreational use, such as the [Lake Mineral Wells State Park & Trailway](#). The nonprofit [Rails to Trails Conservancy](#) reported last year that more than 150 such trail networks were in development nationwide.



The Bomber Spur will consist of 7 miles of trails as part of the plan spearheaded by Streams and Valleys to create a 26-mile-long trail loop in west Fort Worth. (Courtesy image | Streams and Valleys)

The Bomber Spur railroad line was built in the 1940s to [transport bombs](#) during World War II from the Air Force Plant 4, known as “The Bomber Plant” — today’s Lockheed Martin — to the former Carswell Air Force Base, now the Naval Air Station Joint Reserve Base.

Plans for converting the line to a trail are broken up into three design phases to allow city officials to acquire funding.

The first phase of the trail will run from Calmont Avenue to just across U.S. 377, which stretches over a mile. About \$7.5 million in federal and local funds are going into that phase.

The city will request contracts for construction for that first leg beginning Oct. 7, with construction to potentially begin by January, assistant parks director Joel McElhany said during a Sept. 25 meeting.

This summer the parks staff secured \$5.6 million in federal funds and \$450,000 in public dollars to stretch from U.S. 377 to the second leg, which runs down to the intersection of State Highway 183 and West Vickery Boulevard.

City staff will consult contractors for the design of the second phase in October, with construction scheduled for completion by April 2028.

Before planning or construction could take place on the first phase of the trail, Fort Worth leaders and their project partners, Streams and Valleys and the North Central Texas Council of Governments, had to track down relations of the original owners of the abandoned strip of land to acquire the property.

The use of the Bomber rail line ceased decades after the war, which reverted property rights to the original landowners, McElhany explained.

Most of the land for the second leg of the trail has been bought, and city officials aim to acquire remaining parcels by April.

The Bomber Spur is also part of the western portion of the North Texas trail system, the [2050 Regional Veloweb](#), spearheaded by the North Central Texas Council of Governments, the agency responsible for metropolitan planning and allocating funds to local governments, McElhany added.

As part of the agency's long-range transportation plan, [Mobility 2050](#), the veloweb will consist of more than 9,500 miles of trails and bike paths across 12 counties in Dallas-Fort Worth, with 1,924 of those miles already in place or funded.

The regional trail system will assist planners in eliminating gaps and creating connections between North Texas cities and counties to address major barriers such as freeways, railroads, and rivers and lakes.

TARRANT COUNTY PREPARES FOR IMMINENT GOVERNMENT SHUTDOWN

By Eric Garcia and Ismael Belkoura
September 30, 2025

North Texans will undoubtedly feel the effects of the government shutdown.

Thousands of federal workers and contractors could be furloughed — or possibly fired — since a spending bill remains unfunded after Congress failed to pass the measure amid political squabbling.

Texas has the fourth-most federal employees in the nation compared to other states, not including the District of Columbia. Nearly 52,000 are in the Dallas-Fort Worth area, [according](#) to the Federal Reserve.

Many work at the Fritz G. Lanham Federal Building downtown, which houses workers for the Social Security Administration, the Internal Revenue Service and the National Weather Service. The Naval Air Station Joint Reserve Base and the Federal Medical Center Carswell also employ federal workers.

Officials at Fort Worth-based Lockheed Martin Corp., which has [billions in defense contracts](#) through its assembly plant at the naval air station, said the company will “continue to serve our U.S. government customers and deliver mission-critical solutions” as they work with customers to understand the scope of a shutdown.

Local reaction

United Way of Tarrant County, a nonprofit providing various services to county residents, said the shutdown will not affect them in the short term. Only two of its programs rely on federal funding: the Area Agency on Aging, which serves seniors, and the Volunteer Income Tax Assistance program, which provides free tax preparation services.

“We are monitoring the situation in Washington, D.C., closely to determine if there will be any impacts in the future,” said Deanna Titzler, a spokesperson for United Way of Tarrant County. “We will continue to serve our most vulnerable populations as we do today.”

Some North Texas agencies are planning for interim funding.

The Regional Transportation Council, for example, will provide temporary funding to maintain transit programs, Michael Morris, transportation director for the North Central Texas Council of Governments, previously told the Fort Worth Report.

The council, an independent policy group of the council of governments, approved \$400,000 on Sept. 11 for programs that support transit-oriented developments, safety and pedestrian and bicycle routes.

Delays or cuts in federal funding over the last year already affected North Texas agencies. Transportation programs with earmarked funds could be delayed or eliminated if [\\$500 million isn't distributed](#), officials said.

Nonprofits and social agencies are also feeling pinched. Those agencies [lost an estimated \\$127 million](#) for the first half of 2025, according to a survey conducted by the [North Texas Community Foundation](#), [Communities Foundation of Texas](#) and [The Dallas Foundation](#).

Tarrant Area Food Bank officials said they are working to boost more than 500 partnerships to aid the agency as it addresses [increasing food insecurity in 13 counties](#) amid a loss of \$4.2 million in federal funding.

Local reps reaction

The Fort Worth Report reached out to Tarrant County's U.S. House representatives, including Craig Goldman, Jake Ellzey, Marc Veasey, Beth Van Duyne, Brandon Gill and Roger Williams, for comment.

Williams, a Willow Park Republican, said North Texans "should not have to shoulder the cost of Washington's deadlock during a government shutdown."

"Our service members and federal workers could see paychecks delayed, and veterans could face delays in receiving the benefits they earned," Williams said in a statement. "Small businesses that contract with the federal government would face uncertainty, too. Inaction has consequences."

Gill, a Flower Mound Republican, said the crisis is perpetuated by Democrats in Congress.

"Republicans did our job and passed bipartisan legislation to keep the government open, but Democrats are holding the government hostage by refusing to vote for the same continuing resolution they've voted for in the past," Gill said in a statement.

Goldman, a freshman Republican congressman from Fort Worth, said he joined House Republican colleagues in passing a short-term funding bill to keep the government open two weeks ago.

"The bill maintains the same funding levels that Democrats have repeatedly supported, but now, for reasons I do not understand, they are supporting a government shutdown," Goldman said in a statement.

On social media, Veasey posted that he planned to stay in Washington despite Speaker Mike Johnson's dismissal of Congress after failing to pass a spending bill.

"I don't care what @SpeakerJohnson says," Veasey posted. "I'm staying in Washington. He can run away if he wants to, but @HouseDems aren't going anywhere. We'll stay and fight for the health and safety of the American people."

Representatives Ellzey, Van Duyne and Veasey did not respond to requests for comment prior to publication.

The previous government shutdown occurred during President Donald Trump's first administration from December 2018 to January 2019. Approximately 800,000 federal workers were temporarily let go or were forced to work without pay, according to [NPR](#).

Congressional projects

A government shutdown would delay money for projects sponsored by the local representatives.

Ellzey, a Midlothian Republican who represents parts of Tarrant County, is one of the 33 in Congress who pushed for funding specific projects throughout the appropriations process.

Ellzey earmarked the most funds for projects in the state, with \$86.7 million set for 14 projects. The most expensive project approved in Texas at risk is \$50 million for improvements to the U.S. Marine Corps facility at the Naval Air Station Joint Reserve Base in Fort Worth.

Some of the most expensive projects at risk in Tarrant County include \$3.1 million for the affordable housing developments Hughes House II & III in Stop Six, sponsored by Veasey, and a \$4.2 million safety improvement program at booming Dallas Fort Worth International Airport, sponsored by Van Duyne.

The Hughes House project previously received more than [\\$8 million](#) in federal funds. The mixed-use development has completed some of the project.

DFW Airport is expanding with [billions in capital improvement projects](#), including the addition of a new terminal and the expansion of Terminal A. Van Duyne lobbied for several project funds for the airport, including two robots for its bomb squad.

Goldman was one of four Texas representatives who did not request funding during the appropriations process.

Federal agencies reaction

Senate Democrats have repeatedly voted against the appropriations package and against any short-term extension of the current congressional budget.

The Democrats are concerned that the appropriations bill severely defunds federal health care programs.

“The Republicans have had 45 days over and over and over to come to us and talk about protecting your health care,” Democratic New York Sen. Chuck Schumer, minority leader, posted on social media. “They didn’t. They would rather shut the government down than protect your health care.”

Trump said he will cut federal staffing in reaction to the shutdown.

Some government agencies, such as the U.S. Department of Housing and Urban Development, posted politically partisan messages about the shutdown on their websites.

“The Radical Left are going to shut down the government and inflict massive pain on the American people unless they get their \$1.5 trillion wish list of demands,” the HUD website said.

In a statement, the Environmental Protection Agency officials also blamed Democrats.

The EPA’s [contingency plan](#) will see most of the agency’s 15,166 workers furloughed, but up to 828 EPA employees will be compensated by a resource other than the annual appropriations. Nearly 600 will remain on duty “to protect life and property.”

Texas Agriculture Commissioner Sid Miller said a government shutdown will affect the U.S. Department of Agriculture programs in Texas, including the related Farm Service Agency, which provides loans and credit to farmers as well as disaster assistance.

“Their world’s not going to stop,” Miller told the Fort Worth Report. “They’re still going to have to milk the cows, tend the flock and plow the fields. As long as they can get diesel fuel, they’ll keep working.”

Miller said some USDA programs, including efforts to deter screwworms, will continue under state management. “We’re still working, we won’t shut anything down,” he said.

WHAT NORTH TEXANS SHOULD KNOW ABOUT THE GOVERNMENT SHUTDOWN

By Emmanuel Rivas Valenzuela

September 30, 2025

Lawmakers in Washington D.C. have reached an impasse over how to fund the federal government.

North Texans may not feel an immediate impact as the government shuts down, but delays could impact federal workers, military families, nonprofits and people who rely on social services like SNAP or unemployment.

Social Security, Medicare and Medicaid

Social Security and Medicare benefits [will continue to be distributed](#), since both are funded outside the annual appropriations process.

However, customer service at Social Security offices in North Texas will be limited -- potentially creating longer wait times for those applying for retirement or disability benefits.

Processing new claims or issuing replacement cards [may also be delayed](#).

Medicare and Medicaid payments to hospitals and doctors will go uninterrupted, but other administrative functions could be slowed.

Unemployment benefits

Unemployment benefits are run by the state but funded by the federal government.

During a shutdown, [checks will still go out](#), but staffing shortages at federal agencies may slow down oversight and processing of new claims.

Families and social services

SNAP and WIC, which are managed by state agencies but funded by the federal government, will continue to operate for some time but [could run out of funds quickly](#), leaving some mothers and children without financial assistance.

Nonprofits serving similar assistance to SNAP and WIC, like United Way and the North Texas Food Bank, may see higher demand for food and housing aid even as those nonprofits face delays in their own federal funding.

Federal employees and contractors

Thousands of federal employees in North Texas could be facing furloughs or, for essential employees, [be required to work without pay](#). Employees placed on furloughs are entitled to backpay once a spending bill is passed.

Contractors, however, [are not guaranteed back pay](#).

Other essential employees, like federal law enforcement officers, will continue to report for duty.

Military families and veterans

Active-duty service members [could see delayed paychecks as a government shutdown continues](#), putting financial strain for households near the Naval Air Station Joint Reserve Base in Fort Worth.

Veteran Affairs medical centers in North Texas are [expected to remain open](#), but future benefits processing may slow down exponentially. Disability claims, which have seen a decreasing backlog, could once again be backed up.

Local projects and infrastructure

The shutdown also threatens to stall major North Texas infrastructure projects. Nearly [\\$500 million in federal money](#) remains pending for regional transit improvements.

To offset any delays, the North Central Texas Council of Governments approved interim funding earlier this month, but depending on how long the shutdown lasts, these funds may not last long.

Education funding

Federal Title I funding that supports low-income schools and funding for special education are at risk if the [shutdown drags on](#).

Colleges and universities could see delays in research grants and work-study payments.

[Pell grants and federal student loans are expected to continue](#), but backlogs at the U.S. Department of Education could delay reimbursement of aid students use to cover out-of-pocket costs like rent and textbooks.

Transportation and travel

The most noticeable change may be seen at both Dallas-Fort Worth International Airport and Dallas-Love Field if the shutdown drags on.

Air traffic controllers are [required to work, even without pay](#). But in the past, longer shutdowns resulted in federal employees not showing up to work in protest, which could impact services further.

[Passport services may also see delays](#) as smaller staffs could be overwhelmed by the pace of applications and renewals.

Postal service

The one major service to remain unscathed by a shutdown is the [U.S. Postal Service](#). The USPS is self-funded and is not dependent on congressional appropriations, meaning service in North Texas will remain unchanged.

Why did the government shutdown?

Republicans currently control both the U.S. House of Representatives and the Senate but do not possess a 60-seat supermajority in the Senate. Currently, Republicans need 60 votes to pass a funding bill.

Senate Democrats are using that as [blocked the Republican proposal](#) because it lets key health insurance tax credits expire, keeps Medicaid cuts in place, and reduces funding for public health agencies.

What's next?

A shutdown timeline depends entirely on lawmakers in Washington.

If lawmakers break the deadlock quickly, federally reliant services may not have much to deal with. But if the standoff drags on, services in the area will struggle to operate.



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

September 29, 2025

The Honorable Sean Duffy
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Duffy:

The Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG) together serve as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area. On behalf of the RTC, I am pleased to express our support for the City of Denton's application to the United States Department of Transportation's Innovative Finance and Asset Concession Grant Program. This initiative reflects a needed step toward modernizing transportation infrastructure in our region through the integration of advanced technologies and strategic partnerships.

The City of Denton's proposal to conduct a comprehensive asset scan and develop an Intelligent Transportation System (ITS) Master Plan is well-aligned with regional priorities to enhance mobility, safety, and emergency responsiveness. By incorporating SMART and near-miss artificial intelligence technologies, the City aims to proactively identify and mitigate transportation hazards—an approach that promises to reduce accidents, improve traffic flow, and strengthen emergency response capabilities.

The City's commitment to ADA compliance ensures that these innovations will be accessible to all residents. The use of public-private partnerships to deploy these solutions further demonstrates fiscal responsibility and a collaborative spirit that is essential to infrastructure development.

This project is consistent with the policies and programs of Mobility 2050: The Metropolitan Transportation Plan for North Central Texas. If the project receives funds, the RTC will support its inclusion in the 2025 - 2028 Transportation Improvement Program for North Central Texas, as needed.

Again, the RTC supports the City of Denton's application to the Innovative Finance and Asset Concession Grant Program. Thank you for your time and consideration of this proposal. If you have any questions about the project, please contact Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Rick Bailey", is written over a light blue horizontal line.

Rick Bailey, Chair
Regional Transportation Council
Johnson County Commissioner

RG:kw

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



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

October 2, 2025

The Honorable John Cornyn
U.S. Senate
517 Hart Senate Office
Washington, DC 20510

Dear Senator Cornyn:

On behalf of the North Central Texas Council of Governments (NCTCOG) and the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, thank you for your service in the United States Senate. The RTC requests support in clarifying and advancing the status of NCTCOG's Texas Hydrogen and Electric Freight Infrastructure (Tx-HEFTI) Project in the Texas Triangle.

NCTCOG was awarded \$70 million under the Federal Highway Administration (FHWA) Charging and Fueling Infrastructure (CFI) Grant Program for the Tx-HEFTI Project. With this funding, NCTCOG plans to build five publicly accessible hydrogen refueling stations for medium/heavy duty trucks around the Texas Triangle. This project will facilitate substantial private sector investment in both truck manufacturing and fueling infrastructure, while reinforcing Texas' leadership in the energy sector - particularly in the advancement of hydrogen technologies. It will also expand jobs and workforce development opportunities in Texas' energy sector and contribute to national initiatives to reduce costs in critical industries, such as semiconductor and energy production, where hydrogen fuel can be a critical resource.

Project zones and potential locations include:

- Zone 1: City of Fort Worth
- Zone 2: City of Dallas
- Zone 3: City of Brookshire or City of Houston
- Zone 4: City of San Antonio or City of New Braunfels
- Zone 5: City of Waco or City of Robinson

NCTCOG has successfully obligated approximately \$31 million of federal funding for program administration costs and the two locations in the DFW area (Zones 1 and 2). To make the project whole and create a true hydrogen refueling network in the Texas Triangle, we are requesting your support for the remaining obligation requests.

The three remaining locations (Zones 3, 4, and 5) are at various stages of submittal or approval in the Texas Department of Transportation's (TxDOT) Statewide Transportation Improvement Program (STIP). However, staff contacts at FHWA have indicated that there is still uncertainty about whether future approvals or obligations will be issued for the CFI awards. Approvals and obligations for a different award for EV charging stations under the CFI program have been delayed for several months, with minimal explanation other than all CFI awards are on hold. This has raised concern that the Tx-HEFTI project may also run into delays despite the fact that

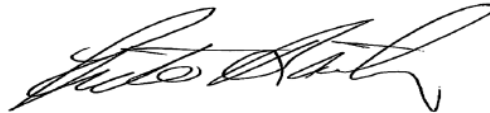
October 2, 2025

this project is not related to electric vehicles. FHWA has indicated the funds must be obligated by September 2026. Thus, once these projects are listed in the STIP, it will be critical that FHWA review and process approvals quickly.

Considering the current time constraints, I respectfully request your support for the project and your assistance in facilitating a more comprehensive understanding of its current status at the federal level. Your leadership and involvement will be crucial to ensuring that Texas continues to be at the forefront of energy innovation while achieving national manufacturing and cost-cutting goals.

Please let me know if you would like to schedule a meeting to discuss the project further. For questions and to schedule a meeting, please contact Michael Morris at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

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Rick Bailey, Chair
Regional Transportation Council
Johnson County Commissioner

JN:kw

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



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

October 2, 2025

The Honorable Ted Cruz
U.S. Senate
167 Russell Senate Office Building
Washington, DC 20510

Dear Senator Cruz:

On behalf of the North Central Texas Council of Governments (NCTCOG) and the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, thank you for your service in the United States Senate. The RTC requests support in clarifying and advancing the status of NCTCOG's Texas Hydrogen and Electric Freight Infrastructure (Tx-HEFTI) Project in the Texas Triangle.

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October 2, 2025

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Rick Bailey, Chair
Regional Transportation Council
Johnson County Commissioner

JN:kw

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



PRESS RELEASE

Contact: Brian Wilson
(817) 704-2511
bwilson@nctcog.org

Amanda Alandzes
(702) 285-5114
amanda.alandzes@txev.org

Denton Set To Welcome Electric Vehicles, Enthusiasts For Arts & Autos On Sept. 13

Event marks region's annual recognition of EVs

Sept. 9, 2025 (Arlington, TEXAS) – If you're interested in experiencing what it feels like to get behind the wheel of some of the newest electric vehicles (EV), make your way to Denton for Arts & Autos on Sept. 13.

Electric Avenue, the EV portion of the event, a collaboration involving [Texas EV](#), [Charge Across Town](#) and the [Dallas-Fort Worth Clean Cities Coalition](#) will feature a free ride and drive where attendees will have the opportunity to drive a wide range of EVs and speak with local dealers.

Attendees can also learn how to take advantage of up to \$7,500 off new or \$4,000 off used electric vehicles before federal EV incentives expire Sept. 30. Ride and drive participants will receive a \$15 voucher to use at one of more than 40 businesses in the area and be entered into a raffle to win an electric bicycle.

The number of electric vehicles in North Texas has grown substantially in recent years, as the region is now home to more than 145,000 EVs. The North Central Texas Council of Governments (NCTCOG) and its partners are engaged in efforts to expand the region's charging network to accommodate this growth. NCTCOG has opened a competitive funding opportunity making available \$12 million in federal funding for the deployment of charging terminals on public-sector property throughout the region. The money comes from a grant awarded to NCTCOG as part of the Federal Highway Administration's Charging and Fueling Infrastructure program.

The electric vehicles may attract the headlines, but this event will feature much more, including games and activities designed to appeal to the whole family. Attendees will be able to experience charging infrastructure and learn more about electrification.

Arts & Autos' Electric Avenue is one of more than 100 events across the country celebrating National Drive Electric Month, a month-long campaign coordinated by Plug in America running from Sept. 12-Oct. 12. Charge Across Town is also helping coordinate the ride and drive event with funding and marketing support. Previously known as National Drive Electric Week, the event was expanded to an entire month this year.

Details
Arts & Autos 9 a.m.-3 p.m., Sept. 13, 2025 Downtown Denton Square 110 W Hickory St. Denton, TX 76201

About the Regional Transportation Council:

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 45 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at NCTCOG.org.

About the Dallas-Fort Worth Clean Cities Coalition:

In 1995, the Dallas-Fort Worth (DFW) Clean Cities became one of the first Clean Cities coalitions under the Energy Policy Act's provision for an organization that promotes the use of alternative fuels to lessen America's dependence on foreign sources of petroleum. Dallas-Fort Worth Clean Cities is a locally based, public-private partnership that seeks to advance energy security, protect environmental and public health, and stimulate economic development by promoting practices and decisions to reduce transportation energy impacts and improve air quality, primarily in the transportation sector.

About Texas EV Education Project:

Texas EV Education Project promotes the adoption and use of electric transportation through research, education, strategic partnerships and public engagement. The mission of the Texas EV Education Project is to accelerate the mass adoption of electric vehicles. With thoughtful implementation, the project will help stabilize the electric grid, drive down electricity prices, achieve energy independence and protect the US auto manufacturing industry.

###



PRESS RELEASE
Contact: Brian Wilson
(817) 704-2511
bwilson@nctcog.org

North Texas Schools Promote Student Health and Safety Oct. 8 with Walk & Roll to School Day

Almost 100 area schools plan to participate in annual event

Oct. 2, 2025 (Arlington, TEXAS) – From Fort Worth to Frisco and McKinney to Mansfield, students from across the Dallas-Fort Worth area will get a little more exercise on the way to school Oct. 8 in celebration of **Walk & Roll to School Day**.

More than 80 schools across the region are among 130-plus campuses throughout Texas that have signed up to host Walk & Roll to School Day events, according to the national [website](#).

“The North Central Texas Council of Governments is encouraged to see so many schools and students planning to take part in this annual celebration,” said Shawn Conrad, program manager, land use and mobility options, NCTCOG. “Walking to school can be a fun alternative to riding the bus. But, there are additional benefits for both students and their neighbors. Walking promotes community connection, healthier lifestyles, cleaner air and safer routes for students.”

Walk & Roll to School Day is led by the National Center for Safe Routes to School. From its founding in 1997 as a modest celebration, Walk & Roll to School Day has grown to include more than 1,700 events across the United States.

One way to entice more students to walk or bike to school is by improving safety around schools. NCTCOG periodically funds infrastructure projects, such as bicycle-pedestrian trails, sidewalks and crosswalks, through federal Transportation Alternatives funding. Since 2014, more than \$42.8 million has been awarded to 47 Safe Routes to School projects through Transportation Alternatives calls for projects.

To provide a strategic framework for future improvements, NCTCOG developed the Safe Routes to School Regional Action Plan, which helps cities, school districts and communities create safer walking and biking paths for students. Adopted in June as part of Mobility 2050, the plan includes a transportation safety analysis designed to help guide infrastructure improvements. The plan encourages collaboration among local governments, school districts and transportation agencies to build a more sustainable and accessible school environment.

More information about NCTCOG’s Walk & Roll to School Day efforts is available [here](#).

About the Regional Transportation Council:

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 45 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at NCTCOG.org.

#

2025 Regional Transportation Council
Federal Surface Transportation Authorization
Legislative Priorities

Adequately Fund the Transportation System

Enact a long-term bill that provides stable funding and addresses the solvency of the Highway Trust Fund. This should include increasing traditional revenue sources for all modes of transportation and air quality programs, leveraging innovative funding methods, and updating allocation formulas to reflect current needs.

Streamline Project Delivery by Formula Allocation

Shift select competitive grants to formula funding, empower MPOs to act as direct recipients of certain federal funds, and reduce local match requirements. This would simplify funding processes, enhance flexibility, and accelerate transportation project implementation.

Pursue Safety through Technology

Utilize technology to enhance the transportation system by improving safety and congestion. This includes the consistent and safe implementation of technological advances, such as autonomous vehicles and data sharing, as well as examining new technologies to deter unsafe driving behaviors, [while opposing proposals that could increase risks, like raising truck weight or length limits.](#)

Expand Options

Maximize transportation efficiencies through transit-oriented developments, support shared mobility solutions, and strengthen regional, state, and national goods movement with smart ports and multimodal freight networks. Encourage high-speed rail and deploy advanced air quality technologies, such as hydrogen fuel cell electric systems, to reduce congestion and emissions.

Increase Efficiency

Incentivize regions that initiate streamlined project delivery and directly formula allocate funds to states and MPOs to increase efficiency. Additionally, encourage partnerships between federal agencies and focus on the preservation of existing transportation assets.

2025 Regional Transportation Council
Principles for Federal Surface Transportation Authorization

Adequately Fund the Transportation System

- Pass a long-term bill to provide stability for transportation planning and funding
- Increase traditional revenue; identify additional revenue to maintain and improve the transportation system and address the solvency of the Highway Trust Fund
- Allow flexibility to collect revenue smarter; update allocation formulas that use outdated census data
- Increase innovative funding, such as Public Private Partnerships and infrastructure banks, and seek opportunities to leverage funds
- Provide adequate funding for air quality and congestion mitigation programs to ensure compliance with air quality conformity requirements and funding for all modes of transportation

Streamline Project Delivery by Formula Allocation

- Shift certain competitive grant funding to formula funding
- Allow MPOs to become direct recipients for certain federal funds
- Reduce local match for federal transportation programs

Pursue Safety through Technology

- Improve the transportation system through technology; increase safety and relieve congestion
- Support a safe, consistent implementation of technological advances, such as autonomous vehicles, data sharing and unmanned aircraft systems
- Examine the advancement of technology for safety purposes (e.g., wrong way driving, lack of seat belt use, and cell phone use while driving)
- [Oppose proposals to raise truck weight or length limits](#)

Expand Options

- Maximize the transportation efficiencies of transit-oriented developments to reduce roadway congestion and improve air quality
- Support public and private shared mobility solutions
- Highlight the importance of regional, state and national goods movement policies and programs, and initiate smart ports that include multimodal freight networks with highways, freight rail, seaports, inland ports, and airports
- Encourage high-speed rail development with rail corridors owned by the public sector similar to our national airport system
- Improve air quality technologies (e.g., hydrogen fuel cell electric) that can significantly reduce anticipated out-year emission levels

Increase Efficiency

- Develop incentives for regions that initiate streamlined project delivery
- Formula allocate transportation funds directly to states and MPOs that are best qualified to streamline Congressional initiatives
- Encourage partnerships between federal agencies to break silos and solve multiple problems simultaneously
- Preserve and renew transportation assets



2025 RTC PRIORITIES FOR SURFACE TRANSPORTATION REAUTHORIZATION

REBEKAH GONGORA

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

REGIONAL TRANSPORTATION COUNCIL

OCTOBER 9, 2025

UPCOMING FEDERAL ACTIONS

The Infrastructure Investment and Jobs Act (IIJA), the current authorization for Federal surface transportation programs, expires on September 30, 2026.

Congress is in the early stages of crafting the next surface transportation bill.

Authorizing committees in both chambers are expected to release draft text later this year.

Floor action is expected next year.



PROPOSED RTC FEDERAL PRIORITIES

Adequately Fund the Transportation System

Streamline Project Delivery by Formula Allocation

Pursue Safety through Technology

Expand Options

Increase Efficiency



PROPOSED RTC FEDERAL PRIORITIES

Adequately Fund the Transportation System

Enact a long-term bill that provides stable funding and addresses the solvency of the Highway Trust Fund. This should include increasing traditional revenue sources for all modes of transportation and air quality programs, leveraging innovative funding methods, and updating allocation formulas to reflect current needs.



PROPOSED RTC FEDERAL PRIORITIES

Streamline Project Delivery by Formula Allocation

Shift select competitive grants to formula funding, empower MPOs to act as direct recipients of certain federal funds, and reduce local match requirements. This would simplify funding processes, enhance flexibility, and accelerate transportation project implementation.



PROPOSED RTC FEDERAL PRIORITIES

Pursue Safety Through Technology

Utilize technology to enhance the transportation system by improving safety and congestion. This includes the consistent and safe implementation of technological advances, such as autonomous vehicles and data sharing, as well as examining new technologies to deter unsafe driving behaviors, [while opposing proposals that could increase risks, like raising truck weight or length limits.](#)



PROPOSED RTC FEDERAL PRIORITIES

Expand Options

Maximize transportation efficiencies through transit-oriented developments, support shared mobility solutions, and strengthen regional, state, and national goods movement with smart ports and multimodal freight networks. Encourage high-speed rail and deploy advanced air quality technologies, such as hydrogen fuel cell electric systems, to reduce congestion and emissions.



PROPOSED RTC FEDERAL PRIORITIES

Increase Efficiency

Incentivize regions that initiate streamlined project delivery and directly formula allocate funds to states and MPOs to increase efficiency. Additionally, encourage partnerships between federal agencies and focus on the preservation of existing transportation assets.



REQUESTED ACTION – 2025 RTC PRIORITIES FOR SURFACE TRANSPORTATION REAUTHORIZATION

- RTC approval of:
 - Proposed 2025 Regional Transportation Council **Priorities** for Federal Surface Transportation Reauthorization
 - Proposed 2025 Regional Transportation Council **Principles** for Federal Surface Transportation Reauthorization

RTC Action Item – October 9, 2025



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North Central Texas Council of Governments
2025 Surface Transportation Reauthorization Bill Priorities
Committee Request for Priorities - Submitted April 2025

- **Change the method of allocation for the Congestion Mitigation and Air Quality (CMAQ) Improvement Program.** Allocate CMAQ funds to Transportation Management Areas, Metropolitan Planning Organizations (MPOs) with populations over 200,000. Under current law, FHWA apportions CMAQ funding to each state and the states can choose to suballocate the funds to MPOs or retain/reallocate funding as they see fit. This includes being able to transfer up to 50% of CMAQ funds to other apportionment programs in the state. Instead, allocate CMAQ funds to states by formula, then suballocate to each MPO based on population and pollutant severity, then MPOs could select the appropriate projects to be funded in a region. Because MPOs are responsible for ensuring transportation plans and programs meet air quality regulations, greater regional authority over project selection is a more sensible approach.
- **Shift from Discretionary to Formula-based Funding for Certain Programs.** A shift to formula-based funding for certain federal programs ensures a more predictable and equitable distribution of resources, allowing MPOs to strategically plan for the long-term growth of their communities. For example, the Bridge Investment Program could be formula allocated to states, while the Reconnecting Communities Grant Program could be allocated to MPOs, streamlining the funding process.
- **Update Outdated Allocation Formulas.** Congress does not use the latest census data in transportation funding allocation formulas. Instead, current federal formulas use 2000 census data. This penalizes states with high population growth – states where transportation funding is greatly needed to keep pace with demand. Revenues should be allocated with the most recent data available, not data from many years ago. A legislative change is needed that uses the most current census data when allocating revenue.

You can find the statute in Title 23 USC Section 104 linked here and copied below:

[\[USC02\] 23 USC 104: Apportionment \(house.gov\).](#)

(b) Division Among Programs of State's Share of Base Apportionment.-The Secretary shall distribute the amount of the base apportionment apportioned to a State for a fiscal year under subsection (c) among the national highway performance program, the surface transportation block grant program, the highway safety improvement program, the congestion mitigation and air quality improvement program, the national highway freight program, and to carry out section 134 as follows:

(1) National highway performance program.-For the national highway performance program, 63.7 percent of the amount remaining after distributing amounts under paragraphs (4), (5), and (6).

(2) Surface transportation block grant program.-For the surface transportation block grant program, 29.3 percent of the amount remaining after distributing amounts under paragraphs (4), (5), and (6).

(3) Highway safety improvement program.-For the highway safety improvement program, 7 percent of the amount remaining after distributing amounts under paragraphs (4), (5), and (6).

North Central Texas Council of Governments
2025 Surface Transportation Reauthorization Bill Priorities
Committee Request for Priorities - Submitted April 2025

(4) Congestion mitigation and air quality improvement program.-For the congestion mitigation and air quality improvement program, an amount determined by multiplying the amount of the base apportionment remaining for the State under subsection (c) after making the set aside in accordance with paragraph (5) by the proportion that-

(A) the amount apportioned to the State for the congestion mitigation and air quality improvement program for fiscal year 2009; bears to

(B) the total amount of funds apportioned to the State for that fiscal year for the programs referred to in section 105(a)(2) (except for the high priority projects program referred to in section 105(a)(2)(H)), as in effect on the day before the date of enactment of the MAP-21.

(C) State share.-For each fiscal year, the Secretary shall distribute among the States the total set-aside amount for the national highway freight program under subparagraph (B) so that each State receives the amount equal to the proportion that-

(i) the total base apportionment determined for the State under subsection (c); bears to

(ii) the total base apportionments for all States under subsection (c).

- **Efficiency Hearing.** Many federal procedures have a “one size fits all” approach to environmental approvals, project approvals, and federal regulation enforcement. It is a no-risk, very inefficient and very expensive process. The creation of an “Efficiency Hearing” permitted by the Metropolitan Planning Organization (MPO) for the simplest of improvement would advance safety, operations and low-cost improvements. It would require an affirmative vote to hold the hearing by the MPO and an affirmative vote to proceed after public comments. This could help expedite projects with no environmental impacts, no right-of-way impacts, no needed permits, low-cost projects, and public directive to proceed quickly.
- **Implement different requirements for MPOs of different sizes.** Federal law requires a metropolitan area of 50,000 or more to have an MPO that is responsible for transportation planning. MPOs are also required to produce a long-range transportation plan, a shorter-term plan, a congestions management process, and a work program. MPOs range in population size from regions of 50,000 to regions of millions, yet 23 USC §134 and 49 USC §5303 applies to all MPOs no matter the size. Requirements under law should be loosened for smaller MPOs under 200,000, MPOs of 200,000 and up to one million should only partially be required to implement current law, while all requirements under current federal law should apply to large MPOs over one million.
- **Ensure the stability and sustainability of the Highway Trust Fund (HTF).** The HTF faces serious challenges from stagnant fuel tax rates, fuel-efficient vehicles, and the rise of electric vehicles, all of which reduce revenue. MPOs rely on HTF funding for key programs like Planning Funds, the Surface Transportation Block Grant Program, and Transportation Alternatives to plan for efficient and resilient transportation networks.



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

August 20, 2025

Response to Docket No. DOT-OST-2025-0468

Re: Request for Information – Advancing a Surface Transportation Proposal that Focuses on America's Most Fundamental Infrastructure Needs

Dockets Operation
U.S. Department of Transportation
1200 New Jersey Avenue SE,
West Building, Ground Floor, W12-140
Washington, DC 20590-0001

Dear U.S. Department of Transportation:

Thank you for the opportunity to submit comments in response to the Request for Information (Docket No. DOT-OST-2025-0468) on the development of the next surface transportation authorization.

The Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG) together serve as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area. As the MPO for the DFW area, we work directly with local governments, transit agencies, the Texas Department of Transportation, and the public to ensure that transportation investments are aligned with both regional and national goals.

A strong and collaborative relationship between the U.S. Department of Transportation (USDOT) and MPOs is essential to the success of the nation's transportation infrastructure. In a dynamic transportation landscape, fostering this partnership will enable us to tackle critical challenges and build strong, safe, and thriving transportation networks. Gross Domestic Product is produced in the large urban regions and support for MPOs has direct revenue benefits to the Nation.

We applaud USDOT for initiating this Request for Information (RFI) and offer the attached recommendations organized by the four major themes outlined in the RFI. We welcome the opportunity to meet with you to discuss these recommendations in greater detail and answer any questions you may have. We greatly value our partnership with USDOT and look forward to continuing to work together throughout this process.

If you have any questions, please contact me at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink that reads "Michael Morris". The signature is fluid and cursive, with the first name "Michael" and last name "Morris" clearly distinguishable.

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

JN:kw
Attachment

ENHANCING TRANSPORTATION SAFETY

Empower MPOs to Advance Safety Outcomes. Addressing safety challenges on our roads, highways, bridges, and infrastructure is imperative and regions play a critical role in addressing safety nationwide. MPOs are uniquely positioned to identify and respond to safety challenges, such as dangerous intersections and high-crash corridors. Regions offer an efficient and effective path to ensure safety investments lead to substantial improvements, helping residents travel safely to work, entertainment, and home. Expanded MPO decision-making authority for federal safety programs would ensure investments are guided by local data and regional safety action plans. Greater focus on speed enforcement and teenage bystander training are examples of our recent safety efforts.

ACCELERATING PROJECT DELIVERY

Create Efficiency Hearings for Certain Projects. Many locally supported projects are delayed by review processes that were not designed for their scope or scale. Many federal procedures have a "one size fits all" approach to environmental approvals, project approvals, and federal regulation enforcement. Create an "Efficiency Hearing" permitted by the MPO for the simplest of improvements to advance safety, operations and low-cost improvements. An MPO could require an affirmative vote to hold the hearing, as well as an affirmative vote to proceed after public comments. This could help expedite low-cost projects with no environmental impacts, no right-of-way impacts, and no needed permits, with public directive to proceed quickly.

Modernize Funding Mechanisms for Effective Regional Delivery. Grant MPOs the option to serve as direct recipients of Metropolitan Planning (PL) funds, with an opt-out option. Additionally, support the creation of a pilot program allowing a select group of MPOs with Transportation Management Areas (TMAs) to directly receive capital funds that are currently suballocated (e.g., STBG, CMAQ, CRP, etc.). All MPOs should be guaranteed a meaningful role in project selection to ensure that federally funded projects reflect local priorities and deliver the greatest benefit to communities, while reaching national goals. These changes would enhance local accountability, improve project delivery, and streamline the process.

Allowing for Carryover of Federal Funds. Many of NCTCOG's projects require extensive coordination and span multiple fiscal years. Oftentimes, these critical efforts do not align neatly with the federal fiscal calendar. Allowing the carryover of federal funds from one fiscal year to the next ensures uninterrupted progress on essential long-term projects, promoting consistent infrastructure improvements that enhance safety, congestion relief, and economic vitality for residents.

INCREASING OPPORTUNITIES THROUGH INVESTMENT IN TRANSPORTATION INFRASTRUCTURE

Change the Method of Allocation for the Congestion Mitigation and Air Quality (CMAQ) Improvement Program. Allocate CMAQ funds to Transportation Management Areas – MPOs with populations over 200,000. Under current law, FHWA apportions CMAQ funding to each state and the states can choose to suballocate the funds to MPOs or retain/reallocate funding as they see fit. This includes being able to transfer up to 50% of CMAQ funds to other apportionment programs in the state. Instead, allocate CMAQ funds to states by formula, then suballocate to each MPO based on population and pollutant severity, then MPOs could select the appropriate projects to be funded in a region. Because MPOs are responsible for ensuring transportation plans and programs meet air quality regulations, greater regional authority over project selection is a more sensible approach. The federal government is increasing air quality conformity compliance risk due to the diversion of air quality funds to the non-air quality projects. Real world examples exist from the DFW region.

Funding for Criteria and Precursor Pollutant Reduction Programs. As an MPO in an ozone nonattainment area, NCTCOG is responsible for conducting a regional Transportation Conformity analysis. In the latest Conformity analysis, NCTCOG estimated a substantial increase in out-year criteria pollutant emissions related to ozone nonattainment as compared to previous Conformity results. We recommend maintaining funding for programs that achieve criteria and precursor pollutant reductions in nonattainment areas and continue to include criteria related to achieving air quality improvements in nonattainment areas as part of competitive funding programs. Entities should prioritize projects that use technologies that substantially reduce criteria pollutants long-term (e.g. hydrogen fuel cell vehicles) to ensure successful Transportation Conformity determinations. Additionally, entities should collaborate with the U.S. Environmental Protection Agency to identify new vehicle technologies and emissions reduction strategies that can be implemented in the on-road vehicle fleet to further reduce ozone-forming pollutants.

Maintain or Enhance the Levels of Funding for the Transportation Alternative (TA) Set-Aside Program. The Texas Department of Transportation (TxDOT) administers TA funds for locally sponsored bicycle and pedestrian infrastructure projects in communities across the state. In large urbanized areas with populations over 200,000, TA funds are also distributed directly to MPOs to administer according to their needs. MPOs and TxDOT are responsible for selecting projects independently of one another. Maintaining or enhancing the TA program is critical for the region to continue developing safe, accessible, and cost-effective transportation solutions that save lives, enhance local economies, and connect people beyond car travel.

Update Outdated Allocation Formulas. Congress does not use the latest census data in transportation funding allocation formulas. Instead, current federal formulas use 2000 census data. This penalizes states with high population growth – states where transportation funding is greatly needed to keep pace with demand. Revenues should be allocated with the most recent data available, not data from many years ago. A legislative change is needed in Title 23 USC §104(b) to use the most current census data when allocating revenue.

Ensure the Stability and Sustainability of the Highway Trust Fund (HTF). The HTF faces serious challenges from stagnant fuel tax rates, fuel-efficient vehicles, and the rise of electric vehicles, all of which reduce revenue. MPOs rely on HTF funding for key programs like Planning Funds, the Surface Transportation Block Grant Program, and Transportation Alternatives to plan for efficient and resilient transportation networks. Additional revenue streams to boost the HTF should be explored.

Shift from Discretionary to Formula-based Funding for Certain Programs. A shift to formula-based funding for certain federal programs ensures a more predictable and equitable distribution of resources, allowing MPOs to strategically plan for the long-term growth of their communities. The Secretary of Transportation should review all competitive grant programs and keep some, allocate others to MPOs and others to the states.

Increase Planning Funds to Meet Federal Planning Requirements. Planning is the foundation of effective project delivery. Despite expanding responsibilities, Metropolitan Planning funds (PL) remain below 1% of total formula dollars. MPOs require sophisticated modeling, public engagement, and interagency coordination. An increase in the total amount of PL funds and an increase in the federal share would help to meet the needs of the evolving role of MPOs. These funds empower MPOs to plan transportation systems that are responsive to the needs of our communities, fostering economic growth, safety, and congestion relief. Direct benefit to National Gross Domestic Product would be achieved.

STRENGTHENING PARTNERSHIPS WITH STATES AND OTHER KEY STAKEHOLDERS

Implement consistent performance management rules and procedures. The Transportation Performance Management (TPM) framework first introduced with the Moving Ahead for Progress in the 21st Century Act (MAP-21) (and continued with the FAST Act and IIJA) has been a valuable tool for state DOTs and MPOs to better communicate the performance of the transportation system and support funding decisions. However, the TPM framework was implemented piecemeal through a series of several rulemakings, resulting in a series of different rules, procedures, and schedules for different groups of performance measures that has been difficult to communicate with stakeholders. Greater consistency across the TPM framework would make it easier for MPOs to take strategic action on the measures and would reduce administrative burden. In some cases, necessary action on the measures has been delayed by the availability of needed data. Greater flexibility on data sources, retiming schedules to better coincide with data availability, and stronger enforcement of the schedules for data releases would be helpful in this regard.

Implement Different Requirements for MPOs of Different Sizes. Federal law requires a metropolitan area of 50,000 or more to have an MPO that is responsible for transportation planning. MPOs are also required to produce a long-range transportation plan, a shorter-term plan, a congestions management process, and a work program. MPOs range in population size from regions of 50,000 to regions of millions, yet 23 USC §134 and 49 USC §5303 applies to all MPOs no matter the size. Requirements under law should be loosened for smaller MPOs under 200,000, MPOs of 200,000 and up to one million should only partially be required to implement current law, while all requirements under current federal law should apply to large MPOs over one million.



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

September 5, 2025

Response to Docket No. DOT-OST-2025-0963

Re: Request for Information – U.S. DOT Strategic Plan

Docket Management Facility
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Room PL-401
Washington, DC 20590-0001

Dear U.S. Department of Transportation:

Thank you for the opportunity to submit comments in response to the Request for Information (Docket No. DOT-OST-2025-0963) on the development of the U.S. Department of Transportation (USDOT) Strategic Plan for fiscal years (FY) 2026-2030.

The Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG) together serve as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area. As the MPO for the DFW area, we work directly with local governments, transit agencies, the Texas Department of Transportation, and the public to ensure that transportation investments are aligned with both regional and national goals.

A strong and collaborative relationship between the U.S. Department of Transportation and MPOs is essential to the success of the nation's transportation infrastructure. In a dynamic transportation landscape, fostering this partnership will enable us to tackle critical challenges and build strong, safe, and thriving transportation networks. Gross Domestic Product is produced in large urban regions and support for MPOs has direct revenue benefits to the Nation.

We applaud USDOT for initiating this Request for Information (RFI) and offer the attached recommendations organized by the four questions outlined in the RFI. We welcome the opportunity to meet with you to discuss these recommendations in greater detail and answer any questions you may have. We greatly value our partnership with USDOT and look forward to continuing to work together throughout this process.

If you have any questions, please contact me at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

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

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

JN:kw
Attachment

1. What strategies or priorities should the DOT adopt to improve the Nation's transportation systems?

The USDOT should adopt the usage of Public-Private Partnerships (P3s) and dynamically priced managed lanes to improve the Nation's transportation system. Under current law, an Interstate constructed with federal aid generally cannot be tolled, except in limited cases outlined in 23 U.S. Code §129, such as new capacity, reconstruction, managed lanes, and certain toll bridges and tunnels.

The Dallas-Fort Worth (DFW) region has used P3s to implement tolled managed lanes to improve mobility and ease congestion in our region. Drivers in the tolled managed lanes see an increase in speeds when compared to pre-construction speeds, and because of the shift of some drivers to the tolled managed lanes, those in the non-tolled lanes also experience improved travel times. Examples of this in our region include the North Tarrant Express and LBJ Express projects. These projects were expedited, with construction starting years or decades before they would have if pay-as-you-go funding had been used; plus, construction itself is faster, with a full corridor completed in a matter of years rather than building a project in phases over a decade.

2. How should DOT measure progress towards the priorities suggested in Question 1?

The USDOT can measure progress of dynamically priced managed lanes or P3s by comparing the baseline of funds versus leveraged funds. The attached figure highlights these measures. The private sector has spent \$8 billion, and the public sector has spent \$1.4 billion. The North Tarrant Express and LBJ Express projects utilized private-sector financing, as over 80 percent of the construction, maintenance and operations costs over a 52-year period were covered by the private sector. These projects demonstrate the power of leveraging through the significant public and private sector funding that occurred.

3. What emerging challenges or opportunities in transportation warrant additional DOT activities, investments, research, or analysis?

Air quality conformity is an emerging challenge that warrants additional USDOT investment, research, and analysis. As an MPO in an ozone nonattainment area, NCTCOG is responsible for conducting a regional Transportation Conformity analysis. In the latest Conformity analysis, NCTCOG estimated a substantial increase in out-year criteria pollutant emissions related to ozone nonattainment as compared to previous Conformity results. We recommend maintaining funding for programs that achieve criteria and precursor pollutant reductions in nonattainment areas and continue to include criteria related to achieving air quality improvements in nonattainment areas as part of competitive funding programs. Additionally, USDOT could research or analyze new vehicle technologies, specifically in trucks (i.e., NOx emissions), and emissions reduction strategies that could be implemented in the on-road vehicle fleet to further reduce ozone-forming pollutants.

Allowing the flexibility of CMAQ funds by allocating those funds to Transportation Management Areas, MPOs with populations over 200,000, may also be warranted. Under current law, FHWA apportions CMAQ funding to each state and the states can choose to suballocate the funds to MPOs or retain/reallocate funding as they see fit. This includes being able to transfer up to 50% of CMAQ funds to other apportionment programs in the State. Instead, allocate CMAQ funds to states by formula, then

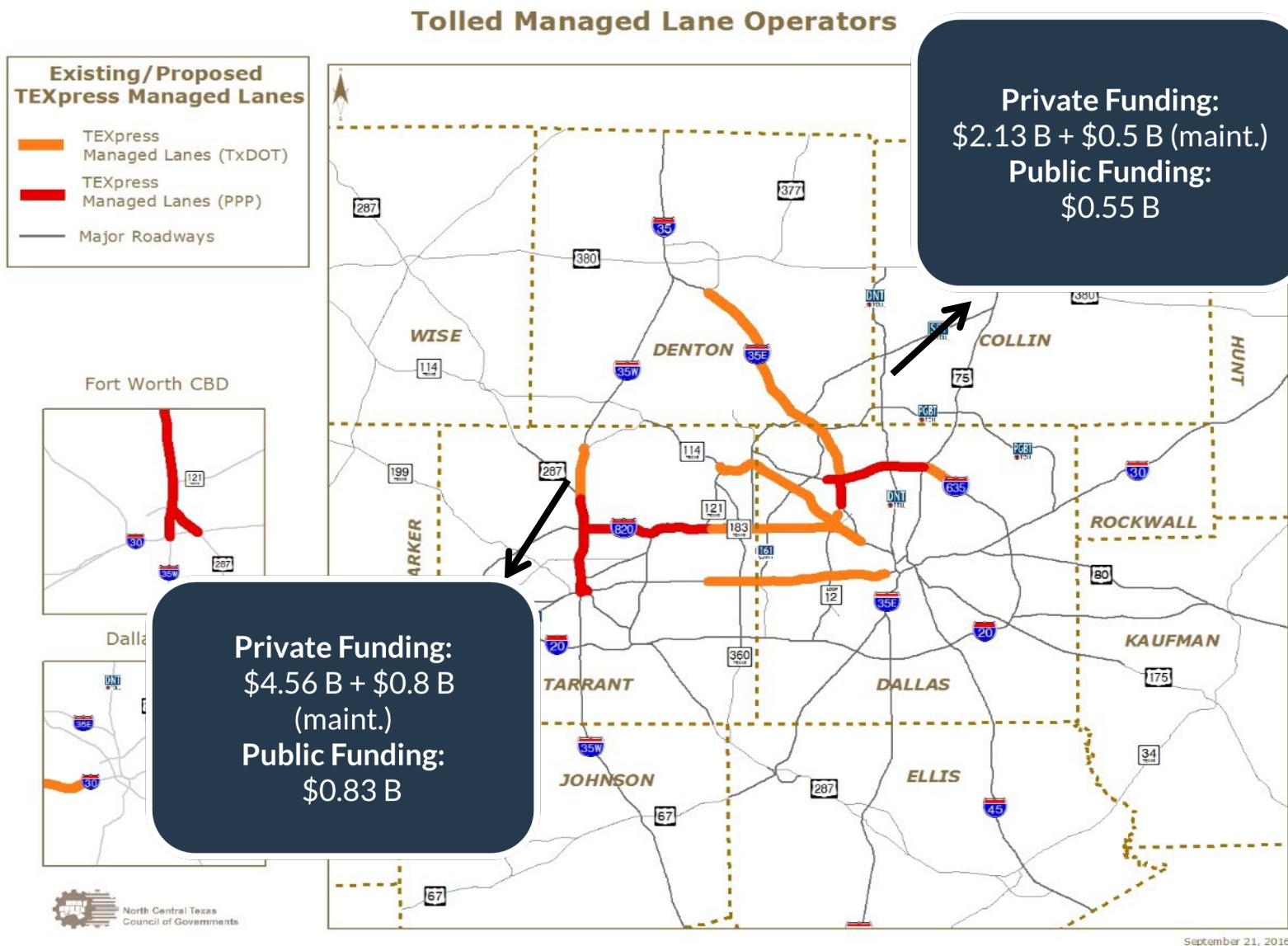
suballocate to each MPO based on population and pollutant severity, then MPOs could select the appropriate projects to be funded in a region. Because MPOs are responsible for ensuring transportation plans and programs meet air quality regulations, greater regional authority over project selection is a more sensible approach. The federal government is increasing air quality conformity compliance risk due to the diversion of air quality funds to the non-air quality projects. Real world examples exist from the DFW region.

4. How can DOT best create value for its activities with stakeholders?

One way USDOT can create value for its activities with stakeholders is by letting MPOs expedite project delivery. Many locally supported projects are delayed by review processes that were not designed for their scope or scale. Many federal procedures have a “one size fits all” approach to environmental approvals, project approvals, and federal regulation enforcement. Create an “Efficiency Hearing” permitted by the MPO for the simplest of improvements to advance safety, operations and low-cost improvements. An MPO could require an affirmative vote to hold the hearing, as well as an affirmative vote to proceed after public comments. This could help expedite low-cost projects with no environmental impacts, no right-of-way impacts, and no needed permits, with public directive to proceed quickly.

Additionally, funding mechanisms can be modernized. MPOs could be granted the option to serve as direct recipients of Metropolitan Planning (PL) funds, with an opt-out option. Additionally, support the creation of a pilot program allowing a select group of MPOs with Transportation Management Areas (TMAs) to directly receive capital funds that are currently suballocated (e.g., STBG, CMAQ, CRP, etc.). All MPOs should be guaranteed a meaningful role in project selection to ensure that federally funded projects reflect local priorities and deliver the greatest benefit to communities, while reaching national goals. These changes would enhance local accountability, improve project delivery, and streamline the process.

Leveraging/Innovative Funding





North Central Texas Council of Governments

North Texas MOVES Local Match Partnership

Regional Transportation Council

October 9, 2025

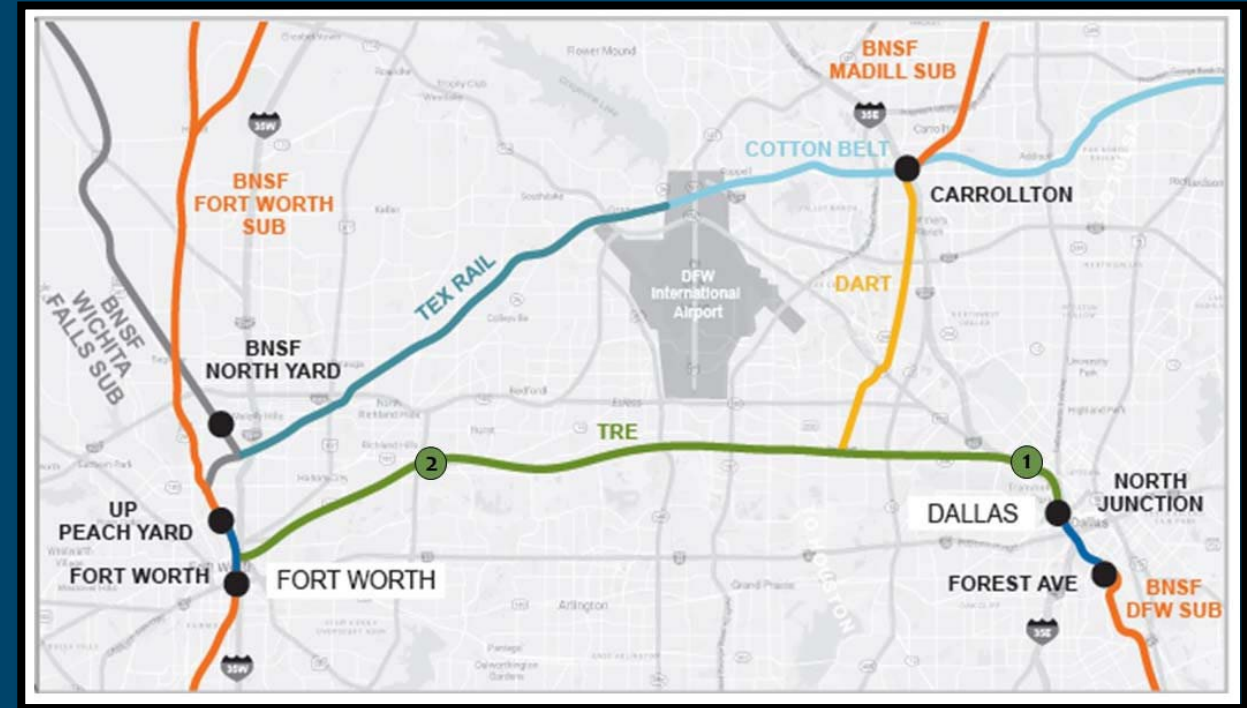
NT MOVES – FY2020 BUILD GRANT PROJECT

Project Overview:

- Collaborative effort between North Central Texas Council of Governments (NCTCOG), Dallas Area Rapid Transit (DART), Trinity Metro, and Trinity Railway Express (TRE) to increase regional freight and passenger mobility
- Partially funded by a BUILD grant
- Projects are anticipated to begin construction in summer 2025

Projects:

- Component 1 - Double Track Medical Market Center to Stemmons Freeway
- Component 2 - Double Track Handley Ederville Road to Precinct Line Road
- Component 3 - Clear Path Technology



Courtesy of NCTCOG

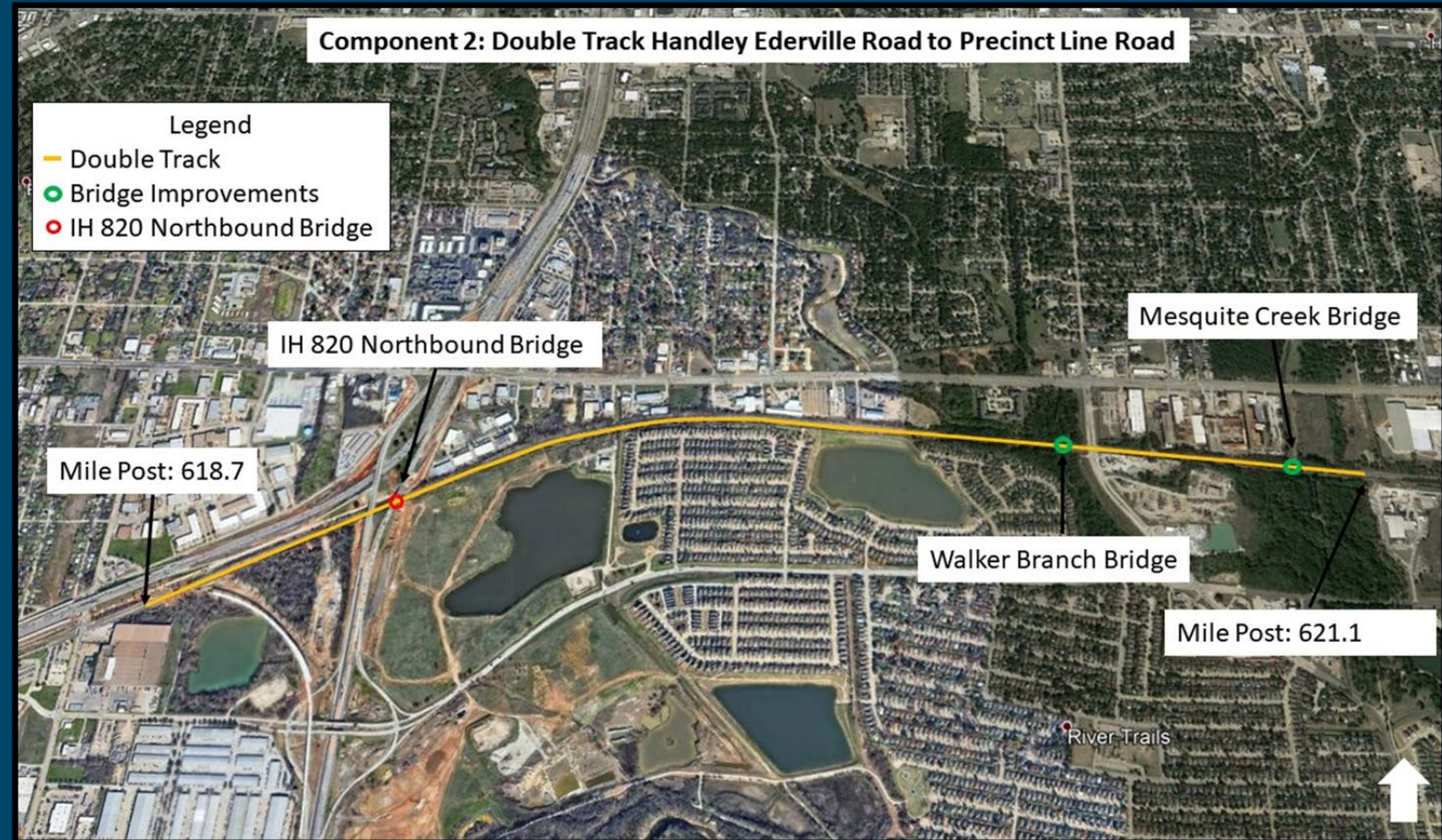
FOCUS: COMPONENT 2 – WESTERN DOUBLE TRACKING PROJECT

Project Overview:

- Double Track Handley Ederville Road to Precinct Line Road

Project Details:

- Bridge repair projects on Walkers Branch bridge and Mesquite Creek bridge
- Working with TxDOT on IH 820 bridge replacement
- Project scope has not changed



Courtesy of NCTCOG

COMPONENT 2 – COSTS AND FUNDING

- The original project application included a 47 percent federal and 53 percent local share
- In March 2025, the RTC approved a cost overrun on this project at the 95 percent plan level that included a revised local match
- Costs at 100 percent plans are slightly higher
- Trinity Metro indicated that they could no longer support this local match
- NCTCOG proposing a local match partnership to avoid losing federal discretionary dollars

Original Application	
\$15,000,000	BUILD
\$18,600,000	Trinity Metro
\$33,600,000	Total

Updated	
\$15,000,000	BUILD
\$24,600,000	Non-federal
\$2,052,000	Surface Transportation Block Grant (STBG)
\$1,848,000	Congestion Mitigation Air Quality Improvement Program (CMAQ)
\$43,500,000	Total

PARTNERSHIP ELEMENT 1 WITH TxDOT

- NCTCOG requested partnership with TxDOT to identify non-federal funds to match federal grant
- TxDOT has concurred with our request and agreed to provide \$15 million in Texas Mobility Funds (TMF)
 - TMF are transit eligible
 - Considered to be 100 percent State funds (counts as a non-federal commitment)
- TxDOT requested that the RTC replace \$15 million in Category 2 funds on a State-led project with STBG funds in return
 - Project is State Spur 394 from IH 35E to FM 877 in Waxahachie (CSJ 2921-01-010)
 - Aids the State in gaining additional letting capacity in FY 2026 through federal redistribution process
 - Creates room in the letting schedule for critical new thoroughfare for new high school
- \$9.6 million in non-federal funding still needed

PARTNERSHIP ELEMENT 2 – RTR Exchanges

- Propose allocating Regional Toll Revenue (RTR) Funds
 - RTR funds are considered non-federal
 - Insufficient RTR funds are available in the Western Subregion
- Propose a funding exchange with Denton County and Dallas County RTR accounts to identify funds for the Western and Eastern Regional Accounts
 - Denton County Proposal
 - The RTC previously funded an on-system project with RTR funds on FM 407 at IH 35W (CSJ 1310-01-050)
 - Propose replacing \$37,675,733 in RTR funds with STBG funds on FM 407
 - In turn, move \$27 million in RTR funds to the regional RTR accounts (Eastern & Western)
 - \$10,675,733 in RTR funds would be returned to Denton County RTR funding pool
 - Dallas County Proposal
 - Recent Category 12/Category 2 funding exchanges have created a funding imbalance between the Eastern and Western Subregions
 - Dallas County received a sizable cost increase on the IH 30 Canyon project in May 2025
 - Propose moving \$10 million in RTR funds from the Dallas County RTR account to the Western Regional RTR account (leaves a \$64 million balance in Dallas County)

ADDITIONAL DETAILS

- Resulting transactions that affect East-West Equity will be reflected in next East-West equity report
- Adjusts balances as follows:

	West Funding ¹	East Funding ¹	West Percentage	East Percentage
IIJA Equity Balance ²	\$519.56	\$2,584.20	16.74%	83.26%
Texas Mobility Funds	+\$15.00			
Denton County RTR Funds ³	+\$17.00	-\$17.00		
Dallas County RTR Funds	+\$10.00	-\$10.00		
Revised balance	\$561.56	\$2,557.20	18.01%	81.99%

- Provides additional flexibility for RTR funds in the Eastern and Western Regional RTR accounts

Notes:

1: Funding in millions

2: Infrastructure Investment and Jobs Act balances as of August 2025

3: Propose moving \$10 million to Eastern Regional RTR Account and \$17 million to Western Regional RTR Account.

REQUESTED ACTION – LOCAL MATCH PARTNERSHIP FOR NT MOVES PROJECT

- **RTC approval of:**
 - Partnership with TxDOT to:
 - Receive \$15 million in TMF funds
 - Release \$15 million in Category 2 funds from SS 394 (CSJ 2921-01-010)
 - Program \$15 million in STBG funds on SS 394
 - Utilize resulting TMF funds to cover \$15 million in non-federal match for NT MOVES BUILD grant
 - Partnership with Denton County and Dallas County RTR accounts to:
 - Add \$ 37,675,733 in STBG funds to FM 407 project (CSJ 1310-01-050) [includes 20% state match]
 - Reclassify \$27 million in Denton County RTR funds from the Denton County account to the Regional RTR Accounts (\$17 million Western, \$10 million Eastern)
 - Reclassify \$10 million in Dallas County RTR funds from the Dallas County account to the Western Regional RTR Accounts
 - Utilize \$9.6 million in RTR funds to cover non-federal match for NT MOVES BUILD grant
 - 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/policy/project/change.

QUESTIONS/CONTACT INFORMATION

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Approval to Open North Texas Zero Emission Vehicle Call for Projects

Lori Clark, Senior Program Manager and Dallas-Fort Worth Clean Cities Director

Regional Transportation Council

October 9, 2025

North Texas Zero Emission Vehicle (NTxZEV) Call for Projects Background

Overview: \$60 million award from the Environmental Protection Agency (EPA) Clean Heavy-Duty Vehicles Grant: Vocational Vehicles Sub-Program

Purpose: Incentivize deployment of Class 6 and 7 heavy-duty Zero-Emissions Vehicles (battery electric or hydrogen fuel cell electric)

Eligible Applicants: Public or Private Fleets

NCTCOG Project Scope

Activity	Federal Funding	Match Requirement
Rebates to Replace Existing Vehicles with Zero Emissions Versions and Install Necessary Fueling Infrastructure	\$58.6 million	Provided by program participants
Workforce Development	\$1.4 million	No match required
Training		
Total Federal Funding:	\$60 million	



Eligible Vehicle Types

Class 6 or Class 7 vehicle (GVWR between 19,501 lbs to 33,000 lbs)

“Vocational Vehicles” as defined by [49 CFR Part 523](#)

Any vehicle that is equipped for a particular industry, trade or occupation such as construction, heavy hauling, mining, logging, oil fields, refuse; includes vehicles such as school buses, motorcoaches and RVs

Straight/Box Truck



Step Van



Septic/Bucket Truck



Street Sweeper



Transit Bus



Photo Credit: Trinity Metro

Refuse Hauler



School Bus*



*School bus eligible only if NOT operated as a typical school bus as defined by the EPA in [NOFO Section D.2.e.i](#)

Other



Eligible Funding Levels

Funding limited by cost share percentage or dollar funding cap, whichever is lower
 Cost share percentage applies to vehicle only; dollar cap applies to vehicle and infrastructure

Vehicle Type	Battery Electric Vehicles Maximum Funding	Vehicle Type	Hydrogen Fuel Cell Electric Vehicles Maximum Funding
School Bus*	75%, up to \$280,000*	School Bus	N/A
Straight/Box Truck	65%, up to \$190,000	Straight/Box Truck	80%, up to \$400,000
Step Van	65%, up to \$160,000	Step Van	80%, up to \$340,000
Septic/Bucket Truck	65%, up to \$330,000	Septic/Bucket Truck	80%, up to \$670,000
Other Vocation	65%, up to \$355,000	Other Vocation	80%, up to \$720,000
Refuse Hauler	50%, up to \$260,000	Refuse Hauler	70%, up to \$600,000
Street Sweeper	50%, up to \$315,000	Street Sweeper	70%, up to \$720,000
Transit Bus	33%, up to \$265,000	Transit Bus	60%, up to \$780,000

*ADA-compliant buses are eligible for an additional \$20,000 per-vehicle funding cap



Steps to Project Selection



Step 1: EPA Requirements - Vehicles

Must replace existing internal combustion vehicles with zero-emissions vehicles (*no fleet expansion*)

Both vehicles must have similar form and function

Existing vehicles must meet minimum operational requirements

Focus on replacing 2010 or older diesel

If none available, flexibility to replace other fuel types or newer diesel

Scrap existing vehicles if 2010 or older

If 2011 or newer, alternative disposition options: may sell/donate or put into reduced service

New vehicles must be commercially available for purchase (*e.g. no demonstration vehicles*)



Step 1: EPA Requirements - Infrastructure and Implementation

Infrastructure

- Eligible costs include equipment, design/engineering, installation, permitting, necessary software
- Must be associated with the new Zero Emissions Vehicle
- Must be Permanent (not temporary/mobile)
- Provide a Utility Partnership Agreement
- Meet additional technical requirements and certifications

Implementation

- Meet applicable federal requirements
 - Davis Bacon and Related Acts
 - Build America, Buy America (expected to apply to public sector only, waivers may be available)
- Cannot combine with other federal grant funds



Step 2: NCTCOG Requirements

Applicants

- Must adopt policy consistent with RTC Clean Fleet Policy (RTC Resolution R14-10: www.nctcog.org/fleetpolicy)
- Must submit Risk Assessment form

Geographic

- Vehicles will operate primarily within the NCTCOG 16-County region
- Any infrastructure must be installed within the NCTCOG 16-County region

Alternative Disposition Options

- Reduced service is limited to transit agencies if needed to fulfill obligations for their fleet spare ratio

Use of Funds

- Awarded funding must be directed at vehicle expenses first, can only pay for infrastructure if dollars remain within funding cap after all eligible vehicle costs are fulfilled

Project Implementation

- Cannot place orders or make purchases until after signing contract with NCTCOG
- Must maintain operations of new vehicles and infrastructure for at least 5 years
- Must attend appropriate zero emission vehicle training (safety, first responder, etc.)



Step 3: NCTCOG Project Selection Criteria

Each vehicle scored individually

Most points associated with regional air quality improvement



Capital Cost per Ton*	Impact on Regional Air Quality	Feasibility and Risk	Long-Term Sustainability Efforts
Up to 30 points	Up to 30 points	Up to 25 points	Up to 15 points
Cost per Ton of nitrogen oxides reduced (20 points)	% of time operating within ozone nonattainment area, rest of NCTCOG region, or areas bounded by the Texas Triangle highways (10 points)	Project schedule, implementation plan, and measures to mitigate asset damage (15 points)	Broader environmental or sustainability planning and practices (e.g. <i>fleet transition plans, contract specifications, purchasing policies, etc.</i>) (10 points)
Cost per Ton of volatile organic compounds reduced (10 points)	High idling hours per day (10 points)	Beneficiary risk assessment and NCTCOG administrative burden (e.g. <i>large number of small projects</i>) (10 points)	Vehicle-to-grid compatibility and/or the use of distributed energy resources (e.g. <i>battery energy storage systems, renewable on-site power generation</i>) (5 points)
	Vehicle Disposition Method (prioritize scrappage of 2010 and older vehicles) (10 points)		

*Calculated by NCTCOG based on total federal funds requested



Program Structure

Funding Allocation

Initial set-asides by fuel type: 50% of funding for battery electric, 50% of funding for hydrogen fuel cell electric projects

May reallocate funds between electric and hydrogen projects based upon applications received

Deadlines

Initial Application Deadline Friday, February 13, 2026

If not fully subscribed, continue accepting applications on rolling deadlines approximately every 90 days

Applicant Resources

Three-Part Webinar Series on Heavy-Duty ZEV available at <https://www.dfwcleancities.org/events/2025>

Potential “vetted vendor” resources under evaluation

Free technical assistance available from the National Renewable Energy Laboratory



Tentative Schedule

Milestone	Date
Information Session with Prospective Applicants	September 5, 2025
Surface Transportation Technical Committee Action – Recommend Approval of Call For Projects	September 26, 2025
Regional Transportation Council Action - Approve Call for Projects	October 9, 2025
NCTCOG Executive Board Action - Approve Call for Projects	October 23, 2025
Call for Projects Open	October 24, 2025
Call for Projects Workshop	November 6, 2025
Call for Projects Deadline (16 Weeks)	Friday, February 13, 2026; Applications must be received “in-hand” by 5 PM Central Time
Ongoing Rolling Application Deadlines to Fully Award Funds	~90 Day Increments
Committee Approvals of Rebate Awards	March-April 2026, ongoing as needed
Agreement Execution with Recipients	End of April 2026, ongoing as needed
Deadline for all Project Reimbursement Requests	October 31, 2027



Requested Action – North Texas Zero Emission Vehicle Call for Projects

RTC Approval of:

- Opening the North Texas Zero-Emission Vehicle Call for Projects, including:
 - Eligibility Requirements
 - Scoring Criteria
 - Funding Allocation
 - Schedule
- Updating any administrative and/or planning documents as needed to incorporate the North Texas Zero Emission Vehicle Call for Projects

RTC Action Item – October 9, 2025



Approval to Open North Texas Zero Emission Vehicle Program Call for Projects

For More Information

Project Website: www.nctcog.org/NTxZEV



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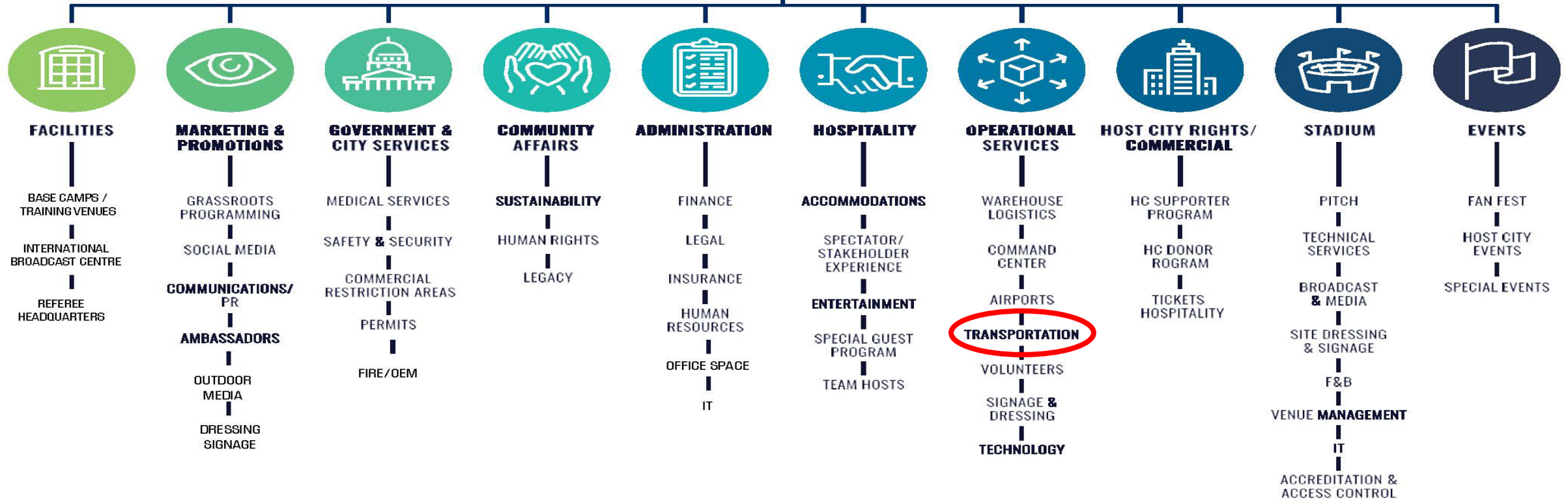
DALLAS 2026

Transportation

Regional Transportation Council

October 9, 2025

North Central Texas Council of Governments



Transportation Committee



Purpose:

The purpose of this committee is for information sharing from the various Transportation Working Groups to coordinate Federal, State and local agency operational support and resourcing to plan and deliver a seamless, safe and reliable transportation system, support the delivery of a world class, and successful FIFA World Cup Dallas 26 tournament operation and review and endorse all Transport deliverables.

Responsibilities:

Reporting to Host Committee

Provide centralized feedback during the development of the Mobility Plan

Assign agency specific representative to Transportation Working Groups

Interface with other Host Committee Working Groups

Core Members:

Transit Agencies: DART and Trinity Metro

TxDOT – Dallas and TxDOT- Fort Worth

NCTCOG

City of Arlington

City of Dallas

Texas Rangers

Dallas Cowboys

To Sign-up please email – Natalie Bettger @ nbettger@nctcog.org

Transportation Working Groups

1. Roadway Operations
2. Apps Coordination
3. Parking Permits / Routing Instructions
4. Technology Companies (Uber, Lyft, etc.)
5. Seamless Traveler (formerly Batton Pass System Integration)
6. Transit
7. Limousine (Vehicle for Hire Program)
8. Travel Demand Management (TDM)
9. General Aviation (Reservation System)
10. Advanced Air Mobility

Dallas Matches

- Dallas will host 9 matches
- 7 Weekday Matches
 - One Semi-Final
- 2 Weekend Matches



JUNE & JULY 2026

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
31	6/01	6/02	6/03	6/04	6/05	6/06
6/07	6/08	6/09	6/10	6/11	6/12	6/13
6/14 MATCH #11 GROUP STAGE	6/15	6/16	6/17 MATCH #22 GROUP STAGE	6/18	6/19	6/20
6/21	6/22 MATCH #43 GROUP STAGE	6/23	6/24	6/25 MATCH #57 GROUP STAGE	6/26	6/27 MATCH #70 GROUP STAGE
6/28	6/29	6/30 MATCH #78 ROUND OF 32	7/01	7/02	7/03 MATCH #88 ROUND OF 32	7/04
7/05	7/06 MATCH #93 ROUND OF 16	7/07	7/08	7/09	7/10	7/11
7/12	7/13	7/14 MATCH #101 SEMI-FINALS	7/15	7/16	7/17	7/18
7/19	7/20	7/21	7/22	7/23	7/24	7/25
7/26	7/27	7/28	7/29	7/30	7/31	01

XXXXXXX

MATCHES AT
DALLAS STADIUM

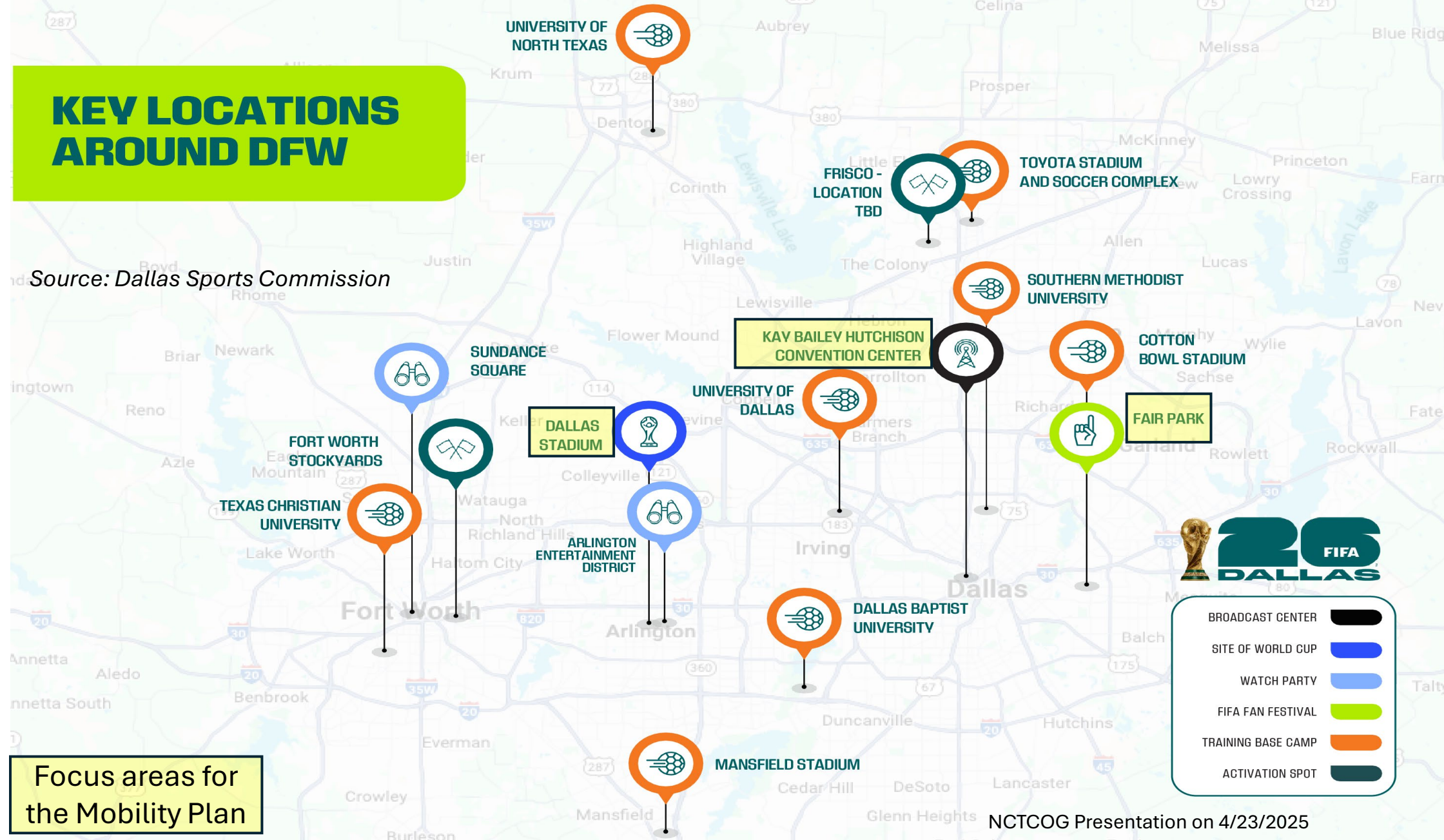
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USA FEDERAL HOLIDAYS

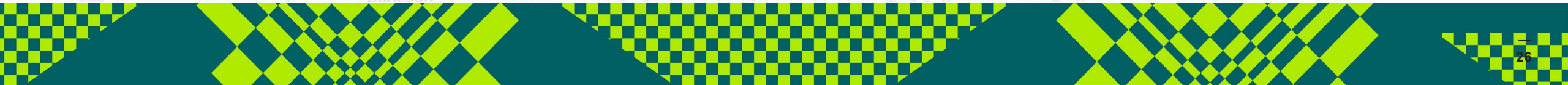
NCTCOG Presentation on 4/23/2025

KEY LOCATIONS AROUND DFW

Source: Dallas Sports Commission



Focus areas for the Mobility Plan



Transportation Connections

1. Airport

- DFW International Airport: Access to Hotel → Three Rail Lines
- Love Field Airport: Access to Hotels → Light Rail
- General Aviation Reservation System at 12 airports

2. International Broadcast Center

- Kay Bailey Hutchison Convention Center Dallas
- Light Rail Access

3. Fan Fest

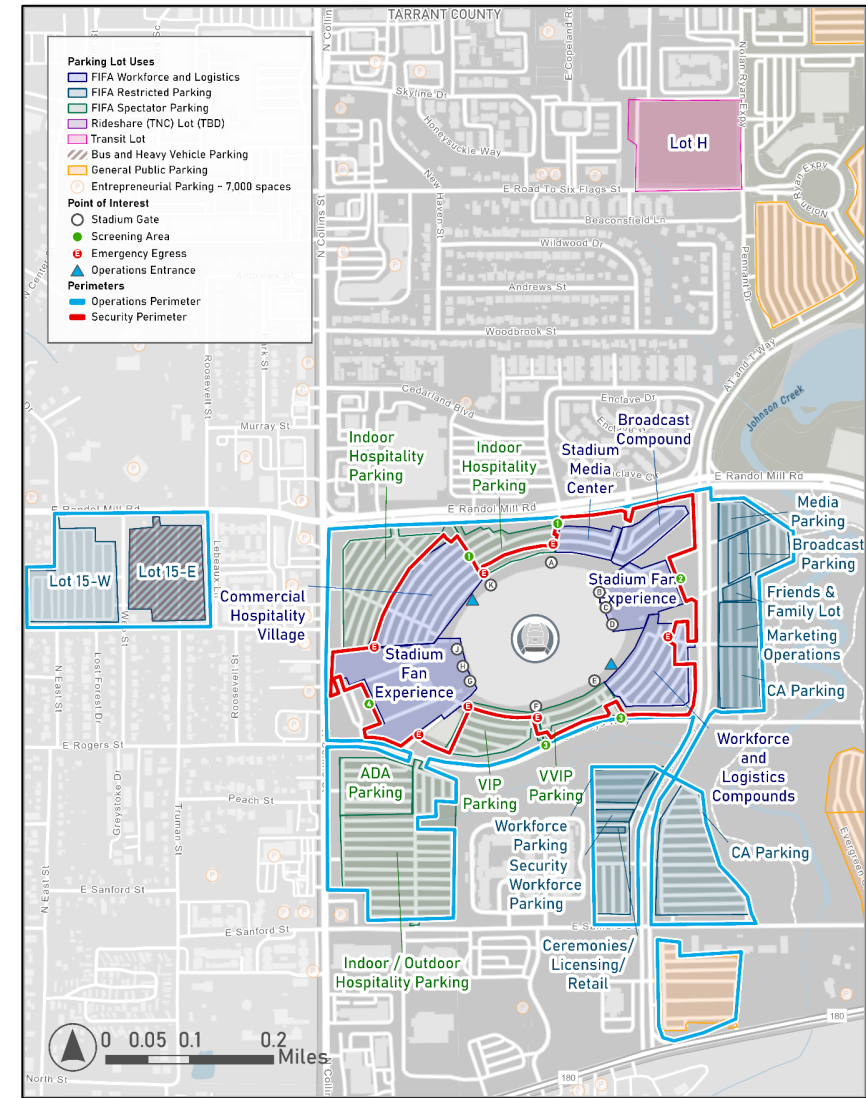
- Fair Park
- Light Rail Access

4. Nine matches

- AT&T Stadium in Arlington
- Five modes of Transportation

Stadium in Arlington

- Location of all nine matches
- Expected attendance 70,000+
- Approximately 30,000 parking spaces
- Charter bus service to be provided from regional rail
- Event Readiness Testing – Winter 2025
- Plan Final Testing – Spring 2026



- \$55M+ Request
for Transit
Support



Multilingual Messaging

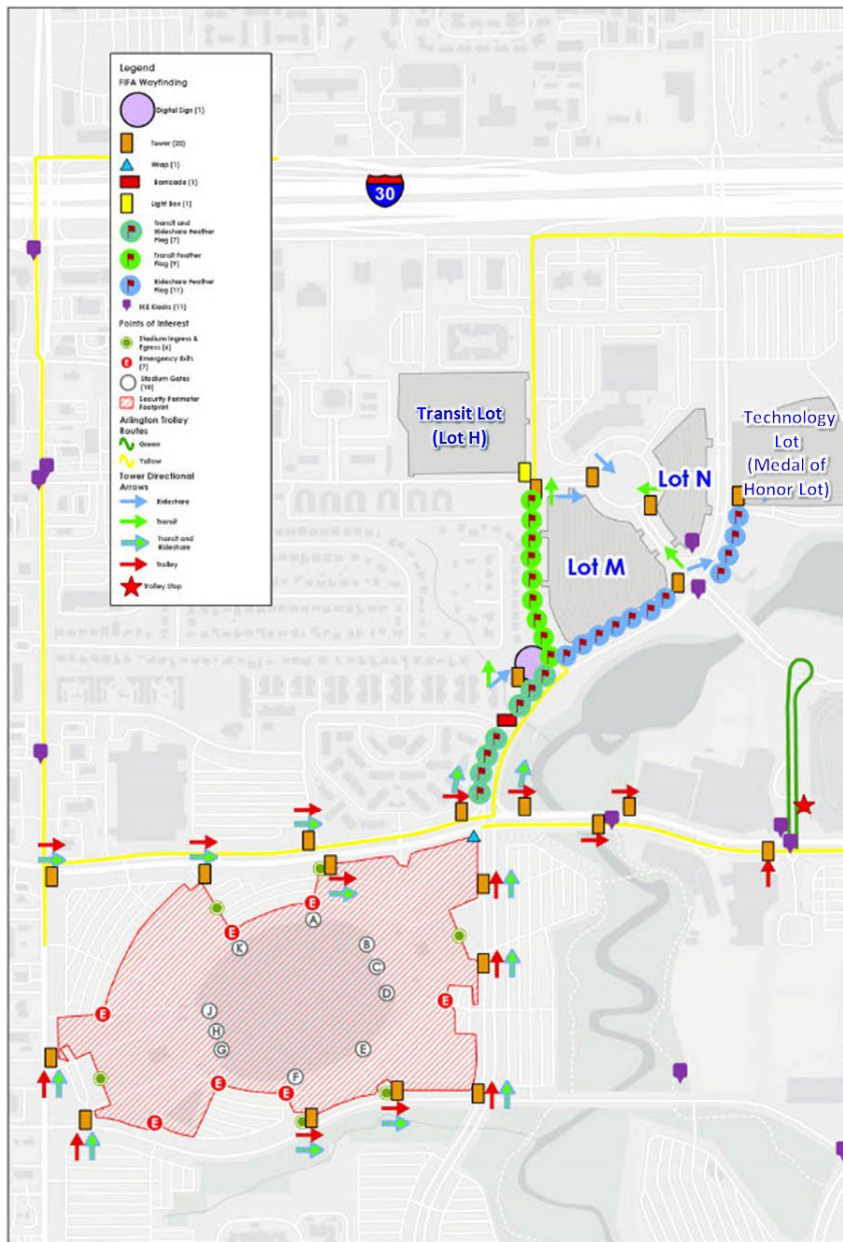
Electronic Signage

Wireless Communication

Cybersecurity

Increased Capacity for Public Wi-Fi Access

Wayfinding – flags, ballons, etc.



Next Steps

- Monthly Meetings with Regional Transportation Stakeholders
- Updated Transportation Plan due end of October
- Continue Meetings with Working Groups as Needed
- Refine Charter Bus Availability and Partnerships (Upcoming Agreement with Dallas Sports Commission)
- Formalize with City of Arlington use of Rideshare Technology Company Lot (Upcoming Agreement with the City of Arlington)
- Class 1 Railroad assistance (no freight trains blocking traffic) – working with USDOT
- Monitor US DOT Funding Partnership (Letter from MPO; Letter from the Host Committee)
- Finalize After-Action Report/Improvement Plan for Coordinated Emergency Response on Regional Rail System

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Whitney Vandiver

Program Manager

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817-704-5639

Regional Transportation Council Attendance Roster
August 2024 - September 2025

RTC MEMBER	Entity	8/8/24	9/12/24	10/17/24	12/12/24	1/23/25	2/13/25	3/13/25	4/10/25	6/12/25	7/10/25	8/7/25	9/11/25
Daniel Alemán Jr (01/22)	Mesquite	E(R)	P	E(R)	P	E(R)	P	P	P	P	P	P	P
Arfsten, Bruce (07/23)	Addison	P	P	P	P	P	P	P	P	P	P	P	P
Steve Babick (06/22)	Carrollton	P	P	P	P	P	P	P	E(R)	P	P	P	P
Rick Bailey (07/22)	Johnson County	P	P	P	P	E(R)	P	P	P	P	P	P	P
Adam Bazaldua (09/21)	Dallas	E(R)	P	P	P	P	E(R)	E	P	A	E	P	E(R)
Elizabeth M. Beck (08/21)	Fort Worth	P	P	A	E(R)	E	P	P	P	A	P	A	A
Curtis Berghold (07/25)	Richland Hills	--	--	--	--	--	--	--	--	--	P	P	P
Alan Blaylock (03/23)	Fort Worth	P	P	P	P	P	P	P	P	P	P	P	P
Ceason Clemens (10/22)	TxDOT, Dallas	P	P	P	P	P	E(R)	P	P	P	P	P	P
Bill Cox (07/25)	McKinney	--	--	--	--	--	--	--	--	--	P	P	E(R)
Michael Crain (06/22)	Fort Worth	P	P	P	P	P	P	P	E	E(R)	P	A	E
Theresa Daniel (11/18)	Dallas County	P	P	P	P	A	E(R)	P	P	A	E	E	P
Jeff Davis (11/19)	Trinity Metro	P	P	P	P	P	P	P	P	A	P	P	P
Pat Deen (07/24)	Parker	P	P	P	P	P	P	E	P	P	P	P	P
Andy Eads (1/09)	Denton County	P	P	P	P	E	E(R)	P	P	P	P	P	P
Michael Evans (2/23)	Mansfield	A	P	P	P	E(R)	P	P	P	E	P	A	P
Vernon Evans (4/24)	DFW Airport	E	E(R)	P	A	P	P	P	A	P	A	P	A
Carlos Flores (07/25)	Fort Worth	--	--	--	--	--	--	--	--	--	A	P	E
T.J. Gilmore (06/25)	Lewisville	--	--	--	--	--	--	--	--	A	P	P	P
Raul H. Gonzalez (09/21)	Arlington	P	P	P	P	P	P	P	P	P	P	P	E(R)
Lane Grayson (01/19)	Ellis County	P	P	A	P	A	E	P	P	E	P	P	P
Mojoy Haddad (10/14)	NTTA	P	E	P	P	A	P	P	P	A	P	P	A
Clay Lewis Jenkins (04/11)	Dallas County	E(R)	P	P	P	P	P	P	P	P	A(R)	E	P
Ron Jensen (06/13)	Grand Prairie	P	P	P	P	P	P	P	P	P	P	E(R)	P
Jill Jester (08/24)	Denton	P	A	P	P	P	E	E	P	P	P	P	P
Matt Krause (01/25)	Tarrant County	--	--	--	--	P	E	E	P	E	P	P	P
Stephen Mason (05/24)	Cedar Hill	P	P	P	P	E	P	P	P	P	P	P	P
Cara Mendelsohn (07/20)	Dallas	P	P	P	P	A	P	P	P	P	P	P	P
Cesar Molina (08/24)	DCTA	P	P	P	P	E	P	P	P	A	P	A	P
Jesse Moreno (07/24)	City of Dallas	P	P	P	P	P	P	A	P	P	P	P	P
Ed Moore (07/22)	Garland	P	P	E	A	P	P	P	P	P	P	P	P
Matthew Porter (07/24)	Wylie	P	P	P	P	E(R)	P	P	P	P	P	P	P
John Muns (6/23)	Plano	P	P	P	E(R)	E	P	P	P	P	A(R)	P	P
Manny Ramirez (1/23)	Tarrant County	E	E	P	P	E	P	P	E	P	E	P	A
Jim R. Ross (07/21)	Arlington	E(R)	P	E(R)	P	P	P	P	P	P	P	P	P
David Salazar (10/22)	TxDOT, FW	P	P	E(R)	P	P	P	P	P	P	P	P	E(R)

P= Present

A= Absent

R=Represented by Alternate

--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

Regional Transportation Council Attendance Roster
August 2024 - September 2025

RTC MEMBER	Entity	8/8/24	9/12/24	10/17/24	12/12/24	1/23/25	2/13/25	3/13/25	4/10/25	6/12/25	7/10/25	8/7/25	9/11/25
Gary Slagel (11/23)	DART	P	P	P	P	P	P	P	P	P	P	P	P
Bobby Stovall (07/24)	Hunt County	P	P	P	P	P	P	P	P	P	P	P	P
Burt Thakur (08/25)	Frisco	--	--	--	--	--	--	--	--	--	--	P	P
Jeremy Tompkins (10/19)	Euless	P	P	P	P	P	P	P	E(R)	P	P	P	P
William Tsao (3/17)	Dallas	P	P	P	P	P	P	P	P	P	A	P	P
Webb, Dennis (08/25)	Irving	--	--	--	--	--	--	--	--	--	--	P	P
Webb, Duncan (6/11)	Collin County	P	P	P	P	E(R)	P	P	P	P	P	P	P
Chad West (11/22)	Dallas	P	P	E(R)	A(R)	P	E	A	P	A	A	P	E

Note: Date in parenthesis indicates when member was 1st eligible to attend RTC meetings

P= Present

A= Absent

R=Represented by Alternate

--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

Surface Transportation Technical Committee Attendance Roster
September 2024 - September 2025

STTC MEMBERS	Entity	09/27/24	10/25/24	12/06/24	01/24/25	02/28/25	03/28/25	04/25/25	05/23/25	06/27/25	07/25/25	08/22/25	09/26/25
Rifat Alam	Lancaster	P	R	A	P	P	*	*	*	*	P	*	P
Marah Aqqad	Bedford	--	--	--	--	--	--	--	--	--	--	*	P
Joe Atwood	Hood County	P	P	A	P	A	*	*	*	*	P	*	R
Melissa Baker	Irving	P	P	P	E	P	*	*	*	*	E	*	P
James Bell	Grand Prairie	P	P	P	P	A	*	*	*	*	P	*	P
David Boski	Grand Prairie	P	P	P	P	P	*	*	*	*	P	*	P
Shon Brooks	Waxahachie	A	P	P	P	P	*	*	*	*	P	*	P
Tanya Brooks	DART	R	P	P	P	P	*	*	*	*	R	*	P
Matt Bryant	City of Duncaville	P	A	A	A	A	*	*	*	*	A	*	A
Daniel Burnham	Arlington	P	P	R	P	P	*	*	*	*	P	*	P
Jeffrey Bush	TxDOT Dallas	--	--	--	--	--	*	*	*	*	P	*	P
Farhan Butt	Denton	P	P	P	P	P	*	*	*	*	P	*	P
Bryan Cabrera	Mesquite	--	--	--	--	--	--	--	*	*	A	*	A
Brenda Callaway	Rockwall County	P	A	A	P	P	*	*	*	*	P	*	P
Aaron Ceder	Dallas County	--	A	A	P	P	*	*	*	*	A	*	P
John Cordary, Jr.	TxDOT FW	P	P	P	P	A	*	*	*	*	P	*	R
Tara Crawford	Trinity Metro	--	P	A	P	P	*	*	*	*	P	*	A
Clarence Daugherty	Collin County	P	P	P	P	P	*	*	*	*	P	*	P
Chad Davis	Wise County	A	P	A	P	P	*	*	*	*	P	*	A
Taylor Derden	Mansfield	--	--	--	--	P	*	*	*	*	P	*	P
Pritam Deshmukh	Richardson	P	P	P	P	P	*	*	*	*	P	*	P
Becky Diviney	Town of Addison	--	--	A	P	P	*	*	*	*	P	*	P
Phil Dupler	FWTA	P	A	P	P	A	*	*	*	*	P	*	P
Eric Fladager	Fort Worth	P	A	P	P	A	*	*	*	*	P	*	P
Chris Flanigan	Allen	P	P	P	P	P	*	*	*	*	A	*	P
Ann Foss	Arlington	--	--	--	--	--	--	--	--	--	--	*	A
Austin Frith	DCTA	P	P	A	P	P	*	*	*	*	P	*	A
Gary Graham	McKinney	P	R	P	R	R	*	*	*	*	P	*	P
Scott Hall	Tarrant County	P	P	A	A	P	*	*	*	*	A	*	A
Tom Hammons	Carrollton	P	P	P	P	P	*	*	*	*	P	*	A
Namoo Han	Garland	--	--	--	--	--	--	--	--	--	P	*	P
Craig Hancock	NTTA	--	--	--	P	P	*	*	*	*	p	*	P
Chris Harris	Greenville	--	--	A	A	A	*	*	*	*	A	*	P
Ron Hartline	The Colony	A	A	A	P	P	*	*	*	*	A	*	A
Sophia Harvey	Dallas	--	--	--	--	--	--	*	*	*	A	*	P
Barry Heard	Kaufman County	P	P	P	P	P	*	*	*	*	P	*	A
Duane Hengst	Hurst	--	--	--	A	P	*	*	*	*	A	*	P
Matthew Hotelling	Flower Mound	P	P	A	P	P	*	*	*	*	P	*	A
Jeremy Hutt	Cleburne	P	P	P	P	P	*	*	*	*	P	*	R
Thuan Huynh	McKinney	P	P	R	P	P	*	*	*	*	P	*	P
Joseph Jackson	Tarrant County	P	P	A	P	P	*	*	*	*	P	*	P

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Surface Transportation Technical Committee Attendance Roster
September 2024 - September 2025

STTC MEMBERS	Entity	09/27/24	10/25/24	12/06/24	01/24/25	02/28/25	03/28/25	04/25/25	05/23/25	06/27/25	07/25/25	08/22/25	09/26/25
Joel James	NTTA	P	P	P	P	P	*	*	*	*	P	*	A
William Janney	Frisco	P	A	A	A	P	*	*	*	*	A	*	A
Major L. Jones	Eules	P	P	P	R	P	*	*	*	*	A	*	R
Gus Khankarli	Dallas	P	P	P	P	P	*	*	*	*	P	*	P
Lauren LaNeave	Southlake	--	--	--	--	A	*	*	*	*	A	*	A
Alonzo Liñán	Keller	A	A	A	A	A	*	*	*	*	A	*	A
Eron Linn	DART	P	P	E	E	P	*	*	*	*	P	*	P
Clay Lipscomb	Plano	P	P	A	P	P	*	*	*	*	P	*	P
Paul Luedtke	Garland	P	P	P	P	P	*	*	*	*	A	*	A
Stanford Lynch	Hunt County	P	R	R	A	P	*	*	*	*	P	*	P
Auro Majumdar	Dallas	--	--	--	--	--	--	--	--	--	--	--	P
Chad Marbut	Weatherford	P	P	P	P	P	*	*	*	*	P	*	P
Alberto Mares	Ellis County	P	P	A	P	P	*	*	*	*	P	*	P
John Mears	Mesquite	A	P	A	A	A	*	*	*	*	A	*	A
Brian Moen	Frisco	P	P	A	P	A	*	*	*	*	P	*	A
Mark Nelson	Richardson	P	P	P	P	R	*	*	*	*	P	*	P
Jim O'Connor	Irving	P	P	P	P	P	*	*	*	*	R	*	R
Alfredo Ortiz	Dallas	P	E	P	P	P	*	*	*	*	E	*	P
Cintia Ortiz	Parker County	P	P	P	P	P	*	*	*	*	P	*	A
Martin Phillips	Fort Worth	P	P	E	P	E	*	*	*	*	E	*	A
John Polster	Denton County	A	P	A	P	P	*	*	*	*	P	*	P
Kelly Porter	Fort Worth	P	P	P	P	P	*	*	*	*	E	*	E
Tim Porter	Wylie	A	R	P	R	R	*	*	*	*	A	*	R
Minesha Reese	Dallas County	P	P	P	P	A	*	*	*	*	P	*	P
Elizabeth Reynolds	Grapevine	E	E	P	P	A	*	*	*	*	P	*	P
James Rogge	Mansfield	P	P	P	P	A	*	*	*	*	P	*	A
Greg Royster	DFW Int. Airport	R	P	P	P	P	*	*	*	*	R	*	P
David Salmon	Lewisville	R	P	P	P	P	*	*	*	*	A	*	R
Joe Schweitzer	Bedford	--	--	--	A	P	*	*	*	*	R	*	P
Brian Shewski	Plano	P	R	P	P	P	*	*	*	*	P	*	R
Jason Shroyer	Little Elm	--	--	--	--	--	--	--	--	--	A	*	A
Ray Silva-Reyes	Farmers Branch	P	P	P	P	P	*	*	*	*	P	*	R
Chelsea St. Louis	Fort Worth	E	P	E	P	P	*	*	*	*	P	*	P
Aaron Tainter	Coppell	--	E	P	P	P	*	*	*	*	P	*	R
Errick Thompson	Burleson	P	P	P	P	P	*	*	*	*	P	*	E
Caleb Thornhill	Plano	A	A	A	P	A	*	*	*	*	A	*	A
Jennifer VanderLaan	Johnson County	P	P	P	P	P	*	*	*	*	P	*	E
Gregory Van	Haltom City	R	P	R	R	A	*	*	*	*	P	*	P
Daniel Vedral	Irving	P	P	E	P	R	*	*	*	*	P	*	P
Caroline Waggoner	North Richland	A	A	A	P	R	*	*	*	*	A	*	A
Jana Wentzel	Dallas	--	--	--	--	--	--	--	--	--	--	--	P
Robert Woodbury	Cedar Hill	P	P	P	P	P	*	*	*	*	P	*	P

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Larry Wright	Colleyville	A	A	A	A	A	*	*	*	*	A	*	P
Jamie Zech	TCEQ	A	A	A	A	A	*	*	*	*	A	*	A

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MEETING SUMMARY

SURFACE TRANSPORTATION TECHNICAL COMMITTEE Friday, August 22, 2025

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, August 22, 2025, at 1:30 pm by videoconference. The Regional Transportation Council Bylaws and Operating Procedures establish that the Technical Committee approved membership in attendance at a meeting shall constitute a quorum for action to be taken, therefore individual attendance was not taken for committee members or other attendees.

1. **Approval of the July 25, 2025, Meeting Summary:** Approval of the July 25, 2025, meeting summary contained in Electronic Item 1 was requested.

The Meeting Summary of the July 25, 2025, meeting were approved as submitted in Electronic Item 1. Gus Khankarli (M); Chad Marbut (S).

2. **Consent Agenda:**

- 2.1. **Transportation Paid Education Campaigns for Fiscal Year 2026:** The Committee's support was requested for the Regional Transportation Council's recommendation to the North Central Texas Council of Governments Executive Board for the approval of funding up to \$1,849,500 for Transportation Paid Campaigns that will initiate in Fiscal Year 2026.

The Committee approved staff's recommendations in Item 2.1 on the Consent Agenda. Kelly Porter (M); Clarence Daugherty (S).

3. **New Regional Transit Safety Performance Measure Targets:** Ezra Pratt requested a recommendation for Regional Transportation Council approval for updated federally required Public Transit Agency Safety Plan regional performance measure targets for Fiscal Year 2026-2029.

The Committee approved staff's recommendation as illustrated below. Robert Woodbury (M); Gus Khankarli (S).

REQUESTED ACTION – Regional Transit Safety (PTASP) Performance Measures

Recommendation for RTC approval of:

- New Regional Transit Safety Performance Measure Targets for FY2026 -FY2029.
- 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 new transit safety targets.

STTC Action Item – August 22, 2025



Federal Performance Measures Update

4. **2025 Public Participation Plan Update**: Carli Baylor provided an overview of the Public Participation Plan and outlined proposed revisions, which are necessary to reflect federal policies and Infrastructure Investment and Jobs Act requirements.


The Committee approved staff's recommendation as illustrated below. Kelly Porter (M); Gus Khankarli (S).

REQUESTED ACTION

2025 Public Participation Plan Update

- Recommendation for RTC approval of proposed revisions:
 - Federal policy and planning regulation updates
 - Reaffirmation of Unified Planning Work Program (UPWP) public involvement process
 - Reaffirmation of public comments cataloging
 - Updates to terminology for keypad polling and virtual public engagement
 - Performance measures review and evaluation
 - New layout and design of Public Participation Plan (PPP) document
- 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/policy/project/change.

STTC Action Item – August 22, 2025

 NCTCOG Presentation

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5. **Fiscal Year 2025 Public Transportation Funding: Programs of Projects**: Shawn Dintino requested a recommendation for Regional Transportation Council action on the Fiscal Year 2025 Public Transportation Funding Programs of Projects.

The Committee approved of the staff's recommendation with modification as illustrated below. Gus Khankarli (M); Brian Moen (S).

REQUESTED ACTION – FISCAL YEAR 2025 PUBLIC TRANSPORTATION FUNDING PROGRAMS OF PROJECTS

- Recommend RTC approval of:
 - Provision requested for NCTCOG to review 5337 allocations pertaining to the Dallas Streetcar, including how statistics are being reported to the National Transit Database and determining what funding it brings to the region, and bring back any necessary updates to the Committee
 - The proposed funding for the FY2024 and FY2025 Programs of Projects included in the packet
 - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate this funding on these projects.

STTC Action Item – August 22, 2025

 NCTCOG Presentation

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6. **Rail Crossing Improvement Program**: Savannah Briscoe briefed the Surface Transportation Technical Committee on the Rail Crossing Improvement Program and requested a recommendation for Regional Transportation Council approval for funding of the program. The Rail Crossing Improvement Program is to improve crossing safety near at-grade rail crossings.

The Committee approved staff's recommendation as illustrated below. Gus Khankarli (M); Kelly Porter (S).

REQUESTED ACTION – Rail Crossing Improvement Program Funding

Recommendation for RTC approval of:

The allocation of Regional Toll Revenue for:

- Corridor 1 - City of Fort Worth Rail Crossings - \$3.1 Million
- Corridor 2 - City of Dallas Rail Crossings - \$6.9 Million

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 Rail Crossing Improvement Program.

Regional Toll Revenue funding will be from the West Set -Aside account and the Dallas account

STTC Action Item – August 22, 2025

 NCTCOG Goods Movement Planning Program

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7. **Director of Transportation Report on Selected Items**: Michael Morris provided an overview of current transportation items:
1. Regional Transportation Council (RTC) Member Orientation in October and RTC Subcommittee Meeting in September
 2. Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery
 3. Dallas-Fort Worth High-Speed Rail Update and Proposed Fiscal Year 2026 House Appropriation Bill
 4. The Importance of Getting Your Projects to Construction
8. **2025 Texas Department of Transportation Travel Surveys in the Dallas-Fort Worth Metropolitan Planning Area**: Arash Mirzaei provided information on the Texas Department of Transportation travel surveys being conducted in the Dallas-Fort Worth Metropolitan Planning Area beginning in August 2025.
9. **Fast Facts**: Staff provided a brief presentation on each item below:
1. Brian Dell – West/East Equity Update
 2. Sydnee Mangini – Coordinated Land Use and Transportation Planning Task Force – September 24, 2025, Meeting Announcement (www.nctcog.org/luttf)
 3. Trey Pope – Local Clean Air Spotlight
 4. Daniela Tower – 2025 Ozone Season Update
 5. Carolyn Burns – Air Quality Funding Opportunities (www.nctcog.org/AQfunding)

6. Carolyn Burns – Dallas-Fort Worth Clean Cities Events
(<https://www.dfwcleancities.org/events>)

7. Written Progress Reports:

- Partner Progress Reports
- July Public Meeting Minutes
- June–July Public Comments Report

10. **Other Business (Old or New)**: No items were provided.

11. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for ***1:30 pm on September 26, 2025, in the NCTCOG offices.***

Meeting adjourned at 2:44 p.m.