AGENDA

Regional Transportation Council
Thursday, August 7, 2025
Irving Convention Center at Las Colinas
3rd Floor, Junior Ballroom, 500 W. Las Colinas Blvd., Irving, TX 75039
Members of the public may view a livestream of the RTC Meeting at
www.nctcog.org/video under the "watch live" tab

1:00 pm **Full RTC Business Agenda**
(Guest Secured Wireless Connection Password Will Be Provided)

Pledge to the United States and Texas Flags

1:00 – 1:10 1. **Opportunity for Public Comment on Today's Agenda**
☑ Information Minutes: 10
Item Summary: Members of the public may comment on any item(s) on today's agenda at this time. If speaking, please complete a Speaker Request Card available at the meeting and provide it to the North Central Texas Council of Governments designated staff person. A maximum of three (3) minutes is permitted per speaker. At the conclusion of this item, no further opportunities for public comment will be provided for the duration of the meeting.
Background: N/A

1:10 – 1:15 2. **Approval of July 10, 2025, Minutes**
☑ Action ☐ Possible Action ☐ Information Minutes: 5
Presenter: Rick Bailey, RTC Chair
Item Summary: Approval of the July 10, 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. **Air Quality Funding Recommendations Related to the Environmental Protection Agency National Clean Diesel Funding Assistance Program**
Presenter: Jason Brown, NCTCOG
Item Summary: Staff will request Regional Transportation Council approval of funding recommendations for Dallas Fort Worth International Airport and Delta Air Lines, through the North Texas Diesel Emissions

Reduction Project 2024 Call for Projects (CFP) utilizing Environmental Protection Agency (EPA) funds.

Background: The North Central Texas Council of Governments opened the North Texas Diesel Emissions Reduction Project 2024 CFP through an EPA National Clean Diesel Funding Assistance Program award. The CFP award grants fund replacements of on-road diesel vehicles and engines, nonroad diesel equipment, diesel transport refrigeration unit trailers, diesel drayage trucks, locomotive engines, and locomotive shore power installation in North Central Texas. Two applications were received by the CFP round two deadline on June 13, 2025: Dallas Fort Worth International Airport for one all-electric class 8 shuttle bus and Delta Air Lines for 10 all-electric non-road ground support equipment. Electronic Item 3.1.1 provides an overview of the call for projects and staff recommendations. Electronic Item 3.1.2 provides detailed project listings. This initiative is an extension of clean vehicle efforts listed as Weight-of-Evidence in the current State Implementation Plan.

Performance Measure(s) Addressed: Air Quality

3.2. **Federal Functional Classification System Amendments**

Presenter: Brian Flood, NCTCOG

Item Summary: Regional Transportation Council (RTC) approval of 14 amendments to the currently approved Federal Functional Classification System (FFCS) will be requested.

Background: While inclusion in the FFCS is based on a roadway's purpose and functioning capabilities, it is also used to determine eligibility for federal funding. Amendments to the FFCS occur as the function of existing roadway changes, or as roadways need to be added due to construction, new developments, and shifts in demographic trends. Staff is currently working with the Texas Department of Transportation (TxDOT) on 14 proposed FFCS amendments within the Dallas and Fort Worth TxDOT districts. These

amendments involve the construction of new roadways and improvement of existing roadways resulting from a project development process involving the North Central Texas Council of Governments staff, local governments, and external partners. Maps, tables, and a presentation detailing the proposed functional class changes are included in Electronic Item 3.2. The Surface Transportation Technical Committee recommended approval of these changes at its July 25, 2025, meeting.

Performance Measure(s) Addressed: Roadway, Safety

3.3. **Funding for McKinney Amphitheater Transportation Improvements**

Presenter: Christie Gotti, NCTCOG

Item Summary: Regional Transportation Council approval of $2 million in Regional Toll Revenue funding for improvements in proximity to a future amphitheater/event venue in the City of McKinney will be requested.

Background: A 20,000-seat music amphitheater is being constructed in the City of McKinney and is scheduled to open in 2026. The North Central Texas Council of Governments (NCTCOG) was approached by the City of McKinney about possible funding for improvements to facilitate access into and out of the venue. After reviewing the requests, NCTCOG staff is recommending funding for selected roadway, bicycle/pedestrian, and technology improvements near the site. Electronic Item 3.3 contains additional details on the proposed improvements and funding.

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

1:20 – 1:35 4. **Orientation to Agenda/Director of Transportation Report**

☐ Action ☐ Possible Action ☑ Information Minutes: 15

Presenter: Michael Morris, NCTCOG

1. Regional Transportation Council (RTC) Member Orientation in October (Item 8, if approved, will include a RTC Transit Subcommittee meeting in September)

2. Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery (Electronic Item 4.1)
3. Electric Vehicle Charging Grant – Communication to Relevant Departments Within Cities, Counties, School Districts, Universities, and other Governmental Agencies (Electronic Item 4.2)
4. 2027-2030 Transportation Improvement Program Development (Electronic Item 4.3)
5. Update: Air Quality Handbook (https://www.nctcog.org/trans/quality/air)
6. Additional Correspondence from Hunt-Related Entities on High-Speed Rail (Electronic Item 4.4)
7. High Occupancy Vehicle Quarterly Report (Electronic Item 4.5)
8. Air Quality Funding Opportunities (www.nctcog.org/aqfunding)
9. Upcoming Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org/events)
10. July Public Meeting Minutes (Electronic Item 4.6)
11. June–July Public Comment Report (Electronic Item 4.7)
12. August Public Meeting Notice (Electronic Item 4.8)
13. Recent News Articles (Electronic Item 4.9)
14. Recent Correspondence (Electronic Item 4.10)
15. Recent Press Releases (Electronic Item 4.11)

1:35 – 1:45 5. **Disadvantaged Business Enterprise Program – Fiscal Year 2026-2028 Goal Update**

☑ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Ken Kirkpatrick, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval of the proposed Disadvantaged Business Enterprise (DBE) Participation Goal for Fiscal Year (FY) 2026-FY2028 for United States Department of Transportation contracting opportunities.

Background: The North Central Texas Council of Governments is required by the Federal Transit Administration to revisit its DBE Participation Goal every three years. The current DBE Participation Goal is valid until September 30, 2025. Staff is monitoring the latest developments at the federal level, including the Mid-America Milling Company Case in the United States District Court for the Eastern District of Kentucky. Staff have developed proposed goals for the next three years based on federal requirements as of

the development of the agenda. The public comment period will be completed on August 12, 2025. Electronic Item 5 includes additional details.

Performance Measure(s) Addressed: Administrative, Transit

1:45 – 1:55 6. **2026 Unified Transportation Program and Regional 10-Year Plan Update**

☑ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: The Regional Transportation Council (RTC) will be briefed on Category 12 funds proposed for approval by the Texas Transportation Commission (TTC) and action on the proposed changes for the Regional 10-Year Plan Update will be requested.

Background: Since December 2016, the RTC has annually approved a set of projects funded with Category 2 (Metropolitan Planning Organization [MPO] selected) and Category 4 (Texas Department of Transportation [TxDOT] District selected) funds and submitted for TTC consideration with Category 12 (TTC selected) funds that cover 10 years of highway projects. Since the last update in 2024, North Central Texas Council of Governments (NCTCOG) staff has coordinated with the TxDOT Dallas, Paris (Hunt County), and Fort Worth districts regarding updates to previously approved projects, as well as potential additions to the 10-Year Plan to be included in the 2026 Unified Transportation Program (UTP). As part of the draft 2026 UTP, TxDOT is also proposing that Congestion Mitigation and Air Quality Improvement Program (CMAQ) allocations be reduced and flexed to non-MPO (Statewide) funding categories starting in Fiscal Year 2029. Electronic Item 6.1 and Electronic Item 6.2 include additional information about the 10-Year Plan process and the proposed CMAQ allocation changes. Electronic Item 6.3 contains the proposed list of planned projects for the Regional 10-Year Plan. Electronic Item 6.4 contains the 10-Year Plan projects that have let or been completed. Electronic Item 6.5 is a copy of the public comment letter NCTCOG staff provided to TxDOT regarding the CMAQ allocation changes proposed in the 2026 UTP.

Performance Measure(s) Addressed: Roadway, Safety

1:55 – 2:05 7. **Dallas-Fort Worth High-Speed Rail Update and Proposed Fiscal Year 2026 House Appropriation Bill**

☑ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Brendon Wheeler, NCTCOG

Item Summary: In response to proposed language in the Fiscal Year 2026 House Transportation, Housing and Urban Development (THUD) Appropriations bill, which may have the unintended consequences of prohibiting federal funds for North Central Texas Council of Governments' (NCTCOG) high-speed rail development efforts, staff will recommend Regional Transportation Council (RTC) action to send a letter requesting reconsideration of language included in this bill. Additionally, staff will provide an update on study progress, including advancement of downtown Dallas alignments, status of high-speed rail economic studies, and leadership update for the Dallas-to-Houston corridor.

Background: Following August 2024 RTC direction, the project team has advanced conceptual engineering and stakeholder coordination on alignment concept west of downtown Dallas. Additionally, first-and-last-mile connections leveraging the proposed high-speed rail alignment along the entire corridor have been reviewed. In April 2020, NCTCOG staff began work on the Dallas-Fort Worth High-Speed Transportation Connections Study with consultant assistance. Completed in 2021, the first phase included an alternatives analysis of high-speed modes and corridors that recommended high-speed rail generally following the Interstate Highway 30 corridor. The second phase includes preliminary engineering and an environmental analysis through the National Environmental Policy Act process, resulting in a federal government action identifying the project's next steps. In December 2023, NCTCOG's application of the Fort Worth-to-Houston High-Speed Rail Corridor was accepted in the Federal Railroad Administration's Corridor Identification and Development grant program. The July 22, 2025, Dallas Morning News op-ed by John Kleinheinz on the Dallas-to-Houston high-speed rail project is included as Electronic Item 7.1. The draft letter to Congress for RTC's consideration is provided as

Electronic Item 7.2. Additional information is provided in Electronic Item 7.3.

Performance Measure(s) Addressed: Safety, Transit

2:05 – 2:15 8. **Acceptance of Transit 2.0 Information and Request of the Formation of a Regional Transportation Council Transit Subcommittee on a Transit Vision**

☑ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: This item requests the Regional Transportation Council (RTC) to accept the Transit 2.0 information. In addition, the item is to request a RTC Transit Subcommittee to focus on two items. The first is to review the Transit 2.0 recommendation impacting RTC and second, create a vision on how to advance transit in the region. All Subcommittee items will need the approval of the full RTC.

Background: Electronic Item 8 references all the information contained in Transit 2.0. Transit 2.0 is produced by outside consultants to advance ideas for transit authorities, member cities, non-member cities and the RTC. The information is contained in detailed reports, summary reports, videos, and PowerPoint slide decks. It is proposed that an RTC Subcommittee review ideas impacting the RTC and explore a broader assignment of creating a vision for implementing transit to meet the needs of a growing anticipated population of 12 plus million persons by 2050. If approved, RTC members will have ten days to request Subcommittee membership of the Chair in order for a Subcommittee meeting to be held in September.

Performance Measure(s) Addressed: Transit

2:15 – 2:25 9. **Updates Regarding Metropolitan Planning Organization-Selected Funding and Texas Department of Transportation Cost Overrun Funds**

☐ Action ☐ Possible Action ☑ Information Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: Staff will brief the Council on the latest updates about Metropolitan Planning Organization (MPO)-selected funding categories and Texas Department of

Transportation (TxDOT) Change Order and Cost Overrun (COCO) funds received for regional projects.

Background: In January 2024, the Texas Transportation Commission approved a rule change that updated allocation practices and limited carryover funding on certain MPO-selected categories, including Congestion Mitigation and Air Quality Improvement Program (CMAQ) AND Surface Transportation Block Grant Program (STBG). A result of this rule change was clarification that TxDOT Districts must provide concurrence for all CMAQ projects going forward. TxDOT has also requested that a larger share of CMAQ funds be allocated to projects on the State Highway System. Staff will provide a status update on carryover balances for all MPO-selected categories. In addition, a one-time allocation of funds to both the STBG and Transportation Alternatives Set Aside programs will be discussed along with the TxDOT COCO program. Finally, funding shortfalls in earlier years of the Unified Transportation Program are creating the need to "level lettings" and slow down engineering and right-of-way acquisition expenditures, which have resulting project schedule impacts, which will be discussed. Electronic Item 9 contains additional details on these topics.

Performance Measure(s) Addressed: Administrative, Air Quality

If time permits:

2:25 – 2:35 10. **89th Texas Legislature Final Actions**

☐ Action ☐ Possible Action ☑ Information Minutes: 10

Presenter: Rebekah Gongora, NCTCOG

Item Summary: Staff will present final actions of the 89th Texas Legislature related to transportation issues affecting the Dallas-Fort Worth area.

Background: The Regular Session of 89th Texas Legislature convened on January 14, 2025, and concluded on June 2, 2025. Staff will provide an update on final legislative actions in the 89th Regular Session related to key legislative positions of the Regional Transportation Council. Additional information can be found in Electronic Item 10.1. A summary of approved transportation and air quality bills of interest can be found in Electronic Item 10.2.

Performance Measure(s) Addressed: Administrative

2:35 – 2:45 11. **New Regional Transit Safety Performance Measure Targets**

☐ Action ☐ Possible Action ☑ Information Minutes: 10

Presenter: Ezra Pratt, NCTCOG

Item Summary: Staff will provide updated federally required Public Transit Agency Safety Plan (PTASP) regional performance measure targets for Fiscal Year 2026-2029.

Background: In 2021, the Regional Transportation Council adopted targets to cover Fiscal Year 2022-2025 for the federally required performance measures under PTASP. PTASP includes measures related to transit safety for passengers, transit workers, and those who share the road with transit vehicles. The North Central Texas Council of Governments now has an opportunity to adjust or reaffirm the previously adopted targets, and adopt several new targets required by the Federal Transit Administration. Electronic Item 11.1 provides more information. Current progress toward previously adopted federally required performance measures under Transit Asset Management will also be included for review in Electronic item 11.2. Transit Asset Management includes measures related to keeping all transit vehicles, equipment, facilities, and infrastructure in a state of good repair. A general update and schedule for all federal performance measures will be provided as well.

Performance Measure(s) Addressed: Safety, Transit

2:45 – 2:55 12. **Update on Regional Air Quality and Dallas-Fort Worth Air Quality Improvement Plan - Transportation Elements**

☐ Action ☐ Possible Action ☑ Information Minutes: 10

Presenter: Jenny Narvaez, NCTCOG

Item Summary: Staff will provide an update on current air quality initiatives, including development of the Dallas-Fort Worth Air Quality Improvement Plan (DFW AQIP), a comprehensive plan to improve air quality, and latest trends regarding ground level ozone.

Background: The North Central Texas Council of Governments (NCTCOG) Transportation and Environment and Development Departments are collaborating with regional stakeholders to comprehensively improve air quality. To prevent economic loss due to our region's air

quality status, NCTCOG is developing the DFW AQIP, a comprehensive plan to improve air quality through the reduction of criteria pollutants and carbon dioxide equivalent (CO_2e) emissions through 2050. The DFW region is currently in nonattainment for the pollutant ozone, for which the Texas Commission on Environmental Quality is responsible for ensuring compliance by July 20, 2027. Recent emission estimates prepared for Mobility 2050 and transportation conformity show a significant rise in nitrogen oxides (NO_X), a precursor to the formation of ozone. Development of the DFW AQIP will provide a vision to limiting this NO_X increase. Finally, staff recently completed an inventory of CO_2e for transportation, energy, water, wastewater, solid waste, and agriculture/forestry/land use sectors to include in the DFW AQIP. For more information on the DFW AQIP, including a preliminary plan published in March 2024, go to www.publicinput.com/dfwAQIP. Electronic Item 12 provides further information.

Performance Measure(s) Addressed: Air Quality

13. **Progress Reports**
☐ Action ☐ Possible Action ☑ Information
Item Summary: Progress Reports are provided in the items below.

- RTC Attendance (Electronic Item 13.1)
- STTC Attendance and Minutes (Electronic Item 13.2)

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

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

16. **Next Meeting:** The next meeting of the Regional Transportation Council will be held at **1:00 pm, Thursday, September 11, 2025.**

MINUTES

Regional Transportation Council
Thursday, July 10, 2025

The Regional Transportation Council (RTC) met on Thursday, July 10, 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, Elizabeth Beck, Curtis Bergthold, Alan Blaylock, Ceason Clemens, Bill Cox, Michael Crain, Jeff Davis, Pat Deen, Andy Eads, Michael Evans, T.J. Gilmore, Raul Gonzalez, Lane Grayson, Mojy Haddad, Julie Holmer (representing John Muns), Ron Jensen, Jill Jester, Matt Krause, Stephen Mason, Cara Mendelsohn, Cesar Molina, Ed Moore, Jesse Moreno, Matthew Porter, Marcus Ray (representing the Cities of Frisco, Prosper, Little Elm, The Colony, Celina and Providence Village), Jim Ross, David Salazar, Gary Slagel, Andy Sommerman (representing Clay Lewis Jenkins), Bobby Stovall, Jeremy Tompkins, and Duncan Webb.

Others present at the meeting were: Susan Alvarez, Joe Atwood, A.J. Austin, Melissa Baker, Micah Baker, Jay Barksdale, Carli Baylor, Mike Beaver, Emily Beckham, Joslyn Billings, Brandi Bird, Alberta Blair, David Boski, Jason Brown, Randall Bryant, Will Burgan, Farhan Butt, Jack Carr, Dixie Cawthorne, Dina Colarossi, Paul Cristina, Liam Crowley, Clarence Daugherty, Yvonne Davis, Rebecca Diviney, David Dryden, Chad Edwards, Tavia Evans, Tom Flaherty, Andrew Fortune, Carmen Garcia, Mike Garcia, Eric Gault, Matt Gauntt, Subid Ghimire, Jillian Giles, Gary Graham, Eric Greenman, Stefanie Guin, Tony Hartzel, Reggie Herman, Robert Hinkle, Chris Hocate, Kristina Holcomb, James Hotopp, Joel James, Jim Jarratt, Hua Kang, Nandita Kaundinya, Dan Kessler, Ken Kirkpatrick, Dan Lamers, Anette Landeros, Zihao Li, Eron Linn, Todd Little, Dee Long, Stanford Lynch, Dillon Maroney, Kit Marshall, Janese Masheell, Gregory Masota, Rob Matwick, Monte Mercer, Kate Milner, Michael Morris, Jenny Narvaez, Jeff Neal, Mark Nelson, Vanna Ngo, Jackie Nolasco, Chris Northup, Amir Omar, Andrew Pagano, David Parnell, Linda Paulik, Brinton Payne, Kristen Petree, Christopher Poe, John Polster, James Powell, Lemael Price, Vercie Pruitt-Jenkins, Alexandra Renteria, Travis Reynolds, Randy Richardson, Ricky Rodriguez, Shawna Russell-Jones, Adam Socki, Sid Sonck, Brandon Sparkman, Claude Spivey, Toni Stehling, Apovrua Subramanlan, Hyacinth Szasi, Burt Thakur, Jonathan Toffer, Lauren Trimble, Johnso Udoka, Laura Weis, Lizzie Welch, Brendon Wheeler, Amanda Wilson, Brian Wilson, Hannah Witcher, Jared Wright, and Sam Yacoub.

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. Hyacinth Szasi spoke on Agenda Items 5 & 8; Tavia Evans spoke on Agenda Item 3.3; Melissa Baker spoke on behalf of Mayor Rick Stopfer of Irving on Agenda Item 5; Liam Crowley spoke on Agenda Item 8; A.J. Austin spoke on Agenda Item 8. Written comments were provided and can be found in the Public Comments Report under the Director's Report agenda item.

2. **Approval of June 12, 2025, Minutes**: Approval of the June 12, 2025, meeting minutes contained in Electronic Item 2 was requested.

A motion was made to approve the June 12, 2025, meeting minutes as submitted in Electronic Item 2. Pat Deen (M); Duncan Webb (S). The motion passed unanimously.

3. **Consent Agenda**

3.1. **Colleyville Traffic Signal Maintenance**: Regional Transportation Council (RTC) approval was requested for up to $150,000 in RTC Local funds to fund the City of Colleyville for maintenance of ten traffic signals along State Highway (SH) 26 as it transitions off the state highway system.

3.2. **Endorsement of the Safe Streets and Roads for All Grant Program Submittal**: Staff requested Regional Transportation Council (RTC) endorsement of the Hemphill Street Community Based Safe Street Project submitted for the Fiscal Year 2025 (FY25) Safe Streets and Roads for All (SS4A) – Implementation Grant, prepared in partnership with the City of Fort Worth.

3.3. **Ratification of Emergency Funding: Backstop Funding for Diesel Emissions Reduction Act**: Staff requested ratification of emergency funding authorization in the amount of $175,000 in Regional Transportation Council Local funds to backstop the local match commitment to leverage federal funding awarded through the Diesel Emissions Reduction Act to avoid project implementation delays.

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

A motion was made to approve Items 3.1, 3.2, 3.3, and 3.4 on the Consent Agenda. Andy Sommerman (M); Duncan Webb (S). The motion passed unanimously.

4. **Orientation to Agenda/Director of Transportation Report**: Michael Morris briefly highlighted items 1, 2, and 4.

1. Interstate Highway 345 Bridge Investment Program Large Project Grant From the Texas Department of Transportation
2. Summer 2025 Traffic Incident Management Executive Level Course Announcement – August 12, 2025
3. North Central Texas Council of Governments Comments to the Texas Commission of Environmental Quality Section 185 Failure to Attain Fee Proposal
4. Metropolitan Planning Organization Planning Agreement Extension
5. Surface Transportation Technical Committee Officers
6. Nominations for the Dallas-Fort Worth Clean Cities Technical Advisory Committee (NCTCOG - Dallas-Fort Worth Clean Cities Technical Advisory Committee)
7. Additional Correspondence from Hunt-Related Entities on High-Speed Rail
8. Air Quality Funding Opportunities (www.nctcog.org/aqfunding)
9. Upcoming Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org/events)
10. June Public Meeting Minutes

11. May–June Public Comment Report
12. July Public Meeting Notice
13. Recent News Articles
14. Recent Correspondence
15. Recent Press Releases

Michael Morris reminded the Regional Transportation Council (RTC) that the August RTC meeting will be held on August 7, 2025, at the Irving Convention Center to coincide with the Infrastructure Summit. He also added that an RTC Member Orientation will be held in October 2025.

5. **Transit 2.0 Next Steps, Policy 25-01, and Proposed Funding**: Michael Morris presented a proposed Regional Transportation Council (RTC) Policy 25-01, aimed at assisting the region to resolve transit delivery and preparing the region for the new Mobility 2050 Plan. Approval of Policy P25-01 and proposed funding was requested. External consultant assistance was anticipated to be less than $1 million, and it was proposed to be funded with RTC Local funds.

   A motion was made to deny approval of Policy P25-01 and Regional Transportation Council (RTC) Local funding of less than $1 million, including the request with no conditions (e.g., letting the process determine the outcome), allowing the action to be included in all documents, and the request for members to notify the RTC Chair of their interest to participate in broader transit conversations. Steve Babick (M); Duncan Webb (S). The motion passed.

6. **Fiscal Year 2026 and Fiscal Year 2027 Unified Planning Work Program**: Dan Kessler requested Regional Transportation Council (RTC) approval of the proposed FY2026 and FY2027 Unified Planning Work Program (UPWP). Direction for staff to administratively amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and update any administrative and/or planning documents as needed to reflect the projects and programs contained in the Work Program was also sought.

   A motion was made to approve the FY2026 and FY2027 Unified Planning Work Program (UPWP), and to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program (STIP) and update any administrative and/or planning documents as needed to incorporate the projects and programs contained in the Work Program. Steve Babick (M); Andy Sommerman (S). The motion passed unanimously.

7. **Charging and Fueling Infrastructure Community: Electric Vehicle Charging Grant – Site Selection Criteria and Call for Projects**: Lori Clark requested Regional Transportation Council (RTC) approval to open a Call for Projects to select electric vehicle (EV) charging sites to be built using funds awarded under the Federal Highway Administration (FHWA) Charging and Fueling Infrastructure Discretionary Grant Program (CFI) Community Award.

   A motion was made to authorize staff to open the North Texas Electric Vehicle Infrastructure Call for Projects including the presented eligibility requirements, screening criteria, scoring criteria, and schedule with an estimated CFP to open on July 25, 2025,

and estimated CFP to close on October 31, 2025. The action included direction for staff to amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and update any administrative and/or planning documents as needed to incorporate the project funding. Ed Moore (M); Andy Sommerman (S). The motion passed unanimously.

8. **Heartland Flyer Funding for One Year**: Michael Morris requested the Regional Transportation Council (RTC) approval of $3.5 million in Regional Toll Revenue funds to secure the continued service of the Heartland Flyer for one year. Staff will seek reimbursement from the State of Texas and initiate a ridership campaign reducing the need for a subsidy. This service is critical for the Fédération Internationale de Football Association (FIFA) World Cup 2026.

   A motion was made to approve $3.5 million in Regional Toll Revenue funds to secure the continued service of the Heartland Flyer for one year. Staff will seek reimbursement from the State of Texas and initiate a ridership campaign reducing the need for a subsidy. Elizabeth Beck (M); Matthew Porter (S). The motion passed.

9. **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 (IIJA) requirements.

10. **Disadvantaged Business Enterprise Program – Fiscal Year 2026-2028 Goal Update**: This item was not presented due to time constraints.

11. **2026 Unified Transportation Program/Regional 10-Year Plan Update**: The item was not presented due to time constraints.

12. **Update on Regional Air Quality and Dallas-Fort Worth Air Quality Improvement Plan – Transportation Elements**: This item was not presented due to time constraints.

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

14. **Other Business (Old or New):** There was no discussion on this item.

15. **Future Agenda Items:** There was no discussion on this item.

16. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for **1:00 pm, Thursday, August 7, 2025, at the Irving Convention Center.**

Meeting adjourned at 2:55 pm.

NCTCOG PRESENTATION

Air Quality Funding Recommendations Related to the Environmental Protection Agency National Clean Diesel Funding Assistance Program

Regional Transportation Council

August 7, 2025

Jason Brown, Program Manager

ELECTRONIC ITEM 3.1.1

Funding and Applicant Eligibility

Funding Source: Environmental Protection Agency (EPA) National Clean Diesel Funding Assistance Program	
Call for Projects	North Texas Diesel Emissions Reduction Project 2024 – Opened December 16, 2024; Round 2 Deadline June 13, 2025
Project Types	Replace Onroad and Nonroad Diesel Engines/Vehicles/Equipment; Install Locomotive Shore Power and Other Idle Reduction Technologies
Round 2 Amount for CFP*	$1,275,932
Applicants	Private Fleets and Companies; Public Entities such as Municipalities and Airports
Geographic Area	10-County Nonattainment Area**, Area of Air Toxics Concern***
Clean Fleet Policy	Must Adopt RTC Clean Fleet Policy or Similar

*CFP Round 1 resulted in a Paccar Leasing project of $360,017 EPA funds and approved at the June RTC meeting.
**This includes Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise counties.
***This includes Dallas, Denton and Tarrant counties. Source: 2022-2023 DERA Priority County List

Summary of Application Requesting Funds

North Texas Diesel Emissions Reduction Project 2024 Call for Projects*							
Applicant**	Activities Requested	Applicant Eligible	Activities Eligible	EPA Funds Requested	Award Status	Recommend	
						Activities	EPA Funds
DFW Airport	1	Yes	Yes	$335,250	Full – 45%	1	$335,250
Activity: All-Electric Class 8 Shuttle Bus; 45% Funding Level Eligible							
Delta Air Lines	10	Yes	Yes	$379,426	Full – 45%	10	$379,426
Activity: All-Electric Nonroad Ground Support Equipment ; 45% Funding Level Eligible							
Approximate Remaining Funding for Round 3 Call for Projects							$561,256

*Refer to Electronic Item 3.1.2 for More Details. **Two Applications Submitted by Round 2 deadline June 13, 2025.

Examples of
All-Electric Projects

Photos Source: DFW Price Quote
& Delta Air Lines Price Quote

Schedule

Milestone	Estimated Timeframe
✓ STTC Action to Recommend Rebate	July 25, 2025
RTC Action to Recommend Rebate	August 7, 2025
Executive Board Agreement Authorization	August 28, 2025
Next Interim Application Deadline (Rolling 90–day deadline until all funds awarded or until project implementation deadline)	September 12, 2025
Project Implementation Deadline	June 30, 2027

REQUESTED ACTION – Air Quality Funding Recommendations Related to EPA National Clean Diesel Funding

RTC approval of:

- Recommended Rebate Awards
  - $335,250 (full rebate award of EPA funding) to DFW International Airport to replace one class 8 diesel shuttle bus with one class 8 all-electric shuttle bus
  - $379,426 (full rebate award of EPA funding) to Delta Air Lines to replace ten diesel ground support equipment with ten all-electric ground support equipment
- Continuing the Call for Projects until Funds are Exhausted
- 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 change

RTC Action Item – August 7, 2025

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North Texas Diesel Emissions Reduction Project 2024 Call For Projects

Awarded Project - North Texas Diesel Emissions Reduction Project 2024 (Round 2; March 15 - June 13, 2025)

Applicant	Activity	Old Vehicle/Equipment Information							New Vehicle/Equipment Information (Model Year 2021 or Newer)			Maximum Allowed Funding Level	Recommended Project Amounts			NO_X Benefits	Scoring Criteria					Other Environmental Benefits			
		Type	Class/Equipment	Engine Model Year	Fuel Type	Avg Annual Fuel Usage (gal)	Avg Annual Mileage	Annual Usage Hours	Model Year	Fuel Type	Total Cost		Requested Rebate Amount	Total Rebate Award	Local Match	NOx Tons Reduced Over 6 Years*	Score: Cost Per Ton NO_X Reduced (Max 65 Points)	Score: Rebate Recipient Oversight (Max 25 Points)	Priority Project Location (Max 5 Points)	Resilience & Workforce Development (Max 5 Points)	Total Score (Max 100 Points)	PM2.5 Reduced Over 6 Years*	HC Reduced Over 6 Years*	CO Reduced Over 6 Years*	CO_2 Reduced Over 6 Years*
DFW International Airport	1	Nonroad	Class 8 Shuttle Bus	2009	Diesel	1,638	N/A	3,650	2025	Electric	$745,000	45%	$335,250	$335,250	$409,750	1.62	43	18.5	5	5	71.2	0.01	0.08	0.35	111
Delta Air Lines	10	Nonroad	Ground Support Equipment	1996-2011	Diesel	4,354	N/A	800	2025	Electric	$843,170	45%	$379,427	$379,427	$463,744	13.85	57	24.0	5	5	90.9	1.62	1.49	8.49	2,939

Awarded Project - North Texas Diesel Emissions Reduction Project 2024 (Round 1; December 16, 2024 - March 14, 2025)

Applicant	Activity	Old Vehicle/Equipment Information							New Vehicle/Equipment Information (Model Year 2021 or Newer)			Maximum Allowed Funding Level	Recommended Project Amounts			NO_X Benefits	Scoring Criteria					Other Environmental Benefits			
		Type	Class/Equipment	Engine Model Year	Fuel Type	Avg Annual Fuel Usage (gal)	Avg Annual Mileage	Annual Usage Hours	Model Year	Fuel Type	Total Cost		Requested Rebate Amount	Total Rebate Award	Local Match	NOx Tons Reduced Over 6 Years*	Score: Cost Per Ton NO_X Reduced (Max 65 Points)	Score: Rebate Recipient Oversight (Max 25 Points)	Priority Project Location (Max 5 Points)	Resilience & Workforce Development (Max 5 Points)	Total Score (Max 100 Points)	PM2.5 Reduced Over 6 Years*	HC Reduced Over 6 Years*	CO Reduced Over 6 Years*	CO_2 Reduced Over 6 Years*
PACCAR Leasing Company	1	Onroad	s 8 - Short Haul Combination	2015	Diesel	3,000	21,212	N/A	2024	Electric	$800,037	45%	$360,017	$360,017	$440,020	0.60	11	24.5	5	5	45.5	0.00	0.01	0.27	203
Total Projects											**$800,037**			**$360,017**	**$440,020**	**16.67**						**1.63**	**1.58**	**9.37**	**3,455**

Round 1 Funds Available for Call for Projects	**$1,635,949**
Round 1 Funds Awarded	**$360,017**
Balance Available for CFP Round 2	**$1,275,932**
Round 2 Funds Awarded	**$714,677**
Balance Available for CFP Round 3	**$561,256**

EPA = Environmental Protection Agency
NO_X = Nitrogen Oxides; PM2. 5= Particulate Matter Less Than 2.5 Micrometers; HC = Hydrocarbons; CO = Carbon Monoxide; CO_2 = Carbon Dioxide
B5 = 5% Biodiesel blend; B20 = 20% Biodiesel blend; ULSD = Ultra-Low Sulfur Diesel; CNG = Compressed Natural Gas

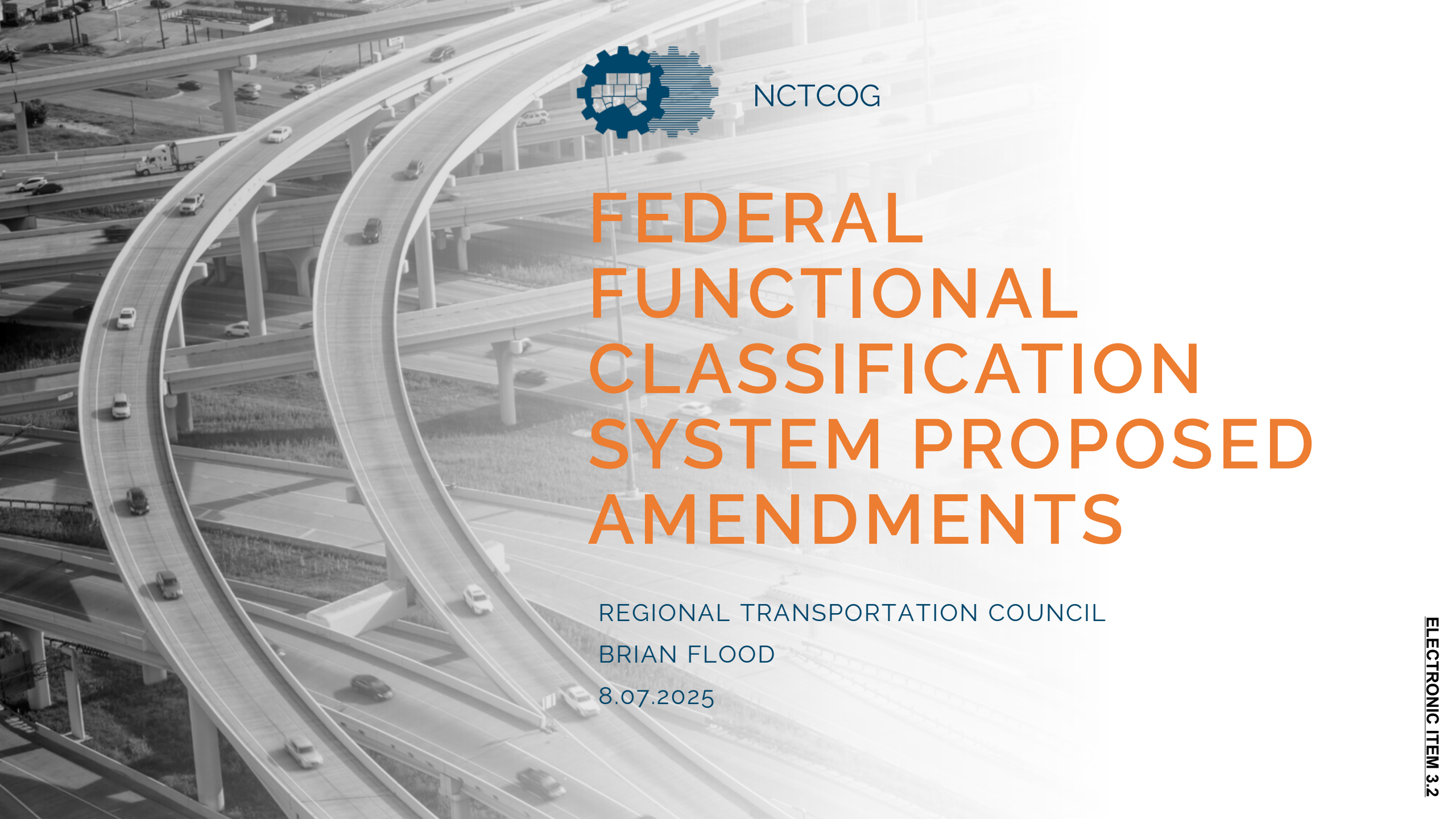
*Emissions Impacts Quantified Using EPA Diesel Emissions Quantifier (DEQ)
**The Federal Highway Administration (FHWA) produced cost effectiveness tables for projects funded by Congestion Mitigation Air Quality funds. The values used in the tiers reference data related to the low, median, and high cost-effectiveness projects for nitrogen oxide emissions reduction.

Cost Effectiveness Tiers Based On Data Produced By FHWA**	Point Scale for Cost per Ton Tier
Tier 1 < $20,000	64
Tier 2 $20,001 - $90,999	55
Tier 3 $91,000 - $168,000	50
Tier 4 $168,001 - $248,999	40
Tier 5 $249,000 - $367,000	30
Tier 6 > $367,001	10

Priority Project Location Criteria	Points
Ozone 2008 and/or 2015 standard nonattainment area	1
Area of air toxics concern	1
Areas of freight-oriented development	1
Areas in which poverty levels and minority populations are above regional percentages	2
Or	
Areas in which poverty levels are above regional percentages only or Areas in which minority populations are above regional percentages only	1

Source: NCTCOG, Prepared for August 7, 2025, RTC Meeting.

ELECTRONIC ITEM 3.1.2



NCTCOG

FEDERAL FUNCTIONAL CLASSIFICATION SYSTEM PROPOSED AMENDMENTS

REGIONAL TRANSPORTATION COUNCIL

BRIAN FLOOD

8.07.2025

ELECTRONIC ITEM 3.2

WHAT IS FUNCTIONAL CLASSIFICATION?

Functional Classification categorizes roadways by their relative purpose, typically comparing importance of traffic mobility to property access.

Federal Functional Classification System (FFCS) Types:

- Interstate
- Other Freeways and Expressways
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local

PROPOSED FFCS AMENDMENTS

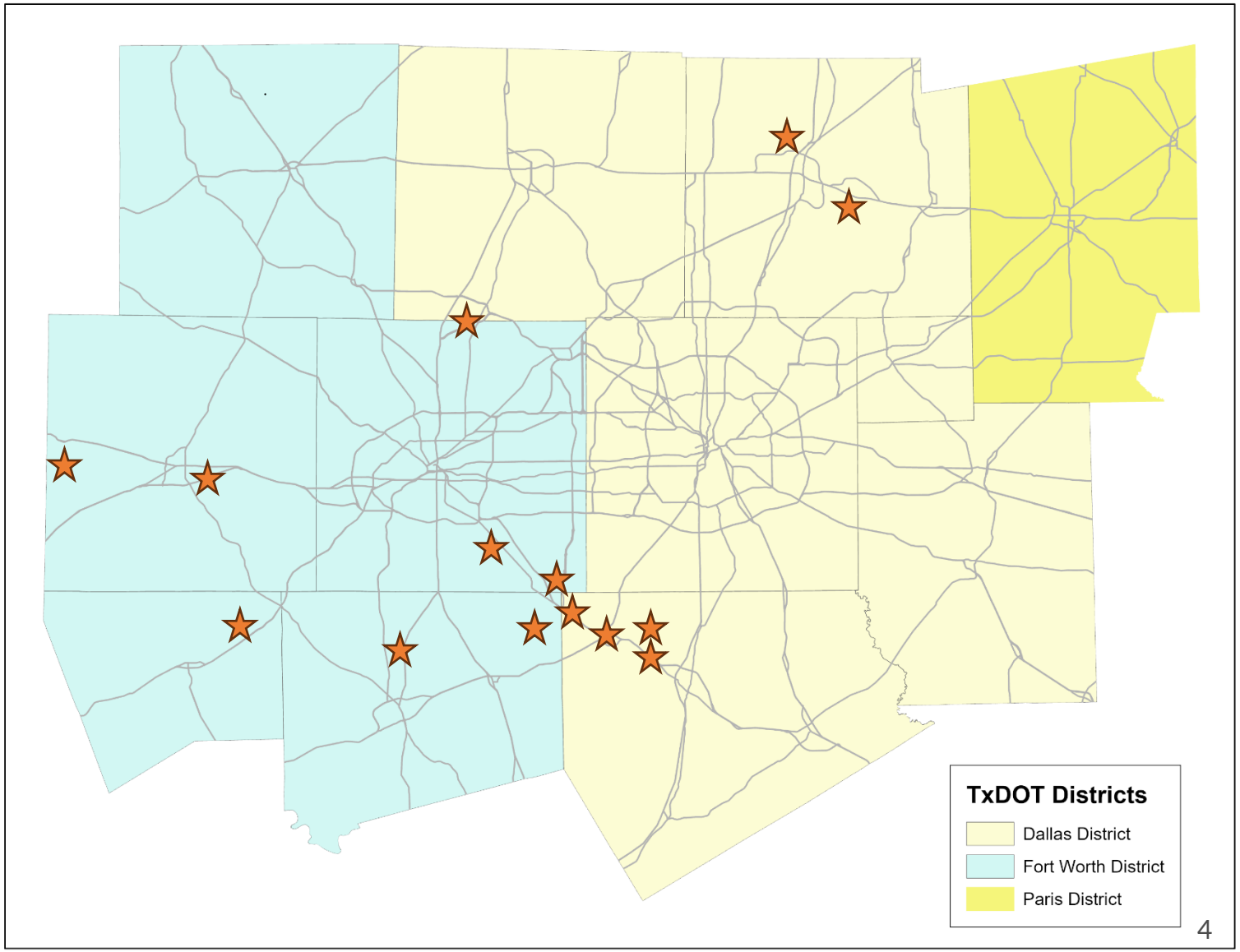
Occasionally projects in the Transportation Improvement Plan (TIP) or the Statewide Transportation Improvement Plan (STIP) are not on the Federal Functional Classification System.

Projects partially or fully funded from federal sources are required to be classified as a Major Collector or above.

Out-of-cycle updates to the FFCS require an amendment.

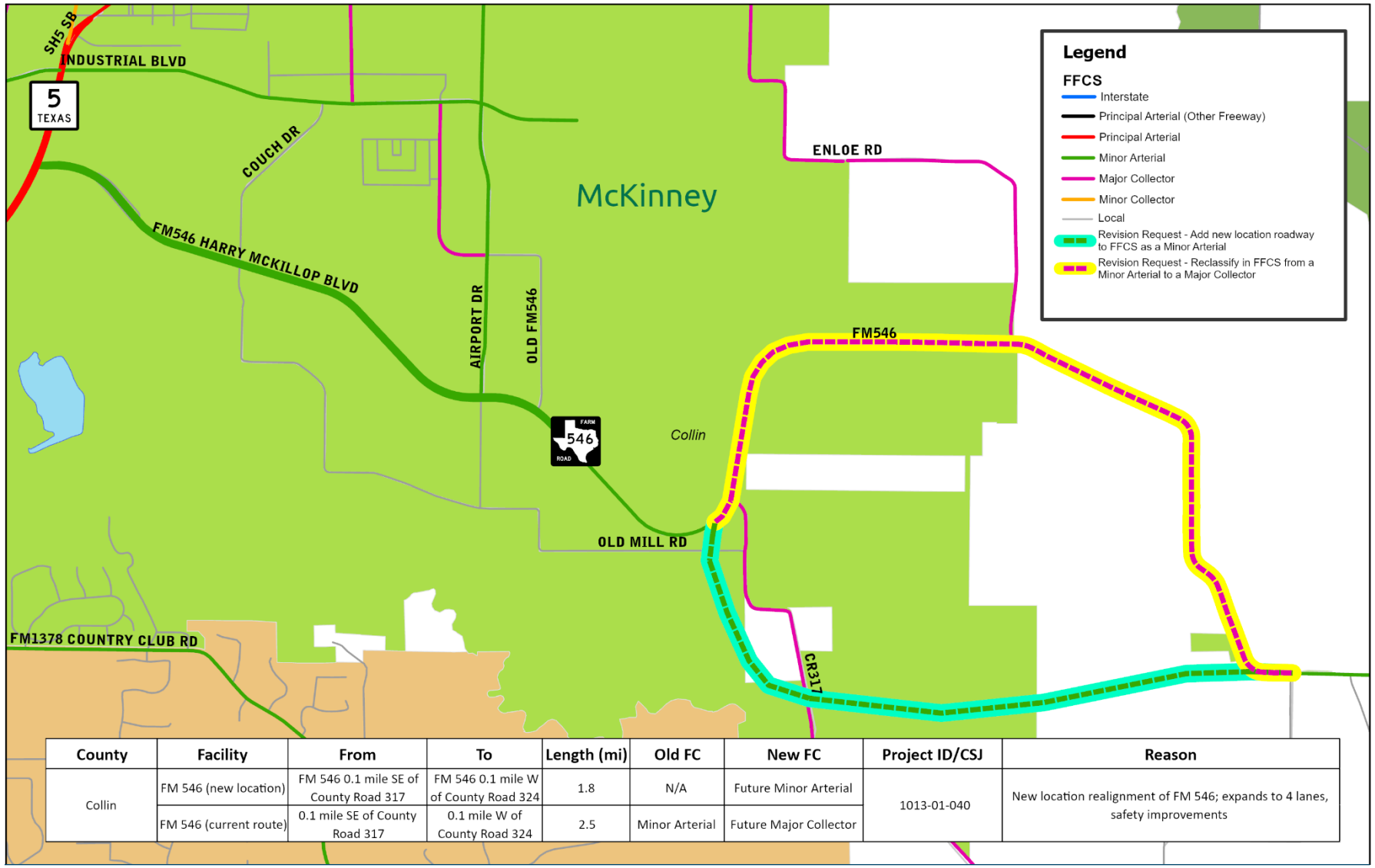
PROPOSED AMENDMENT LOCATIONS

14 Amendments Total



Federal Functional Classification System (FFCS) Amendment

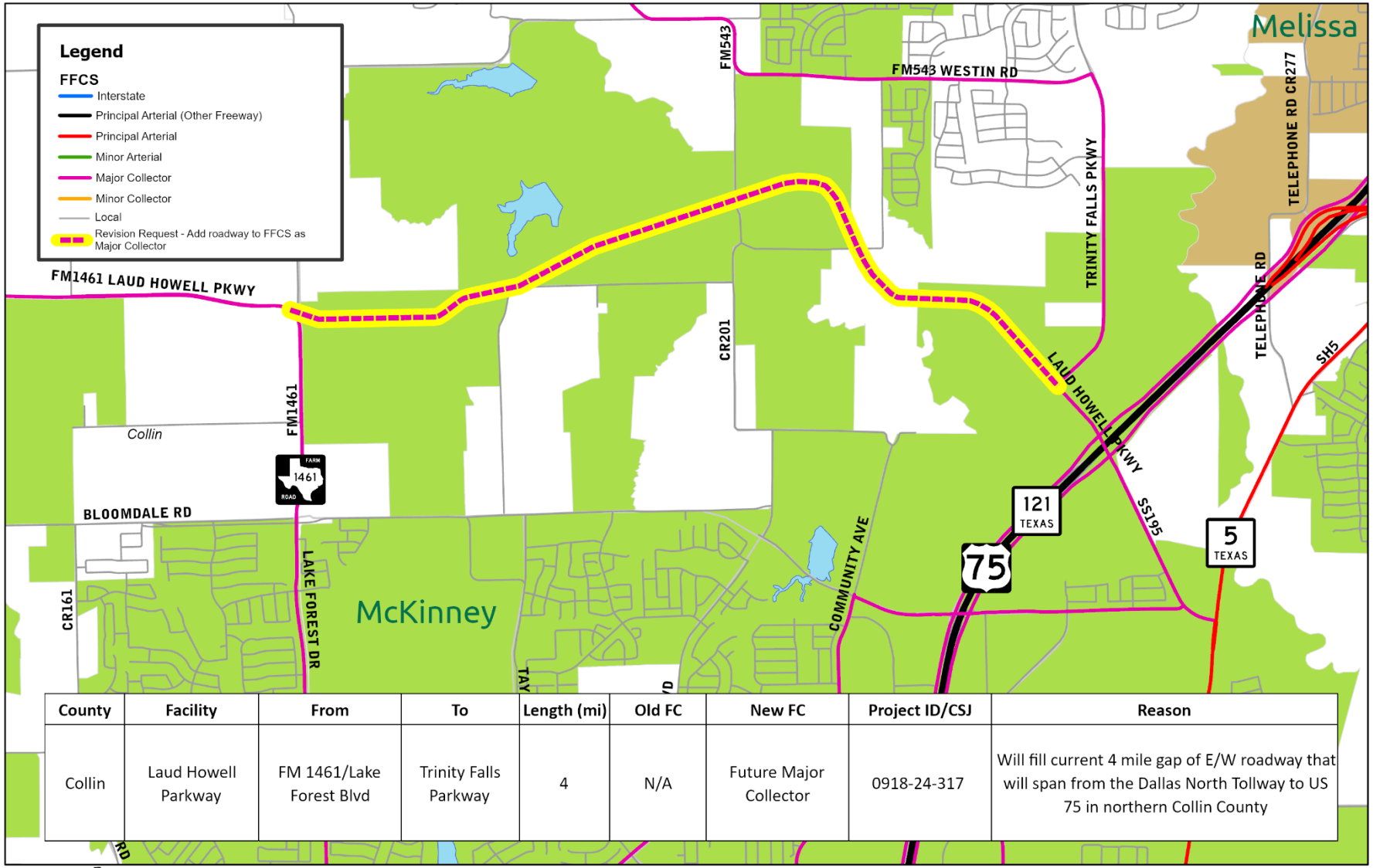
As requested by NCTCOG and TxDOT Dallas and included in Mobility 2050



County	Facility	From	To	Length (mi)	Old FC	New FC	Project ID/CSJ	Reason
Collin	FM 546 (new location)	FM 546 0.1 mile SE of County Road 317	FM 546 0.1 mile W of County Road 324	1.8	N/A	Future Minor Arterial	1013-01-040	New location realignment of FM 546; expands to 4 lanes, safety improvements
	FM 546 (current route)	0.1 mile SE of County Road 317	0.1 mile W of County Road 324	2.5	Minor Arterial	Future Major Collector		

Federal Functional Classification System (FFCS) Amendment

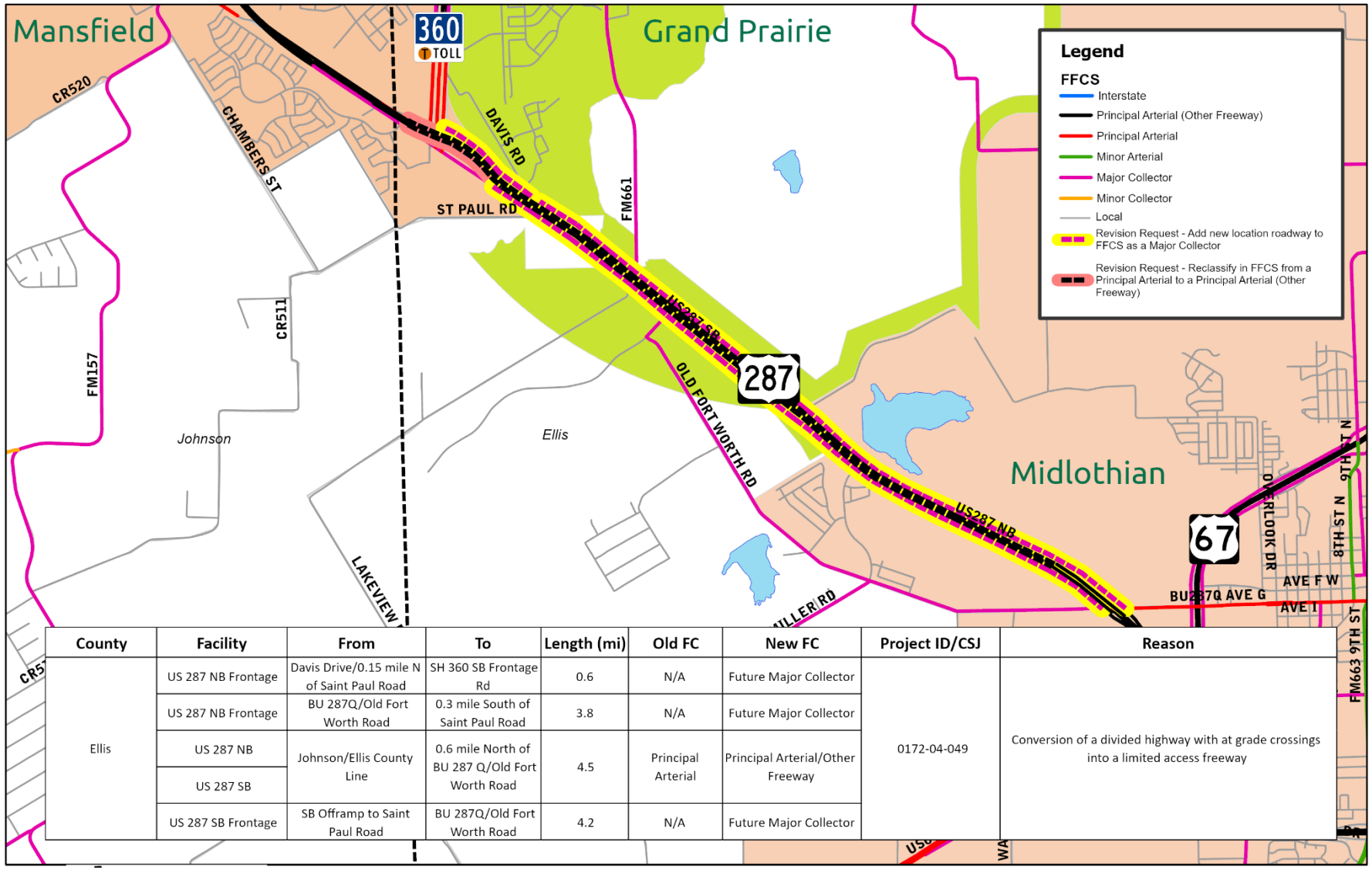
As requested by NCTCOG and TxDOT Dallas



County	Facility	From	To	Length (mi)	Old FC	New FC	Project ID/CSJ	Reason
Collin	Laud Howell Parkway	FM 1461/Lake Forest Blvd	Trinity Falls Parkway	4	N/A	Future Major Collector	0918-24-317	Will fill current 4 mile gap of E/W roadway that will span from the Dallas North Tollway to US 75 in northern Collin County

Federal Functional Classification System (FFCS) Amendment

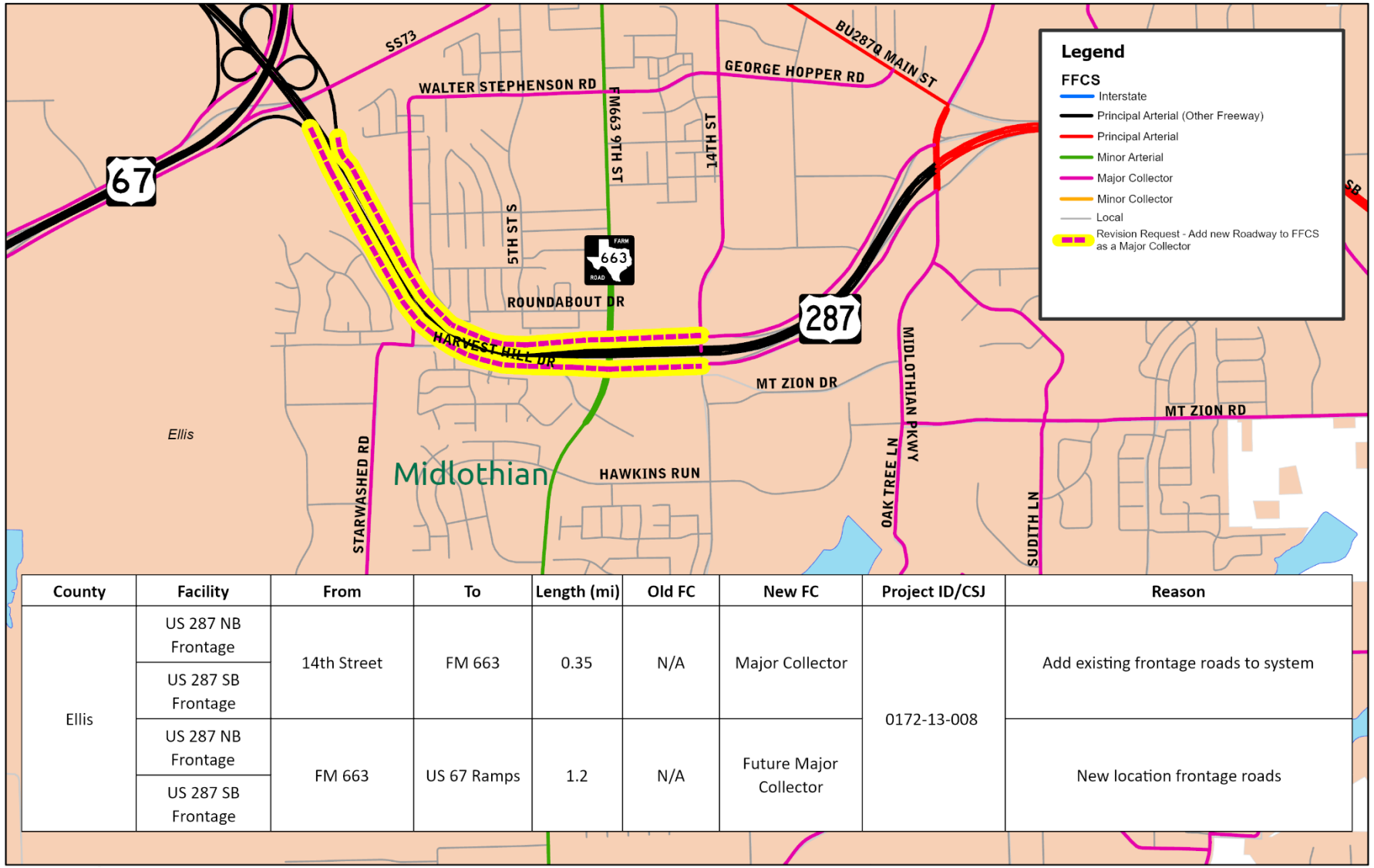
As requested by NCTCOG and TxDOT Dallas and included in Mobility 2050



County	Facility	From	To	Length (mi)	Old FC	New FC	Project ID/CSJ	Reason
Ellis	US 287 NB Frontage	Davis Drive/0.15 mile N of Saint Paul Road	SH 360 SB Frontage Rd	0.6	N/A	Future Major Collector	0172-04-049	Conversion of a divided highway with at grade crossings into a limited access freeway
	US 287 NB Frontage	BU 287Q/Old Fort Worth Road	0.3 mile South of Saint Paul Road	3.8	N/A	Future Major Collector		
	US 287 NB	Johnson/Ellis County Line	0.6 mile North of BU 287 Q/Old Fort Worth Road	4.5	Principal Arterial	Principal Arterial/Other Freeway		
	US 287 SB							
	US 287 SB Frontage	SB Offramp to Saint Paul Road	BU 287Q/Old Fort Worth Road	4.2	N/A	Future Major Collector		

Federal Functional Classification System (FFCS) Amendment

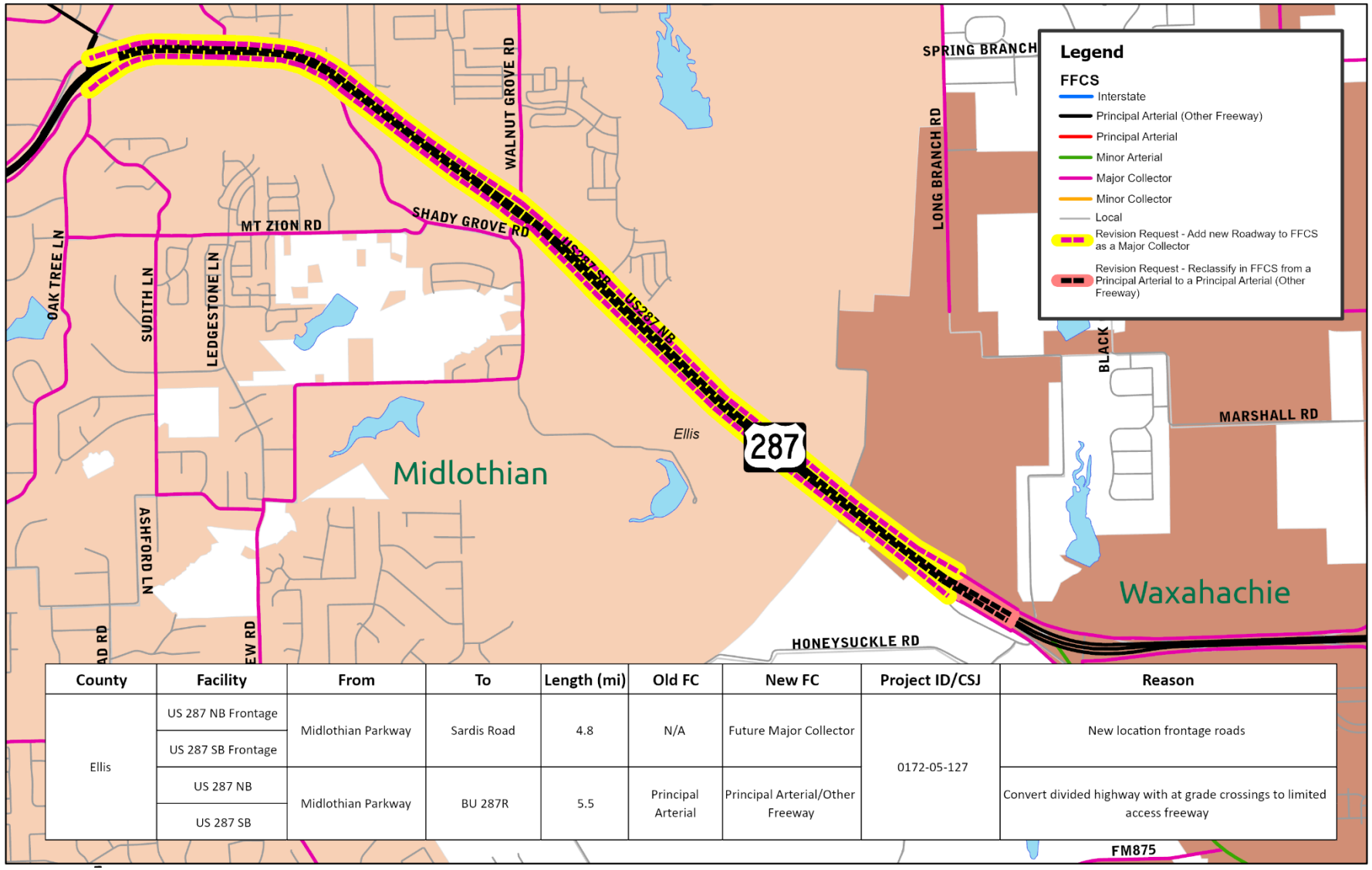
As requested by NCTCOG and TxDOT Dallas and included in Mobility 2050



County	Facility	From	To	Length (mi)	Old FC	New FC	Project ID/CSJ	Reason
Ellis	US 287 NB Frontage	14th Street	FM 663	0.35	N/A	Major Collector	0172-13-008	Add existing frontage roads to system
	US 287 SB Frontage							
	US 287 NB Frontage	FM 663	US 67 Ramps	1.2	N/A	Future Major Collector		New location frontage roads
	US 287 SB Frontage							

Federal Functional Classification System (FFCS) Amendment

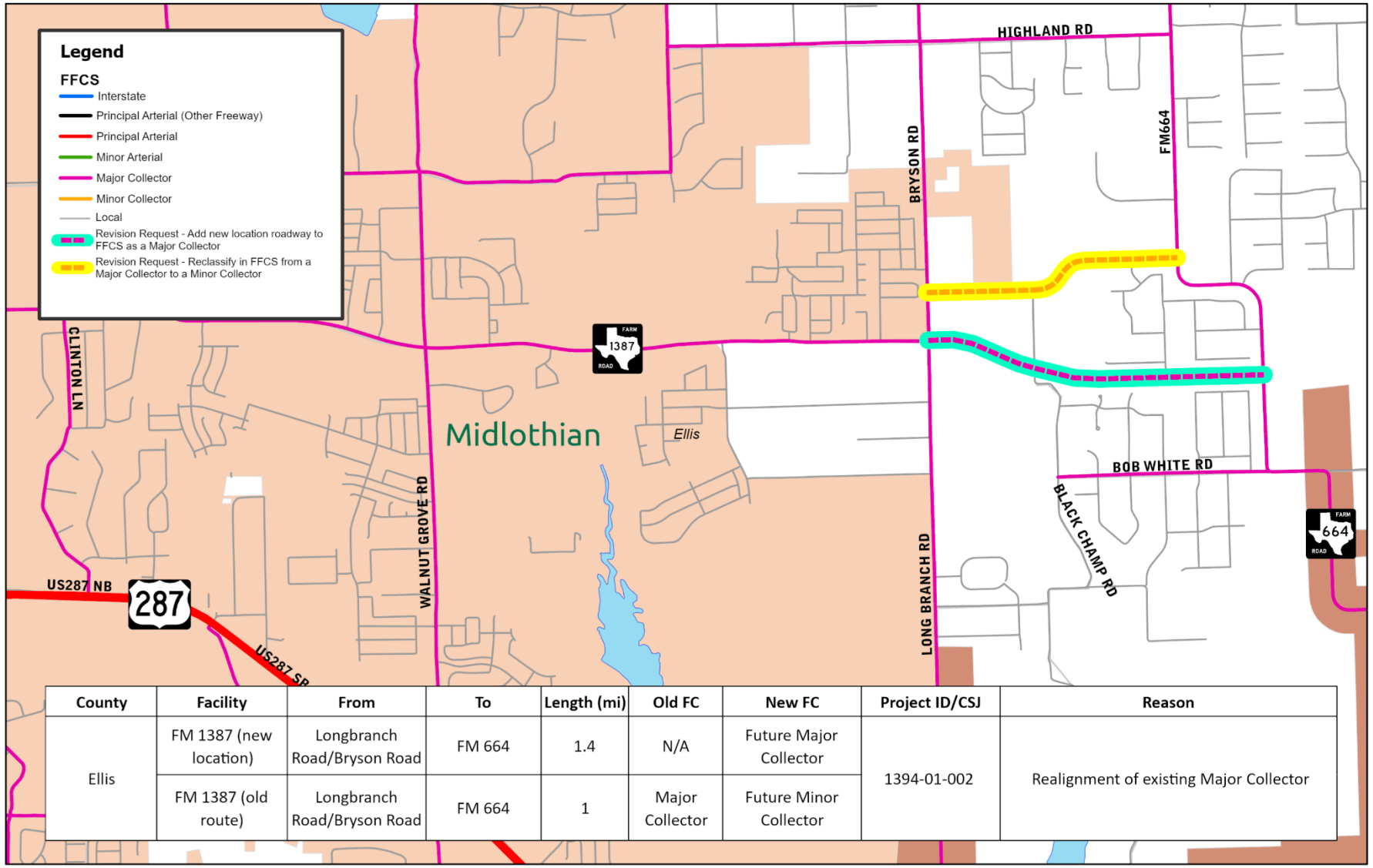
As requested by NCTCOG and TxDOT Dallas and included in Mobility 2050



County	Facility	From	To	Length (mi)	Old FC	New FC	Project ID/CSJ	Reason
Ellis	US 287 NB Frontage	Midlothian Parkway	Sardis Road	4.8	N/A	Future Major Collector	0172-05-127	New location frontage roads
	US 287 SB Frontage							
	US 287 NB	Midlothian Parkway	BU 287R	5.5	Principal Arterial	Principal Arterial/Other Freeway		Convert divided highway with at grade crossings to limited access freeway
	US 287 SB							

Federal Functional Classification System (FFCS) Amendment

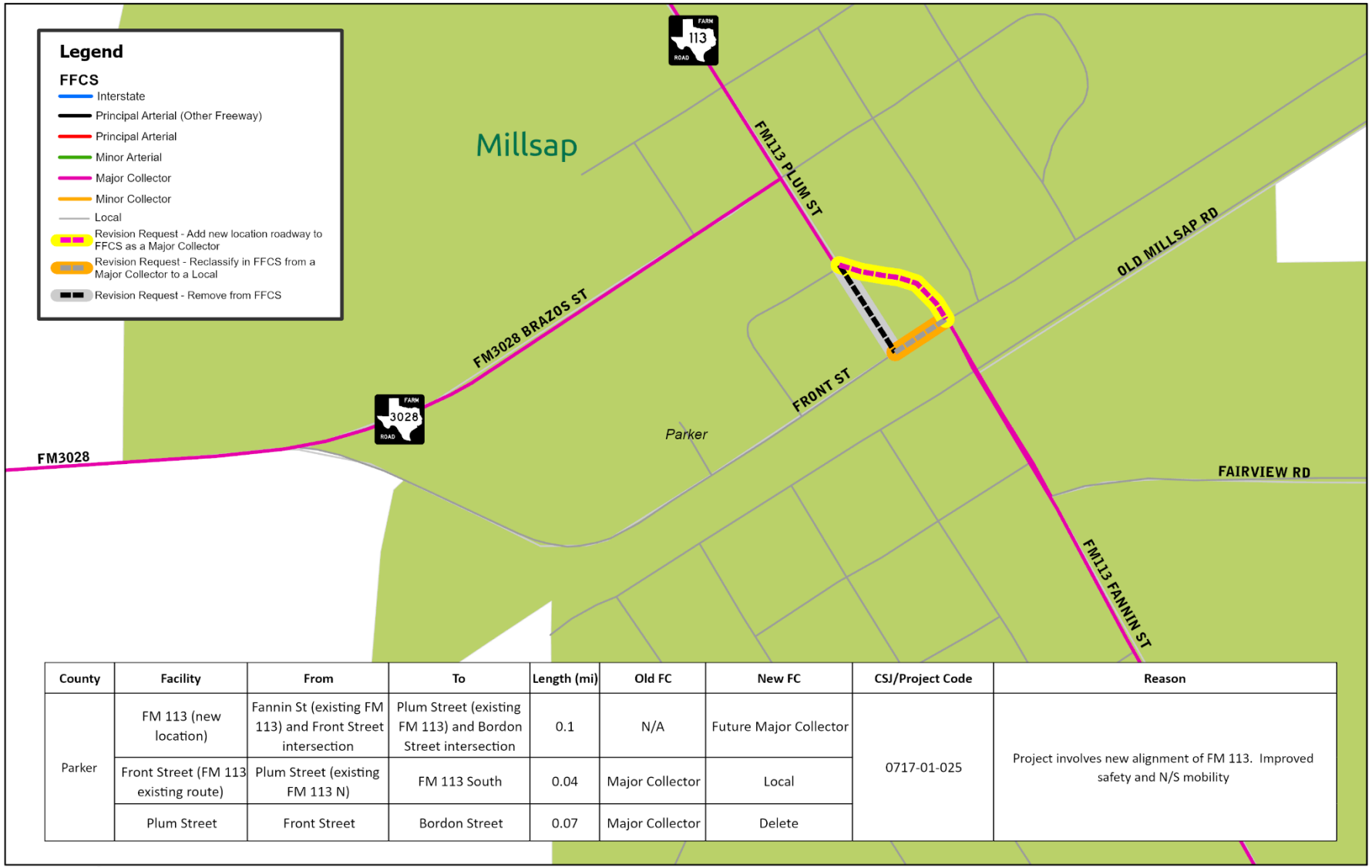
As requested by NCTCOG and TxDOT Dallas and included in the Mobility 2045 Update



County	Facility	From	To	Length (mi)	Old FC	New FC	Project ID/CSJ	Reason
Ellis	FM 1387 (new location)	Longbranch Road/Bryson Road	FM 664	1.4	N/A	Future Major Collector	1394-01-002	Realignment of existing Major Collector
	FM 1387 (old route)	Longbranch Road/Bryson Road	FM 664	1	Major Collector	Future Minor Collector		

Federal Functional Classification System (FFCS) Amendment

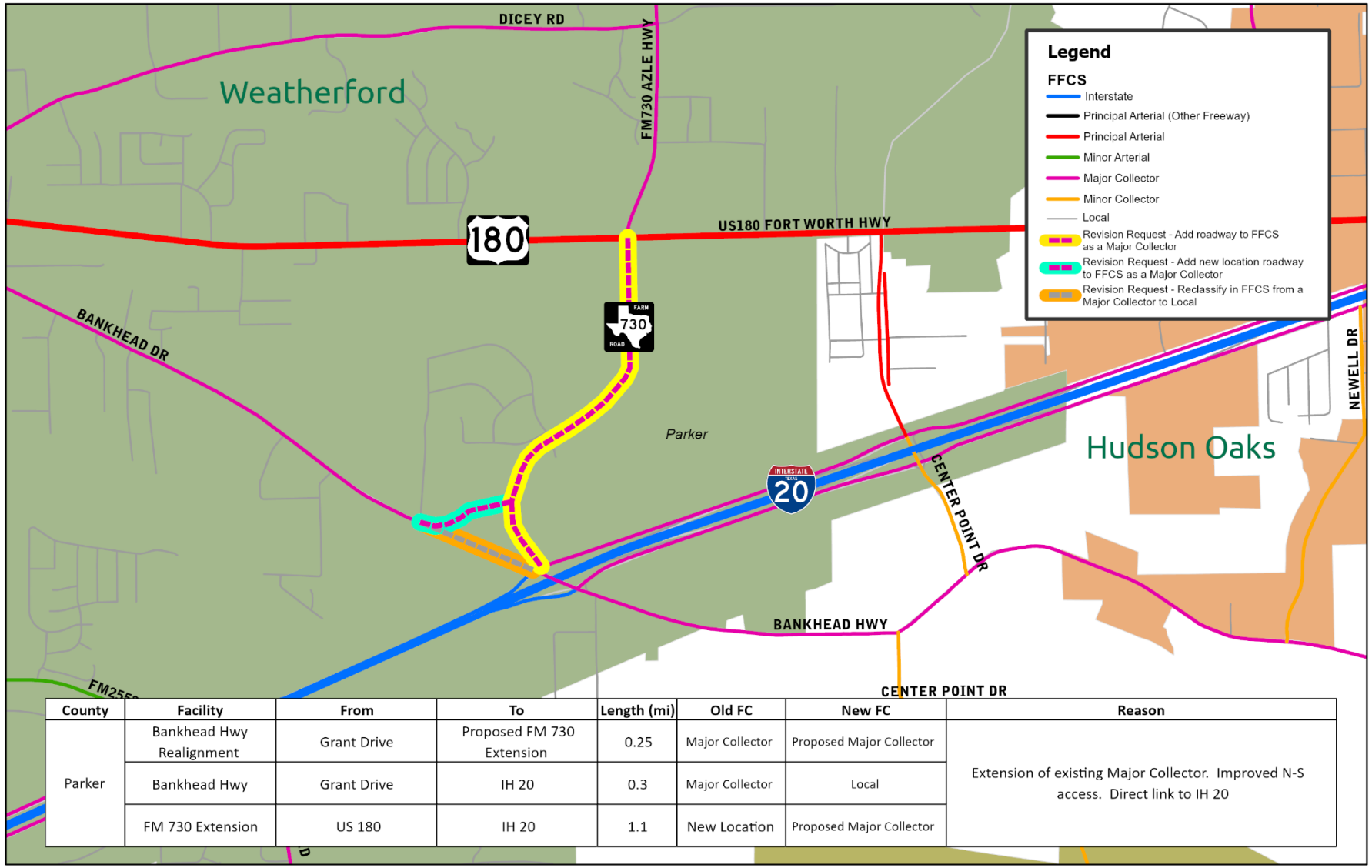
As requested by NCTCOG and TxDOT Fort Worth and included in the Mobility 2045 Update



County	Facility	From	To	Length (mi)	Old FC	New FC	CSJ/Project Code	Reason
Parker	FM 113 (new location)	Fannin St (existing FM 113) and Front Street intersection	Plum Street (existing FM 113) and Bordon Street intersection	0.1	N/A	Future Major Collector	0717-01-025	Project involves new alignment of FM 113. Improved safety and N/S mobility
	Front Street (FM 113 existing route)	Plum Street (existing FM 113 N)	FM 113 South	0.04	Major Collector	Local		
	Plum Street	Front Street	Bordon Street	0.07	Major Collector	Delete		

Federal Functional Classification System (FFCS) Amendment

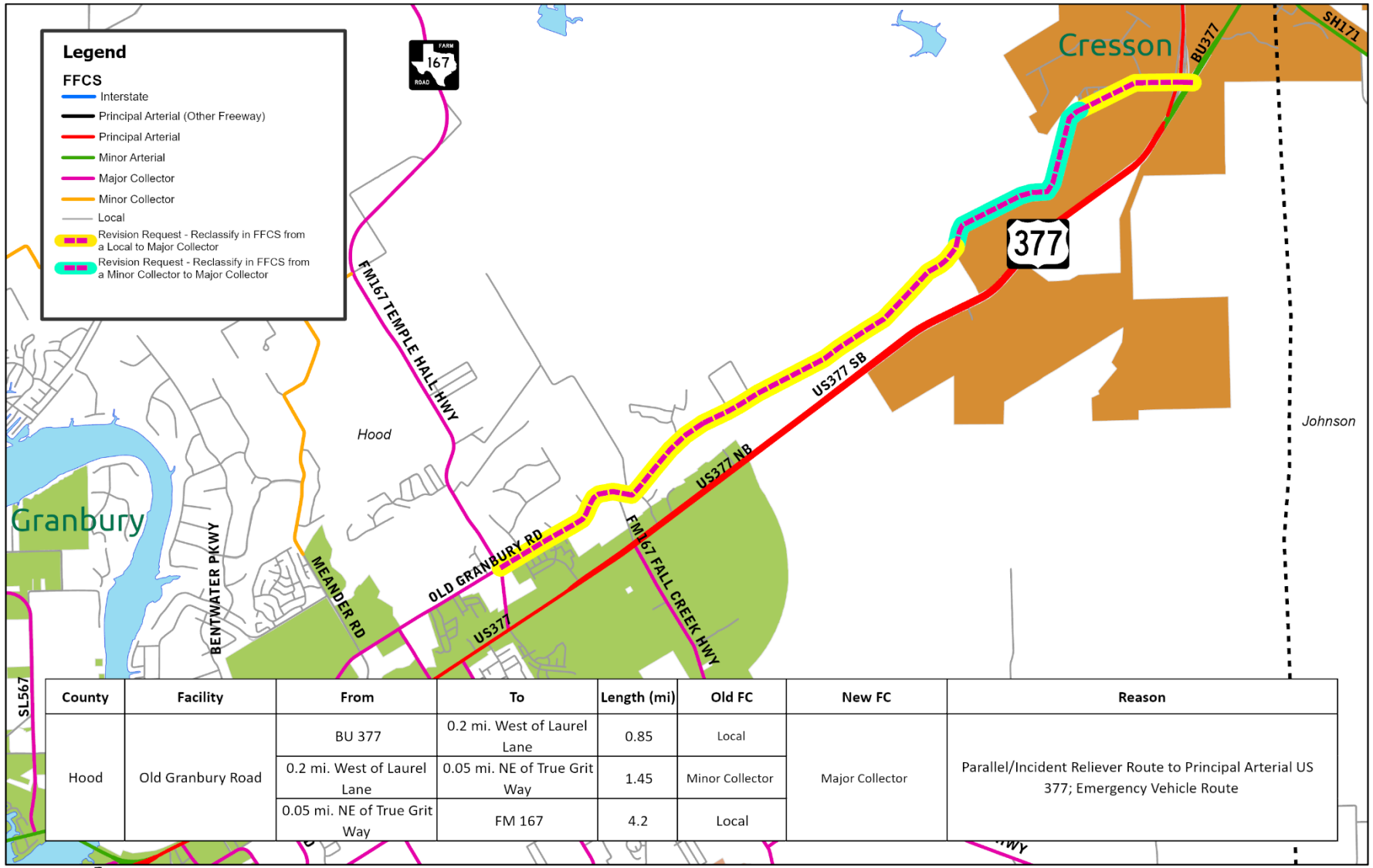
As requested by NCTCOG and TxDOT Fort Worth



County	Facility	From	To	Length (mi)	Old FC	New FC	Reason
Parker	Bankhead Hwy Realignment	Grant Drive	Proposed FM 730 Extension	0.25	Major Collector	Proposed Major Collector	Extension of existing Major Collector. Improved N-S access. Direct link to IH 20
	Bankhead Hwy	Grant Drive	IH 20	0.3	Major Collector	Local	
	FM 730 Extension	US 180	IH 20	1.1	New Location	Proposed Major Collector	

Federal Functional Classification System (FFCS) Amendment

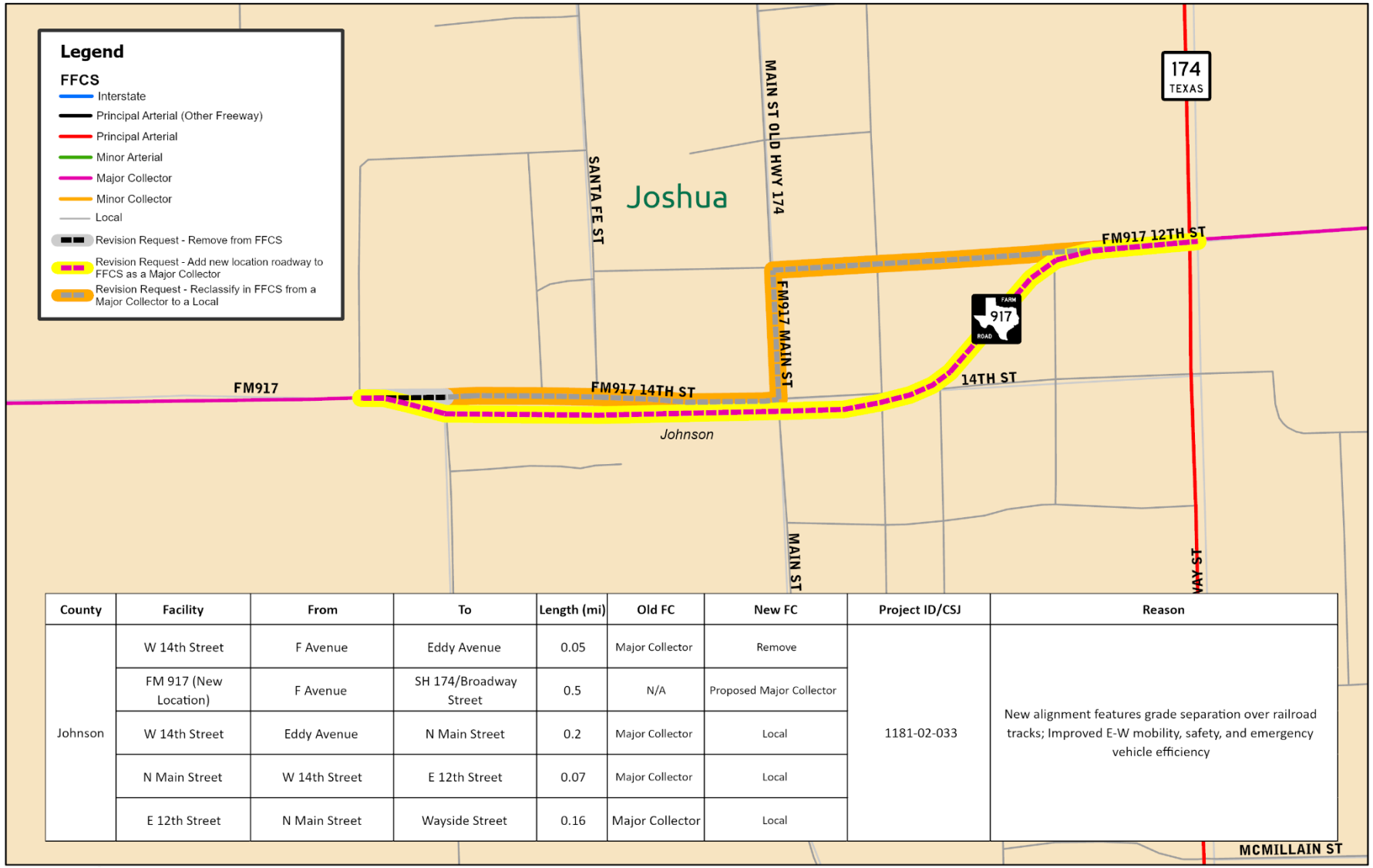
As requested by NCTCOG and TxDOT Fort Worth



County	Facility	From	To	Length (mi)	Old FC	New FC	Reason
Hood	Old Granbury Road	BU 377	0.2 mi. West of Laurel Lane	0.85	Local	Major Collector	Parallel/Incident Reliever Route to Principal Arterial US 377; Emergency Vehicle Route
		0.2 mi. West of Laurel Lane	0.05 mi. NE of True Grit Way	1.45	Minor Collector		
		0.05 mi. NE of True Grit Way	FM 167	4.2	Local		

Federal Functional Classification System (FFCS) Amendment

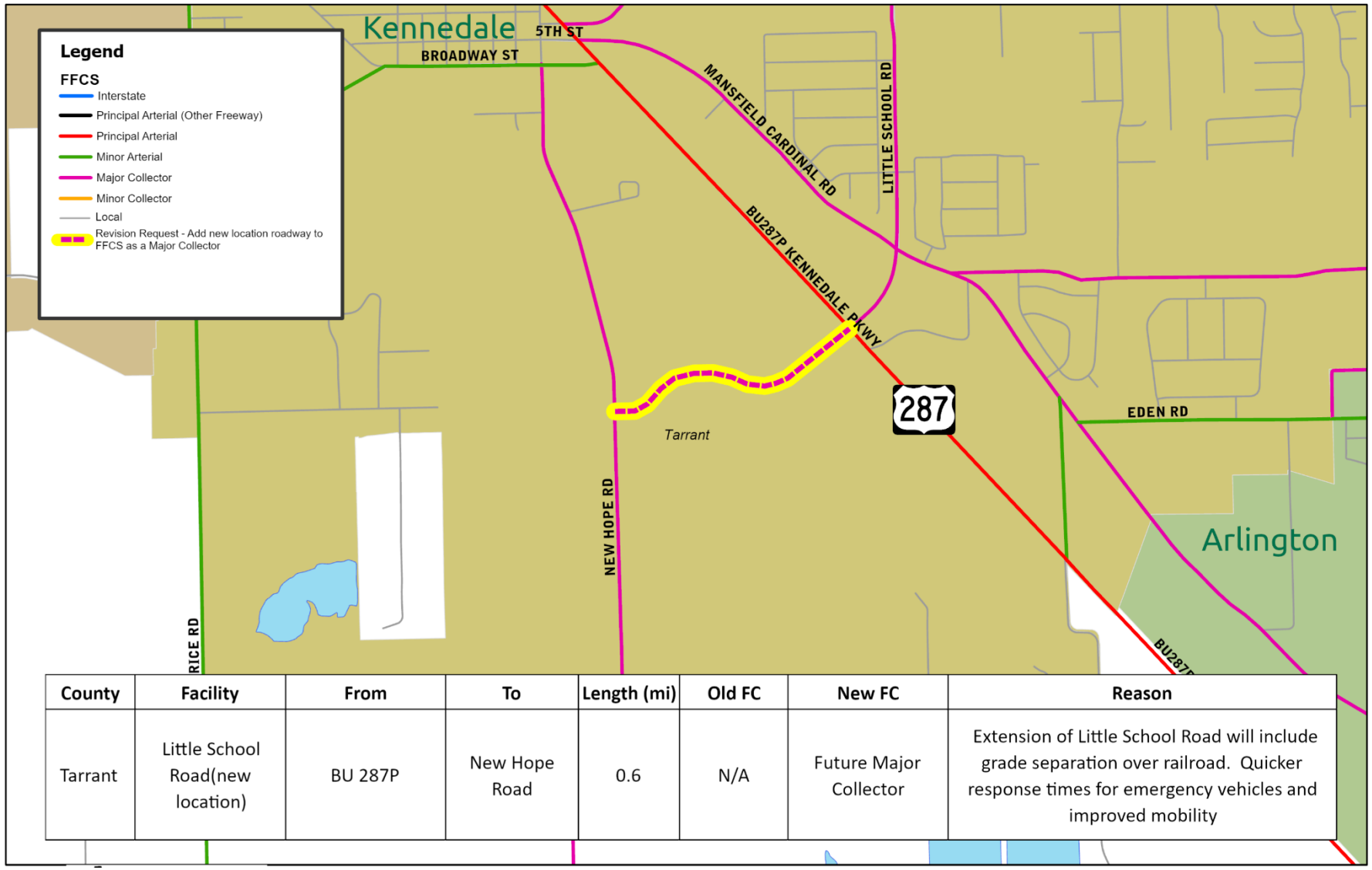
As requested by NCTCOG and TxDOT Fort Worth and included in the Mobility 2045 Update



County	Facility	From	To	Length (mi)	Old FC	New FC	Project ID/CSJ	Reason
Johnson	W 14th Street	F Avenue	Eddy Avenue	0.05	Major Collector	Remove	1181-02-033	New alignment features grade separation over railroad tracks; Improved E-W mobility, safety, and emergency vehicle efficiency
	FM 917 (New Location)	F Avenue	SH 174/Broadway Street	0.5	N/A	Proposed Major Collector		
	W 14th Street	Eddy Avenue	N Main Street	0.2	Major Collector	Local		
	N Main Street	W 14th Street	E 12th Street	0.07	Major Collector	Local		
	E 12th Street	N Main Street	Wayside Street	0.16	Major Collector	Local		

Federal Functional Classification System (FFCS) Amendment

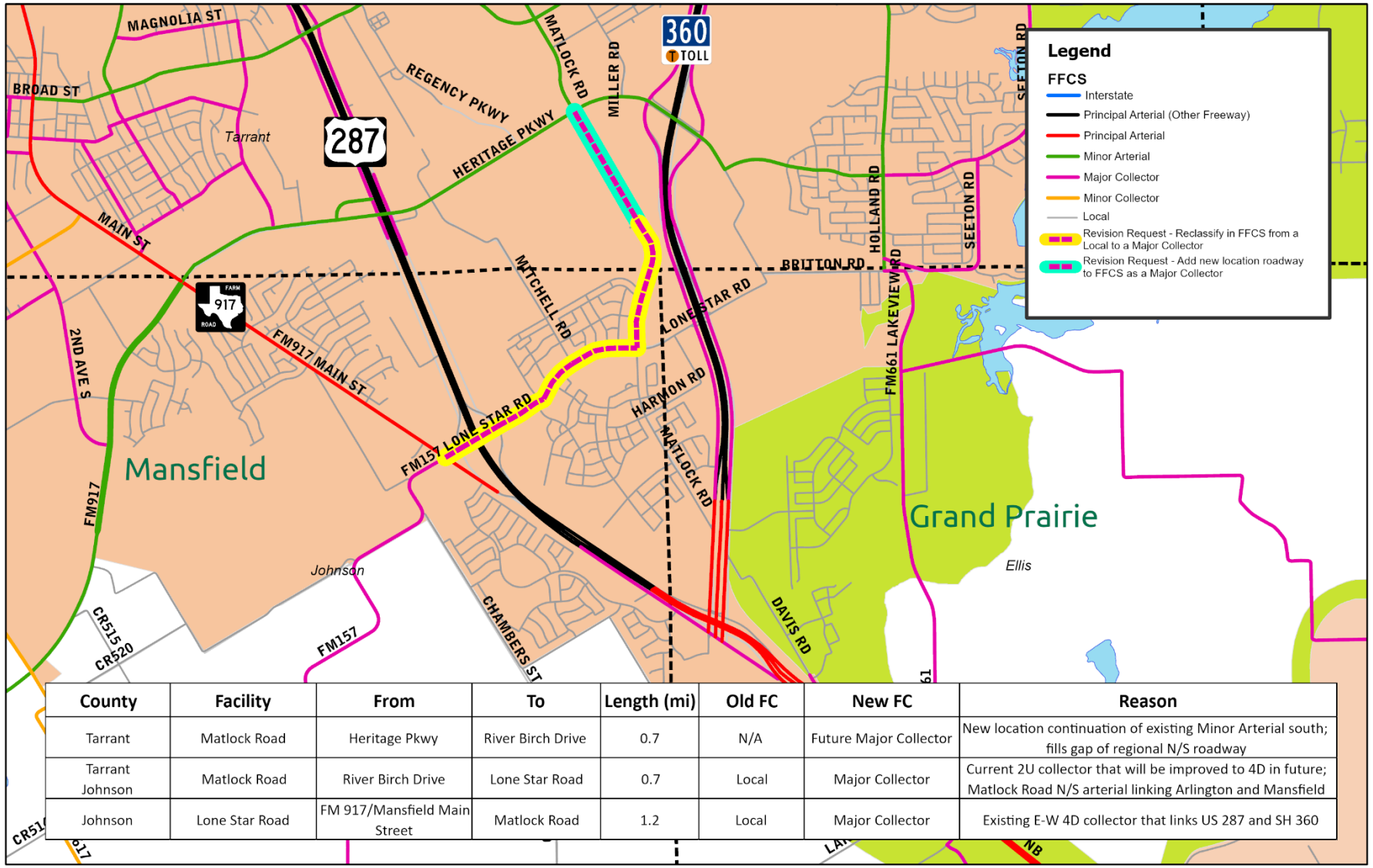
As requested by NCTCOG and TxDOT Fort Worth



County	Facility	From	To	Length (mi)	Old FC	New FC	Reason
Tarrant	Little School Road(new location)	BU 287P	New Hope Road	0.6	N/A	Future Major Collector	Extension of Little School Road will include grade separation over railroad. Quicker response times for emergency vehicles and improved mobility

Federal Functional Classification System (FFCS) Amendment

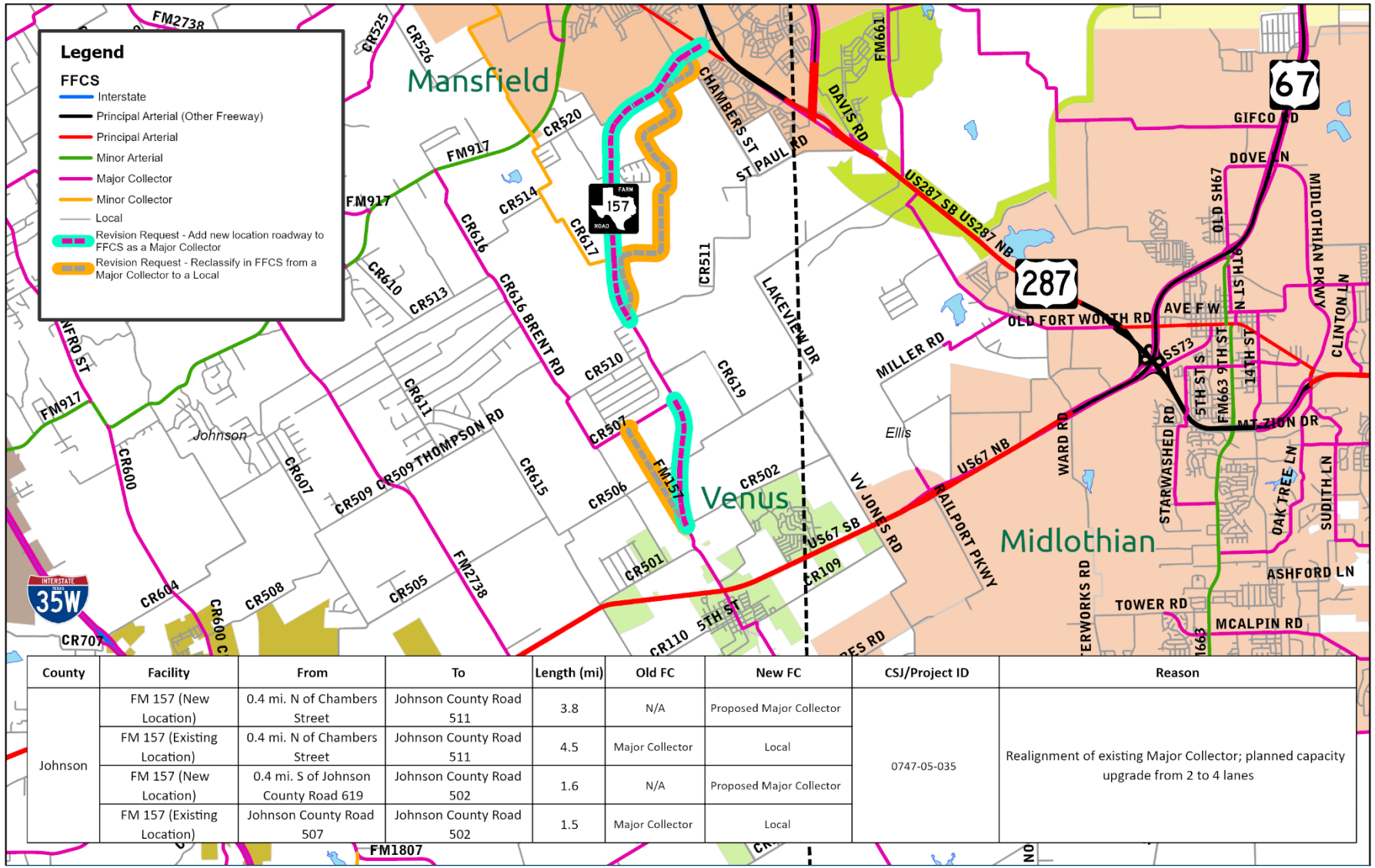
As requested by NCTCOG and TxDOT Fort Worth



County	Facility	From	To	Length (mi)	Old FC	New FC	Reason
Tarrant	Matlock Road	Heritage Pkwy	River Birch Drive	0.7	N/A	Future Major Collector	New location continuation of existing Minor Arterial south; fills gap of regional N/S roadway
Tarrant Johnson	Matlock Road	River Birch Drive	Lone Star Road	0.7	Local	Major Collector	Current 2U collector that will be improved to 4D in future; Matlock Road N/S arterial linking Arlington and Mansfield
Johnson	Lone Star Road	FM 917/Mansfield Main Street	Matlock Road	1.2	Local	Major Collector	Existing E-W 4D collector that links US 287 and SH 360

Federal Functional Classification System (FFCS) Amendment

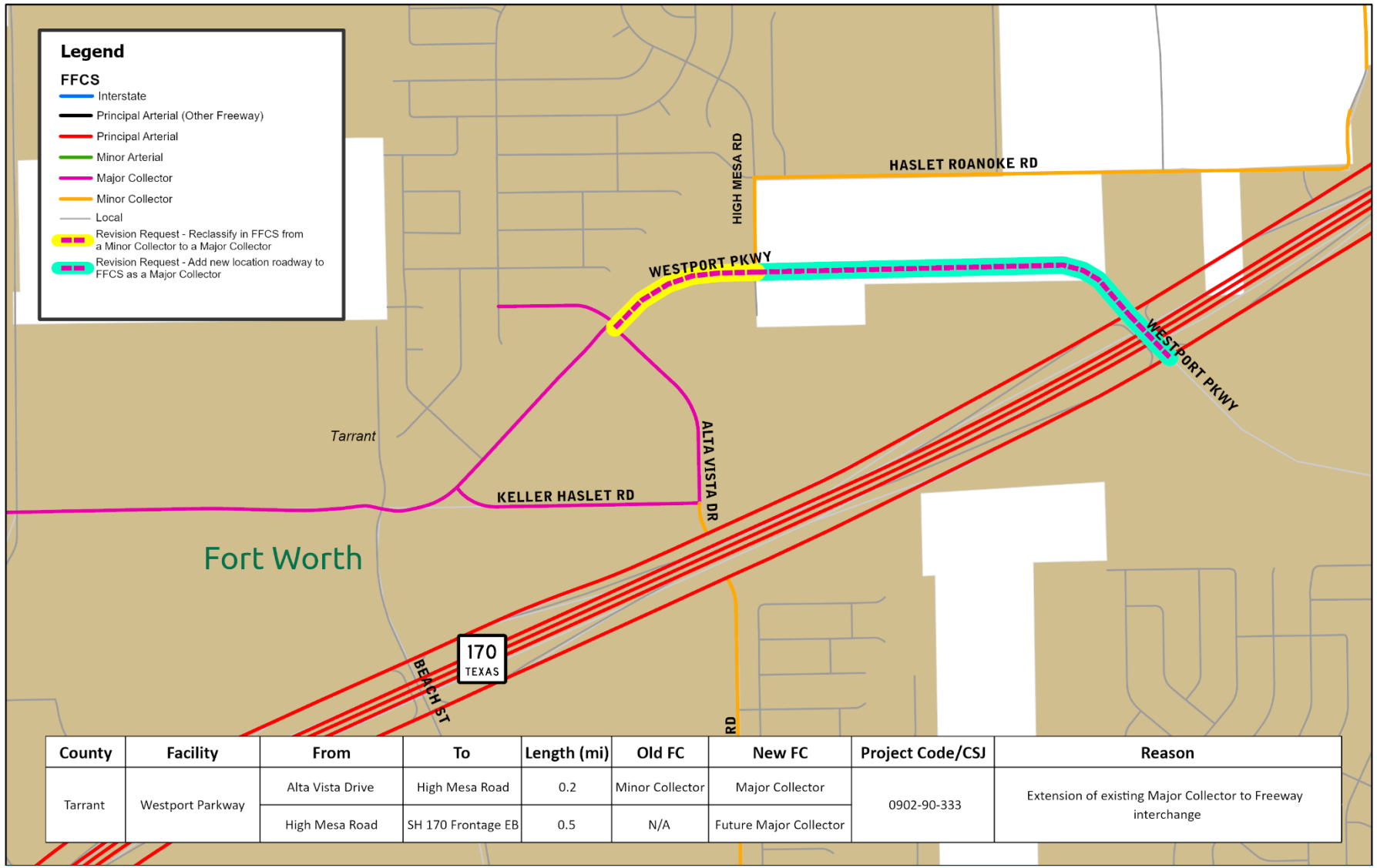
As requested by NCTCOG and TxDOT Fort Worth



County	Facility	From	To	Length (mi)	Old FC	New FC	CSJ/Project ID	Reason
Johnson	FM 157 (New Location)	0.4 mi. N of Chambers Street	Johnson County Road 511	3.8	N/A	Proposed Major Collector	0747-05-035	Realignment of existing Major Collector; planned capacity upgrade from 2 to 4 lanes
	FM 157 (Existing Location)	0.4 mi. N of Chambers Street	Johnson County Road 511	4.5	Major Collector	Local		
	FM 157 (New Location)	0.4 mi. S of Johnson County Road 619	Johnson County Road 502	1.6	N/A	Proposed Major Collector		
	FM 157 (Existing Location)	Johnson County Road 507	Johnson County Road 502	1.5	Major Collector	Local		

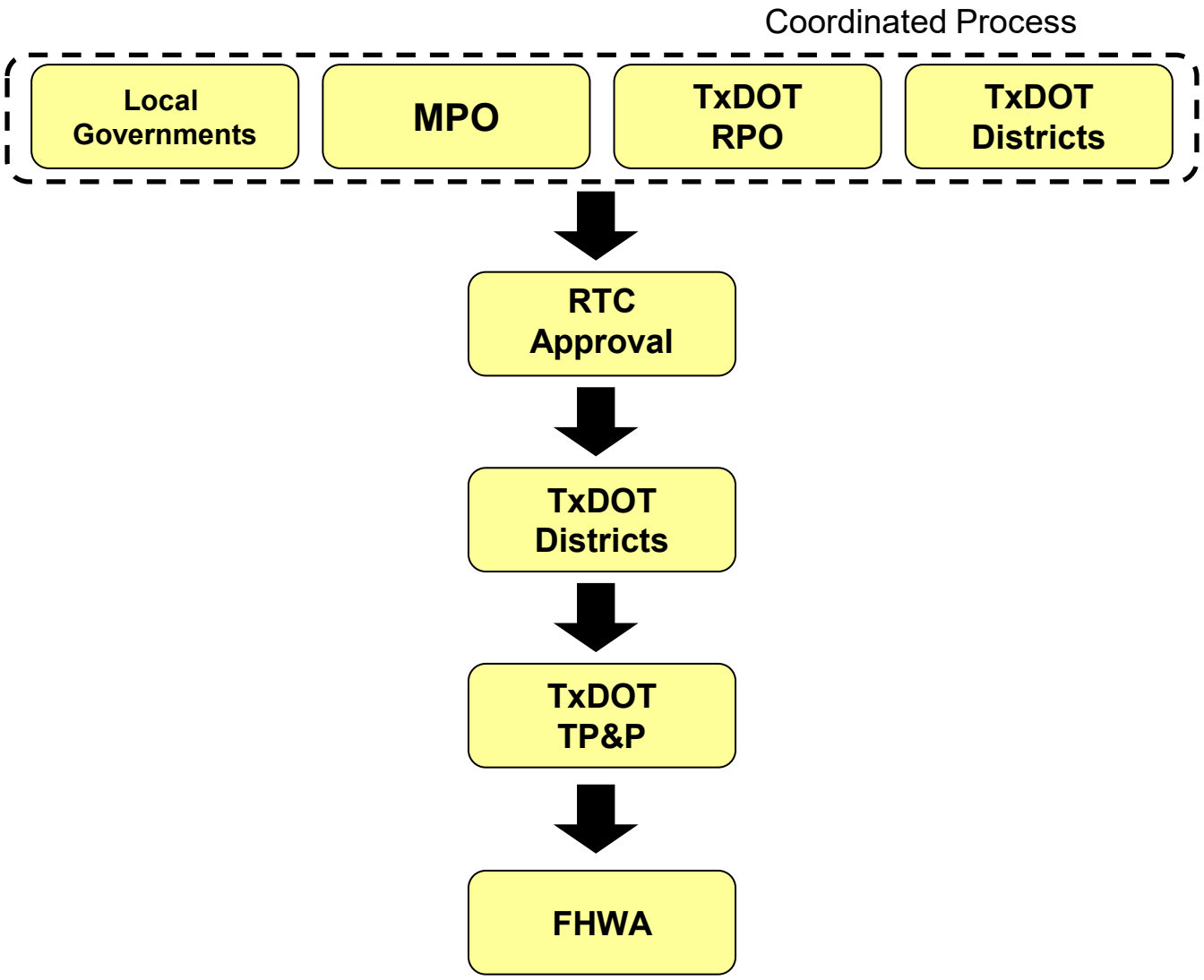
Federal Functional Classification System (FFCS) Amendment

As requested by NCTCOG and TxDOT Fort Worth and included in the Mobility 2045 Update



County	Facility	From	To	Length (mi)	Old FC	New FC	Project Code/CSJ	Reason
Tarrant	Westport Parkway	Alta Vista Drive	High Mesa Road	0.2	Minor Collector	Major Collector	0902-90-333	Extension of existing Major Collector to Freeway interchange
		High Mesa Road	SH 170 Frontage EB	0.5	N/A	Future Major Collector		

AMENDMENT PROCESS



REQUESTED ACTION – AMENDMENTS TO THE FEDERAL FUNCTIONAL CLASSIFCATION SYSTEM

RTC approval of:

- Amendments to the FFCS that reflect changes of function for existing roadways, or of roadways requiring addition to the system due to construction, new developments, and shifts in demographic trends
- 14 Amendments to the Federal Functional Classification System as described in Electronic Item 3.2.1

RTC Action Item – August 7, 2025

NCTCOG PRESENTATION

FUNDING FOR MCKINNEY AMPHITHEATER TRANSPORTATION IMPROVEMENTS

Regional Transportation Council | August 7, 2025

ELECTRONIC ITEM 3.3

BACKGROUND

- A 20,000-seat amphitheater is being constructed in the City of McKinney at the corner of US 75 and Spur 399
- McKinney requested funding for various improvements to facilitate access into and out of the venue
- Requests included roadway, bicycle/pedestrian, signal, and technology improvements along several facilities around the site

PROPOSED IMPROVEMENTS FOR RTC FUNDING

- Construct right turn lanes on US 75 northbound frontage road into the site
- Medical Center Drive from Eldorado Pkwy to State Spur 399
  - Construct turn lanes, sidewalks, crosswalks, and install dynamic lane control assemblies for traffic management
- Construct turn lanes onto Medical Center Drive from Eldorado Pkwy and onto SS 399 frontage road from Medical Center Drive

PROPOSED FUNDING

- $2 million of Collin County Regional Toll Revenue funds for construction (federal funds would not allow the improvements to be built prior to venue opening)
- City of McKinney and/or private sector developer will be responsible for any engineering, right-of-way, and utility costs
- City will cover the remaining ~$6 million in improvements requested, but not recommended for RTC funding
- Recommended projects focus on more “regional” facilities (i.e., Major Collectors and higher) and leaves improvements to smaller facilities and other non-transportation improvements to the City and/or developer

REQUESTED ACTION – FUNDING FOR MCKINNEY AMPHITHEATER TRANSPORTATION IMPROVEMENTS

- RTC approval of:
  - The proposed funding and improvements detailed in slides 3-4, including $2 million in RTR funds matched by the improvements the City is making associated with the venue
  - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate these changes

RTC Action Item – August 7, 2025

QUESTIONS?

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

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

CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING INNOVATIVE PROJECTS DURING COVID RECOVERY

August 2025

Michael Morris, P.E.
Director of Transportation

ELECTRONIC ITEM 4.1

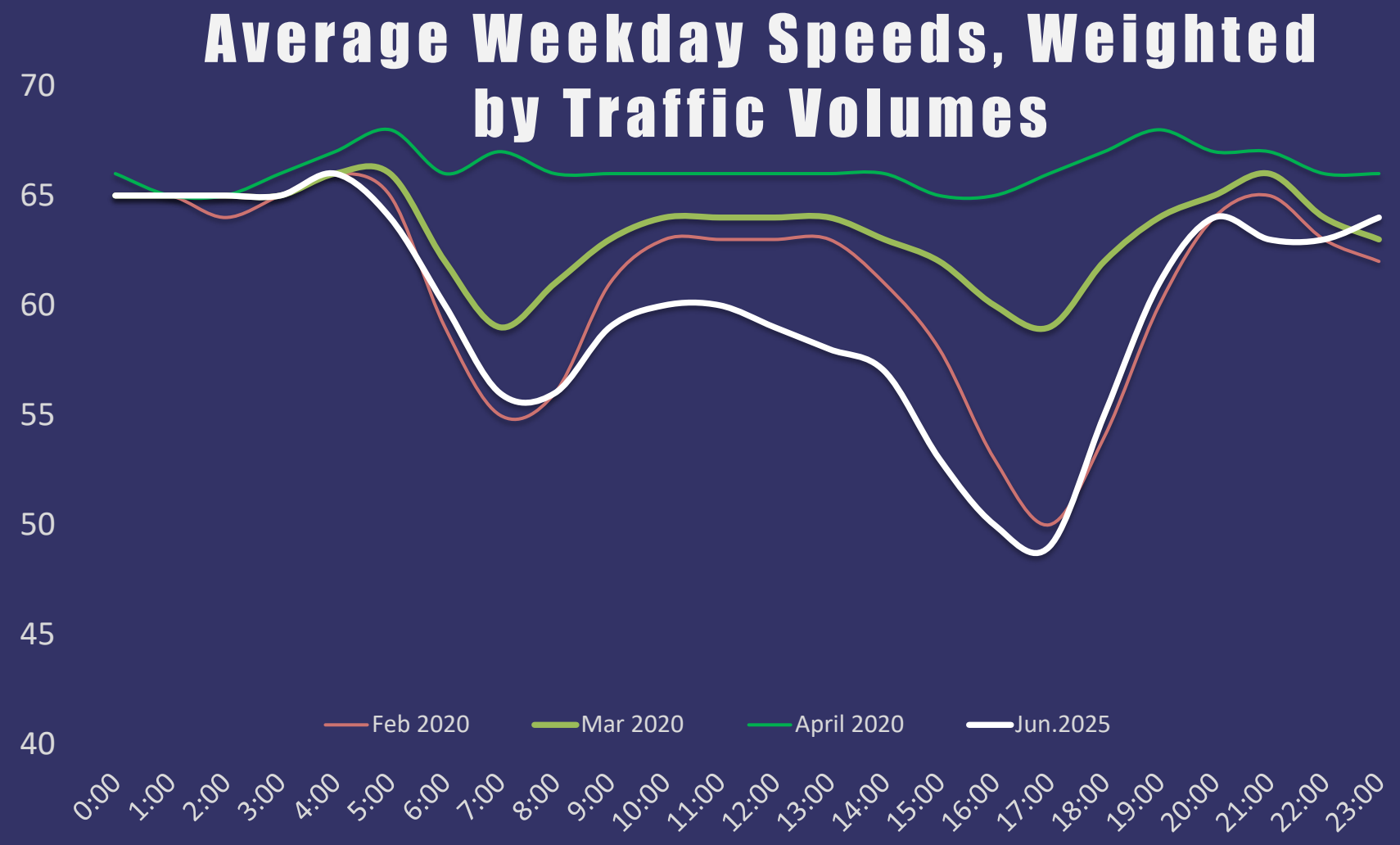
TRAVEL BEHAVIOR BY MODE

0

Transit Ridership (-26%, June)

ROADWAY TRENDS

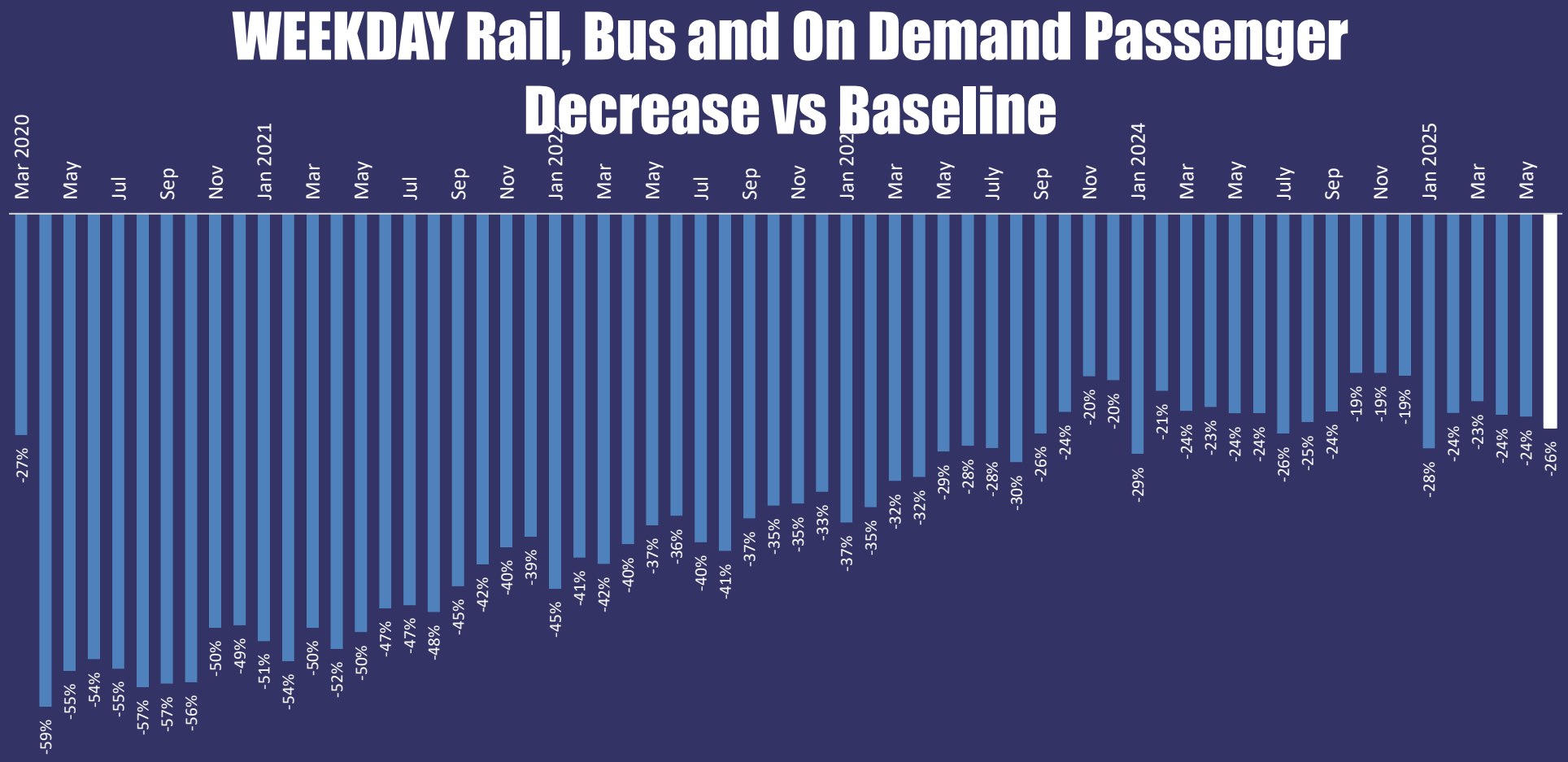
Regional Average Freeway Speeds



Source: TxDOT Sidefire Devices

TRANSIT IMPACTS

Rail, Bus and On Demand Weekday Ridership

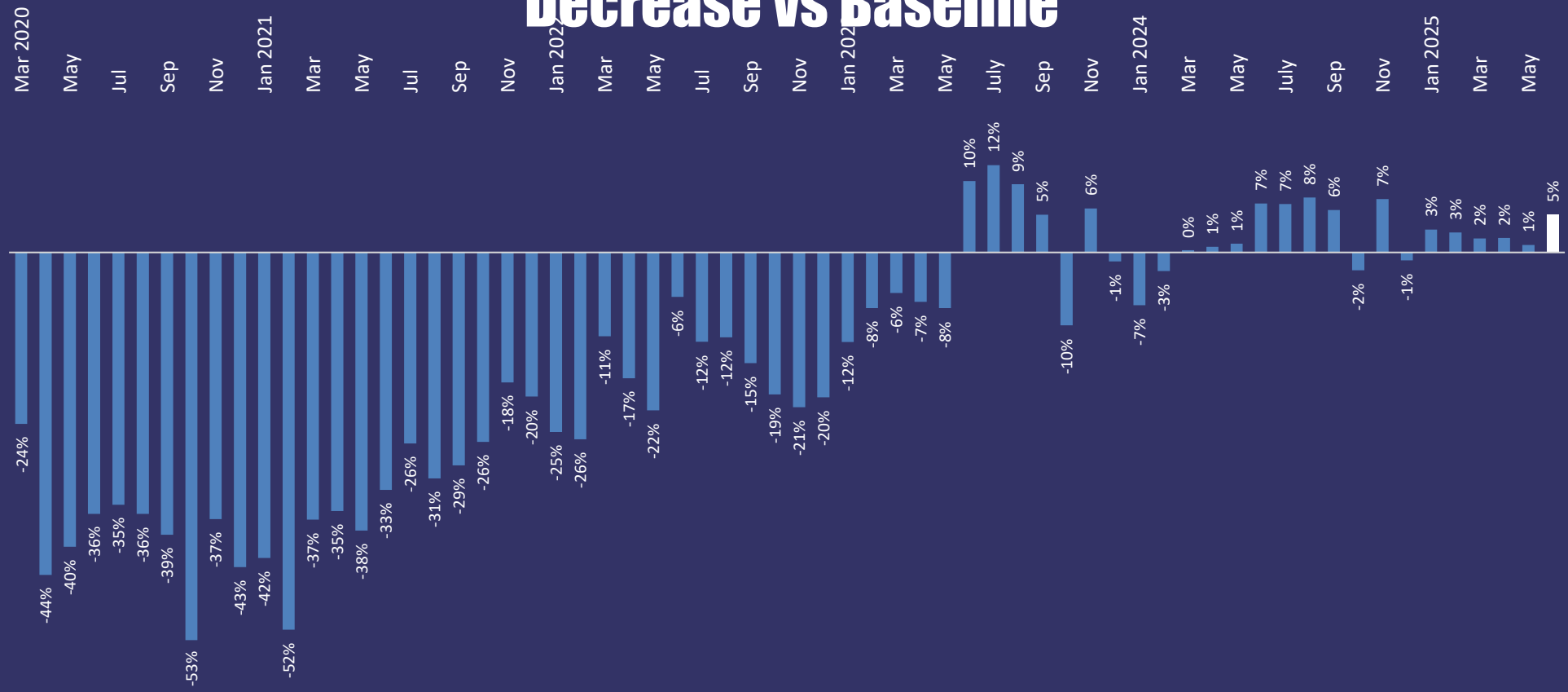


Includes On-Demand services: GoLink, ZipZones, GoZone and VIA
Source: DART, DCTA, Trinity Metro, and VIA Arlington
Note: Baseline is March 2019-February 2020.
Note: Transit ridership impacted in Feb 2021 by week-long winter storm.

TRANSIT IMPACTS

Rail, Bus and On Demand Weekday Ridership

WEEKEND Rail, Bus and On Demand Passenger Decrease vs Baseline



Includes On-Demand services: GoLink, ZipZones, GoZone and VIA
Source: DART, DCTA, Trinity Metro, and VIA Arlington
Note: Baseline is March 2019-February 2020.
Note: Transit ridership impacted in Feb 2021 by week-long winter storm.
Note: October ridership numbers are compared against the 2019 baseline that included high ridership for the State Fair.

North Central Texas Council of Governments

Calling all Public Agencies - Join Us!

Interested in installing electric vehicle (EV) Charging Stations to serve your community?

Grant funding is available to build charging stations on public sector property at no capital cost to the public agency through the NCTCOG North Texas EV Infrastructure Call for Projects.

Professional services to assist with project development is also available at no cost to public agency applicants via a consultant procured by NCTCOG.

Call for Projects Application Workshops:

- Tuesday, August 12, 2025, 2:00-3:30
  - In-Person at Cliff Keheley Room, Mesquite, TX
- Thursday, August 14, 2025, 2:00-3:30
  - In-Person at Grand Hall Banquet Facility, Lancaster, TX
- Thursday, August 21, 2025 from 1:30-3:00
  - Virtual or In-Person at NCTCOG Offices
- Additional Workshops to be scheduled
  - Visit www.nctcog.org/EVChargingGrant for the latest information

Learn More:

Contact AQgrants@nctcog.org

Visit www.nctcog.org/EVChargingGrant

North Central Texas Council of Governments

TO: Honorable County Judges and Commissioners
City Mayors, Administrators, and Managers
Department and Special District Directors and Managers
School District Superintendents, Deputy Superintendents, Assistant Superintendents
University and College Presidents, Vice Presidents, Deans, Directors, and Officers

DATE: July 25, 2025

FROM: Lori Pampell Clark
Senior Program Manager and Dallas-Fort Worth Clean Cities Director

SUBJECT: Funding Available for Electric Vehicle Charging Stations, Application Deadline October 31

The North Central Texas Council of Governments (NCTCOG) has opened the North Texas Electric Vehicle Infrastructure Call for Projects (CFP) to solicit projects to install electric vehicle (EV) charging stations. This opportunity is exclusively available for projects located on land owned by public entities with emphasis on filling gaps in the existing infrastructure network. This program is available through a $15 million award to NCTCOG from the Federal Highway Administration's Charging and Fueling Infrastructure Community Program. Key details are as follows:

- Eligible applicants are public sector agencies (e.g. local governments, transit agencies, school districts, public college or university campuses, etc.) anywhere in the 16 county NCTCOG region.
    - Eligible projects include both Level 2 and Direct Current Fast Charge (DCFC) charging stations installed on property owned by the public sector applicant. Ideal sites are those that are public-facing and serve the community (e.g. parks, community centers, libraries, multi-use service centers, sports stadiums, transit stations)
    - Separate funding has been set aside for Navarro, Erath, Palo Pinto, and Somervell counties. Note that funds for Erath, Palo Pinto, and Somervell counties are pending FHWA approval.
    - Grant funding will cover up to 80 percent of the initial deployment capital costs and up to 20 percent of the operations and maintenance (O&M) costs.
    - The remaining non-federal share is expected to be provided by private sector charging station vendor
- Kimley-Horn and Associates has been procured by NCTCOG to support the program and will provide application assistance at no cost to prospective applicants.
- Applications for funding will be evaluated and awarded on a competitive basis based on the following criteria:
    - Up to 60 points for projects in areas of insufficient charging.
    - Up to 20 points for projects in areas with potential fleet or multi-modal demand.
    - Up to 10 points for project locations that reflect public engagement.
    - Up to 10 points for project feasibility and risk.
- Applications must be received "in-hand" to NCTCOG by 5:00pm on Friday, October 31, 2025.

NCTCOG will host several informational workshops to provide additional program details. All workshops cover the same information. Additionally, to entitle applicants to receive reminder notices, staff encourage applicants complete an Intent to Submit form. Additional details including workshop information, the Intent to Submit form, and contact information for Kimley-Horn and Associates are available at www.nctcog.org/evcharginggrant.

Please contact Jared Wright at jwright@nctcog.org, (817) 608-2374 or aqgrants@nctcog.org with any questions. We hope that you will consider taking advantage of this funding initiative.

Lori Pampell Clark

Lori Pampell Clark

EWM:js
cc: Jared Wright, Senior Air Quality Planner, NCTCOG

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P.O. Box 5888, Arlington, Texas 76005-5888
(817) 640-3300 FAX: 817-608-7806
www.nctcog.org

North Central Texas Council of Governments

Regional Transportation Council

Electric Vehicle Charging Grant– Communication to Relevant Departments Within Cities, Counties, School Districts, Universities, and Other Government Agencies

Regional Transportation Council

August 7, 2025

NCTCOG Charging and Fueling Infrastructure (CFI) Community Award

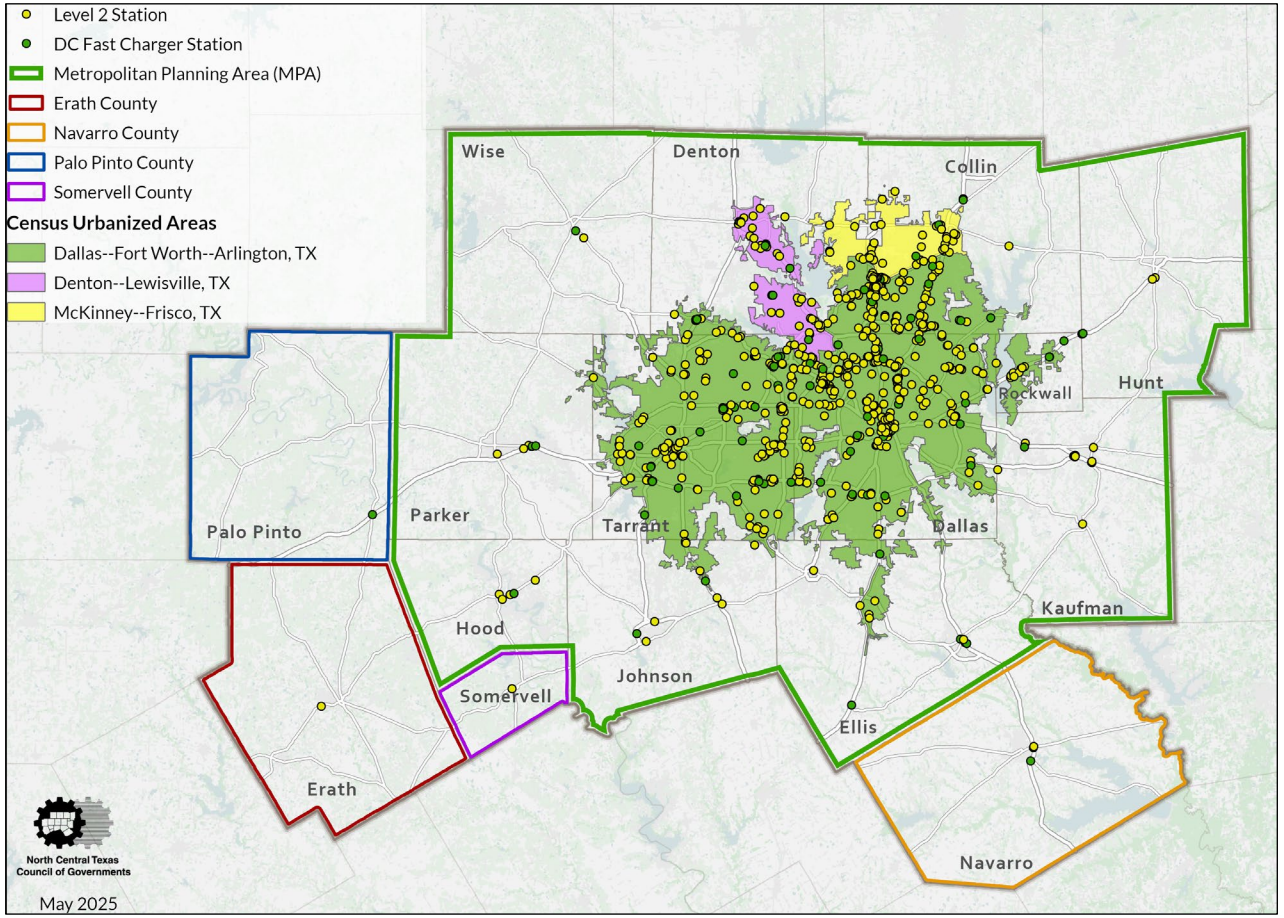
Awarded $15 million from the Federal Highway Administration (FHWA) to build EV charging stations on **public property** to provide up to 100 new charging ports regionwide

Focus on filling gaps and achieving equal access across the region

Procured a "Deployment Dream Team" to streamline implementation

Set Asides for Navarro, Erath, Palo Pinto, and Somervell counties

- Funds for Erath, Palo Pinto, and Somervell pending Federal Highway Administration obligation



North Texas Electric Vehicle Infrastructure Call for Projects – Eligible Projects

Level 2 and/or Direct Current Fast Charging stations on public sector property in the 16-county NCTCOG region

- Must meet National Electric Vehicle Infrastructure (NEVI) Standards under 23 CFR 680
  - Be "always" accessible to the public
  - Meet minimum power ratings
  - Charge at least 4 vehicles simultaneously
  - NCTCOG will procure vendor to ensure compliance
- Must commit to maintain operations for 5 years
- No limit on number of locations that can be submitted

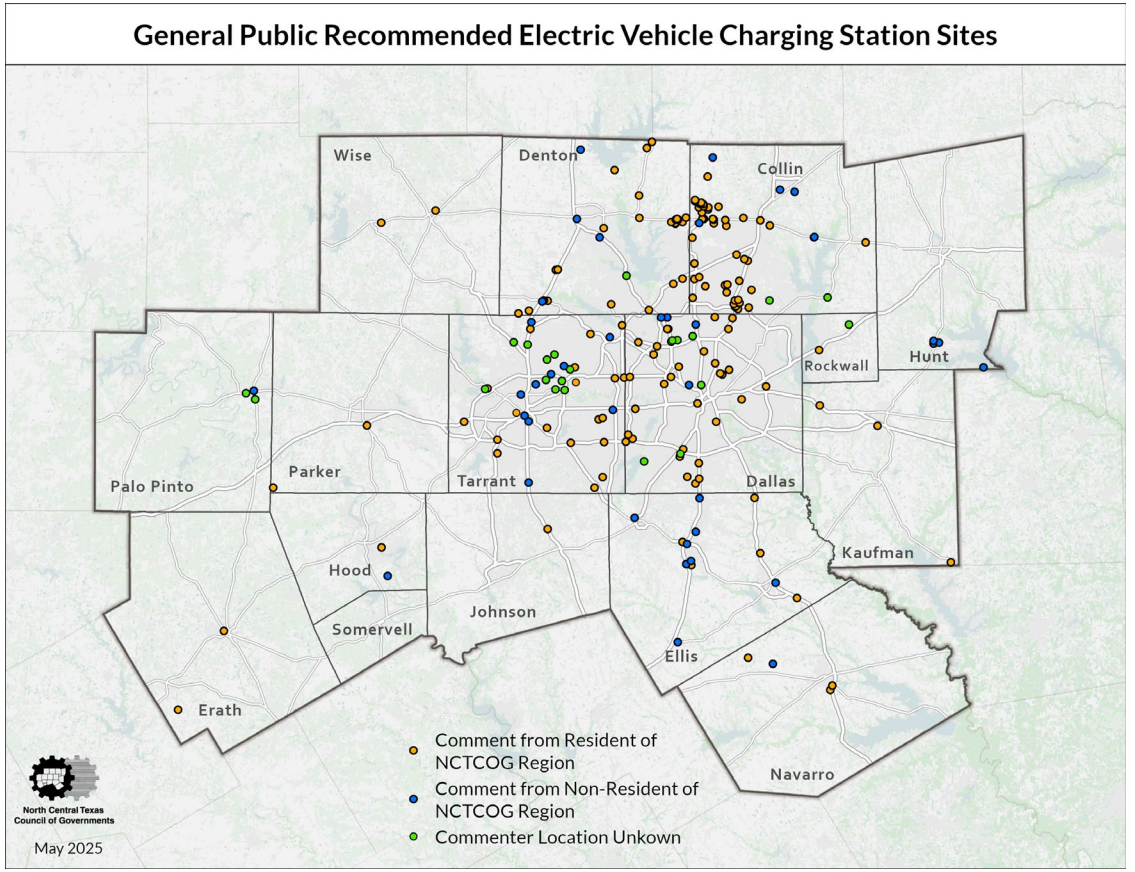
Level 2 Station
Image Courtesy of Dallas Area Rapid Transit

DCFC Station
Image Courtesy of Texas Department of Transportation

North Texas Electric Vehicle Infrastructure Call for Projects – Eligible Applicants

Public agencies, including local governments, transit agencies, school districts, and public universities and colleges

- Examples: Sports complexes, parks, city halls, community centers, libraries, multi-use service centers, transit stations, public schools
- Focus areas: Non-single family, multi-modal hubs and shared-use fleets/services, fleet vehicles that operate in communities, rural areas
- Funding: Federal share up to 80% of the initial deployment capital costs and 20% of O&M; Non-federal share to be contributed by EV charging station vendor(s)



Deployment Dream Team Assistance

Professional services available at no cost to public sector applicants

Contact EVDreamTeam@kimley-horn.com

Application Support

- Provide one-on-one assistance
- Educate applicants on EV charger site selection and CFP
- Conduct desktop review and fatal flaw analysis
  - Utility regulations and nearby power infrastructure
  - Site layouts and nearby floodplains
- Develop test fits and conduct site visits for potential project locations
- Develop conceptual site plans for final sites considered for CFP application

Support after Selection/Award by NCTCOG

- Provide one-on-one assistance
- Educate applicants on project approval processes
- Coordinate permitting processes
- Coordinate progress between all involved parties

Call for Projects Workshops and How to Apply

Call for Projects Workshops

- City of Lancaster
  - Tuesday, August 12, 2025
  - 2:00-3:30pm
  - In-person
- NCTCOG Offices in Arlington
  - Thursday, August 21, 2025
  - 1:30-3:00pm
  - Hybrid, recording will be posted online
- City of Mesquite
  - Thursday, August 14, 2025
  - 10:00-11:00am
  - In-person
- 2-3 Additional In-Person Workshops anticipated; see website for latest information

Program Details at nctcog.org/EVcharginggrant

- Workshop information
- CFP Guidelines and Application
- Public outreach toolkit

Anticipated Call for Projects Schedule

Milestone	Date
Call for Projects Opened	July 25, 2025
Call for Projects Application Workshops **Lancaster (in-person)** **Mesquite (in-person)** **NCTCOG Offices (hybrid)** **2-3 Additional Planned; see website for latest information**	 **August 12, 2025** **August 14, 2025** **August 21, 2025**
Call for Projects Deadline (14 weeks)	October 31, 2025
STTC Information – Award Recommendations	December 5, 2025
RTC Information – Award Recommendations	December 11, 2025
Executive Board Information – Award Recommendations	December 18, 2025
STTC Action – Award Recommendations	January 23, 2026
RTC Action – Award Recommendations	February 12, 2026
Executive Board Action – Award Recommendations	February 26, 2026

Contact Us

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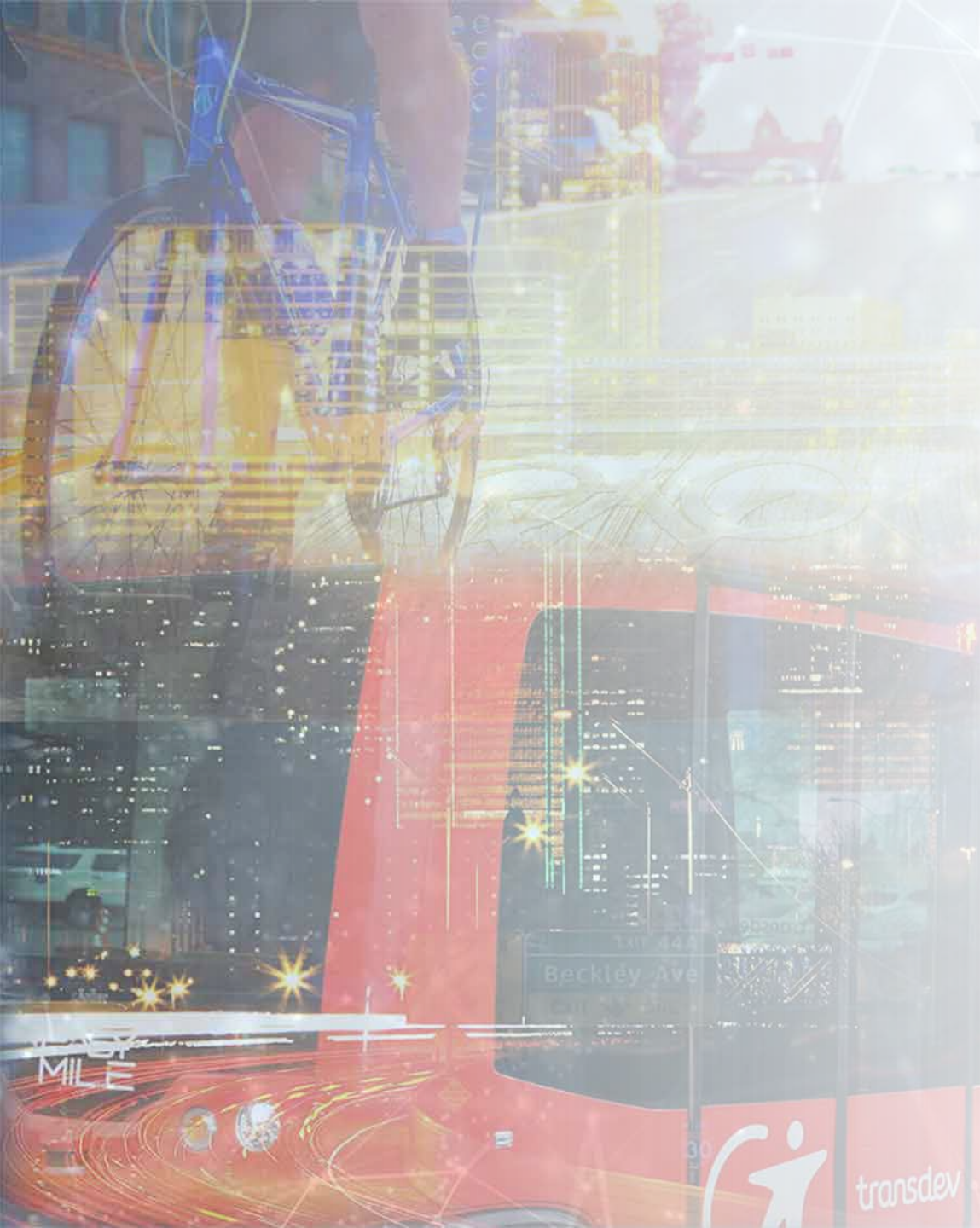
North Central Texas Council of Governments

Dallas-Fort Worth CLEAN CITIES

dfwcleancities.org

cleancities@nctcog.org



NCTCOG PRESENTATION

DEVELOPMENT OF THE 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Regional Transportation Council

August 7, 2025

ELECTRONIC ITEM 4.3

WHAT IS THE TIP?

- Transportation Improvement Program (TIP)
- Federal and State mandated inventory of transportation projects
- Contains projects funded with local, state, and federal funding sources
- Covers four years of available funding
- Updated on a quarterly basis
- Re-developed every two years
- The TIP must be consistent with the Metropolitan Transportation Plan (MTP)
- The TIP funds the first four years of the 20-year MTP
- The region's TIP is submitted for inclusion in the Statewide TIP (STIP)

TIP DEVELOPMENT PROCESS

1. Review all existing projects and gather information on additional locally funded projects of regional significance
2. Make needed revisions to existing project scopes, schedules, and/or funding
3. Develop TIP Document and project listings
4. Financially constrain project listings based on estimated revenue
5. Conduct Mobility Plan and Air Quality review
6. Solicit public review (process, document, project listings)
7. Finalize project listings and document and submit to partners

FOCUS AREAS

- Timely implementation of projects:
  - Projects with Congestion Mitigation and Air Quality Improvement Program (CMAQ), Surface Transportation Block Grant (STBG), and Transportation Alternatives Set-Aside (TASA) funds to avoid potential lapse and/or accumulation of carryover balances
  - Projects on the MPO Milestone Policy List
  - Projects on the Federal Highway Administration Inactive List or Preliminary Engineering Audit List
- Requests for projects to be placed in the first year of the new TIP (FY2027)
- Closing out completed projects with Regional Toll Revenue Funds

DRAFT TIMELINE

Meeting/Task	Date
Solicit updates from Implementing Agencies	April-June 2025
Development of TIP Listings and Document	April-October 2025
Draft Listings - STTC Information	October 2025
Draft Listings - RTC Information	November 2025
Public Meeting - Draft Listings and Document	December 2025
Final Listings and Document - STTC Action	December 2025
Final Listings and Document - RTC Action	January 2026
Initial Submittal to TxDOT (starts TxDOT review period)	February 2026
Final Submittal to TxDOT	May 2026
Anticipate TxDOT Approval (STIP)	July 2026
Anticipate Federal/State Approval (STIP)	August/September 2026

QUESTIONS/COMMENTS?

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Senior Program Manager
Ph: (817) 608-2338
cgotti@nctcog.org

Brian Dell
Program Manager
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bdell@nctcog.org

Cody Derrick
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July 7, 2025

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

Re: Spanish state-owned railway operator Renfe reportedly "has pulled out" of Dallas-to-Houston high-speed rail project, dissolving its U.S. subsidiary and writing off millions of dollars in losses arising from its involvement as a now former "strategic partner" on that project

Dear Mr. Kirkpatrick:

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

The limited purpose of this correspondence is to guide you to recent media reports that Spanish state-owned railway company Renfe "has pulled out" as a "strategic partner" in the design, planning, and construction of the Dallas-to-Houston high-speed rail project. According to reports, Renfe has determined to liquidate and dissolve its American subsidiary, including writing off millions of dollars of losses arising from its former participation in the Dallas-to-Houston high-speed rail project.

This news, which has been characterized in media as the "latest setback" and a "fresh blow" to the Dallas-to-Houston high-speed rail project, follows both the sworn testimony provided to the Texas Legislature earlier this year that the so-called "Japanese partners are [also] no longer involved in th[at] [Dallas-to-Houston high-speed rail] project," and the federal government's recent announcement that it has pulled $64 million in federal funding from that project and that the project will not receive federal taxpayer support.

As we have repeatedly reminded you, it is Michael Morris, as an authorized representative of the North Central Texas Council of Governments (the "NCTCOG"), who has consistently conceded (as he must,) the obvious maxim: without an operational Dallas-to-Houston high-speed rail route, the so-called alignment "2(b)" regarding possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail is a non-starter (on yet another of the many legal and other preclusions, including those we have pointed out to you).

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

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July 14, 2025

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

Re: NCTCOG's own definition of "fatally flawed" further disqualifies alignment "2(b)"

Dear Mr. Kirkpatrick:

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

The limited purpose of this correspondence is to memorialize and apply the North Central Texas Council of Governments' (the "NCTCOG") own definition of what constitutes a *fatally flawed* alignment in the context of potential future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail. More specifically, quoting an authorized representative of NCTCOG on February 4, 2021 making express representations to the public, a "fatal flaw mean[s]":

> **"a concern that would prevent further development of the project using that alignment."**

As we have previously reported, under NCTCOG's own published standards, alignment "2(b)" is fatally flawed under multiple basic requirements. This includes, but is certainly not limited to, failing its own "travel time criteria" and "threshold." Alignment "2(b)" fails (again, by its own standards) what *NCTCOG* calls its "travel time test."[1]

Therefore, even strictly limited to NCTCOG's own standards and definitions, *the admittedly fatally flawed alignment "2(b)" "would prevent further development" of any Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail project* and is disqualified from further consideration (beyond the numerous other legal, economic and environmental bars and barriers associated with alignment "2(b)").

[1] In addition to NCTCOG's own stated admissions that alignment "2(b)" is fatally flawed on multiple bases, that route is fatally flawed for a long list of other reasons, including those we have conclusively shown you in prior correspondence.

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)"

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"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

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July 21, 2025

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

Re: Texas Transportation Code Amendment Requiring Financial and Other Disclosures

Dear Mr. Kirkpatrick:

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

The limited purpose of this correspondence is to ensure your sharp focus on the amendment to the Texas Transportation Code, which becomes effective on September 1, 2025. More specifically, Section 111.059(b) of the Texas Transportation Code states:

> (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).

This mandatory statute immediately exposes (on yet another of the many bases) the frivolity of the so-called alignment "2(b)."

Although the North Central Texas Council of Governments (the "NCTCOG"), including through its authorized agent Michael Morris, has "proposed" alignment "2(b)" regarding possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail, there remains no business, person or entity that has stepped forward even *arguing* that it could actually design, construct, and/or operate higher-speed rail between Dallas, the Arlington Entertainment District and Fort Worth, much less express any bona fide interest, financial means, experience, or ability to even start that process, or even to begin to explain in even the most rudimentary way how it could be economically feasible (even without consideration of the numerous legal bars and fatal flaws).

While Mr. Morris, as the Transportation Director of NCTCOG, inexplicably persists in proposing alignment "2(b)," wasting millions of dollars in taxpayer funds along the way, these daydreams are the equivalent of planning a "bridge to nowhere."

Finally, it is not clear what information Mr. Morris, as Transportation Director, proposes to send to the State of Texas relating to Tex. Transp. Code § 111.059, but the anticipated *absence* of information provided will be further illuminating as to the legally and economically impossible alignment "2(b)" – showing it to be nothing more than taxpayer funded "castles in the air."

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)"

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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

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July 28, 2025

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

Re: Texas Central/RTC Memorandum of Understanding Relating to Prohibitions on Public Grants

Dear Mr. Kirkpatrick:

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

The purpose of this correspondence is to direct your attention, in your capacity as the General Counsel of the North Central Texas Council of Governments (the "NCTCOG"), to the executed and adopted June 16, 2016 memorandum of understanding between the Regional Transportation Council (the "RTC") of NCTCOG and Texas Central, the stated developer relating to possible future Dallas-to-Houston high-speed rail. *See* July 16, 2016 Partnership Position Regarding Texas Central Partners' Delivery of High-Speed Rail Between Downtown Dallas and Houston (the "Texas Central/RTC MOU").

Michael Morris, in his capacity as the Transportation Director of NCTCOG has (including as recently as July 11, 2024) touted, relied upon and offensively used the Texas Central/RTC MOU as an attempted tool and argument in support of possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail, specifically including the so-called but legally precluded and admittedly impossible alignment "2(b)."

Under the express terms of the Texas Central/RTC MOU, Texas Central specifically agreed (and represented to the RTC Members) that it would:

> **"[n]ot accept public grants for construction or operational subsidies for its planned North Texas to Houston service."**

Texas Central/RTC MOU, p. 2. The Department of Transportation (the "DOT") has specifically memorialized that "[t]he Texas Central Railway project was proposed as a private venture." *See* https://www.transportation.gov/briefing-room/us-transportation-secretary-sean-p-duffy-announces-agreement-save-taxpayers-over-60 (the "DOT Press Release").

Nonetheless, in sworn testimony before the Texas Legislature on March 31 and April 3, 2025, the owner of Texas Central (through its authorized representative) conceded that he did not think the Dallas-to-Houston high-speed rail project would "get done purely privately," *i.e.*, without receiving Texas Central/RTC MOU-prohibited public grants/subsidies. The Texas Central owner's representative made clear that the "recei[pt] of [] federal funding in [] grants" were part of what was needed to "make this [Dallas-to-Houston project] commercially feasible." He further expressly represented to the Texas House Transportation Committee that, in fact, it is "seeking grants from the government." Texas Central's owner representative finally indented that where "the money would come from to finance a project like this" would be a "federal-state partnership."

On April 14, 2025, the U.S. Department of Transportation Secretary, in announcing the termination of $64 million in taxpayer subsidies for the Dallas-to-Houston project, explained that the Dallas-to-Houston project had "bec[o]me . . . dependent on . . . federal dollars," even though "federalizing the Texas Central Railway proposal is not the best use of taxpayer funding." *See* DOT Press Release. Rather, "[i]f the private sector believes the [Dallas-to-Houston] project is feasible," it should not "rely[] on . . . the American taxpayer to bail them out." *Id.* The Federal Railroad Administration joined in this quick exit from taxpayer support for the Dallas-to-Houston project, stating that "federalizing the Texas Central Railway proposal is not the best use of taxpayer funding." *Id.*

On July 22, 2025, the owner of the Dallas-to-Houston project publicly called for "local, state and federal leaders to work together and determine the mix of public-private funding that will see the project through to completion." He specifically mentioned federal subsidies from the "Jobs Act."

Notwithstanding (1) the federal government's clear and clean pull-out from federal taxpayer support for the Dallas-to-Houston project, (2) the State of Texas' statutory prohibition on the use of state dollars for the Dallas-to-Houston project (*see* Tex. Transp. Code § 199.003), (3) the above-quoted prohibitions on the use of public grants/subsidies under the Texas Central/RTC MOU, and (4) Texas Central's owner's representatives' own sworn testimony to the Texas Legislature in March and April of this year that "we don't have the financing put together," and that it has not yet even "determined the feasibility" of the Dallas-to-Houston project (or "figured out" whether it "can put the bigger transaction together"), Texas Central's owner stated on July 22, 2025 that supposedly somehow "[t]he money is there."

We are unaware of any disclosure by you, as the chief legal officer of NCTCOG, or Mr. Morris, as the Transportation Director, to the Members of the RTC regarding these issues or events relating to the express provisions of the Texas Central/RTC MOU. As you are well aware, this is unfortunately not the first time we have reported concerns regarding disclosure and candor towards the RTC Members (not to mention the lack of any transparent process).

As an additional update, while the owner of the Houston-to-Dallas high-speed rail project recently stated on July 22, 2025 that it is supposedly "shovel ready," you may recall the member of the Texas House Transportation Committee who remarked in a subcommittee hearing on March 31, 2025 that it "**seems to me that you are a long way from being shovel ready**."

Please be aware that it was the owner's representative of Texas Central who testified to the House Transportation Committee in this session that:

> ●"At this time, **we are <u>not</u> proposing the construction of the [Dallas-to-Houston] project**;"
>
> ●"**We are <u>not</u> prepared to say go**" (and separately that it has not "made a determination whether it's a go or no go"); and
>
> ●There is "no certainty that we will be able to put [the Dallas-to-Houston project] together" (and, similarly, that it is not yet "sure we are going to be able to get this done.").

After more than a "decade" (as stated by Texas Central's owner) into the Dallas-to-Houston project (during which time the DOT has noted "the cost estimates [have] dramatically ballooned"), its owner's representative testified in March and April that:

> ●"It would be inappropriate for me to **speculate as to what this thing is going to cost**;"
>
> ● "we **don't have all the right of way** acquired" (admitting it has only "bought 25% of the parcels"); and
>
> ●the Dallas-to-Houston project has **no "schedule for completion**."

In the words of the owner of the Dallas-to-Houston project's representative before the Texas Legislature, for "a number of years [] the business [has] be[en] in sort of maintenance mode" and "[t]here's not been a lot to say about this project for the last couple of years." He further characterized the staff as just a "skeleton team" and alternatively, a "caretaker management team."

You remain on notice that Michael Morris has expressly admitted that without an operational Dallas-to-Houston high speed rail route, alignment "2(b)" is a non-starter (even beyond numerous other legal, economic and practical bars). The continued use of millions of dollars of the public's funds on the procedurally beleaguered and improper "environmental assessment" relating to the legally precluded alignment "2(b)" is rank waste.

<u>NCTCOG has a binary choice regarding alignment "2(b)"</u>:

(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,

<u>/s/ Eric Gambrell</u>

Eric Gambrell

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

Regional Transportation Council

August 7, 2025

North Central Texas Council of Governments

ELECTRONIC ITEM 4.5

Managed Lane System

Current Express/HOV + Managed Lanes

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

Fort Worth CBD

Dallas CBD

US 75 Managed Technology Lanes Opening 2026

Segment 2W Additional Managed Lane Capacity Opens 2027

LBJ East Opening 2026

May 2025

Toll Managed Lane Data Monitoring

Cumulative December 2013 – May 2025

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

$11,260,563 as of May 2025

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

$12,407 from October 2014 – May 2025

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

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

Have there been any additional NTTA customer service needs?

No, minimal impact

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

No

Toll Managed Lane Data Monitoring

Cumulative December 2013 – May 2025			
Facility	**HOV 2+ Subsidy Costs**	**NTTA Customer Service (Additional Needs)**	**Project Performance Events (Speeds < 35 mph)**
North Tarrant Express • *SH 183/121 from IH 35W to SH 121* • *IH 35W from IH 30 to US 287*	$6,930,825	Negligible	0
LBJ Express • *IH 635 from IH 35E to US 75* • *IH 35E from Loop 12 to IH 635*	$4,329,738	Negligible	0
DFW Connector *SH 114 from Kimball Avenue to Freeport Parkway*	N/A	Negligible	0
IH 30 Managed Lanes *IH 30 from SH 161 to Westmoreland Road*	N/A	Negligible	0
IH 35E Managed Lanes *IH 35E from FM 2181 (Teasley) to LBJ*	N/A	Negligible	0

GoCarma Registration Totals

January 24, 2020 – June 30, 2025

Users: 90,333

Vehicles: 87,334

Occupant Passes: 15,641

Total and HOV Transactions

January 24, 2020 – June 30, 2025

Total Transactions – 6,989,128

- LBJ/NTE Partners – 4,570,813
- TxDOT – 2,418,314

Total HOV Transactions – 3,177,136 (~45%)

- LBJ/NTE Partners – 2,161,397
- TxDOT – 1,015,739

Unique Vehicles – 77,747

MINUTES

REGIONAL TRANSPORTATION COUNCIL
PUBLIC MEETING

Mobility 2050: The Metropolitan Transportation Plan for North Central Texas

2025 Public Participation Plan Update

Regional 10-Year Plan Update

2026-2028 Disadvantaged Business Enterprise Goals

North Texas Electric Vehicle Infrastructure Call for Projects

Meeting Date and Location

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting on Monday, July 14, 2025 at noon in Arlington. Patrons could attend in person, via phone or view the live stream at www.publicinput.com/nctcogJuly25. Brendon Wheeler, Senior Program Manager, moderated the meeting attended by 110 people.

Public Meeting Purpose and Topics

The public meeting was held in accordance with the NCTCOG Transportation Department Public Participation Plan, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the metropolitan planning organization, and amended on Nov. 10, 2022. Staff presented information about:

- Mobility 2050: The Metropolitan Transportation Plan for North Central Texas – **presented by Amy Johnson**
- 2025 Public Participation Plan Update – **presented by Carli Baylor**
- Regional 10-Year Plan Update – **presented by Cody Derrick**
- 2026-2028 Disadvantaged Business Enterprise Goals – **presented by Emily Beckham and Ken Kirkpatrick**
- North Texas Electric Vehicle Infrastructure Call for Projects - **presented by Joslyn Billings**

The public meeting was held to educate, inform and seek comments from the public. Comments were solicited from those attending who wished to speak for the record. The presentations made during the meeting as well as a video recording were posted online at: http://www.publicinput.com/nctcogJuly25.

Summary of Presentations

Mobility 2050: The Metropolitan Transportation Plan for North Central Texas presentation:
https://www.nctcog.org/getmedia/8bb41e4d-7d52-495b-9f5f-c93bc83c7422/Mobility-2050.pdf

The long-range Metropolitan Transportation Plan (MTP) for the Dallas-Fort Worth region, which serves as the federally required blueprint for transportation investments over the next 20 years, was recently adopted. The plan's development began in late 2023, and a draft was released earlier this year. NCTCOG staff conducted comprehensive public outreach, and refinement before the plan was formally adopted by the Regional Transportation Council (RTC) on Thursday, June 12, 2025. The plan is now undergoing a federal air quality conformity review, which is expected to conclude by December 2025.

All final documents, including resolutions, project listings, maps and plan chapters, are available at nctcog.org/planinprogress.

2025 Public Participation Plan Update presentation: https://www.nctcog.org/getmedia/e2294f65-e802-4417-b468-fd672389d7b1/2025-Public-Participation-Plan-Update.pdf
Current Public Participation Plan:
https://publicinput.com/DownloadFile/ImportFile_0000002768_bc11e95bf903490eb98f39f2f53643ec.pdf
2025 Drafted Public Participation Plan:
https://publicinput.com/DownloadFile/ImportFile_0000002768_beb52990776245bcbc278fcbccac5638.pdf

The Public Participation Plan (PPP) is a federally required document that guides NCTCOG's efforts to inform and involve communities in transportation planning. The plan outlines key principles including consistent communication, balanced engagement, consultation with committees and stakeholder collaboration. The PPP has three main goals: to inform, to engage and to evaluate.

Proposed revisions to the PPP will reflect new planning regulations and federal policies. Updates include the reaffirmation of the public involvement process for the Unified Planning Work Program (UPWP) and the cataloging of comments in both public input opportunity minutes and public comment reports. Additionally, staff propose updating references to keypad polling and virtual public engagement to ensure public involvement processes and procedures are up to date and reflect technology advancements. NCTCOG staff will review performance measures to ensure they are relevant and manageable to track and report, as well as create a new layout and design of the PPP document to reflect department branding efforts.

The RTC will take action on the 2025 Public Participation Plan Update on Thursday, Sept. 11, 2025. To view the current PPP as well as the 2025 draft plan, visit publicinput.com/nctcogJuly25.

Regional 10-Year Plan Update presentation: https://www.nctcog.org/getmedia/eda01295-5328-467c-831f-c24de4c5d4cf/Regional-10-Year-Plan-Update.pdf

The Regional 10-Year Plan, developed in coordination with TxDOT's Unified Transportation Program (UTP), focuses on three funding categories: Category 2, Category 4 and Category 12. Key development principles include prioritizing projects already included in the Metropolitan Transportation Plan, focusing on system improvements over new standalone projects and advancing projects that are within two to three years of construction due to recent funding constraints. Detailed project listings are available for those seeking further information.

The RTC will take action on the Regional 10-Year Plan on Thursday, August 7, 2025.

2026-2028 Disadvantaged Business Enterprise Goals presentation:
https://www.nctcog.org/getmedia/b2e0e9f2-7a2a-4ca3-8b65-1d44ce9e7a87/Disadvantaged-Business-Enterprise-Goals.pdf

The Disadvantaged Business Enterprise (DBE) Program ensures non-discrimination, creates a level playing field, helps remove barriers to DBE participation and ensures DBE firms meet required eligibility standards.

To be classified as a DBE, at least 51 percent of an entity must be owned by socially and economically disadvantaged individuals. Socially and economically disadvantaged individuals must be U.S. citizens or lawful permanent residents. These individuals can be women, Black Americans, Hispanic Americans, Native Americans, Asian-Pacific Americans and others as determined by the Small Business Administration.

The following funding recipients are required to have a DBE Program:

- Federal Transit Administration recipients receiving planning, capital and/or operating assistance who will award prime contracts exceeding $250,000 in funding in a federal fiscal year
- Federal Aviation Administration recipients receiving grants for airport planning and development who will award prime contracts exceeding $250,000 in funding in a federal fiscal year
- All Federal Highway Administration recipients

NCTCOG staff are currently finalizing DBE goals for Fiscal Years 2026 through 2028. This process includes determining the availability of ready, willing and able DBE firms and considering additional DBE data.

The RTC will take action on the DBE goals for Fiscal Years 2026 through 2028 on Thursday, August 7, 2025, and they will become effective on October 1, 2025.

North Texas Electric Vehicle Infrastructure Call for Projects presentation:
https://www.nctcog.org/getmedia/8e7cd9c5-281d-405a-be59-4df9f1b1e811/NTxEVI-Call-For-Projects.pdf

In 2024, NCTCOG was awarded $15 million from the Federal Highway Administration's Charging and Fueling Infrastructure Community Grant Program to install up to 100 new electric vehicle (EV) charging ports on public property within its 16-county region. The project aims to address regional charging gaps and improve access for residents. NCTCOG has contracted a deployment consultant to assist public agencies, vendors and partners with project implementation.

To select charging locations, NCTCOG staff is opening a call for projects for eligible public agencies, including cities, counties, transit authorities, school districts and public colleges. NCTCOG will cover up to 80 percent of initial deployment costs, and vendors will be responsible for the remaining 20 percent. Site selection criteria comply with Federal Highway Administration (FHWA) requirements as well as NCTCOG's grant proposal, including accessibility for individuals with disabilities, a minimum five-year operational period and use of NCTCOG-procured vendors.

The call for projects will open Friday, July 25, 2025. For more information, visit publicinput.com/nctcogevcharging.

COMMENTS RECEIVED DURING THE MEETING

Regional 10-Year Plan Update

Kyle Hantz, City Councilman, Haltom City

A. North Loop 820 construction

Comment: The map on page six of your presentation does not show that North Loop 820 through Haltom City is under construction. I know it's under construction right now, unless there's something else.

Summary of response by Cody Derrick: You are correct. I believe that project is funded with other categories not included within this plan. We will provide an additional map during our Surface Transportation Technical Committee and Regional Transportation Council meetings that will show a broader collection of capacity projects within our region.

Other

State Representative Terry Meza, House District 105

A. Support for mass transit planning

Comment: I've been involved with regional transportation for about 40 years. Early on, I was an Urban Fellow with the Council of Governments, which really shaped my path into public service. In 1983, I served on Arlington's Mass Transit Advisory Committee. At the time, I was hopeful we'd find the best mass transit options for Arlington, since the city didn't want big buses like Dallas or Fort Worth. The staff brought great ideas from across the country, but unfortunately, many committee members seemed opposed to mass transit. They didn't want it in Arlington and preferred it to stay in Dallas and Fort Worth. That was a rude awakening for me, and it's been disappointing to see Arlington struggle with transit since then, though I'm glad we now have Via. With the upcoming FIFA event, I'm especially concerned about transportation preparation.

I also worked with the North Central Texas Regional Certification Agency certifying minority- and women-owned businesses. It frustrated me that some could skirt the rules by listing women as owners in name only. I worry that state-level certification programs aren't as strict, which undercuts the impact of our work. As a legislator, I worked with the Dallas County delegation to keep decisions about DART local, asking the transportation committee not to advance statewide bills without regional input. We were successful, but now the challenge is figuring out how to move forward with DART constructively.

I'm passionate about expanding transit options, including high-speed rail and mass transit in Arlington. I want you to know I'm here to support transportation and mass transit efforts, so please feel free to call on me to advocate on your behalf. When I was first elected, I asked to be on the transportation committee because I knew how important it is to my district, which includes airports, trains, buses, and even a monorail. I've used mass transit in many cities, including

Chicago, Philadelphia and Tampa, and I especially appreciate the TRE here that lets me easily commute to Dallas or Fort Worth. You can count on me as a friend and ally for all your transportation needs.

Summary of response by Brendon Wheeler: We appreciate you attending. Thank you for your comments.

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

Other

Mail

Phyllis Silver, Citizen

Please see Attachment 1 for comments submitted via postal mail.

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 Friday, June 20 through Saturday, July 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 bicycle/pedestrian/sustainable development 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 17 new comments related to bicycle and pedestrian, roadway and transit conditions. You can view these new comments as well as past comments by visiting http://nctcoggis.maps.arcgis.com/apps/CrowdsourceReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2.

Bicycle/Pedestrian/Sustainable Development

Facebook –

1. **Look Out Texans** Learn your rights and responsibilities when walking, biking or driving. Together, we can make our streets safer for everyone! — NCTCOG Transportation Department
To view the short video on this post, visit: https://www.facebook.com/NCTCOGtrans/videos/602622096122699/.

I'm wearing a dayglo vest and have solid and flashing LED lights and the driver claims to not have seen me, and the police decline to cite them for anything. 😰 — Williams Robbins

Amen 🙏 — Elisa Davis Mcfadden

2. Take a short survey to share your experience bicycling on North Texas roadways. Enter to win a $100 gift card. publicinput.com/bikesafety — NCTCOG Transportation Department

Switch to a Harley. — Alfi Morgan

3. Conoce tus derechos y responsabilidades al caminar, andar en bicicleta o conducir. ¡Juntos podemos hacer nuestras calles más seguras para todos! **Translation**: Know your rights and responsibilities when walking, biking, or driving. Together we can make our streets safer for everyone!

Aquí donde vivo Amarillo, Texas. Los ciclistas han agarrado de conducir al lado izquierdo enfrentando el tráfico. Y dicen que es para que los miren. Y yo digo que es ilegal. Porque yo soy motociclista y la ley dice que vehículo que tenga ruedas debe circular ala derecha conforme ala ley. Porque ha mi experiencia si el carro viene ha 30 millas y tú vas a 20 millas el madrazo es de 50 millas de frente eres hombre muerto. Porque en el impacto se conjugan las 2 velocidades. Y la policía no hace nada por impedirlo. Ustedes que piensan tengo la razón…o....no. **Translation:** I live in Amarillo, Texas. Cyclists seem to ride on the left side of the road facing traffic, they say it's to be seen, and I say it's illegal, because I'm a motorcyclist and the law states wheeled vehicles must ride on the right side of the road according to the law. In my experience, if the car is coming 30 mph and you are going 20 mph, the impact is 50 mph head on, you're a dead man. The impact is the combination of the two speeds and police officers don't do anything to stop it. What do you think am I right...or.... not — Nicolas Arreola

4. As July's Topic Of The Month series continues to explore the perks of using public transportation for summertime work and play, this week we're focusing on North Texas' vast network of bike-pedestrian trails and how they can contribute to your next transit trip. Paved trails for pedestrians and cyclists provide first- and last-mile connections, making it easier to reach transit stops. And our three major transit providers allow bikes on board to help cyclists and pedestrians move around easier. Learn more about bike and pedestrian trail connections at the

link in the comments below! Learn more: https://www.nctcog.org/.../about/educate/topic-of-the-month — NCTCOG Transportation Department

It'd be better if they were all connected and ran past more commercial places, such as grocery, retail, restaurants and business parks. — Paul Hopkins

5. **Look Out Texans** Conoce tus derechos y responsabilidades al caminar, andar en bicicleta o conducir. ¡Juntos podemos hacer nuestras calles más seguras para todos! **Translation**: Learn your rights and responsibilities when walking, biking or driving. Together, we can make our streets safer for everyone! — NCTCOG Transportation Department To view the short video on this post, visit: https://www.facebook.com/NCTCOGtrans/videos/1431295311332504/

Par de payasos!!! **Translation**: Pair of clowns!!! — Nena Campos

Public Involvement

Facebook –

1. Transportation planning, public participation & more for review/comment. — NCTCOG Transportation Department

Matthew Banks — Tammy Benson-O'brien

Patricia Griffin — Kellye Pmcg

What is the location of this meeting please? — Johnnye Parrish

> **Johnnye Parrish** Hi Johnnye, our location is 616 Six Flags Drive in Arlington, or you can watch the presentations live online and participate at https://www.publicinput.com/nctcogJuly25. Let us know if you have any additional questions! — NCTCOG Transportation Department
>
> > **NCTCOG Transportation Department** Thank you. — Johnnye Parrish

And conflicts of interest galore..... — Bonni Crisfulli

Nextdoor –

1. NCTCOG is seeking input on transportation planning initiatives during an upcoming hybrid public meeting at noon on Monday, July 14. This month's presentation topics include the Mobility 2050 Transportation Plan, 2025 Public Participation Plan update, Regional 10-Year Plan update, 2026-2028 Disadvantaged Business Enterprise Goals, and North Texas Electric Vehicle Infrastructure Call for Projects. The session will be held at NCTCOG's Arlington offices, located at 616 Six Flags Drive. For those unable to attend in person, the meeting will be streamed live at publicinput.com/nctcogJuly25. Participants can also join the discussion by calling (855) 925-2801 and entering code 11574. A video recording will also be made available afterward. Public comments will be accepted until Tuesday, August 12, 2025 at 11:59 p.m. Residents planning to use transit to attend the meeting can take advantage of $6 roundtrip rides from the CentrePort/DFW Airport Station to NCTCOG via the Arlington Transportation app. To download the app, go to arlingtontx.gov/ondemand. For special accommodations related to disabilities or language interpretation, please contact 817-573-1719 or email hwitcher@nctcog.org. For more information and details on this month's presentation topics, visit https://www.publicinput.com/nctcogJuly25. — NCTCOG Transportation Department

Where's the ride (bus) for north Fort Worth or across the tracks into Keller? — Dick K.

There isn't one. — Jason Coble

Maybe get us some roads without tolls. — Pat F.

That won't happen. — Jason Coble

John that didn't happen with N. Dallas Tollway. My grandfather, who died in 1970, took my grandmother on it just once. She didn't like the fast driving. Originally a train track. Don't know how far that went, but they keep extending it. — Janie Qualls

Freight

Facebook –

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

My daddy taught me that 62 years ago when he was teaching me to drive. — Nancy Paul

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

Absolutely 💯 — Roberto Sauceda

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

3. 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. freightntx.org — NCTCOG Transportation Department

Ay muchas personas que no entienden eso yo siempre mantengo la distancia para no tener accidentes. **Translation**: There are many people who don't understand this. I always keep my distance to avoid accidents. — Maria Belmonte

4. Recuerden si no puedes ver sus espejos, ellos no pueden verte. **Translation**: Remember, if you can't see their mirrors, they can't see you. — NCTCOG Transportation Department

Yo respeto a estos enormes camiones de carga, y les deseo siempre feliz baje en cada una de sus entregas cuídense mucho, su familia los espera. **Translation**: I respect these big trucks, and I always wish safe travels on every delivery. Take care of yourselves, your families are waiting for you. — Blanca Franco

High-Speed Transportation

Facebook –

1. NCTCOG Transportation Department shared: Heartland Flyer gets $3.5M to keep Fort Worth-Oklahoma City route alive for a year. fortworthreport.org — Fort Worth Report

Sad that the state has given you the authority to take toll road money to pay this. — Wm Atkins

X.com –

1. Well done, @NCTCOGtrans! — RAIL Magazine (@RAILMag)
Shared: The Heartland Flyer will live to see another year. —Thunder (@ThunderWolf08)

They need to extend to Kansas like they promised years ago. That would increase ridership and probably convince Texas to fund it. — flak siesta (@flakbait_inc)

> They also need to add another round trip or two. Allowing people to day trip with it would be a massive boon. —Thunder (@ThunderWolf08)
>
> True. I rode for fun a few years ago and did not like having to get a hotel and wake up super early to make the return trip. — flak siesta (@flakbait_inc)

I'm sick and tired of [redacted] republicans hating on public transit, it anything that benefit's the American people!! — D-man (@chromatica99)

Thank goodness. I have a particular fondness for this route. It could be much more frequent, and it could go farther, but it gives me hope. — Evil Urbanist | FUND SEPTA (@himbo_urbanist)

Yay!!! Now I can plan on taking it from OKC to Fort Worth. — Sabrina (@iTropicalfire)

Holy [redacted] rare Texas W(in). — backlash995 (@BACKLASH92)

If the state and federal governments don't want to fund these corridors than Cities and metros regions probably have to foot the bill. — Will (@WillErazo440)

> As an Amtrak Cascades user, would like to see governments in Salem and Victoria step up, but I do concede since WA gets the majority of the service, Olympia does pay for the most.

@RideTheSunbeam — AltairMECO (@Trainman2520)

Too bad it can't continue north to Wichita or Kansas City. — MALGIS (@MALGIS31)

I'm glad to hear that this train will continue to operate... at least for another year. May it continue to thrive! — Hand-in-Shot Productions (@shot_hand)

Congrats to them. — NOT PAAC / PRT (@PGH_BUS_INFO)

YEEAAAAAAAAAAAAAAH BABY LET'S GOOOOO! COMMON AMTRAK W(in) — Cambridge H. Lutece (@cam_lutece)

2. N Texas Council @NCTCOGtrans steps in to fund the @Amtrak Heartland Flyer when the state, awash with money, says no. https://texasrailadvocates.org/post/if-state-of-texas-cant-save-the-heartland-flyer-the-regional-transportation-council-will — Texas Rail Advocates (@TXTrailAdvocate)

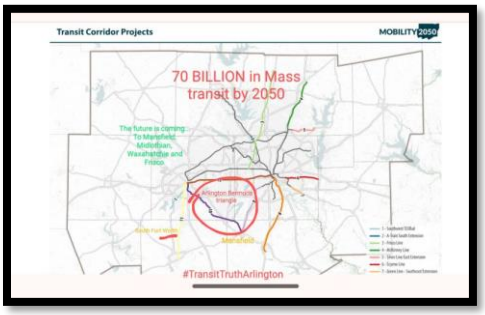
3. The Heartland Flyer gets a 1 year reprieve thanks to @NCTCOGtrans! https://www.texasrailadvocates.org/post/if-state-of-texas-cant-save-the-heartland-flyer-the-regional-transportation-council-will — Peter J LeCody (@railadvo)

4. NCTCG voted to provide $3.5M for the Heartland Flyer, ensuring passenger train service between OKC and Ft. Worth, Texas for a year! ODOT appreciates @NCTCOGtrans for the funding and their passion for passenger rail and will work with TxDOT on the next steps. — Oklahoma Department of Transportation (@OKDOT)

Transit

LinkedIn –

1. This is the map of Mass Transit in North Texas put out last month as part of the **NCTCOG Transportation** Mobility 2050. You will notice that a giant hole remains in the center of the 4th largest Metroplex containing the Entertainment district of #Arlington between the 9th and 12th largest American cities. The World's 2nd Busiest Airport is here Dallas Fort Worth International Airport (DFW) , the Dallas Cowboys Texas Rangers Baseball Club. There is a 70 BILLION dollar discussion the City has excused itself from. The question to ask is who is correct and who is not. Transit is coming to North Texas. Just not to the City with the most to gain, with the biggest opportunity to transform this aging quite rapidly suburb. The Irony is that the #DallasCowboys will have a transit line to City of Frisco. The other irony is Arlington was founded directly on a Transit route which remains. So, 70 BILLION, and the future of your North Texas Mobility - #Vision34Corridor — James Gyurkovic Jr.



Project- and Program-Specific

X.com –

1. This is a BIG WIN for @CityOfDallas, @DallasParkRec, @Johnson4Dallas and Far North Dallas residents! Federal funds awarded by RTC to complete the final section of the Cotton Belt Trail in #D12 & fund the #MarniKanerTrail extension so it connects to #PrestonRidgeTrail & #CottonBeltTrail to become the 4-mile #NorthDallasTriangle! @NCTCOGtrans — Cara Mendelsohn (@caraathome)
To view the shared video, visit: https://x.com/LoriBrownFox4/status/1939830135663820945

> NOW WHEN — Crystal (@crystalXhaze)
>
> > Critical segments of the Cotton Belt Trail are already built, some 2nd phase segments have been designed but not constructed yet, and this last part is now funded to start design work, along with Marni Kaner Trail extension. I'm hoping we have the Marni Kaner extension designed & constructed within 2 years. Staff hasn't given me a timeline for fully finishing the North Dallas portion of the Cotton Belt Trail. — Cara Mendelsohn (@caraathome)
>
> Link to full story: https://www.fox4news.com/__news/dallas-cotton-belt-trail-north-dallas-triangle — Lori Brown (@LoriBrownFox4)
>
> That's great. North Dallas wins again as others suffer from corrupt HOAs and people PRETENDING to be an HOA in Mesquite. Funny that the city, county, or ANYONE in the universe can't "make" HOAs honest. How much does a local politician cost these days? Please contact me. Thank you. — Gorsedd (@Rogue5459)
>
> Yet not one single penny for the homeless of Dallas..... Sounds like a "win" only for the rich. Such an abomination! — Bonni M. Crisfulli (@BonniCrisfulli)

Other

Instagram –
1. Wishing everyone a safe and happy Fourth of July today! — NCTCOG Transportation (@nctcogtrans)

❤️ ❤️ — The Song for the City of Frisco TX ❤️ (@welcometofriscosong)

LinkedIn –

1. Thanks to the Transportation fun committee for hosting the Mario Kart tournament at lunch today! 🎮 🏎️ 🌟 — NCTCOG Transportation

How's that for multimobility? Ha. Love it! — Vivian Fung, AICP

North Central Texas Council of Governments

TRANSPORTATION PUBLIC MEETING

AUGUST 11 | NOON | 616 SIX FLAGS DR. ARLINGTON, TX 76011

PRESENTATIONS

HEARTLAND FLYER FUNDING FOR ONE YEAR

Staff is requesting $3.5 million in Regional Toll Revenue funds to secure the continued service of the Heartland Flyer for one year. This service is critical for the Fédération Internationale de Football Association (FIFA) 2026 World Cup.

SAFE ROUTES TO SCHOOL REGIONAL ACTION PLAN

The Safe Routes to School (SRTS) Regional Action Plan was adopted in June by the Regional Transportation Council as part of Mobility 2050, the region's long-range plan. The plan provides a resource for local governments, Independent School Districts and others who would like to help enable school-aged children to safely walk and bike to school. The plan also includes a regional prioritization of all schools in the region based on their potential need for SRTS interventions, as well as action steps for the region. For more information, visit www.nctcog.org/SRTS.

MULTIMODAL DELIVERY PROJECT

The City of Arlington, in collaboration with NCTCOG, Tarrant Area Food Bank and a network of technology and regional partners, successfully piloted an innovative delivery project utilizing autonomous ground vehicles and aerial robots. The project completed 300 grocery deliveries during two pilot demonstrations held in 2024 and 2025. Staff will share key findings, lessons learned and plans for expanding the delivery model to additional neighborhoods in Arlington and beyond. For more information, visit www.arlingtontx.gov/multimodal.

FISCAL YEAR 2025 PUBLIC TRANSPORTATION FUNDING PROGRAMS OF PROJECTS

The Programs of Projects includes proposed transit projects funded by the Federal Transit Administration through the award of Fiscal Year 2025 funds for the following four programs: Urbanized Area Formula, Enhanced Mobility of Seniors and Individuals with Disabilities, State of Good Repair and Bus and Bus Facilities.

ONLINE REVIEW + COMMENT

PROPOSED MODIFICATIONS TO THE LIST OF FUNDED PROJECTS

No in-person presentation. Handout will be linked online at **www.publicinput.com/nctcogAug25**.

RESOURCES + INFORMATION

Mobility 2045-2022 Update: Administrative Revisions: **www.publicinput.com/nctcogAug25**

Air Quality Programs and Funding Opportunities: **www.publicinput.com/nctcogAQ**

Try Parking It: **www.TryParkingIt.com**

Oak Farms Study: **www.publicinput.com/oakfarms**

*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/nctcogAug25** or participate via phone by dialing 855-925-2801 then code 11270 .*

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THE DALLAS MORNING NEWS

DALLAS SECURES FUNDING FOR TRAIL ALONGSIDE DART SILVER LINE

By Kathryn Muchnick
July 1, 2025

A DART Silver Line train crosses a bridge nearing U.S. Highway 75 during segment testing of the new light rail line on Sunday, Aug. 25, 2024, in Richardson. (Smiley N. Pool / Staff Photographer)

Dallas now has funding for a trail extension that will link 4 miles of hiking and biking trails in Far North Dallas.

The city received approximately $7 million from the Regional Transportation Council to complete the Cotton Belt Trail, according to a Tuesday news release.

The completed 26-mile Cotton Belt Trail will follow the path of the DART Silver Line from Plano to DFW International Airport.

“We were told each city along the Silver Line would have to fund its portion of the trail project, but we worked together to get funding,” said District 12 council member Cara Mendelsohn, who represents the area. “This RTC funding saves the City of Dallas approximately $7 million and helps complete a vision years in the making.”

This North Dallas addition will also link the Preston Ridge Trail, which runs north and south, and the Marni Kaner Trail, which runs east and west. The three trails form a 4-mile urban loop called the North Dallas Triangle.

Some portions of the Cotton Belt Trail are already complete. Design for other sections is already underway, according to a news release, with construction beginning next month.

The Silver Line commuter rail passes through seven North Texas cities — Grapevine, Coppell, Dallas, Carrollton, Addison, Richardson and Plano. Testing began along the entire rail corridor in April, as preparations continue for the start of service later this year.

FOX 4 NEWS

NEW DALLAS TRAIL EXTENSION WILL CREATE A 4-MILE HIKE AND BIKE TRIANGLE

By Lori Brown
June 30, 2025

Dallas now has funding for a trail extension that will link four miles of hiking and biking trails in Far North Dallas.

The Regional Transportation Council recently approved $7.5 million in federal funding to extend the Dallas Cotton Belt Trail.

The trail, which runs alongside the new DART Silver Line, will also include about 2,000 feet of trail over White Rock Creek.

Once it's complete, it will connect the Preston Ridge Trail, which runs north and south, and the Marni Kaner Trail, which runs east and west.

The three trails will form a four-mile hiking and biking circuit known as the North Dallas Triangle.

Dallas Councilwoman Cara Mendelsohn said there's been talk about completing the Dallas Cotton Belt Trail and the North Dallas Triangle for years.

The DART Silver Line is really what helped push the project to this point.

"When I was elected six years ago, I was told it was going to be 20 years before we'd ever even find the first pot of money to fund the Cotton Belt Trail. And I was determined that if we were going to have sort of the negative impacts of this railroad separating our neighborhoods and behind people's houses, that we would also get those benefits of having that trail," she said. "This trail is the silver lining of the Silver Line."

THE DALLAS EXPRESS

DALLAS SECURES FEDERAL FUNDING FOR LONG-AWAITED COTTON BELT TRAIL EXPANSION

By Logan Washburn
July 2, 2025

Dallas has secured $7.5 million in federal funding to complete major segments of the Cotton Belt Trail, a 26-mile path stretching from Plano to Dallas-Fort Worth International Airport.

Council Member Cara Mendelsohn (District 12) announced the funding on July 1, citing support from the Regional Transportation Council.

The city has secured a total of $7.5 million in federal funding for this project, according to Fox 4 KDFW. This will fund the final segment of the Cotton Belt Trail and “the missing link” for the Marni Karner Trail, Mendelsohn said in the release.

The trail will run alongside the Dallas Area Rapid Transit’s new Silver Line commuter train, and will “ultimately” link to Tarrant County and Fort Worth.

“We were told each city along the Silver Line would have to fund its portion of the trail project, but we worked together to get funding,” Mendelsohn said in the release.

“Despite challenges with rail construction, the trail will be a treasure for residents and commuters alike,” the release reads.

The expanded trail network will form a four-mile loop, dubbed the “North Dallas Triangle,” that links the Preston Ridge, Cotton Belt, and Marni Kaner Trails. The system is expected to improve access to nearby parks and trailheads, including Preston Green, Campbell Green, and the new Davenport Trailhead.

This new funding will save the city nearly $7 million, according to Mendelsohn. She called the project “a vision years in the making.”

The Dallas Express reached out to Council Member Mendelsohn for additional comment but did not receive a response by the time of publication.

HOODLINE

FORT WORTH SECURES $4M IN FEDERAL FUNDING FOR BIKE AND PEDESTRIAN INFRASTRUCTURE UPGRADE

By Margie Townsend
July 2, 2025

Fort Worth is gearing up for more than just a facelift on its bike and pedestrian infrastructure, thanks to a nice cash injection coming from federal funds.

The Regional Transportation Council (RTC) doled out a hefty sum of $59.6 million earmarked for a dozen active transportation projects across Collin, Dallas, Denton, and Tarrant counties; this is aligned with the 2025 Transportation Alternatives Set-Aside Program Call for Projects for the North Texas region.

Focused on enhancing access and safety, the RTC's funding spells good news for the City of Fort Worth, which snagged a total of $4,072,000 in federal dollars—the rest of the project's $7.6 million budget being padded out by local contributions to tune of $3,568,000, as per a recent announcement.

With a clear green light for the McPherson-Summer Creek Safe Streets project, kids and adults alike can look forward to new shared-use paths, a bridge, some much-needed traffic signal upgrades, and crossing improvements; these infrastructure upgrades will eventually lead to smoother, safer rides to places like North Crowley High School and Summer Creek Middle School, according to the City of Fort Worth.

"These funded improvements will connect people who choose walking and bicycling as modes of transportation to schools, transit services and major hubs of employment in the Dallas-Fort Worth area," said Kevin Kokes, program manager for the North Central Texas Council of Governments' land-use and mobility options team. He also highlighted ancillary benefits, including easing traffic woes and giving the region's air quality a leg up, per the City of Fort Worth.

THE DALLAS MORNING NEWS

SPANISH BACKER OF DALLAS-HOUSTON BULLET TRAIN FOLDS U.S. OPERATIONS, REPORT SAYS

It's the latest setback for a rail project first proposed more than a decade ago

By Amber Gaudet
July 2, 2025

A partner in a long-discussed Dallas-to-Houston bullet train is reportedly folding its operations, dealing a fresh blow to the troubled project.

Spanish railway company Renfe has shuttered its U.S. subsidiary, which it hoped would jointly develop the proposed high-speed train linking Dallas and Houston led by Texas Central, Spanish business publication *El Economista* reported.

Renfe of America cited 4.5 million euros — more than $5 million — in accumulated investment losses associated with the project. The figure represents a "100% deterioration" of the company's investments in the project over five years, according to account filings reviewed by the publication.

A yearslong backlog of outstanding debts owed to Renfe by Texas Central for work performed since 2019 was also cited by Renfe representatives, according to the publication.

Renfe and Texas Central did not respond to questions about the closure.

It's the latest setback for an ambitious transit project that once promised to put Texas on the world stage, emulating high-speed rail successes like the Shinkansen in Tokyo that a delegation of state officials rode last September.

Proposed more than a decade ago to shuttle passengers from Dallas to Houston in 90 minutes, the rail line drew international investors who saw it as a catalyst for major infrastructure initiatives across the U.S.

A recent analysis estimated it would be an economic boon for Dallas-Fort Worth, spurring jobs and tourism dollars.

But regulatory hurdles, changing political winds and financial pressures precipitated by a series of leadership changes have stalled the project. The Trump administration in April pulled a nearly $64 million grant previously awarded to Amtrak, a public rail provider that Texas Central previously said would help advance the project.

Company officials and the Department of Transportation have since signaled Amtrak will no longer lead the project, returning it to the private sector.

The company bought out its top Japanese investors in January — who lost more than $270 million on the planned bullet train, according to *Newsweek* — and the rail line is now backed by Texas investor John Kleinheinz.

Texas Central has also drawn the ire of private landowners and state lawmakers, who have accused the company of operating secretively while courting public dollars.

Related:‘What are you hiding?’ Lawmakers grill Texas Central on Dallas-to-Houston high-speed rail

“Texas Central has continued to refuse to be transparent with any stakeholders — public or private — involved in this project," said Jennifer Stevens, a spokesperson for ReRoute the Route, a group opposed to using private land and taxpayer dollars for high-speed rail projects. “This is a company that has been nearly broke for at least half a decade.”

Kleinheinz Capital Partners did not directly address questions about Renfe’s closure and the alleged debts, but said in a statement that there has been “no change” in Texas Central’s plans.

The investment firm has cast Amtrak’s exit as a positive that will allow the project to move ahead with less red tape, but the financial uncertainties have sowed doubts that Texas Central will ever bring the project to completion.

Major infrastructure projects are often funded through a mix of public and private dollars.

“If that happens, it would be a first in world history that a transit system was fully supported just on private funding,” council member Paul Ridley said during an economic development committee meeting in June.

Texas Central is being restructured to eliminate some of its $750 million debt, company representative Andy Jent told lawmakers in April. The company hopes to complete planning work by the end of the year before submitting an application to federal regulators to move the project forward, according to Jent.

CULTUREMAP DALLAS

DALLAS SECTION OF COTTON BELT TRAIL NEAR DART SILVER LINE FINDS FUNDS

By Teresa Gubbins
July 4, 2025

A trail in the works for north Dallas has received an infusion of cash: The Cotton Belt Trail, located northwest of Dallas and planned as a regional trail corridor, will receive federal funds from the Regional Transportation Council (RTC).

The trail currently stretches 19.84 miles, stretching between North Richland Hills and Grapevine, with two additional sections in North Richland Hills and Carrollton. There are currently gaps between Grapevine and Carrollton, and another gap between Carrollton and Richardson, across Addison and north Dallas.

The funding was originally supposed to be funded city by city, says Dallas City Council member Carah Mendelsohn.

“We were told each city along the Silver Line would have to fund its portion of the trail project, but we worked together to get funding,” Mendelsohn says. “This RTC funding saves the City of Dallas approximately $7 million and helps complete a vision years in the making. We now have funding for the final unfunded segment of the Cotton Belt Trail in District 12, as well as the missing link of the Marni Kaner Trail needed to complete the North Dallas Triangle."

The North Dallas Triangle is a 4-mile urban trail circuit linking the Preston Ridge, Cotton Belt, and Marni Kaner Trails. When complete, this amenity will provide seamless access, enhanced further by upgrades to Preston Green and Campbell Green Parks, and the new Davenport Trailhead.

With design already underway and construction beginning next month, this 26-mile trail will follow the path of the Silver Line rail from Plano to DFW Airport, ultimately linking to Tarrant County and extending to Fort Worth.

The Cotton Belt Trail follows the former St. Louis Southwestern Railway, nicknamed the Cotton Belt Line, which began running in the late 1800s and was discontinued in the 1970s.

FOX 4 NEWS

NEW DALLAS TRAIL EXTENSION TO CREATE 4-MILE TRIANGLE

By Lori Brown
July 1, 2025

Dallas has received $7.5 million in federal funding to complete the Dallas Cotton Belt Trail. The completed trail will link the Preston Ridge Trail and the Marni Kaner Trail. All three trails combined will form a four-mile hike and bike circuit called the North Dallas Triangle. Watch the video below.

HOODLINE

FORT WORTH MAYOR PRO TEM CARLOS FLORES JOINS NCTCOG EXECUTIVE BOARD

By Isabella Rodriguez
July 8, 2025

Fort Worth's city leader, Mayor Pro Tem Carlos Flores, has just secured a spot on the executive board of the North Central Texas Council of Governments (NCTCOG), a pivotal organization that influences regional development and planning.

With his tenure as Council District 2 representative since 2017, Flores brings a wealth of experience to this new role. His appointment is a notable addition to the board, especially since he's a Fort Worth native who intimately knows the city's history and its growth potential.

Alongside his engineering background, with a major in aerospace engineering and a minor in fine arts from the University of Texas at Austin and the University of Texas at Arlington, Flores's diverse educational background could provide a fresh perspective in approaching NCTCOG's complex challenges.

The City of Fort Worth announced Flores's appointment, marking another chapter in his ongoing service to the Fort Worth community. However, his distinct background isn't the only thing that stands out in NCTCOG's latest assembly.

During the 59th annual General Assembly at the Hurst Conference Center, Burleson Councilmember Victoria Johnson was elected as president of the 17-member NCTCOG executive board for the upcoming year.

This election signifies a shift in leadership and perhaps a new direction for the council as it tackles regional issues, ranging from transportation to environmental planning. The NCTCOG, since its inception in 1966, has aimed to foster collaboration among the local governments within the 16-county region of North Central Texas centered around Dallas and Fort Worth.

As reported on the City of Fort Worth's official website, the NCTCOG executive board for 2025-26 includes a diverse group of representatives, such as Plano Councilmember Rick Horne, Prosper Mayor David Bristol, Dallas Councilmember Cara Mendelsohn, and others who collectively represent the complex tapestry that is North Texan governance.

Their collective efforts aim to streamline regional development and enhance the quality of life for residents through strategic planning and inter-local cooperation. Despite the unique challenges they face, the board remains committed to addressing the needs of their constituents holistically.

FORT WORTH BUSINESS PRESS

MAYOR PRO TEM CARLOS FLORES NAMED TO NCTCOG'S EXECUTIVE BOARD

By Staff
July 9, 2025

Fort Worth Mayor Pro Tem Carlos Flores was named to the executive board of the North Central Texas Council of Governments.

Flores, who has represented Fort Worth's Council District 2 since June 2017, is a third-generation Fort Worth native. A graduate of Nolan Catholic High School, he attended the University of Texas at Austin to major in aerospace engineering and minor in fine arts. Flores completed his degree studies at the University of Texas at Arlington.

Burleson Councilmember Victoria Johnson will serve as president of the NCTCOG executive board for the next year after being elected to lead the 17-member board during the 59th annual General Assembly at the Hurst Conference Center.

Photo: *Among the members of the 2025-26 NCTCOG Executive Board are: Back row (from left): Plano Councilmember Rick Horne, Prosper Mayor David Bristol, Fort Worth Mayor Pro Tem Carlos Flores, Dallas Councilmember Cara Mendelsohn, Ennis Mayor Kameron Raburn, Collin County Judge Chris Hill, Haslet Mayor Gary Hulsey and Johnson County Judge Christopher Boedeker. Front row (from left): Richardson Councilmember Jennifer Justice, Burleson Councilmember Victoria Johnson, Denton County Commissioner Bobbie Mitchell, Erath County Judge Brandon J. Huckabee.*

WFAA

AMTRAK'S HEARTLAND FLYER WILL STAY ON THE TRACKS A LITTLE LONGER AFTER A YEAR'S WORTH OF FUNDING IS APPROVED

By Richard Solomon
July 10, 2025

The Heartland Flyer passenger rail line that connects Fort Worth to Oklahoma City has narrowly avoided being derailed, at least for now.

Amtrak's Heartland Flyer, which has served the 206-mile route between the two cities for the past 25 years, was set to halt operations this October after Texas lawmakers cut its annual funding from the budget during the last legislative session.

But on Thursday, the North Central Texas Council of Governments voted to approve $3.5 million in funding, ensuring the line can continue operating for at least another year.

"It's a safe way to travel, it's an efficient way to travel, and it's a connection to our past," said passenger Jeremy Ring, who sees the train as a piece of American history.

For some, like Oklahoma traveler Howard Braden, Thursday marked their first time on the route.

"I do a lot of traveling with cars and motorcycles," Braden said. "I wanted to see what it was like as a passenger."

The Heartland Flyer carried nearly 80,000 passengers last year, according to Peter LeCody, president of Texas Rail Advocates. He said the train isn't just about nostalgia, it's a critical piece of infrastructure.

"This is simply a band-aid approach right now," LeCody said, "but it's essential to keep the train running."

He adds that the line will become even more vital as North Texas prepares to host FIFA World Cup matches in 2026, which will bring tens of thousands of tourists to the region.

"You're talking about a lot of sales tax," he said. "Folks get off the train, go eat at restaurants, stay at hotels."

The Heartland Flyer has historically been funded jointly by Texas and Oklahoma. While Oklahoma has continued its support, Texas's recent withdrawal had put the route in jeopardy.

Passengers like Braden and Ring believe both states should be working together to preserve it.

"Oklahoma's paid their part," Braden said. "I think Texas ought to reach in and pay their part and keep this thing running."

Amtrak, in a statement, warned that ending the service would "sever a well-established transportation network." LeCody hopes cities along the route from Fort Worth to Gainesville and beyond will help fund the line in the future.

"If we lose our history," Ring said, "that doesn't say that much good about our future," said Ring.

YAHOO NEWS

HEARTLAND FLYER CONTINUES OKLAHOMA-TEXAS ROUTE THANKS TO FUNDING

By Barbara Hoberock
July 10, 2025

Passenger rail service between Oklahoma City and Fort Worth will continue for at least another year after a Texas group agreed to chip in millions to keep the route alive, officials said Thursday.

The North Central Texas Council of Governments Regional Transportation Council on Thursday voted to provide $3.5 million to keep the Heartland Flyer rail service operational, said Brian Wilson, a spokesperson.

The Amtrak service was slated to shut down on or before Oct. 1 after the Texas Legislature declined to continue funding its share of the 206-mile route.

“This funding lasts for a year,” Wilson said.

Ending the service would have been a tremendous loss for both Oklahoma and Texas, said Sen. Mark Mann, D-Oklahoma City.

“Tourism is Oklahoma’s third largest industry and a major economic driver for communities across the state,” said Sen. Bill Coleman, R-Ponca City. “This Amtrak route gives Oklahomans

more flexibility when planning their travel and offers Texans a convenient way to see what they've been missing just across the border."

Officials are considering expanding the line into Kansas to connect with other major passenger train routes. Possible closure of the service would have impacted expansion plans.

The service was reestablished in 1999 after ending in 1979.

KTUL NEWS

HEARTLAND FLYER SERVICE TO CONTINUE FOR ANOTHER YEAR FOLLOWING FUNDING SOLUTION

By Kristin Spellman
July 10, 2025

Amtrak's Heartland Flyer will continue to operate for another year.

Oklahoma's only passenger rail service was slated to end by October 1st, after the Texas Legislature failed to provide their part of the funding.

On Thursday, The North Central Texas Council of Governments' Regional Transportation Council approved the use of $3.5 million in regional toll revenue funds to continue the route.

“This vote will keep this important transportation service going,” said Oklahoma State Senator Mark Mann. “Ending the Heartland Flyer would have been a tremendous loss for both states, especially as we’re on the verge of expanding that service in Oklahoma to Kansas and beyond."

The Heartland Flyer gets people up and down the I-35 corridor between Oklahoma City and Dallas-Fort Worth. It was designed to support tourism and business opportunities.

“Tourism is Oklahoma’s third-largest industry and a major economic driver for communities across the state," said Oklahoma State Senator Bill Coleman. "This Amtrak route gives Oklahomans more flexibility when planning their travel and offers Texans a convenient way to see what they’ve been missing just across the border.”

The Heartland Flyer also offers a popular special service, known as the "Big Game Train," for fans traveling to the Red River Rivalry game.

OKLAHOMA VOICE

HEARTLAND FLYER TO CONTINUE OPERATING OKLAHOMA-TEXAS ROUTE FOLLOWING FUNDING

By Barbara Hoberock
July 10, 2025

Passenger rail service between Oklahoma City and Fort Worth will continue for at least another year after a Texas group agreed to chip in millions to keep the route alive, officials said Thursday.

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Officials are considering expanding the line into Kansas to connect with other major passenger train routes. Possible closure of the service would have impacted expansion plans.

The service was reestablished in 1999 after ending in 1979.

KOKO NEWS 5

HEARTLAND FLYER TO CONTINUE SERVICE THANKS TO VOTE FROM TEXAS TRANSPORTATION COUNCIL

By Addison Kliewer
July 10, 2025

The Heartland Flyer will continue to provide services after it was slated to end in October.

The North Central Texas Council of Governments' Regional Transportation Council voted Thursday to provide $3.5 million in regional toll revenue funds to continue the Heartland Flyer for one year, according to a news release from Oklahoma lawmakers. The only passenger rail service in Oklahoma was slated to end on Oct. 1 after the Texas Legislature didn't approve funding for it.

“Ending the Heartland Flyer would have been a tremendous loss for both states, especially as we’re on the verge of expanding that service in Oklahoma to Kansas and beyond. That’s why I’ve continued to work with advocates in Texas in both the private sector and in government to find a way to keep the Heartland Flyer running,” State Sen. Mark Mann, a Democrat from Oklahoma City, said. “This vote will keep this important transportation service going.”

Last year, the Heartland Flyer had 82,000 riders. The train line connects Oklahoma City to Dallas-Fort Worth.

It has helped support tourism and economic opportunities for the states.

“Tourism is Oklahoma’s third-largest industry and a major economic driver for communities across the state. This Amtrak route gives Oklahomans more flexibility when planning their travel and offers Texans a convenient way to see what they’ve been missing just across the border," State Sen. Bill Coleman, a Republican from Ponca City, said in a statement.

The passenger rail was created thanks to a cooperative agreement between Oklahoma and Texas.

TRAINS MAGAZINE

LOCAL TEXAS GROUP TO FUND HEARTLAND FLYER FOR A YEAR

By Bob Johnston
July 10, 2025

The *Heartland Flyer* passenger service has received a one-year funding reprieve, thanks to a decision by the federally designated planning organization for the Dallas-Fort Worth area to divert funding from regional highway tolls to cover the Texas portion of the train's operating grant.

The Regional Transportation Council of the North Central Texas Council of Governments voted at a meeting today (July 10, 2025) to redirect $3.5 million to cover the funding previously contributed by the state.

The Texas legislature, which meets only once every two years, failed to fund the Texas Department of Transportation's commitment for the train in the $337 billion state budget passed on May 31. This threatened the train's continued operation past Sept. 30, 2025 [see "Heartland Flyer service in jeopardy …," *Trains* News Wire, June 4, 2025].

The resolution passed by the Regional Transportation Council calls for an "emergency funding commitment to extend service long enough to develop a second-year funding program in order to get back to the 90th Legislative session." Prior to the gathering, a letter to NCTCOG from the mayors of Fort Worth and Gainesville, Texas, and a Denton County judge pointed out that the train "generates $5.3 million in direct economic benefits and an estimated $23.7 million in economic activity." [That letter begins item 8 in the council's agenda packet.]

Oklahoma chose to initiate and pay for the once-daily round trip between Oklahoma City and Fort Worth, Texas, in 1999 after federal legislation incentivized states to invest that weren't part of Amtrak's network at the time; Maine's *Downeaster* was also a beneficiary. As costs rose, Texas began contributing [see "Texas funding for Heartland Flyer on hold: Analysis," News Wire, April 16, 2025]

Michael Morris, the agency's transportation director, said that if service is terminated, "the federal government will seek a clawback reimbursement of funds it expended in the corridor, and I'm not convinced the legislature fully understood that." An additional concern would be the train's unavailability for FIFA World Cup soccer events in mid-2026. "Stepping in for one year will get all parties back to a conversation with the legislature for funding a second year," Morris added. As part of the bailout, he advocated stepped-up efforts to promote the service.

Regional toll revenue funds are being tapped, Morris says, because the cash is immediately available, "and Amtrak will need an expedited payment. If you remember, three months ago we had to pay $80,000 because Texas DOT didn't have enough money at the time." The transportation council has 45 members and only one member voted against the proposal. Not all members may have taken part and a final vote count was not immediately available.

A Trinity Railway Express commuter train prepares to depart Dallas Union Station on July 24, 2019. A proposal before the Regional Transportation Council to re-engineer the region's separate transit authorities was voted down. Bob Johnston

Also on the transportation council's docket was a $1 million plan to hire a consultant that would develop a policy to develop "transit options for the region, resolve transit-related issues with the Texas Legislature, and create transit member city opportunities, hopefully reducing the chance that cities may wish to opt out of their transit authority," according to the meeting agenda.

More than an hour of contentious debate followed, reflecting conflicts between the communities in the region that are currently served — or not served — by commuter rail and transit [see "Bill to slash Dallas-Fort Worth transit funding….," News Wire, May 7, 2025].

Morris argued the proposal would help resolve differences in a region where "transit demand is not being met by supply" and by 2050 if nothing changes, no more than 25% of the region will have access to public transportation. The idea was to provide communities a way to evaluate needs and generate cost estimates comparing rail and highway solutions. But the proposal for the study was voted down, with one council member contending the state will never adequately fund transit "if they can't come up with $3.5 million for the *Heartland Flyer."*

A recording of the entire meeting is supposed to be posted on the NCTCOG website on July 11, but only audio was available during the live stream.

FORT WORTH REPORT

NORTH TEXAS EXPERIENCED 7 DAYS OF UNHEALTHY AIR QUALITY LEVELS SINCE APRIL

By Nicole Lopez
July 9, 2025

The Dallas-Fort Worth region has seen seven days this year when ozone levels exceeded unhealthy air standards for sensitive groups, according to data from air quality officials.

On those days, Ozone Action Day alerts were issued by the Texas Commission on Environmental Quality, indicating ozone was above 70 parts per billion. The alerts inform the public and encourage them to take steps to reduce contribution to air pollution and ozone formation, said Daniela Tower, air quality planner with the North Central Texas Council of Governments.

The alerts also urge the public to adjust daily routines to mitigate health risks, said Tower. Residents are advised to minimize outdoor exposure, carpool or avoid idling vehicles and to stay informed on weather forecasts.

Ozone levels between 71 and 85 parts per billion are considered unhealthy for sensitive groups including children, older adults, those with lung disease and those who are active outdoors, according to the council of governments, the agency responsible for monitoring Dallas-Fort Worth's air quality.

Ozone measured between 55 or 70 parts per billion is considered moderate.

Between March and July, so far, the region has seen 41 days with moderate ozone levels. The first alert for this year was issued April 10, the data shows.

Compared to this time in 2024, North Texas has seen fewer days when ozone levels exceeded or met unhealthy ranges. Between May 18 and June 15, 2024, 12 ozone action alerts were issued for Dallas-Fort Worth, according to data from the state environmental commission.

North Texas saw 43 days in 2024 when ozone action alerts were made.

The public can expect to see more alerts issued later this year as ozone season for the region runs from March to October.

What is ozone?

Ozone, or smog, is a gas formed when volatile organic compounds and nitrogen oxides emitted by human activities and natural sources react in the sunlight, according to the North Texas 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.

Ozone can lead to a variety of health problems such as chest pain, coughing, throat irritation and congestion, according to the council of governments. The gas can also worsen respiratory conditions such as emphysema, asthma and bronchitis.

The Dallas-Fort Worth region is currently classified as a severe nonattainment zone — an area that fails to meet the National Ambient Air Quality Standards under the Environmental

Protection Agency — as it has long failed to keep ozone under the federal limit of 70 parts per billion.

The current design value of ozone for North Texas sits at 79 parts per billion for 2025 so far. 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.

Under the EPA's Clean Air Act, polluters or major sources of volatile organic compounds in North Texas could face annual fines of $45 million if levels are not brought to or below 75 parts per billion, according to the state commission.

Whether those fines will be enforced remains up in the air due to anticipated changes in federal environmental law, University of Texas at Arlington public affairs professor Evan Mistur told the Report in June.

Within days of taking office, President Donald Trump vowed to roll back federal policies on climate change and air quality. In a June news conference, EPA director Lee Zeldin announced two proposals that would eliminate clean air protections for power plant pollution.

Meanwhile, air quality planners with the council of governments have asked the public to provide feedback on the agency's Dallas-Fort Worth Air Quality Improvement Plan, which outlines strategies to address and reduce air pollution through 2050.

Part of the plan will largely focus on emissions generated through regional transportation as vehicles make up 41% of greenhouse gas emissions, according to the council of governments.

FORT WORTH STAR-TELEGRAM

TRAFFIC DEATHS HAVE SPIKED IN TARRANT COUNTY. WHAT'S BEHIND THE INCREASE?

By Jaime Moore-Carrillo
July 10, 2025

On a clear December evening in 2015, four days before Christmas, Alexander Trejo and Gabriella Estelle died within arm's reach of their parents.

The family spent its final moments together packed into a 2011 Ford Fusion, traveling south along Interstate 35W on their way home from a Christmas light display at Texas Motor Speedway.

The kids filled the back row — Alexander, then 23, on the passenger side, his 18-year-old half brother Zachary Estelle on the opposite end, and Gabriella, 19, wedged between them. Kevin Estelle, 40 at the time, drove; his wife Dee Estelle, 48, sat beside him.

As the Estelles passed under the Heritage Trace Parkway overpass, traffic slowed. The 1998 Ford Explorer directly behind them didn't.

The SUV pummeled the back side of the stationary Fusion at full speed, launching the sedan from the right lane 386 feet into the grassy median. (The bullpens at Globe Life Field are, by comparison, roughly 410 feet from home plate.)

The man driving a Mercury that trailed the Explorer later described hearing a "pop" when the vehicles collided. Another witness told police he saw "car parts flying everywhere."

The Explorer collapsed the Fusion's trunk into its back seats, all but fusing them together. Much of the Fusion's back half looked as if it'd been sheared off, the muffler, the spare tire, and the fuel door the clearest surviving indications of its past form.

Some occupants in nearby vehicles scrambled to check on the Estelles.

A passenger in the Mercury observed that two of the three back seat passengers — Gabriella and Alexander — were "unresponsive." Their mother, he said, was "begging us to help her kids."

Another man, whose Dodge had been clipped by the Explorer after it hammered the Fusion, tried to open the front passenger door but couldn't; Dee, he reported, said she couldn't breathe.

Zachary, somehow spared his life, managed to get out of the car, the witness recalled. Gabriella, meanwhile, appeared unconscious; Alexander seemed "deceased."

At some point, Kevin, dazed but not incapacitated, got on the line with a dispatcher.

"Does everybody appear to be completely awake?" the dispatcher asked.

"No, that's my problem," Kevin replied. "Two are not."

The dispatcher tried to clarify what Kevin had said. He went on, his voice beginning to falter, "My daughter's not conscious, and I think my son is … not conscious."

First responders converged on the crash site over the next hour. They pried Alexander and Gabriella from the back seat. Medics pronounced them dead at the scene. MedStar personnel shuttled Kevin, Dee, Zach and the driver who hit them to John Peter Smith Hospital.

“The impact was so catastrophic,” a Fort Worth police investigator later wrote, that the Explorer “intruded into the rear passenger compartment of the Ford Fusion and crushed Gabriella Estelle and Alexander Trejo, causing their deaths.”

Authorities traced the evisceration of the Estelle family to a single, mundane decision: the Explorer driver, moments before the crash, had decided to glance down at his phone.

Rising road fatalities in Tarrant County

Gabriella and Alexander were two of the 159 people to lose their lives on Tarrant County roads in 2015, according to data compiled by the Texas Department of Transportation.

Dee and Kevin, of Haltom City, managed to channel some of their grief into activism in the decade since. They joined groups of bereaved families lobbying at the state and national level for road safety reform, focusing their efforts on stricter penalties for distracted driving.

“We had to give our loved ones a voice,” Dee told the Star-Telegram in early May.

Whatever change they’d hoped to catalyze has, to their rage and confusion, been elusive.

“I don’t think it’s getting any safer,” Dee said.

“It’s not that people don’t care,” Kevin added later in the conversation. “Nobody’s taking it seriously.”

Road fatalities in Tarrant County have soared since the Estelle’s lost two of their children. At least 227 people died in collisions in 2021 — the highest death toll over the past decade, and a 43% leap from 2015.

The upswing in road deaths, confoundingly, hasn’t coincided with a surge in reported crashes. Municipal law enforcement agencies recorded about 30,800 crashes in 2015; they documented roughly 30,700 collisions in 2021.

Crash fatalities in Tarrant County oscillated between 166 and 189 annually from 2016 to 2020. They spiked unexpectedly in 2021 and have hovered above 200 every year since. The state registered a similar trend — a rough plateau in fatalities until a startling jump during the COVID-19 pandemic.

Is driving getting deadlier in one of Texas’ largest counties?

Why are more people dying on Tarrant roads?

To some, statistical shifts can explain this apparently disturbing trend.

“While it’s difficult to determine a true cause for having a lower amount of crashes but more fatalities, our perspective is to believe that due to the increase in population, there had to have been more people travelling in a single vehicle where fatality crashes occurred,” Buddy Calzada, a spokesperson for the Fort Worth Police Department, wrote to the Star-Telegram.

Calzada added that, around the start of the pandemic, the department began encouraging drivers that "had a minor accident, with no injuries and where the vehicles were still drivable, to just exchange information."

"That practice is still used today with Fort Worth to keep officers answering higher priority calls for service and not have them out of service while working those specific type of minor accidents," he explained. "At the end of the day, we are just the reporting agency for the insurance companies, and some drivers are aware of just exchanging information and may not need the police out to report it for them."

Changing reporting habits could have, in other words, artificially deflated crash totals since 2020. More people are driving through and around Tarrant County. More cars invites more collisions — a growing number of which may never be reported. More collisions correlates, intuitively, with more deaths.

But road fatalities rose and fell in subtle swings between 2016 and 2019, even as the county's population steadily increased. Kara Kockelman, a transportation scholar at the University of Texas at Austin, says vehicle occupancy levels have stayed "pretty constant" since 2017.

Experts also tend to assess road lethality by evaluating fatality rates. Number crunchers often tally the ratio of deaths in a given area to the estimated number of miles driven by vehicles in that jurisdiction. The calculation, in theory, frees analysts from the ambiguity of some potentially misleading factors (like population) and allows for easy comparisons across counties, states, and countries.

According to TxDOT data gathered and analyzed by the North Central Texas Council of Governments, the Metroplex's planning body, Tarrant County's road fatality rate leapt almost 28% between 2019 and 2021. It has gradually declined since.

The statewide fatality rate — generally higher than Tarrant's over the past decade — had been on a shallow downward glide since 2014 before jumping in 2020, according to TxDOT's crash data dashboard, last updated in June 2024. Annual fatality rates in TxDOT's Fort Worth district — encompassing Tarrant, Erath, Hood, Jack, Johnson, Palo Pinto, Parker, Somervell and Wise counties — displayed a gradual rise before spiking in 2021. (TxDOT headquarters did not respond to questions about fatality trends or make experts available for interviews for this story.)

Much of the country witnessed a similar pandemic bump.

"COVID was fascinating, if you're a safety researcher, because the number of crashes went down, but the fatalities went up," said Josh Peterman, a career transportation engineer now sitting on the board of the Greater Dallas Planning Council. "So while we were crashing less, we were driving very poorly, and so they were resulting in a lot of fatalities and serious injuries."

Peterman and many of his peers eventually settled on a plausible theory for the upswing: stay-at-home orders and business shutdowns drained roadways of traffic — a naturally occurring obstacle to speeding. Faster crashes tend to be deadlier ones. With fewer vehicles on the road, the fast and the reckless ran amok, resulting in fewer but more severe collisions.

Other experts reckoned the intense emotional and psychological distress unleashed by the pandemic had spilled onto the roads.

Police departments also scaled back traffic enforcement as the virus spread, removing an important deterrent to dangerous driving.

“So many police departments were forced to limit traffic enforcement and other police-initiated contacts throughout the Covid pandemic that I do believe we saw an increase in unsafe driving,” Jeff Garner, chief of the North Richland Hills police department, wrote to the Star-Telegram.

Why Tarrant’s fatality rates didn’t slump to pre-COVID levels as the pandemic faded is another mystery with less obvious explanations.

North Texas’ congestion, perhaps to the frustration of many, had more or less returned to normal by 2022, according to data compiled by the Texas A&M Transportation Institute.

Perhaps, Peterman posited, the free and frenzied driving of the pandemic years had molded driving habits in ways that hadn’t fully recalibrated.

“I think people just got used to driving fast and continued to do it while they could,” he said.

And staffing struggles continue to strain the agencies tasked with policing perilous road behavior.

At least 70% of the 1,158 American law enforcement agencies surveyed by the International Association of Chiefs of Police, a professional group for police leaders, reported that officer recruitment was “more difficult” in 2024 than it was five years ago; around 65% of respondents said they “had reduced services or specialized units because of staffing challenges, prioritizing essential patrol functions over specialized assignments.” Fort Worth PD’s attrition rate roughly doubled between 2019 and 2022.

“Traffic control is kind of an elective; answering 911 calls and responding to calls for service is what you have to do,” said Jeremiah Allen, a crash investigator at the Tarrant County Sheriff’s Office. “So I think we’re in a situation where a lot of law enforcement agencies are just maintaining their call load, and they don’t necessarily have the overhead to go out and do a lot of traffic enforcement.”

Efforts to reduce road deaths

To Allen and some of his peers, one of the most effective ways to improve road safety is among the most straightforward: putting more cops on the street.

“When the cat is away, the mice will play,” said Tyler Killman, an officer at the Euless police department. “When the cops aren’t in the area, some folks are going to see that as a license to speed.”

Whether this solution is viable in the near term, given agencies’ staffing woes, is another matter.

Departments in other states and municipalities have tried filling enforcement gaps with computerized aides: speeding and red light cameras. Some scholars and experts argue they’re powerful checks on risky driving. New York City’s Department of Transportation claims to have reduced speeding by 94% at locations where it installed cameras in 2022.

Texas Gov. Greg Abbott, more convinced of their threats to civil liberties than their safety benefits, signed a law in 2019 banning “photographic traffic signal enforcement systems” across the state.

“Texas has a very strong passion for individual liberty, so there’s always a lot of political pushback on putting in systems like this,” Peterman said.

Other advocates, Dee Estelle among them, think police officers need stricter laws to enforce.

Two years before outlawing traffic cameras, Texas lawmakers approved a statewide prohibition on texting while driving. But to some road safety advocates and police officers, the law is so constrained by its caveats that it’s effectively toothless.

The law explicitly forbids drivers from using “a portable wireless communication device to read, write, or send an electronic message while operating a motor vehicle.” Drivers can also be penalized for using any handheld devices while passing through school zones.

But drivers can, if they so choose, stare at their phones while they’re stationary. Commuters can also drive and use their phones if they’re following their GPS or activating “a function that plays music,” among other exceptions. And in fast-moving torrents of vehicles, many with tinted windows, identifying who is using their phones and why is a tall task.

“It’s practically unenforceable,” Killman, the Euless officer, said.

Other experts stress that better enforcement is only a part of the battle.

“There is room for improvement there,” said Jay Crossley, the executive director of Farm & City, a Texas-focused urban planning nonprofit. “But anyone who claims that the way to solve this is enforcement is not being realistic.”

Texas’ transportation system, in Crossley’s view, is dangerous by design.

“Speed is kind of the central problem here in Texas,” he said.

Almost 35% of Texas crash fatalities in 2022 involved speeding, according to the National Highway Traffic Safety Administration, compared to about 29% nationwide. “Speed related” fatal crashes — in which drivers went too fast or too slow — rose noticeably in TxDOT’s Fort Worth district (and across the state) around the pandemic, according to agency data; so too did fatal collisions involving pedestrians.

If police don’t have the capacity to control careless driving, Crossley argues, then the streets should. Designing roads for safety, not swiftness — tighter lanes, roundabouts, safer sidewalks, lower speed limits — can rein in the speed-hungry before they go fast enough to take a life.

“We have invested massive amounts of money trying to speed up how fast people drive and designing roadways for fast speeds, and promising people that that’s what’s right and good,” he said. “All of us are trained to live dangerous lives, and it doesn’t work out well.”

Weaning Texans off of their driving dependence — replacing cars with bikes, buses and trains, and developing the infrastructure to accommodate them — could also help drag down collisions.

“I think there’s too much of a focus on roadways as opposed to, you know, better transit and better sidewalks and better biking facilities,” Peterman said.

Peterman and Crossley acknowledge that Texas transportation agencies and municipal planning departments are filled with earnest planners and engineers committed to protecting the

state's commuters. But neither is especially optimistic about the prospect of quick, meaningful change.

"There is quite a lot of inertia. People don't want things to change," Crossley said.

He went on, "I think things are better now than they were 10 years ago, at least in terms of there being hope to kind of fix it."

Kathy Sokolic, a colleague of Crossley's, had a more pessimistic outlook.

"I just feel like the empathy and all of that is gone for traffic violence," she said of the public's attitude.

Sokolic, a real estate agent by day, leaned into road safety activism in 2016, after a pickup struck and incapacitated her 9-year-old nephew outside his home in Austin.

"Nobody cares until it happens to them," she said.

Sokolic and others fear road deaths have become so common as to become mundane, tragic yet tolerable consequences of getting around. TxDOT estimates crashes killed one person in Texas every two hours and seven minutes in 2024; in the Metroplex, one person died in a crash every ten hours in 2023, according to calculations by NCTCOG.

Part of the problem, according to Allen, the traffic investigator, is how crashes are often framed.

"The word 'accident' alone automatically biases our opinion of what a traffic crash is," he said. "Because you say 'accident,' what does 'accident' imply? No fault. It's unavoidable. Stuff happens."

Nurturing the public empathy and urgency needed to tackle the problem is a Herculean undertaking of its own.

Political leaders must find it "politically painful" to let the problem fester if things are to change, Peterman said.

The Star-Telegram asked every sitting Tarrant County representative in the state Legislature for their take on the matter — whether they were aware of the fatality trend, and what they planned to do about it. Only two of 16 legislators replied.

"The rise in traffic deaths is alarming and deserves the attention of policymakers across Tarrant County," Rep. Salman Bhojani, D-Euless, wrote in a statement. "One death on the roads is too many, and Texans deserve to feel safe when traveling across the state."

Rep. Chris Turner, D-Grand Prairie, agreed.

"I am aware that traffic fatalities continue to be a grave problem in the Dallas-Fort Worth region," he wrote. "Every level of our government must continue our work to prevent traffic fatalities."

Turner credited officers in Arlington, Mansfield and Grand Prairie with “doing an excellent job enforcing traffic laws in my district and using every resource available to them to keep our communities safe.”

He also stressed the need to “focus on developing safer roads that address contributing factors to crashes” — better sidewalks, better signals, and, if localities so choose, red light cameras. (Turner was one of 34 House representatives to vote against the 2019 traffic camera ban.)

Processing grief from road deaths

Dee and Kevin spent Christmas in 2015 planning funerals for Alexander and Gabriella.

They’ve spent much of the 10 years since stumbling through a jungle of trauma and rage and confusion and nostalgia and anguish and doubt and countless other indecipherable emotions heaved upon them by the sudden, violent deaths of their children.

“You feel like you’re amputated, like you’re missing an arm or a leg, or like feeling like there’s an anaconda squeezing you to death and you can’t breathe every day,” Dee said.

They spent a few months apart the year after the crash.

“We needed a little bit of space to breathe, because we couldn’t breathe,” Dee said.

Kevin, for a time, was racked by a sense of parental failure.

“I was the one driving. It was on my watch; I lost them on my watch,” he said.

That shame sometimes spiraled into agonizing hypotheticals.

“What if we got off the freeway? What if we, you know, [took] the back roads home, instead of going on the freeway?” Dee said. “When you start thinking about that, that drives you nuts.”

But much to the couple’s pride and relief, the crash didn’t pull the family apart. They learned, over time, to live with the loss — to work and play and live without Alexander and Gabriella around.

“I remember the first time I laughed after the crash,” Dee said. “I remember the first time I laughed, I just felt guilty for laughing. ‘Oh my gosh, my kids aren’t here, and I’m laughing.’”

Their efforts to move forward have been hamstrung by a lingering feeling of injustice. The driver who killed Gabriella and Alexander entered a plea agreement with prosecutors in January 2018, pleading guilty to criminally negligent homicide in exchange for five years probation.

Dee recalled having the chance to push for a harsher punishment in court, but she couldn’t muster the will.

“OK, I’m done. I’m done. I want my children at peace,” she remembered. “And I could hear my children saying, ‘Mom, get over it. Just leave him alone. Just let him go.’”

The couple also spends time filling in the blanks of two young lives cut short.

“Would they be parents? Would they get married? What would they be doing right now?” Dee said. “Every day we think about it, and sometimes we talk about it.”

But they try, as best they can, to keep the longing and frustration at bay. Dee and Kevin, when recalling the crash and what followed, gushed about their kids.

Alexander was a talented guitarist, a Ranger fanatic and a prankster.

“He was the type of person that would just poke at you until you roar at him, and he’d laugh,” Dee said.

Gabriella, chill yet gregarious, was an aspiring artist.

“She was just so alive. You just wanted to just sit down and talk to her, squeeze her,” Dee said.

What blossomed, in time, was a sense of gratitude.

“It hurts sometimes,” Dee said, “but knowing that we had those memories. ... You know, I was blessed with Gabby for 19 years, and I was blessed with Alex for 23.”

KTEN NEWS

$3.5 MILLION IN FUNDING TO SAVE HEARTLAND FLYER FOR ONE YEAR

By Abby Haymond
July 11, 2025

Members of the North Central Texas Council of Governments Regional Transportation Council have approved $3.5 million in emergency funding on Thursday to keep the Heartland Flyer running for another year.

Oklahoma's only passenger rail service connects Fort Worth, Texas, and Oklahoma City.

The daily route — subsidized by funding from the states of Oklahoma and Texas — had been in jeopardy after the Texas Legislature failed to renew its share of the program.

The mayors of Gainesville, Fort Worth, and the Denton County Judge appealed to the NCTCOG to step in to save the rail line that serves more than 80,000 passengers a year.

Without the NCTCOG contribution, the Heartland Flyer would have come to the end of the line by October, ending service to Gainesville, Ardmore and Pauls Valley.

NCTOG staff said it will seek reimbursement from the State of Texas and will launch a campaign to increase ridership, which would reduce the requirement for subsidies.

KTOK NEWSRADIO 1000

$3.5 MILLION FUNDING APPROVED TO KEEP HEARTLAND FLYER RUNNING

By Staff
July 11, 2025

The Heartland Flyer passenger rail line, connecting Fort Worth to Oklahoma City, has been saved from closure after the North Central Texas Council of Governments approved $3.5 million in funding.

The line, which has operated for 25 years, faced shutdown due to Texas lawmakers cutting its funding. The train, carrying nearly 80,000 passengers annually, is seen as a critical piece of infrastructure and a connection to American history.

With the upcoming FIFA World Cup matches in 2026 expected to bring more tourists to the region, supporters hope for continued funding from both Texas and Oklahoma to preserve the service.

THE DALLAS MORNING NEWS

DFW-OKLAHOMA TRAIN TO KEEP RUNNING THANKS TO TEMPORARY FUNDING BOOST

Transportation planners approved $3.5 million to keep the rail line in service for a year

By Amber Gaudet
July 11, 2025

The Heartland Flyer passenger train will continue operating for at least another year. (JIM MAHONEY / 84235)

A popular Amtrak train that ferries passengers between Dallas-Fort Worth and Oklahoma will continue running for now, despite state funding falling through.

The Regional Transportation Council of the North Central Texas Council of Governments voted Thursday to redirect $3.5 million in regional toll revenue to cover operating costs of the Heartland Flyer for another year.

The 206-mile rail line, which traverses the Interstate 35 corridor, was under threat of suspension by October after the Texas Legislature failed to include $7 million in requested funds — enough to fund support operations for two years — in its $338 spending bill this session.

The route is operated in partnership between Texas Department of Transportation and the Oklahoma DOT, and has been in operation since 1999.

Historically, the Lone Star State has provided about $2.5 million annually in funding for the Flyer — less than half of the operating costs, according to Texas Rail Advocates.

The NCTCG in February allocated $100,000 to keep the rail line operational through September.

The funding approved by the RTC this week would help bridge the gap until the next legislative session, where TxDOT can again ask the state to fund the rail line. The train served 80,000 passengers last year — a 14% increase — and reached $2.2 million in ticket sales.

Halting operations could mean federal funds for the train would be pulled back, and being without the rail line would jeopardize regional transportation planning for the FIFA World Cup games next summer, RTC director Michael Morris said during Thursday's meeting.

In a letter to the council, officials noted the Flyer generated more than $5 million in economic benefits and $23 million in economic activity in the region.

"...The Heartland Flyer alleviates congestion on one of Texas' busiest highways and supports workforce mobility and job access – key pillars of Texas' $97.5 billion travel industry," according to the text.

"In Fort Worth alone, the $3.5 billion tourism economy benefits significantly from continued rail service," said the letter, signed by the mayors of Fort Worth and Gainesville, as well as Denton County Judge Andy Eads.

The Heartland Flyer also connects to the Texas Eagle between Chicago, Fort Worth and San Antonio, with further connections on the Sunset Limited for travel between San Antonio, El Paso and Los Angeles.

NCTCOG will seek reimbursement of the funds from the state and "initiate a ridership campaign reducing the need for a subsidy," according to Thursday's agenda.

THE DALLAS MORNING NEWS

HARRY HINES CORRIDOR TRANSFORMATION GETS BOOST FROM $25M STATE GRANT

Nonprofit Texas Trees Foundation is leading the $198M project to add green spaces and paths for walking and cycling

By Maria Ramos Pacheco
July 10, 2025

The Texas Trees Foundation secured $25 million in state funding for the Southwestern Medical District Transformation Project in the Harry Hines Corridor.

The $198 million project led by the Dallas-based nonprofit aims to transform the area. It will include comprehensive roadway reconstruction, stormwater and traffic control systems, expansive green infrastructure and pedestrian-friendly design strategies incorporating elements of nature.

The project secured the $25 million during the 2025 legislative session, pushed by State Sen. Royce West, D-Dallas, and State Rep. Rafael Anchía, D-Dallas.

Lannie McClelen, the director of the Southwestern Medical District Transformation Project, said these enhancements will address urban heat island issues, increase green space, create safer pedestrian and bicycle pathways, and improve the air quality and connectivity across neighborhoods.

Heat islands are urbanized areas that experience higher temperatures than the surrounding region. Buildings and roads absorb and release more of the sun's heat than natural landscapes. According to the Environmental Protection Agency, areas with concentrated structures and limited green space become "heat islands."

The Southwestern Medical District, in northwest Dallas, is one of the hottest neighborhoods in the city, according to the city's latest urban heat island effect study. The area is home to UT Southwestern Medical Center, Parkland Hospital, and Children's Health—it serves around 3.4 million patients annually, has 42,000 employees and has 45,000 daily drivers.

The public and private partnerships with the city of Dallas, Dallas County and the North Central Texas Council of Governments plan to revitalize more than two miles and 14 acres of aging roadway, utility and landscape infrastructure within Texas's most vital medical and research corridors.

The project is expected to yield more than $1.6 billion in economic development, including $300 million in new state property tax revenue, according to the Texas Trees Foundation.

The Texas Trees Foundation has secured almost $60 million and is working to raise the rest of the money to reach its goal of $198 million, said Heather Stevens, campaign philanthropic and public adviser for the project.

McClelen said the project will provide an opportunity for workers, students, patients and the surrounding neighborhoods to have a place to connect with nature, to take walks or runs instead of being stuck in a concrete parking lot.

Construction is scheduled to begin next fall and the project is expected to be completed by 2030.

“We have the support from the public and private agencies. We have the support from the community,” McClelen said. “We just want to make it happen yesterday.”

FORT WORTH REPORT

HEARTLAND FLYER GETS $3.5M TO KEEP FORT WORTH-OKLAHOMA CITY ROUTE ALIVE FOR A YEAR

By Eric Garcia
July 10, 2025

Amtrak's Heartland Flyer arrives at Fort Worth Central Station in April 2022. (David Wilson | Flickr, via Creative Commons)

The Heartland Flyer will keep chugging along from Fort Worth to Oklahoma City — at least for another year.

The popular Amtrak passenger train will continue to operate after the Regional Transportation Council awarded $3.5 million funding from Regional Toll Revenue allocations on July 10 to keep the service going for one year. The Texas Legislature did not appropriate funding to match the amount Oklahoma provides for the train.

Staff with North Central Texas Council of Governments, the 16-county agency that distributes funding for road, rail and air quality improvements, will seek reimbursement from the state and initiate a ridership campaign reducing the need for a subsidy, according to a staff report.

Michael Morris, transportation director for the council of governments, said “it’s critical to step in” and provide local funding since the federal government would likely seek reimbursement of decades-old infrastructure work if the train ceases operation.

“I can’t imagine that happening under my watch,” Morris said.

The rail service, which makes about 80,000 trips a year, is considered critical for the FIFA World Cup events in 2026 to help carry people across North Texas, transportation officials previously said. The Trinity Railway Express, a joint venture that connects Fort Worth and Dallas, will also be used with private buses to transport sports fans to Arlington.

“This item is an emergency funding commitment to extend service long enough to develop a second-year funding program in order to get back to the 90th legislative session,” the council of governments report said, referring to when lawmakers meet in 2027. “If service is terminated, the federal government will seek reimbursement of funds expended in the corridor.”

A joint letter from Fort Worth Mayor Mattie Parker, Gainesville Mayor Tommy Moore and Denton County Judge Andy Eads said the Heartland Flyer has “been key to our regional success as a global destination and has been central to our tourism industry, business community, and thriving economy.”

“With service that supports the state and region’s economic growth and connectivity, sustaining the Heartland Flyer is crucial to ensuring continued momentum and mobility in Texas,” the officials wrote.

The Amtrak train — initially expected to stop by the end of June — received local funding to operate until Sept. 30, Morris previously told the Fort Worth Report.

Amtrak President Roger Harris said in a June statement that regional rail transportation is a vital option for residents and visitors since it strengthens regional mobility, tourism and economic development. The train also alleviates congestion along Interstate 35, Texas’ busiest highway, and supports workforce mobility and job access.

“With service that supports Texas’ continued economic growth and the region’s connectivity, sustaining the Heartland Flyer is essential to maintaining momentum and ensuring long-term mobility in the region,” Harris said.

The Flyer, launched as a transportation option in 1999, has increasingly gained more riders to become a regional tourism tool, providing about $5.3 million in direct economic benefits and an estimated $23.7 million in overall economic activity, according to Amtrak. That overall amount has increased since a 2013 Texas A&M Transportation Institute study cited an $18 million economic impact to Fort Worth, Oklahoma City and smaller towns along the 206-mile corridor.

Amtrak said the Flyer served more than 81,000 passengers and generated $2.2 million in ticket revenue in 2024.

Although Oklahoma officials have continued to fund the venture, Texas’ share of funding — more than $7 million for two years — was stripped from the 2026-27 state budget although the Texas Department of Transportation requested funding.

The Regional Transportation Council, a 45-member independent policy group made up of elected and appointed officials, allocated $100,000 in funding in January 2025 to avoid service interruptions. That funding also came from Regional Toll Revenue allocations to cover a shortfall of about $72,000.

NEWS ON 6

HEARTLAND FLYER WILL OPERATE FOR ANOTHER YEAR FOLLOWING ADDITIONAL FUNDING

By Destini Pittman, Elizabeth Fitz
July 11, 2025

The Heartland will continue to operate for one more year, after originally being slated to end operations on October 1, 2025.

On Thursday, the North Central Texas Council of Governments' Regional Transportation Council voted to provide $3.5 million in regional toll revenue funds to rail.

Oklahoma leaders are celebrating this win for Oklahoma's only passenger rail service

Sen. Mark Mann, D-Oklahoma City, said losing this railroad service would have been a loss to Oklahoma and surrounding states.

"Ending the Heartland Flyer would have been a tremendous loss for both states, especially as we're on the verge of expanding that service in Oklahoma to Kansas and beyond. That's why I've continued to work with advocates in Texas in both the private sector and in government to find a way to keep the Heartland Flyer running," Mann said. "This vote will keep this important transportation service going."

The state had been without passenger service for 20 years when a cooperative agreement between Oklahoma and Texas enabled the creation of the Heartland Flyer. The train carried 82,000 in 2024 alone.

Mann and Sen. Bill Coleman, R-Ponca City, were Senate co-authors of a resolution during the 2025 session calling on Texas to continue funding the train.

"I'm pleased the North Central Texas Council of Governments Regional Transportation Council found a solution to keep the Heartland Flyer running between Fort Worth and Oklahoma," Coleman said. "Tourism is Oklahoma's third-largest industry and a major economic driver for communities across the state. This Amtrak route gives Oklahomans more flexibility when planning their travel and offers Texans a convenient way to see what they've been missing just across the border."

Derek Sparks, director of government relations for the Greater Oklahoma City Chamber, also praised Thursday's funding vote.

"The Greater OKC Chamber applauds the actions taken today by North Texas communities to advance a positive funding solution that would allow passenger rail service between Oklahoma City and Ft. Worth to remain operational beyond September," Sparks said. "We appreciate Senator Mann's leadership and partnership with the business community on efforts to protect this important transportation asset utilized by Oklahomans from Downtown OKC to the Red River."

In a statement, the Oklahoma Department of Transportation said,

"The North Central Texas Council of Governments voted today to provide $3.5 million for the Heartland Flyer, which ensures passenger train service continues operating between Oklahoma City and Ft. Worth, Texas for a year. ODOT appreciates NCTCG for the funding and their passion for passenger rail and will work with the Texas Department of Transportation on next steps.

PAULS VALLEY DEMOCRAT

NEW FUNDING COULD KEEP FLYER ROLLING

By Staff
July 11, 2025

Sen. Mark Mann, D-Oklahoma City, Sen. Bill Coleman, R-Ponca City, and the Greater OKC Chamber are celebrating a vote by the North Central Texas Council of Governments' Regional Transportation Council on Thursday to provide $3.5 million in regional toll revenue funds to continue service of the Heartland Flyer for one year.

Oklahoma's only passenger rail service was slated to end by October 1, 2025, after the Texas Legislature failed to provide funding.

"Ending the Heartland Flyer would have been a tremendous loss for both states, especially as we're on the verge of expanding that service in Oklahoma to Kansas and beyond," Mann said.

“That’s why I’ve continued to work with advocates in Texas in both the private sector and in government to find a way to keep the Heartland Flyer running. This vote will keep this important transportation service going.”

Oklahoma had been without passenger service for 20 years when a cooperative agreement between the two states enabled the creation of the Heartland Flyer in 1999, supporting tourism and business opportunities with 82,000 riders last year alone.

Mann and Coleman were Senate co-authors of a resolution during the 2025 session calling on Texas to continue funding the train.

“I’m pleased the North Central Texas Council of Governments Regional Transportation Council found a solution to keep the Heartland Flyer running between Fort Worth and Oklahoma,” Coleman said.

“Tourism is Oklahoma’s third-largest industry and a major economic driver for communities across the state. This Amtrak route gives Oklahomans more flexibility when planning their travel and offers Texans a convenient way to see what they’ve been missing just across the border.”

Derek Sparks, director of government relations for the Greater Oklahoma City Chamber, also praised Thursday’s funding vote.

“The Greater OKC Chamber applauds the actions taken today by North Texas communities to advance a positive funding solution that would allow passenger rail service between Oklahoma City and Ft. Worth to remain operational beyond September,” Sparks said.

“We appreciate Senator Mann’s leadership and partnership with the business community on efforts to protect this important transportation asset utilized by Oklahomans from Downtown OKC to the Red River.”

KAY NEWS COW

SENATORS AND OKC CHAMBER APPLAUD FUNDING FIX TO KEEP HEARTLAND FLYER ROLLING FOR ANOTHER YEAR

By Staff
July 11, 2025

Sen. Mark Mann, D-Oklahoma City, Sen. Bill Coleman, R-Ponca City, and the Greater OKC Chamber are celebrating a vote by the North Central Texas Council of Governments' Regional Transportation Council on Thursday to provide $3.5 million in regional toll revenue funds to continue service of the Heartland Flyer for one year. Oklahoma's only passenger rail service was slated to end by Oct. 1, 2025, after the Texas Legislature failed to provide funding.

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THE DALLAS EXPRESS

AMTRAK'S HEARTLAND FLYER RECEIVES $3.5M LIFELINE TO SUSTAIN ROUTE THROUGH 2026

By Staff
July 13, 2025

The Heartland Flyer passenger rail service, which connects Fort Worth to Oklahoma City, has secured $3.5 million in emergency funding to continue operations for another year, following the Texas Legislature's failure to approve the state's share of funding.

The emergency funding prevented a shutdown that would have eliminated Oklahoma's only passenger rail connection.

The North Central Texas Council of Governments' (COG) Regional Transportation Council approved the critical funding using regional toll revenue, ensuring the service will run through **at least September 2026**.

"The North Central Texas Council of Government's Regional Transportation Council has done what the state of Texas shirked it's [*sic*] responsibilities in doing … fund the Heartland Flyer passenger rail service," Texas Rail Advocates (TRA) announced in a statement on Thursday.

"It's a sad state of affairs when the Texas Department of Transportation asked for funds for this critical intercity surface transportation link between Fort Worth, Gainesville, and Oklahoma City, and state legislators turned TxDOT down", said TRA President Peter LeCody.

"TxDOT partners with the Oklahoma Department of Transportation to support this service that last year carried over 80,000 passengers. It was a case of a handful of politicians at the Capitol with an anti-passenger rail agenda refusing to pass an appropriation that the Texas Transportation Commission asked for in TxDOT's legislative budget request," he added.

The funding comes at a crucial time, as prior shortfalls threatened to halt the service after September 30, 2025. **Without this intervention, both Oklahoma and Texas would have lost a vital transportation link that carried 82,000 riders in 2024.**

In a joint letter signed by Fort Worth Mayor Mattie Parker, Gainesville Mayor Tommy Moore, and Denton County Judge Andy Eads, officials wrote that the Heartland Flyer has "been key to our regional success as a global destination and has been central to our tourism industry, business community, and thriving economy."

The letter noted that "sustaining the Heartland flyer is crucial to ensuring continued momentum and mobility in Texas," according to the Fort Worth Report.

The train service could prove especially critical in 2026, when FIFA World Cup events are expected to draw tens of thousands of visitors to the North Texas region.

Oklahoma Senator Mark Mann (D-Oklahoma City) emphasized the broader implications of keeping the service operational.

"Ending the Heartland Flyer would have been a tremendous loss for both states, especially as we're on the verge of expanding that service in Oklahoma to Kansas and beyond," he said.

“That’s why I’ve continued to work with advocates in Texas in both the private sector and in government to find a way to keep the Heartland Flyer running. This vote will keep this important transportation service going,” Mann added.

The emergency funding represents a significant diversion from regional toll revenue. Still, supporters argue the investment pays dividends through millions of dollars in annual economic benefits to both states. TRA cited a 2010 study that showed that **every dollar that Texas spends to subsidize the Heartland Flyer is returned fivefold in economic benefits** to the cities and regions it serves.

The Heartland Flyer holds special significance for Oklahoma, which had been without passenger rail service for two decades before the line was launched through a cooperative agreement between Oklahoma and Texas.

According to Michael Morris, the transportation director for the COG, keeping the train service in operation is critical for another reason: the federal government would likely seek reimbursement from the state for federally funded infrastructure grants if the train ceased to operate.

“I can’t imagine that happening under my watch,” Morris said, per FWR.

While the approval guarantees operations for the next year, officials acknowledge this represents a temporary fix. The council will pursue a longer-term funding solution while the service continues running, and will also launch a ridership campaign to help mitigate the need for subsidies.

The funding approval also comes as expansion plans for the route gain momentum. Officials are exploring the possibility of extending service from Oklahoma into Kansas and potentially beyond, making the current year’s reprieve even more significant for regional transportation planning.

HOODLINE

LEWISVILLE EARNS RECOGNITION FOR ADVANCED STORMWATER MANAGEMENT

By Nate Simmons
July 13, 2025

The City of Lewisville has stepped up its environmental game, gaining recognition as a Certified-Silver integrated Stormwater Management (iSWM) community by the North Central Texas Council of Governments (NCTCOG) Public Works Council.

This accolade highlights Lewisville's commitment to contemporary stormwater management practices, a move aimed at not only foreseeing but actively managing the challenges posed by urban runoff and flood mitigation.

The efforts are underpinned by an overhaul of the city's Drainage Criteria Manual.

This update was decades in the making, with its previous edition dating back to the 1980s, as per the City of Lewisville.

To achieve the iSWM certification, a city must incorporate a laundry list of hydrologic methods, stormwater detention, and water quality improvement plans into its infrastructure.

Lewisville has proven not just to meet but to exceed these requirements, having thoroughly revised and updated its approach towards hydrologic methods, flow velocities, stormwater detention, flood mitigation, downstream assessments, roadway drainage, and water quality.

This stride towards sustainability aligns with Lewisville's 2025 strategic vision, which categorically prioritizes 'Sustainability' as a key goal. By executing an ambitious plan to safeguard its waterways and protect its communities from the increasingly unpredictable whims of climate, Lewisville positions itself as a leader among the 11 certified iSWM North Texas communities. Interested individuals and policy-watchers can review the full 'Lewisville 2025' vision plan online, establishing a precedent for environmentally conscientious urban development in North Texas.

THE TRAVEL

AMTRAK PASSENGERS REJOICE AS BELOVED ROUTE SAVED FROM SUSPENSION WITH 2026 FUNDING

By Cristino Miceli
July 14, 2025

On June 5, Amtrak released an official statement reporting that the Heartland Flyer was facing the threat of suspension due to a lack of funding. Luckily, $3.5 million has recently been secured, meaning that this popular train connecting Oklahoma City and Fort Worth will continue to operate not only throughout 2025 but also the following year.

Plenty of Amtrak passengers were extremely critical of the possible suspension and were finally able to rejoice after hearing the news, as the train is a vital service for those living in the area. While the train will continue operating through 2026, it remains unclear what its future will be following the following year.

Amtrak passengers can finally rejoice, as the Heartland Flyer was recently saved from suspension. **The most popular railway company in the U.S. just received $3.5 million in emergency funds, so this route will continue to operate until the end of 2025 and through 2026.**

The North Central Texas Council of Governments approved the funding using regional toll revenue. On June 5, Amtrak released an official statement announcing the Heartland Flyer's imminent suspension unless 'Texas secures its share of funding.' The statement reported:

For more than 25 years, the Heartland Flyer has been a vital link between Dallas-Fort Worth and Oklahoma City along the I-35 corridor. Operated in partnership with the Texas Department of Transportation (TxDOT) and Oklahoma Department of Transportation (ODOT), the Heartland Flyer faces imminent service suspension no later than Oct. 1 unless Texas secures its share of funding.

TxDOT asked for $7.05 million to continue operating for two years. Yet, this was not approved by the legislative budget cycle. Amtrak raised some key points regarding the need to keep the Heartland Flyer operational, including its service for locals, its economic impact, and the potential to reach even further destinations. Luckily, the train has now secured funding.

How Did Amtrak Passengers React?

Serving 80,000 customers in 2024, it seemed obvious to those living in the area that the Heartland Flyer was an essential service. Not by chance, most Amtrak passengers rejoiced after the announcement that the route had secured funding. Plenty of people have commented on Reddit, sharing their joy. For instance, in a Reddit post, user CubedMeatAtrocity wrote:

Great news! I'll be taking it back to Dallas next week. Last week, the attendants talked about how sad they were for this route to end.

In previous posts announcing the possible suspension of the service, most people were highly critical. Some blamed Texan politicians and encouraged other passengers to write to their governors to complain about the issue. While some also shared their negative views, stating it was too late for the train to secure funds, Amtrak luckily proved them wrong.

What You Should Know About The Heartland Flyer

The Heartland Flyer is an Amtrak route between Oklahoma City and Fort Worth. The entire trip takes about four hours and fifteen minutes and stops at the following stations:

- Oklahoma City
- Norman
- Purcell
- Pauls Valley
- Ardmore
- Gainesville
- Fort Worth

The route earned $2.2 million in ticket revenue in 2024 when it served a total of 80,000 passengers. This is why plenty of politicians, including the mayor of Fort Worth, Mattie Parker, stated their support for Amtrak's service:

The Heartland Flyer is key to ensuring Fort Worth's continued success as a global destination and is central to the city's tourism industry, business community, and thriving economy. Fort Worth is the busiest Amtrak station in Texas – generating millions in economic impact annually – and as people continue to move to our region, travel reliability, mobility choices, and connectivity will be key to our competitiveness.

The train operates a daily round-trip and features a café car. The first time the Heartland Flyer traveled between Oklahoma City and Fort Worth was back in June 1999, meaning this route has been fully operational for over 25 years. Hopefully, it will continue to stay this way.

RAILWAY SUPPLY

AMTRAK SECURES $3.5M TO KEEP HEARTLAND FLYER RUNNING THROUGH 2026

By Staff
July 14, 2025

Amtrak received $3.5 million in emergency funds to continue Heartland Flyer service through 2026 after Texas lawmakers declined to allocate the state's share of support. This is reported by the railway transport news portal **Railway Supply.**

Amtrak Faces State Inaction, Finds Local Backing

The North Central Texas Council of Governments approved the funding using regional toll revenue. This step prevented the shutdown of Oklahoma's only Amtrak rail connection.

Texas Rail Advocates criticized the legislature for failing to act. TRA President Peter LeCody said state officials ignored TxDOT's request to fund a service carrying over 82,000 passengers in 2024.

Oklahoma Senator Mark Mann supported the funding and highlighted ongoing efforts to expand the line into Kansas. He called it essential for regional growth and long-term planning.

Amtrak's Heartland Flyer Delivers Economic and Tourism Value

Amtrak's service generates significant returns. According to TRA, each $1 invested brings $5 back to local economies. Officials believe the investment is justified, especially ahead of the 2026 FIFA World Cup.

Fort Worth, Gainesville, and Denton County leaders jointly emphasized the rail link's importance to business and tourism. They warned that halting the train would harm economic mobility across North Texas.

Transportation Director Michael Morris stated that ending the route could force Texas to repay federal rail grants. He said that risk made the emergency vote even more urgent.

Officials acknowledged this funding provides only a short-term fix. While operations are safe for now, the council plans a ridership campaign and a long-term funding strategy.

KAKE NEWS

AMTRAK'S HEARTLAND FLYER CONTINUTING SERVICE THANKS TO VOTE FROM TEXAS TRANSPORTATION COUNCIL

By Staff
July 14, 2025

The Heartland Flyer will continue to provide services after it was slated to end this fall.

Oklahoma City ABC affiliate KOCO-TV reports that the North Central Texas Council of Governments' Regional Transportation Council voted last Thursday to provide $3.5 million in regional toll revenue funds to continue the service for one year. The only passenger rail service in Oklahoma, which currently connects Oklahoma City to Dallas-Fort Worth, was slated to end on October 1 after the Texas Legislature didn't approve funding for it.

There have been ongoing plans to extend the service northward into Kansas, which would include a stop Wichita before ending in Newton. Supporters of the extension have said that stopping the service likely would have put those plans in jeopardy.

"Ending the Heartland Flyer would have been a tremendous loss for both states, especially as we're on the verge of expanding that service in Oklahoma to Kansas and beyond. That's why I've continued to work with advocates in Texas in both the private sector and in government to find a way to keep the Heartland Flyer running," Oklahoma State Senator Mark Mann said. "This vote will keep this important transportation service going."

In 2024, the Heartland Flyer served over 80,000 riders. The route has helped support tourism and economic opportunities for both Oklahoma and Texas.

"Tourism is Oklahoma's third-largest industry and a major economic driver for communities across the state. This Amtrak route gives Oklahomans more flexibility when planning their travel and offers Texans a convenient way to see what they've been missing just across the border," State Senator Bill Coleman said in a statement.

The Heartland Flyer began service in 1999.

RAILLY NEWS

AMTRAK'S HEARTLAND FLYER SERVICE SAVED

By Staff
July 14, 2025

Amtrak's **Heartland Flyer** flights were in danger of shutting down after Texas lawmakers refused to allocate the state's share of the support. However, **North Central Texas Council of Governments (NCTCOG)** provided by **$3,5 million emergency fund** thanks to train services **Until 2026** This step prevented the closure of Oklahoma's only Amtrak rail link.

Local Support Against State Inaction

Texas Rail Advocates (TRA) criticized the Texas legislature for failing to act on this issue. TRA President Peter LeCody said state officials **TxDOT (Texas Department of Transportation) ignored a request to fund a service that would carry more than 2024 passengers by 82.000** This situation made it necessary for local governments to take the initiative.

NCTCOG provides funding **from regional toll revenues** Oklahoma Senator Mark Mann supported this funding and highlighted ongoing efforts to extend the line to Kansas, stating that it is vital for regional growth and long-term planning.

Heartland Flyer with its Economic and Tourism Value

Amtrak's Heartland Flyer service not only provides transportation but also offers significant economic and tourism benefits. According to TRA, **Every $1 invested returns $5 to local economies.** Authorities, especially **2026 FIFA World Cup** He believes the investment is justified. There have been warnings that halting train service would harm economic activity across North Texas.

Fort Worth, Gainesville and Denton County leaders emphasized the importance of the rail link for business and tourism. Transportation Director Michael Morris said the route's demise would **could force repayment of federal railroad grants** This risk made the emergency vote even more urgent.

Authorities said this financing was only **a short-term solution** While businesses are safe for now, the city is planning a passenger campaign and a long-term funding strategy. This suggests a permanent solution must be found at the state level to ensure the sustainability of rail services.

KERA NEWS

FORMER TARRANT COUNTY COMMISSIONER GARY FICKES REMEMBERED FOR HIS LONG DEDICATION TO PUBLIC SERVICE

By Dylan Duke
July 11, 2025

Gary Fickes, one of the longest-serving members on the Tarrant County Commissioners Court, has died. He was 75.

County Judge Tim O'Hare praised Fickes on X as a "true public servant."

"Christen and I were deeply saddened to learn of the passing of our friend and former Tarrant County Commissioner Gary Fickes," O'Hare said. "Gary was a true public servant whose long and respected career left a lasting impact on the people of North Texas. His dedication to community service was unmatched."

Fickes had announced his retirement from commissioners court in April 2023.

“At the end of my term, I will have served 18 years as the Commissioner in Precinct 3. This has been the most incredible and rewarding job of my life,” Fickes said in 2023.

Fickes also served 10 years as mayor of Southlake and chairman of the planning and zoning commission.

Roanoke Mayor Carl "Scooter" Gierisch said in a Facebook post that Fickes' leadership was matched by his kindness and generosity.

“Whether in the boardroom, at a city event, or among friends, he was known for his warmth, wisdom, and willingness to lend a helping hand.”

Tarrant County Tax Assessor-Collector Rick Barnes said he first met Fickes while he was on the Keller City Council.

“Gary lived a great life as a true Texan, a fixture in local politics, a friend and mentor to many, and just an overall great man,” Barnes said. “Our prayers and blessings are with the entire Fickes family.”

Precinct 4 Tarrant County Commissioner Manny Ramirez praised the work of his former colleague.

“He was not only an incredible Commissioner, but also a wonderful friend, mentor, and family man,” Ramirez said in a Facebook post. “We are all better for having known Gary. We are praying for comfort for his family and loved ones during this time, and we know that he is now at peace with the Lord.”

County Commissioner Matt Krause, who took over the Precinct 3 seat, said “more than anything, he was a good and trusted friend."

“He was a self-less public servant and a tireless worker for his constituents,” Krause said in a post on X. "I will miss our conversations on the greatness of Tarrant County and how to improve on it.”

Fickes was known for his focus on health issues, transportation and infrastructure. He held an annual prostate cancer screening event and was the host of the annual Tarrant Transportation Summit.

“He led on efforts to bring a regional and holistic approach to infrastructure in Tarrant County and beyond,” Krause said in his post.

Alisa Simmons, Precinct 2 county commissioner, also praised the work of her former colleague.

"He gave many years to serving Tarrant County, and his impact, especially through projects like the DFW Connector, will be part of his legacy," Simmons said.

Fickes was born in Houston and graduated from Sam Houston State University, located right outside of the city, in 1972. He moved to the Fort Worth area in 1978 and got his start in public service as chairman of the Southlake Planning and Zoning Commission before serving as mayor from 1986 to 1996. Fickes, a Republican, served as Tarrant County commissioner from 2007 to 2024, representing Precinct 3.

During that time he also served as a member of the Regional Transportation Council of the North Central Texas Council of Governments and became chairman from 2018 to 2019, according to a NCTCOG press release.

Before he retired, Tarrant County renamed its Northeast courthouse to the Gary Fickes Northeast Courthouse. The Leadership in Mobility award given out by the Tarrant Transportation Summit also had its name changed in 2024 to the Gary Fickes Leadership Award in his honor.

RAILWAY AGE

HEARTLAND FLYER GETS A LIFELINE

By Jim Mathews
July 14, 2025

Our friends at Texas Rail Advocates (led by our own Chair Emeritus Peter LeCody) reported July 10 that the North Central Texas Council of Governments Regional Transportation Council has come up with funds to keep the *Heartland Flyer* running for at least one year.

"The North Central Texas Council of Government's Regional Transportation Council has done what the state of Texas shirked its responsibilities in doing … fund the *Heartland Flyer* passenger rail service," TRA said this afternoon in a statement.

The RTC approved a $3.5 million diversion of Regional Toll Revenue funds to cover the gap left behind when the Texas legislature decided recently to reject Texas DOT's funding request, a two-year request for roughly $7 million—more than reasonable, compared with the $23.7 million the *Flyer* delivers to Texas and Oklahoma each year.

It's just a one-time emergency funding action, designed to buy some time to develop a second-year funding program in advance of the Texas legislature's next session. NTCOG said it will ask the State of Texas to reimburse the COG, while also launching a ridership campaign to pare down the subsidy required.

"It's a sad state of affairs when the Texas Department of Transportation asked for funds for this critical intercity surface transportation link between Fort Worth, Gainesville and Oklahoma City and state legislators turned TxDOT down," LeCody declared. "TxDOT partners with the Oklahoma Department of Transportation to support this service that last year carried more than 80,000 passengers. It was a case of a handful of politicians at the Capitol with an anti-passenger rail agenda refusing to pass an appropriation that the Texas Transportation Commission asked for in TxDOT's legislative budget request."

Texas Rail Advocates noted that Michael Morris, who is the COG's transportation director, said having the *Flyer* up and running will be critical when soccer's World Cup matches take place in the U.S., with many events scheduled for North Texas.

Rail Passengers recently worked alongside Texas Rail Advocates to launch a grassroots advocacy campaign to save the *Flyer*. Amtrak said that in the absence of some kind of solution or stopgap funding, service would end Oct. 1.

Our Association congratulates TRA, Peter LeCody, and all the hard-working grassroots supporters who swung into action and found a way to notch a significant win for passenger rail in the Lone Star State!

Editor's Note: As background, Railway Age Contributing Editor David Peter Alan in April wrote the commentary "Heartland Flyer End of the Line?" As an update to it, he tells Railway Age: "It's good news that the Heartland Flyer is getting a reprieve. Jim Mathews, Peter LeCody, and other advocates are absolutely right when they mention the strong returns that investing in passenger trains can generate, as well as the overall value of those trains to the communities they serve. Still, this is only a reprieve, and we don't know what will happen next year. The Heartland Flyer case illustrates the fragility of

***state-supported trains that depend on year-to-year budget cycles in the state capitals. I'll have more to say about that in a commentary soon*.”**

VELOCITY

HEARTLAND FLYER RECEIVES EMERGENCY FUNDING TO CONTINUE SERVICE

By Staff
July 14, 2025

The Heartland Flyer will continue operating for another year thanks to a $3.5 million vote by the North Central Texas Council of Governments. The emergency funding prevents a shutdown of the daily Amtrak route between Oklahoma City and Fort Worth that had been scheduled to end Sept. 30.

The future of the service had been in question after the Texas Legislature failed to approve its share of a two-year, $7 million funding match. Oklahoma committed its portion earlier this year. The Flyer, operated by Amtrak under a joint agreement between the two states, is Oklahoma's only passenger rail line.

The loss of service would have meant more than the end of daily trains. Without an active corridor, Oklahoma would have risked losing future federal funding for a proposed extension to Newton, Kansas, connecting the route to the national rail network. The state could also have been required to reimburse the federal government for funds already spent on the project.

The Greater Oklahoma City Chamber, along with other regional partners, has supported continued operations and will focus on securing long-term funding.

Sens. Mark Mann, D-OKC, and Bill Coleman, R-Ponca City, praised the decision. The two co-authored a resolution during the 2025 Legislative Session urging Texas to continue funding its share of the train's operation.

"Ending the Heartland Flyer would have been a tremendous loss for both states, especially as we're on the verge of expanding that service in Oklahoma to Kansas and beyond," Mann said. "That's why I've continued to work with advocates in Texas in both the private sector and in government to find a way to keep the Heartland Flyer running. This vote will keep this important transportation service going."

Coleman also highlighted the train's impact on Oklahoma's travel and tourism sector, which ranks among the state's leading industries.

"I'm pleased the North Central Texas Council of Governments Regional Transportation Council found a solution to keep the Heartland Flyer running between Fort Worth and Oklahoma," Coleman said. "Tourism is Oklahoma's third-largest industry and a major economic driver for communities across the state. This Amtrak route gives Oklahomans more flexibility when planning their travel and offers Texans a convenient way to see what they've been missing just across the border."

Derek Sparks, director of government relations for the Chamber, said the Chamber supports the funding measure and will continue advocating for stable passenger rail access.

"The Chamber applauds the actions taken by North Texas communities to advance a positive funding solution that would allow passenger rail service between Oklahoma City and Ft. Worth to remain operational beyond September," Sparks said. "We appreciate Senator Mann, Senator

Coleman, Representative Miller and ODOT's leadership and partnership with the business community on efforts to protect this important transportation asset utilized by Oklahomans from Downtown OKC to the Red River."

The North Central Texas Council of Governments agenda described the item as an emergency action. According to staff, the service supports 80,000 annual trips and will be vital for transportation during the 2026 FIFA World Cup. The council plans to pursue reimbursement from the state of Texas and launch a ridership campaign to reduce the need for future subsidies.

KGOU NEWS

HEARTLAND FLYER TO CONTINUE OPERATIONS FOR ANOTHER YEAR, LONG-TERM FUNDING REMAINS UNCLEAR

By Hannah France
July 14, 2025

What happened to the funding?

- The Heartland Flyer began operation in 1999 with funding from both the Oklahoma and Texas departments of transportation.
- In June, the Texas legislature passed a budget that did not include funding for the rail line.
- Oklahoma Democratic State Senator Mark Mann filed a concurrent resolution urging Texas to reconsider funding its portion of the rail line. The resolution received bipartisan support in the Oklahoma Senate, but was not successful in persuading Texas to contribute the funds.
- Last week, the North Central Texas Council of Governments approved the use of 3.5 million dollars of regional toll revenue to fund the rail line for another year.

Senator Mann said without the line, many plans for the future of rail transportation between the two states and beyond won't be possible.

“We won't have an expansion to Newton, Kansas. In Newton, you can connect to the Northern East-West route, which is Chicago to LA. We won't have an extension to Tulsa and Kansas City. That line is central to everything we want to do in terms of rail transportation going forward,” he said.

The Heartland Flyer had about 82,000 riders last year, and Mann said he and other advocates for rail transportation picture that number increasing as the Dallas-Fort Worth and OKC metro areas continue to grow.

“[The two] statistical areas are really just 60, 70 miles apart. Anybody that’s driven I-35 recently knows it is very congested. So, this is going to be in the future, I think, a very important transportation option to get from downtown Oklahoma City to Dallas-Fort Worth,” he said.

HOODLINE

LEWISVILLE EARNS RECOGNITION FOR ADVANCED STORMWATER MANAGEMENT

By Nate Simmons
July 13, 2025

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This stride towards sustainability aligns with Lewisville's 2025 strategic vision, which categorically prioritizes 'Sustainability' as a key goal. By executing an ambitious plan to safeguard its waterways and protect its communities from the increasingly unpredictable whims of climate, Lewisville positions itself as a leader among the 11 certified iSWM North Texas communities. Interested individuals and policy-watchers can review the full 'Lewisville 2025' vision plan online, establishing a precedent for environmentally conscientious urban development in North Texas.

BROTHERHOOD OF LOCOMOTIVE ENGINEERS AND TRAINMEN

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS VOTES TO SECURE FUNDING FOR AMTRAK'S HEARTLAND FLYER FOR ONE YEAR

By Staff
July 14, 2025

P42 no. 176 pushes the Heartland Flyer north toward Tower 60 in Fort Worth, Texas. *Photo by Matt Shell*

Thanks to the continued efforts of the BLET and Teamsters, the North Central Texas Council of Governments (NCTCOG) voted on July 10 to fund Amtrak's *Heartland Flyer* for one year so that service will continue after October 1st.

The approved action directs $3.5 million in Regional Toll Revenue funds to be allocated towards keeping the *Heartland Flyer* operational. NCTCOG, which is the regional development agency and Metropolitan Planning Organization (MPO) for the Dallas-Ft. Worth, Texas area, will seek reimbursement of the funding from the State of Texas and will initiate a ridership campaign ahead of the 2026 World Cup to reduce the need for a subsidy.

The stated goal for this emergency funding commitment is that it will extend service long enough so that a second-year funding program can be established.

The BLET and Teamsters have been exploring various avenues to secure funding for Amtrak's *Heartland Flyer* route that would keep the trains running.

While this action is expected to keep trains running in the interim, we will continue to explore long-term funding solutions for the Heartland Flyer.

As previously reported, the route depends on funding from multiple sources at the state and federal levels. The Texas Legislature earlier this year approved a massive transportation budget of $40.4 billion, but did not allocate the requested $7.05 million over two years to fund the route.

As a result, Amtrak announced that the *Heartland Flyer* service between Fort Worth and Oklahoma City would have been suspended after October 1.

For some time BLET and Teamsters' representatives have been urging Texas Governor Greg Abbott and key Texas state legislators to reconsider funding the route. The *Heartland Flyer* is an important route for Amtrak, servicing more than 80,000 customers in FY24 and alleviating congestion along the busy I-35 corridor, while contributing to economic growth in North Texas.

PROGRESSIVE RAILROADING

NORTH TEXAS TRANSPORTATION COUNCIL OKS FUNDS FOR AMTRAK HEARTLAND FLYER

By Staff
July 14, 2025

The North Central Texas Council of Government Regional Transportation Council (NGCOG) last week approved $3.5 million in regional toll revenue to be used to ensure another year of Amtrak Heartland Flyer rail service.

The NCGOG staff will seek reimbursement for the funding from the state of Texas, Texas Rail Advocates said in a July 9 press release. The council took action after the Texas State Legislature declined to approve the state's contribution to the intercity passenger-rail service, which is operated by Amtrak but funded by the Oklahoma and Texas departments of transportation. Without Texas state support, the service would have ended Oct. 1.

For more than than 25 years, the Heartland Flyer has transported riders between Dallas-Fort Worth and Oklahoma City along the Interstate 35 Corridor. Although the Texas DOT requested $7.05 million to keep the route running through 2027, the Texas Legislature chose not to fund the state's share of the train's operational costs beyond the current fiscal year.

Serving over 80,000 riders in fiscal-year 2024 and reaching $2.2 million in ticket revenue, the Heartland Flyer alleviates congestion on one of Texas' busiest highways and supports workforce mobility and job access, according to Amtrak.

"It's a sad state of affairs when the Texas Department of Transportation asked for funds for this critical intercity surface transportation link between Fort Worth, Gainesville and Oklahoma City and state legislators turned TxDOT down," said Texas Rail Advocates President Peter LeCody.

FOX 25 NEWS

OKLAHOMA LAWMAKER CELEBRATES RESTORED FUNDING FOR HEARTLAND FLYER, LOOKS AHEAD TO FUTURE

By Paige Taylor
July 11, 2025

Funding has been secured to continue operating the Heartland Flyer for another year.

Together, Oklahoma and Texas keep the Heartland Flyer on its tracks. However, service was set to stop on or before October 1 due to the Texas Legislature deciding to not fund its share.

Oklahoma State Senator Mark Mann (D-Oklahoma City) filed a joint resolution during Oklahoma's most recent legislative session calling on the Texas Legislature to fund its portion.

"We knew that at that point it had to be a Texas solution, but we decided that the best thing we could do outside of talking to various people in Texas was to just bring attention to the fact that this will end September the 30th if it's not funded," Mann said.

On Thursday hope was restored after the North Central Texas Council of Governments Regional Transportation Council met and approved $3.5 million in toll revenue funding to fill Texas' share.

"I think our drawing attention to it really brought it to light down there and created some concern from communities that the rail runs through, and I think that's ultimately what led to them meeting and deciding to do this," Mann told FOX 25.

He said now is when the heavy lifting begins to increase ridership and secure the Heartland Flyer's future, as funding will run out in another year.

"My understanding is they are going to request that they Texas Legislature refund them, the 3.5 million, and fund next year," Mann said. "I think there's an opportunity now that folks in North Texas have stepped up and realized the importance that if they put the pressure on legislative leaders in Texas that it may get back on the table and be funded going forward."

In a statement to FOX 25 Michael Morris, Director of Transportation, North Central Texas Council of Governments said, “The Regional Transportation Council's funding for the Heartland Flyer truly underscores a cooperative effort. By coordinating closely with our partners, we've found a critical solution to maintain regional mobility, tourism and economic development. This vital train service, which transported nearly 80,000 people last year, not only eases congestion on Interstate Highway 35 — Texas's busiest highway — and boosts workforce access, but it's also set to be a cornerstone for moving people across North Texas during the 2026 FIFA World Cup.”

FORT WORTH INC.

CHRISTOPHER ASH NAMED PRESIDENT OF ALLIANCE AVIATION COMPANIES AT PEROT FIELD

By Fort Worth Inc. Staff
July 16, 2025

Hillwood has promoted longtime aviation executive Christopher Ash to president of the Alliance Aviation Companies at Perot Field Fort Worth Alliance Airport.

Ash officially assumed the role on July 1.

He will oversee all operations at Perot Field, including management of the airport, fixed-base operations (FBO) and commercial fueling services, while advancing the airport's position as one of the top 20 cargo hubs in the US.

"Chris has made significant contributions across every aspect of our aviation operations," said Bill Burton, executive vice president at Hillwood, in a press release. "His leadership and commitment to excellence, along with his work to forge meaningful public-private partnerships with government agencies, research institutions and industry leaders, have been central to our success."

Ash joined Hillwood in 1996 as a line operations specialist and has held a variety of leadership roles over the years. Most recently, as senior vice president of aviation business development, he was instrumental in expanding Hillwood's military, corporate, aerospace, and real estate partnerships throughout AllianceTexas — the company's 27,000-acre, master-planned, mixed-use development.

His played key roles in attracting major industry leaders such as MTU Maintenance and Embraer to Perot Field, both of which announced major expansions during the same week Texas Gov. Greg Abbott named Fort Worth the Aviation and Defense Capital of Texas.

Ash will continue collaborating closely with the city of Fort Worth, neighboring municipalities in the Alliance corridor, the Federal Aviation Administration, NASA, and a wide range of partners to further strengthen North Texas' aerospace and aviation sector. He also represents the region on the North Central Texas Council of Governments as a member of the North Texas Safety and Integration Task Force.

At the AllianceTexas Mobility Innovation Zone (MIZ), Ash has been instrumental in advancing next-generation aviation mobility. The MIZ serves as a dynamic hub where logistics infrastructure and strategic partnerships converge to support the testing, scaling, and commercialization of transformative mobility technologies.

"I'm incredibly proud to have grown with an organization that is helping define the future of aviation through leadership in aerospace, infrastructure and mobility innovation," said Ash. "I look forward to continuing to work with our outstanding team to deliver best-in-class service and operations."

COMMUNITY IMPACT

FRISCO TRAIL TO CONNECT PANTHER CREEK TO REGIONAL NETWORK

By Jacob Vaughn
July 15, 2025

Frisco City Council approved a $439,950 contract for the design of a regional trail connection during its July 1 meeting.

The details

Veloweb is a regional trail project meant to connect more than 100 cities in North Central Texas. The design services contract was awarded to SWA Group, which will design the Panther Creek Veloweb Trail, according to city documents.

The trail is located between Panther Creek Parkway and the Frisco Springs residential subdivision, east of BNSF Railroad.

The trail will be 12 feet wide and connect north to the Veloweb segment currently being designed near the University Village residential development. It could connect to the University of North Texas Frisco Campus, and tie in to the Panther Creek Hike and Bike Trail that's currently under construction.

The trail will eventually extend west of BNSF to Panther Creek Parkway, linking Roger's Settlement Park with future residential and commercial developments, and provide a connection to PGA trail.

What else?

This trail was designated as part of the Regional Veloweb by the North Central Texas Council of Governments and is included in both the city's and Collin County's regional trail master plans.

HOODLINE

BURLESON POLICE DEPARTMENT WELCOMES NEW OFFICERS FROM NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS ACADEMY

By Nate Simmons
July 17, 2025

The Burleson Police Department in Texas has recently expanded its force with the graduation of two officers from the North Central Texas Council of Governments Basic Police Academy. In a ceremony presided over by Chief Cordell, Officers Valeria Figueroa and Austen Zimmerman (pictured above) took their sworn oaths to serve and protect the community.

The news comes straight from the department's social media post, where it was revealed that the officers graduated from Class #306. Emphasizing their dedication, the department expressed confidence that these new officers will embark on significant careers in law enforcement.

According to the Burleson Police Department's announcement, both Figueroa and Zimmerman reflected on the relationships they built during their training at the academy.

They equally shared insights into the skills they honed, which are expected to help them quickly adapt to actively contribute to the policing efforts in Burleson.

The police department warmly invited the community to join in welcoming the newly inducted officers, who are eager to put their passion into practice as part of the Burleson Police Department's team.

The addition of Officers Figueroa and Zimmerman to the Burleson Police force comes at a time when police departments across the country are often in the spotlight concerning community relations and policing standards.

Burleson PD's emphasis on the officers' "deep commitment to helping others" underscores a larger narrative within law enforcement aiming to foster trust and cooperation between the police and the communities they serve.

Both officers acknowledged the importance of trust and expressed a desire to work intensely towards establishing a rapport with locals.

FORT WORTH REPORT

CHRISTOPHER ASH NAMED PRESIDENT OF ALLIANCE AVIATION

By Fort Worth Report staff
July 16, 2025

Demonstrating its ongoing commitment to leadership excellence and continued growth in the aviation sector, Hillwood has promoted longtime aviation executive Christopher Ash to president of the Alliance Aviation Companies at Perot Field Fort Worth Alliance Airport.

Ash officially assumed the role on July 1, 2025, and will oversee all operations at Perot Field, including management of the airport, fixed-base operations (FBO) and commercial fueling services, while advancing the airport's position as one of the top 20 cargo hubs in the United States.

Ash joined Hillwood in 1996 as a line operations specialist and has held a variety of leadership roles over the years. Most recently, as senior vice president of aviation business development, he was instrumental in expanding Hillwood's military, corporate, aerospace and real estate partnerships throughout AllianceTexas — the company's 27,000-acre, master-planned, mixed-use development.

His efforts were key in attracting major industry leaders such as MTU Maintenance and Embraer to Perot Field, both of which announced major expansions during the same week Texas Governor Greg Abbott named Fort Worth the aviation and defense capital of Texas.

"Chris has made significant contributions across every aspect of our aviation operations," said Bill Burton, executive vice president at Hillwood. "His leadership and commitment to excellence, along with his work to forge meaningful public-private partnerships with government agencies, research institutions and industry leaders, have been central to our success. His experience and vision are invaluable, and with leaders like Chris, the future of the Alliance Aviation Companies is brighter than ever."

Ash will continue to work in lockstep with the City of Fort Worth and other municipalities in the Alliance corridor, as well as the Federal Aviation Administration, NASA and many other institutions, to further advance the aerospace and aviation industry here in North Texas. He also serves on the North Central Texas Council of Governments as a member of the North Texas Safety and Integration Task Force.

Ash has also led advancements in next-generation aviation mobility at the AllianceTexas Mobility Innovation Zone (MIZ). This cutting-edge ecosystem integrates logistics infrastructure and strategic partnerships to help mobility innovators test, scale and commercialize transformative technologies.

"I'm incredibly proud to have grown with an organization that is helping define the future of aviation through leadership in aerospace, infrastructure and mobility innovation," said Ash. "I look forward to continuing to work with our outstanding team to deliver best-in-class service and operations."

THE WICHITA EAGLE

FUNDING FOUND FOR HEARTLAND FLYER OPERATIONS, SETTING UP POSSIBLE EXPANSION INTO KANSAS

By Kylie Cameron
July 17, 2025

The Heartland Flyer sits on the track until departure time at the Amtrak Station in Fort Worth in 2015. It currently runs from Texas to Oklahoma City.

Funding to continue operation of the Heartland Flyer route from Texas to Oklahoma has been secured, setting up the possibility of its expansion into Kansas.

The Texas legislature failed to fund the route in its two-year budget earlier this year.. The rail line is jointly funded by Oklahoma and Texas for its operation through Amtrak.

But the North Central Texas Council of Governments' Regional Transportation Council recently approved $3.5 million in toll revenue to continue funding its operation for the next year.

Had emergency funding not come in from other sources, Amtrak said earlier this year that it would have to suspend the Heartland Flyer route, possibly pausing plans for its expansion into Kansas.

"Ending the Heartland Flyer would have been a tremendous loss for both states, especially as we're on the verge of expanding that service in Oklahoma to Kansas and beyond," Oklahoma Sen. Mark Mann said in a news release. "This vote will keep this important transportation service going."

A statement from the Kansas Department of Transportation said: “While this funding does not directly impact expansion into Kansas, we are aware that discussions about long-term service and potential routes north from Oklahoma continue among partner agencies and stakeholders.”

Kansas officials announced late last year that the route could be expanded from Oklahoma City to Newton, Kansas, and be fully operational by 2029.

The connection would include a stop in Wichita, at Union Station, which hasn’t had passenger rail service since the 1970s.

The stop in Newton, 25 miles north of Wichita, connects to the Southwest Chief route, which takes riders as far north as Chicago and as far west as Los Angeles.

Funding from the transportation council will keep the route in operation until September 2026, which the group said would allow it time to come up with a second-year funding plan.

Kansas recently completed a service development plan, the first step in expanding the rail line into the state, and it’s currently under review by the Federal Railroad Administration.

“We’re still working hard with … the Federal Rail[road] Administration on the next step related to a finished product of the service development plan,” Sedgwick County Commissioner Pete Meitzner said during a commission meeting Wednesday.

COMMUNITY IMPACT

MCKINNEY OFFICIALS TALK LOWER 5 PLAZA PROJECT PROGRESS

By Colby Farr
July 16, 2025

McKinney City Council is expected to consider a resolution of support for the Lower 5 Plaza project in August, according to a city official.

The resolution will follow a public input meeting that will be hosted by the city later in July. The Lower 5 Plaza project, which will be located between East Virginia Street and Louisiana Street, plans for a bridge at ground level and a park that extends under SH 5.

In a nutshell

Engineering Director Gary Graham presented an update on the project during a July 15 McKinney City Council work session. The presentation came after the Texas Department of Transportation accelerated its schedule for reconstructing SH 5 between McMakin Street and Power House Street, according to the presentation.

That project was expected to start in 2028 or later, Graham said. TxDOT is now expecting to bid the project in late 2026 or early 2027, according to the presentation.

“TxDOT has revisited their schedules and have worked to accelerate that to get it back closer to the schedule they had originally talked about,” Graham said.

As part of the reconstruction project, TxDOT is designing and constructing the bridge as part of the Lower 5 Plaza project, according to McKinney’s website. TxDOT began an environmental assessment of the Lower 5 Plaza and it’s expected to conclude later this year.

The project is expected to impact five properties which would be purchased as part of the right-of-way acquisition process. While the project timeline has been updated, it’s still years away from happening, Graham said.

The next step is to notify impacted property owners about right-of-way acquisition, he said.

“We don’t want anybody on council to be surprised or the property owners to be surprised that this is happening,” he said. “We will be hand-delivering notices to those businesses about the public meeting and then they will be aware of the upcoming process.”

What’s next

The five impacted properties will be sent a letter and will have an opportunity to comment on the project. Those comments will be included in TxDOT’s environmental assessment, Graham said.

Additionally, the city is hosting a public input meeting for the project at 6 p.m. July 30 at McKinney City Hall, located at 401 E. Virginia St. City staff will present input gathered from that meeting to the council on Aug. 19, Graham said.

The public input meeting will start with a short presentation in the City Council chambers. Then people will be able to visit one of four identical stations in City Hall.

“We’re going to ask for input on what this park could be and start that initial step in this final design process,” he said. “We’re going to talk about safety and security. We’re going to talk about amenities, what kind of activities and programs are going to be there.”

Before the Lower 5 Plaza project can move forward, TxDOT will require a resolution of support from the council. Council members will consider that resolution during the same Aug. 19 meeting, Graham said.

What they’re saying

After Graham’s presentation, council member Justin Beller said it was a “huge risk” for three to four years because the costs of the project aren’t going down.

“While we’ve got an estimate today, I don’t know that there’s anybody who would say that’s realistic for what we expect it to be when they hand it to us in three or four years,” Beller said.

McKinney is expected to handle the final design and construction of the park once the bridge is built by TxDOT. The total cost is currently estimated between $40 million-$45 million, according to the staff presentation.

The city’s portion of the project is expected to cost $31.2 million, which will be mostly funded by grants from the North Central Texas Council of Governments and the Federal Highway Administration. The city is currently expected to commit $3.35 million in local dollars to the project.

Graham said other funding avenues would be available such as the NCTCOG. If those avenues failed however, it would fall back on the city, he said.

Council member Michael Jones said the biggest concern about the project was safety. He said the city could do a better job explaining how they could make the deck park safe.

“To me, there’s no plan and that’s the only thing I think citizens care about,” he said. “This is going to bring X so how do we solve for X?”

Graham said it was a great point but a plan hasn’t been advanced yet because they were still about two years from construction.

“The idea on the July 30 public meeting is to get that input from the public now and start influencing what it will look like, that final design, in a couple of years,” he said. “But you’re exactly right. That is a big hurdle we’ve been trying to identify.”

PLANO STAR COURIER

NCTCOG'S MOBILITY 2050 CHARTING COURSE FOR TRANSPORTATION

By Winston Henvey
July 16, 2025

The North Central Texas Council of Governments continues working through Mobility 2050, a comprehensive transportation plan guiding regional investments through 2050, emphasizing reducing car dependency and expanding alternative transportation options.

The Metropolitan Transportation Plan includes 12 major rail and high-speed transportation corridors, with key projects including a $1.1 billion Southwest TEXRail extension, a $125 million A-train South Extension, and new regional rail lines such as the $2.9 billion Frisco Line and $1.8 billion McKinney Line. A $8 billion high-speed rail corridor would connect downtown Fort Worth and Dallas.

Highway improvements span Dallas and Collin counties, targeting major corridors including S.H. 289, Shiloh Road and the Outer Loop. Notable projects include a $576 million upgrade of FM 455 to six lanes and a $175 million expansion of S.H. 78.

The Dallas North Tollway extension in Collin County represents a significant investment, with segments from the Grayson County line to U.S. 380 estimated at $1.19 billion. The project will expand from current frontage roads to eight tolled lanes and six continuous frontage lanes by 2050.

Environmental considerations focus on air quality improvements, with the Dallas-Fort Worth region hosting over 132,000 electric vehicles. Many North Central Texas counties are classified as "nonattainment" areas for ozone pollution, requiring additional federal compliance efforts.

The plan recommends over 2,200 miles of new active transportation infrastructure for trails and bikeways, responding to strong public demand for safer pedestrian and bicycle options.

North Central Texas serves as a national aviation leader with more than 400 aviation facilities and 675 aviation employers providing 95,000 jobs. The plan emphasizes coordinated regional planning and integration of emerging technologies like urban air mobility.

Plano Engineering Director Caleb Thornhill said the city focuses on infrastructure maintenance and traffic improvements.

"Plano's goal is to maintain our existing infrastructure by extending the pavement's lifespan and limiting disruption to the public as much as possible," Thornhill said. "We have an extensive multi-year plan to improve intersection capacities to dual-lefts, three throughs, and a right-turn lane on all approaches at 160 major locations."

The Regional Transportation Council set a 20% annual target to reduce single-occupancy vehicle trips through programs including regional vanpools, park-and-ride facilities and employer commute incentives.

The council will seek additional public input on the plan during a meeting July 21 at noon at 616 Six Flags Drive, Arlington, with remote participation available through Aug. 12.

HOODLINE

WHITE SETTLEMENT WELCOMES NEW OFFICERS FROM NORTH CENTRAL TEXAS REGIONAL POLICE ACADEMY

By Nate Simmons
July 16, 2025

The White Settlement Police Department is proudly welcoming three new officers to its ranks following their graduation from the North Central Texas Council of Governments Regional Police Academy.

The department's social media post highlighted the ceremony held in Arlington, where Officers Llajaira Bolanos, Luke Osborne, and Netta Stokes were among dozens of recruits from across North Texas to mark the completion of their training.

According to the White Settlement Police Department, the ceremony also featured the WSPD Honor Guard, who presented the Colors during the National Anthem.

The new officers are set to begin their field training this week, a crucial step in their transition to full-fledged law enforcement duties.

In the words of the White Settlement PD's announcement, the officers are "excited to serve alongside WSPD's Finest and eager to meet residents." The integration of these new officers into the community is about to solidify with hands-on experience that will hopefully prepare them to successfully safeguard the streets they're getting ready to patrol.

Chief Cook had the honor of serving as the keynote speaker at the graduation, imparting wisdom and encouragement to the fresh graduates.

The presence of local dignitaries such as Mayor Faron Young and City Manager Jeff James, accompanying the command staff, underscored the importance of the celebration.

Acknowledging the dedication of those who had contributed to the officers' readiness, special acknowledgment was given to Director Christy Martinez and her staff for preparing the officers to serve their respective communities.

WISE COUNTY MESSENGER

DECATUR, BOYD SEE POPULATION BOOST

By Messenger Staff
July 18, 2025

Decatur and Boyd posted the largest population gains among Wise County cities over the past year, according to new estimates from the North Central Texas Council of Governments (NCTCOG).

Decatur led local cities in total growth, adding 875 residents, a 12.3 percent increase. Boyd saw the county's highest percentage gain for the second year in a row, growing by 17.7 percent with 307 new residents.

Overall, the total population across incorporated cities in Wise County grew by 1,911 people, a 2.7 percent increase.

The report does not include growth in unincorporated areas or extraterritorial jurisdictions, where much of the county's development activity is taking place.

Other population changes reported by NCTCOG include: New Fairview, 4.7 percent increase (103 residents); Alvord, 2.5 percent increase (34 residents); Newark, 1.3 percent increase (15 residents); Bridgeport, 0.7 percent increase (43 residents); Aurora, 0.3 percent decrease (loss of 3 residents); Rhome and Runaway Bay, no change reported; Chico, Paradise and Lake Bridgeport, no data provided.

The annual population estimates are compiled by NCTCOG based on data submitted by city staff across the region.

CANDY'S DIRT

GARY FICKES REMEMBERED AS VISIONARY PUBLIC SERVANT IN SOUTHLAKE AND TARRANT COUNTY

By Joy Donovan
July 18, 2025

Gary Fickes, a former Southlake mayor and longtime Tarrant County commissioner known for his hands-on leadership and community-minded service, died last week at his family's ranch in Comanche. He was 75.

His memorial service is scheduled for 2 p.m. Monday at the Hurst Conference Center, 1601 Campus Dr. in Hurst, with visitation from 4 to 6 p.m. Sunday at Bluebonnet Funeral Home, 5725 Colleyville Blvd. in Colleyville.

Fickes served on the Tarrant County Commissioners Court for 18 years representing Northeast Tarrant County, until his retirement in December of 2024. Previously, Fickes watched Southlake grow as its mayor from 1989 to 1996.

"He was a fabulous guy," said Glen Whitley, former Tarrant County judge. "Gary was a great partner of mine on the commissioner's court for the 16 years I was with him. He was respected for all the work he did. He was someone who just was going to be involved."

Retirement Tribute

In November, just prior to his retirement, the Northeast Tarrant County sub courthouse was renamed in his honor. The decision underscored the widespread respect he had earned throughout his public service career.

“I couldn’t have had a better boss,” said Rebecca Barksdale, Fickes’ former precinct administrator. She worked for him for almost 15 years and saw him as working to improve the community and trying to avoid political theater.

“He had a true passion for what he did,” she said. “He was always about service, about helping people. It was always about how we can make it better. It wasn’t about your affiliation.”

His time on the commissioners’ court was highlighted by creating two major annual events. One, Empowering Seniors, grew from 300 participants to 3,000 over its 16 years with a focus on helping senior citizens with real estate issues to healthcare.

Fickes toured the Moncrief Cancer Institute’s mobile screening clinic in March 2024 (Commissioner Gary Fickes/Facebook)

He established a transportation summit, seeing the need for addressing transportation concerns with Tarrant County’s surging growth. Whitley liked the idea so much that he copied it.

“I said this is a great idea, so I stole it and started to do it countywide,” Whitley said.

Fickes also influenced transportation at the local, state and national level, lending his expertise through collaborative work.

“He was a real leader in transportation,” Whitley, who appointed him to the regional transportational council. Fickes launched a transportation conference in Tarrant County before turning it over to the Tarrant Regional Transportation Council. His transportation work included sitting on the National Association of Counties Transportation Committee, Whitley said.

Connecting with people may have been his most outstanding talent. He initiated periodic newsletters for his constituents and public coffee meetings six times a year. He also was known for helping non-profits by donating a fish fry to help raise funds for charities.

“He was a visionary,” Barksdale said. “He had such a pulse on the community.”

Overseeing Growth

During his tenure as mayor of Southlake, Fickes oversaw momentous population growth and significant infrastructure expansion. The once rural community saw a population that more than tripled, rising from 5,000 to 17,000 residents during his time in office. Fickes was instrumental in the development of the popular Southlake Town Square and the opening of State Highway 114, improving North Texas connectivity.

Fickes remained involved in civic and educational initiatives throughout his career, all reflecting his commitment to community service. He was a longtime member of both the Colleyville Lions Club and the Rotary Club of Grapevine, plus a member of the Texas Health Resources Harris HEB Hospital board. A graduate of Sam Houston State University, he also served on the university’s alumni board and established the Gary Fickes Osteopathic Medicine Endowed Scholarship to support students pursuing healthcare careers.

He himself was a beneficiary of modern medicine. In 2008, the commissioner underwent a life-saving liver transplant. Doctors estimated the transplant would extend his life by a decade, yet he lived 17 more years. In gratitude, Fickes formed Team Fickes to participate in the annual LifeGift 2nd Chance Run to support for organ donation.

He is survived by his wife, Kathy Fickes; son Chris Fickes; son Corey Fickes and his wife Kacey; daughter Jennifer Styers and her husband Alex; stepdaughter-in-law Amy Holland; stepdaughter Cassandra DeMora and her husband Steve; granddaughter Evelyn Fickes and grandson Jack Fickes; his brother Ken Fickes and wife, Sally Slomer; and sister Pam and her husband Jonathan Miller.

In lieu of flowers, the family requests donations be made to the Rotary Club of Grapevine, the Lions Club of Colleyville, the Gary Fickes Osteopathic Medicine Endowed Scholarship at Sam Houston State University, the Longhorn Council of Boy Scouts of America or LifeGift.

RAILFAN & RAILROAD MAGAZINE

HEARTLAND FLYER GETS FUNDING FOR ANOTHER YEAR

By Justin Franz
July 18, 2025

The North Central Texas Council of Governments Regional Transportation Council approved a plan on July 10 to provide Amtrak with $3.5 million to keep the *Heartland Flyer* running between Oklahoma City and Fort Worth for another year.

Earlier this year, Amtrak said that the train would stop running on October 1, unless the State of Texas paid for its portion of the service.

As a state-supported train, Texas is legally obligated to help cover the costs of operating the *Heartland Flyer.* However, the state legislature had not secured the necessary funding to keep the train running.

The *Heartland Flyer* debuted in 1999 and carried 80,000 passengers in Fiscal Year 2024, generating $2.2 million in ticket revenue. Amtrak officials noted that the train helps alleviate congestion on one of Texas' busiest highways.

According to an economic analysis, the train produces $5.3 million in direct economic benefits and $23.7 million in overall economic activity.

THE DALLAS MORNING NEWS

MCKINNEY BREAKS GROUND ON AIRPORT PASSENGER TERMINAL TO ADD COMMERCIAL FLIGHTS

By Lilly Kersh
July 18, 2025

McKinney broke ground on a passenger terminal at its airport Friday, with city leaders and partners celebrating the start of construction in the next step to bringing commercial air service to Collin County.

The terminal marks a "new era in North Texas aviation history," according to a statement from the city. Officials hope commercial service in McKinney will support the growing population north of Dallas and investment in Collin County.

Three of the country's fastest-growing cities are in the county, which gained about 76,000 new residents last year, according to the North Central Texas Council of Governments. The Texas Association of Business projects that by 2050, Collin County will outpace the 2024 real gross domestic product of several U.S. states, according to a recent study.

"With the growth that we have experienced … our forecasts show passenger service is needed. It's wanted," said McKinney Mayor Bill Cox. "We have citizens that don't live here yet that will benefit from this. We have companies that aren't located here yet that will benefit from this airport."

Related:Will a new commercial airport in North Texas fly? Funding rolls in, airline eyes McKinney

The airport terminal is designed to initially serve 200,000 passengers annually; if expanded, it could support more than one million travelers a year, according to a city statement.

The $79 million project includes a 46,000-square-foot terminal with four gates and the possibility of expanding to six. The project includes food and drink concessions in the terminal, a ramp for planes, a new taxiway, a parking lot, car rental facilities and other infrastructure.

The city plans for the terminal to be completed by late next year.

McKinney leaders see the airport as an economic engine for the city. The airport has an annual economic impact of $299 million on the city and surrounding region, according to an economic impact study the city commissioned. City documents show in the last decade, the airport has generated $24.6 million in tax revenue for public services like the school district and the city.

The McKinney National Airport, referred to by airport code TKI, has served as a general aviation airport for more than 40 years for private and corporate planes, flight training and other uses.

Now the city hopes to turn it into a convenient choice for air travelers, a shorter drive for Collin County residents than to Dallas Love Field or DFW International Airport.

Related:What will McKinney's airport terminal look like? Here are the plans for the $79M project

The city is negotiating to bring low-cost carriers to the terminal, and has received interest from Avelo Airlines.

In a statement, Sen. Ted Cruz congratulated McKinney.

“This project marks a major milestone, and it will bring jobs and help economic growth in North Texas,” Cruz wrote.

Some residents and neighbors are concerned the airport is expanding despite environmental concerns and without support from voters.

In 2023, McKinney residents rejected a $200 million bond to fund improvements and projects at the airport that included a commercial air service terminal building. In 2015, voters decided against a $50 million measure.

Expansion went forward with funding from other sources. In addition to millions from the state transportation department, McKinney’s airport has received $52.4 million from sales tax revenue bonds, $8 million from tax revenue generated in an area that includes the airport and $8.6 million from other city funds, according to an email from the city’s press office.

Current and former elected officials, economic development representatives, city staff and business partners celebrated the groundbreaking Friday. McKinney City Council member Patrick Cloutier, who has expressed concern over airport funding in the past, attended the ceremony.

Airport director Ken Carley speaks during the groundbreaking event of the McKinney National Airport passenger terminal on Friday, July 18, 2025 in McKinney. (Shafkat Anowar / Staff Photographer)

“I had to compartmentalize my opposition,” Cloutier said Friday. “What is important now is that this gets done right, because we’ve signed contracts. … I 100% believe this is going to be a successful project.”

Neighbors in the town of Fairview are concerned about noise, traffic and environmental damage from the project. Earlier this year, a conservation group asked a federal court to review the state's finding that further airport development won't significantly harm the environment, continuing decades of environmental concerns from residents and neighbors.

"Growth can be hard," Cloutier said. "But the reality is, that this change is coming."

KXII

AMTRAK'S HEARTLAND FLYER TO CONTINUE SERVICE

By Maresa Sisk
July 21, 2025

On its daily round trip from Oklahoma City to Fort Worth, the Amtrak Heartland Flyer stops at the Santa Fe Depot in Ardmore.

For a while, there were concerns that the Heartland Flyer wouldn't be around anymore.

But, thanks to funding, the famous passenger train will continue its journey everyday for at least another year.

The railway service has been serving the two major cities with small towns in between daily since 1999.

A partnered operation between Texas and Oklahoma, the states go to the legislature every two years for funding to keep it operating.

That was until this session in June when the Texas legislature decided to cut funding for the Flyer and it was set to be shut down Oct. 1.

Texas Rail Advocates is a non-profit organization dedicated to educating and informing the public on the importance of freight and passenger rail services. President Peter LeCody believes it was the lack of information on the Flyer's importance.

"Last year the train, which only runs one daily round trip between Fort Worth and Oklahoma City, with some intermediate stops carried over 80,000 passengers which is setting a record," said LeCody.

According to statistics confirmed by the TRA President, 6,347 of those passengers came from Ardmore. With a population of nearly 25,000 people, it shows a large portion of the community uses the train.

The Heartland Flyer being a valued service across both states, TRA urged support for the flyer and the North Central Texas Council of Government's Regional Transportation Council came to the rescue.

"They did issue $3.5 million in emergency funding to at least carry the Heartland Flyer through one year," said LeCody.

With large local support for the flyer, LeCody says he hopes it continues.

The flyer will continue to serve Ardmore and other small communities in between Oklahoma City and Fort Worth for at least one more year.

NEWSBREAK

OFFICIALS STUDY $2.9B RAIL LINK FROM CELINA TO IRVING

By Mike Albanese
July 21, 2025

A proposed 37-mile rail line connecting Celina to downtown Irving was called one of the “most promising corridors,” according to an official with the North Central Texas Council of Governments.

The line — referred to as the Frisco Line by NCTCOG — is under consideration in Mobility 2050, a comprehensive transportation plan guiding regional investments through 2050, emphasizing reducing car dependency and expanding alternative transportation options.

The Metropolitan Transportation Plan includes 12 major rail and high-speed transportation corridors, with key projects including a $1.1 billion Southwest TEXRail extension, a $125 million A-train South Extension, and an $8 billion high-speed rail corridor that would connect downtown Fort Worth and Dallas.

Among those projects is the Frisco Line, which has an estimated cost of $2.9 billion. The project is not included in any forecasts until 2045 or 2050.

Donald Parker, principal transportation/air quality planner at NCTCOG, said Frisco, Prosper and Celina are high-growth areas, and the rail would be a “reliever” for the Dallas North Tollway by 2050.

“A 2021 corridor study showed a very good level of technical feasibility with support from several cities along the route,” Parker said.

According to the study, the line is planned to extend from downtown Irving through Prosper and Celina, including stops in Las Colinas, Farmers Branch, Carrollton and along the Sam Rayburn Tollway corridor.

Parker added the line could also be linked to the west leg of the Trinity Railway Express, adding a direct connection to Fort Worth.

The council’s study “leaned heavily” on input and engagement from stakeholders from the cities, along with the Burlington Northern Santa Fe railroad, Dallas Area Rapid Transit and the Denton County Transportation Authority.

Celina City Manager Robert Ranc said the city participated in the 2021 Collin County Transit Study that identified the Frisco Line as a potential regional rail project. He added since then, the NCTCOG has included the Frisco Line as a long-term project in both the Mobility 2045 plan, which was approved in June 2022, and the Mobility 2050 plan.

“As both the city of Celina and the Dallas-Fort Worth Metroplex continue to grow, planning for transportation solutions at the regional level is vitally important,” Ranc said. “We look forward to continuing this work with NCTCOG and our other regional partners.”

Ranc added the inclusion of the Frisco Line and Celina’s role in it is “another recognition of Celina’s growth and the important place Celina holds in the region’s future.”

“The future of mobility in North Texas has been an active discussion since at least 2000,” said Frisco City Manager Wes Pierson. “Frisco continues to monitor and engage in regional conversations with a forward-looking mindset—recognizing that the future may require moving beyond traditional transportation models. We’re particularly interested in how emerging technologies can offer more flexible, efficient and sustainable mobility solutions.”

The Frisco Line was originally envisioned to have 21 stations, which has since been lowered to 11.

The study adds models indicate “strong potential” for the Frisco Line, projecting up to 17,800 riders daily by 2045.

However, funding and operation of the line remain an issue, with the study saying there is no “silver bullet” to address the funding needs.

“Depending on the project approach and governance structure that is selected to manage implementation, funding sources are expected to include a mix of federal, limited state and significant local sources as well as both public and private contributions,” the report states.

Parker said the study does not identify an operator; however, if a corridor falls within an area represented by a transit agency, that agency is the logical choice to build and operate it.

The challenge, he says, is the Frisco Line is within both DART and DCTA coverage areas, along with sections not covered by any agency.

“While the recent Regional Transit 2.0 study offers potential solutions to this issue, forward progress will depend on the cities and transit agencies along the corridor — along with BNSF, which owns much of the corridor — working together to identify the right path forward,” he said.

The southern section of the proposed rail — covering downtown Irving to downtown Carrollton – is owned by DART. The middle and northern portion of the rail is owned by BNSF.

In addition to the stops in Celina and Prosper, proposed stations include Panther Creek Parkway, Frisco CBD, Stonebrook Parkway and Sam Rayburn North and South. An additional stop at Frontier Parkway at the Prosper-Celina border was initially included but is no longer being considered.

STAR LOCAL MEDIA

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The proposed rail line would include several stops in Carrollton and Frisco. Some of the stops shown in this model are no longer being considered. Image courtesy of the North Central Texas Council of Governments.

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DALLAS INNOVATES

FOUR YEARS AFTER $3.5B BUYOUT, PLURALSIGHT IS MOVING ITS HEADQUARTERS TO NORTH TEXAS AND EXPANDING TECH TRAINING ACCESS WITH $3M IN GRANTS

By David Seeley
July 22, 2025

Pluralsight, acquired by Austin's Vista Equity Partners in a $3.5 billion deal in 2021 and now operating under new ownership, is relocating its headquarters from Utah to North Texas as part of a broader strategic plan for long-term growth.

In late June, the company announced it would move its corporate HQ from Draper, Utah, to Westlake, a northern suburb of Dallas-Fort Worth, and reduce its global workforce by 17%, according to the Salt Lake Business Journal. CEO Erin Gajdalo said the move reflects a streamlined operational model and evolving business needs.

"Over the past year, we've been transforming our business to position the company for sustained growth and to enhance the value we provide for our customers," Gajdalo said in a statement at the time. She called the new North Texas location "a rightsized headquarters" that supports Pluralsight's future direction.

Founded in 2004, Pluralsight has around 2,000 employees and operates additional offices in Ireland, Australia, and India, with over 65% of team members working outside of corporate offices, according to a fact sheet on the company's website. Its tech skills platform serves customers in over 180 countries across over 23,000 business accounts, the company says.

From a private equity deal to lender ownership

Vista's 2021 deal took Pluralsight private during a high point for tech valuations. But by May 2024, Vista had written off its entire equity investment in the company, Axios reported, describing the loss as "an example of leverage catching up with a leveraged buyout."

That August, a group of private lenders led by New York-based Blue Owl Capital took ownership of Pluralsight, according to Bloomberg.

Leadership changes at Pluralsight followed soon after.

Gajdalo takes the helm

In November, the company named then-COO Erin Gajdalo—previously Chief Delivery Officer at Dallas-based Avantax—as its new CEO. She succeeded Chris Walters, another former Avantax executive, who had taken the reins just seven months earlier from Pluralsight co-founder Aaron Skonnard.

In a May LinkedIn post, Gajdalo described her team as resilient and responsive. "As our customers' needs evolve, so must our capabilities," she wrote. "We're operating in the same technological paradigm as every other organization—and that means agility is an everyday ask."

She praised the team for building strong partnerships and "pushing boundaries in search of the most effective ways to deliver an upskilling experience that meets the demands of the moment."

Awarding $1.95M in nonprofit grants

Today, Pluralsight announced $1.95 million in cash grants from its social impact initiative Pluralsight One Fund, a corporate-advised fund managed by Silicon Valley Community Foundation.

The grants, along with more than 25,000 donated Pluralsight licenses, were given to nonprofits delivering inclusive, skills-based training programs to underrepresented communities to advance equity in the technology workforce, the company said.

The fund's 13 grantees for 2025 were chosen for their innovative models, measurable impact, and alignment with Pluralsight One's mission to "democratize" technology skills.

"We're proud to partner with organizations doing bold work to remove barriers and expand access to careers in technology," said Pluralsight CEO Gajdalo, who also serves as executive director of Pluralsight One. "Our grantees are changemakers who are increasing opportunity, creating inclusive pathways, and helping individuals across communities realize their potential through tech."

This year's grantees include organizations focused on expanding tech career access for underserved communities—including survivors of trafficking, autistic individuals, LGBTQ+ learners, incarcerated populations, and high school students building digital skills. Programs range from free coding education and AI-aligned college pathways to reentry and reskilling support for adults at career transition points.

You can see the full list here.

Kevin Kickham, VP of donor relations at St. Louis-based LaunchCode, one of the Pluralsight One grantees, said the award "is making an impact on hundreds of community members who are seeking financial stability and upward career momentum through jobs in the tech industry."

THE DALLAS EXPRESS

GARLAND JOINS SUBURBAN REVOLT TO HOLD DART LEADERSHIP ACCOUNTABLE

By Logan Washburn
July 23, 2025

The City of Garland has joined a growing coalition of suburbs challenging the leadership of Dallas Area Rapid Transit (DART). On Monday, the city unanimously approved language to vote on an upcoming resolution that criticizes the agency's governance, transparency, and funding practices.

As part of *The Dallas Express*' ongoing investigation into DART's board, financial management, and service failures, Garland's action marks the latest public backlash following a letter from DART Chair Gary Slagel that suburban officials describe as an "ultimatum."

Who's on the DART Board?

As of July 2025, these are the 15 individuals overseeing the $2 billion taxpayer-funded agency — all of whom declined to comment when contacted by *The Dallas Express*:

- **Gary A. Slagel** – Chair; represents Richardson, Addison, Highland Park, and University Park (since **2011**)
- **Randall B. Bryant** – Vice Chair; represents Dallas (since **2024**)
- **M. Nathan Barbera** – Secretary; represents Plano and Farmers Branch (since **2022**)
- **Mark C. Enoch** – Represents Garland, Glenn Heights, and Rowlett (since **1997**)
- **Richard H. Stopfer** – Represents Irving (since **2013**)
- **Michele Wong Krause** – Represents Dallas (since **2014**)
- **Patrick J. Kennedy** – Represents Dallas (since **2016**)
- **Doug S. Hrbacek** – Represents Carrollton and Irving (since **2019**)
- **Carmen Garcia** – Represents Dallas (since **2022**)
- **Marc C. Abraham** – Represents Garland (since **2023**)
- **Enrique A. MacGregor** – Represents Cockrell Hill and Dallas (since **2023**)
- **Anthony Ricciardelli** – Represents Plano (since **2025**)
- **Maureen Milligan** – Represents Dallas (since **2025**)
- **D'Andrala D. Alexander** – Dallas (since **2025**)
- **Flora M. Hernandez** – Dallas (since **2025**)

'We Need To Take a Stand'

Garland Mayor Dylan Hedrick said the city has contributed nearly three-quarters of a billion dollars to DART since joining — and in return, has received **broken promises and misleading statements.**

"We had a previous conversation with DART, and we feel like they weren't holding their end of the bargain," Hedrick told *The Dallas Express*. "It felt like DART had given us an ultimatum — and all the member cities — that 'you have to agree to our terms.' We're a little disappointed. It just created a rift."

"I think it's time for us to take a stand," he said during the July 21 session. "If DART is not going to keep up their end of the bargain … we need to let them know that."

Garland City Manager Judson Rex said the resolution emphasized five core failures:

- **Erosion of trust and politicized decision-making**
- **Declining system performance and accountability**
- **Safety and access concerns**
- **Fare hikes and fiscal challenges**
- **An inflexible service model**

Rex said Garland leaders were especially disturbed by the July 17 letter first reported by *The Dallas Express*, in which Slagel told mayors that if they wanted General Mobility Program (GMP) funds — 5% of sales tax revenue — they would need to pass resolutions pledging to abandon support for legislation that would reduce DART's funding.

Slagel wrote, "We ask you to clarify your position on receiving the General Mobility Program by committing not to pursue any further legislation against DART" — a line Garland officials interpreted as a direct ultimatum.

"It felt like DART had given us an ultimatum," Hedrick said. "You have to agree to our terms."

'A Ruse to Get Past Legislation'

Mayor Pro Tem Margaret Lucht said DART's promises ring hollow.

*"**Quite honestly, I just don't believe a word they say**," she said. "DART used the GMP to avoid reform legislation."*

In public comments, Lucht, Rex, and others said Slagel's letter confirmed what they had long suspected: that DART leadership was never serious about collaboration — only preserving power.

Rex called the claim that cities failed to provide solutions "personally offensive," noting that "**dozens of ideas**" had been proposed in meetings over multiple years.

*"**The DART issue is at an impasse,**" Rex said. "The letter confirmed what we had long suspected — they had different motives all along. They're not acknowledging the work that's been done. They're dismissing it."*

Rex also expressed concern about DART's recent letter in the city council work session. He echoed Hedrick's point that the letter read like an "ultimatum."

"The letter really acknowledged what we suspected to be true, that DART was essentially positioning themselves with the General Mobility Program to try to pass something that would really prevent a legislative route from being pursued," Rex said. "DART makes it very publicly clear in that letter that they had some different motives."

Garland officials, like others in Plano and Carrollton, have supported legislative reform efforts. Senate Bill 2118 would have required equal board representation among DART member cities. House Bill 3187 would have allowed cities to divert 25% of their sales tax revenue from DART to local transportation projects. DART officials opposed both bills, with spokesperson Jeamy Molina previously telling *The Dallas Express* the legislation "would have killed DART."

Broken Promises and Board Silence

Councilman Jeff Bass accused DART of "reneging" on commitments made to Garland and other cities.

"They made promises, and then immediately reversed course — with no warning whatsoever," he said.

Councilwoman Carissa Dutton called the agency's behavior "extortion."

"DART has been like the worst, narcissistic relationship we've ever been in as a city," she said. "You're not the boss of us — we give you a lot of money. You're not going to give us some extortion deadline. What in the world?"

Councilman B.J. Williams echoed the frustration.

"If we continue to do nothing, they're going to continue to do nothing."

Leadership Under Fire

The resolution comes as pressure builds on the DART Board of Directors, now facing criticism from multiple cities.

Slagel's letter was copied to DART CEO Nadine Lee, Chief Communications Officer Jeamy Molina, and Michael Morris, Director of Transportation for the North Central Texas Council of Governments.

"Michael had no knowledge of the letter, nor did he see it beforehand," said NCTCOG Spokesman Malcolm Mayhew to *The Dallas Express*.

The Dallas Express has reached out repeatedly to all 15 board members for comment on allegations of political coercion, fiscal mismanagement, and rising crime. None has responded.

Slagel's letter required participating cities to pass a resolution by **August 31** in order to receive GMP funds. Garland is not a GMP recipient but objected to the strings attached — especially since DART had previously approved the GMP with no such conditions.

"These are new, unexpected demands," Rex said. "It's an about-face from what we were told by CEO Nadine Lee."

What Comes Next

Some cities may explore exiting DART entirely in 2026, when the next opt-out window opens. Garland is not alone — **Plano, Carrollton, Farmers Branch, Irving, and Highland Park** have all raised concerns about board structure, funding disparity, safety, and service reliability.

As *The Dallas Express* continues its investigation into DART's leadership, financial priorities, and governance structure, the agency's silence — and mounting suburban backlash — are becoming impossible to ignore.

HOUSTON CHRONICLE

MAJOR RAIL SERVICE CONNECTING TEXAS TO OKLAHOMA GETS $3.5M IN FUNDING

By Timothy Malcolm
July 23, 2025

A service connecting Texas to its neighbor to the north will stay alive for at least one year thanks to some last-minute funding. The North Central Texas Council of Governments' (NCTCOG) Regional Transportation Council approved $3.5 million earlier this month to keep Amtrak's Heartland Flyer trains on the tracks.

The Heartland Flyer, which spans 206 miles between Fort Worth and Oklahoma City, was in danger of being dropped after it didn't receive funding from the Texas Legislature's last session. The Flyer would've ended service in October if the funding didn't come in by June 30. But the NCTCOG, a regional planning assistance organization that works in areas including the Dallas-Fort Worth metroplex, continued to work to secure funding and did so on July 10, according to reports.

The funding lasts for one year, and it represents the minimum amount required to keep the Flyer in service. The Legislature rejected funding it since the route cost increased over the last year. Oklahoma paid $4.5 million to maintain service, and Texas was on the hook for the $3.5 million. (In years past, the Lone Star State chipped in $2.5 million.)

"We are thankful that the North Central Texas Council of Governments recognizes the important of intercity passenger rail and the benefits the cities and regions receive," Texas Rail Advocates President Peter LeCody said in a statement. "When passengers get off the train at Fort Worth

Central Station they spend money at tourism venues, lodging, local restaurants, local transportation and more. That train, the Heartland Flyer, brings in a lot of sales tax revenue to support city and regional entities."

Rail proponents say the Heartland Flyer will be critical as North Texas plays a major role in the forthcoming 2026 FIFA World Cup. AT&T Stadium in Arlington is slated to host nine matches-more than any other venue-during the month-long tournament spanning the North American continent. Other officials cited increased congestion on Interstate 35 as a reason to maintain funding for the route.

The route runs once in each direction daily and stops in outposts including Gainesville, Texas; and Purcell and Norman, Okla. Texas Rail Advocates have estimated that the route serviced about 80,000 passengers last year.

Meanwhile, there's some motion to expand the Heartland Flyer into Kansas; officials in the Sunflower State announced plans to potentially develop the extension from Oklahoma City north to Newton, Kan., according to a report by the Wichita Eagle. The new round of funding keeps those plans in play, the Eagle reported.

"While this funding does not directly impact expansion into Kansas, we are aware that discussions about long-term service and potential routes north from Oklahoma continue among partner agencies and stakeholders," read a statement from the Kansas Department of Transportation to the Eagle.

THE DALLAS MORNING NEWS

BULLET TRAIN INVESTOR: DALLAS TO HOUSTON HIGH-SPEED RAIL IS SHOVEL-READY

Local, state and federal leaders must determine the mix of public-private funding needed to complete the project

By John Kleinheinz
July 22, 2025

The potential Dallas station for a North Texas-Houston high-speed train could be atop or near Interstate 30 on the southern side of downtown. High-speed rail makes sense in Texas and, when done right, across the United States as we embark on this new American era of big thinking and “big, beautiful projects,” writes John Kleinheinz. (Texas Central Partners)

If you need proof that our state is a wonderful place to live, work and play, take a look at the rapid population increase Texas continues to experience. U.S. Census Bureau figures show that half of that growth is a result of people moving here from other places. And with all the advantages Texas offers, why wouldn’t they?

We’re a welcoming state but also a realistic one. We know Texas needs significant infrastructure to support growth, keep people moving and ensure that commerce keeps flowing.

About 50% of Texans live in or near Dallas and Houston, two principal business hubs that benefit everyone in our state. Now is the time for Texans everywhere to recognize the promise and practicality of high-speed rail, resolve any remaining concerns, work out the final details, and support what will arguably be the most significant Lone Star infrastructure and mobility improvement we’ll see in our lifetimes.

It's hard to argue against a train that can transport you from one of these cities to the other — 240 miles one way — in under 90 minutes. Compare that to sitting in traffic on Interstate 45, one of the most congested and dangerous highways in the country, or dealing with crowded airports, weather delays and rising airfares.

Greenlit by the first Trump administration, the Dallas-Houston high-speed rail project is now shovel-ready with a decade of pre-construction work completed at no cost to taxpayers, including initial permitting and land acquisition. The project is a model for sustainable infrastructure: It will reduce highway congestion and emissions while delivering thousands of construction and long-term operations jobs.

A recent Boston Consulting Group study confirms that Texans are overwhelmingly in favor of the project. President Donald Trump has communicated clear support for a high-speed route with a build-out plan that stays on time and on track. High-speed rail makes sense in Texas and, when done right, across the United States as we embark on this new American era of big thinking and "big, beautiful projects" championed by the Trump administration. In 2024, Trump told *Newsweek* that it doesn't make sense for America not to have high-speed rail and noted that the U.S. lags behind Japan, China and Europe in this area.

Texas Central fully supports the Trump administration's decision to pull funding from Amtrak and agrees that this project should be led by the private sector. The next step is for local, state and federal leaders to work together and determine the mix of public-private funding that will see the project through to completion. Public-private funding solutions are viable and similar to those used in building the stadiums of America's professional sports teams.

The money is there. It can come from the Jobs Act, via other relevant entities such as the Japanese, and of course through continued private backing. And Texas high-speed rail will rely on a user-pay model, which makes much more sense than solely depending on taxes to further highway expansion.

Look at the state and federally funded I-45 downtown Houston renovation, a 24-mile undertaking now estimated to require more than $13 billion in costs and 18 years to complete. In contrast, the entire Dallas-to-Houston high-speed rail needs only seven years of construction, putting Texans on the fast track in record time.

I have been involved in this project for 10+ years and now, as the sole project sponsor, I believe more than ever that it's time to finish the job — ideally starting with rerouting California's federal rail funding to Texas, where we know how to stretch a dollar and efficiently manage a timeline.

Stalled for nearly two decades, California's high-speed rail costs have skyrocketed from the original 2008 estimate of $33 billion to build the entire 500-mile Los Angeles-to-San Francisco line. Today, the reduced 100-mile segment proposed from Merced to Bakersfield, which will not connect major business or population hubs, carries a build-out estimate of $35 billion, coincidentally the cost to finish the Dallas-to-Houston route. We can absolutely put the funds designated for California to better use here in the Lone Star State.

The future of high-speed rail across the U.S. can commence with this landmark project that, after 10 years of pre-construction progress and without a dime of federal funding spent to date, is ready to go. With the support of the Trump administration and collaboration from the world's

greatest engineering and infrastructure minds, groundbreaking is within easy reach. Innovation to bring high-speed rail to Texas and connect this major corridor is at the ready.

There's never been a better time to invest in our country's success. I'm calling for all parties to join Texans and the Trump administration in support. I have no doubt that this will be the first of many efficient, safe and cost-effective high-speed rail routes across our great nation.

John Kleinheinz is the chief executive of Kleinheinz Capital Partners, the leading investor of Texas Central, the company behind the high-speed rail.

DALLAS INNOVATES

NCTCOG'S TXSHARE AND CIVIC MARKETPLACE LAUNCH COMPETITIVELY BID AI CONTRACTS FOR LOCAL GOVERNMENT USE

By Lance Murray
July 23, 2025

Todd Little, Executive Director of the North Central Texas Council of Governments.

In collaboration with Civic Marketplace and the Alliance for Innovation, TXShare—the cooperative purchasing program of the Arlington-based North Central Texas Council of Governments (NCTCOG)—has awarded "the most comprehensive, competitively bid, nationally accessible AI contracts designed for local government use," the organizations said.

Civic Marketplace said that for the first time in cooperative purchasing history, government agencies can now rapidly deploy vetted, competitively awarded AI solutions and services, covering more than 70 individual use cases, without the need for new RFPs and with built-in options for supporting small and local companies.

"In a procurement landscape increasingly saturated by cooperative contracts that seem to reward participation over discernment, the real breakthrough here isn't just the scale—it's the standard," Todd Little, executive director of the North Central Texas Council of Governments, said in a statement. "We received 108 bids and awarded 77 qualified suppliers. That selectivity is by design. Our AI contract catalog is a rigorously curated marketplace of highly vetted suppliers. We are making it safe, efficient and effective for your organization to be at the leading edge of citizen service using AI."

Little, an Ellis County judge, was named executive director of NCTCOG in May, succeeding Mike Eastland as the organization's third executive director in its 59-year history.

Harnessing AI to streamline procurement and public services

Civic Marketplace is a venture-backed technology company transforming public sector procurement through cutting-edge innovation.

The two multi-awardee contracts available on Civic Marketplace cover AI Solutions and AI Consultancy and enable access to competitively bid, fully compliant AI tools and services handpicked for their quality, security, and alignment with civic values, Civic Marketplace said.

These contracts streamline procurement processes and reduce pressure on internal teams by removing the need to craft AI-specific RFPs, vet suppliers, and evaluate complex AI offerings, Civic Marketplace said. With strong representation of innovative startups and small businesses and 96% of suppliers with a national presence, agencies can support local economies while accessing cutting-edge AI and driving local economic impact.

“These contracts represent the start of a new era for local government procurement,” Little said. “The potential for AI to transform the delivery of public services is enormous. It is an opportunity to drive costs down while increasing value for residents, but the lift to procure responsibly in an extremely complex and fast-moving market can be overwhelming for agencies. These contracts, now available nationwide through Civic Marketplace, equip agencies with the tools for transformation and empower them to embrace a new era of innovation.”

Helping local governments begin their AI journeys

AI Consultancy provides expert services for AI strategy development, roadmap planning, feasibility studies, and training, with 35 awardees. The AI Solutions contract covers the deployment, integration, and ongoing support of AI technologies across various government functions, including critical areas like cybersecurity, with 42 awardees.

“Speaking to local government teams across the country, we know there’s massive interest in how AI can be used to deliver better, more cost-effective public services. But knowing how to get started is a real challenge,” Ron Holifield, co-founder and president of Civic Marketplace, said in a statement. “Civic Marketplace exists to help agencies overcome these obstacles by removing the traditional barriers that slow innovation.”

Holifield said the contracts can help agencies begin their AI journeys.

“We’re proud to have partnered with TXShare on these contracts, which will enable agencies to take their first steps into the AI-powered future with confidence. And by championing small and local businesses with these contracts, we’re not just fostering a more dynamic marketplace, we are directly contributing to stronger local economies as well,” Holifield said.

‘A win for trust, speed, and impact’

Parth Shah, CEO and co-founder of New York City-based software developer Polimorphic, said the new approach gives governments options.

“Local governments shouldn’t have to choose between compliance and innovation,” Shah said in a statement. “With this partnership, they get both. We’re using AI to streamline government workflows and communications, making resident services faster, more intuitive, and fully auditable. It’s civic tech that actually works for the public.”

Mary Frances Coryell, chief revenue officer of Citibot, said the program improves procurement.

“Every contract awarded is a promise to the public,” she added. “This partnership ensures that promise is kept—with tools that make procurement more responsive, transparent, and aligned with what residents actually need. It’s a win for trust, speed, and impact.”

THE DALLAS MORNING NEWS

TEXAS LAWMAKERS TAKE AIM AT CONTRACT LOBBYISTS HIRED BY LOCAL GOVERNMENTS

By Tracey McManus and Devyani Chhetri
July 25, 2025

Over the last two years, lobbyists hired by the city of Dallas have gone to Austin to advocate on issues from flood control to homeless services, and flex their influence to secure millions of dollars for projects such as the new police academy.

The outreach has cost taxpayers around $794,000 since 2023, which officials say is necessary to fight for the interests of constituents and monitor policy that directly affects municipalities in Texas.

But a bill moving through the Texas Legislature aims to bar local governments from using public funds to pay lobbyists or organizations that lobby for their members — a longtime goal of conservative lawmakers that has failed in previous attempts but is getting renewed focus in the special session that began Monday.

If the bill becomes law, cities, counties and school districts would be unable to hire lobbyists to influence the Legislature, instead having to rely on elected officials or internal staff to navigate thousands of bills filed each session and push for critical funding.

Before Senate Bill 12 cleared a committee Tuesday, Sen. Mayes Middleton, R-Galveston, one of its eight authors, called the practice “unethical” and took issue with local governments paying lobbyists to fight “against things that our voters support” like property tax reform and school choice. The bill, which has multiple House companions, is now awaiting a vote by the full Senate.

“Frankly, Texans are being forced to subsidize speech that they fundamentally disagree with,” Middleton said.

But government and school officials who rely on professionals to help them translate the more than 11,000 bills filed by legislators say the ban is a form of censorship that weakens their ability to influence policy while businesses and special interests will continue pushing their priorities through lobbyists.

While the bill would prohibit public money for dues to city and county organizations to lobby for members, it excludes law enforcement associations that also hire lobbyists. Middleton did not respond to questions submitted to his staff asking why the bill’s ban would not apply to law enforcement associations.

“Let’s call it what it is: a politically motivated, coordinated attempt to silence local voices,” Karnes City ISD trustee Alex Kotara testified Tuesday. “It strips away local control and shuts out small communities and local governments from the legislative process.”

Texas law already prohibits local governments and agencies from using state money to pay for lobbying, but advocates have long pushed for this ban on using any form of public funding.

Middleton has filed a bill against taxpayer-funded lobbying every session since 2019, but each proposal died in the House. The measure gained momentum as Gov. Greg Abbott made a ban a priority for this special session.

The bill would bar public funding for any local government organization that contracts with registered lobbyists, but Middleton suggested it would not prohibit those groups from assisting cities, counties and schools in tracking legislation and analyzing bills. It also would not prohibit elected officials or their staff from advocating for or against issues in Austin as long as they are not paid lobbyists.

“We don’t need an Austin lobbyist middleman between us and our local elected officials. That’s our job to represent our constituents directly,” Middleton said Tuesday.

Keeping tabs on marathon deliberations may be a challenge for local officials who don’t have the expertise on subject matter being considered nor the resources to drive to Austin multiple times in a legislative session. Cities and school districts hundreds of miles from Austin often rely on lobbyists or associations to ensure their positions are represented.

“This bill places an undue burden on local elected officials ... who are meant to serve in the community,” Dallas City Council member Cara Mendelsohn wrote in a letter to lawmakers. She said local officials should not be “missing from our communities in favor of navigating the complex landscape of political dealings and state legislation in Austin.”

Not everyone who engages with lawmakers has to register as a lobbyist — the threshold is complicated but involves criteria such as whether an individual buys meals or gifts for those they lobby or spends more than 40 hours a quarter on such work.

Cities, counties, school districts and special districts in the state spent between $39.2 million and $98.6 million on contract lobbying during the 2023 Legislative session, according to an analysis of state records by the Texas Public Policy Foundation, a conservative think tank that calls for less government spending and supports free-market values. That figure is based on ranges filed with the Texas Ethics Commission.

But the cost-benefit analysis involves more than just what local governments spend on hiring lobbyists.

In a Sept. 2023 briefing, Clifford Sparks, Dallas’ legislative director, told council members that lobbying on the state level had brought back $213 million in appropriations and grants to the city since 1995.

James Quintero, policy director of Texas Public Policy Foundation, has questioned Dallas’ use of contract lobbyists while also maintaining an office of government affairs and employing a state legislative director, whose role is housed in the city attorney’s office.

In the current fiscal year, the city set aside $397,700 for outside state lobbyists, while budgeting more than $862,000 for its in-house government affairs staff. Meanwhile, the state legislative director in the city attorney’s office is paid $105,000 annually.

Dallas City Council member Paula Blackmon said if the same contract lobbyists were hired as full-time staff, the city would not only have to foot the bill for their services but also their pension and benefits.

“We’re getting these folks at a discount and they’re very skilled,” she said.

Blackmon said recent floods in the Hill Country have prompted cities to ask for more state support when it comes to flood control, and cities tend to rely on specialized expertise that lobbyists provide.

“I’m not a technical expert, so I am not the person to talk about water planning,” Blackmon said. “I’m the person that can talk about what water means to a region, what it means to our city.”

Curbing local influence?

Cal Jillson, a political science expert at Southern Methodist University, said the measure appears to be an attempt to curb local influence to the detriment of smaller, under-resourced cities that do not have the budget to hire an in-house legislative employee.

The majority of lobbyists operating in Austin are people who have worked in the governor’s office or with powerful legislators, Jillson said. They know the process and the people making decisions.

“You have the state government shouting at local governments, and you’re forbidding local governments even to whisper back,” Jillson said.

The bill, however, would not impact private businesses and special interest groups that use their muscle and unlimited budgets to push policy.

For example, SpaceX and Tesla executive Elon Musk was able to exert broad influence through his lobbyists to advance his space program and car company in Texas this session despite local concerns, highlighting the perennial push and pull between private and public interests.

“Private parties have a constitutionally protected right to lobby their government to fix problems,” Quintero said. “On the other hand, government does not have this right. In fact, government does not have any rights at all. It only has powers.”

Kevin Brown, executive director of the Texas Association of School Administrators, said about $11 of the dues each of his members pays goes toward lobbying for their interests. He said it’s a more efficient way for his members to communicate concerns to lawmakers.

“You can’t even park at the Capitol for that amount of money let alone travel, stay there three nights in a hotel, and that’s if you’re doing one bill for one day,” Brown said.

Perhaps the clearest divide between opponents and supporters of the bill has centered on hot-button issues such as public education.

After years of pushback from Democrats and Republicans representing rural areas, Abbott prevailed this year in passing legislation that sets Texas up to have one of the largest school-choice programs in the country, which allows the use of public money to pay for private school.

The Texas Association of School Boards forcefully opposed the school choice legislation and would be among the organizations affected if lawmakers ban local governments from paying it to lobby on their behalf. The association declined to comment.

Different vendors, educational institutions and special interests also lobby legislators to support their positions on curriculum, testing or student development.

This year, Dallas' own legislative priorities centered on protecting local autonomy. The City Council backed efforts around the pension plan for police and fire departments, maintaining full funding for Dallas Area Rapid Transit, growing the housing stock, spurring homeownership and investing in green infrastructure, among others.

But Quintero also raised concern over Dallas' lobbying efforts on "the green agenda" for solar power and electric vehicles along with diversity, equity and inclusion efforts.

"It matters what governments are lobbying for (and) against, but it matters more that they're even engaged in the practice to begin with," Quintero said.

Support for the bill has also come from an entity involved in protecting First Amendment rights and press freedom in the state.

Donnis Baggett, executive vice president of the Texas Press Association, cited how organizations such as the Texas Municipal League and the Texas Association of Counties have lobbied to weaken the state's public information act and open meetings laws to erode transparency and accountability.

"Our position is it's not fair to take our tax money and to pay people to lobby and to legally campaign against your access to your government," Baggett said.

The city of Dallas spends $63,671 in annual membership fees to the Texas Municipal League and pays fees to other organizations such as the National League of Cities and North Central Texas Council of Governments. It is unclear what part of that money is used primarily for lobbying.

The Texas Municipal League declined to comment and the Texas Association of Counties did not respond to two emails requesting comment.

FORT WORTH REPORT

TRINITY METRO ON-DEMAND SERVICE RESTORED

By Eric Garcia
July 24, 2025

Trinity Metro's On-Demand rideshare program provided service to more than 50,000 passengers in June 2025. (Courtesy image | Trinity Metro)

Trinity Metro On-Demand van rideshare service is rolling again with replacement vehicles after a national recall on certain airbags disrupted the program for more than a week.

The service was fully restored July 23, Fort Worth transit agency officials announced.

“The agency worked closely with Via, the contractor for On-Demand service, to ensure minimal disruptions and to resume operations as quickly as possible,” Trinity Metro said in a statement. “As always, customer safety is of the utmost importance.”

The On-Demand service was disrupted on July 14 after Chrysler issued a national recall for side curtain airbags installed in more than 250,000 2022-2024 models of Voyager and Pacifica vehicles.

Aaron Guilbeau, director of operations for Via, said there were no known safety issues in Fort Worth associated with the recall.

Trinity Metro uses some of the Chrysler vehicles in its On-Demand fleet as well as other minivan models.

Some of the agency's recalled black Trinity Metro-branded vans were replaced with white Honda minivan models adorned with stickers. Some replacement vehicles were put into service on July 14, the day after agency officials announced limited service on its app.

Guilbeau said Trinity Metro On-Demand and Via started working on a plan to replace vehicles as quickly as possible to ensure minimal service disruptions once a provider notified officials about the recall.

"Not all of the vehicles in service will have the same look because they are temporary additions to the fleet," Trinity Metro said in its statement. "Riders should match the license plate shown in the app to the vehicle that arrives."

Trinity Metro On-Demand, similar to Uber or Lyft, operates in six Fort Worth zones, from the southern portion of the city to the Alliance area near Denton County. Each ride costs $2.

More than 50,000 people used the On-Demand service in June 2025, down slightly from the 53,038 passengers recorded in the previous month, agency data shows.

CITY OF ADDISON

ADDISON COUNCIL RECEIVES COTTON BELT TRAIL UPDATE

By Staff
July 28, 2025

At the July 22 meeting, Council received a presentation from Deputy Director Ashley Shroyer highlighting progress on the Cotton Belt Trail. The presentation detailed the project's history; the Addison City Council, North Central Texas Council of Governments (NCTCOG), and Regional Transportation Council (RTC) action dates; and specifics on the trail's alignment, crossings, and funding.

This 57-mile trail is designed as a regional expressway for active transportation, serving cyclists, pedestrians, and other nonmotorized users. It is a partnership between NCTCOG, the RTC, DART, Dallas County, and local municipalities.

There are three major segments in Addison:

Midway Road Bridge

While designated as Phase One, this will be the second segment constructed. It is funded through a $12.2 million grant from NCTCOG's Regional Transportation Alternatives program with no local match required. Design on this section, which will be built between Wheeler Bridge and the new Silver Line crossing, has been completed.

Surveyor Boulevard to Dallas North Tollway

The segment from Midway Bridge to the Dallas North Tollway has been awarded $7.1 million through TxDOT's Transportation Alternatives Funding Program and requires a $307,469 local match. Dallas County is also contributing over $700,000 to this section. The trail will be 12 feet wide in most places, but 14 feet wide between Addison Road and Quorum Drive. This will be the first phase completed, and construction recently got underway near the Silver Line station.

Midway Bridge to Marsh Lane

The segment from Midway Bridge to Marsh Lane is currently unfunded, though a funding request has been submitted to the TxDOT Transportation Alternatives program. Design and construction documents have been completed.

Funding for trail amenities is still to be determined.

FORT WORTH REPORT

NORTH TEXAS FUNDS WILL HELP COLLEYVILLE MAINTAIN TRAFFIC SIGNALS ON STATE HIGHWAY 26

By Eric Garcia
July 28, 2025

Colleyville is getting financial help to maintain State Highway 26/Colleyville Boulevard traffic signals for the next five years.

The Regional Transportation Council approved up to $150,000 for the city to maintain 10 traffic signals on the road.

Colleyville officials worked with the Texas Department of Transportation to convert the corridor from the state highway system to municipal operation.

“As part of this conversion, the city of Colleyville has requested funding to maintain 10 traffic signals within the city along this corridor,” a report from the North Central Texas Council of Governments said.

The Regional Transportation Council, a 45-member independent policy group of the council of governments, approved the measure at its July 10 meeting.

Christie J. Gotti, senior program manager for transportation funding at the council of governments, said Colleyville agreed in 2016 to take over the traffic signal maintenance as part of a deal with TxDOT, Tarrant County, Colleyville and the council of governments following cost overruns on Highway 26 reconstruction.

“Turning over segments of mostly farm to market (roads) and urbanized state highways is not unusual and is done so that local entities can develop a given corridor to their preferences,” TxDOT spokesperson Val Lopez said.

The maintenance funds will total about $30,000 a year, or $3,000 per traffic signal. The intent of the funding is to ensure Colleyville has the staffing to manage and maintain the traffic signals in-house, officials said.

State Highway 26 in Colleyville recently was reconstructed from John McCain Road to Brown Trail into a six-lane roadway with a raised curb median.

The project, launched in 2016 and completed in 2019, included new drainage system improvements, more than 4 miles of 8-foot-wide sidewalks, eight signalized intersections and a bridge over Little Bear Creek. The project had substantial financial overruns, officials said.

Colleyville motorists think improvements can still be made at some of the State Highway 26 intersections.

“Sure wish the light at Brown Trail and 26 had a flashing left turn signal to turn onto Brown Trail,” Adam Owens wrote in a July 25 Facebook post. “I spend a quarter of my life just sitting at that intersection waiting for a green light when there’s no traffic coming.”

Roxanna Berg Edwards posted on Facebook that improvements are also needed at other Highway 26 intersections. Motorists, she said, “come flying down from Center Park in front of Sonic” near the Centerpark Drive intersection at SH 26.

“They need better signage showing the far right lane is only turning,” she wrote. “They run up on it then shoot to the left. Have seen so many near accidents.”

GOVERNMENT TECHNOLOGY

TEXAS CITIES GAIN ACCESS TO CURATED COLLECTION OF AI VENDORS

By Skip Descant
July 24, 2025

Cities in Texas — and across the nation — shopping for artificial intelligence technology vendors have a new marketplace to turn to, with vendors that have been vetted by public-sector tech officials.

The North Central Texas Council of Governments (NCTCOG) and its purchasing program known as TXShare, have put together a list of 77 suppliers serving more than 70 use cases, ranging from payment analysis to cybersecurity, resident engagement, public safety and more. This marketplace frees member cities from the job of drafting complex RFPs with specs in an area they may have little knowledge.

The project is a collaboration among NCTCOG, Civic Marketplace and the Alliance for Innovation.

If a city goes the route of issuing their own RFP, "they're going to have to do all the specs themselves, which is a significant lift," said Al Hleileh, CEO for Civic Marketplace, which operates as the technical backbone for TXShare, and aided in some of the research behind the project.

The platform "gives [cities] the ability to … sift through a number of suppliers, get quotes in quick time, and get a competitive, cost-efficient bid. Because it gives you, like, that marketplace function," said Hleileh.

Some of the contracts available on the TXShare platform cover AI technology solutions, which includes 42 awardees in critical areas like cybersecurity; and AI consultancy, which includes 35 awardees in areas such as AI strategy development, training or planning. The companies include "a strong representation of innovative startups and small businesses," according to an NCTCOG press release.

"We received 108 bids and awarded 77 qualified suppliers," explained Todd Little, executive director of the North Central Texas Council of Governments, in a statement.

"Our AI contract catalog is a rigorously curated marketplace of highly vetted suppliers," said Little, in the statement. "We are making it safe, efficient and effective for your organization to be at the leading edge of citizen service using AI."

The marketplace project is in many respects a response to what the NCTCOG was hearing from its member cities, said Hleileh, as he recounted the rapid growth of AI in government, as well as a lack of guardrails around what AI tools to use and how to use them.

"There is this technical capacity that potentially a lot of these entities do not have, in terms of people well versed in AI, in data governance, in interoperability," Hleileh reflected. "And so

there's [a] dearth of information, yet now, there is a pervasiveness of these tools."

The reach of TXShare is extensive. Local governments and nonprofits from across the country can become members. The North Central Texas Council of Governments includes 16 counties, 226 cities, 23 school districts and 38 special districts.

The rapid advancement of technology is part of what's fueling the demand for platforms like TXShare, which is strongly focused on technology contracts, said Hleileh, adding, TXShare takes "real pride and diligence in their procurement practice."

"It's not like a 'need for speed.' They do their diligence," Hleileh remarked. "They really speak to the member community. And they really spec well."

Other resources for cities stepping into the AI technology space include the GovAI Coalition, formed in 2023, and already includes some 1,700 professionals from about 550 government organizations. The coalition offers guidance around public-sector AI policies and practices.

Regional Transportation Council

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

July 3, 2025

The Honorable Sean Duffy
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Duffy:

The North Central Texas Council of Governments (NCTCOG) and the Regional Transportation Council (RTC) together serve as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area. As the Dallas-Fort Worth MPO, we work closely with federal, state, and regional partners to plan transportation projects and implement programs that will improve air quality, increase mobility, and encourage more efficient land use. NCTCOG was successful in applying for and winning several competitive grant applications through the United States Department of Transportation.

NCTCOG understands that pursuant to Executive Orders signed in January, federal agencies were undergoing a 90-day review process to review grant-related items. Since the 90-day review period has concluded, NCTCOG appreciates the receipt of approval to move forward with grants included in Attachment 1. NCTCOG is requesting an update on the grants included in Attachment 2, those awarded to NCTCOG, and Attachment 3, NCTCOG-assisted Local Government applications that have not yet received approval to proceed. Additionally, as NCTCOG awaits final notification from the various operating agencies, NCTCOG remains committed to the successful implementation of these grants.

The RTC and NCTCOG look forward to continuing to work with USDOT, the Federal Highway Administration, and the Federal Transit Administration. We appreciate USDOT's continued support of transportation projects in the Dallas-Fort Worth region. Please do not hesitate to reach out to me, at mmorris@nctcog.org or (817) 695-9241 if additional information or documentation is needed from NCTCOG.

Sincerely,

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

EB:tmb

cc: Gloria M Shepherd, Executive Director, Federal Highway Administration Headquarters
Gail Lyssy, Regional Administrator, Federal Transit Administration, Region 6
Edward Ofori, Acting Division Administration, Federal Highway Administration Texas Division

Attachment 1. Competitive Grants Submitted by NCTCOG with Approval to Proceed

Funding Agency	Project Name	Application Number	Executed? Yes/No	Obligated? Yes/No	Agreement Amount (Total = Federal + Match)
Federal Highway Administration	Improved Bicycle/Pedestrian Routes to Rail & Transit Technology Upgrades	WS00878702	No	No	$43,750,000 (approved to proceed on 6/25/2025)
Federal Highway Administration	Crossing Students Safely in the Dallas-Fort Worth Region (CroSS-DFW)	N/A	No	No	$6,000,000 (approved to proceed on 5/19/2025)
Federal Highway Administration	AllianceTexas Inland Port Project	WSO1163309	No	No	$261,823,699 (approved to proceed on 5/21/2025)
Federal Highway Administration	East Lancaster Avenue Complete Streets and Transit Technology Project	WS01040973	No	No	$182,000,000 (approved to proceed on 5/21/2025)
				TOTAL	**$493,573,699**

Attachment 2. Status on Competitive Grants Submitted by NCTCOG

Funding Agency	Project Name	Application Number	Executed? Yes/No	Obligated? Yes/No	Agreement Amount (Total = Federal + Match)
Federal Transit Administration	Enhancing Mobility within the Southern Dallas Inland Port	WS00739132	No	Pre-award Authorized	$11,897,600
Federal Transit Administration	Trinity Railway Express Transit Oriented Development Strategic Plan	WS01392940	No	No	$1,000,000
Federal Highway Administration	North Texas Equitable Electric Vehicle Infrastructure	WS01114915	Yes	Partial, $14m obligated	$17,990,529
Federal Highway Administration	Texas Hydrogen and Electric Freight Infrastructure Project	WS01114930	Yes	Partial, $31m obligated	$87,500,000
				TOTAL	**$118,388,129**

Attachment 3. Status on Competitive NCTCOG Assisted Local Government Grant Applications

Funding Agency	Project Name	Application Number	Executed? Yes/No	Obligated? Yes/No	Agreement Amount (Total = Federal + Match)
Federal Highway Administration	Dallas County Inland Port (DCIP) Multimodal Connectivity Project *Submitted by Dallas County*		No	No	$87,015,000 (approved to proceed on 06/02/2025)
Federal Highway Administration	Martin Luther King (MLK), Jr. / Cedar Crest Boulevard Complete Street & Safety Upgrades Project *Submitted by City of Dallas*	WS00958235	No	No	$27,250,000
				Sub-total of approved to proceed projects	$87,015,000
				TOTAL	**$114,265,000**

Regional Transportation Council

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

June 3, 2025

Gary A. Slagel
Chairman, DART Board of Directors
Dallas Area Rapid Transit
1401 Pacific Avenue
Dallas, TX 75202

Dear Chair Slagel,

The purpose of this communication is to provide feedback on recent DART Board resolutions sent to us on March 26, 2025. Section 8 specifically requests an additional funding partnership between DART and the Regional Transportation Council (RTC).

Durning the mediation process I maintained staff's position that we would request RTC funding to help fund your financial commitments only if parties positively responded to the RTC's frequent communication that the issues between DART and DART member cities be resolved through mediation and not through legislation.

Since those cities elected to maintain a legislative path, as stated previously, staff will not be requesting financial assistance of the RTC.

On April 24, HB 3178 was presented in the Transportation Committee in the Texas House. This letter documents this preferred mediation process, applauds your participation, and thanks the dedication of Dallas County Judge/RTC Chair Jenkins. My suggestion is you review your current financial commitments considered in your resolution knowing staff's position not to pursue RTC funding.

You have been a strong partner with us in the FIFA 2026 World Cup and because of the high risk to your funding, our revenue will be reserved for FIFA World Cup commitments made by our office.

As you reflect on your resolution, I humbly request a revised position that eliminates risk to our nine FIFA events, including the FIFA World Cup International Broadcast Center in downtown Dallas. You may consider allocating cost of new transit services to requesting member cities before finalizing cash payments.

P.O. Box 5888 • Arlington, Texas 76005-5888 • (817) 695-9240 • FAX (817) 640-3028
http://www.nctcog.org/trans

I believe new legislation should be presented to the 90th Legislature that resolves a host of concerns including transportation authorities' boundaries that match the needs of a 12-million-person region in only 25 years.

Sincerely,

Michael Morris, P.E.
Director of Transportation

cc: Clay Lewis Jenkins, Chair Regional Transportation Council/Dallas County Judge
Nadine S. Lee, DART, President & Chief Executive Officer

Regional Transportation Council

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

June 24, 2025

The Honorable Sean Duffy
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Duffy:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth area, I am pleased to support Dallas Area Rapid Transit's (DART) application for funding through the FTA's Buses and Bus Facilities Program to advance the Northwest Bus Operating Facility (NWBOF) Project.

The NWBOF is a critical component of DART's transit network, housing and maintaining the largest share of its bus fleet—currently 190 Compressed Natural Gas 40-foot transit buses. This facility has been in continuous operation for more than 40 years and is now at the end of its useful life. Modernization is essential to sustain safe, reliable service, and meet future operational demands. The proposed project will deliver targeted upgrades to both the transportation and maintenance buildings, improving safety, operational efficiency, and resilience. These enhancements support DART's long-term strategic goals and align with national priorities for infrastructure renewal, workforce safety, and service reliability.

Importantly, this investment will directly benefit communities in the North Central Texas region, including those located within federally designated Opportunity Zones. By improving the reliability and efficiency of public transportation in underserved areas, the project promotes access to employment, education, and essential services for riders throughout DART's 700 square mile service area.

This project is consistent with the policies and programs of Mobility 2050: The Metropolitan Transportation Plan for North Central Texas. If the project receives funds, the RTC will support its inclusion in the 2025 - 2028 Transportation Improvement Program for North Central Texas, as needed.

Again, the RTC supports the 2025 Buses and Bus Facilities Program application submitted by DART for the NWBOF project. If you have any questions about this project, please contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

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

JN:cc

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

Regional Transportation Council

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

July 10, 2025

The Honorable Sean Duffy
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Duffy:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth area, I am pleased to support Dallas Area Rapid Transit's (DART) application to the Federal Transit Administration's (FTA) Low or No Emission Vehicle Program.

DART is a critical regional mobility provider, delivering 48.7 million unlinked passenger trips in 2023, including 24.8 million bus trips. Even as the region recovers from the COVID-19 pandemic, DART has restored approximately 87% of pre-pandemic service miles and 84% of service hours—demonstrating its essential role in ensuring access to transportation and opportunity.

Through this application, DART seeks funding to advance its Fleet Transition Plan by replacing aging compressed natural gas (CNG) buses that have reached the end of their useful life. Specifically, the project will retire 186 CNG buses placed into service in 2013 that are now experiencing growing reliability issues and increasing maintenance costs. The replacement vehicles will incorporate the latest advancements in CNG engine technology, resulting in improved fuel efficiency and reduced emissions—while continuing DART's commitment to operating on 100% renewable natural gas.

DART currently operates 570 buses, of which 562 are CNG-fueled. The proposed investment directly supports DART's continued transition to low-emission vehicles and aligns with FTA priorities in the following ways:

- **Safety**: New vehicles will improve reliability and reduce breakdowns, enhancing the safety of riders and operators alike.
- **Modernization**: Replacing aging vehicles ensures that DART can continue delivering high-quality service while incorporating more efficient and environmentally responsible technologies.
- **Economic Opportunity**: This project supports regional job access, economic mobility, and transit accessibility by maintaining essential services in one of the nation's largest metropolitan areas.

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 2025 FTA Low or No Emission Vehicle Program application submitted by DART for its Fleet Transition Plan. If you have any questions about this project, please contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

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

JN:kw

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

Regional Transportation Council

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

July 3, 2025

The Honorable Sean Duffy
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Duffy:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth area, I am pleased to support Denton County Transit Authority's (DCTA's) application for funding through the FTA's Buses and Bus Facilities Program to purchase three 35-foot diesel transit buses, in support of its Bus Replacement and Fleet Modernization Program. As Denton County continues to grow, so does the demand for dependable transportation. The purchase of these buses will help ensure DCTA is able to continue providing safe, reliable, and cost-effective transit options for access to jobs, healthcare, educational institutions, and other key destinations. Replacing aging buses with modern vehicles will improve safety, service reliability, and efficiency and reduce bus maintenance costs.

DCTA is committed to delivering cost-effective transit solutions that serve as many passengers as possible. These services include fixed-route bus service, on-demand rideshare, the A-train commuter rail, and regional commuter bus connections. DCTA is advancing innovative solutions in the transit industry, utilizing trip data from its micro transit service to make investments in additional fixed route bus service, resulting in a ridership increase of more than 50% in 2025. Denton County is one of the fastest growing counties in the nation and DCTA is exceeding industry norms by having returned to its pre-pandemic ridership in only three years. These buses will ensure the health of DCTA's overall fleet so that the agency can continue to deliver safe, high-quality service.

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 2025 Buses and Bus Facilities Program application submitted by DCTA for the purchase of three transit buses. If you have any questions about this project, please contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

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

JN:kw

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

Regional Transportation Council

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

July 10, 2025

The Honorable John Carter
U.S. House of Representatives
2208 Rayburn House Office Building
Washington, DC 20515

The Honorable Jake Ellzey
U.S. House of Representatives
1721 Longworth House Office Building
Washington, DC 20515

The Honorable Michael Cloud
U.S. House of Representatives
304 Cannon House Office Building
Washington, DC 20515

The Honorable Veronica Escobar
U.S. House of Representatives
2448 Rayburn House Office Building
Washington, DC 20515

The Honorable Henry Cuellar
U.S. House of Representatives
2308 Rayburn House Office Building
Washington, DC 20515

Dear Representatives Carter, Cloud, Cuellar, Ellzey, and Escobar:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area, and the North Central Texas Council of Governments, thank you for your leadership in the United States Congress. In advance of the July 17 House Appropriations Committee consideration of the Fiscal Year 2026 Transportation Housing and Urban Development bill, the RTC requests your support for the safe and efficient movement of spectators and tourists attending the 2026 FIFA World Cup.

A $400 million bipartisan appropriations request was made by Representative Sharice Davids and Representative Buddy Carter to support assistance for transit agencies. Adequate funding is critical to ensure that transit systems can meet the heightened demand for safety, security, and efficiency. This includes increased passenger capacity, extended service hours, additional personnel, enhanced transit security, and essential improvements to tracks, stations, and other infrastructure. While federal funding has already been allocated through Budget Reconciliation to address security-related needs for the World Cup, no such funding has been designated for the transit agencies responsible for moving millions of spectators, workers, and residents.

The 2026 World Cup will be one of the largest sporting events in history, with the United States hosting 78 matches across 11 cities over a 39-day period. Houston and the Dallas-Fort Worth region will both host matches and all eyes will be on the State of Texas. The tournament's anticipated economic impact of over $17 billion will rely on the successful movement of people across our cities. Investments in our public transit agencies will ensure the safety and efficiency of transportation for the events and beyond.

We appreciate your leadership and ask that you support funding in the final Fiscal Year 2026 funding package. Thank you for your time and consideration. The RTC, with the entire Dallas-Fort Worth region, looks forward to welcoming FIFA World Cup participants and visitors in 2026. If you have questions, please contact me at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

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

RG:kw

Regional Transportation Council

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

July 10, 2025

The Honorable Tony Gonzales
U.S. House of Representatives
2239 Rayburn House Office Building
Washington, DC 20515

Dear Representative Gonzales:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area, and the North Central Texas Council of Governments, thank you for your leadership in the United States Congress. In advance of the July 14 House Appropriations Subcommittee markup of the Fiscal Year 2026 Transportation, Housing and Urban Development bill, the RTC requests your support for the safe and efficient movement of spectators and tourists attending the 2026 FIFA World Cup.

A $400 million bipartisan appropriations request was made by Representative Sharice Davids and Representative Buddy Carter to support assistance for transit agencies. Adequate funding is critical to ensure that transit systems can meet the heightened demand for safety, security, and efficiency. This includes increased passenger capacity, extended service hours, additional personnel, enhanced transit security, and essential improvements to tracks, stations, and other infrastructure. While federal funding has already been allocated through Budget Reconciliation to address security-related needs for the World Cup, no such funding has been designated for the transit agencies responsible for moving millions of spectators, workers, and residents.

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We appreciate your leadership and ask that you support funding in the final Fiscal Year 2026 funding package. Thank you for your time and consideration. The RTC, with the entire Dallas-Fort Worth region, looks forward to welcoming FIFA World Cup participants and visitors in 2026. If you have questions, please contact me at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

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

RG:kw

P.O. Box 5888 • Arlington, Texas 76005-5888 • (817) 695-9240 • FAX (817) 640-3028
http://www.nctcog.org/trans

GREATER
OKLAHOMA CITY
CHAMBER

July 18, 2025

Rick Bailey, Chair of Regional Transportation Council
North Central Texas Council of Governments
Centerpoint II
616 Six Flags Drive
Arlington, TX 76011

Dear Commissioner Bailey:

On behalf of the Greater Oklahoma City Chamber, I am writing to express our gratitude to the leadership and staff of the North Central Texas Council of Governments for stepping up to identify a creative funding solution to continue operating the Heartland Flyer passenger rail service between Fort Worth and OKC. We are thrilled to see this outcome.

Our organization considers protecting funding for passenger rail service to be a long-standing priority. The City of Oklahoma City and other Oklahoma communities along the route have made strategic investments given the availability of this service, such as $30 million our community has invested into re-developing our downtown intermodal hub at Santa Fe Station.

We are working with our partners at the Oklahoma Department of Transportation and within our Congressional delegation to seize opportunities to extend rail north which, as you know, would connect both of our states with the national rail network via Newton, Kansas. I want to emphasize that we know opportunities to expand rail would have been potentially forfeited had a solution not been identified by your organization.

We would welcome a strategic and collaborative conversation with NCTCOG and other Texas partners about ways Oklahoma can potentially support a long-term funding solution to protect the Heartland Flyer rather than be faced with year-to-year financial brinkmanship.

Again, please convey to your Regional Transportation Council members our appreciation for your leadership on an issue that connects our regions.

Sincerely,

Christy Gillenwater
President/CEO

CC: Michael Morris, NCTCOG

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

July 15, 2025

Mr. Ben White
City Manager
City of Farmersville
205 S. Main Street
Farmersville TX 75442

RE: Northeast Texas Trail Improvements – Collin County Section

Dear Mr. White:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth area, North Central Texas Council of Governments (NCTCOG) staff have determined the agency's application to the 2025 Texas Department of Transportation (TxDOT) Transportation Alternatives Set-Aside Program is consistent with both the adopted Mobility 2045 Update and the draft Mobility 2050: The Metropolitan Transportation Plan for North Central Texas.

If the project is successful in receiving a funding award, the project will be added to the 2027-2030 Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP) by the North Central Texas Council of Governments. The 2027-2030 STIP is anticipated to be approved by the Federal Highway Administration fall 2026.

If you have any questions, please contact Daniel Snyder, AICP, Senior Planner for NCTCOG at (817) 608-2394.

Sincerely,

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

RG/DS:bw

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

July 15, 2025

Mr. Ben White
City Manager
City of Farmersville
205 S. Main Street
Farmersville TX 75442

RE: Northeast Texas Trail Improvements – Hunt County Section

Dear Mr. White:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth area, North Central Texas Council of Governments (NCTCOG) staff have determined the agency's application to the 2025 Texas Department of Transportation (TxDOT) Transportation Alternatives Set-Aside Program is consistent with both the adopted Mobility 2045 Update and the draft Mobility 2050: The Metropolitan Transportation Plan for North Central Texas.

If the project is successful in receiving a funding award, the project will be added to the 2027-2030 Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP) by the North Central Texas Council of Governments. The 2027-2030 STIP is anticipated to be approved by the Federal Highway Administration fall 2026.

If you have any questions, please contact Daniel Snyder, AICP, Senior Planner for NCTCOG at (817) 608-2394.

Sincerely,

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

RG/DS:bw

Regional Transportation Council

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

July 2, 2025

Office of the Assistant Secretary of Defense
Sustainable Infrastructure – REPI Program
4800 Mark Center Drive, Suite 16F10
Alexandria, VA 22350-3605

To Whom It May Concern:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth area, I am pleased to support the Readiness and Environmental Protection Integration (REPI) Program application submitted by Naval Air Station Joint Reserve Base Fort Worth (NAS JRB Fort Worth). This project would secure two conservation easements adjacent to the base: 1) 360 acres for the Camp Carter YMCA and 2) 188 acres for the Hawks Creek Golf Course in Westworth Village. These parcels were identified by the City of Fort Worth as high-value natural areas, and protecting these buffer lands would strongly address both national defense goals and local community priorities.

NAS JRB Fort Worth is a vital asset to the region, directly and indirectly employing approximately 22,000 individuals and contributing an estimated $4.9 billion in economic impact, and the RTC has supported transportation projects and planning around the base, including through the work of the North Central Texas Council of Governments (NCTCOG). NCTCOG staff administer the NAS JRB Fort Worth Regional Coordination Committee (RCC), which is a forum for dialogue between the base and the surrounding communities to implement recommendations from Joint Land Use Studies and Compatible Use Plans related to compatible development, livability, and public engagement. Maintaining a harmonious relationship between the base and the surrounding communities is essential.

Since 2008, the RCC, in partnership with NCTCOG, has worked to increase parcel compatibility and champion compatible development in the area around NAS JRB Fort Worth. For example, the RCC maintains a development review tool to advise members on proposed planning and zoning actions, and NCTCOG has recently facilitated the acquisition and rezoning of three parcels in the base's Clear Zone through its Strategic Parcel Acquisition and Reuse Program, which has received funding from the RTC. The REPI application is an outgrowth of these efforts and this community's long commitment to both military preparedness and natural areas that promote a high quality of life and maintain a healthy environment.

Again, the RTC supports the REPI application submitted by NAS JRB Fort Worth. If you have any questions about this project, please contact Dan Kessler, Assistant Director of Transportation for NCTCOG at (817) 695-9248 or dkessler@nctcog.org.

Sincerely,

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

JN:kw

cc: Dan Kessler, Assistant Director of Transportation, North Central Texas Council of Governments

Regional Transportation Council

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

July 10, 2025

The Honorable Sean Duffy
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Duffy:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area, I am pleased to support the Texas Department of Transportation's (TxDOT) application for $825 million in Fiscal Year (FY) 2026 Bridge Investment Program (BIP) – Large Bridge Grant funding to support the Interstate Highway (IH) 345 Reconstruction Project in Dallas, Texas.

The IH 345 corridor is a critical transportation link in the heart of Dallas, connecting IH 30 and Spur 366, and serving as a vital conduit for regional mobility. Originally constructed in 1973, the existing elevated steel bridge has reached the end of its useful life and no longer meets modern design standards. TxDOT has been diligently advancing this project since 2016, dedicating time and resources to carefully implement a solution that not only addresses performance deficiencies in mobility, safety, and reliability for the roadway's users, but also improves the roadway's context within the environmental and economic fabric of Dallas. Specifically, TxDOT has been investing significant resources in planning and preliminary design to ensure the project meets state-of-good-repair, accessibility, and operational efficiency goals.

The new design will lower the highway below street level, replace the aging bridges and ramps, and make it easier for cars to enter and exit. It will also create safer and more efficient traffic flows, adding new cross-street bridges with pedestrian and bicycle accommodations to comprehensively connect the city street grid over the lowered highway. Federal investment through the BIP will be instrumental in delivering this generational infrastructure improvement.

This project is consistent with the projects, policies, and programs of Mobility 2050: The Metropolitan Transportation Plan for North Central Texas. If the project receives funds, the RTC will support its expedited inclusion in the 2025 - 2028 Transportation Improvement Program for North Central Texas, as needed.

Again, the RTC supports the FY 2026 BIP application submitted by TxDOT for the IH 345 Reconstruction Project. If you have any questions about this 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,

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

JN:kw

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

Regional Transportation Council

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

July 1, 2025

Justin Stoker
Senior Director
Department of Public Works and Engineering
City of Waxahachie
408 S. Rogers
Waxahachie, TX 75165

RE: Midlothian to Waxahachie Regional Trail

Dear Mr. Stoker:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth area, North Central Texas Council of Governments (NCTCOG) staff has determined the city's application to the 2025 Texas Department of Transportation (TxDOT) Transportation Alternatives Set-Aside Program and 2025 Transportation Alternatives Program (North Central Texas Region) is consistent with Mobility 2050: The Metropolitan Transportation Plan for North Central Texas.

If the project is successful in receiving a funding award, the project will be added to the 2025-2028 Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP) by the North Central Texas Council of Governments.

If you have any questions, please contact Daniel Snyder, AICP, Senior Transportation Planner for NCTCOG at (817) 608-2394 or dsnyder@nctcog.org.

Sincerely,

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

JN:kw

cc: Daniel Snyder, ACIP, Senior Transportation Planner, North Central Texas Council of Governments

PRESS RELEASE
Contact: Brian Wilson
(817) 704-2511
bwilson@nctcog.org

NCTCOG DISCUSSES MOBILITY 2050 AND OTHER INITIATIVES AT JULY 14 PUBLIC MEETING

Public comments will be accepted through Aug. 12

July 7, 2025 (Arlington, TEXAS) – The North Central Texas Council of Governments (NCTCOG) invites the public to provide input on the recently adopted transportation plan, Mobility 2050; the Public Participation Plan; and other initiatives during a hybrid public meeting at noon on Monday, July 14.

The meeting will be held in the Transportation Council Room at the NCTCOG offices, located at 616 Six Flags Drive in Arlington. Those unable to attend in person can view the meeting online at PublicInput.com/nctcogJuly25 Residents can also participate by calling 855-925-2801 and entering code 11574. Public comments will be accepted until Aug. 12.

The meeting will cover a presentation about Mobility 2050, the region's long-range Metropolitan Transportation Plan (MTP), which was recently adopted by the Regional Transportation Council. The plan guides transportation investments and addresses regional needs through 2050. Staff will share key highlights of the plan, including what comes next. For more information, visit NCTCOG.org/PlanInProgress.

Additionally, staff will present proposed revisions to the Public Participation Plan (PPP) that reflect new legislative requirements as well as the increasing role of innovative technologies in the public participation process. The PPP outlines the principles, goals and strategies for involving North Texans in the transportation and air quality planning process, including procedures for documenting public comments.

At the meeting, an updated draft of the project list covering projects from FY2026 to FY2035 will be presented for review and comment. Each year, the Regional Transportation Council approves an update to the Regional 10-Year Plan, which identifies major projects to be implemented in the region.

A draft update of the 2026-2028 Disadvantaged Business Enterprise (DBE) participation goals will also be posted for review and comment. As a recipient of federal transportation funds, NCTCOG is required to establish and periodically update DBE participation goals to encourage contracting opportunities for socially and economically disadvantaged individuals.

Finally, staff will provide an update on the Federal Highway Administration (FHWA) Charging and Fueling Infrastructure Community Program to deploy electric vehicle (EV) charging stations on public sector property in the Dallas-Fort Worth region. Information will be provided on an upcoming Call for Projects for public agencies to submit potential charging station locations for funding consideration.

Residents planning to use transit to attend the meeting can take advantage of $6 round-trip rides from the CentrePort/DFW Airport Station to NCTCOG via the Arlington Transportation app. Visit ArlingtonTX.gov/ondemand to download the app.

For special accommodation related to disabilities or language interpretation, please contact 817-573-1719 or email hwitcher@nctcog.org at least 72 hours prior to the meeting.

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 44 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at www.nctcog.org.

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PRESS RELEASE

Contact: Brian Wilson
(817) 704-2511
bwilson@nctcog.org

NCTCOG Seeks Public Input to Improve Safety, Transportation Connections on Grand Avenue

Planners request input on accessibility improvements for historic area

July 10, 2025 (Arlington, TEXAS) – North Texans are invited to share their input on draft transportation recommendations to improve connectivity along a stretch of Grand Avenue near Fair Park at a public meeting scheduled for 5:30 p.m. Thursday, July 17 at Mount Auburn Elementary School.

This will be the fourth public meeting allowing residents and other stakeholders to provide feedback on ways to enhance safety and efficiency along the two-mile stretch of Grand Avenue from the 3G intersection (Grand Avenue/Garland Road/Gaston Avenue), southwest to Interstate Highway 30. The meetings have been conducted as part of a study of the corridor by the North Central Texas Council of Governments (NCTCOG), Texas Department of Transportation (TxDOT) and City of Dallas.

Planners involved in the project have integrated feedback they received in the previous meetings into the draft recommendations developed for each segment in the corridor. These recommendations combine roadway, safety and bicycle-pedestrian improvements, as well as enhancements to school pick-up and drop-off zones.

Some safety-related improvements along certain stretches of roadway in the study area, such as lower speed limits, have been implemented. Further improvements could enhance connections of adjacent neighborhoods with schools, parks and nearby bicycle-pedestrian trails.

The presentation is expected to include discussion on proposed roadway and intersection improvements, parking in the East Grand Shopping District, Safe Routes to School and other elements that could improve the efficiency and connectivity of the corridor.

The Interstate Highway 30 corridor is expected to be rebuilt through the area as a depressed highway, which presents an opportunity to reconnect communities that were divided by the original highway construction. The Grand Avenue project will help with this process of reconnecting neighborhoods in the area.

Public input has been an integral part of the planning process, helping determine improvements necessary in the Grand Avenue Study area. Subscribe to updates to stay informed about the Grand Avenue Study at https://publicinput.com/grandavenue.

Public Meeting Details
5:30 p.m., Thursday, July 17, 2025 Mount Auburn Elementary School 6012 E. Grand Ave. Dallas, TX 75223

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.

###

PRESS RELEASE
Contact: Brian Wilson
(817) 704-2511
bwilson@nctcog.org

DALLAS-FORT WORTH BICYCLE-PEDESTRIAN PROJECTS AWARDED NEARLY $60 MILLION

Enhancements will improve safety and access to schools, major employment centers

June 17, 2025 (Arlington, Texas) – The Regional Transportation Council (RTC) approved $59.6 million in federal funding for 12 active transportation projects located in Collin, Dallas, Denton and Tarrant counties, at its meeting June 12. A combined $14.4 million in local match provided by the entities brings the total investment in the region's bicycle and pedestrian infrastructure to $74 million as part of the 2025 Transportation Alternatives Set-Aside Program Call for Projects for the North Texas region. Nine transportation alternatives projects and three Safe Routes to School projects were funded.

"These funded improvements will connect people who choose walking and bicycling as modes of transportation to schools, transit services and major hubs of employment in the Dallas-Fort Worth area," said Kevin Kokes, program manager for the North Central Texas Council of Governments' land-use and mobility options team. "In addition to connecting people to destinations, the projects funded by the RTC will improve safety and comfort, reduce traffic congestion and improve air quality."

Among the 12 approved projects are important connections to transit stops, including on-street bicycle facilities connecting to the future Dallas Area Rapid Transit Silver Line commuter rail station in Addison with nearby housing and employment areas. Funding for the T.C. Rice Trail in Carrollton ($10 million) will extend the Denton County Transportation Authority (DCTA) A-train Rail Trail from Hebron Station in Lewisville closer to North Carrollton/Frankford Station in Carrollton.

The Sycamore Trail extension in Denton will improve access for adjacent neighborhoods to DCTA's Downtown Denton Transit Center for multi-modal trips. Two trail segments are funded for construction in Frisco, a portion of the Cottonwood Creek Trail and a trail connecting Frisco Square, Downtown Frisco, and Grand Park.

Funded improvements surrounding schools will enhance the safety and comfort for students walking and bicycling to school campuses. In Fort Worth shared-use paths and on-street bicycle facilities will improve connections to North Crowley High School and Summer Creek Middle School. Sidewalk improvements in Richland Hills will enable more students to walk to Cheney Hills Elementary School.
Additionally, the City of Richardson was awarded funding to develop Safe Routes to School Plans to identify future infrastructure improvements for multiple schools across the city.

For a summary of the projects funded, see the links below.

Additional Funding Details

List of Projects	Map of Projects

About the Regional Transportation Council:
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# # #

NCTCOG Transportation

Disadvantaged Business Enterprise Program – Fiscal Year 2026-2028 Goal Update

Regional Transportation Council

August 7, 2025

ELECTRONIC ITEM 5

DBE Program Authority

What is current statutory/regulatory authority for DBE Program?

Statutory: Reauthorized in 2021 through Infrastructure Investment and Jobs Act

Regulatory: 49 Code of Federal Regulations Part 26

Federal Transit Administration Master “Grant” Agreement 33, Amended April 25, 2025

Who is required to have a DBE Program?

Certain Recipients of Federal Funds (FTA, FHWA, FAA)

When is the DBE Goal updated?

Updated DBE goal every three years (new goal due August 1, 2025)

What is the current DBE Goal?

Current Goal of 17% active through September 30, 2025, covered FY 2023-2025

How are DBE Firms Certified?

Firms are Certified through the Texas Unified Certification Program

Context of DBE Goal Update
Mid-America Milling Company vs. USDOT

Mid-America filed a lawsuit in the U.S. District Court in Eastern District of Kentucky in 2023 challenging the constitutionality of the DBE program.

Challenge is based on the use of race- and sex-based presumptions under the equal protection component of the Due Process Clause of the 5th Amendment.

Proposed Joint Consent Order filed with the Court (May 28, 2025)

- Defendants (USDOT) are stipulating the DBE Program's use of race- and sex-based presumptions are unconstitutional.
- USDOT re-evaluated prior position based on Supreme Court's decision in *Students for Fair Admissions, Inc. v. President & Fellows of Harvard College*

Various Minority Contracting Associations have been granted authority to intervene and are opposing the Entry of the Joint Consent Order

Process to Update DBE Goal

- ✓ Project Potential Contract Awards (FY 26-28)

- DBE Goal Development
  - ✓ Step 1: Determine Ready, Willing and Able DBE Firms
  - ✓ Step 2: Consider Adjusting Based on Other Data (in progress)

- ✓ Initiate Public Input/Stakeholder Involvement

- ✓ Publish Goal for Public Comment/Review

- ➡ Committee Review/Consideration

- Implement New DBE Goal – October 1, 2025

FY26-28 Potential Awards (Step 1)
NCTCOG and Subrecipients

Procurement Type	Potential Awards (in $1,000s) FTA	Potential Awards (in $1,000s) FHWA	Potential Awards (in $1,000s) Other	Potential Awards (in $1,000s) TOTAL
Construction	$1,621	$0	$957	$2,578
Marketing, Advertising, and Public Relations	$126	$390	$0	$516
Office Supplies & Equipment (Rental & Purchase)	$758	$0	$0	$758
Operational Administrative, Communications, Support Services	$8,101	$0	$460	$8,561
Planning/Engineering	$975	$4,618	$595	$6,188
Software and Ancillary Information Technology Professional Services	$990	$2,050	$150	$3,190
Transportation Equipment	$0	$19,592	$3,225	$22,817
Vehicle Maintenance and Operations Support	$7,093	$0	$0	$7,093
TOTAL	**$19,664**	**$26,650**	**$5,387**	**$51,701**

Preliminary DBE Availability Analysis (Step 1)
NCTCOG and Subrecipients

Procurement Type	Potential Awards (in $1,000s)	DBE Firms	Total Firms	DBE Goal
Construction	$2,578	3,947	1,2692	31.1%
Marketing, Advertising, and Public Relations	$516	351	1,503	23.4%
Office Supplies & Equipment (Rental & Purchase)	$758	13	870	1.5%
Operational Administrative, Communications, Support Services	$8,561	973	13,968	7.0%
Planning/Engineering	$6,188	1,520	4,920	30.9%
Software and Ancillary Information Technology Professional Services	$3,190	472	5,235	9.0%
Transportation Equipment	$22,817	103	4,910	2.1%
Vehicle Maintenance and Operations Support	$7,093	74	2,416	3.1%
TOTAL	$51,701	7,453	46,514	16%
Total Weighted Summary				**8.6%**

Step 2
Consideration of Other DBE Data
Items Reviewed for Potential Adjustments

- ✓ Analyzed Historical DBE Achievement/Expenditures
- ✓ Similar Entity DBE Goals – Propose No Changes

Agency	Goal	Program Period
Trinity Metro	14%	FY2023-2025
DART	29%	FY2026-2028
DCTA	9.5%	FY2024-2027

- ✓ Stakeholder Comment – DBE Consultation Workshop (June 20th) – positive feedback
- ✓ Public Comment Pending – Public Comment Period July 14th – August 12th

  No recommended adjustments at this time, subject to public comment

Summary of Major Changes

Overall DBE Goal Decreases: 17.0% to 8.6%

Increase in expected procurements in categories with lower DBE availability:

Transportation Equipment: $22.8m at 2.1% DBE availability

Vehicle Maintenance & Operations Support: $7.1m at 3.1% DBE availability

Decrease in expected procurements with higher DBE availability:

Construction: $2.5m at 31.1% DBE availability

Planning/Engineering: $6.2m at 30.9% DBE availability

Schedule

TASK	DATE	STATUS
Consultation Meeting with DBE Stakeholders	June 20	✓
STTC Meeting: Information Item on Proposed Goal	June 27	✓
RTC Meeting: Information Item on Proposed Goal	July 10	✓
Public Meeting on DBE Goal Update Process & Opening of Public Comment Period	July 14	✓
Procurement/DBE Networking Open House	July 22	✓
Executive Board Meeting: Information on Proposed Goal	July 24	✓
STTC Action: Approval of DBE Goal	July 25	✓
Submit Draft Electronically to FTA	August 1	✓
RTC: Action Item on DBE Goal	August 7	✓
End of Public Comment Period	August 12	
Submit Final Approved DBE Goal to FTA	August 22	
Executive Board: Action Item on DBE Goal	August 28	
DBE Program Update and Goal Effective	October 1	

REQUESTED ACTION – 2026-2028 DBE Goal Update

- RTC approval of:
  - Staff requests a recommendation for Regional Transportation Council approval of the 8.6% Disadvantaged Business Enterprise Participation Goal for Fiscal Years 2026-2028 for US Department of Transportation contracting opportunities, subject to any final public comment.
  - 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 change.

RTC Action Item – August 7, 2025

CONTACT US

Aurelia Witt

Sr. Contracts & Risk Specialist

awitt@nctcog.org | 817-695-9290

Emily Beckham

Program Manager

ebeckham@nctcog.org | 817-608-2308

Ken Kirkpatrick

General Counsel

kkirkpatrick@nctcog.org | 817-695-9278

NCTCOG PRESENTATION

2026 UNIFIED TRANSPORTATION PROGRAM AND REGIONAL 10-YEAR PLAN

Regional Transportation Council | August 7, 2025

ELECTRONIC ITEM 6.1

REGIONAL FUNDING ALLOCATIONS FOR 2017-2026 UNIFIED TRANSPORTATION PROGRAM

Funding Category*	2017 UTP	2018 UTP	2019 UTP	2020 UTP	2021 UTP	2022 UTP	2023 UTP	2024 UTP	2025 UTP	2026 UTP (Proposed)
Category 2	$3.784	$3.607	$3.832	$3.516	$2.913	$2.931	$3.205	$3.470	$3.448	$2.930
Category 4	$0.830	$1.553	$1.637	$1.537	$1.340	$1.348	$1.593	$2.341	$2.626	$2.232
Category 12	$0.812	$2.130	$1.395	$3.041	$3.089	$2.601	$3.132	$4.082	$3.626	$3.704
Total Allocation	**$5.426**	**$7.290**	**$6.864**	**$8.094**	**$7.342**	**$6.880**	**$7.930**	**$9.893**	**$9.700**	**$8.866**

* Amounts shown in billions

10-YEAR PLAN ALLOCATION CHANGES

	Category 2		Category 4 Urban		Category 12	
	DFW Share	Statewide	DFW Share	Statewide	DFW Share	Statewide
2024 UTP	3,469.8	11,487	1,615.5	7,752	4,082	20,026
2025 UTP	3,448.2	11,487	1,811.9	8,749	3,626	20,026
2026 UTP	2,930.3	9,826	1,539.8	7,483	3,704	20,992
Difference	-517.9	-1,661	-342.1	-1,266	78	966
Percent Difference	-15%	-14%	-19%	-14%	2%	5%

- DFW Share of Category 2 funds is consistently 30%
- Both Category 2 and 4 decrease in draft 2026 UTP allocations
- Category 12 increases slightly in draft 2026 UTP allocation

PROPOSED CATEGORY 12 FUNDING

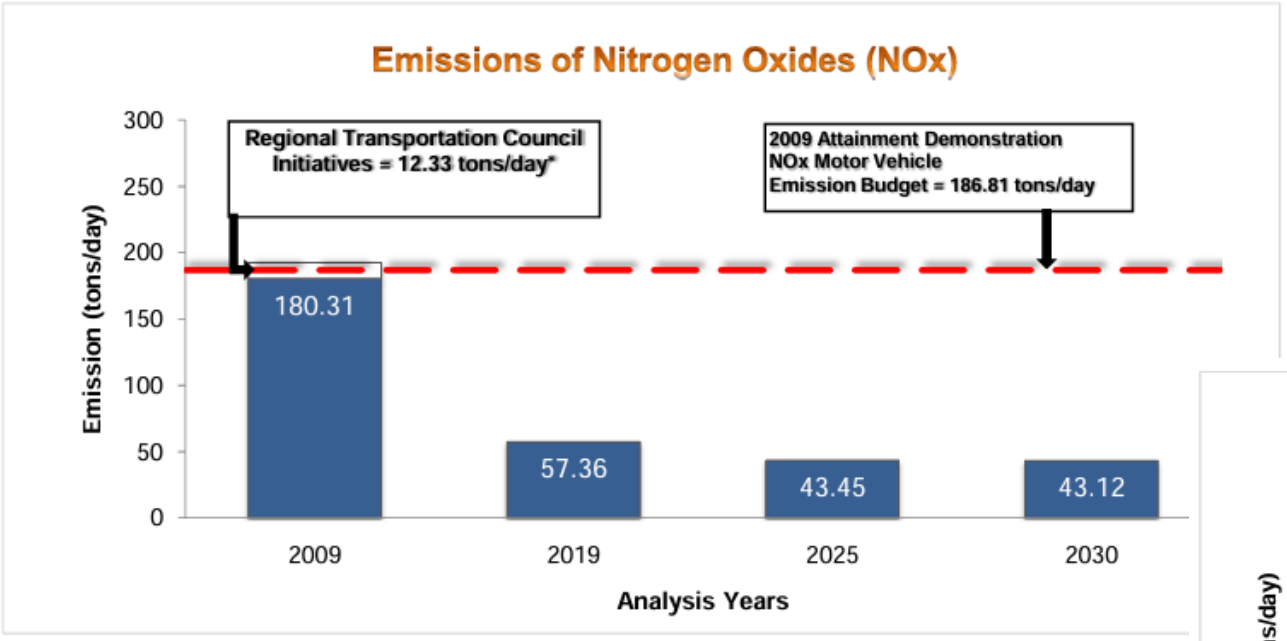
- Through the 2026 UTP, the TTC is proposing to add Category 12 to the following projects:
  - $250M for IH 345
  - $31M of new Category 12 for US 80 (project has existing $301M of Category 12)
  - $100M of new Category 12 funding to IH 20 in the Fort Worth District (project has existing $100M of Category 12)

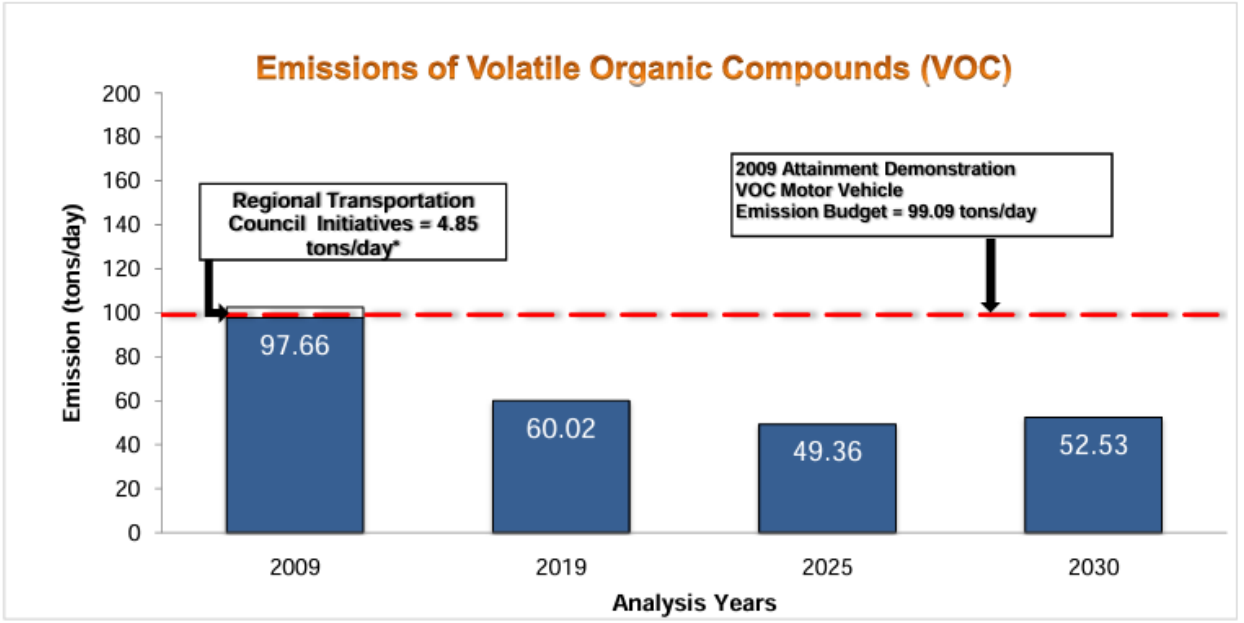
CMAQ FLEX FUNDING ALLOCATION PROPOSAL ($ IN MILLIONS)

	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	FY 33	FY34	FY 35	Total
2025 UTP	104.2	106.3	102.2	102.2	102.2	102.2	102.2	102.2	102.2	102.2	--	1,028.1
2026 UTP	--	108.9	104.8	104.8	104.1	96.1	88.1	80.1	72.1	64.1	56.1	879.2
Difference	--	2.7	2.6	2.6	1.9	-6.1	-14.1	-22.1	-30.1	-38.1		100.7
Percent Decrease	--	2.5%	2.5%	2.5%	1.8%	-6%	-14%	-22%	-29%	-37%		

- TxDOT proposal included in draft 2026 UTP:
  - CMAQ flex – decreasing allocation to nonattainment areas and moving it to other/statewide categories
  - Maximize flexibility of most restrictive programs to utilize FHWA flexibility to transfer 50% of CMAQ funds to a less restrictive program in order to optimize use of federal funds faster
  - Reducing CMAQ levels incrementally statewide starting in FY 2029

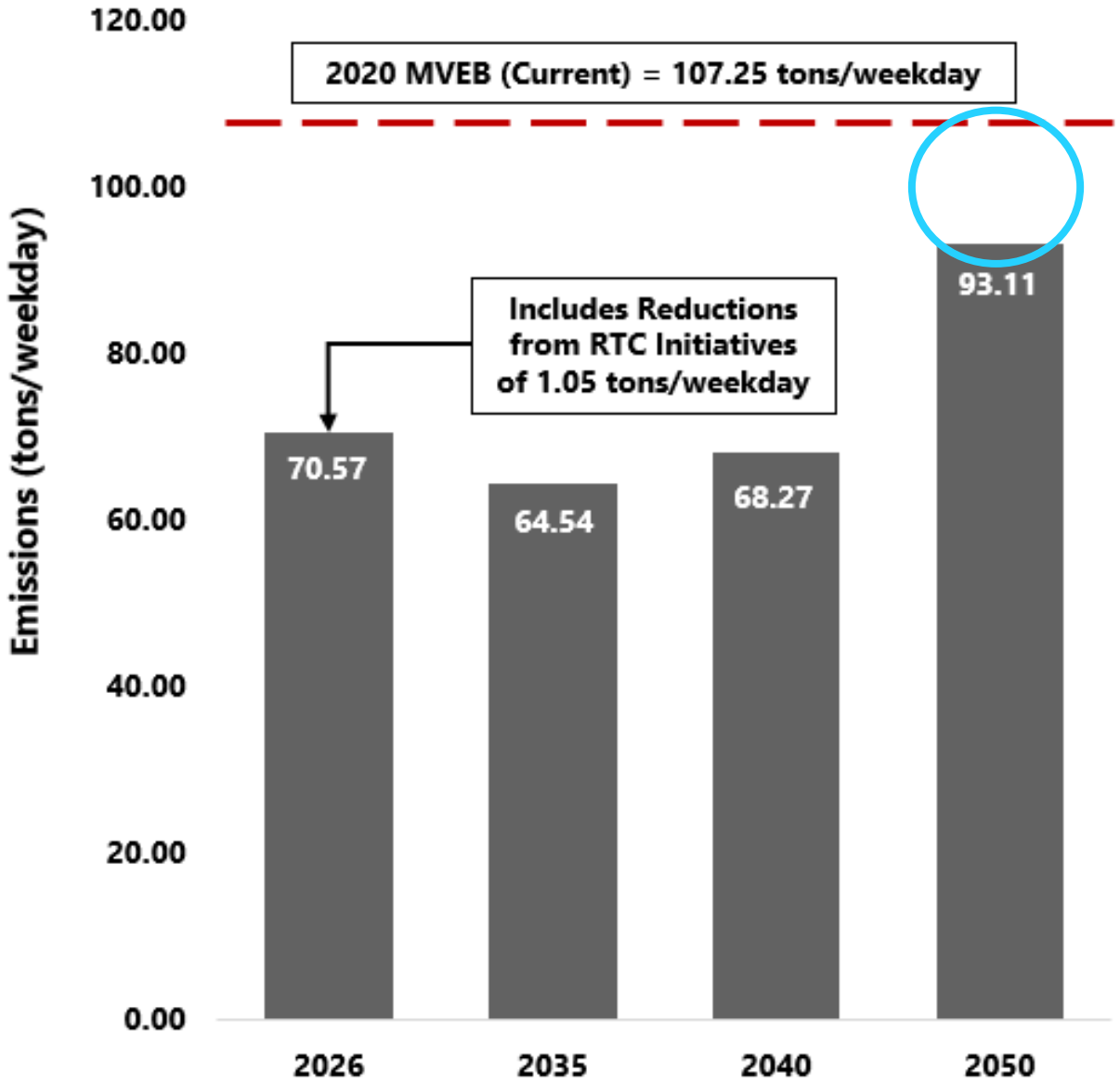
2009 TRANSPORTATION CONFORMITY RESULTS





* Local Initiative Benefits Shown Represent Post Processed Estimates

2025 TRANSPORTATION CONFORMITY ANALYSIS RESULTS



On-road, Nitrogen Oxides (NOx) (tons/weekday)

NCTCOG 10-County Ozone Nonattainment Area

MVEB = Motor Vehicle Emission Budget

Source: NCTCOG

PROJECT PROGRESS SINCE THE 2017 UTP*

Project Status	Number of Projects	Total UTP Funding
Completed	43	$1,169,333,904
Under Construction	98	$8,815,043,946
Future Projects	85	$7,807,198,463
Total	**226**	**$17,791,576,313**

*The 2017 UTP marked the first year of HB 20/10 Year Plan implementation.

REQUESTED ACTION – 2026 UTP/ REGIONAL 10-YEAR PLAN UPDATE

RTC approval of:

- The Regional 10-Year Plan project listings, including the proposed changes on the "Let and Completed Projects" listing
- Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate these changes.

RTC Action Item – August 7, 2025

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ADDITIONAL DETAILS

2026 UNIFIED TRANSPORTATION PROGRAM AND REGIONAL 10-YEAR PLAN UPDATE

Regional Transportation Council | August 7, 2025

ELECTRONIC ITEM 6.2

BACKGROUND

- Texas House Bill (HB) 20 requires that Metropolitan Planning Organizations (MPO) develop 10-Year Plans using performance-based planning and project selection methods
- Includes projects funded with:
  - Category 2 (MPO selected)
  - Category 4 (TxDOT District selected)
  - Category 12 (Texas Transportation Commission [TTC] selected)
- The Regional 10-Year Plan was originally approved by the Regional Transportation Council (RTC) in December 2016
- This plan is updated annually in conjunction with the development of TxDOT's Unified Transportation Program (UTP)

PRINCIPLES FOR THE DEVELOPMENT OF THE REGIONAL 10-YEAR PLAN

- Project should be included in the Metropolitan Transportation Plan
- Focus on “system” versus new, stand-alone projects
- Prioritize fully funding existing projects before funding new projects (with a focus on projects letting in the next 2-3 years)
- Ensure equity of county allocations
- Maintain toll lanes/toll managed lanes on selected corridors
- Re-fund previously unfunded projects, when possible
- Ensure all RTC projects are approved in the UTP (including “placeholders”)
- Projects must be scored and should have a score sufficient to qualify for funding

WEST/EAST DISTRIBUTION – CATEGORY 2

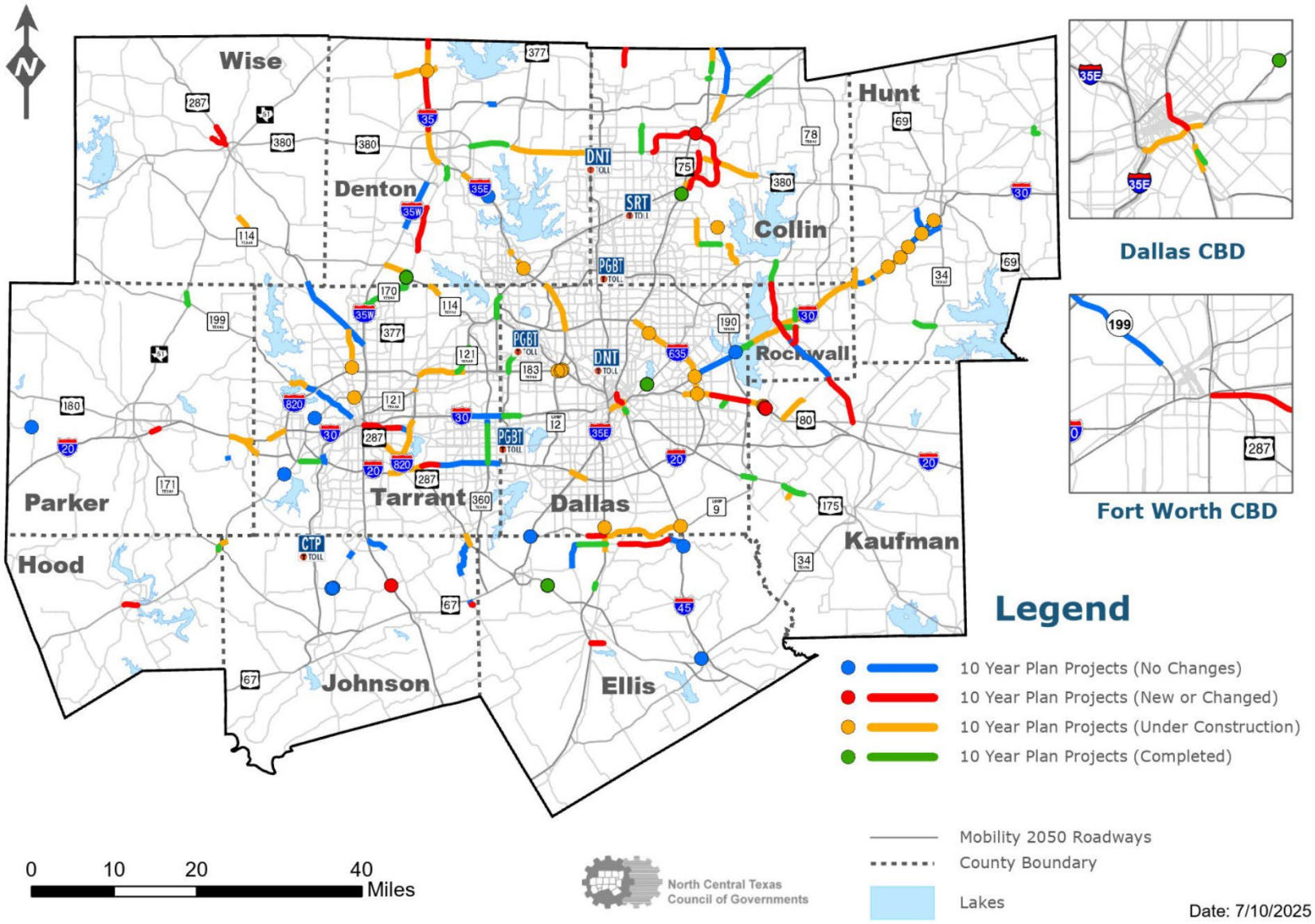
	West	East	Total
2026 UTP Allocation [1]	$908,388,596	$2,021,897,199	$2,930,285,795
Carryover [2]	-$66,745,719	-$803,582,090	-$870,327,809
Remaining Funding for 2026 UTP	$841,642,877	$1,218,315,109	$2,059,957,986
Currently Approved 2025 UTP Projects [3]	$785,343,930	$1,164,020,262	$1,949,364,192
Proposed 2026 UTP Category 2 Additions [4]	$59,631,404	$12,877,307	$72,508,711
Remaining Balance	**-$3,332,457**	**$41,417,540**	**$38,085,083**

1: Applied 31% West and 69% East formula
2: Includes projected carryover from 2024 to 2025 plus anticipated lettings, change orders, and cost increases in 2025; Negative carryover indicates that our region is advancing projects faster than other regions of the State, so able to use more than our typical allocation for a given year
3: Includes approved project funding in 2025 UTP for projects in 2026+
4: Includes any proposed new projects and/or cost increases/decreases on existing projects in 2026+

Dallas-Fort Worth Regional 10 Year Plan Projects

DRAFT

FY 2017 - FY 2035



Recently Completed & Active Capacity Transportation Projects including 10 Year Plan Projects

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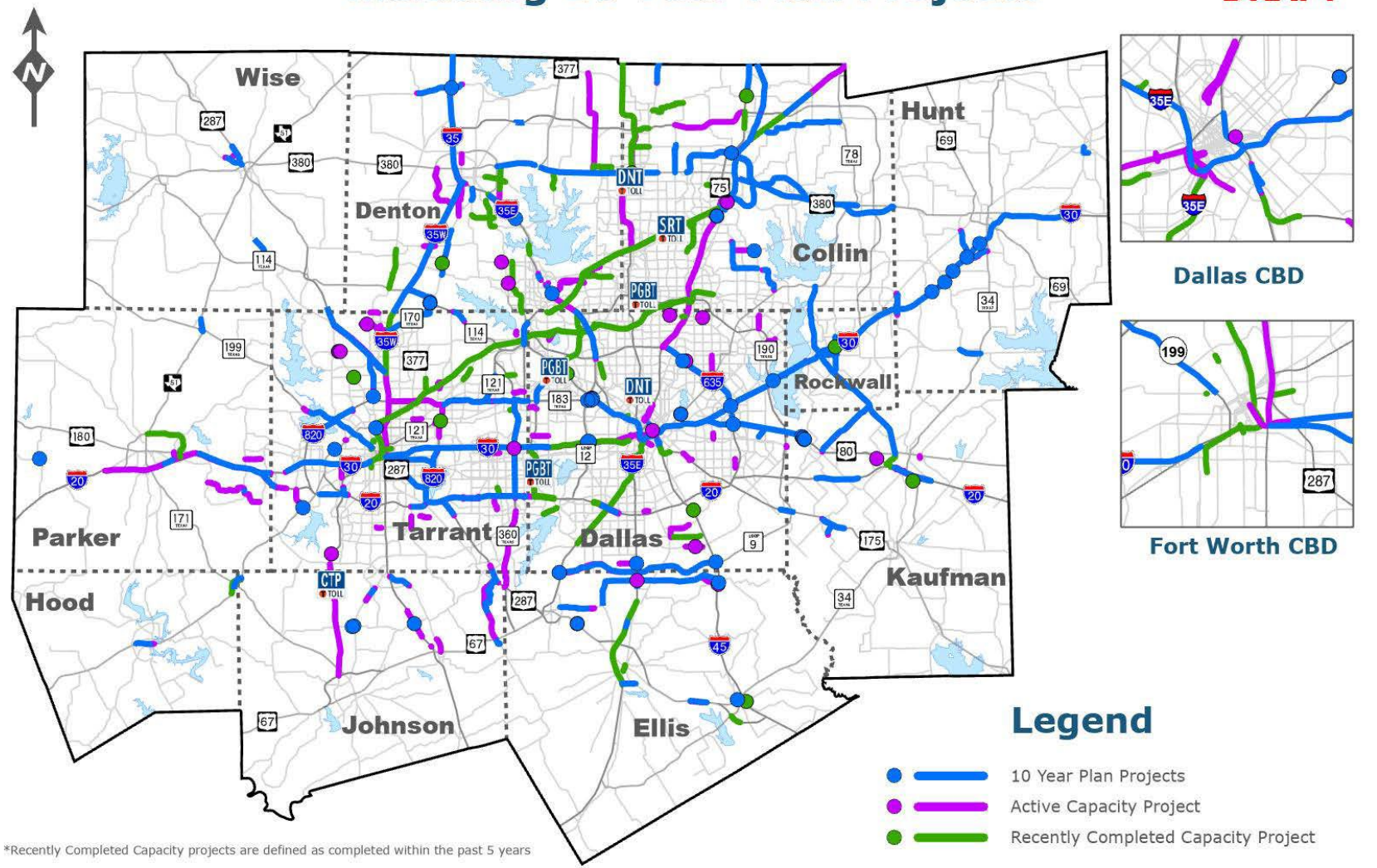

CMAQ FLEX FUNDING IMPLICATIONS

- Transportation Conformity Implications
  - MPOs are responsible for demonstrating conformity of the Transportation Improvement Program (TIP) and Metropolitan Transportation Plan (MTP) with air quality emission budgets
  - CMAQ funds are an important tool this region has used for many years
  - Limiting half the State's CMAQ funds to non-air quality programs and further limiting the remaining half for on-system projects erodes the effectiveness in meeting emission budgets
  - Without meeting air quality targets, our region (and other non-attainment areas of the State) are at greater risk of failing conformity
  - The new air quality data and models are showing an uptick in air quality emissions, which puts our region at risk of exceeding the emissions budgets
  - If we cannot pass conformity, roadway projects will be halted by federal law
- Staff submitted public comments to TxDOT about the proposed CMAQ flex funding allocation changes

TIMELINE/ACTION

MEETING/TASK	DATE
Funding Targets Received	February 3, 2025
Initial draft list due to TxDOT	February 14, 2025
STTC Information	June 27, 2025
RTC Information	July 10, 2025
Public Involvement	July 2025
STTC Action	July 25, 2025
RTC Action	**August 7, 2025**
TxDOT Public Involvement for 2026 UTP	July 2025
Anticipated TTC Approval of 2026 UTP	August 2025

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10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY2026 - FY2035

TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
Collin County Projects																		
TBD	1012-02-030	FM 545	FM 2933 to BS-78D	Realign existing roadway to improve horizontal and vertical alignment and add shoulders	September 2045	2030	Funding previously reduced and moved to CSJ 0047-04-031, which was ready to advance sooner; Remaining Category 4 funding moved to CSJ 1012-03-043	$9,324,256	$0			$0	$0					81.22
~~TBD~~	~~1012-02-043~~	~~FM 545~~	~~Champions Way to West of CR 1377~~	~~Realign existing roadway to improve horizontal and vertical alignment and add shoulders~~	~~September 2028~~	~~2030~~	~~Breakout project (from CSJ 1012-02-030);~~ Project is funded with Category 11 Safety funds, so proposing to remove from 10-Year Plan	~~$21,879,638~~	~~$0~~			~~$0~~	~~$0~~					~~81.22~~
N/A	N/A	North/ South Roadways	West and East of Lake Lavon		TBD	TBD	Feasibility study being done by NCTCOG; Funding moved to breakout project CSJ 0135-04-036	TBD	$0	$0	$0			$0	$0			70.56
N/A	N/A	Regional Outer Loop	DNT to SH 121		TBD	TBD	Local environmental document; Collin County desires that local funds be used on Regional Outer Loop, so federal funds were moved to North/South Roadways and US 380 projects	TBD	$0	$0	$0							70.00
N/A	N/A	Regional Outer Loop	US 380 to Rockwall County Line; North/South Arterial		TBD	TBD	Collin County desires that local funds be used on Regional Outer Loop, so federal funds moved to US 380 project	TBD	$0	$0	$0							70.00
55287	0047-10-002	Spur 399	SH 5 to US 380	SH 5 to Stewart Rd: ~~Reconstruct and~~ Widen 4 to 8 lane freeway and 4/8 lane discontinuous to 4/6 lane continuous frontage roads; Stewart Rd. to US 380: Construct 0 to 8 lane freeway and 0 to 4/6 lane dis~~continuous~~ frontage roads	February 2032	2032	Environmental clearance CSJ; US 380 breakout project; Proposing to remove all funding and transfer it to CSJ 0047-10-005, CSJ 0047-10-006, and CSJ 0135-15-007	$891,648,906	$0	$55,307,745	$0	$78,144,397	$0	$333,841,462	$0	$424,355,303	$0	50.68
13088	0047-10-005	Spur 399	SH 5 to Airport Dr	SH 5 to Stewart Rd: Widen 4 to 8 lane freeway and 4/6 lane continuous to 4/6 lane continuous frontage roads; Stewart Rd to Airport Dr: Construct 0 to 8 lane freeway and 0 to 4/6 lane continuous frontage roads ~~Construct 0/4 to 6/8 lane freeway and construct 0 to 4/6 lane discontinuous frontage roads~~	February 2032	2032	Category 2 funding offset by reduction on TIP 55287/CSJ 0047-10-002	$239,315,003	$239,315,003	$0	$46,242,349	$42,371,957	$42,371,957			$150,700,697	$150,700,697	59.91
13088.1	0047-10-006	Spur 399	Airport Dr to US 380	Construct 0 to ~~6~~/8 lane freeway and construct 0 to 4/6 lane continuous frontage roads	February 2032	2032	Breakout project from TIP 55287/CSJ 0047-10-002; Funding offset by reduction on TIP 55287/CSJ 0047-10-002; $150,000,000 of Category 12 funding was formerly Category 2 funding (part of a funding exchange to advance IH 30 Canyon project in Dallas)	$693,753,331	$693,753,331	$0	$9,065,396	$0	$78,144,397	$0	$182,188,235	$0	$424,355,303	50.68
13010	0047-09-034	SH 5	South of FM 1378 to Spur 399	Reconstruct and widen 2 lane to 4 lane roadway and construct ~~including~~ new shared use path	August 2028	2028	Proposing to add $504,682 of CMAQ funding (total) to this project	$17,930,683	$17,426,001	$16,467,260	$17,426,001							72.39
13073.1	0047-05-061	SH 5	North of El Dorado Parkway to Power House Street	Reconstruct 4 to 4 lane roadway and ~~including~~ construct~~ing~~ new sidewalks and turn lanes	June 2027	2027	Breakout project from TIP 13073/CSJ 0047-05-057; Staff recommends reducing Category 2 funding and adding $2,189,970 of CMAQ funding (total) to offset that reduction	$56,267,909	$54,077,939	$47,195,411	$45,005,441	$9,072,498	$9,072,498					78.69
13026	0047-05-054	SH 5	Power House Street to South of CR 275	Reconstruct and widen 2 lane roadway to 4 lane roadway (ultimate 6 lanes)	September 2032	2033		$93,692,543	$0	$0	$0							78.69

Amounts only include Cat 2, 4, 12 funds
Strikethroughs and red text indicate project changes since July 2025 RTC meeting

RTC Action
August 7, 2025

ELECTRONIC ITEM 6.3

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY2026 - FY2035

TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
13026.2	0047-04-030	SH 5	South of CR 275 to South of SH 121	Reconstruct, widen, and realign 2 lane roadway to 4 lane roadway (ultimate 6) and realign SH 121/SH 5 interchange	September 2032	2033	Project will be considered for funding in future 10-Year Plan Update	$37,282,758	$0	$0	$0							80.73
13075	0047-04-029	SH 5	South of SH 121 to South of Melissa Rd	Reconstruct and widen 2 lane roadway to 4 lane roadway (ultimate 6)	September 2032	2033	Project will be considered for funding in future 10-Year Plan Update	$10,295,558	$0	$0	$0	$0	$0					85.68
13021	0047-04-032	SH 5	North of Collin County Outer Loop to FM 455 with Transitional Section/North of Hackberry Drive	Reconstruct and widen 2 lane to 4 lane roadway with new sidewalks, new shared use path, turn lanes and signals, and signal retiming	September 2027	2028	Proposing to add $5,300,000 of CMAQ funding (total) to this project	$63,694,143	$58,404,773			$58,404,773	$58,404,773					73.07
TBD	0047-04-033	SH 5	North of Hackberry Drive to CR 375	Reconstruct and widen 2 lane to 4 lane roadway	August 2032	2032		$45,644,747	$32,473,108			$32,473,108	$32,473,108					75.64
54023	0091-03-022	SH 289	N Bus 289C, North of Celina to N CR 60/CR 107 (Grayson County Line)	Reconstruct and widen 2 lane highway to 4 lane roadway (Ultimate 6 lanes)	September 2027	2028		$42,442,704	$42,442,704			$37,331,924	$42,442,704					68.46
55280	0135-11-024	US 380	Denton/Collin County Line to East of SH 289	Reconstruct 6 lane arterial to 6 lane freeway and construct 0 to 4/6 lane continuous frontage roads	August 2033	2033		$530,970,611	$0							$0	$0	72.12
55281	0135-02-068	US 380	East of SH 289 to West of Lakewood Drive	Reconstruct 6 lane arterial to 6 lane freeway and construct 0 to 4/6 lane continuous frontage roads	August 2033	2033		$514,835,202	$0							$0	$0	72.90
13067	0135-02-065	US 380	Coit Road to JCT US 380/University Drive	Coit Road to Lakewood: Reconstruct 6 to 6 lane arterial; Lakewood to JCT US 380/University Drive: Reconstruct and widen 6 lane arterial as an 8 lane freeway with 0 to 4/6 lane continuous frontage roads	September 2032	2033	Breakout of larger US 380 project; Part of 2022 SE Connector Cat 2/12 exchange; Funding moved to a portion of the SE Connector project (TIP 55041.1/CSJ 0008-13-250)	$355,536,059	$0	$0	$0	$0	$0			$0	$0	69.40
13070	0135-15-002	US 380	JCT US 380/West University (West of McKinney) to JCT US 380/East University (East of McKinney)	Construct 0 to 8 lane freeway and 0 to 4/6 lane continuous frontage roads	September 2032	2033	Breakout of US 380 project; Part of the 2022 UTP Southeast Connector funding exchange and received Category 12 funding; Entry is only for environmental clearance; Construction being covered under various breakout projects	N/A	$0	$0	$0	$0	$0	$0	$0	$0	$0	87.62
13070.1	0135-15-004	US 380	JCT US 380/West University Drive to Hardin Boulevard	Construct 0 to 8 lane freeway	September 2032	2033	Breakout from TIP 13070/CSJ 0135-15-002	$500,745,468	$0	$0	$0	$0	$0					87.62
13085	0135-15-005	US 380	JCT US 380/West University Drive to Hardin Boulevard	Construct 0 to 4/6 lane continuous frontage roads	September 2029	2030	Breakout from TIP 13070/CSJ 0135-15-002; Category 12 funding to be reduced and transferred to CSJ 0135-15-006 and CSJ 0135-15-007	$361,264,697	$361,264,697			$11,141,247	$11,141,247			$463,001,678	$350,123,450	87.62
13086	0135-15-006	US 380	SH 5 to JCT US 380/East University Drive	Construct 0 to 4/6 lane continuous frontage roads	September 2029	2030	Breakout from TIP 13070/CSJ 0135-15-002; Category 12 funding offset by a decrease on CSJ 0135-15-005	$427,852,573	$427,852,573			$8,753,838	$8,753,838			$329,919,680	$419,098,735	87.62

Amounts only include Cat 2, 4, 12 funds
Strikethroughs and red text indicate project changes since July 2025 RTC meeting

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY2026 - FY2035

TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
13087	0135-15-007	US 380	Hardin Boulevard to SH 5	Construct 0 to 8 lane freeway and 0 to 4/6 lane continuous frontage roads	September 2030 ~~2033~~	2031 ~~2034~~	Breakout from TIP 13070.1/CSJ 0135-15-004; $60,000,000 of the Category 2 funding completes the Collin County Federal/Local Partnership that was approved by the RTC on November 9, 2023; Category 12 funding partially offset by reduction on CSJ 0135-15-005 and TIP 55287/CSJ 0047-10-002; $86,243,581 was requested through the 2026 UTP, but it was not proposed for TTC approval	$713,326,203	$627,082,622	$136,775,300	$136,775,300	$321,169,457	$314,954,923	$0	$151,653,226	$0	$23,699,173	87.62
~~13068~~	~~0135-03-053~~	~~US 380~~	~~JCT US 380/East University (East of McKinney) to FM 1827~~	~~Reconstruct and widen 6 lane arterial to 8 lane freeway and construct 0 to 4/6 lane continuous frontage roads~~	~~September 2027~~	~~2028~~	~~US 380 breakout project; Category 2 funding previously moved to TIP 13087/CSJ 0135-15-007~~ Project is being cancelled because work will be covered under TIP 55283/CSJ 0135-03-056	~~$16,083,200~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~					~~95.51~~
55283	0135-03-056	US 380	FM 1827 to JCT US 380/West Princeton Drive	Reconstruct and widen 6 lane arterial to 10 lane freeway and construct 0 to 4/6 lane continuous frontage roads	April 2034	2034	US 380 breakout project; Entry is only for environmental clearance; Construction will be funded under future breakout projects	N/A	$0	$0	$0					$0	$0	59.54
55284	0135-16-002	US 380	JCT US 380/West Princeton Drive to JCT US 380/East Princeton Drive	Construct 0 to 8/10 lane freeway and construct 0 to 4/6 lane discontinuous frontage roads	April 2034	2034	US 380 breakout project; Entry is only for environmental clearance; Construction will be funded under future breakout projects	N/A	$0	$0	$0					$0	$0	50.00
13069	0135-04-036	US 380	JCT US 380/East Princeton Drive to CR 560	Reconstruct and widen 4 lane arterial to 8 lane freeway and construct 0 to 4/6 lane continuous frontage roads	March 2033	2033	US 380 breakout project as it includes a N/S roadway bridge at the lake	$608,854,861	$0	$0	$0			$0	$0	$0	$0	87.62
55285	0135-04-038	US 380	CR 560 to JCT US 380/Audie Murphy (West of Farmersville)	Reconstruct and widen 4 lane arterial to 6 lane freeway and construct 0 to 4/6 lane continuous frontage roads	September 2035	2036	US 380 breakout project; Entry is only for environmental clearance; Construction will be funded under future breakout projects	N/A	$0	$0	$0					$0	$0	67.01
55286	0135-17-002	US 380	JCT US 380/Audie Murphy (West of Farmersville) to West of CR 698 (Collin/Hunt County Line)	Construct 0 to 6 lane freeway and construct 0 to 4/6 lane continuous frontage roads	October 2035	2036	US 380 breakout project; Entry is only for environmental clearance; Construction will be funded under future breakout projects	N/A	$0	$0	$0					$0	$0	60.92
55282	0135-05-028	US 380	West of CR 698 (Collin/Hunt County Line) to CR 698/CR 699 (Collin/Hunt County Line)	Reconstruct 4 lane arterial to 4 lane freeway and construct 0 to 4/6 lane continuous frontage roads	October 2035	2036	US 380 breakout project; Entry is only for environmental clearance; Construction will be funded under future breakout projects	N/A	$0	$0	$0					$0	$0	61.27
55292	0135-10-065	US 380	Teel Pkwy/ Championship Drive to Denton/Collin County Line	Reconstruct 6 lane arterial to 6 lane freeway and construct 0 to 4/6 lane continuous frontage roads	September 2035	2036	TxDOT requested Category 12 funds through 2024 UTP, but it was not proposed for TTC approval	$119,904,607	$0							$0	$0	80.20
														Total Proposed Funding - Collin County			**$2,554,092,751**	

Amounts only include Cat 2, 4, 12 funds
Strikethroughs and red text indicate project changes since July 2025 RTC meeting

RTC Action
August 7, 2025

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY2026 - FY2035

TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
Dallas County Projects																		
13000	1068-04-170	IH 30	Dallas County Line to SH 161	Reconstruct and widen from 6 to 8 main lanes with 2 to 2 reversible managed lanes and construct 0 to 4 lane continuous frontage roads; Modifications to SH 161 connections	September 2034	2035	Project being implemented by the Fort Worth District, but using Dallas District Category 2 and since it is physically within Dallas County; Category 4 funds are from Fort Worth District	$22,000,000	$22,000,000	$11,000,000	$11,000,000	$11,000,000	$11,000,000					88.54
13018	0581-02-146	IH 30	at SL 12	Reconstruct interchange	August 2032	2032	TxDOT and NCTCOG staff are working to develop consensus on project scope	$246,186,345	$0									76.19
~~13043.2~~	~~0009-11-259~~	~~IH 30~~	~~IH 635 to Bass Pro Drive (in Garland)~~	~~From IH 635 to Bobtown Rd: Reconstruct and widen from 8 to 11 lanes (Ultimate 12); Roadway and ramp modifications; From Bobtown Rd to Bass Pro Dr: Operational improvements~~	~~August 2045~~	~~2045~~	~~Funding moved to breakout project (CSJ 0009-11-252); Category 12 funding previously moved to TIP 13043.4/CSJ 0009-11-267~~ Project is just for environmental clearance work, so being removed from the 10-Year Plan	~~$218,070,855~~	~~$0~~					~~$0~~	~~$0~~			~~80.71~~
13043.4	0009-11-267	IH 30	IH 635 to Bass Pro Drive (in Garland)	From IH 635 to Bobtown Road: Reconstruct and widen from 8 to 11 lanes; Roadway and ramp modifications; From Bobtown Road to Bass Pro Drive: Operational improvements	August 2029	2029	TxDOT requested additional Category 12 funding through the 2026 UTP, but it was not proposed for TTC approval	$178,712,663	$88,707,912					$88,707,912	$88,707,912			80.71
13043.1	0009-11-252	IH 30	IH 45 to Ferguson Rd	Reconstruct and widen from 8 to 10 general purpose lanes and reconstruct 4/6 lane discontinuous to 2/6 lane discontinuous frontage roads	August 2032	2032		$1,421,743,460	$0					$0	$0			77.40
55253	0009-11-248	IH 30	at Bass Pro Drive	Reconstruct Interchange	September 2028	2029		$79,147,850	$79,147,850	$39,573,925	$39,573,925	$39,573,925	$39,573,925					88.84
55061	0196-03-199	IH 35E	IH 30 to North of Oak Lawn Avenue	Reconstruct 10 to 10/11 general purpose lanes, 2/6 lane discontinuous to 2/6 lane discontinuous frontage roads, and 2/4 to 2/4 collector distributor lanes	August 2036	2036	Improvements called for in the MTP by 2040	$49,140,915	$0									72.81
55062	0196-03-266	IH 35E	South of Oak Lawn Avenue to Regal Row	SH 183 to Regal: Reconstruct and widen 6 to 8 general purpose lanes and reconstruct existing 4/6 discontinuous to 4/6 discontinuous lane frontage roads; SH 183 to Market Center: Widen 10 to 11 general purpose lanes, reconstruct 4/6 continuous to 4/6 continuous lane frontage roads, and construct 0 to 2 collector-distributor lanes; SH 183 to Oak Lawn: Reconstruct and widen 10 to 11/12 general purpose lanes and reconstruct 4/6 continuous to 4/6 continuous lane frontage roads	August 2036	2036	Improvements called for in the MTP by 2040	$1,149,737,359	$0									68.59
~~55094~~	~~0442-02-159~~	~~IH 35E~~	~~US 67 to Ann Arbor Ave~~	~~Construct 0 to 1 reversible express lane~~	~~August 2045~~	~~2045~~	~~Funding was previously removed from this project~~ Improvements are no longer in the Metropolitan Transportation Plan, so proposing to remove from the 10-Year Plan	~~$0~~	~~$0~~									~~74.33~~

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RTC Action
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10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY2026 - FY2035

TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
50001	0092-14-094	IH 345	IH 30 to Spur 366	Reconstruct 6 lane freeway to 6 lane freeway, reconstruct 4/6 lane discontinuous to 2/6 lane discontinuous frontage roads and reconstruct interchanges at IH 30 and SP 366	September 2030 ~~August 2035~~	2031 ~~2035~~	Propose to add project to the 10-Year Plan; TxDOT requested Category 12 funding from the TTC for this project and it is being proposed for TTC approval; TxDOT submitting a federal competitive grant application for this project	$1,546,906,178	$370,000,000	$0	$75,000,000	$0	$45,000,000			$0	$250,000,000	71.35
~~55163~~	~~2374-01-192~~	~~IH 635~~	~~SL 354 (Denton Drive) to BNSF RR~~	~~Construction of ultimate IH 35E/IH 635 interchange, including 8/10 to 8/12 general purpose lanes, 4 lane discontinuous to 4/6 continuous lane frontage roads, and 4 to 4 lane concurrent managed lanes~~	~~August 2045~~	~~2045~~	Improvements are no longer included in the Metropolitan Transportation Plan, so proposing to remove from the 10-Year Plan	~~$1,222,240,156~~	~~$0~~									~~77.58~~
~~55164~~	~~2374-07-075~~	~~IH 635~~	~~West of Luna Road to BNSF RR~~	~~Reconstruct and widen 10 to 12 general purpose lanes, reconstruct 4 to 4 lane concurrent managed lanes, and 4 to 4/6 lane continuous frontage roads; Reconstruction of IH 35E/IH 635 interchange~~	~~August 2045~~	~~2045~~	Improvements are no longer included in the Metropolitan Transportation Plan, so proposing to remove from the 10-Year Plan	~~$70,568,436~~	~~$0~~									~~78.18~~
55304	0047-07-249	US 75	South of Royal Lane to Churchill Way	Operational improvements (Construct ramp modifications and add auxiliary lanes) for improved weaving and lane balance	August 2033	2033	TxDOT requested Category 12 Clear Lanes funding through 2023 UTP and 2024 UTP, but the project was not proposed for funding; TxDOT requested Category 12 funding through the 2026 UTP, but it was not proposed for TTC approval	$38,959,659	$0					$0	$0			79.21
53198	0094-07-044	SH 183	1 mile East of Loop 12 to West end of Elm Fork Trinity River Bridge	Reconstruct and widen existing 8-to 10 general purpose lanes, 2 to 4 concurrent managed lanes, and 4/6 lane discontinuous to 4/6 lane continuous frontage roads (Ultimate)	August 2036	2036	Funding previously moved to TIP 11527	$122,333,957	$0									71.09
54072	0094-07-045	SH 183	West End of Elm Fork Trinity River Bridge to West of IH 35E	Elm Fork Trinity River to Empire Central: Reconstruct and widen 8 to 10 general purpose lanes, and reconstruct 4/6 lane discontinuous to 4/6 lane continuous frontage roads; Empire Central to IH 35E: Reconstruct 6 to 6 general purpose lanes and construct 0 to 4 collector-distributor lanes and reconstruct 4/6 lane continuous to 4/6 lane continuous frontage roads	August 2036	2036	Funding previously moved to TIP 11527	$332,709,039	$0									68.99
TBD	TBD	SH 183	SH 161 to Story Road	Construct 6 to 8 general purpose lanes and 2 to 6 concurrent managed lanes	TBD	TBD	Funds proposed by private sector; TxDOT reviewing implementation and funding options	$360,000,000	$0									72.81
TBD	TBD	SH 183	PGBT Western Extension (SH 161) to SL 12		TBD	TBD	Funding previously moved to TIP 53003 and 11527	$0	$0									65.95
TBD	TBD	SH 183	SL 12 to SH 114		TBD	TBD	Funding previously moved to TIP 11527	$0	$0									65.95
55105	2964-10-006	SL 9	US 67 to IH 35E	Construct 0 to 2 (Ultimate 6) lane continuous frontage roads	August 2033	2033	Proposing to remove Category 2 funding and transfer it to breakout project (CSJ 2964-12-009)	$10,000,000	$0	$10,000,000	$0							71.29

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FY2026 - FY2035

TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
~~55112~~	~~0353-05-120~~	~~SL 12~~	~~At Skillman~~	~~Reconstruct grade separation~~	~~August 2045~~	~~2045~~	~~Funding previously moved to CSJ 0047-04-031; Discussions underway between City of Dallas, TxDOT and NCTCOG regarding project scope; Once scope discussions have concluded, funding will be re-evaluated~~ Project is no longer moving forward, so proposing to remove from the 10-Year Plan	~~$51,779,102~~	~~$0~~									~~78.89~~
55014.2	0261-02-081	US 67	At Lake Ridge Parkway	Construct interchange	March 2027	2027	Project split out from TIP 55014/CSJ 0261-01-041	$31,790,409	$31,790,409	$31,790,409	$31,790,409							64.93
53108	0095-10-033	US 80	IH 30 to East of Town East Blvd	Reconstruct and widen 4 to 6 mainlanes and 2/6 lane continuous to 4/6 lane continuous frontage roads	September 2028	2029	Dallas District requesting to shift Category 12 funding from this project to TIP 53110/CSJ 0095-02-096	$129,922,181	$0	$0	$0	$0	$0	$25,753,185	$0			75.63
TBD	0095-02-125	US 80	East of Town East Blvd. to East of Gus Thomasson Road	Reconstruct and widen 4 to 6 mainlanes and 2/6 continuous lane to 4/6 continuous lane frontage roads	September 2028	2029	Dallas District requesting to shift Category 12 funding from this project to TIP 53110/CSJ 0095-02-096	$71,823,319	$0	$0	$0	$0	$0	$33,062,577	$0			65.12
53110	0095-02-096	US 80	East of Belt Line Road to Lawson Road	Reconstruct and widen 4 to 6 mainlanes and 2/4 lane continuous frontage road to 4/6 lane continuous frontage roads	September 2028	2029	Project split out from TIP 53109; Category 4 funding previously reduced and moved to CSJ 2374-02-162; Project awarded $103,240,838 of Category 12 Clear Lanes funds in 2022 UTP; $63,822,920 of Category 12 funds moved to TIP 53110.2/CSJ 2472-02-162 (2022 10-Year Plan Update); Additional Category 12 funds received in 2024 UTP; Dallas District requesting to shift additional Category 12 funding to this project from CSJ 0095-02-125 and TIP 53108/CSJ 0095-10-033; TxDOT requested additional $30,602,070 of Category 12 funding for this project and it is being proposed for TTC approval; Project also has $1,588,225 of local funding	$395,000,826	$393,412,601	$0	$0	$62,066,566	$62,066,566	$241,928,203	$331,346,035			79.95
																	Total Proposed Funding - Dallas County	**$985,058,772**	
Denton County Projects																		
TBD	0081-05-049	Greenbelt/ Regional Outer Loop	At FM 428	Construct interchange	August 2031	2031		$92,575,000	$92,575,000	$92,575,000	$92,575,000							59.61
55197	0195-02-074	IH 35	US 77 (North of Denton) to South of FM 455	Reconstruct and widen 4 to 6 lane freeway with ramp modifications and reconstruct and widen 4 lane discontinuous to 4/6 lane continuous frontage roads	July 2026	2026 ~~2025~~	TxDOT proposing to remove all funding from this project and transfer it to breakout projects (TIP 55197.4/CSJ 0195-02-090, TIP 55197.6/0195-02-091, and TIP 55197.5/0195-02-092); Entry will only be for environmental clearance and right-of-way acquisition; Construction will be funded under breakout projects	$490,563,898	$0			$217,924,078	$0			$277,434,929	$0	90.11
55197.4	0195-02-090	IH 35	US 77 (North of Denton) to North of FM 3163	Reconstruct and widen 4 lane roadway to 6 lane roadway	August 2028	2028	Breakout project from TIP 55197/CSJ 0195-02-074	$179,082,137	$179,082,137			$0	$155,359,007			$0	$23,723,130	91.11
55197.6	0195-02-091	IH 35	North of FM 3163 to North of Rector	Reconstruct and widen 4 lane roadway to 6 lane roadway	November 2027	2028	Breakout project from TIP 55197/CSJ 0195-02-074	$165,000,000	$165,000,000			$0	$62,565,071			$0	$102,434,929	92.11

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10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY2026 - FY2035

TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
55197.5	0195-02-092	IH 35	North of Rector to South of FM 455	Reconstruct and widen 4 lane roadway to 6 lane roadway with new sidewalks, new shared use path, turn lanes, Texas U-turn, ITS installation, and signal improvements	November 2026	2027	Breakout project from TIP 55197/CSJ 0195-02-074; Staff proposing to add $5,964,000 of CMAQ funding (total) to this project	$196,881,863	$190,917,863							$0	$190,917,863	93.11
55197.3	0195-02-084	IH 35	North of View Rd to Denton/Cooke County Line	Reconstruct and widen 4 to 6 lane freeway with ramp modifications and reconstruct and widen 4 lane continuous to 4/6 lane continuous frontage roads	December 2029	2030	Project also has $2,574,631 of Category 11 funding; Portion of Category 4 and Category 12 funding to be offset from 0195-02-074 and 0195-01-116; Additional $41,732,724 of Category 12 funding was requested through the 2026 UTP, but ~~only $18,675,484~~ was not proposed for TTC approval	$130,390,649	$88,657,924			$0	$3,042,044			$66,940,396	$85,615,880	90.11
~~13033~~	~~0196-02-124~~	~~IH 35E~~	~~FM 407 to Dallas County Line~~	~~Reconstruct and convert 2 reversible to 4 concurrent managed lanes; Reconstruct 6 to 8 collector-distributor lanes (Dallas C/L to SH 121); Reconstruct 8 to 8 general purpose lanes (SH 121 to FM 407); Reconstruct 2/6 lane to 2/8 lane continuous frontage (FM 407 to SRT/SH 121); and reconstruct 4/6 lane to 2/6 lane continuous frontage from (SRT/SH 121 to Dallas C/L)~~	~~August 2045~~	~~2045~~	~~Some funding previously moved to TIP 13033.2/CSJ 0196-02-127 and TIP 13033.4/CSJ 0196-02-126; Remaining Category 2 funding moved to IH 35E at Lake Sharon/Dobbs/Corinth project through 2020 10-Year Plan Update; Denton Priority Project #1;~~ Improvements not called for in the MTP until 2050 so proposing to remove from the 10-Year Plan	~~$1,244,977,926~~	~~$0~~	~~$0~~	~~$0~~							~~78.82~~
~~25033.2~~	~~0196-02-125~~	~~IH 35E~~	~~Turbeville Road to FM 407~~	~~Reconstruct existing 4 general purpose lanes (NB only); Widen and convert 2 lane reversible to 4 lane concurrent managed lanes; Widen 4/6 lane continuous to 4/8 lane continuous frontage roads~~	~~August 2045~~	~~2045~~	~~Funding previously moved to TIP 13033.4/CSJ 0196-02-126 and TIP 13033.1/CSJ 0196-02-128; Remaining Category 2 funding moved to TIP 13033.1/CSJ 0196-02-128, TIP 13033.2/CSJ 0196-02-127, TIP 13033.4/CSJ 0196-02-126, TIP 25033.3/CSJ 0196-01-109, and IH 35E at Lake Sharon/Dobbs/Corinth projects through 2020 10-Year Plan Update;~~ Improvements not called for in the MTP until 2050 so proposing to remove from the 10-Year Plan	~~$1,119,914,259~~	~~$0~~									~~76.34~~
13033.5	0196-01-113	IH 35E	at Lake Sharon Drive/Dobbs Road	Construct interchange	January 2032	2032	Denton Priority Project #6; Part of 2022 Southeast Connector Cat 2/12 exchange; TxDOT requested $50,993,610 of additional Category 12 funding through the 2026 UTP, but it was not proposed for TTC approval	$125,399,113	$74,405,503	$12,918,639	$12,918,639					$61,486,864	$61,486,864	68.29
30001	N/A	IH 35E	TBD	Phase 2 Placeholder	TBD	TBD	Part of the Loop 9 Category 2/STBG exchange approved by the RTC in October 2021; Funding ($25,725,634) will be placed on a project in a future 10-Year Plan Update; Project also has $10,574,366 of CMAQ funding (total)	TBD	$0	$0	$0							N/A
55230	0081-13-058	IH 35W	Tarrant County Line to SH 114	Reconstruct and widen 4 lane to 6 lane freeway	September 2035	2036	Improvements called for in the MTP by 2040	$447,903,383	$0									91.84
55242	0081-13-050	IH 35W	SH 114 to IH 35W/IH 35E Interchange	Widen and reconstruct 4 lane to 6 lane freeway	September 2035	2036	Improvements called for in the MTP by 2040	$894,296,969	$0									86.73

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10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY2026 - FY2035

TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
55259.1	0081-13-071	IH 35W	South of FM 407 to FM 2449	Reconstruct and widen 2 lane continuous to 4/6 lane discontinuous frontage roads	September 2028	2029	Category 2 and 12 funding previously moved from TIP 55259/CSJ 0081-13-065 to this project, which is the higher priority; TxDOT requested $47,689,232 of additional Category 12 funding through the 2026 UTP, but it was not proposed for TTC approval	$260,713,232	$213,024,000	$24,537,247	$24,537,247					$188,486,753	$188,486,753	67.36
55259	0081-13-065	IH 35W	Dale Earnhardt Way to FM 407	Reconstruct and widen 4 lane discontinuous to 4/6 lane continuous frontage roads	September 2028	2029		$290,554,033	$0	$0	$0					$0	$0	86.76
20115	0081-03-047	US 377	South of FM 1171 to Crawford Road	Reconstruct and widen roadway from 2 lane to 4 lane with new sidewalks, turn lanes, a Texas U-turn, new signal installation with retiming, and a grade separated interchange	May 2026	2026	MPO Milestone Policy Project; Proposing to add $6,108,525 of CMAQ funding (total) to the project	$172,970,558	$166,862,033	$66,010,541	$73,973,599	$92,888,434	$92,888,434					76.98
																	$1,170,524,460	
Ellis County Projects																		
14028	0172-12-007	BUS 287S	McKinney Street to Breckinridge Street	Construct grade separation at the intersections of Bus US 287/Ennis Avenue and the UPRR Line and East Main Street and reconstruct Ennis Avenue from 4 to 4 lanes	October 2026	2027	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has $14,300,000 of STBG, $2,500,000 of Category 11, and $2,000,000 of local funding; Federal competitive grant application pending	$54,618,327	$12,500,000	$12,500,000	$12,500,000							67.56
13020	1394-02-027	FM 1387	Midlothian Parkway to Long Branch Road/Bryson Lane	Reconstruct and widen from 2 lane to 4 lane roadway (6 lane ultimate)	August 2030	2030	Proposing to remove Category 2 funding and use it to fund projects that can advance sooner	$100,957,237	$0	$25,000,000	$0							70.00
13028	1051-01-052	FM 664	FM 1387 to Westmoreland Road	Reconstruct and widen 2 lane to 4 lane roadway (Ultimate 6 lane)	July 2029	2029		$70,099,157	$70,099,157	$57,151,237	$57,151,237	$12,947,920	$12,947,920					82.22
13035.1	1051-01-051	FM 664	IH 35E to West of Ferris Road	Reconstruct and widen 2/4 lane roadway to 6 lane	September 2028	2029	Propose to remove Category 2 funding and move it to a breakout project (CSJ 1051-01-064)	$182,734,267	$0	$85,442,389	$0							81.42
TBD	1051-01-064	FM 664	SH 342 to West of Ferris Road	Reconstruct and widen 2 lane to 4 lane roadway with new sidewalks, turn lanes, and new signal improvements (Ultimate 6)	September 2028	2029	Project is a breakout of TIP 13035.1/CSJ 1051-01-051 that would make FM 664 4 lanes from IH 35E to IH 45; Funding offset by removal of funding from TIP 13035.1/CSJ 1051-01-051; Proposing to add $4,607,327 of CMAQ funding (total) as well	$115,412,344	$85,442,389	$0	$85,442,389							81.42
13035.2	1051-03-001	FM 664	West of Ferris Road to IH 45	Realign and widen from West of Ferris Road to North Central 2 to 6 lanes; From North Central to IH 45: Construct 0 to 6 lanes	September 2028	2029	Breakout of TIP 13035.1/CSJ 1051-01-051	$74,481,854	$74,481,854	$68,481,854	$68,481,854	$6,000,000	$6,000,000					71.72
13029	0092-03-053	IH 45	At FM 664	Construct interchange	September 2028	2029		$83,760,306	$83,760,306	$37,643,105	$37,643,105	$12,117,201	$12,117,201			$34,000,000	$34,000,000	76.70
13076	2921-01-010	Spur 394	IH 35E to FM 877	Construct 0 to 4 lane roadway on new location with new shared use path, curb ramps, grade separated pedestrian crossing, turn lanes, and signal improvements	June 2028	2028	Project in proximity to future Waxahachie ISD high school; Proposing to reduce Category 2 and add $5,350,240 of CMAQ funding (total) to this project	$36,858,702	$31,508,462	$33,600,000	$31,508,462							61.84
55105.4	2964-12-009	SL 9	Hampton Rd to IH 35E	Construct 0 to 2 lane continuous frontage road	August 2033	2033	Breakout project from TIP 55105/CSJ 2964-10-006	$10,000,000	$10,000,000	$0	$10,000,000							71.29

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FY2026 - FY2035

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53119	0172-08-103	US 287	West of Boyce Road to East of Cooke Road	Reconstruct 4 lane arterial to 4 lane freeway; Construct 0 to 4 lane continuous frontage roads and interchange at Boyce Road and Cooke Road	August 2033	2033	Project in proximity to Ennis Speedway; Proposing to remove Category 2 funding to free up funds for projects that can advance sooner	$175,339,836	$0	$10,000,000	$0							60.13
53119.1	0172-08-108	US 287	At Boyce Road	Construct interchange	August 2033	2033	Project in proximity to Ennis Speedway; Breakout of TIP 53119/CSJ 0172-08-103; TxDOT requested Category 12 funding through the 2026 UTP, but it was not proposed for TTC approval	$92,496,490	$0							$0	$0	TBD
55014	0261-01-041	US 67	At Lake Ridge Parkway	Construct interchange	March 2027	2027		$50,251,716	$49,310,617	$49,310,617	$49,310,617							64.93
Total Proposed Funding - Ellis County																	**$417,102,785**	
Kaufman County Projects																		
~~13074.1~~	~~0697-07-002~~	~~FM 429~~	~~US 80 to South of US 80~~	~~Realign and reconstruct from 2 lane to 2 lane (ultimate 4 lane)~~	~~August 2029~~	~~2029~~	~~Part of the Loop 9 Category 2/STBG exchange approved by the RTC in October 2021;~~ Propose to remove Category 2 funding; Project to be cancelled	~~$47,664,790~~	~~$0~~	~~$10,793,730~~	~~$0~~							~~62.29~~
~~13074.2~~	~~1089-04-002~~	~~FM 429~~	~~US 80 to North of US 80~~	~~Realign and reconstruct from 2 lane to 2 lane (ultimate 4 lane)~~	~~August 2029~~	~~2029~~	~~Part of the Loop 9 Category 2/STBG exchange approved by the RTC in October 2021;~~ Proposing to remove Category 2 funding; Project to be cancelled	~~$7,393,282~~	~~$0~~	~~$1,049,495~~	~~$0~~							~~62.29~~
55111	2588-01-017	FM 548	Windmill Farms Blvd to South of SH 205 (Rockwall County Line)	Widen and reconstruct 2 lane to 4 lane roadway (6 lane ultimate)	March 2029	2029	Proposing to remove Category 2 funding and transfer to projects that can advance sooner	$80,800,196	$0	$8,448,796	$0							80.78
TBD	0095-14-036	IH 20	West of FM 741 to Big Brush Creek	Construct 0 to 4 lane continuous frontage roads	August 2031	2031	Proposing to remove Category 4 funds and transfer to projects that can advance sooner	$276,016,216	$0			$8,500,000	$0					71.25
55220	0495-01-071	IH 20	SP 557 to SH 34	Construct 0 to 4 lane continuous frontage roads	August 2033	2033	Proposing to remove Category 4 funds and transfer to projects that can advance sooner	$134,398,536	$0			$8,500,000	$0					52.68
13081	0495-01-083	IH 20	SH 34 to Wilson Road	Construct 0 to 4 lane continuous frontage roads	August 2033	2033	Proposing to remove Category 4 funds and transfer to projects that can advance sooner	$133,912,128	$0			$8,500,000	$0					52.48
50013.2	0095-03-098	US 80	South Frontage Road at Buffalo Creek	Replace bridge and approaches and construct new sidewalks	September 2026	2027	Project also has $3,000,000 of Category 6 funding; Proposing to add $275,476 of CMAQ funding (total) to this project	$6,884,505	$3,609,029			$4,832,824	$3,609,029					81.12
50013.4	0095-03-099	US 80	South Frontage Road at Buffalo Creek Relief	Replace bridge and approaches and construct new sidewalks	September 2026	2027	Project also has $7,000,000 of Category 6 funding; Proposing to add $246,277 of CMAQ funding (total) to this project	$10,049,183	$2,802,906			$5,119,326	$2,802,906					80.84
TBD	0095-03-100	US 80	Westbound at Buffalo Creek	Replace bridge and approaches	September 2026	2027	Project also has $4,700,000 of Category 6 funding	$11,392,451	$6,692,451			$5,417,033	$6,692,451					79.13
TBD	0095-03-101	US 80	Eastbound at Buffalo Creek	Replace bridge and approaches	September 2026	2027	Project also has $3,600,000 of Category 6 funding	$9,882,855	$6,282,855			$5,520,233	$6,282,855					72.45

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RTC Action
August 7, 2025

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY2026 - FY2035

TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
TBD	0095-03-102	US 80	Westbound at Buffalo Creek Relief	Replace bridge and approaches	September 2026	2027	Project also has $9,800,000 of Category 6 funding	$17,080,561	$7,280,561			$7,154,409	$7,280,561					77.14
TBD	0095-03-103	US 80	Eastbound at Buffalo Creek Relief	Replace bridge and approaches	September 2026	2027	Project also has $7,300,000 of Category 6 funding	$14,294,731	$6,994,731			$6,735,782	$6,994,731					74.05
50013	0095-03-108	US 80	At Buffalo Creek	Replace bridge and approaches and construct new sidewalks	September 2026	2027	Proposing to add $192,526 of CMAQ funding (total) to this project	$10,094,023	$9,901,497			$8,454,897	$9,901,497					81.20
50013.1	0095-03-109	US 80	At Buffalo Creek Relief	Replace existing multiple culverts with a bridge, approaches, and construct new sidewalks	September 2026	2027	Proposing to add $264,592 of CMAQ funding (total) to this project	$18,780,751	$18,516,159			$16,688,562	$18,516,159					77.42
55072	0451-02-028	SH 205	US 80 in Terrell to South of FM 548	South of FM 548 to North of US 80: Widen 2 lane to 4 lane roadway; From North of US 80 to US 80: Reconstruct 4 lane to 4 lane with raised median and continuous left turn lane throughout entire limits (6 lane Ultimate), including new shared use path and signal improvements	August 2028	2028	Proposing to add $6,772,780 of CMAQ funding (total) to this project	$125,642,776	$118,869,996	$0	$6,415,178	$112,454,818	$112,454,818					54.67
																Total Proposed Funding - Kaufman County	**$180,950,185**	
Rockwall County Projects																		
13017	2588-02-008	FM 548	South of SH 205 (Kaufman County Line) to SH 205	Widen and reconstruct 2 lane to 4 lane roadway (Ultimate 6)	March 2029	2029	Proposing to remove Category 2 funding and transfer to projects that can advance sooner	$19,017,443	$0	$11,470,963	$0							78.71
83221	1015-01-024	FM 549	SH 205 to SH 276	Reconstruct and widen ~~from~~ 2 lane to 4 lane roadway with new shared use path and intersection improvements	August 2027	2027	Proposing to add $5,987,882 of CMAQ funding (total) to this project; Project may be advanced to an earlier year	$52,479,284	$46,491,402			$46,019,486	$46,491,402					61.74
13038.1	0451-05-003	SH 205	JCT SH 205/John King (South Goliad Street) to JCT SH 205/John King (North Goliad Street)	Reconstruct 4 lane to 4 lane roadway	April 2029	2029	Project split out from TIP 55074	$57,941,410	$51,526,232	$57,941,410	$51,526,232							83.19
55074	0451-04-021	SH 205	JCT SH 205/John King (North Goliad Street) to North of John King (Collin County Line)	Reconstruct and widen 4 to 6 lane roadway	August 2045	2045		$9,988,490	$0	$0	$0							88.75
55074.1	0451-04-025	SH 205	JCT SH 205/John King (North Goliad Street) to North of John King (Collin County Line)	Reconstruct and widen 2 lane to 4 lane roadway (6 lane ultimate)	April 2029	2029	Project split out from TIP 55074; Cat 2 funding previously transferred from TIP 55074/CSJ 0451-04-021	$9,988,490	$9,988,490	$9,988,490	$9,988,490							88.75
55071	0451-01-053	SH 205	South of FM 548 to JCT SH 205/John King (S. Goliad Street)	Widen 2 lane to 4 lane roadway (6 lane Ultimate)	September 2028	2029		$132,731,313	$132,731,313	$44,046,699	$44,046,699	$88,684,614	$88,684,614					75.83
																Total Proposed Funding - Rockwall County	**$240,737,437**	

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10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY2026 - FY2035

TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
Various County Projects																		
11618.2	0918-00-429	VA	Regional Mobility Assistance Patrol (Dallas District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	August 2026	2026	Includes $6,375,000 of STBG (approved through 2023-2026 M&O Initiative); TxDOT requested Category 12 funding through the 2026 UTP, but was not proposed for TTC approval	$8,880,000	$0							$0	$0	N/A
Total Proposed Funding - Various County																	**$0**	
Total Category 2, 4, and 12 Funding									$5,548,466,390	$1,067,020,262	$1,079,897,569	$1,385,963,307	$1,410,030,636	$723,293,339	$753,895,408	$1,996,326,300	$2,304,642,777	

Future Project Lettings (FY 2026-FY 2035)			
	Category 2	Category 4	Category 12
2026-2035	$1,079,897,569	$1,410,030,636	$3,058,538,185
Total	**$1,079,897,569**	**$1,410,030,636**	**$3,058,538,185**

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects
FY2026 - FY2035

TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
Hood County Projects																		
54018	0080-03-049	US 377	Overstreet Blvd to Pirate Drive	US 377 from Overstreet Blvd to SH 144: Widen 4 lane to 4 6 lane divided (Transition section at end with auxiliary lanes); From SH 144 to Pirate Dr: Upgrade 4 lane rural highway to 4 lane urban highway with 0 to 4 lane discontinuous access roads; Reconstruct SH 144 interchange	December 2026	2027	TxDOT requested Category 12 funding through 2024 UTP, but it was not proposed for TTC approval	$35,640,000	$127,000,000	$50,000,000	$75,000,000	$52,000,000	$52,000,000					72.76
													Total Proposed Funding - Hood County				**$127,000,000**	
Johnson County Projects																		
13040	0747-05-043	FM 157	Main Street from 8th Street to North of County Road 108B	Rehab 2 lane to 2 lane roadway with sidewalks and turn lanes	December 2025	2026	Project split out from TIP 13041/CSJ 0747-05-042	$2,000,000	$2,000,000	$10,400,000	$2,000,000							78.10
13040.1	0747-08-002	FM 157	Main Street from 8th Street to North of County Road 108B	Construct 0 to 2 lane urban roadway and intersection improvements at FM 157 and Student Drive	December 2025	2026	Project split out from TIP 13040/CSJ 0747-05-043	$8,400,000	$8,400,000	$0	$8,400,000							78.10
13041	0747-05-042	FM 157	US 67 to 8th Street	Reconstruct rural 2 lane to urban 2 lane with sidewalks and turn lanes	December 2025	2026		$9,500,000	$9,500,000	$9,500,000	$9,500,000							87.39
54053	0747-05-035	FM 157	BU 287P to CR 510	Realign and widen roadway from 2 to 4 lanes urban divided	November 2031	2032	Proposing to focus funding on a shorter breakout section that is higher priority	$173,000,000	$138,000,000	$78,000,000	$78,000,000	$60,000,000	$60,000,000					72.84
11955.1	1181-02-033	FM 917	West of Ave F to Main Street	Construct railroad grade separation and realign FM 917	October 2032	2033		$25,000,000	$10,000,000	$10,000,000	$10,000,000							77.01
11955.2	1181-03-036	FM 917	Main Street to East of SH 174	Construct railroad grade separation and realign FM 917	October 2032	2033		$13,000,000	$3,000,000	$3,000,000	$3,000,000							86.06
52501	3372-01-010	FM 3391	IH 35W to East of CR 602	Widen from 2 lanes to 6 lanes from IH 35W to Hurst Avenue and 2 lanes to 4 lanes from Hurst Avenue to CR 602	December 2028	2029	Category 4 funding replaced with Category 2 due to the project not being eligible for Category 4; Offset by removal of Category 2 funding on TIP 13037/CSJ 0171-05-094, which was replaced with Category 4	$80,661,545	$68,661,515	$68,661,515	$68,661,515	$0	$0					65.51
13046	0014-03-088	IH 35W	Bethesda Rd to Asher Rd	Reconstruct interchange at FM 917	August 2026	2026		$84,000,000	$84,000,000			$68,000,000	$84,000,000					84.42
14063	0019-01-146	SH 174	North of Elk Drive to Wicker Hill Road	Reconstruct and widen from 4 to 6 lanes rural divided with sidewalks	March 2026	2026	Part of the 2022 SE Connector Category 2/STBG exchange; $6,510,000 of STBG funds on this project were exchanged for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066) in 2022 10-Year Plan Update; Project also has $900,000 of CMAQ funding (total) and $22,179,782 of STBG funding (total)	$29,589,782	$6,510,000	$6,510,000	$6,510,000							82.15
													Total Proposed Funding - Johnson County				**$330,071,515**	

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10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects
FY2026 - FY2035

TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
Parker County Projects																		
14042	0717-01-025	FM 113	Old Millsap Road to North of Old Millsap Road	Realign FM 113 (2 to 2 lanes)	September 2025	2026	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has $1,034,399 of Category 11 funding; STBG funds on this project were exchanged for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066)	$1,634,398	$600,000	$600,000	$600,000							71.72
14041	0008-09-037	FM 1187	Maverick St to FM 5	Reconstruct and widen from 2 lanes (with center turn lane) to 4 lane (with center turn lane) urban roadway (6 lane ultimate); Intersection improvements	September 2027	2028	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has $1,290,000 of CMAQ funding; STBG funds on this project were exchanged for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066) in 2022 10-Year Plan Update	$14,740,000	$13,450,000	$13,450,000	$13,450,000							78.61
13054	0314-07-061	IH 20	FM 2552 to Bankhead Highway	Construct 0 to 4/6 lane continuous frontage roads	October 2032	2033		$77,000,000	$51,000,000			$46,000,000	$20,000,000			$31,000,000	$31,000,000	75.83
21093.1	0008-03-131	IH 20	From FM 1187 to US 180	Reconstruct from 6 to 6 general purpose lanes and reconstruct and widen 4 lane continuous to 4/6 lane continuous frontage roads	September 2033	2034	A part of the US 287 Category 2/STBG exchange approved by the RTC on October 2021; $588,436 of STBG to remain on the project; Funding exchange will be completed in a future UTP	$448,000,000	$0	$0	$0							61.50
																Total Proposed Funding - Parker County	**$65,050,000**	
Tarrant County Projects																		
13019	0008-16-043	IH 20/SH 183	At Chisholm Trail Parkway	Add northbound and southbound direct connect ramps	May 2029	2029	Project also has $20,000,000 of STBG funding (total)	$51,085,095	$31,085,095	$31,085,095	$31,085,095							63.16
~~13027.1~~	~~2374-05-084~~	~~IH 20~~	~~Park Springs Blvd. to Dallas County Line~~	~~Reconstruct and widen from 8 to 10 general purpose lanes and 4/6/8 lane continuous to 4/6/8 lane continuous frontage roads~~	~~September 2034~~	~~2035~~	~~Split from IH 20 from US 287 to Park Springs Blvd; Funding previously moved to TIP 13027.2/CSJ 2374-05-093;~~ Improvements not called for in the MTP until 2050 so proposing to remove from the 10-Year Plan	~~$407,310,400~~	~~$0~~	~~$0~~	~~$0~~							~~76.01~~
13027.2	2374-05-093	IH 20	Park Springs Blvd. to Dallas County Line	Reconstruct eastbound & westbound frontage roads from 4/8 lane discontinuous to 4/8 lane continuous on IH 20 from Park Springs to Cooper street; On eastbound IH 20 exit to Bardin road (frontage road) improve drainage	October 2031	2032	$50,000,000 of Category 2 funding previously offset by a reduction on TIP 13027.1/CSJ 2374-05-084; TxDOT requested Category 12 funding through 2024 UTP, but it was not proposed for TTC approval; Project funding previously reduced in order to offset funding increase on TIP 13061.1/CSJ 0008-03-133	$100,000,000	$25,000,000	$25,000,000	$25,000,000							76.01
55043.1	2374-05-094	IH 20	Little Road to Park Springs Blvd.	Reconstruct and widen from 8 to 10 general purpose lanes, 4/6 discontinuous lanes to 4/8 continuous frontage road lanes; Add shared-use path and sidewalks	September 2031 ~~2029~~	~~2032~~ ~~2030~~	Part of the Southeast Connector project; TxDOT requested additional Category 12 funding for this project and it is being proposed for TTC approval	$200,000,000	$200,000,000					$100,000,000	$200,000,000			82.70
13002	1068-01-230	IH 30	Cherry Lane to Green Oaks Road	Reconstruct from 6 to 8 main lanes and reconstruct 2/4 lane discontinuous to 4/6 lane continuous frontage roads; Reconstruct IH 30/SH 183 interchange	October 2032	2033	Category 2 funding moved to TIP 55045/CSJ 0008-13-206; Project will be re-funded in a future 10-Year Plan update; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but project was not proposed for funding by the TTC; TxDOT requested Category 12 funding through 2026 UTP, but it was not proposed for TTC approval	$350,000,000	$0					$0	$0			73.24
TBD	1068-02-072	IH 30	East of IH 35W to Cooper Street	Widen 6 to 8/10 general purpose lanes	September 2036	2037	Project will be funded in a future 10-Year Plan Update	$1,120,000,000	$0									60.78

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RTC Action
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10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects
FY2026 - FY2035

TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
13001	1068-02-147	IH 30	West of Cooper Street to Dallas County Line	Reconstruct and widen 6 to 8 general purpose lanes; Cooper St to Baird Farm Road/AT&T Way: reconstruct 2 concurrent managed lanes to 2 concurrent managed lanes; Baird Farm Road/AT&T Way to SH 360: convert 2 concurrent managed lanes to 3 concurrent managed lanes; SH 360 to Duncan Perry Road: reconstruct 2 concurrent managed lanes to 2 concurrent managed lanes and reconstruct existing 4/6 lane discontinuous to 4/6 lane discontinuous frontage road	September 2034	2035	TxDOT to build safety barriers into managed lane design	$218,820,000	$218,820,000	$48,180,000	$48,180,000	$170,640,000	$170,640,000					80.82
53070	0014-02-055	IH 35W	South of Garden Acres to South of Alsbury Blvd	Construction of new interchange IH 35W at FM 1187, with 4/6 lane continuous to 4/8 lane continuous one way frontage roads, ramp modifications including new ramps, construct 0 to 2 northbound collector distributor lanes, and shared use path	September 2032	2033	TxDOT requested Category 12 funding through 2023 UTP and 2024 UTP, but project was not proposed for funding by the TTC; TxDOT requested Category 12 funding through 2026 UTP, but it was not proposed for TTC approval	$170,000,000	$0					$0	$0			83.01
13005.1	0008-14-132	IH 820	Navajo Trail/Cahoba Drive to Marine Creek Parkway	Relocate ramps, realign frontage roads, and add bridges	October 2033	2034	Project is a breakout of TIP 13005/CSJ 0171-05-068; Proposing to remove Category 2 funding temporarily to cover cost overruns on projects that can advance sooner; Project will be re-funded in a future 10-Year Plan Update	$900,000,000	$0	$20,000,000	$0							86.84
13056	0008-05-029	Lancaster Avenue/ SH 180	IH 35W to Tierney Road	Reconstruct roadway 6 to 6 lanes with pedestrian improvements, new signals, and turn lanes	June 2027	2027	Project also has $11,430,160 from City of Fort Worth; Project awarded $20 million RAISE grant (plus $5 million state match); Proposing to add $17,000,000 of CMAQ funding (total) to this project	$167,500,000	$114,069,840	$62,500,000	$89,069,840	$25,000,000	$25,000,000					80.42
13057	0008-06-052	Lancaster Avenue/ SH 180	IH 35W to Tierney Road	Reconstruct roadway 6 to 6 lanes with pedestrian improvements	June 2027	2027	Split from TIP 13056; Project also has $5,000,000 from City of Fort Worth	$42,500,000	$37,500,000	$37,500,000	$37,500,000							79.36
13064	0094-05-070	SH 183	At Pumphrey	Construct intersection improvements including turn lanes and new traffic signal	October 2032	2033		$41,000,000	$21,000,000	$21,000,000	$21,000,000							61.51
55034	0364-05-039	SH 183	FM 157 to Bear Creek Parkway	Widen 3/4 to 6 concurrent managed lanes and reconstruct and widen existing 2/6 lane discontinuous to 4/6 lane discontinuous frontage roads (ultimate)	TBD	TBD	Funding source to be determined		$0									72.81
55035	0094-02-136	SH 183	Bear Creek Parkway to Dallas County line	Reconstruct and widen 6/7 to 8 general purpose lanes, 2 to 6 concurrent managed lanes, and reconstruct 2/6 lane discontinuous to 4/6 lane discontinuous frontage roads & 4 lane to 4 lane collector distributor from SH 360 to International Parkway	TBD	TBD	Funding source to be determined		$0									72.81

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10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects
FY2026 - FY2035

TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
13005	0171-05-068	SH 199	North of Azle Ave to South of IH 820	Construct 0 to 4 main lanes (6 ultimate) with interchange at IH 820	October 2033	2034	$20,000,000 of Category 2 funds previously moved to CSJ 0008-14-132 (part of the SH 199 imp); Funding previously reduced by $110M in order to offset funding increases on other projects (TIP 13057/CSJ 0008-06-052, TIP 13008/CSJ 2266-02-148, TIP 13003/CSJ 1068-01-214, and TIP 13063/CSJ 0014-15-078) due to lack of consensus between TxDOT & local governments project scope; Once scope has been finalized, funding will be re-programmed; $70M of Category 12 funding was formerly Category 2 funding (part of funding exchange to advance IH 30 Canyon project in Dallas); TxDOT requested additional Category 12 funding through 2026 UTP, but it was not proposed for TTC approval	$500,000,000	$70,000,000	$0	$0					$70,000,000	$70,000,000	86.64
13037	0171-05-094	SH 199	North University Drive/West Northside Drive to South of IH 820	Reconstruct and widen 4 to 6 lane divided urban	October 2032	2033	Category 2 funding replaced with Category 4 and moved to TIP 52501/CSJ 3372-01-010, which is not eligible for Category 4	$138,661,515	$68,661,515	$0	$0	$68,661,515	$68,661,515					78.28
13008	2266-02-148	SH 360	North of E. Randol Mill Rd. to South of E. Randol Mill Rd.	Reconstruct and widen 6 to 8 main lanes and railroad underpass and 4/8 continuous lane to 4/8 lane continuous frontage roads	December 2028	2029	Project is split out from TIP 51346; $70,000,000 of Category 12 funding was formerly Category 2 funding (part of a funding exchange to advance IH 30 Canyon project in Dallas)	$130,000,000	$70,000,000	$0	$0	$0	$0			$70,000,000	$70,000,000	94.82
13058	2266-02-150	SH 360	SH 183 to IH 30	Operational improvements	March 2029	2029	Proposing to remove Category 2 funding temporarily to cover cost overruns on projects that can advance sooner; Project will be re-funded in a future 10-Year Plan Update	$256,000,000	$0	$20,000,000	$0							77.49
14092	2266-02-159	SH 360	Trinity River to Post and Paddock	Construct 0 to 2 lane continuous southbound frontage road, bridge over Riverside Parkway, and new sidewalks	September 2028	2029	Part of the US 287 Category 2/STBG exchange approved by the RTC in October 2021; Proposing to remove Category 2 funding temporarily to cover cost overruns on projects that can advance sooner	$15,000,000	$0	$12,638,436	$0							73.82
55044.1	0172-06-105	US 287	Village Creek Road to Berry Street	Reconstruct 6 to 6 mainlanes plus auxiliary lanes with 4 discontinuous frontage road lanes to 4/6 discontinuous frontage road lanes; Add shared-use path and sidewalks	September 2029	2030	Project is part of the Southeast Connector project; Project was awarded $178,000,000 of Category 12 funding through 2024 UTP	$178,000,000	$178,000,000					$178,000,000	$178,000,000			80.36
13063	0014-15-078	US 81/US 287	South of North Tarrant Parkway to Avondale Haslet Road	Operational improvements including ramp modifications, 4/6 lane discontinuous to 4/8 lane continuous frontage roads, and sidewalks	September 2027 ~~November 2029~~	2028 ~~2030~~		$229,977,606	$229,977,606	$116,600,000	$116,600,000	$113,377,606	$113,377,606					81.86
11572	0902-48-579	US 81/US 287	at FM 3479/Harmon Rd/North Tarrant Parkway	Construct North Tarrant Parkway over US 81 with turnaround on eastside; Construct Harmon Rd over US 81	August 2026	2026	Part of the 2022 SE Connector Category 2/STBG exchange; Project also includes $1,653,702 of local funding; STBG funds were exchanged for Category 2 funding in 2022 10-Year Plan Update (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066)	$25,056,079	$23,402,377	$23,402,377	$23,402,377							100.00
53029	0014-15-033	US 81	North of Harmon Road to North of IH 35W	Reconstruct 2 to 2 lane northbound frontage road	August 2026	2026	MPO Milestone Policy Project (letting deadline of end of FY2026 ~~FY2025~~); Project also has $6,016,331 of STBG funding	$10,800,000	$4,783,669	$4,783,669	$4,783,669							72.02

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10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects
FY2026 - FY2035

TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
53030	0014-15-034	US 81	North of Harmon Road to North of IH 35W	Reconstruct 2 lane one way to 2 lane one way southbound frontage road	August 2026	2026	MPO Milestone Policy Project (letting deadline of end of FY2026 ~~FY2025~~); Project also has $7,227,821 of STBG funding	$19,066,000	$11,838,179	$11,838,179	$11,838,179							70.49
53031	0014-15-035	US 81	North of Harmon Road to North of IH 35W	Reconstruct northbound and southbound exit ramp to Harmon Road/North Tarrant Parkway and southbound entrance ramp from Harmon Road	August 2026	2026	MPO Milestone Policy Project (letting deadline of end of FY2026 ~~FY2025~~)	$1,838,179	$1,838,179	$1,838,179	$1,838,179							71.26
53032	0014-15-036	US 81	North of FM 3479 to North of IH 35W Interchange	Construct auxiliary lane for northbound exit to North Tarrant Parkway; Auxiliary lane for southbound entrance from North Tarrant Pkwy	August 2026	2026	MPO Milestone Policy Project (letting deadline of end of FY2026 ~~FY2025~~)	$18,856,480	$18,856,480	$18,856,480	$18,856,480							73.68
53074	0014-15-087	US 81	Wise/Tarrant County Line to Avondale Haslet Road	Reconstruct 4 to 4 lane freeway; Construct/reconstruct/re-stripe 4 lane, 2 way discontinuous to 4 lane, 1-way continuous frontage roads	January 2030	2030		$50,000,000	$34,717,812			$34,717,812	$34,717,812					62.40
21019	0080-07-099	US 377	at RM 2871	Intersection improvements including construction of new dual left turn lanes and reconstruction of right turn lane on eastbound RM 2871, and traffic signal improvements to accommodate the additional turn lanes	September 2029 ~~June 2032~~	2030 ~~2032~~	Part of the 2022 SE Connector Category 2/STBG exchange; STBG funds on this project were exchanged for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066); Discussions on scope pending between TxDOT and NCTCOG staff	$47,841,920	$5,000,000	$5,000,000	$5,000,000							77.66
Total Proposed Funding - Tarrant County																	**$1,364,550,752**	
Wise County Projects																		
13004.3	0013-09-012	BU 81-D	CR 1160 - Realigned FM 1810 intersection to North of CR 2090	Realignment of BU 81-D at realigned intersection of US 81/287 and FM 1810/BU 81-D	August 2030	2030		$6,300,000	$6,300,000	$3,600,000	$6,300,000							67.70
13004.1	2418-01-013	FM 1810	West of CR 1170 to intersection of US 81/287 at FM 1810	Construct 0 to 4 lane roadway on new alignment of FM 1810	August 2030	2030		$32,500,000	$32,500,000	$13,300,000	$32,500,000							67.70
13004.2	0013-07-083	US 81	North of CR 2195 to North of US 380	Construct mainlane grade separation at relocated FM 1810 and US 81D, with addition of ramps and 0 to 2 lane access roads	August 2030	2030		$91,400,000	$55,500,000	$16,700,000	$55,500,000							68.44
55302	0013-08-147	US 81	Northstar Parkway to Wise/Tarrant County Line	Reconstruct 4 to 4 lane freeway and grade separation; Construct/reconstruct/restripe 4-lane, 2 way discontinuous frontage roads to 4 lane, one-way continuous frontage roads	January 2030	2030		$84,682,188	$84,682,188	$41,400,000	$41,400,000	$43,282,188	$43,282,188					61.99
Total Proposed Funding - Wise County																	**$178,982,188**	
Total Category 2, 4, and 12 Funding									$2,065,654,455	$785,343,930	$844,975,334	$681,679,121	$671,679,121	$278,000,000	$378,000,000	$171,000,000	$171,000,000	

Future Project Lettings (FY2026-FY2035)			
	Category 2	Category 4	Category 12
2026-2035	$844,975,334	$671,679,121	$549,000,000
Total	**$844,975,334**	**$671,679,121**	**$549,000,000**

Amounts only include Cat 2, 4, 12 funds
Strikethroughs and red text indicate project changes since July 2025 RTC meeting

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Paris District) - Planned Projects
FY2026 - FY2035

TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Let Date	Let FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Approved	Cat 12 Proposed	MPO Project Score
Hunt County Projects																
13052	2659-01-010	FM 1570	IH 30 to SH 66	Construct 2 lane to 4 lane divided with shoulders (HMAC pavement and RR crossing) North project	October 2027	2028	Hunt County is doing environmental clearance	$42,289,915	$38,000,000	$38,000,000	$38,000,000					82.54
13051	0692-01-020	FM 1570	SH 34 to IH 30	Widen 2 to 4 lane divided roadway (South Project)	October 2027	2028		$35,640,000	$31,900,000	$31,900,000	$31,900,000					90.27
13065	0009-13-174	IH 30	FM 2642 to Monty Stratton Parkway	Reconstruct and widen 4 lane to 6 lane freeway and 2/6 lane continuous to 4/6 lane continuous frontage roads	September ~~August~~ 2029	2030		$191,077,618	$122,577,618	$26,500,000	$26,500,000			$96,077,618	$96,077,618	62.27
13078	0009-13-194	IH 30	Monty Stratton to East of Division St	Reconstruct and widen 4 to 6 lane freeway	August 2034	2034	Category 2 funding previously moved to TIP 13065/CSJ 0009-13-174 which is the higher priority	$224,000,000	$0	$0	$0					69.84
13079	0009-13-195	IH 30	East of Division St to East of Lamar St	Reconstruct and widen 4 to 6 lane freeway	August 2034	2034	Category 2 funding previously moved to TIP 13065/CSJ 0009-13-174 which is the higher priority	$168,000,000	$0	$0	$0					68.32
13080	0009-13-196	IH 30	East of Lamar St to East of FM 513	Reconstruct and widen 4 to 6 lane freeway	August 2034	2034	Category 2 funding previously moved to TIP 13065/CSJ 0009-13-174 which is the higher priority	$280,000,000	$0	$0	$0					65.90
13053.2	0083-11-026	SH 11	West of SH 24 to Monroe Street	Construct pedestrian safety and traffic calming improvements	August 2034	2034	Breakout project for control section break (offset by reduction on TIP 13053/CSJ 0768-01-057); Coordination between project stakeholders on scope is delaying the project	$672,000	$600,000	$600,000	$600,000					65.49
											Total Proposed Funding - Hunt County				**$193,077,618**	
				Total Category 2, 4, and 12 Funding					$193,077,618	$97,000,000	$97,000,000	$0	$0	$96,077,618	$96,077,618	

Future Project Lettings (FY 2026-FY 2035)			
	Category 2	Category 4	Category 12
2026-2035	$97,000,000	$0	$96,077,618
Total	**$97,000,000**	**$0**	**$96,077,618**

Amounts only include Cat 2, 4, 12 funds
Strikethroughs and red text indicate project changes since July 2025 RTC meeting

RTC Action
August 7, 2025

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2025

TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
Collin County Projects													
14071	1392-01-044	FM 1378	FM 3286 to South of FM 3286	Construct intersection improvements (sidewalks and turn lanes)	May 2023 (Actual)	2023	Part of the 2022 SE Connector Category 2/STBG trade; Project also has $7,471,784 of CMAQ funding that is covering change orders	$6,682,469	$1,710,685	$1,710,685			
54005	2351-01-017	FM 2478	FM 1461 to US 380	Widen 2 lane rural highway to 4 lane divided; Realign intersection at FM 1461; 6 lane ultimate	September 2020 (Actual)	2021	Project completed in January 2024	$24,834,021	$24,834,021	$24,834,021			
54005.1	2351-02-014	FM 2478	FM 1461 to North of FM 1461	Widen 2 lane rural highway to 4 lane divided; 6 lane ultimate; Realign intersection of FM 1461	September 2020 (Actual)	2021	Project split out from TIP 54005/CSJ 2351-01-017; Project completed in January 2024	$3,219,051	$3,219,051	$3,219,051			
20083	2679-02-008	FM 2514	FM 2551 to West of FM 1378	Widen 2 lane rural to 4 lane (Ultimate 6 lane) urban roadway including new pedestrian improvements and left/right turn lanes	May 2018 (Actual)	2018	Remainder of construction funded with $2,879,212 RTR, $1,202,000 CMAQ, and $116,301 of local funding; Project completed in April 2021	$19,081,190	$13,600,000	$13,600,000			
55037	2679-03-016	FM 2514	North of Drain Drive to Brown Street	Widen facility from 2 lane to 4/6 lane urban divided	July 2022 (Actual)	2022	Project also has Category 1 funding to cover funding gap	$33,641,069	$24,107,754	$24,107,754			
55038	2679-03-015	FM 2514	East of Lavon Parkway to North of Drain Drive	Widen facility from 2 lane to 4 lane urban divided (ultimate 6 lane divided)	July 2022 (Actual)	2022	Project also has Category 1 and $9,228,407 of Category 11 COCO funding to cover funding gap and change orders	$16,744,842	$11,360,404	$11,360,404			
83209	2056-01-042	FM 2551	FM 2514 to FM 2170	Reconstruct and widen 2 lane rural to 6 lane urban divided	April 2023 (Actual)	2023	Project also has Category 1 funding to cover funding gap	$46,333,942	$45,920,230	$45,920,230			
14071.2	3476-02-013	FM 3286	FM 1378 to East of FM 1378	Construct intersection improvements (sidewalks and turn lanes)	May 2023 (Actual)	2023	Part of the 2022 SE Connector Category 2/STBG trade; Project also has $3,392,988 of CMAQ funding	$5,212,988	$1,820,000	$1,820,000			
35004	0816-04-101	FM 455	US 75 to CR 286	Reconstruct and widen 2 lane rural to 4 lane divided	December 2015 (Actual)	2016	Funds are Proposition 1 - Category 4; Project completed in August 2020	$2,746,785	$2,746,785		$2,746,785		
13071	0364-04-051	Spur 399	US 75 to SH 5	Reconstruct and widen 4 lane freeway to 8 lane freeway and construct 4/8 lane continuous to 4/8 lane continuous frontage roads	December 2024 (Actual)	2025		$38,799,849	$38,799,849	$38,799,849			
55156	0364-04-049	Spur 399	At SH 5	Construct interchange	December 2024 (Actual)	2025		$36,131,076	$36,131,076	$36,131,076			
13055	0047-04-031	SH 5	SH 121 to North of Collin County Outer Loop	Reconstruct and widen 2 lane rural to 4 lane urban roadway	December 2022 (Actual)	2023	Project also has $321,537 of Collin County funds	$39,271,527	$39,479,990		$39,479,990		
13072	0047-05-058	SH 5	SH 5/Spur 399 intersection to Stewart Rd	Reconstruct and widen 4 lane arterial to 8 lane freeway and construct 0 to 4/6 lane continuous frontage roads	December 2024 (Actual)	2025		$18,634,223	$18,634,223	$18,634,223			
13073	0047-05-057	SH 5	Stewart Road to El Dorado Parkway	Reconstruct and widen 4 lane undivided roadway to 6 lane divided roadway	December 2024 (Actual)	2025	Project also has $1,206,587 of local contribution	$63,793,866	$64,221,173	$39,555,215	$24,665,958		

Amounts only include Category 2, 4, 12 funding.
Strikethroughs and red text indicate project changes and updates since July 2025 RTC meeting

RTC Action
August 7, 2025

ELECTRONIC ITEM 6.4

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2025

TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
13015	0549-03-024	SH 121	Collin County Outer Loop to North of FM 455	Reconstruct and widen from 2 lane to 4 lane rural divided; Construct 0 to 4 lane discontinuous access road and FM 455 interchange	October 2020 (Actual)	2021	Project completed in October 2024	$38,917,859	$38,917,859		$38,917,859		
55073	0451-03-013	SH 205	North of John King to SH 78	Widen 2 lane rural highway to 4 lane divided (6 lane ultimate)	July 2022 (Actual)	2022	Change orders being covered by Category 1; Project completed in May 2025	$33,380,213	$33,380,213	$33,380,213			
13025	0047-14-084	US 75	North of FM 455 to CR 370	Construct interchange	June 2018 (Actual)	2018	Project completed in April 2020	$20,213,387	$20,730,431	$20,730,431			
13044	0047-06-161	US 75	At Ridgeview Drive	Reconstruct interchange	June 2022 (Actual)	2022	Project also has $8,447,878 of Category 1 funding and $8,945,594 of STBG funding; Project completed in February 2025	$43,578,574	$27,300,067	$27,300,067			
20084	0047-14-053	US 75	North of CR 370 to CR 375 (Grayson County Line)	Reconstruct and widen from 4 lane to 6 lane freeway and reconstruct and widen existing 4 lane continuous frontage road to 4/6 lane continuous frontage roads	January 2024 (Actual)	2024	MPO Milestone Policy Project (Round 2)	$80,040,840	$80,669,840		$16,870,821	$63,799,019	
55233	0135-03-046	US 380	West of Bridgefarmer Road to 4th Street	Reconstruct and widen 4 lane roadway to 6 lane divided	March 2025 (Actual)	2025	Project also has $11,000,000 of Collin County funds	$74,514,878	$65,091,878	$24,189,901	$40,901,977		
55233.1	0135-03-057	US 380	Airport Drive to West of Bridgefarmer Road	Reconstruct and widen 4 lane roadway to 6 lane divided	March 2025 (Actual)	2025		$55,336,709	$55,614,998	$55,614,998			
55234	0135-04-033	US 380	4th Street to CR 458	Reconstruct and widen 4 lane roadway to 6 lanes divided	March 2025 (Actual)	2025		$11,561,158	$11,561,158	$11,561,158			
												Total Approved Funding - Collin County	**$659,851,685**
Dallas County Projects													
55240	2374-04-085	IH 20	West of Cockrell Hill Road to Hampton Road	Construct 0 to 4 lane frontage road	December 2021 (Actual)	2022	Commitment to Red Bird Mall area	$79,838,372	$80,581,578	$80,581,578			
52527	1068-04-119	IH 30	SH 161 to NW 7th Street	Construct 0 to 4 lane frontage roads	June 2018 (Actual)	2018	Project completed in August 2022; Change orders covered by Category 11	$25,781,036	$25,781,036		$25,781,036		
54033	1068-04-149	IH 30	NW 7th Street to Belt Line Road	Construct 0 to 2/3 lane westbound frontage road and ramp modifications	June 2018 (Actual)	2018	Category 11 funds used to fund the remainder of the project; Project completed in August 2022	$13,291,213	$11,000,000		$11,000,000		
55169	0009-11-241	IH 30	Bass Pro Drive to Dalrock Road	Construct 0 to 6 lane frontage roads, Bayside bridge, and ramp modifications; Reconstruct Dalrock interchange	March 2021 (Actual)	2021	Project also has $5,000,000 of Category 1 funding for potential cost overruns; Project completed in May 2025	$120,678,632	$120,574,879		$120,574,879		
55179	0009-11-238	IH 30	Bass Pro Drive in Garland to Dalrock Road	Widen to add shoulder	March 2021 (Actual)	2021	Project also has $3,500,000 of Category 1 funding for potential cost overruns; Project completed in May 2025	$13,601,005	$21,128,162	$7,827,157		$13,301,005	

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10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2025

TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
13030	0009-11-254	IH 30	IH 35E to IH 45	IH 35E to Cesar Chavez Blvd: Reconstruct and widen 6 to 12 general purpose, reconstruct 2/6 lane discontinuous to 2/6 lane discontinuous frontage roads and remove 4 westbound collector distributor lanes; Cesar Chavez Blvd to IH 45: Reconstruct and widen 6 to 7 general purpose, reconstruct 1 to 1 lane HOV-R and construct 0 to 2/4 lane discontinuous frontage roads	February 2025 (Actual)	2025	IH 30 Canyon Project; Trade previously reduced Category 12 funds on this project & replaced it with Category 2 funds (offset by reduction on TIP 13070/CSJ 0135-15-002, TIP 55287/CSJ 0047-10-002, TIP 13005/CSJ 0171-05-068, TIP 13008/CSJ 2266-02-148) in order to enable project to let on time as Category 12 funding not available until out years; Project also has $57,201,806 of STBG, $98,175,435 of Category 11 COCO funds, and $9,940,011 of local funds from City of Dallas	$831,505,327	$666,188,075	$450,709,923	$93,939,810	$85,000,000	$36,538,342
13012.2	0196-03-274	IH 35E	IH 635 to Denton County Line	Reconstruct and widen 6 general purpose lanes to 8 general purpose lanes and reconstruct existing 2/8 discontinuous frontage road lanes to 2/8 discontinuous frontage road lanes	August 2021 (Actual)	2021	Design-build project; Project was also awarded $182,098,750 of Design-Build funds by the TTC	$614,317,018	$432,218,268	$202,562,682		$229,655,586	
13012.3	0196-03-282	IH 35E	IH 635 to Denton County Line	Reconstruct existing 2 managed lanes to 2 managed lanes	August 2021 (Actual)	2021	Project split out from TIP 13012.2/CSJ 0196-03-274; Project was awarded $14,470,000 of Design-Build funds for the remainder of the project	$93,951,732	$79,481,732	$79,481,732			
54119.5	0442-02-162	IH 35E	Ellis County Line to Bear Creek Road	Construct interchange at SL 9 and IH 35E	February 2024 (Actual)	2024	Project also has $3,879,813 of STBG funds	$22,719,613	$19,422,801	$19,422,801			
14032.2	0442-02-161	IH 35E	at Bear Creek Road	Construct intersection improvements including reconstructing existing 4 lane continuous to 4 lane continuous frontage roads with the addition of a Texas U-Turn and sidewalks	February 2025 (Actual)	2025	Part of the 2022 SE Connector Category 2/STBG trade; Project also has $7,257,395 of CMAQ and $100,000 of STBG funding	$16,449,139	$9,567,743	$9,567,743			
55067	0092-14-088	IH 45	Lenway St. to Good Latimer	Reconstruct IH 45 and SM Wright Interchange (Phase 2B)	December 2019 (Actual)	2020		$30,136,042	$30,136,042	$30,136,042			
55249	0092-02-130	IH 45	At SL 9	Reconstruct existing 2 to 2 lane southbound frontage road and ramp modifications	July 2021 (Actual)	2021	Project also has $395,464 of Category 1 funding	$4,228,798	$3,833,334		$3,833,334		
54111	2374-01-171	IH 635	At Skillman/Audelia	Interchange improvements	August 2019 (Actual)	2019	Project has Category 12 funds from the MPO Revolver trade; $7,202,000 of Design-Build funding to offset reduction in Category 2 funding	$57,972,000	$50,770,000	$46,393,000			$4,377,000
55060.1	2374-01-137	IH 635 (E)	Miller Road to West of the KCS RR (West of SH 78)	Widen 8 to 10 general purpose lanes and reconstruct 4/6 lane discontinuous to 4/6 lane continuous frontage roads	August 2019 (Actual)	2019	Project also has $63,193,281 of Design-Build funding	$246,941,214	$183,747,933	$30,500,000	$132,848,147	$20,399,786	
55060.2	2374-01-191	IH 635 (E)	Miller Road to West of the KCS RR (West of SH 78)	Reconstruct existing 2 HOV/express to 2 HOV/express lanes	August 2019 (Actual)	2019	Project split out from TIP 55060.1/CSJ 2374-01-137; Project also has $6,513,375 of Design-Build funding	$49,935,875	$43,422,500	$43,422,500			

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RTC Action
August 7, 2025

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2025

TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
55075.1	2374-02-053	IH 635 (E)	West of the KCS RR (West of SH 78) to IH 30	Widen 8 to 10 general purpose lanes and reconstruct 4/6 lane discontinuous to 4/8 lane continuous frontage roads	August 2019 (Actual)	2019	Construction also funded with $25,000,000 CMAQ, $92,752,017 STBG, and $7,014,863 Category 11; Project also has $122,653,801 of Design-Build funding	$408,845,681	$161,425,000	$8,430,000	$42,151,853	$110,843,147	
55075.2	2374-02-152	IH 635 (E)	West of the KCS RR (West of SH 78) to IH 30	Reconstruct existing 2 HOV/express to 2 HOV/express lanes	August 2019 (Actual)	2019	Construction also funded with $7,142,858 STBG; Project also has $26,139,846 of Design-Build funding	$200,405,486	$167,122,782	$167,122,782			
55075.3	2374-02-153	IH 635 (E)	At IH 30	Reconstruct interchange	August 2019 (Actual)	2019	Construction also funded with $25,000,000 STBG; Project also has $83,400,711 of Design-Build funding	$303,694,615	$195,293,904	$195,293,904			
55165.1	2374-01-183	IH 635 (E)	East of US 75 to Miller Road	Widen 8 to 10 general purpose lanes and reconstruct existing 4/8 lane discontinuous to 4/6 lane continuous frontage roads	August 2019 (Actual)	2019	Project also has $125,710,231 of Design-Build funds	$432,206,098	$306,495,867			$306,495,867	
55165.2	2374-01-190	IH 635 (E)	East of US 75 to Miller Road	Reconstruct existing 2 managed lanes to 2 managed lanes	August 2019 (Actual)	2019	Project split out from TIP 55165.1/CSJ 2374-01-183; Project also has $8,509,875 of Design-Build funding	$65,242,375	$56,732,500	$56,732,500			
54069	2964-01-048	SH 161	South of SH 183 to North of Belt Line Road	Widen and reconstruct 4 (6 lanes during peak period) to 8 general purpose lanes	June 2018 (Actual)	2018	Project completed in April 2021; Change orders covered by Category 1	$21,821,798	$21,821,798		$21,821,798		
55065	0092-01-059	SH 310/ SM Wright Interchange	Pennsylvania Avenue to North of Al Lipscomb Way	Reconstruct IH 45 and SM Wright Interchange (Phase 2B)	December 2019 (Actual)	2020	Related to TIP 55067/CSJ 0092-14-088 and TIP 20062/CSJ 0092-01-052	$11,916,518	$11,916,518	$11,916,518			
35000	0430-01-057	SH 352	North of Kearney Street to US 80 EB Frontage Road	Reconstruct 4 lane undivided rural to 4 lane divided urban roadway with intersection and sidewalk improvements	March 2020 (Actual)	2020	Remainder of construction funded with $701,700 CMAQ and $1,452,481 Category 11; Category 12 funds are part of MPO Revolver Trade; Project completed in August 2022	$12,469,181	$9,915,000	$7,900,000			$2,015,000
13032	0009-02-067	SH 78	At Gaston Ave	Reconfigure intersection with sidewalk improvements	May 2021 (Actual)	2021	Remainder of project funded with $7,000,000 of CMAQ funds; Project completed in January 2024	$6,336,367	$1,000,000	$1,000,000			
11527	0581-02-124	SL 12	At SH 183	Reconstruct interchange (Phase 2)	May 2020 (Actual)	2020	Project also has $37,748,649 of Category 1 funding; Change orders covered by Category 12	$222,203,919	$156,607,670			$156,607,670	
54119.1	2964-10-008	SL 9	IH 35E to Dallas/Ellis County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	July 2021 (Actual)	2021	Project split out from TIP 54119/CSJ 2964-10-005; Project has $432,000 of CMAQ funding, $3,788,000 of RTR funding, $2,500,000 of Category 1 funding, and $20,087,399 of STBG funding; Category 2 funding removed and replaced with STBG funding as part of a funding exchange to reduce the region's STBG carryover balance	$24,307,399	$0	$0			

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RTC Action
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10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2025

TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
54119.2	2964-10-009	SL 9	Ellis/Dallas County Line to IH 45	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	July 2021 (Actual)	2021	Project split out from TIP 54119/CSJ 2964-10-005; Project has $408,000 of CMAQ funding, $6,000,000 of Category 1 funding, and $54,055,351 of STBG funding; Category 2 funding removed and replaced with STBG funding as part of a funding exchange to reduce the region's STBG carryover balance	$54,463,351	$0	$0			
53003	0094-03-060	SS 482	At SH 114 and SH 183	Reconstruct interchange (Phase 2)	May 2020 (Actual)	2020	Cost savings are being used to cover change orders	$91,202,288	$156,607,670			$156,607,670	
53110.2	2374-02-162	IH 635	At US 80 Interchange	Reconstruct existing interchange	July 2024 (Actual)	2024	Project also has $1,014,582 of local contribution from the City of Mesquite	$197,499,361	$201,575,779		$129,245,388	$63,822,920	$8,507,471
53109	0095-02-107	US 80	East of Town East Blvd. to East of Belt Line Road	Reconstruct and widen 4 to 6/8 mainlanes and 2/4/6 lane continuous frontage road to 4/6 lane continuous frontage roads and reconstruct IH 635 interchange	July 2024 (Actual)	2024		$342,164,864	$342,164,864	$37,916,764	$228,404,680	$75,843,420	
55120	0197-02-124	US 175	East of East Malloy Bridge Rd. to Kaufman County Line	Ramp modifications, mill and inlay existing frontage roads	October 2020 (Actual)	2021	Project completed in December 2021; Remaining costs were covered by Category 1 funding	$1,007,339	$907,339	$907,339			
												Total Approved Funding - Dallas County	**$3,567,440,774**
Denton County Projects													
83255	0816-02-072	FM 455	West of FM 2450 to East of Marion Road	Reconstruct and widen 2 lane rural highway to 4 lane divided urban	July 2022 (Actual)	2022	Project also has $23,052,037 of Category 1 funding	$73,248,171	$44,660,582	$44,660,582			
55177	0353-09-002	SH 114	West of US 377 to East of US 377	Construct 0 to 6 lane grade separation over US 377	June 2021 (Actual)	2021	Project completed in March 2024	$32,367,838	$32,367,839	$26,109,253	$6,258,586		
51060	0353-02-053	BS 114K	At UP RR Underpass in Roanoke DOT No 795 342V	Replace railroad underpass and improve BS 114-K drainage	November 2019 (Actual)	2020	Project also has $3,000,000 of Bridge funds and $552,921 of CMAQ; Project completed in April 2024	$11,088,528	$7,500,000	$7,500,000			
13033.3	0195-03-090	IH 35	IH 35W to US 380	Reconstruct interchange and existing 4 lane continuous to 4/8 lane continuous frontage roads	April 2024 (Actual)	2024	Project also has $9,450,000 Category 11 Energy Sector and $34,627,752 Category 11 COCO funds	$205,860,139	$161,782,387	$30,969,735			$130,812,652
55197.2	0195-02-081	IH 35	North of FM 455 to North of View Rd	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and reconstruct and widen 4 lane continuous to 4/6 lane continuous frontage roads	August 2025	2025		TBD	$175,274,675				$175,274,675
55198	0195-03-087	IH 35	US 380 to US 77 North of Denton	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and 4 lane continuous to 4/6 lane continuous frontage roads	April 2024 (Actual)	2024	Project also has $20,000,000 Category 11 Energy Sector, $11,925,553 Category 11 COCO, and $1,452,495 of local contribution from the City of Denton	$261,858,377	$233,357,330		$43,647,905		$189,709,425

Amounts only include Category 2, 4, 12 funding.
Strikethroughs and red text indicate project changes and updates since July 2025 RTC meeting

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2025

TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
55250	0195-02-076	IH 35	At FM 455	Reconstruct and widen 4 to 6 mainlanes and reconstruct existing 4 to 4 lane frontage roads	July 2022 (Actual)	2022	Project also has $13,045,742 of Category 1 funding	$40,791,605	$28,212,007		$1,349,711		$26,862,296
13033.1	0196-02-128	IH 35E	At FM 1171/Main Street	Reconstruct grade separation and existing 4 to 4 lane continuous frontage roads	January 2023 (Actual)	2023	Denton Priority Project #3; Project also has $18,815,274 of STBG funds and $2,549,146 of local contribution	$105,457,045	$85,852,625	$85,852,625			
13033.6	0195-03-099	IH 35E	North Texas Blvd to IH 35W	Reconstruct interchange and existing 4 lane continuous to 4/6 lane continuous frontage roads (facility transition area)	April 2024 (Actual)	2024	Project also has $18,812,905 Category 11 Energy Sector and $8,920,000 Category 11 COCO funds	$116,185,323	$88,452,418	$35,008,319	$31,394,099	$10,000,000	$12,050,000
13033.2	0196-02-127	IH 35E	At Business 121	Reconstruct grade separation and existing 4 lane continuous to 4 lane continuous frontage roads	January 2025 (Actual)	2025	Denton Priority Project #4; Project also has $5,800,085 of local funds for aesthetic improvements	$100,994,633	$95,194,548	$95,194,548			
13033.4	0196-02-126	IH 35E	At Corporate Drive	Reconstruct grade separation and existing 4 lane continuous to 4 lane continuous frontage roads	January 2025 (Actual)	2025	Denton Priority Project #5; Project also has $4,161,470 of local funds for aesthetic improvements	$110,371,467	$108,080,131	$108,080,131			
25033.3	0196-01-109	IH 35E	South of Mayhill Road to South of SL 288	Reconstruct grade separation and existing 4 lane continuous to 4 lane continuous frontage roads	June 2025 (Actual)	2025		$123,539,232	$125,307,232	$125,307,232	$0		
20118	0081-04-025	US 377	IH 35E to South of FM 1830	Widen 2 lane to 6 lane urban divided section with sidewalk improvements	July 2018 (Actual)	2018	Project also has $9,237,129 2MP1, $9,204,379 4P1, & $2,901,189 CMAQ; Change orders covered with Category 1; Project completed in May 2021	$18,791,508	$350,000	$350,000			
20120	0081-03-048	US 377	Henrietta Creek Road to North of BS 114K	Reconstruct and widen 2/4 to 4 lane divided urban	November 2019 (Actual)	2020	Project also has $2,847,689 of Category 1 & $1,922,275 of CMAQ; Project completed in April 2024	$18,803,011	$13,444,113	$13,444,113			
20215	0081-04-035	US 377	At UP RR Overpass (0.4 miles South of IH 35E)	Replace with 6 lane overpass (2 to 6 Lanes)	July 2018 (Actual)	2018	Project also has $2,269,248 2MP1, $4,019,642 of 4P1, and $2,418,314 of Category 1 funds; Change orders covered by Category 1; Project completed in May 2021	$10,207,204	$1,500,000	$1,500,000			
55104	0135-10-057	US 377/380	SL 288 to US 377/US 380 Intersection	Add raised median with left turn lanes, add right turn lanes and re-stripe for shared use	June 2020 (Actual)	2020	Also has $95,000 local, $2,017,722 Category 11, and $665,000 CMAQ; Local funding is required for additional bicycle/pedestrian scope items that TxDOT will not fund; Project completed in August 2024	$20,616,737	$17,839,014	$17,839,014			
20096	0135-10-050	US 380	US 377 to West of CR 26 (Collin County Line)	Widen 4 to 6 lanes divided urban with new grade separations at FM 423, FM 720, Navo Rd., Teel Pkwy, and Legacy Drive with sidewalk improvements	July 2021 (Actual)	2021	Construction also funded with $56,200,000 CMAQ and $22,277,120 STBG	$132,896,797	$62,367,423	$62,367,423			
55235	0353-02-037	SH 114	East of IH 35W to BUS 114K	Construct 0 to 6 main lanes; Reconstruct and widen 4 to 4/6 lane frontage roads	April 2023 (Actual)	2023	Part of the Loop 9 Category 2/STBG trade approved by the RTC in October 2021	$68,192,321	$68,192,321	$68,192,321			
55260	0353-09-003	SH 114	BUS 114K to West of US 377	Construct 0 to 6 main lanes; Reconstruct and widen 4 to 4/6 lane frontage roads	April 2023 (Actual)	2023		$28,239,411	$28,239,411	$28,239,411			
												Total Approved Funding - Denton County	**$1,377,974,056**

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RTC Action
August 7, 2025

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2025

TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
Ellis County Projects													
11751	1051-01-037	FM 664	(On Ovilla Road) from Westmoreland Road to IH 35E	Widen 2 lanes to 6 lanes urban divided including intersection improvements along Ovilla Road/FM 664 with sidewalk improvements	May 2018 (Actual)	2018	Project also has $1,921,068 Category 11 & $11,147,127 STBG; Project completed in June 2021	$28,877,127	$17,100,000	$17,100,000			
13042	0048-04-094	IH 35E	At FM 387 (Butcher Road)	Reconstruct interchange; Reconstruct and widen 4 lane discontinuous to 4/6 lane continuous frontage roads	January 2022 (Actual)	2022	Funding from TIP 55092/CSJ 0048-04-090; Project also has $4,000,000 of Category 1 funds; Project completed in May 2025	$45,984,067	$42,000,000		$42,000,000		
13034	0442-03-042	IH 35E	At FM 664	Reconstruct interchange	February 2024 (Actual)	2024	Project also has $7,627,931 of Category 11 funding and $48,839 of local funding	$79,799,197	$77,154,426		$77,154,426		
54119.6	0442-03-044	IH 35E	Reese Drive to Dallas County Line	Construct interchange at Loop 9 and IH 35E	February 2024 (Actual)	2024	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Part of the 2022 SE Connector Category 2/STBG exchange; Project also has $1,796,292 of STBG funding and $1,319,348 of Category 11 COCO funding	$34,602,495	$31,586,928	$31,586,928			
54119.3	2964-12-001	SL 9	From IH 35E to Dallas County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	July 2021 (Actual)	2021	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has $734,000 of CMAQ funding and $1,500,000 of Category 1 funding; Category 2 funding removed and replaced with $3,956,540 of STBG funding as part of a funding exchange to reduce the region's STBG carryover balance	$4,690,541	$0	$0			
54119.4	2964-12-002	SL 9	Dallas/Ellis County Line to Ellis/Dallas County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	July 2021 (Actual)	2021	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has $96,000 of CMAQ funding and $1,500,000 of Category 1 funding; Category 2 funding removed and replaced with $4,938,800 of STBG funding as part of a funding exchange to reduce the region's STBG carryover balance	$5,034,801	$0	$0			
35001	0172-05-115	US 287	At Walnut Grove Road	Construct interchange	April 2019 (Actual)	2019	Project also has $10,330,000 of Prop 1 - Cat 4 and $50,000 of Category 11 funding; Change orders covered by Category 11; Project completed in December 2021	$27,666,577	$17,286,577		$17,286,577		
												Total Approved Funding - Ellis County	**$185,127,931**
Kaufman County Projects													
83284	0751-05-001	FM 148	South of FM 3039 to US 175	Realign existing 2 lane rural undivided roadway to 2 lane rural undivided roadway	June 2023 (Actual)	2023	Includes $5,000,000 of Kaufman County funding; Category 11 to cover remainder of cost overrun	$13,687,533	$6,894,899	$6,894,899			
N/A	0095-03-085	FM 460	at US 80	Replace bridge and approaches	June 2022 (Actual)	2022	Project awarded INFRA grant funding; Category 4 funding was committed as well as part of grant application; Project also has $1,882,263 of Category 6 funding and $3,944,904 of Category 10 funding	$6,723,349	$2,778,445		$2,778,445		

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RTC Action
August 7, 2025

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2025

TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
55111.2	2588-01-022	FM 548	North of US 80 to Windmill Farms Blvd	Widen and reconstruct 2 lane rural to 6 lane urban divided	March 2025 (Actual)	2025		$80,359,417	$81,127,417	$81,127,417			
53086	0095-03-080	US 80	Lawson Rd. (Dallas/Kaufman C/L) to FM 460	Reconstruct and widen 4 to 6 mainlanes and reconstruct and widen 2/4 lane discontinuous frontage roads to 4/6 lane continuous frontage roads	June 2022 (Actual)	2022	Project also has $1,000,000 of Category 11 funding; Costs have increased since letting	$116,810,288	$116,810,288		$116,810,288		
51460	0197-03-054	US 175	FM 148 to CR 4106 in Crandall	Construct new 2 lane frontage roads; Convert existing frontage road from 2 lane, 2-way to 2 lane, 1-way frontage road and ramp modifications	October 2020 (Actual)	2021	Project completed in September 2023; Project also has $253,983 of Category 11 funding	$13,179,601	$12,925,618	$12,925,618			
55134	0197-03-074	US 175	Dallas County Line to West of FM 1389	Ramp modifications, mill and inlay existing frontage roads	October 2020 (Actual)	2021	Project also has $1,000,000 of Category 1 funding for cost overruns; Project completed in December 2021	$1,238,789	$1,238,789	$1,238,789			
13077	0197-03-078	US 175	West of FM 148 Bypass to East of FM 148 Bypass	Construct new interchange at FM 148	June 2023 (Actual)	2023	Project also has $3,662,623 of Category 11 funding	$43,212,466	$39,549,843	$39,549,843			
												Total Approved Funding - Kaufman County	**$261,325,299**
Rockwall County Projects													
83222	1015-01-023	FM 3549	IH 30 to North of SH 66	Widen from 2 lane rural to 4 lane urban divided section with sidewalk improvements	May 2018 (Actual)	2018	Project also has $925,000 of Prop 1 - Cat 2 and $40,000 of CMAQ; Change orders covered by Category 11; Project completed in August 2021	$9,290,063	$8,325,063	$8,325,063			
13036	0009-12-219	IH 30	SH 205 to West of FM 2642 (Hunt County Line)	Reconstruct & widen 4 to 6 main lanes; Reconstruct & widen 4 to 4/6 lane continuous frontage roads; Construct new & reconstruct existing interchanges; Ramp modifications; Pedestrian improvements	June 2023 (Actual)	2023	Project also has $50,000,000 of CMAQ funds	$342,870,407	$295,320,406	$89,062,713		$206,257,693	
55195	0009-12-220	IH 30	Dalrock Road to East of Horizon Road	Construct 0/4 to 4/6 lane frontage roads; Reconstruct Horizon Road interchange and ramp modifications	October 2022 (Actual)	2023		$199,292,314	$199,292,314		$32,045,599	$167,246,715	
55221	0009-12-215	IH 30	Dalrock Road to SH 205	Add shoulder; Reconstruct and widen 6 general purpose lane to 8 general purpose lane; Reconstruct 4/6 discontinuous frontage road lanes to 4/6 continuous frontage road lanes; Ramp modifications and interchange at FM 740	October 2022 (Actual)	2023		$113,230,273	$113,230,273	$66,992,876		$46,237,397	
55222	0009-12-221	IH 30	Dalrock Road (Rockwall County Line) to East of Dalrock Road	Transition from Dalrock Interchange including reconstruction of existing 4 to 4 lane frontage roads and ramps	March 2021 (Actual)	2021	Project also has $1,000,000 of Category 1 funding for potential cost overruns; Project completed in May 2025	$8,124,858	$7,000,000		$7,000,000		
2998	1290-02-017	SH 276	SH 205 to FM 549	Reconstruct and widen 2 lane rural to 4 lane divided urban (Ultimate 6)	April 2018 (Actual)	2018	Project also has $1,358,000 of CMAQ and $992,442 of Category 1; Change orders covered by Category 1; Project completed in February 2021	$17,257,442	$14,900,000	$14,900,000			

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2025

TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
55096	1290-03-027	SH 276	FM 549 to East of FM 549	Reconstruct and widen 2 lane rural to 4 lane divided urban (Ultimate 6)	April 2018 (Actual)	2018	Category 1 funds will be used to cover overruns; Project completed in February 2021	$719,165	$719,165	$719,165			
												Total Approved Funding - Rockwall County	**$638,787,221**
Various County Projects													
11618.2	0918-00-341	VA	Regional Mobility Assistance Patrol (Dallas District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	February 2023 (Actual)	2023	Additional funds paying for a proposed expansion of this program; Includes $4,387,500 of STBG; Project completed in January 2024	$6,084,000	$1,696,500				$1,696,500
11618.2	0918-00-342	VA	Regional Mobility Assistance Patrol (Dallas District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	April 2024 (Actual)	2024	Additional funds paying for a proposed expansion of this program; Includes $4,575,000 of STBG	$5,270,400	$2,013,000				$2,013,000
11618.2	0918-00-362	VA	Regional Mobility Assistance Patrol (Dallas District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	August 2025	2025	Additional funds paying for a proposed expansion of this program; Includes $4,725,000 of STBG; Project was awarded $2,331,000 of Category 12 Strategic Priority funds in the 2022 UTP	N/A	$2,331,000				$2,331,000
												Total Approved Funding - Various County	**$6,040,500**
Total Category 2, 4, and 12 Funding									$6,696,547,466	$3,041,332,259	$1,350,909,951	$1,712,117,895	$592,187,361

Project Lettings			
	Category 2	Category 4	Category 12
2016	$0	$2,746,785	$0
2018	$77,224,659	$58,602,834	$0
2019	$547,894,686	$192,286,577	$442,115,800
2020	$88,735,687	$0	$315,230,340
2021	$422,473,065	$176,584,658	$242,956,591
2022	$221,390,598	$162,938,444	$26,862,296
2023	$434,235,603	$71,525,589	$421,438,305
2024	$154,904,547	$526,717,319	$556,557,907
2025	$1,094,473,414	$159,507,745	$299,144,017
Total	**$3,041,332,259**	**$1,350,909,951**	**$2,304,305,256**

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10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects
FY2017 - FY2025

TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
Denton County Projects													
54068	3559-01-004	SH 170	Tarrant County Line to SH 114 Interchange	Restripe 2 to 4 main lanes and ramp modifications	June 2020 (Actual)	2020	Part of the 2022 SE Connector Category 2/STBG trade; Project also has $4,971,784 of CMAQ funding; Project being completed under TIP 54088/CSJ 3559-02-007	$1,000,000	$0				$0
												Total Approved Funding - Denton County	**$0**
Hood County Projects													
54114	0080-11-001	US 377	Johnson/Hood County Line to South of SH 171	Construct 0 to 4 lane divided roadway with interchange at US 377 and BU 377; Grade separation at FWWR and SH 171	August 2018 (Actual)	2018	Category 2 funds for this project have been exchanged for Category 7 due to increased cash flow capacity at the federal level; Project also has $11,000,000 in local funding from Hood County; Project completed in November 2024	$46,969,449	$0	$0			
												Total Approved Funding - Hood County	**$0**
Johnson County Projects													
13060	0172-10-013	US 287	Tarrant County Line to Lone Star Road/FM 157	Construct freeway auxiliary lanes, new 0 to 2 lane frontage roads, ramps, Texas U-turn at Lone Star Bridge and widen from 2 to 3 lanes, Lone Star Road widen 2 to 3 lanes, shared use path, intersection improvements at US 287 and Lone Star Road/FM 157, retaining wall, drainage structure, sidewalks and signals	August 2021 (Actual)	2021	Category 2 funding previously removed and replaced with $22,800,000 of STBG funding to help reduce regional carryover balance	$17,554,206	$0	$0			
54125	0080-12-001	US 377	North of SH 171 to Johnson/Hood County Line	Construct 0 to 4 lane divided roadway with an interchange at US 377 and BU 377	August 2018 (Actual)	2018	Project split out from TIP 54114/CSJ 0080-11-001 in Hood County; Project also has $10,750,000 of Category 12 (425) funds	$13,744,381	$3,950,000	$3,950,000			
												Total Approved Funding - Johnson County	**$3,950,000**
Parker County Projects													
14012	0313-02-057	FM 51	North of Cottondale Road to Texas Drive	Widen 2 lane roadway to 3 lanes urban; intersection improvements including turn lanes and new signal improvements	May 2019 (Actual)	2019	Flooding issue; Project also has $3,650,000 of Category 5 and $900,000 of Category 7 funds; Cost overruns being covered with Category 1 funds; Project completed in January 2024	$21,057,907	$12,000,000	$12,000,000			
14012.1	0171-03-070	SH 199	North of Ash Street to North of Old Springtown Road	Reconstruct roadway and intersection improvements	May 2019 (Actual)	2019	Project split out from TIP 14012/CSJ 0313-02-057; Grouped project; Fully funded with Category 1 funds; Project completed in January 2024	$2,303,163	$0	$0			
13061	0008-03-094	IH 20	IH 20/IH 30 Split to Tarrant/Parker County Line	Construct interchange at Walsh Ranch Parkway including auxiliary lanes	May 2023 (Actual)	2023		$28,293,108	$28,293,108		$28,293,108		

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10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects
FY2017 - FY2025

TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
13061.1	0008-03-133	IH 20	FM 1187/FM 3325 to IH 20/IH 30 Split	Reconstruct 2 lane continuous to 2 lane continuous frontage roads, construct shared use path, construct new ramps on IH 20 between FM 1187/FM 3325 and IH 30, lower IH 20 main lanes at FM 1187/FM 3325 & westbound IH 20, lower IH 30 main lanes	May 2024 (Actual)	2024	Project also has $500,000 of Category 7 funds to cover change order for IH 30 at future UTA West campus deceleration ramp	$57,093,262	$77,000,000	$25,000,000	$52,000,000		
13062	1068-05-014	IH 30	IH 20/IH 30 Split to Tarrant/Parker County Line	Lower the mainlanes under Walsh Ranch Pkwy at IH 30 (No change to capacity)	May 2024 (Actual)	2024	Grouped project	$40,390,214	$48,000,000	$26,500,000	$21,500,000		
											Total Approved Funding - Parker County		**$165,293,108**
Tarrant County Projects													
11244.1	0718-02-045	FM 156	US 81/287 to Watauga Road (McElroy)	Reconstruct and widen 2 lane to 4 lane divided	August 2018 (Actual)	2018	Category 2 funds for this project were exchanged for Category 7 due to increased cash flow capacity at the federal level; Project already had $13,109,245 of Category 7 before this change; TxDOT wants to keep remainder for potential change orders	$48,600,000	$0	$0			
21024	0718-02-076	FM 156	At Industrial Blvd	Construct intersection improvements including left and right turn lanes and sidewalks	May 2025 (Actual)	2025	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has $3,000,000 of CMAQ funding	$6,426,835	$3,364,563	$3,364,563			
13061.2	0008-16-044	IH 20	Tarrant/Parker County Line to Markum Ranch Road	Construct new IH 20 interchange at Minor 1/Bentley Road (including auxiliary lanes)	May 2023 (Actual)	2023		$26,105,384	$26,515,384	$6,875,000	$19,640,384		
55182	0008-16-042	IH 20	Bryant Irvin Road to Winscott Road	Construct 1 auxiliary lane in each direction and ramp modification	April 2020 (Actual)	2020	Project completed in February 2025	$20,961,182	$23,000,000		$23,000,000		
13003	1068-01-214	IH 30	SS 580 (East of Linkcrest Drive) to IH 820	Reconstruct and widen 4 to 6 main lanes; Reconstruct and widen 4 lane discontinuous frontage to 4/6 lane continuous frontage roads; Reconstruct SS 580 interchange and westbound exit ramp to Academy Blvd	July 2024 (Actual)	2024	$35,000,000 of the Category 2 funding offset by decrease on SH 199 (TIP 13005/CSJ 0171-05-068); Category 1 funding for cost overruns	$261,399,462	$261,399,462	$66,000,000	$145,399,462	$50,000,000	
55041.1	0008-13-250	IH 820	Ramey Ave to Brentwood Stair Road	Reconstruct and widen freeway from 4/8 to 8 main lanes and 4/6 discontinuous frontage road lanes to 4/6 continuous frontage road lanes and remove 4 to 0 collector distributor lanes; Add shared-use path and sidewalks	February 2023 (Actual)	2023	Part of the Southeast Connector project; Category 2 funds previously transferred from several projects (TIP 13070/CSJ 0135-15-002, TIP 13067/CSJ 0135-02-065, and TIP 13033.5/CSJ 0196-01-113) to this project in order to fully fund it (2022 10-Year Plan Update/2023 UTP)	$451,409,000	$451,409,000	$451,409,000			
21022	0008-13-248	IH 820	at Trinity Railway Express Line from North of Trinity Blvd to South of SH 10	Reconstruct northbound 2 to 2 general purpose lanes and approaches	May 2023 (Actual)	2023	Part of the US 287 Category 2/STBG trade approved by the RTC in October 2021	$19,092,215	$19,092,215	$19,092,215			

Amounts only include Category 2, 4, 12 funding.
Strikethroughs and red text indicate project changes and updates since July 2025 RTC meeting

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects
FY2017 - FY2025

TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
13006	0353-03-100	SH 114	FM 1938 to Dove Road	Construct 0 to 2 lane eastbound frontage road from FM 1938 to Solana/Kirkwood with the addition of auxiliary lanes & construct 0 to 2 lane westbound & 0 to 2 lane eastbound frontage roads from Solana/ Kirkwood to Dove with the addition of auxiliary lanes & ramp modifications	July 2020 (Actual)	2020	Local contribution of $3,000,000 by the City of Southlake	$31,413,964	$33,000,000	$33,000,000			
13007	0364-01-147	SH 121	Stars and Stripes Blvd to South of IH 635	Construct IH 635 and FM 2499 deferred connections	March 2018 (Actual)	2018	Design-build; Project also has $1,600,000 of Category 1 funding; Project completed in August 2021	$371,600,000	$370,000,000			$370,000,000	
13049	0364-01-148	SH 121	Glade Road to SH 183	Interim operational bottleneck improvement, ITS, and illumination	September 2018 (Actual)	2019	Also has $1,600,000 of STBG funds & $1,800,000 of Category 1 funds; Cat 2 funds replaced with $25,000,000 of Cat 7 funds; Project completed in December 2020	$16,964,773	$0	$0			
54088	3559-02-007	SH 170	IH 35W to Denton County Line	Construct 0 to 4 mainlanes	June 2020 (Actual)	2020	Project completed in March 2024	$98,999,997	$113,106,349				$113,106,349
13066	0094-01-032	SH 183	At UP RR & UP RR Spur	Replace railroad underpass	March 2023 (Actual)	2023	Project also has $12,000,000 of Category 6 funding	$26,588,577	$18,594,527	$18,594,527			
55173	0171-05-097	SH 199	South end of Lake Worth Bridge to Azle Avenue	Construct 0 to 6 lane freeway, construct bridges over SH 199	June 2020 (Actual)	2020	Cost overrun post letting	$5,929,113	$22,000,000		$22,000,000		
55176	0171-04-050	SH 199	North of FM 1886 to South end of Lake Worth Bridge	Reconstruct & widen 4 lane arterial to 6 lane freeway; Reconstruct 4 lane to 4 lane frontage roads; Construct bridges over Lake Worth & traffic management system	June 2020 (Actual)	2020		$97,837,881	$113,999,400	$45,006,400	$68,993,000		
51346	2266-02-086	SH 360	North of E. Abram Street to IH 20 Interchange	Reconstruct and widen from 6 to 8 lanes	February 2018 (Actual)	2018	Project completed in April 2021	$53,391,000	$56,300,000	$56,300,000			
13059	0172-09-037	US 287	Union Pacific Railroad to Johnson County Line	Construct freeway auxiliary lanes, construct 0/4 to 4 frontage road lanes, Texas U-turn, retaining walls, drainage structures, sidewalks, and signalization	August 2021 (Actual)	2021	Category 2 funding previously removed and replaced with $11,250,000 of STBG funding to help reduce regional carryover balance; Project also has $1,000,000 of Category 1 funds	$12,193,894	$0	$0			
55041	0008-13-125	IH 820	IH 20 to Ramey Ave	Reconstruct and widen freeway from 4/8 to 8/14 main lanes and 4/6 discontinuous frontage road lanes to 4/8 continuous frontage road lanes; Add shared-use path and sidewalks	February 2022 (Actual)	2022	Project is part of the Southeast Connector; Design-Build project; Project also awarded $106,400,000 of Design-Build funding	$575,822,671	$469,422,670	$39,820,670		$429,602,000	
55042	0172-09-028	US 287	IH 20 Interchange to Sublett Road	Reconstruct and widen 4 to 6 general purpose lanes and 4/6 discontinuous frontage road lanes to 4/6 discontinuous frontage road lanes, and add shared-use path and sidewalks	February 2022 (Actual)	2022	Project is part of the Southeast Connector; Design-build project; Project also awarded $6,400,000 of Design-Build funding	$36,400,000	$30,000,000		$30,000,000		

Amounts only include Category 2, 4, 12 funding.
Strikethroughs and red text indicate project changes and updates since July 2025 RTC meeting

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects
FY2017 - FY2025

TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
55044	0172-06-080	US 287	IH 820 to Village Creek Road	Reconstruct 6 to 6 mainlanes plus auxiliary lanes with 4 discontinuous frontage road lanes to 4/6 continuous frontage road lanes; Add shared-use path and sidewalks	February 2022 (Actual)	2022	Project is part of the Southeast Connector; Design-build project; Project also awarded $19,600,000 of Design-Build funding	$109,474,141	$89,874,140	$49,874,140	$40,000,000		
55043	2374-05-066	IH 20	IH 820 to Little Road	Reconstruct & widen from 8/10 to 10 general purpose lanes, 4/6 discontinuous frontage road lanes to 4/8 discontinuous frontage road lanes, 0 to 8 collector distributor lanes (from IH 820 to US 287) and add shared-use path and sidewalks	February 2022 (Actual)	2022	Split from IH 20 from US 287 to Park Springs Blvd; Project is part of the Southeast Connector project; Project a part of the 2022 Category 2/STBG trade; Project also includes $97,873,821 of STBG funding; Project also awarded $190,400,000 of Design-Build funding	$726,945,646	$536,545,646	$330,215,646	$153,000,000		$53,330,000
55045	0008-13-206	IH 20	IH 20/IH 820 Interchange to Forest Hill Drive	Reconstruct and widen 8 to 12 mainlanes and 4/6 discontinuous frontage road lanes to 4/8 continuous frontage road lanes and add shared-use path and sidewalks	February 2022 (Actual)	2022	Project is part of the Southeast Connector; Project also awarded $27,200,000 of Design-Build funding	$142,692,716	$115,402,715	$115,402,715			
11251.2	0008-14-059	IH 820	IH 35W to SH 121/SH 183/SH 26	Reconstruct and widen 4 general purpose lanes to 6 general purpose lanes	December 2023 (Actual)	2024	Project to be funded by the private sector as part of the North Tarrant Express CDA; NTE Segments 1 and 2	N/A	$0	$0			
53104	0364-01-054	SH 121	IH 820 to FM 157	SH 121 from IH 820 to SH 183: Reconstruct and widen 4 to 6 concurrent HOV/managed lanes; Transition onto SH 183 from SH 121 to FM 157: Reconstruct concurrent HOV/managed lanes to transition from new 6 lane section to the west to the existing 4 lane section	November 2023 (Actual)	2024	Project to be funded by the private sector as part of the North Tarrant Express CDA; NTE Segments 1 and 2	N/A	$0	$0			
Total Approved Funding - Tarrant County													**$2,753,026,071**
Wise County Projects													
53141	0312-04-022	FM 730	Approximately 3 miles north of SH 114 to SH 114 in Boyd	Reconstruct and widen existing 2 to 2 lane urban roadway and replace bridge and culvert structures	August 2023 (Actual)	2023	Original Prop 1 project; Project not eligible for Category 4 funding, so previously changed to Category 2; Project also has Category 6 funding under CSJ 0312-04-029; Related to grouped project 0312-04-029	$30,817,569	$26,000,000	$26,000,000			
Total Approved Funding - Wise County													**$26,000,000**

Amounts only include Category 2, 4, 12 funding.
Strikethroughs and red text indicate project changes and updates since July 2025 RTC meeting

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects
FY2017 - FY2025

TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
Various County Projects													
11619.1	0902-00-309	VA	Regional Mobility Assistance Patrol (Fort Worth District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	December 2022 (Actual)	2023	Additional funds paying for a proposed expansion of this program; Includes $2,567,500 of STBG; Project completed in April 2025	$3,380,000	$812,500				$812,500
11619.1	0902-00-310	VA	Regional Mobility Assistance Patrol (Fort Worth District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	November 2023 (Actual)	2024	Additional funds paying for a proposed expansion of this program; Includes $6,037,000 of STBG	$7,812,000	$1,775,000				$1,775,000
11619.1	0902-00-311	VA	Regional Mobility Assistance Patrol (Fort Worth District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	August 2024 (Actual)	2025	Additional funds paying for a proposed expansion of this program; Includes $3,132,000 of STBG and $430,000 of Category 12C; Project was awarded $900,000 of Category 12 Strategic Priority funding via 2022 UTP	$4,168,462	$900,000				$900,000
												Total Approved Funding - Various County	**$3,487,500**
Total Category 2, 4, and 12 Funding									$2,951,756,679	$1,328,404,876	$603,825,954	$849,602,000	$169,923,849

Project Lettings			
	Category 2	Category 4	Category 12
2017	$0	$0	$0
2018	$60,250,000	$0	$370,000,000
2019	$12,000,000	$0	$0
2020	$78,006,400	$113,993,000	$113,106,349
2021	$0	$0	$0
2022	$535,313,171	$223,000,000	$482,932,000
2023	$521,970,742	$47,933,492	$812,500
2024	$117,500,000	$218,899,462	$51,775,000
2025	$3,364,563	$0	$900,000
Total	**$1,328,404,876**	**$603,825,954**	**$1,019,525,849**

Amounts only include Category 2, 4, 12 funding.
Strikethroughs and red text indicate project changes and updates since July 2025 RTC meeting

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Paris District) - Let or Completed Projects
FY2017 - FY2025

TIP Code	TxDOT CSJ	Facility	Limits	Description	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12
Hunt County Projects												
55152	1290-07-001	SH 276	West of FM 36 to SH 34	Construct 4 lane facility on new location (Quinlan Bypass) with a continuous left turn lane	October 2020 (Actual)	2021	Project completed in August 2023	$14,191,647	$16,400,000	$16,400,000		
13039	2658-01-013	FM 2642	FM 35 to SH 66	Widen 2 lane to 4 lane divided urban with sidewalks	January 2023 (Actual)	2023	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has $5,020,844 of Category 11 funding	$30,044,518	$25,023,674	$25,023,674		
13050	0009-13-167	IH 30	At FM 1570	Construct interchange	October 2022 (Actual)	2023	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has $6,500,000 of Category 7 funding and $5,892,103 of Category 11 funding	$64,767,102	$52,374,999	$23,375,000		$28,999,999
55223	0009-13-173	IH 30	West of FM 1903 to East of FM 1903	Reconstruct overpass and approaches	October 2022 (Actual)	2023	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has $4,990,478 of Category 1 funding	$44,670,227	$39,679,749	$39,679,749		
55224	0009-13-168	IH 30	East of FM 1565 to East of FM 36	Reconstruct overpass	October 2023 (Actual)	2024	Project also has $4,098,997 of Category 11 Change Order funding	$76,034,119	$71,660,123	$13,689,859	$8,373,452	$49,596,812
55225	0009-13-169	IH 30	East of CR 2511 to East of FM 1565	Reconstruct overpass	October 2023 (Actual)	2024	Project also has $794,237 of Category 11 Change Order funding	$53,725,782	$52,931,546	$1,820,209	$5,000,000	$46,111,337
55226	0009-13-170	IH 30	West of CR 2511 to East of CR 2511	Construct new interchange	October 2023 (Actual)	2024	Project also has $500,937 of Category 11 Change Order funding	$58,708,986	$58,208,050	$111,778	$5,000,000	$53,096,272
21051	0009-13-175	IH 30	at Monty Stratton Parkway	Widen overpass from 4 lane to 6 lane; Construct eastbound to westbound U-turn	October 2022 (Actual)	2023	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has $3,508,282 of Category 1 funding	$18,638,110	$15,129,828	$15,129,828		
13053	0768-01-057	SH 24/ SH 11	Culver Street to Live Oak Street and SH 11 from SH 24 to Monroe Street	Construct pedestrian safety and traffic calming improvements	March 2023 (Actual)	2023	Project completed in March 2025	$4,665,736	$4,665,736	$4,665,736		
									Total Approved Funding			**$336,073,705**
								Total Category 2, 4, and 12 Funding	$336,073,705	$139,895,833	$18,373,452	$177,804,420

Project Lettings			
	Category 2	Category 4	Category 12
2017	$0	$0	$0
2018	$0	$0	$0
2019	$0	$0	$0
2020	$0	$0	$0
2021	$16,400,000	$0	$0
2022	$0	$0	$0
2023	$107,873,987	$0	$28,999,999
2024	$15,621,846	$18,373,452	$148,804,421
2025	$0	$0	$0
Total	**$139,895,833**	**$18,373,452**	**$177,804,420**

Amounts only include Category 2, 4, 12 funding.
Strikethroughs and red text indicate project changes and updates since July 2025 RTC meeting

Regional Transportation Council

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

July 28, 2025

Texas Department of Transportation (TxDOT)
Attn: TPP – UTP
125 East 11th Street
Austin, TX 78701
RE: Draft 2026 UTP Public Comments

To Whom it May Concern:

On behalf of the Regional Transportation Council (RTC) and the North Central Texas Council of Governments, I would like to provide comments on the draft 2026 Unified Transportation Program (UTP). As a region that is in nonattainment for the pollutant ozone, your proposed decrease in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding allocations to Metropolitan Planning Organizations (MPOs) starting in fiscal year 2029 will have negative consequences.

At the January 2025 Texas Transportation Commission (TTC) meeting, it was stated that TxDOT intends to take advantage of the flexibility that allows the transfer of up to 50 percent of CMAQ funds to other less restrictive categories in order to utilize federal funding more quickly. CMAQ funds have been a valuable tool for our region since they were created. They have been used to implement improvements that facilitate more efficient vehicular travel as well as increased non-vehicular travel, both of which can improve air quality, and as a result, quality of life of our citizens. If a portion of these funds are transferred to other categories that are not for non-air quality projects, regions in nonattainment will face greater difficulty achieving air quality conformity.

Air quality conformity is a federal requirement that ensures initiatives in a regional long range Metropolitan Transportation Plan (MTP) align with motor vehicle emissions budgets (MVEB) for ozone precursors, as established by the State in the State Implementation Plan (SIP). When situations arise that MTP emissions are higher than the applicable MVEB, emission benefits from CMAQ projects are used to offset the difference. For example, Attachment 1 shows that in 2009, the MTP had both nitrogen oxide and volatile organic compound emission estimates above the MVEBs. In that instance, the RTC leveraged surplus emission reductions from CMAQ projects to reduce MTP emission estimates below MVEB levels, ensuring compliance with federal conformity requirements. Therefore, CMAQ programming must continue to prioritize projects that deliver measurable air quality reductions enabling timely implementation of MTP initiatives. If conformity cannot be met, roadway projects cannot proceed.

Recent trends indicate that MTP horizon-year emission estimates are significantly increasing, driven by limited future engine emission control technologies and rapid population growth tied to a strong economy (see Attachment 2). Reduced CMAQ funding for emissions-reducing projects will make it extremely difficult to meet SIP MVEB targets, which are based on near-term attainment deadlines. Failure to achieve conformity would lead to significant consequences for transportation in the form of potential sanctions and project implementation being halted for all

capacity increasing roadway projects. Recent modeling shows a significant increase in emissions in the Dallas-Fort Worth region, which makes this a more pressing concern.

While the RTC supports the goal of utilizing federal funding more quickly, there are other ways that this can be accomplished that would not reduce a funding source that is critical to improving air quality. We stand ready to partner with TxDOT, the TTC, and our fellow MPOs on ways to utilize federal funds in a more timely manner and implement critical transportation projects within our regions. If you have any questions or concerns, please contact me at (817) 695-9241 or mmorris@nctcog.org.

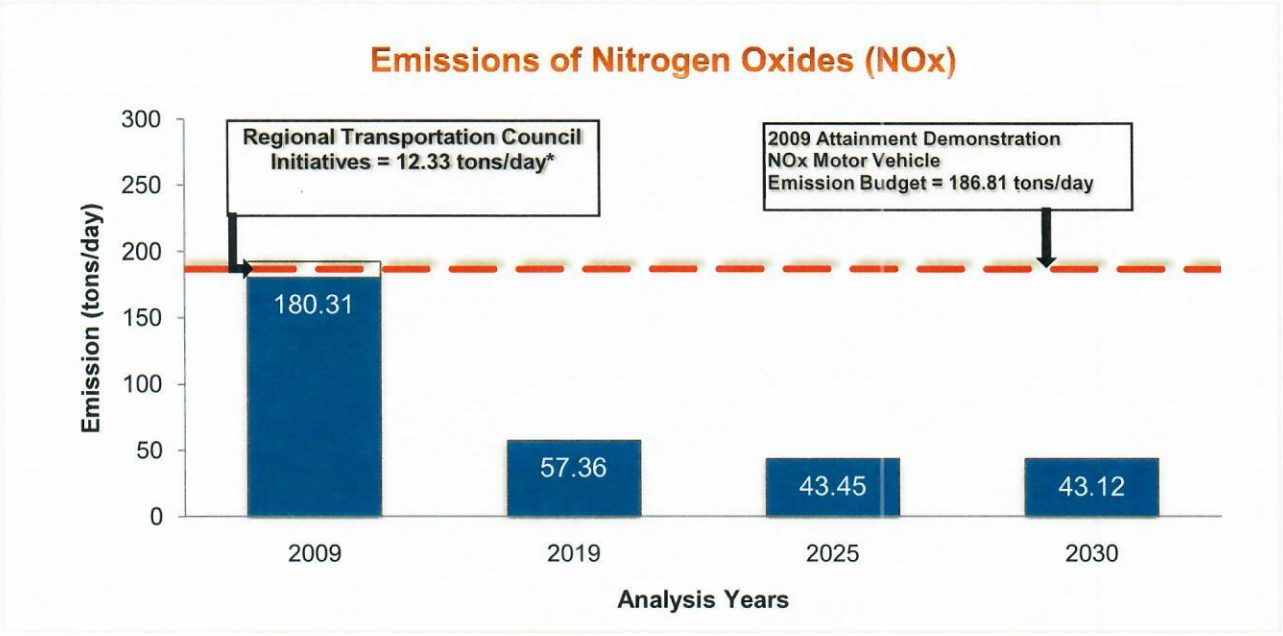
Sincerely,

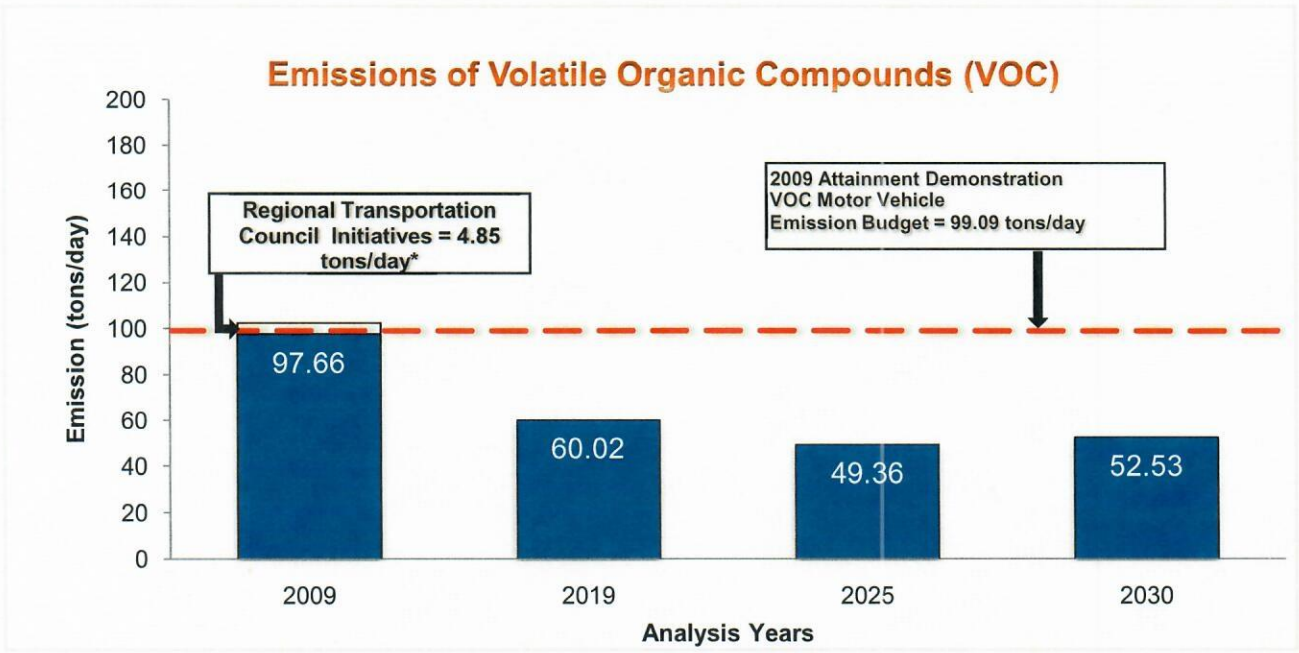
Michael Morris, P.E.
Director of Transportation

BD:
Attachment

cc: J. Bruce Bugg, Jr., Chairman, Texas Transportation Commission
Rick Bailey, RTC Chair, County Commissioner, Johnson County
Marc Williams, P.E., Executive Director, TxDOT
Brandye Hendrickson, Deputy Executive Director for Planning and Administration, TxDOT
Brian Barth, P.E., Deputy Executive Director for Program Delivery, TxDOT
Ceason Clemens, P.E., District Engineer, TxDOT Dallas District
David Salazar, P.E., District Engineer, TxDOT Fort Worth District
Noel Paramanantham, P.E., District Engineer, TxDOT Paris District

2009 TRANSPORTATION CONFORMITY
THE NORTH CENTRAL TEXAS NINE COUNTY NONATTAINMENT AREA
MOBILITY 2030: THE METROPOLITAN TRANSPORTATION PLAN
2009 AMMENDMENTS

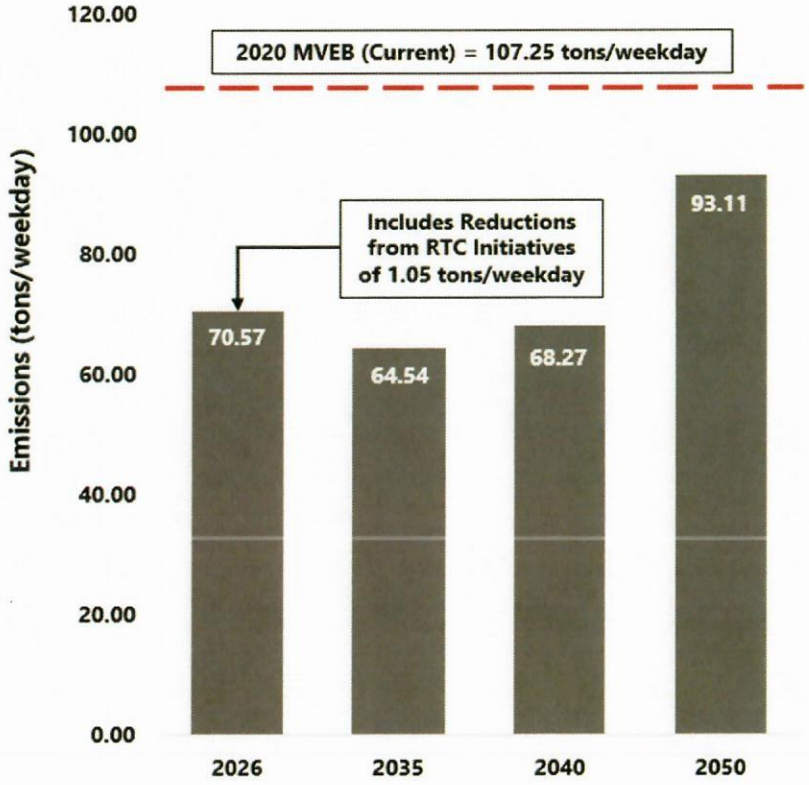




* Local Initiative Benefits Shown Represent Post Processed Estimates

2025 Transportation Conformity Analysis Results

On-road, Nitrogen Oxides (NO_X), Weekday



Nitrogen Oxides (NO_x) (tons/weekday)
NCTCOG 10-County Ozone Nonattainment Area

MVEB = Motor Vehicle Emission Budget

Source: NCTCOG

THE DALLAS MORNING NEWS

BULLET TRAIN INVESTOR: DALLAS TO HOUSTON HIGH-SPEED RAIL IS SHOVEL-READY

Local, state, and federal leaders must determine the mix of public-private funding needed to complete the project.

By John Kleinheinz
July 22, 2025

The potential Dallas station for a North Texas-Houston high-speed train could be atop or near Interstate 30 on the southern side of downtown. High-speed rail makes sense in Texas and, when done right, across the United States as we embark on this new American era of big thinking and "big, beautiful projects," writes John Kleinheinz. (Texas Central Partners).

If you need proof that our state is a wonderful place to live, work and play, take a look at the rapid population increase Texas continues to experience. U.S. Census Bureau figures show that half of that growth is a result of people moving here from other places. And with all the advantages Texas offers, why wouldn't they?

We're a welcoming state but also a realistic one. We know Texas needs significant infrastructure to support growth, keep people moving and ensure that commerce keeps flowing.

About 50% of Texans live in or near Dallas and Houston, two principal business hubs that benefit everyone in our state. Now is the time for Texans everywhere to recognize the promise and practicality of high-speed rail, resolve any remaining concerns, work out the final details, and support what will arguably be the most significant Lone Star infrastructure and mobility improvement we'll see in our lifetimes.

It's hard to argue against a train that can transport you from one of these cities to the other — 240 miles one way — in under 90 minutes. Compare that to sitting in traffic on Interstate 45, one of the most congested and dangerous highways in the country, or dealing with crowded airports, weather delays and rising airfares.

Greenlit by the first Trump administration, the Dallas-Houston high-speed rail project is now shovel-ready with a decade of pre-construction work completed at no cost to taxpayers, including initial permitting and land acquisition. The project is a model for sustainable infrastructure: It will reduce highway congestion and emissions while delivering thousands of construction and long-term operations jobs.

A recent Boston Consulting Group study confirms that Texans are overwhelmingly in favor of the project. President Donald Trump has communicated clear support for a high-speed route with a build-out plan that stays on time and on track. High-speed rail makes sense in Texas and, when done right, across the United States as we embark on this new American era of big thinking and "big, beautiful projects" championed by the Trump administration. In 2024, Trump told *Newsweek* that it doesn't make sense for America not to have high-speed rail and noted that the U.S. lags behind Japan, China and Europe in this area.

Texas Central fully supports the Trump administration's decision to pull funding from Amtrak and agrees that this project should be led by the private sector. The next step is for local, state and federal leaders to work together and determine the mix of public-private funding that will see the project through to completion. Public-private funding solutions are viable and similar to those used in building the stadiums of America's professional sports teams.

The money is there. It can come from the Jobs Act, via other relevant entities such as the Japanese, and of course through continued private backing. And Texas high-speed rail will rely on a user-pay model, which makes much more sense than solely depending on taxes to further highway expansion.

Look at the state and federally funded I-45 downtown Houston renovation, a 24-mile undertaking now estimated to require more than $13 billion in costs and 18 years to complete. In contrast, the entire Dallas-to-Houston high-speed rail needs only seven years of construction, putting Texans on the fast track in record time.

I have been involved in this project for 10+ years and now, as the sole project sponsor, I believe more than ever that it's time to finish the job — ideally starting with rerouting California's federal rail funding to Texas, where we know how to stretch a dollar and efficiently manage a timeline.

Stalled for nearly two decades, California's high-speed rail costs have skyrocketed from the original 2008 estimate of $33 billion to build the entire 500-mile Los Angeles-to-San Francisco line. Today, the reduced 100-mile segment proposed from Merced to Bakersfield, which will not connect major business or population hubs, carries a build-out estimate of $35 billion, coincidentally the cost to finish the Dallas-to-Houston route. We can absolutely put the funds designated for California to better use here in the Lone Star State.

The future of high-speed rail across the U.S. can commence with this landmark project that, after 10 years of pre-construction progress and without a dime of federal funding spent to date, is ready to go. With the support of the Trump administration and collaboration from the world's

greatest engineering and infrastructure minds, groundbreaking is within easy reach. Innovation to bring high-speed rail to Texas and connect this major corridor is at the ready.

There's never been a better time to invest in our country's success. I'm calling for all parties to join Texans and the Trump administration in support. I have no doubt that this will be the first of many efficient, safe and cost-effective high-speed rail routes across our great nation.

Regional Transportation Council

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

July 25, 2025

The Honorable [First Last Name]
U.S. House of Representatives
[Address]
Washington, DC 20515

Dear Representative [Last Name]:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, and the North Central Texas Council of Governments (NCTCOG), I would like to express our concern surrounding the Fiscal Year 2026 (FY26) House Transportation, Housing and Urban Development (THUD) Appropriations bill. Our organization is writing to request the House of Representatives reconsider the proposed transportation funding cuts to high-speed rail corridor development projects in Texas in the FY26 House THUD Appropriations bill.

Section 156 of the bill states, "none of the funds appropriated under this Act or any other Act may be provided to the State of Texas for a high-speed rail corridor development project that is the same or substantially similar to the Amtrak Texas High-Speed Rail Corridor previously known as the Texas Central Railway Project."

NCTCOG initiated the Dallas to Fort Worth High-Speed Transportation Connections Study in 2020 to evaluate high-speed transportation between Dallas and Fort Worth, with a goal of connecting to other proposed high-speed passenger rail systems in the state, like the proposed Dallas to Houston project. By environmentally clearing the 31-mile corridor between Fort Worth and Dallas (anticipated decision in 2026), with the Federal Transit Administration serving as the lead National Environmental Policy Act (NEPA) agency, NCTCOG looks to innovatively deliver high-speed rail by promoting the corridor for private investment, reducing financial risk to high-speed rail developers. This Fort Worth to Dallas segment would serve as a reliable intercity extension for a Dallas to Houston high-speed rail line, providing reliable access for long-distance travelers in an increasingly congested metropolitan region expected to grow from 8.7 million to 12.3 million in the next 25 years.

NCTCOG was awarded a grant in 2023 through the Federal Railroad Administration's Corridor Identification and Development Program to study the Fort Worth to Houston high-speed rail corridor. The Fort Worth to Houston High-Speed Rail Corridor Project would provide a dedicated high-speed passenger rail system between Fort Worth and Dallas and continue to Houston through a fast, safe, and reliable form of travel. Ensuring that coordinated planning for the entire corridor between Fort Worth, Dallas, and Houston (10th, 9th, and 4th largest cities in the nation, respectively) continues to occur is key to fully integrating the private investment pursued through actions by NCTCOG to environmentally clear the Fort Worth to Dallas segment.

As the State of Texas continues to grow and as vehicle travel time between the DFW region and Houston region continues to increase on Interstate Highway 45, high-speed rail will alleviate congestion on the roadway and provide a faster and safer alternative. The project will significantly reduce congestion, improve air quality, and significantly improve safety for residents and workers in both

regions. It is vital that funding and eligibility under the Corridor ID Program and any future FRA grant programs continue for the NCTCOG Fort Worth to Houston high-speed rail corridor study to help advance this important project and ultimately improve the State's transportation system.

As the bill proceeds to the full House, the RTC hopes you will advocate for a funding bill that does not prohibit appropriating funds to high-speed rail corridor identification development projects in Texas. The RTC appreciates your attention to this matter and your ongoing commitment to representing the nation's interests. If you would like to learn more about our concerns, please contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

Rick Bailey, Chair
Regional Transportation Council
Johnson County Commissioner

RG:kw

cc: Members of the North Central Texas Congressional Delegation
The Honorable Mike Johnson, Speaker, U.S. House of Representatives
The Honorable Steve Scalise, Majority Leader, U.S. House of Representatives
The Honorable Tom Cole, Chairman, U.S. House Committee on Appropriations
The Honorable Rosa DeLauro, Ranking Member, U.S. House Committee on Appropriations
Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments

HIGH-SPEED TRANSPORTATION

Dallas-Fort Worth

August 7, 2025 – Regional Transportation Council

Brendon Wheeler, PE

North Central Texas Council of Governments

ELECTRONIC ITEM 7.3

Dallas Morning News Op-Ed by John Kleinheinz

"Greenlit by the first Trump administration, the Dallas-Houston high-speed rail project is now shovel-ready with a decade of pre-construction work completed at no cost to taxpayers, including initial permitting and land acquisition."

"A recent Boston Consulting Group study confirms that Texans are overwhelmingly in favor of the project. President Donald Trump has communicated clear support for a high-speed route with a build-out plan that stays on time and on track."

"Texas Central fully supports the Trump administration's decision to pull funding from Amtrak and agrees that this project should be led by the private sector. The next step is for local, state and federal leaders to work together and determine the mix of public-private funding that will see the project through to completion."

Source: Dallas Morning News, Op-Ed by John Kleinheinz, July 22, 2025

Proposed Fiscal Year 2026 House THUD Appropriations Bill

Proposed Fiscal Year 2026 House Transportation, Housing and Urban Development (THUD) Appropriations bill, section 156 states:

> "none of the funds appropriated under this Act or any other Act may be provided to the State of Texas for a high-speed rail corridor development project that is the same or substantially similar to the Amtrak Texas High-Speed Rail Corridor previously known as the Texas Central Railway Project."

Amtrak Refocused on Traditional Nationwide Network

Dallas to Houston HSR: Texas Central Leading Again

- John Kleinheinz Op-ed in Dallas Morning News (July 22, 2025)
- 2016 Memorandum of Understanding between Texas Central and NCTCOG

> "Support the development of one seat/one ticket high-speed rail connectivity between Fort Worth, Arlington, Dallas, and Houston through Texas Central's Dallas passenger station…"

NCTCOG-Led High-Speed Rail Initiatives

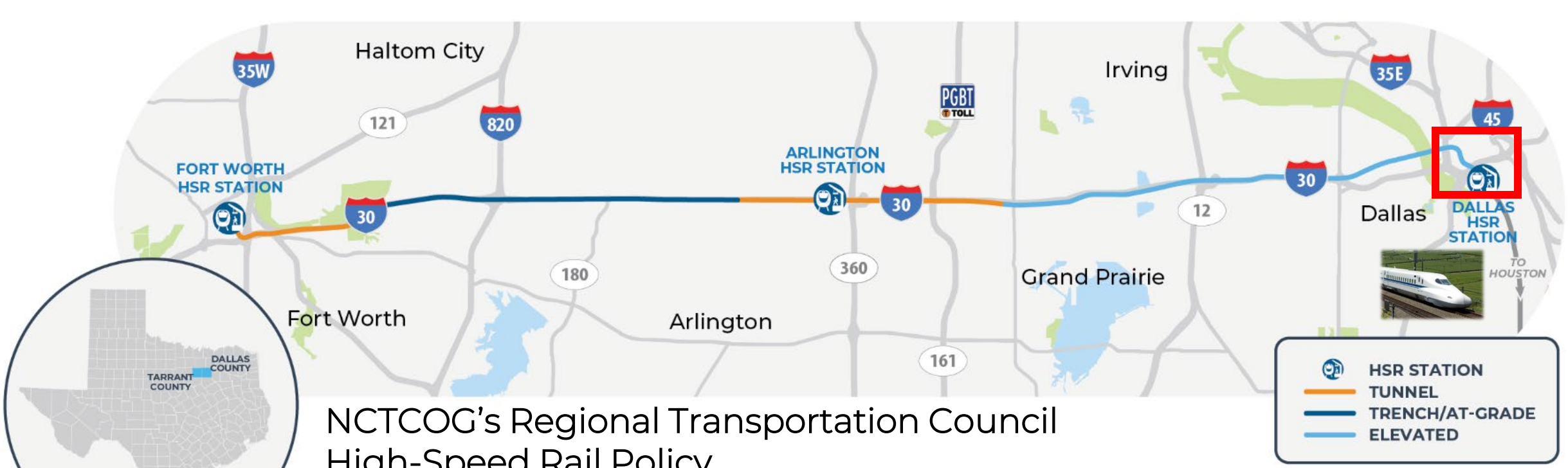
Federal Transit Administration (FTA) Oversight:
Dallas-Fort Worth High-Speed Rail Study

- Phase 1: Alternative Analysis of Alignments and Modes
- Phase 2: Environmental Clearance of Preferred Alternative
- Purpose: promotion of corridor for private investment

Federal Railroad Administration (FRA) Oversight:
Fort Worth to Houston (through Dallas) High-Speed Rail Corridor

- FRA's Corridor Identification and Development (CID) Program
- Currently in Step 1 of 3
- Purpose:
  - Registers high-speed corridor in national inventory
  - Enables opportunity for future federal funding through Federal-State Partnership (FSP-National) Intercity Passenger Rail Program

Dallas-Fort Worth Alignment for NEPA Review (Early 2024)

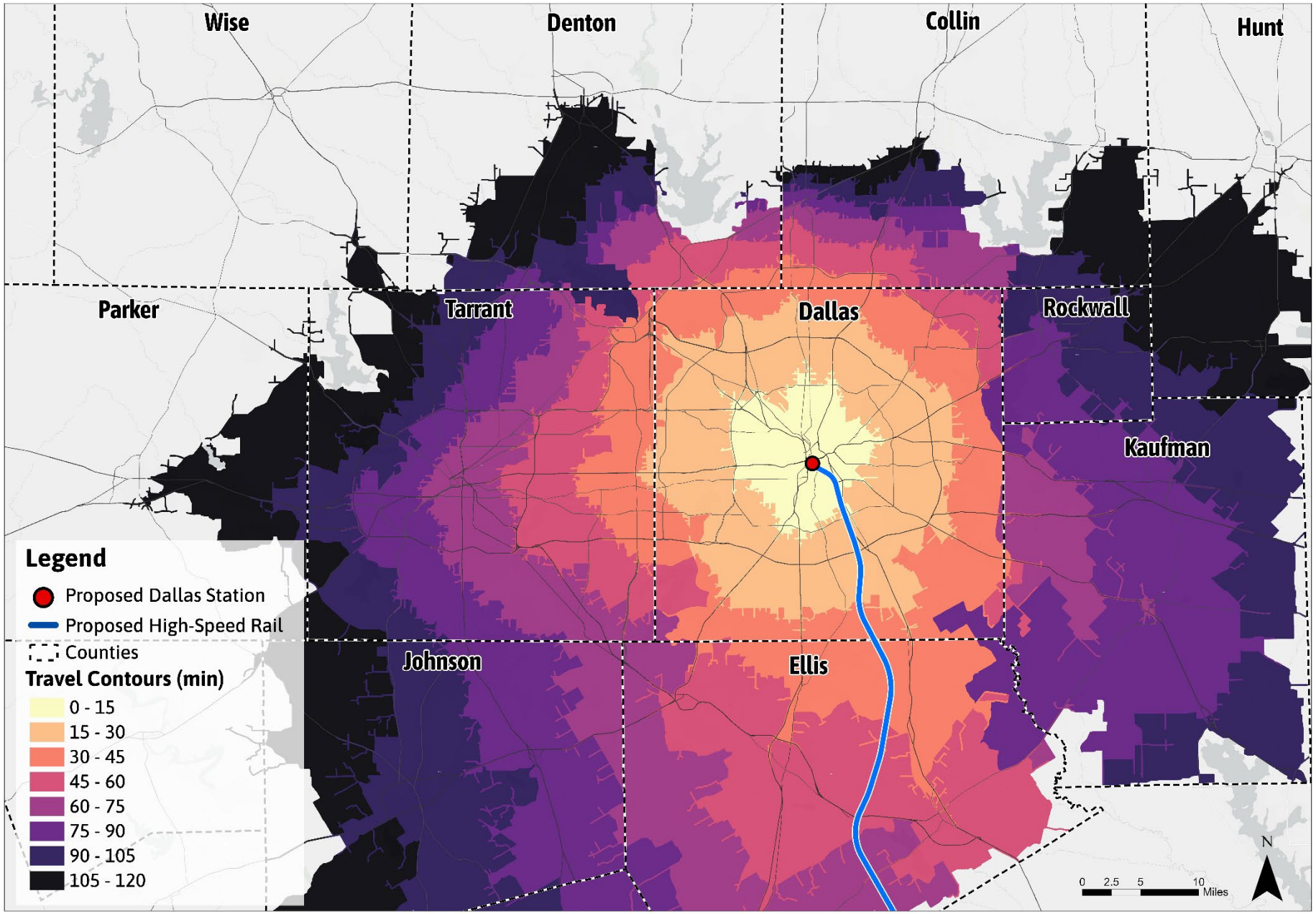


NCTCOG's Regional Transportation Council High-Speed Rail Policy

- One-Seat Ride
- Three Station Concept

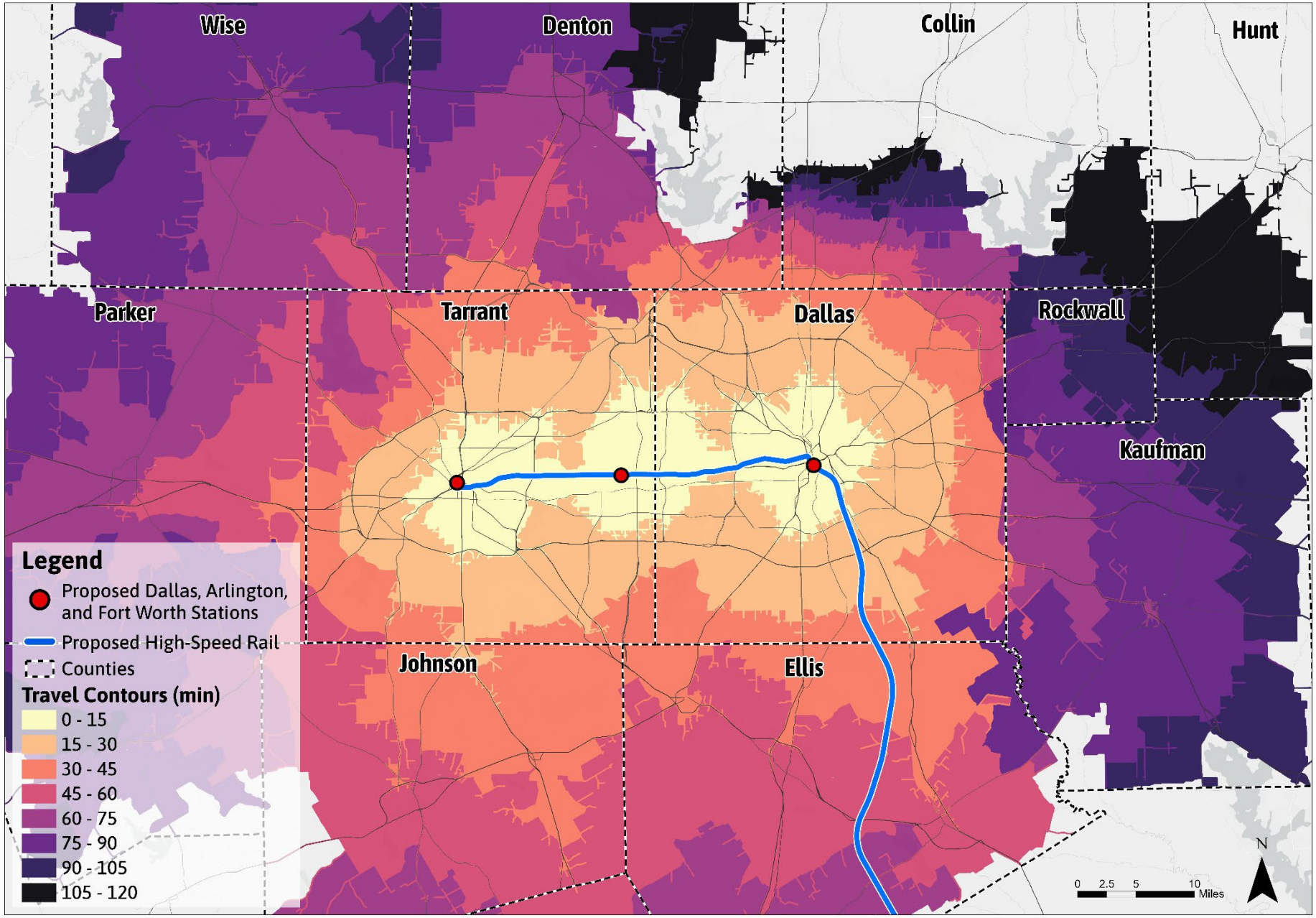
Dallas HSR Station Travel Time Contours in 2050

Time: *AM* ***Direction:*** *Toward Facility* ***Mode:*** *No Managed HOV or Express*



Fort Worth, Arlington, and Dallas HSR Stations Travel Time Contours in 2050

Time: *AM* ***Direction:*** *Toward Facility* ***Mode:*** *No Managed HOV or Express*



Dallas-Fort Worth High-Speed Rail (HSR) Study Status Update

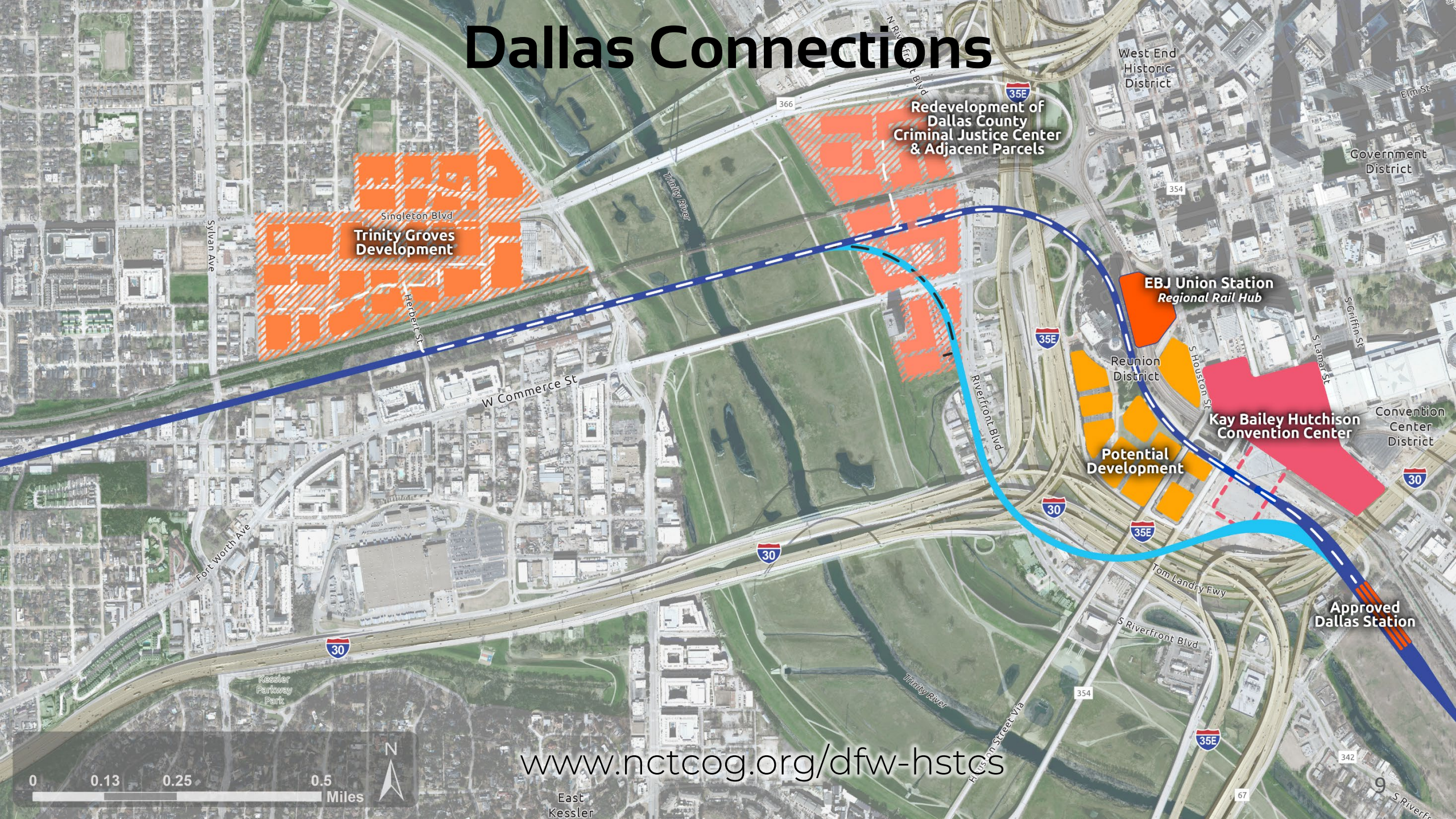
Preliminary engineering and environmental analysis on 95% of corridor

- Ongoing coordination with TxDOT on integrated IH 30 design
- Reviewed west Dallas alternatives given Trinity Park Conservancy and other stakeholder input
- Continued public involvement and stakeholder engagement

Dallas alignment alternatives (final mile)

- Advanced conceptual engineering for western concept
- Reviewed land use/development connectivity opportunities
- Ongoing coordination with Dallas' Kay Bailey Hutchison Convention Center Master Plan

Dallas Connections



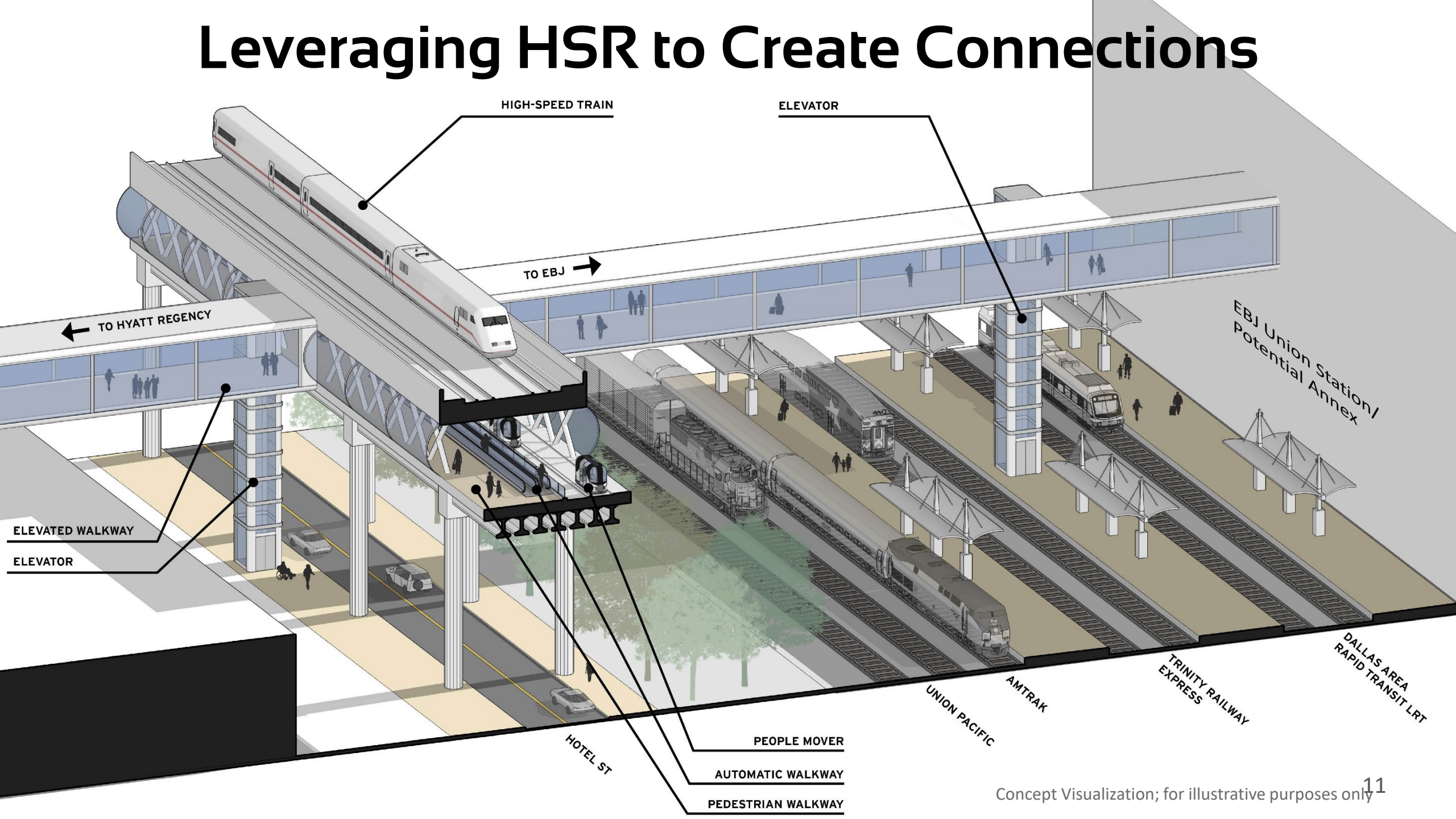
www.nctcog.org/dfw-hstcs

Trinity Groves District Master Plan

Image Source: Goldenrod Cos./Gensler

Gensler

Leveraging HSR to Create Connections



Concept Visualization; for illustrative purposes only

Fort Worth Connections

Next Steps

Economic Impact Studies for Dallas-Fort Worth HSR

- Hunt's Study (The Perryman Group) complete Spring 2025
- City of Dallas Study (Boston Consulting Group) complete Spring 2025
- Cities of Fort Worth and Arlington Study (AECOM) complete late Fall 2025

NCTCOG Next Steps

- Downtown Dallas Alternatives
  - Coordinate with City of Dallas
  - Receive RTC direction
- Continue stakeholder coordination
- Continue FRA and FTA coordination
- Complete engineering and environmental analysis/documentation for Dallas to Fort Worth HSR corridor

REQUESTED ACTION – Letter to Congress Supporting High-Speed Rail Funding in Texas

RTC approval of:

Letter from the RTC Chair to the North Texas Congressional Delegation in the US House of Representatives and Congressional leadership opposing the current language in the Fiscal Year 2026 House THUD Appropriations bill regarding federal funds for high-speed rail corridor identification projects in Texas.

RTC Action Item – August 7, 2025

Contacts

www.nctcog.org/dfw-hstcs

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Acceptance of Transit 2.0 Information and Regional Transportation Council Subcommittee on a Transit Vision

MICHAEL MORRIS, P.E.

North Central Texas Council of Governments

August 7, 2025

Regional Transportation Council

ELECTRONIC ITEM 8

TRANSIT 2.0 STUDY-TASK REPORTS

Task 2	Develop Transit Legislative Program ✓
Task 3	Develop Strategies to Increase Transit Authority Membership ✓
Task 4	Develop Collaborations Between Existing Transit Authorities ✓
Task 5	Develop Strategies for Transit Authority Board Partnerships & Teamwork ✓
Task 6	Develop Strategies for In-Fill Development ✓
Task 7	Review of Fare Collection Strategies ✓
Task 8	Develop Recommendations for Transit Authority/Member City Paradox ✓
Task 9	Final Report 2-Page Summary ✓
	Final Report ✓

✓ Complete

Regional Transit 2.0 Written Reports Available at
www.nctcog.org/transit2.0

TRANSIT 2.0 STUDY-TASK MEETINGS

Transit 2.0 Study Task Overview Meetings were held for the following tasks. Recordings of those meetings are available at the links below.

Tasks 3 & 7 - Develop Strategies to Increase Transit Authority Membership & Review of Fare Collection Strategies: https://youtu.be/h0KaKKgHBY0

- 2 Identical Meetings, RTC Member City Mayors/Judges & City Managers/County Administrators

Task 6 - Develop Strategies for In-Fill Development: https://youtu.be/8xw3wBbgVPU

- 3 Identical Meetings, RTC Member City Mayors & City Managers, Transit Authority Board Members

Task 8 - Develop Recommendations for Transit Authority/Member City Paradox: https://youtu.be/0OPIecbE8hg

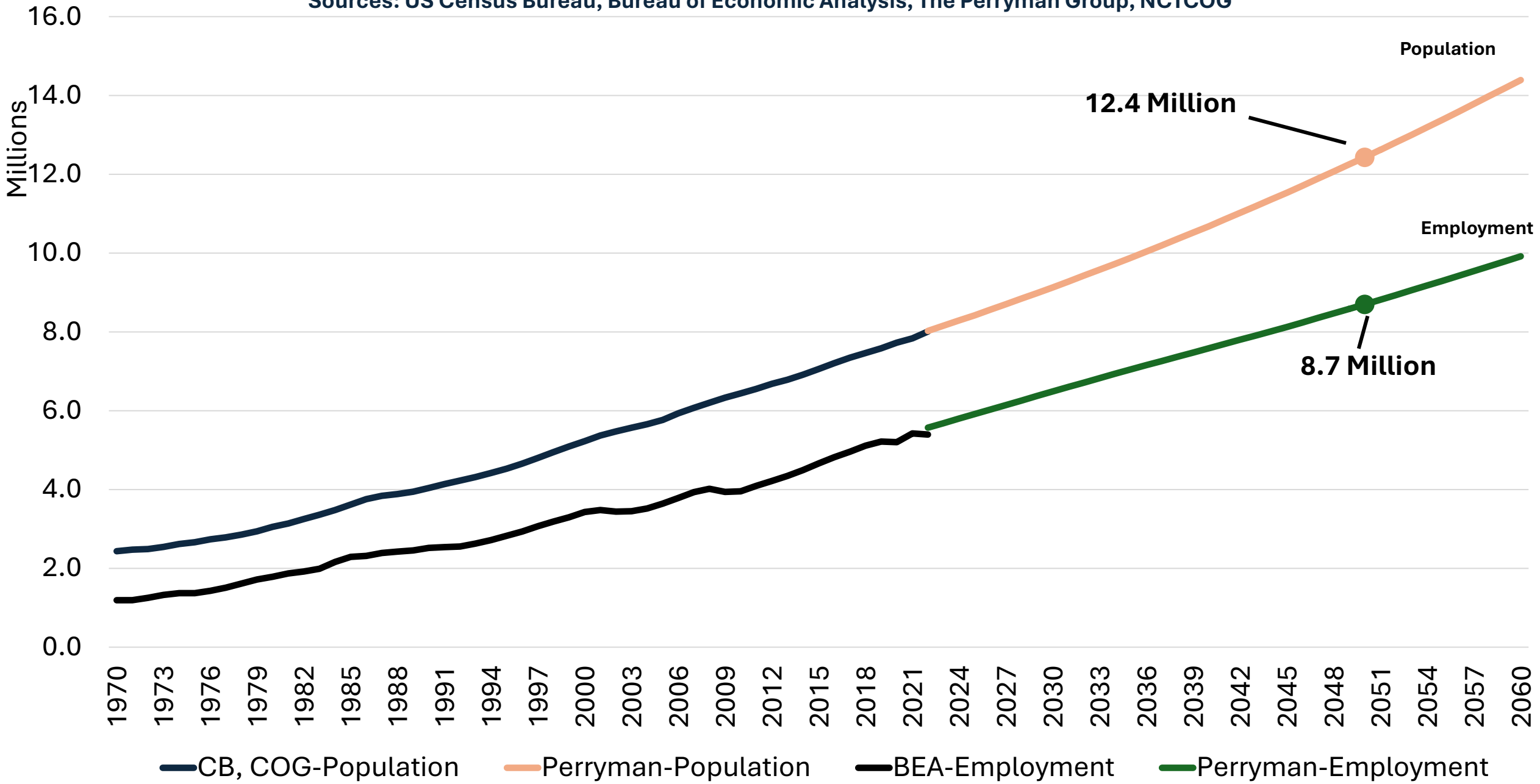
- 3 Identical Meetings, RTC Member City Mayors & City Managers, Transit Authority Board Members

Task 9 – Final Report: https://youtu.be/LIO9IU0bVFA

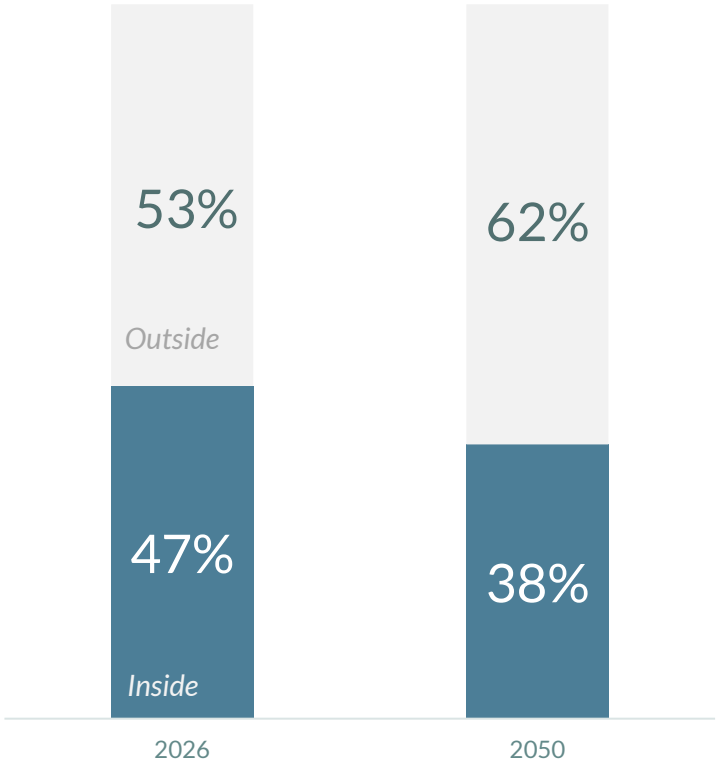
- 3 Identical Meetings, RTC Members

Historical and Projected Total Population and Employment – MPA

Sources: US Census Bureau, Bureau of Economic Analysis, The Perryman Group, NCTCOG

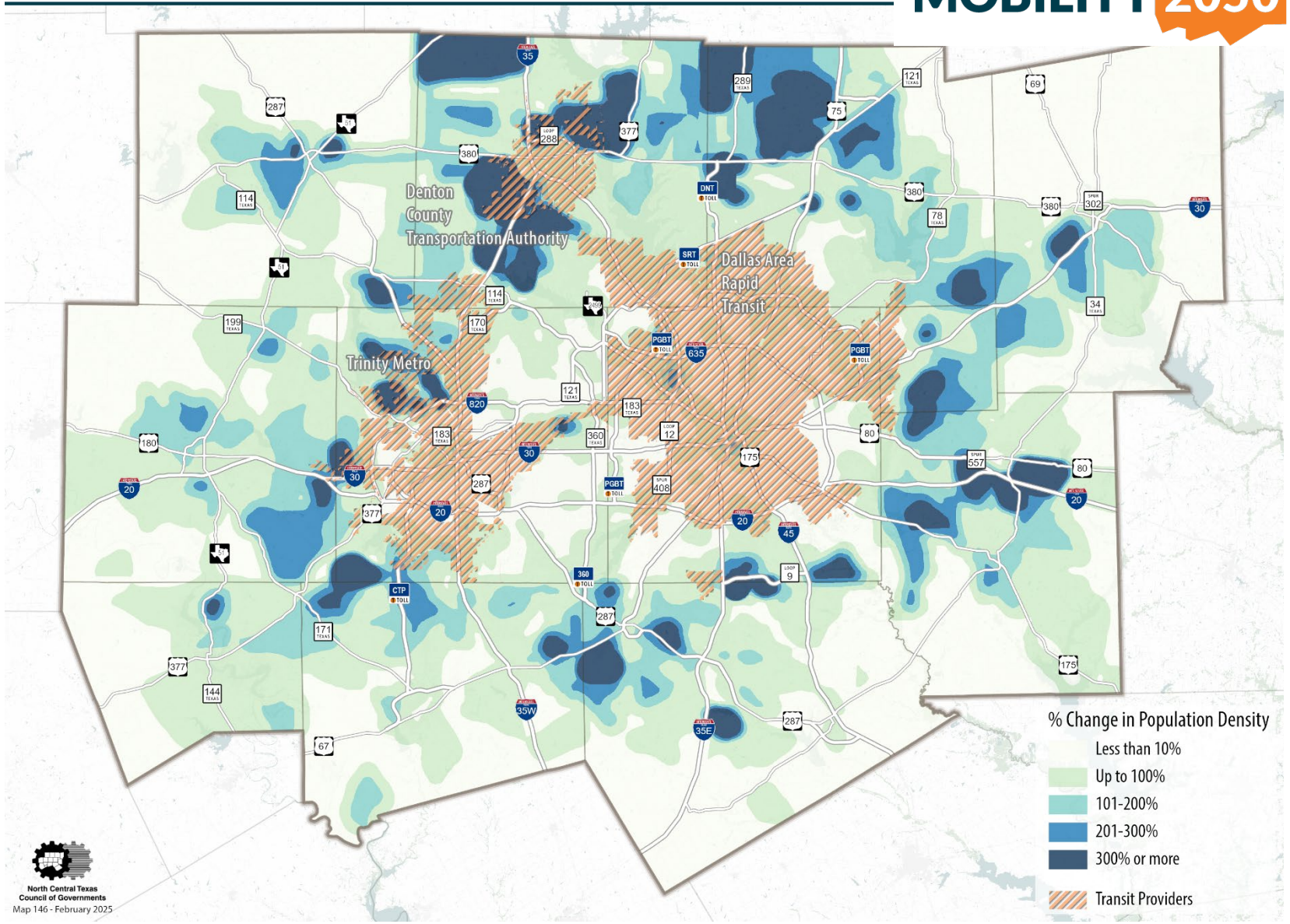


Population within Transit Authority Service Areas



Population Density Change and Transit Authority Areas

MOBILITY 2050

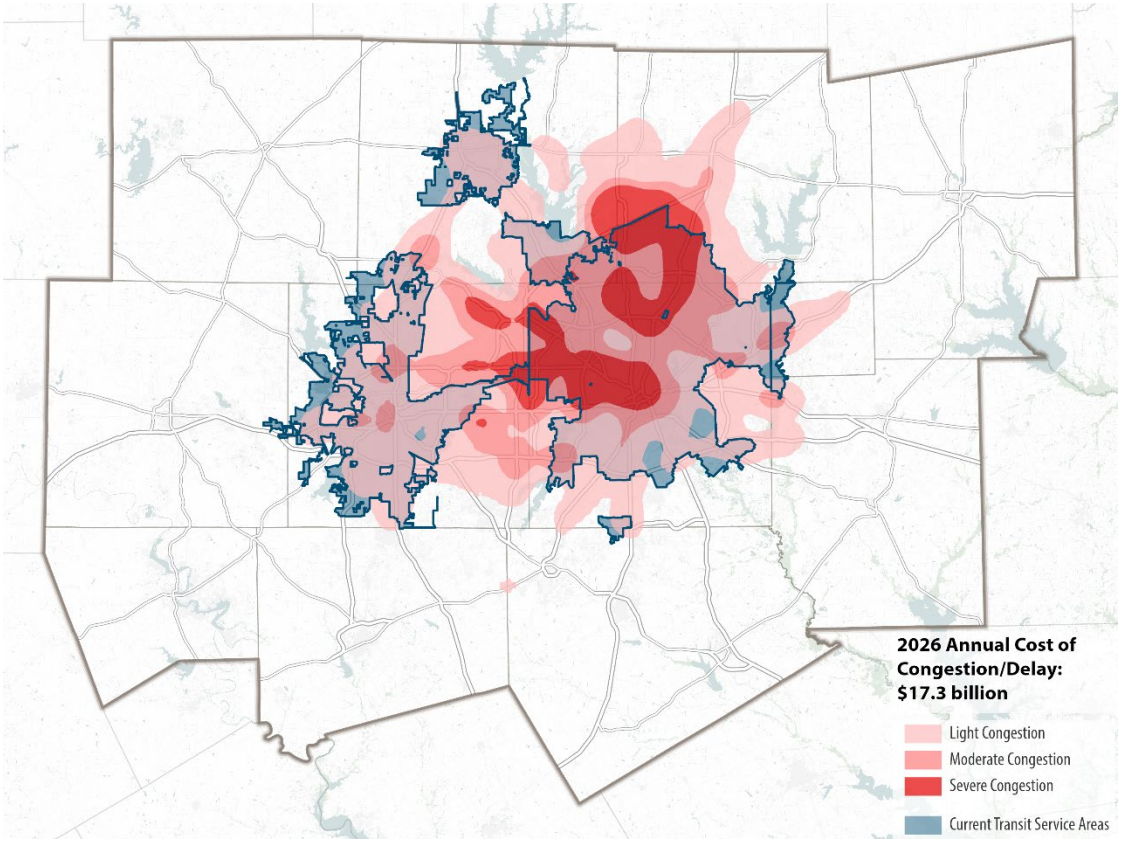


MOBILITY 2050

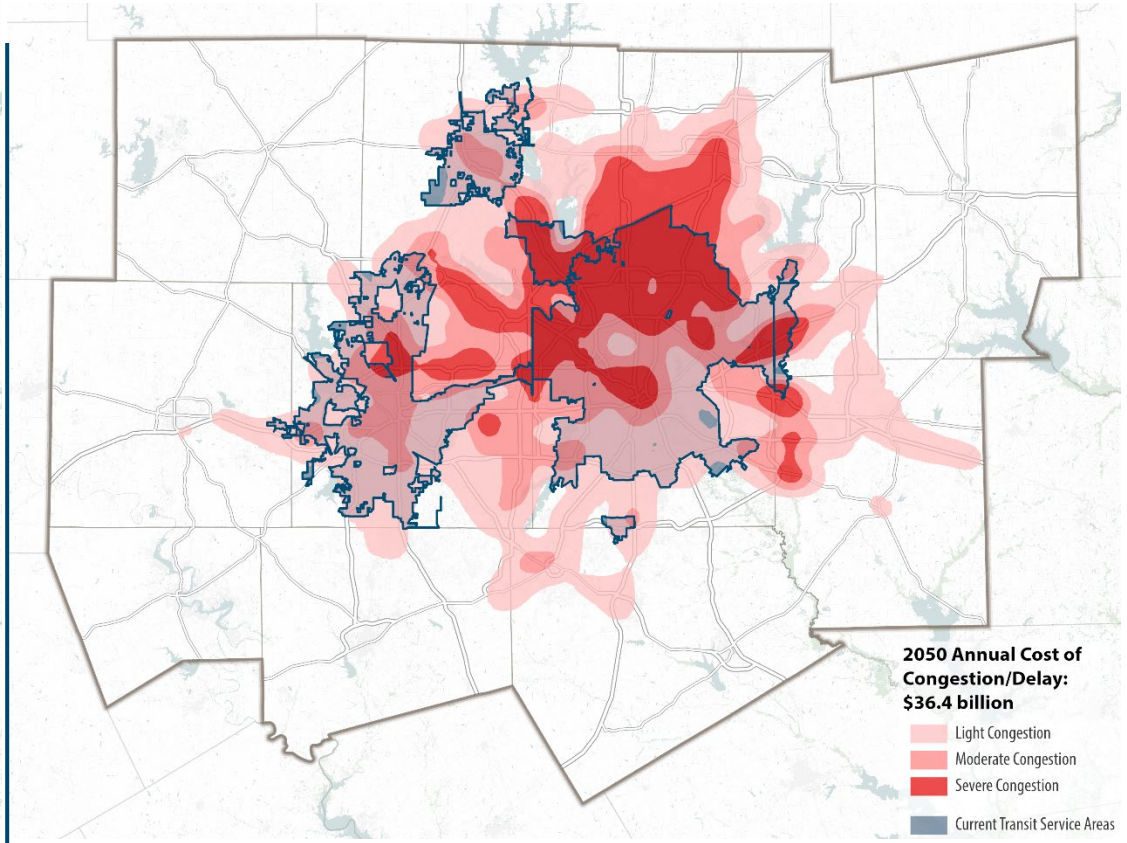
This map presents a smoothed, interpolated representation of population change using rasterized Traffic Analysis Zones (TAZs). The interpolation process may introduce artificial growth patterns in areas where no actual development is expected. This visualization is intended for illustrative purposes only. For precise population change data, please refer to the original TAZ-based dataset.

Congestion and Current Transit Coverage

2026



2050



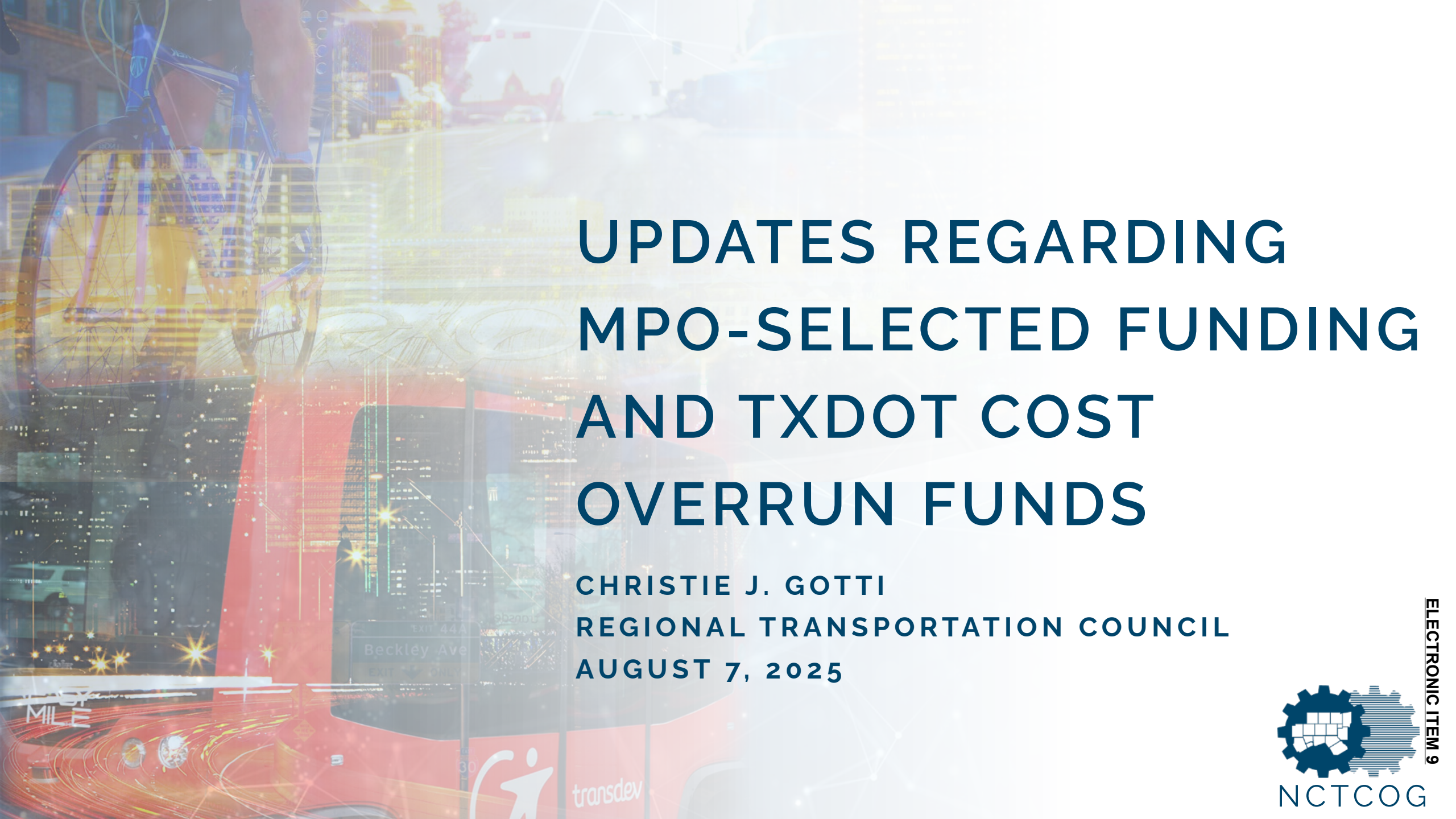
Transportation Performance Measures

	Transit Authority Area		Non-Transit Authority Area	
	2026	2050	2026	2050
Vehicle Miles of Travel / Person	30.8	35.7	25.2	27.6
Vehicle Hours of Travel / Person	1.0	1.2	0.7	0.9
Hours of Congestion Delay / Person	0.3	0.4	0.15	0.3

REQUESTED ACTION – ACCEPT TRANSIT 2.0 REPORTS, VIDEOS, & POWERPOINT SLIDE DECKS OF 8 TASKS REQUESTED

- RTC action to:
  - Accept receipt of Consultant Transit 2.0 information.
  - Request RTC Subcommittee to review transit elements impacting the RTC for later RTC action.
  - Develop a transit vision to meet the needs of a 12+ million persons region by 2050.
  - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate the project.

RTC Action Item – August 7, 2025



UPDATES REGARDING MPO-SELECTED FUNDING AND TXDOT COST OVERRUN FUNDS

CHRISTIE J. GOTTI
REGIONAL TRANSPORTATION COUNCIL
AUGUST 7, 2025

ELECTRONIC ITEM 9

NCTCOG

BACKGROUND

- In January 2024, the Texas Transportation Commission approved a rule change creating a performance-based reallocation program for the major Metropolitan Planning Organization (MPO) funds.
- This policy reduces the number of years available for MPOs to utilize these funds before they could be reallocated to state accounts (either directly or indirectly).
- As a result, MPOs must closely monitor implementation of MPO-selected funding to keep carryover balances as low as possible.

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM

- The new rule also solidified a policy that TxDOT Districts must sign off on Congestion Mitigation and Air Quality Improvement Program (CMAQ) projects in advance
  - Led to creation of CMAQ Concurrence Form
  - District and MPO staff both must sign off on new projects before they go to the RTC for approval
  - Any projects selected by the RTC prior to December 2024 are exempt
- In addition, TxDOT has requested that we program ~50% of CMAQ funds for on system projects
  - Programming to date: 44% on system, 56% off system
- Unified Transportation Program (UTP) allocation change proposed in 2026 UTP (CMAQ Flex)

TXDOT CONSTRUCTION COST OVERRUNS AND CHANGE ORDER FUNDS (COCO)

- Statewide allocation managed by a governance committee
- Approval of funds is on a case-by-case basis
- First introduced in the FY 2024 UTP
- In order to qualify, Districts and MPOs are generally asked to contribute a portion of the overrun
- Example: IH 30 Canyon cost overrun, TxDOT committed $98M of COCO funds and asked the MPO to contribute $41M of Category 2 and $57M of Surface Transportation Block Grant (STBG) funds
- Our region has received COCO funds on 11 projects thus far with $205 million in COCO funds received

STBG AND TASA[1] FUNDS

- Transportation Infrastructure Finance and Innovation Act (TIFIA) Redistribution
  - The US Department of Transportation has a sizable TIFIA loan balance that is being formula-allocated to MPOs
- Must be obligated by September 2028
- Results in additional funds for our region in FY 2026-2028:
  - $20,117,378 in additional STBG funds
  - $2,338,245 in additional TASA funds

[1]Transportation Alternatives Set Aside

STATEWIDE FUNDING SLOWDOWNS

- Funding shortfalls at the State level can impact project schedules and future carryover balances:
  - TxDOT professional engineering procurement services budget
  - TxDOT right-of-way budget
  - “Level lettings” process

STATUS OF MPO-SELECTED FUNDS IN DALLAS-FORT WORTH MPO

FY2025 ($ in Millions)

DISTRICT / MPO	Allocation	Actuals	Scheduled	Adjustments*	Allocation Remaining	Percent Usage to Allocation
5 - NCTCOG MPO CMAQ	$99.3M	$41.4M	$6.7M	$2.1M	$53.3M	54.12%
7 - NCTCOG MPO Metro Mobility & ..	$316.0M	$150.2M	$10.9M	$11.7M	$166.6M	62.84%
9 - NCTCOG MPO Transportation Al..	$57.6M	$13.3M	$0.7M	($2.6M)	$41.0M	28.82%
10 - NCTCOG Carbon Reduction	$43.7M	$20.6M	$0.0M	$0.0M	$23.1M	47.10%

* **Adjustments** include PE/ROW, Federal Adjustments, Force Accounts, Incentives & Disincentives, Change Order, Variance.

This number cannot exceed 200%

Performance Assessment: Not failing, but not succeeding either
Additional CRP funds have obligated since this data was reported

QUESTIONS?

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

NCTCOG PRESENTATION

89th TEXAS LEGISLATURE – FINAL ACTIONS

REBEKAH GONGORA

REGIONAL TRANSPORTATION COUNCIL MEETING

AUGUST 7, 2025

ELECTRONIC ITEM 10.1

STATE BUDGET

TOTAL FUNDING

Senate Bill 1

Statewide Total for FY26-27: **$338.02** billion in All Funds, All Articles

- All Funds 5% increase over FY24-25; $16.68 billion increase

House Bill 500

Supplemental Appropriations, adjustments for current fiscal year

- $25 billion in All Funds
- $504.1 million to TxDOT

SB 1 ARTICLE VII – TXDOT FUNDING

TxDOT Total for FY26-27: **$39.92** billion in All Funds:

- $21.2 billion in FY26
- $18.72 billion in FY27

$2.61 billion increase over FY24-25

This includes:

$35.36 billion for highway planning improvement project development and delivery, roadway maintenance

STATE BUDGET

SB 1 AND HB 500 DFW REGION RIDERS

Southern Gateway Deck Park: $10 million in Federal Funds administered by TxDOT for construction and buildout of the project, if the project meets federal funding requirements and approved by USDOT, FHWA.

Southwestern Medical District Transformation Project: $20 million in Federal Funds administered by TxDOT to the Texas Trees Foundation, for planning and construction if the project meets federal funding requirements and approved by USDOT, FHWA.

TxDOT Aviation Services Funded:
$14.8 million for McKinney National Airport

TRANSPORTATION FUNDING

SB 1555 (Nichols) Establishes a grant program for railroad grade separation projects.

- TxDOT would award grants for rail intersections at **off-system** roadways and public pedestrian crossings; $250 million for FY26-27.
- Awarded to political subdivisions of the state; ten percent local match; effective immediately.

SB 2366 (Hughes) Establishes a grant program for Class II and III short line railroads.

- Grants could be used for track and bridge replacement, rail capacity improvements, or rail restoration.
- Awarded to rural rail districts; effective immediately.

TRAFFIC AND PEDESTRIAN SAFETY

SB 305 (Perry) Expands the current Move Over, Slow Down Law to include animal control vehicles and parking enforcement vehicles, using flashing lights as in current law.

SB 2039 (Hancock) Updates the definition of a sidewalk user to include non-pedestrians (bike, motor-assisted scooter, electric mobility assistance device, skateboard, roller skates). Amends existing law to ensure sidewalk users receive the same protections as pedestrians at intersections, crosswalks.

SB 2129 (Johnson) Increases the penalty for disobeying railroad grade crossing signals and ignoring flagger's warning.

MISCELLANEOUS SAFETY

SB 546 (Menendez) Requires three-point seat belts on all school buses; report to Texas Education Agency, Legislature if budget does not allow.

SB 826 (Parker) Increases the penalty for operating a motor vehicle while intoxicated in an active school crossing zone.

SB 1366 (Nichols) Requires information about construction or maintenance work zones to be included in driver education and driver safety courses.

HIGH-SPEED RAIL AND AUTOMATED VEHICLES

HB 2003 (Harris) Mandates entities proposing high-speed rail projects to disclose detailed annual information to TxDOT when included in the Texas Rail Plan. TxDOT to make available online.

- Information includes timelines, proposed route, method of financing, balance sheet, construction costs, ridership projections, organizational chart, disclosure of foreign investment.

SB 2807 (Hagenbuch) Regulates the operation of automated motor vehicles and automated driving systems, establishes authorization procedures by the Texas Department of Motor Vehicles.

LAND USE/PLANNING

SB 15 (Bettencourt) Establishes new size and density requirements for new subdivisions on at least five acres (promotes smaller lots and homes); prevents cities from enforcing some building regulations for smaller lots (in cities over 150,000 and counties over 300,000).

SB 840 (Hughes) Requires cities to allow mixed-use residential and/or multifamily residential development in areas already zoned for commercial uses and streamlines converting existing buildings into residential property (150,000/300,000).

SB 2477 (Bettencourt) Requires cities to allow conversion of an office building into a residential building; streamlines process (150,000/300,000).

SB 2835 (Johnson) Allows cities to amend their residential building codes to accommodate single staircase multifamily developments.

CONTACT US

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www.nctcog.org/legislative

North Central Texas Council of Governments

Summary of Approved Transportation and Air Quality Bills

89th Texas Legislature

2025

Table of Contents

5 **Pages 5-6: Air Quality**

5 HB 2440 (Curry) - Relating to the authority of a state agency or the state's air quality state implementation plan to impose certain restrictions with respect to a motor vehicle, including a motor vehicle powered by an internal combustion engine.
5 HB 5033 (Bell) - Relating to elimination of the motor vehicle emissions inspection and maintenance program.
5 SB 763 (Alvarado) - Relating to the renewal and review of standard permits for certain concrete plants.
5 SB 2321 (King) - Relating to the regulation of emissions by the Texas Commission on Environmental Quality during an event affecting electric demand or grid reliability.
5 SB 2351 (Alvarado) - Relating to the construction, expansion, or modification of certain concrete plants under a standard permit.

6 **Pages 6-8: Appropriations**

6 HB 500 (Bonnen) - Relating to making supplemental appropriations and reductions in appropriations and giving direction and adjustment authority regarding appropriations.
6 SB 1 (Huffman) - General Appropriations Bill.

8 **Pages 8-9: Artificial Intelligence**

8 HB 149 (Capriglione) - Relating to the regulation of the use of artificial intelligence systems in this state.
9 HB 2818 (Capriglione) - Relating to the artificial intelligence division within the Department of Information Resources.
9 HB 3512 (Capriglione) - Relating to artificial intelligence training programs for certain employees and officials of state agencies and local governments.
9 SB 1964 (Parker) - Relating to the regulation and use of artificial intelligence systems and the management of data by governmental entities.

9 **Page 9: Autonomous Vehicles**

9 SB 2807 (Hagenbuch) - Relating to motor vehicles, including automated motor vehicles; creating a criminal offense.

9 **Pages 9-10: Aviation and Unmanned Aircraft**

9 HB 2898 (Frank) - Relating to requirements for certain meteorological evaluation towers.
10 HB 4520 (Martinez) - Relating to requirements for loans or grants provided by the Texas Transportation Commission to aviation facilities located in economically disadvantaged counties.
10 SB 1197 (Birdwell) - Relating to the operation of an unmanned aircraft over a spaceport.
10 SB 1841 (Johnson) - Relating to the confidentiality of certain information collected by certain local governments and airport governing boards.

10 **Page 10: Bicycle/Pedestrian**

10 SB 2039 (Hancock) - Relating to the applicability of certain pedestrian laws to certain sidewalk users.

11 **Page 11: Eminent Domain**

11 HB 2011 (Bell) - Relating to the right to repurchase from a condemning entity certain real property for which ad valorem taxes are delinquent.

11 Page 11: Energy

11 HB 431 (Cortez) - Relating to the regulation by a property owners' association of the installation of solar roof tiles.
11 SB 1036 (Zaffirini) - Relating to the regulation of residential solar retail transactions.
11 SB 1697 (Zaffirini) - Relating to a customer guide to home solar energy devices.

12 Pages 12: Freight/Rail

12 SB 1555 (Nichols) - Relating to a grant program to fund certain railroad grade separation projects.
12 SB 2129 (Johnson) - Relating to the operation of vehicles at railroad grade crossings.
12 SB 2366 (Hughes) - Relating to a grant program to fund short line railroad projects.

12 Page 12: High-Speed Rail

12 HB 2003 (Harris) - Relating to provision to the Texas Department of Transportation of information regarding certain high-speed rail projects.

12 Page 12-14: Land/Use Planning

12 HB 24 (Orr) - Relating to procedures for changes to a zoning regulation or district boundary.
13 SB 15 (Bettencourt) - Relating to size and density requirements for residential lots in certain municipalities; authorizing a fee.
13 SB 840 (Hughes) - Relating to certain municipal and county regulation of certain multifamily and mixed-use residential development projects and conversion of certain commercial buildings.
13 SB 2477 (Bettencourt) - Relating to certain municipal and county regulation of conversion of certain office buildings to mixed-use and multifamily residential occupancy.
14 SB 2835 (Johnson) - Relating to regulation of stairway requirements in certain multifamily residential buildings by political subdivisions.

14 Page 14: Military Planning

14 HB 2564 (Wilson) - Relating to the evaluation of Defense Economic Adjustment Assistance Grant Applications.

14 Pages 14-15: Open Meetings and Public Information

14 HB 1522 (Gerdes) - Relating to notice of a meeting held under the open meetings law.
14 HB 3112 (Tepper) - Relating to the application of the open meetings law and public information law to government information related to certain cybersecurity measures.
14 HB 4214 (Curry) - Relating to public access to the mailing address and electronic mail address designated by a governmental body to receive a request for public information under the public information law.
15 HB 4219 (Capriglione) - Relating to a governmental body's response to a request for public information.
15 HB 4310 (Vasut) - Relating to a special right of access under the public information law for a member of a governing board.
15 SB 765 (Kolkhorst) - Relating to the confidentiality of fraud detection and deterrence information under the public information law.

15 Pages 15-17: Transportation Revenue

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18 Page 18-19: Water/Flood

18 HJR 7 (Harris) - Proposing a constitutional amendment to dedicate a portion of the revenue derived from state sales and use taxes to the Texas water fund.
18 SB 7 (Perry) - Relating to the oversight and financing of certain water infrastructure matters under the jurisdiction of the Texas Water Development Board.
19 SB 480 (Perry) - Relating to the authority of a local government to enter into an interlocal contract with certain governmental entities to participate in water research or planning activities.
19 SB 1967 (Hinojosa) - Relating to the projects eligible for financial assistance from the flood infrastructure fund.

19 Page 19-20: Vehicles

19 HB 2029 (Noble) - Relating to vehicle safety inspections of certain travel trailers.
19 SB 1729 (Miles) - Relating to the registration and inspection of vehicles
20 SB 1902 (Nichols) - Relating to the administration of the dealer-issued license plates database and to the removal and transfer of license plates.

Summary of Approved Transportation and Air Quality Bills

89th Texas Legislature

Air Quality

HB 2440 (Curry) - Relating to the authority of a state agency or the state's air quality state implementation plan to impose certain restrictions with respect to a motor vehicle, including a motor vehicle powered by an internal combustion engine.

HB 2440 prohibits state agencies and the state's air quality state implementation plan from imposing restrictions on the sale, use, or ownership of motor vehicles based on the energy source they use, including vehicles powered by internal combustion engines. It ensures that individuals can purchase and own any type of motor vehicle without energy source-based restrictions.

This Act takes effect on September 1, 2025.

HB 5033 (Bell) - Relating to elimination of the motor vehicle emissions inspection and maintenance program.

HB 5033 adds Section 382.2025 to the Texas Health and Safety Code, which would prohibit the Texas Commission on Environmental Quality (TCEQ) and the Department of Public Safety (DPS) from implementing or enforcing any state-level vehicle emissions inspections. This change is designed to take effect 30 days after specific federal actions occur, such as the repeal or amendment of the Clean Air Act, a U.S. Supreme Court decision granting states the authority to opt-out of such programs, or a constitutional amendment providing this authority to states. If none of these federal conditions are met, the bill itself becomes law on September 1, 2025, but the operative section eliminating the program remains ineffective, preserving the current emissions inspection requirements.

This Act takes effect on September 1, 2025.

SB 763 (Alvarado) - Relating to the renewal and review of standard permits for certain concrete plants.

SB 763 mandates that the Texas Commission on Environmental Quality (TCEQ) conduct a protectiveness review every eight years for standard permits issued to permanent concrete plants involved in wet batching, dry batching, or central mixing. These reviews will assess air pollutant concentrations, and any amendments to permits following such reviews must provide operators with reasonable time to comply with new requirements. Additionally, it requires plot plans for permit applications to clearly indicate specific details about the facility's location and compliance with any distance requirements.

This Act takes effect on September 1, 2025.

SB 2321 (King) - Relating to the regulation of emissions by the Texas Commission on Environmental Quality during an event affecting electric demand or grid reliability.

SB 2321 adds Section 382.086 to Subchapter D, Chapter 382 of the Health and Safety Code, establishing a framework for the Texas Commission on Environmental Quality to waive enforcement of emissions limits for generation and on-site backup generation facilities during periods of high electric demand or grid reliability issues in the ERCOT region. It requires these facilities to follow specific operational protocols, maintain records, and document emissions events during

such periods. If the necessary documentation is not submitted, the commission may then pursue enforcement actions.

This Act takes effect September 1, 2025.

SB 2351 (Alvarado) - Relating to the construction, expansion, or modification of certain concrete plants under a standard permit.

SB 2351 amends Sections 382.05195 and 382.05198 of the Health and Safety Code to regulate the construction, expansion, or modification of concrete plants under a standard permit. It introduces a requirement for facility operators to update their plans in accordance with any amendments to the standard permit if they did not initiate changes before the new permit's adoption. Additionally, it clarifies the application process by replacing references to "issuance" of a permit with "authorization to use" a standard permit and mandates the inclusion of a detailed plot plan meeting specific requirements.

This Act took effect May 24, 2025.

Appropriations

HB 500 (Bonnen) - Relating to making supplemental appropriations and reductions in appropriations and giving direction and adjustment authority regarding appropriations.

HB 500 is the supplemental budget for the 2024-25 biennium and makes additional appropriations across many state agencies and programs. HB 500 provides the Texas Department of Transportation (TxDOT) with several appropriations from the general revenue fund. These appropriations would include:

- $250 million to provide grants for certain railroad grade separation projects;
- $52 million to purchase three new aircraft; and,
- $106.8 million to support TxDOT's aviation services, including $14.8 million for McKinney National Airport.

This Act took effect June 22, 2025.

SB 1 (Huffman) - General Appropriations Bill.

SB 1 totals $338 billion in All Funds for the Fiscal Year 26-27 biennium. See Table 1.

Table 1: SB 1 by Method of Finance

Method of Finance Type (in millions)	FY 2024-25	SB 1 FY 2026-27	Biennial Change	% Change
General Revenue Funds	$141,938.3	$149,173.1	$7,236.7	5.1%
General Revenue-Dedicated Funds	$9,901.8	$8,148.6	- $1,753.2	- 17.7%
Federal Funds	$107,848.8	$100,925.2	- $6,923.4	- 6.4%
Other Funds	$74,308.9	$79,770.4	$5,461.5	7.3%
All Funds	$333,995.6	$338,017.2	$4,021.6	1.2%

Source: Legislative Budget Board

Article VI – Natural Resources

Texas Commission on Environmental Quality (TCEQ)
TCEQ under Article VI increased 15.8% over the last biennium. Total funding for the TCEQ is $919.4 million for the FY26-27 biennium.

Budget riders of interest include:

- **Air Quality Planning**

(a) Amounts appropriated above include $4,500,000 out of the General Revenue-Dedicated Clean Air Account No. 151 in Strategy A.1.1, Air Quality Assessment and Planning, for air quality planning activities to reduce ozone in "affected counties" (as defined in Health and Safety Code, Section 386.001(2)) not designated as nonattainment areas for the O3 National Ambient Air Quality Standards (NAAQS) as of September 1, 2024, and other areas at significant risk of being designated nonattainment for the O3 NAAQS in the future as approved by the Texas Commission on Environmental Quality (TCEQ). These activities may be carried out through interlocal agreements.

Expenditure of these funds is limited to: inventorying emissions, monitoring of pollution levels, air pollution data analysis, modeling pollution levels, regional air quality planning, and administration of the program. TCEQ shall allocate a base amount of $281,250 to each state planning region containing such areas and the remaining funds proportionally to each state planning region with a combined population of affected counties in excess of 350,000.

Grants issued from appropriations identified in this rider should require that no more than 10 percent of the allocation be used for administrative purposes and prohibit the expenditure of the following: marketing and outreach activities, bicycle use programs, carpooling awareness, environmental awareness campaigns, and locally enforceable pollution reduction programs. The grant recipients shall channel the funds to those projects most useful for the State Implementation Plan (SIP).

For informational purposes, the affected counties that are not designated "nonattainment" for the O3 NAAQS as of September 1, 2024, include Bastrop, Caldwell, Comal, El Paso, Gregg, Guadalupe, Hardin, Harrison, Hays, Henderson, Hood, Hunt, Jefferson, Nueces, Orange, Rusk, San Patricio, Smith, Travis, Upshur, Williamson, and Wilson Counties. Additional ""attainment/unclassifiable" areas may also be added by TCEQ to this grant program based on their status as being part of a core-based statistical area (CBSA) with O3 design values in excess of 60 parts per billion (ppb).

(b) Amounts appropriated above include $4,500,000 out of the General Revenue-Dedicated Clean Air Account No. 151 in Strategy A.1.1, Air Quality Assessment and Planning, for air quality planning activities to reduce fine particulate matter (PM2.5) in "affected counties" (as defined in Health and Safety Code, Section 386.001(2)) not designated as nonattainment areas for PM2.5 National Ambient Air Quality Standards (NAAQS) as of September 1, 2024, and other areas at significant risk of being designated nonattainment for PM2.5 NAAQS in the future as approved by the TCEQ. These activities may be carried out through interlocal agreements.

Expenditure of these funds is limited to: inventorying emissions, monitoring of pollution levels, air pollution data analysis; modeling pollution levels; regional air quality planning, and administration of the program. The TCEQ may allocate a base amount up to $281,250 to each state planning region containing such areas and the remaining funds proportionally to each state planning region with a combined population of affected counties in excess of 350,000. Grants issued from appropriations identified in this rider should require that no more than 10 percent of the allocation be used for administrative purposes and prohibit the expenditure of the following: marketing and outreach activities, bicycle use programs, carpooling awareness, environmental awareness campaigns, and similar locally enforceable pollution reduction programs. The grant recipients shall channel the funds to those projects most useful for the SIP.

Additional "attainment/unclassifiable" areas may be added by TCEQ to this grant program contingent on available resources based on their status as being part of a core-based statistical area (CBSA) with an annual PM2.5 design value in excess of 8 micrograms per cubic meter ($\mu g/m^3$), or 24-hour PM2.5 design value in excess of 25 $\mu g/m^3$.

Article VII – Business and Economic Development

Texas Department of Transportation

Total funding for the Texas Department of Transportation (TxDOT) includes $39.92 billion in All Funds for the FY26-27 biennium. Of the $39.92 billion, $35.5 billion is for highway planning, design, construction, maintenance, and preservation. New riders of interest for the North Texas region include:

- **Southern Gateway Deck Park**
  In addition to amounts appropriated above, any unobligated and unexpended balances of appropriations remaining as of August 31, 2025, from Federal Funds administered by the Department of Transportation for the Southern Gateway Deck Park Project (estimated to be $0) are appropriated for the fiscal biennium beginning September 1, 2025, for the same purpose if the project meets federal funding requirements. It is the intent of the Legislature that funds appropriated above would cover the Phase II Infrastructure of the Southern Gateway Deck Park Project. Any project expenditures using Federal Funds shall be approved by the U.S. Department of Transportation, Federal Highway Administration.

- **Southern Gateway Deck Park**
  Out of amounts appropriated above, the Department of Transportation shall make available during the 2026-27 biennium $10,000,000 in Federal Funds administered by the Department of Transportation for the Southern Gateway Deck Park Project if the project meets federal funding requirements. It is the intent of the Legislature that funds appropriated above would cover the construction and buildout of the Southern Gateway Deck Park Project. Any project expenditures using Federal Funds shall be approved by the U.S. Department of Transportation, Federal Highway Administration.

- **Southwestern Medical District Transformation Project**
  Out of amounts appropriated above, the Department of Transportation shall make available during the 2026-27 biennium $20,000,000 in Federal Funds administered by the Department of Transportation to the Texas Trees Foundation for the Southwestern Medical District Transformation Project in the City of Dallas if the project meets federal funding requirements. It is the intent of the Legislature that funds appropriated above would cover the planning and construction of the Southwestern Medical District Transformation Project. Any project expenditures using Federal Funds shall be approved by the U.S. Department of Transportation, Federal Highway Administration.

Artificial Intelligence

HB 149 (Capriglione) - Relating to the regulation of the use of artificial intelligence systems in this state.

HB 149 establishes the Texas Responsible Artificial Intelligence Governance Act, which regulates the use, development, and deployment of artificial intelligence systems in the state, and introduces civil penalties for non-compliance. It includes provisions for transparency, consumer protection, prohibited uses, oversight via the Attorney General, and creates an Artificial Intelligence Regulatory Sandbox Program to encourage innovation under controlled conditions. It also forms a Texas Artificial Intelligence Council to guide policy and preempts local governments from enacting their own artificial intelligence (AI) rules.

This Act takes effect on January 1, 2026

HB 2818 (Capriglione) - Relating to the artificial intelligence division within the Department of Information Resources.

HB 2818 establishes the Artificial Intelligence Division within the Department of Information Resources to aid state agencies in the implementation of generative artificial intelligence technology for modernizing legacy systems and other

suitable projects. It also mandates the division to conduct cost analysis reports for projects, illustrating efficiencies achieved through the use of such technologies.

This Act takes effect on September 1, 2025.

HB 3512 (Capriglione) - Relating to artificial intelligence training programs for certain employees and officials of state agencies and local governments.

HB 3512 mandates annual artificial intelligence training alongside existing cybersecurity training for certain school districts, state and local government employees and elected officials in Texas. It establishes certification requirements for these AI training programs and holds governments accountable for compliance to apply for related criminal justice grants.

This Act takes effect on September 1, 2025.

SB 1964 (Parker) - Relating to the regulation and use of artificial intelligence systems and the management of data by governmental entities.

SB 1964 amends the Government Code to introduce comprehensive regulations for the use and management of AI systems by state and local government entities in Texas. It establishes definitions, mandates inventories and risk assessments for AI systems, requires adherence to a new AI code of ethics and minimum standards, and introduces oversight mechanisms such as an advisory board and a complaint webpage. Additionally, the bill sets educational outreach programs and disclosure requirements to ensure transparency and responsible AI use.

This Act takes effect September 1, 2025.

Autonomous Vehicles

SB 2807 (Hagenbuch) - Relating to motor vehicles, including automated motor vehicles; creating a criminal offense.

SB 2807 updates the Transportation Code by adding Subchapter J to regulate fully automated vehicles, particularly Society of Automotive Engineers (SAE) Levels 3–5. It defines key terms like "automated driving system" and "automated motor vehicle," and establishes that when the automation is engaged, the system is legally the vehicle's operator. It allows these vehicles to operate without a human driver present if they meet safety criteria such as federal compliance, recording devices, minimal risk fallback capability, registration, and liability insurance. Commercial automated vehicles also require formal authorization from the Texas Department of Motor Vehicles (TxDMV) (with detailed safety and emergency interaction protocols) and face a Class B misdemeanor penalty for unauthorized operations. TxDMV may suspend or revoke authorizations for safety risks, with administrative hearings available. Additionally, the bill prohibits local entities and state agencies from imposing regulations specific to automated vehicles, allows traffic-law exemptions by the Public Safety Commission, and integrates automated vehicles into existing transportation network company and insurance frameworks.

This Act takes effect September 1, 2025.

Aviation and Unmanned Aircraft

HB 2898 (Frank) - Relating to requirements for certain meteorological evaluation towers.

HB 2898 requires any entity erecting a meteorological evaluation tower to notify TxDOT at least 30 days before construction, using a TxDOT-approved online form. The notice must include the following details: the contact information for the tower's owner and operator, the tower's location, height, and elevation, the planned start date of construction, and any other necessary information. Under HB 2898, the entity must also notify TxDOT if the details change. HB 2898 expands the regulation to include towers with bases up to 12 feet in diameter (previously 6 feet). TxDOT must, within 30 days, notify nearby federal radar or military aviation training facilities within 50 nautical miles, all county judges in Texas with such facilities within 50 nautical miles, and county judges within 25 miles of those facilities.

This Act takes effect September 1, 2025.

HB 4520 (Martinez) - Relating to requirements for loans or grants provided by the Texas Transportation Commission to aviation facilities located in economically disadvantaged counties.

HB 4520 amends Section 21.105(b) of the Transportation Code to specify that for loans or grants provided by the Texas Transportation Commission, projects in economically disadvantaged counties only need to secure 5% of the total project cost from non-state sources, while other projects continue to require 10%. Additionally, HB 4520 repeals Section 21.114(b), Texas Transportation Code, aligning state law with TxDOT's existing agreement with the Federal Aviation Administration regarding the State Block Grant Program.

This Act takes effect on September 1, 2025.

SB 1197 (Birdwell) - Relating to the operation of an unmanned aircraft over a spaceport.

SB 1197 amends Section 42.15 of the Penal Code to include spaceports alongside airports and military installations in prohibiting the operation of unmanned aircraft over these areas. It establishes a new criminal offense for knowingly or intentionally operating a drone over, making contact with, or causing disturbances to spaceports, unless specific defense conditions are met.

This Act takes effect September 1, 2025.

SB 1841 (Johnson) - Relating to the confidentiality of certain information collected by certain local governments and airport governing boards.

SB 1841 expands the confidentiality of personal identifying information collected by local governments and airport governing boards, ensuring it is not subject to public disclosure under the Government Code. Specifically, it protects detailed data about individuals' use of airport parking facilities, travel details, purchases, and financial transactions.

This Act takes effect September 1, 2025.

Bicycle/Pedestrian

SB 2039 (Hancock) - Relating to the applicability of certain pedestrian laws to certain sidewalk users.

SB 2039 amends various sections of the Transportation Code to ensure that sidewalk users are granted the same rights and responsibilities as pedestrians, including the right-of-way in crosswalks and requirements to stop at intersections with stop signs. A sidewalk user is defined as an individual lawfully operating a bicycle, motor-assisted scooter, electric

personal assistive mobility device, skateboard, roller skates, or a similar device on a sidewalk. Additionally, the bill introduces new sections specifying the conduct of sidewalk users at crosswalks and intersections, ensuring safety and orderly interaction with vehicular traffic.

This Act takes effect September 1, 2025.

Eminent Domain

HB 2011 (Bell) - Relating to the right to repurchase from a condemning entity certain real property for which ad valorem taxes are delinquent.

HB 2011 amends the Property Code to allow former property owners to repurchase real property acquired through eminent domain. Current law allows repurchase when the condemning entity cancels the intended use, fails to use the property within 10 years, or deems it unnecessary. HB 2011 amends the current law by adding the right to repurchase if the entity fails to pay property taxes on the land within three years of the due date. It introduces conditions and procedures for notifying former owners of their right to repurchase and outlines timelines for repurchase intentions and offers.

This Act takes effect on September 1, 2025.

Energy

HB 431 (Cortez) - Relating to the regulation by a property owners' association of the installation of solar roof tiles.

HB 431 amends the Property Code to explicitly include "solar roof tiles" in the definition of "solar energy device," ensuring their regulation by property owners' associations is covered under existing laws. This change ensures that homeowners' associations (HOAs) in Texas cannot prohibit or restrict the installation of solar roof tiles, offering the same legal protections as other solar equipment.

This Act took effect on May 29, 2025.

SB 1036 (Zaffirini) - Relating to the regulation of residential solar retail transactions.

SB 1036 establishes regulations for residential solar retail transactions in Texas by requiring occupational registration for solar retailers and salespersons, and authorizing fees, civil, and administrative penalties for compliance. It mandates the Texas Department of Licensing and Regulation to adopt rules to enforce these regulations, ensuring consumer protection through disclosures, educational materials, and specific contractual provisions. These requirements will apply to new contracts entered on or after their effective date with certain enforcement provisions taking effect in 2026.

This Act takes effect on September 1, 2025.

SB 1697 (Zaffirini) - Relating to a customer guide to home solar energy devices.

SB 1697 requires the development of a guide by the Public Utility Commission to help customers understand home solar energy device options, including best practices, financial and design considerations, and service provider questions. Utilities must link to and share the guide with customers.

This Act takes effect September 1, 2025.

Freight/Rail

SB 1555 (Nichols) - Relating to a grant program to fund certain railroad grade separation projects.

SB 1555 establishes a grant program administered by the Texas Department of Transportation (TxDOT) to fund railroad grade separation projects at intersections of railroads and public roadways that are not part of the state highway system, along with rail-pedestrian crossings. Each grant will be approved by the Texas Transportation Commission. Ten percent of the total project costs must come from non-state sources.

This Act took effect on May 24, 2025.

SB 2129 (Johnson) - Relating to the operation of vehicles at railroad grade crossings.

ailroad grade crossings. It increases the penalty for offenses where drivers disregard warnings given by a flagger. Specifically, if a driver is found guilty of such a violation, the minimum fine is increased to $100 and the maximum to $400, where previously fines ranged from $50 to $200 generally.

This Act takes effect September 1, 2025.

SB 2366 (Hughes) - Relating to a grant program to fund short line railroad projects.

SB 2366 defines a short line railroad and establishes a grant program administered by the Texas Department of Transportation (TxDOT) for districts that own or operate short line railroads. The grant funding may be used to replace short line railroad tracks or bridges, improve short line rail capacity, or restore short line railways. Each grant will be approved by the Texas Transportation Commission. Ten percent of the total project costs must come from non-state sources. A grant recipient may use the award as matching funds to secure additional funding for a short line railroad project.

This Act took effect June 20, 2025.

High-Speed Rail

HB 2003 (Harris) - Relating to provision to the Texas Department of Transportation of information regarding certain high-speed rail projects.

HB 2003 mandates that entities proposing high-speed rail projects in Texas annually submit detailed financial and project information to the Texas Department of Transportation, which includes financing methods, construction costs, and foreign investments, among other details. It also requires the department to make this information publicly available on its website.

This Act takes effect on September 1, 2025.

Land Use/Planning

HB 24 (Orr) - Relating to procedures for changes to a zoning regulation or district boundary.

HB 24 establishes new procedures for protesting and implementing changes to zoning regulations or district boundaries, including requirements for written protests and specific voting thresholds by governing bodies. It sets conditions for civil

actions, introduces presumptions of validity for less restrictive changes, and outlines enforcement roles for the Attorney General, with limitations on ad valorem tax rates for municipalities found in violation. It also sets notice sign requirements for certain zoning changes in home-rule municipalities.

This Act takes effect on September 1, 2025.

SB 15 (Bettencourt) - Relating to size and density requirements for residential lots in certain municipalities; authorizing a fee.

SB 15 establishes specific size and density requirements for residential lots in certain municipalities with populations over 150,000 located in counties with populations over 300,000. It prohibits municipalities from enforcing ordinances that require lot sizes larger than specified dimensions or impose certain zoning restrictions on "small lots," while allowing property owners to bring legal actions against municipalities for violations of these provisions. Specifically, a city may not adopt or enforce an ordinance that requires a residential lot to be larger than 3,000 square feet, wider than 30 feet, or deeper than 75 feet in new subdivisions. It also prevents cities from enforcing building regulations, including setbacks, height restrictions, parking requirements, and bulk limits on smaller lots 4,000 square feet or less. Certain geographic exceptions are carved out for areas near military bases, and airports, allowing municipalities to enforce stricter regulations in those sensitive areas.

This Act takes effect on September 1, 2025.

SB 840 (Hughes) - Relating to certain municipal and county regulation of certain multifamily and mixed-use residential development projects and conversion of certain commercial buildings.

SB 840 establishes a framework for regulating mixed-use and multifamily residential developments, as well as the conversion of certain commercial buildings to such uses, in cities with populations over 150,000 located in counties exceeding 300,000 residents. It requires that these developments be permitted in zoning classifications that already allow office, commercial, retail, warehouse, or mixed-use uses, without requiring a zoning change, variance, or special permit. The bill prohibits cities from imposing development standards on these residential projects that are more restrictive than those applied to commercial uses, including limits on density (below 36 units per acre), height (below 45 feet), setbacks (beyond 25 feet), floor area ratios, and parking (more than one space per unit or requiring multi-level structures). It also streamlines permitting by requiring administrative approval if city regulations are met, and prevents cities from mandating traffic studies, new parking, or additional utility upgrades for eligible commercial-to-residential conversions. Impact fees are restricted to those already in place prior to permit filing. The law exempts certain areas near industrial sites, airports, and military bases.

This Act takes effect on September 1, 2025.

SB 2477 (Bettencourt) - Relating to certain municipal and county regulation of conversion of certain office buildings to mixed-use and multifamily residential occupancy.

SB 2477 applies to cities with populations over 150,000 in counties over 300,000 and defines “multifamily residential” and “mixed-use residential” developments. It requires city authorities to administratively approve building permits for conversions to these uses if they meet local regulations, without needing further governing body approval. For conversions of office buildings at least five years old to predominantly residential use (65% or more), cities cannot impose new traffic studies, require additional parking beyond existing spaces, enforce stricter density or design limits than allowed elsewhere, mandate zoning changes, or levy new impact fees unless already applicable or justified by increased water/wastewater demand. Exceptions apply near heavy industrial zones, airports, and military facilities. Aggrieved parties and certain nonprofit or housing organizations may sue for relief, with prevailing claimants entitled to attorney’s fees.

This Act takes effect September 1, 2025.

SB 2835 (Johnson) - Relating to regulation of stairway requirements in certain multifamily residential buildings by political subdivisions.

SB 2835 allows cities to permit apartment buildings to be served by a single stairway regardless of the International Building Code if the building meets specific safety conditions. These include being no taller than six stories and not a high-rise, having no more than four units per floor, automatic sprinklers in stairways, fire-resistant stair enclosures, limited travel distances to exits, emergency escape openings on all floors, no electrical outlets in stairways, and a smoke and fire detection system that activates occupant notification in common and service areas.

This Act takes effect September 1, 2025.

Military Planning

HB 2564 (Wilson) - Relating to the evaluation of Defense Economic Adjustment Assistance Grant Applications.

HB 2564 modifies the process for evaluating Defense Economic Adjustment Assistance Grant (DEAAG) applications by replacing the panel previously responsible for evaluation with commissioners of the Texas Military Preparedness Commission. It specifies that the commissioners will assess each application and assign a score based on the significance of the effects on the local governmental entity and other criteria set by the commission.

This Act takes effect on September 1, 2025.

Open Meetings and Public Information

HB 1522 (Gerdes) - Relating to notice of a meeting held under the open meetings law.

HB 1522 amends the Open Meetings law by requiring public meeting notices to be posted at least three business days before the scheduled date, replacing the previous 72-hour rule. Additionally, if a governmental body is set to discuss or adopt a budget, the notice must include either a physical copy of the proposed budget, unless it's already clearly available on the entity's homepage, and a taxpayer impact statement comparing the current and projected property tax bills for a median-valued homestead, with exceptions for university system governing boards.

This Act takes effect on September 1, 2025.

HB 3112 (Tepper) - Relating to the application of the open meetings law and public information law to government information related to certain cybersecurity measures.

HB 3112 amends Texas's Open Meetings Act and Public Information Act by allowing governmental bodies to meet in closed session when discussing cybersecurity policies, contracts, or measures intended exclusively to protect critical infrastructure facilities without being required to publicly deliberate on them. It further exempts from public disclosure any information related to critical infrastructure facilities and related cybersecurity efforts, keeping related contracts, policies, and security measures confidential, and requires agencies to notify affected third parties within five business days if such information must be disclosed.

This Act takes effect on September 1, 2025.

HB 4214 (Curry) - Relating to public access to the mailing address and electronic mail address designated by a governmental body to receive a request for public information under the public information law.

HB 4214 mandates each governmental body to notify on or before October 1 of each year, the attorney general of the current mailing address and electronic mail address designated by the governmental body for receiving written requests for public information. The attorney general's office will maintain and publicly display these addresses in an accessible database on the office's website.

This Act takes effect on September 1, 2025.

HB 4219 (Capriglione) - Relating to a governmental body's response to a request for public information.

HB 4219 requires governmental bodies to respond to public information requests within 10 business days by notifying requestors if no information is available or if information is withheld based on a prior legal determination, specifying the reason. When seeking an attorney general's decision on withholding information, the governmental body must state applicable exceptions within 10 business days. If a governmental body fails to respond as required, the requestor may file a complaint with the attorney general, who can mandate open records training for the body's public information officer, prohibit charging for the requested information, and require timely requests for attorney general decisions before withholding information unless there is a compelling reason.

This Act takes effect September 1, 2025.

HB 4310 (Vasut) - Relating to a special right of access under the public information law for a member of a governing board.

HB 4310 grants members of a governing board a special right of access to obtain public information. Additionally, it permits confidentiality agreements for the sharing of confidential information, which may be reviewed by the Office of the Attorney General (OAG). The parties to the agreement and any person with a proprietary or privacy interest in the information covered by the agreement may appeal to a Travis County court. Members of a governing board may file a writ of mandamus to compel a governmental body to adhere to the new provision.

This Act takes effect September 1, 2025.

SB 765 (Kolkhorst) - Relating to the confidentiality of fraud detection and deterrence information under the public information law.

SB 765 amends the Government Code to make information related to fraud detection and deterrence held by governmental bodies confidentially, exempting it from public access requirements under Section 552. It specifies that this includes various materials and communications that could reveal methods and means used to prevent, investigate, or evaluate fraud.

This Act takes effect September 1, 2025.

Transportation Revenue

HB 1109 (VanDeaver) - Relating to an exemption from certain motor fuel taxes for counties in this state.

HB 1109 amends the Tax Code to exempt gasoline and diesel fuel purchased by a county for its exclusive use from the state motor-fuel tax, such as for law enforcement, road work, or emergency services. It also allows counties to claim tax refunds or credits for any qualifying purchases made after the law takes effect. Based on the Texas Comptroller of Public Accounts' estimates, the State Highway Fund is anticipated to decrease by the amounts outlined on the next page:

Table 2: Estimated Revenue Loss from the State Highway Fund

FY 2026	$3,139,000
FY 2027	$3,202,000
FY 2028	$3,266,000
FY 2029	$3,331,000
FY 2030	$3,397,000

Source: Texas Department of Transportation

This Act takes effect on July 1, 2025.

SB 771 (Hinojosa) - Relating to a credit or refund for diesel fuel taxes paid on diesel fuel used in this state by auxiliary power units or power take-off equipment.

SB 771 reinstates a portion of Chapter 153, Texas Tax Code, to allow a credit or refund of diesel fuel tax paid on diesel fuel used for auxiliary power units or power take-off equipment on any vehicle. Based on the Texas Comptroller of Public Accounts'estimates, the State Highway Fund is anticipated to decrease by the amounts outlined below:

Table 3: Estimated Revenue Loss from the State Highway Fund

FY 2026	$6,798,000
FY 2027	$7,579,000
FY 2028	$7,744,000
FY 2029	$7,905,000
FY 2030	$8,063,000

Source: Texas Department of Transportation

This Act takes effect on September 1, 2025.

SB 1555 (Nichols) - Relating to a grant program to fund certain railroad grade separation projects.

SB 1555 establishes a grant program administered by the Texas Department of Transportation (TxDOT) to fund railroad grade separation projects at intersections of railroads and public roadways that are not part of the state highway system, along with rail-pedestrian crossings. Each grant will be approved by the Texas Transportation Commission. Ten percent of the total project costs must come from non-state sources.

This Act took effect on May 24, 2025.

SB 2366 (Hughes) - Relating to a grant program to fund short line railroad projects.

SB 2366 defines a short line railroad and establishes a grant program administered by the Texas Department of Transportation (TxDOT) for districts that own or operate short line railroads. The grant funding may be used to replace short line railroad tracks or bridges, improve short line rail capacity, or restore short line railways. Each grant will be approved by the Texas Transportation Commission. Ten percent of the total project costs must come from non-state sources. A grant recipient may use the award as matching funds to secure additional funding for a short line railroad project.

This Act took effect June 20, 2025.

Safety

HB 2029 - Relating to vehicle safety inspections of certain travel trailers.

HB 2029 amends the Transportation Code to regulate vehicle safety inspections for certain travel trailers. It retains an annual inspection program replacement fee of $7.50 for motor vehicles, trailers, and others upon registration, while repealing Section 548.054 of the Transportation Code, repealing safety inspections for travel trailers.

This Act takes effect on September 1, 2025.

SB 305 (Perry) - Relating to the criminal offense of passing certain vehicles on a highway.

SB 305 amends Section 545.157(a) of the Texas Transportation Code to expand the list of stationary vehicles that, when using compliant visual signals, drivers are prohibited from passing on a highway. It adds vehicles operated by animal control officers, individuals authorized to dispose of animal carcasses, and local authority employees issuing parking citations to the list of protected vehicles.

This Act takes effect on September 1, 2025.

SB 546 (Menendez) - Relating to seat belts on buses that transport children.

SB 546 requires that all buses operated by or contracted for use by a school district for transporting schoolchildren be equipped with three-point seat belts for each passenger unless the school district's board of trustees determines it's not feasible within their budget and student needs, in which case two-point seat belts are allowed. Additionally, the bill permits school districts to accept gifts, grants, and donations from public or private sources to help implement these seat belt requirements.

This Act will take effect on September 1, 2025.

SB 826 (Parker) - Relating to the operation of a motor vehicle in a school crossing zone while intoxicated.

SB 826 amends the Penal Code to increase the criminal penalty for operating a motor vehicle while intoxicated in a school crossing zone during times when the reduced speed limit is in effect, elevating the offense from a Class B misdemeanor to a state jail felony. It specifies that this change applies only to offenses committed on or after the effective date.

This Act takes effect on September 1, 2025.

SB 1366 (Nichols) - Relating to the inclusion of information about construction or maintenance work zones in the curriculum of driver education and driving safety courses.

SB 1366 mandates the inclusion of information about construction or maintenance work zones in the curriculum of driver education and driving safety courses. It requires the curriculum to cover the dangers and penalties associated with traffic law violations in these zones.

This Act takes effect September 1, 2025.

SB 2039 (Hancock) - Relating to the applicability of certain pedestrian laws to certain sidewalk users.

SB 2039 amends various sections of the Transportation Code to ensure that sidewalk users are granted the same rights and responsibilities as pedestrians, including the right-of-way in crosswalks and requirements to stop at intersections with stop signs. A sidewalk user is defined as an individual lawfully operating a bicycle, motor-assisted scooter, electric personal assistive mobility device, skateboard, roller skates, or a similar device on a sidewalk. Additionally, the bill introduces new sections specifying the conduct of sidewalk users at crosswalks and intersections, ensuring safety and orderly interaction with vehicular traffic.

This Act takes effect September 1, 2025.

SB 2129 (Johnson) - Relating to the operation of vehicles at railroad grade crossings.

SB 2129 amends Section 545.251(f) of the Texas Transportation Code, which concerns the operation of vehicles at railroad grade crossings. It increases the penalty for offenses where drivers disregard warnings given by a flagger. Specifically, if a driver is found guilty of such a violation, the minimum fine is increased to $100 and the maximum to $400, where previously fines ranged from $50 to $200 generally.

This Act takes effect September 1, 2025.

Water/Flood

HJR 7 (Harris) - Proposing a constitutional amendment to dedicate a portion of the revenue derived from state sales and use taxes to the Texas water fund.

HJR 7 proposes a constitutional amendment to dedicate up to $1 billion per year of surplus state sales-and-use tax revenue, specifically the portion collected above the first $46.5 billion, to the Texas Water Fund beginning in Fiscal Year 2027 through Fiscal Year 2047. It also outlines the management and allocation processes of these funds, including provisions for suspension during a state of disaster and specific constraints on usage, such as restrictions on funding certain groundwater transport infrastructure projects.

The amendment will be presented to voters on November 4, 2025.

SB 7 (Perry) - Relating to the oversight and financing of certain water infrastructure matters under the jurisdiction of the Texas Water Development Board.

SB 7 establishes the Office of Water Supply Conveyance Coordination within the Texas Water Development Board to facilitate planning, coordination, and standards for water infrastructure projects, aiming to improve efficiency and interconnectivity while minimizing eminent domain usage. It also expands financial mechanisms and guidelines for water fund administration, prioritizes certain water infrastructure projects and permits utilization of funds for various strategic

purposes, contingent on voter approval of a related constitutional amendment. Financing for SB 7 is tied to voter approval of HJR 7.

This Act takes effect on September 1, 2025.

SB 480 (Perry) - Relating to the authority of a local government to enter into an interlocal contract with certain governmental entities to participate in water research or planning activities.

SB 480 adds Section 791.038 to Subchapter C, Chapter 791, of the Government Code. This authorizes local governments in Texas to enter into interlocal contracts with other local governments, the state, or the federal government to collaboratively participate in water research or planning activities.

This Act took effect on May 28, 2025.

SB 1967 (Hinojosa) - Relating to the projects eligible for financial assistance from the flood infrastructure fund.

SB 1967 amends Section 15.531(2) of the Water Code to expand the definition of "flood project" eligible for financial assistance from the Flood Infrastructure Fund. It broadens the scope to include multi-purpose flood mitigation and drainage infrastructure projects that not only manage floodwater but also treat and distribute it for use as a water supply source.

This Act takes effect September 1, 2025.

Vehicles

HB 2029 (Noble) - Relating to vehicle safety inspections of certain travel trailers.

HB 2029 amends the Transportation Code to regulate vehicle safety inspections for certain travel trailers. It retains an annual inspection program replacement fee of $7.50 for motor vehicles, trailers, and others upon registration, while repealing Section 548.054 of the Transportation Code, repealing safety inspections for travel trailers.

This Act takes effect on September 1, 2025.

SB 1729 (Miles) - Relating to the registration and inspection of vehicles.

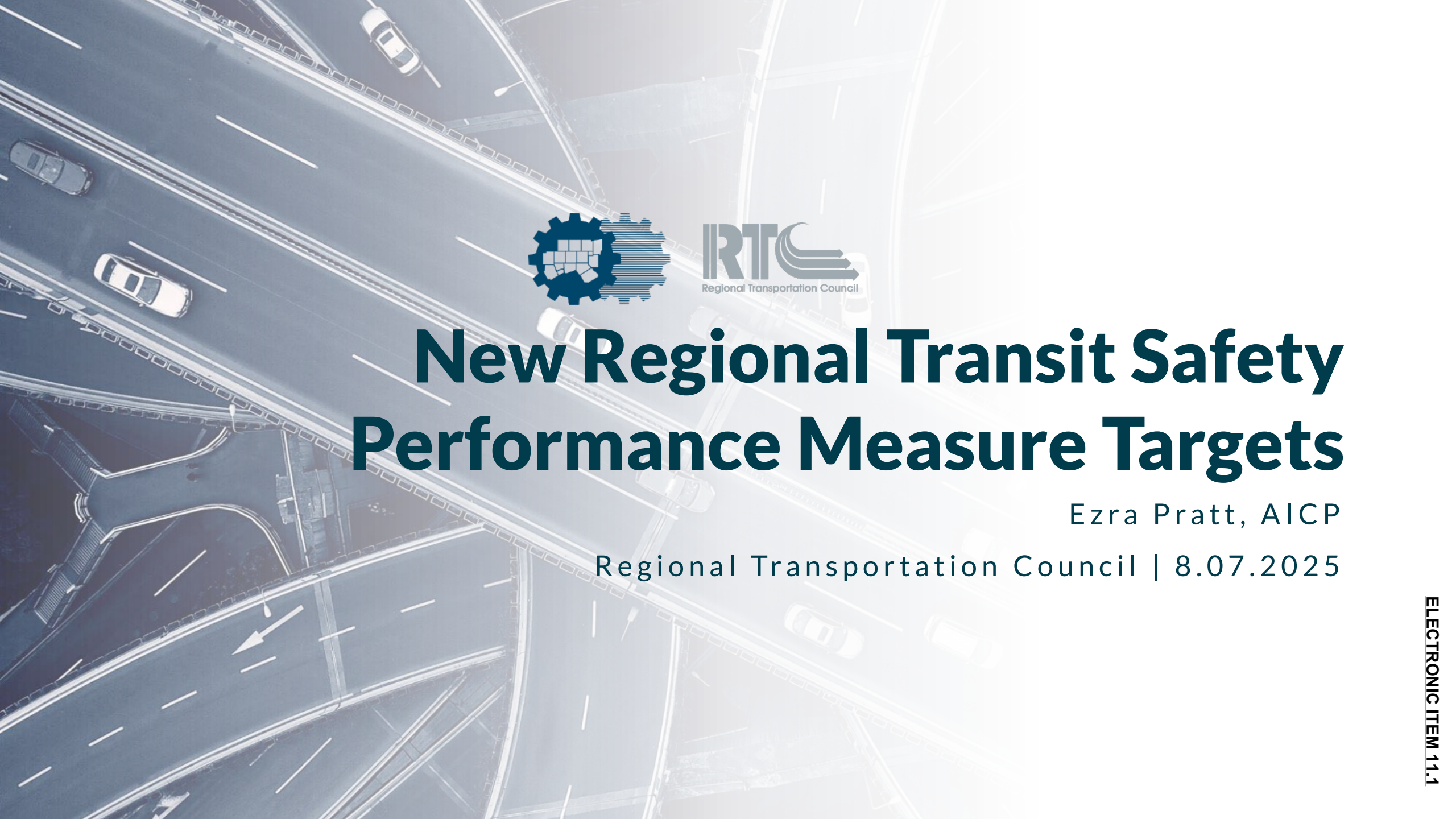
SB 1729 modifies regulations related to vehicle registration and inspection in Texas. It establishes a 24-month registration period for certain new vehicles, adjusts related fees, and reallocates fee proceeds to specific funds, including the Clean Air Account and the Texas Mobility Fund. Additionally, it repeals specific sections of the Transportation Code related to vehicle inspections and fee assessments, effectively streamlining vehicle registration processes. Overall, SB 1729 removes unnecessary statutes that are no longer relevant due to the repeal of vehicle safety inspections during the 88th Legislative Session.

This Act takes effect September 1, 2025.

SB 1902 (Nichols) - Relating to the administration of the dealer-issued license plates database and to the removal and transfer of license plates.

SB 1902 amends the Transportation Code to enhance the administration of the dealer-issued license plates database by allowing the Texas Department of Motor Vehicles (TxDMV) to deny access to dealers engaged in fraudulent activities or previously denied access to related databases, with recourse for a hearing. Additionally, it revises procedures for removing and transferring license plates during vehicle sales or transfers, ensuring that plates are removed and can be reused or must be disposed of, with Department approval required for certain transfers.

This Act takes effect September 1, 2025.



New Regional Transit Safety Performance Measure Targets

Ezra Pratt, AICP

Regional Transportation Council | 8.07.2025

ELECTRONIC ITEM 11.1

Federal Performance Measure Schedule

Rulemaking	Next Anticipated STTC Action	Next Anticipated RTC Action	Target-Setting Schedule
PM1 – Roadway Safety	2025 (Pending Data Availability)	2025 (Pending Data Availability)	Targets established as reductions over 5-year period
PM2 – Pavement and Bridge	February 2025 ✓	March 2025 ✓	Biennial
PM3 – System Performance, Freight, and CMAQ (Part 1)	August 2024 ✓	September 2024 ✓	Biennial
PM3 – System Performance, Freight, and CMAQ (Part 2)	February 2025 ✓	March 2025 ✓	Biennial
PM3 - Greenhouse Gas Emissions	N/A (Implementation suspended)		
Transit Safety (PTASP)	August 2025	September 2025	Every 4 Years
Transit Asset Management	Late 2026	Late 2026	Every 4 Years

Public Transportation Agency Safety Plan (Transit Safety) Overview

Public Transit Agency Safety Plans (PTASPs) are a means for transit providers and MPOs to monitor and improve the safety of transit systems under their jurisdiction.

Provider targets are established annually, while regional safety targets are established every four years.

The five required groups of performance measures are listed below:

- **Safety Events**
- **Fatalities**
- **Injuries**
- **Assaults on Transit Workers** [New Measure added in April 2024]
- **System Reliability**

Policy Direction

- Several new measures were added with updated Federal Transit Administration (FTA) regulations in April 2024
- Goal of the targets is to achieve a **10%** improvement from the regional baseline average performance by 2029
- Fatality targets are set to **zero**, in line with the regional safety position that, “Even one death in the transportation system is unacceptable”

PTASP Measures & Targets - Draft Updated Targets

NCTCOG Regional PTASP Safety Performance Targets	Desired Trend Indicating Improvement	Current Target	New Draft Target
Total Major Events	↘	490	217
Major Events rate*	↘	0.770	0.320
Collisions rate*	↘	NA	0.169
Pedestrian Collisions rate*	↘	NA	0.088
Vehicular Collisions rate*	↘	NA	0.061
Total Fatalities	↘	0	0
Fatalities rate*	↘	0.000	0.000
Transit Worker Fatalities rate*	↘	NA	0.000
Total Injuries	↘	143	244
Injuries rate*	↘	0.220	0.357
Transit Worker Injuries rate*	↘	NA	0.033
Total Assaults on Transit Workers	↘	NA	0
Assaults on Transit Workers rate*	↘	NA	0.000
System Reliability (Average Miles between Major Mechanical Failures)	↗	19,841	22,826

* Rate per 100,000 Vehicle Revenue Miles

Addressing Transit Safety Measures

All Transit Safety performance measures stand to be improved by policies, programs, and projects that are recommended by **Mobility 2050**

> **Policy TR3-007**: Implement safety, management and operational efficiency, and multimodal system integration projects and programs as appropriate.

BUILD and other discretionary grant awards with transit infrastructure components

Numerous projects being implemented by transit providers

- DART removal of mid-platform pedestrian crossings at all rail stations
- Investments in multimodal enhancements at and near major transit centers, such as those resulting from NCTCOG's Routes to Rail Stations studies

Transit Performance Measures & PTASP Regional Target Update Schedule

Action	Date
~~Coordination with Regional Transit Providers on Draft PTASP Targets~~	~~Early March 2025~~
~~STTC Information on TAM/PTASP Performance and Draft Updated PTASP (Transit Safety) Targets~~	~~March 28, 2025~~
~~NCTCOG Hybrid Public Meeting on TAM/PTASP Performance and Draft Updated Transit Safety Targets~~	~~April 7, 2025~~
RTC Information on Draft Updated Transit Safety Targets	August 7, 2025
STTC Action to Recommend Adoption of New Regional Transit Safety Targets	August 22, 2025
RTC Action to Adopt New Regional Transit Safety Targets	September 11, 2025
NCTCOG Committee Action to Adopt New Transit Asset Management Targets	Late 2026

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New Regional Transit Safety Performance Measure Targets

Supporting Information & Reference Slides

ELECTRONIC ITEM 11.2

PTASP Measures & Targets – Current Performance

NCTCOG Regional PTASP Safety Performance Targets	Desired Trend Indicating Improvement	FY 2023** Performance	Current Target
Total Major Events	↘	303	490
Major Events Rate*	↘	0.400	0.770
Total Fatalities	↘	5	0
Fatalities Rate*	↘	0.007	0.000
Total Injuries	↘	396	143
Injuries Rate*	↘	0.523	0.220
System Reliability (Average Miles between Major Mechanical Failures)	↗	26,544	19,841

* Rate per 100,000 Vehicle Revenue Miles
** Most recent data from the National Transit Database

PTASP Measures & Targets - Draft Updated Targets

NCTCOG Regional PTASP Safety Performance Targets	Desired Trend Indicating Improvement	FY2020-FY2023 Baseline Average	New Draft Target
Total Major Events	↘	241	217
Major Events rate*	↘	0.355	0.320
Collisions rate*	↘	0.188	0.169
Pedestrian Collisions rate*	↘	0.098	0.088
Vehicular Collisions rate*	↘	0.067	0.061
Total Fatalities	↘	10	0
Fatalities rate*	↘	0.015	0.000
Transit Worker Fatalities rate*	↘	0.008	0.000
Total Injuries	↘	271	244
Injuries rate*	↘	0.397	0.357
Transit Worker Injuries rate*	↘	0.037	0.033
Total Assaults on Transit Workers	↘	5	0
Assaults on Transit Workers rate*	↘	0.007	0.000
System Reliability (Average Miles between Major Mechanical Failures)	↗	20,751	22,826

* Rate per 100,000 Vehicle Revenue Miles
** Most recent data from the National Transit Database

TAM Overview

Transit Asset Management (TAM) is a business model that prioritizes funding based on the condition of transit assets to achieve or maintain transit networks in a state of good repair.

TAM supports a series of practices to achieve a transit state of good repair, including, but not limited to:

- Regular maintenance
- Inspections
- Tracking asset condition over time
- Planning for maintenance and replacement costs
- Replacing each asset at the appropriate time

TAM Measures & Targets (To be updated in 2026)

Asset Category	Metric	Desired Trend Indicating Improvement	Fiscal Year 2023 Performance* (Large Agencies)	Adopted Target (Large Agencies)	Fiscal Year 2023 Performance* (Small Providers)	Adopted Target (Small Providers)
Rolling Stock (Transit Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the Federal Transit Administration (FTA) Default Useful Life Benchmark or custom agency benchmarks		1.9%	0%	14.4%	5%
Equipment (Support Vehicles)			67.5%	25%	66.7%	25%
Infrastructure (Rail Track)	Rail track segments with performance restrictions		0%	0%	0%	0%
Facilities (Buildings, Stations, Park & Rides)	Transit facilities rated below "Adequate" (3.0) on the industry standard Transit Economic Requirements Model (TERM) scale		6.0%	0%	5.9%	0%

* Most recent data from the National Transit Database

Addressing TAM Measures

All TAM performance measures stand to be improved by policies, programs, and projects that are recommended by Mobility 2050

Program TR2-003: Transit Enhancements and Mobility Options Improvements Program

Regular maintenance of transit assets and the purchasing of new vehicles in cooperation with the region's transit agencies and NCTCOG's subrecipients of FTA funding

- Includes the NCTCOG-led Cooperative Vehicle Procurement Program for small transit providers throughout the region
- Several other major rolling stock investments in recent years, such as new trainsets for TRE and TEXRail

Update on Regional Air Quality and Dallas-Fort Worth Air Quality Improvement Plan – Transportation Elements

Jenny Narvaez

North Central Texas Council of Governments

August 7, 2025

ELECTRONIC ITEM 12

Comprehensive Air Quality Planning

Nonattainment for Ground-Level Ozone

Risk of Conformity Lapse and Section 185 Fees

Health Impacts

New Particulate Matter National Ambient Air Quality Standards (NAAQS)

Increased Transportation Conformity Requirements

Health Impacts

Population Growth to ~12.2M by 2050

Increased Vehicle Miles Traveled, Increased Emissions, Constrained Resources

Electricity Demand

Increased Emissions and Costs, Risk of Grid Outages (Reduced if Using Electric Vehicles to Strengthen Grid)

Limitations on Traditional Air Quality Planning

Other Pollutants, Regions, and Sectors Impacting NAAQS Attainment

Comprehensive Air Quality Planning

Dallas-Fort Worth Air Quality Improvement Plan: Comprehensive Action Plan (CAP) Due December 1, 2025*

Builds on Priority Action Plan submitted in 2024 (www.publicinput.com/dfwAQIP)

- Comprehensive Emissions Inventory
- Projections and Targets
- Measures to Improve Air Quality in All Sectors Through **2050**

Comprehensive Stakeholder Engagement

Air Quality Planning for All Emissions of Local Concern

Integrating Regional and Statewide Plans

**The DFW AQIP development is supported by funding from Environmental Protection Agency's (EPA) Climate Pollution Reduction Grants (CPRG): Planning Grants*

The Texas Commission of Environmental Quality is developing a Statewide CAP under the CPRG: Planning Grants

Completing the Plan

Today's Presentation

The Baseline: State of Air Quality and Emissions Projections

2022 Carbon Dioxide Equivalent (CO_2e) and Criteria Pollutant Inventories

"Business as Usual" or "Do Nothing" Projections for Transportation Sector In 2050

October RTC Meeting

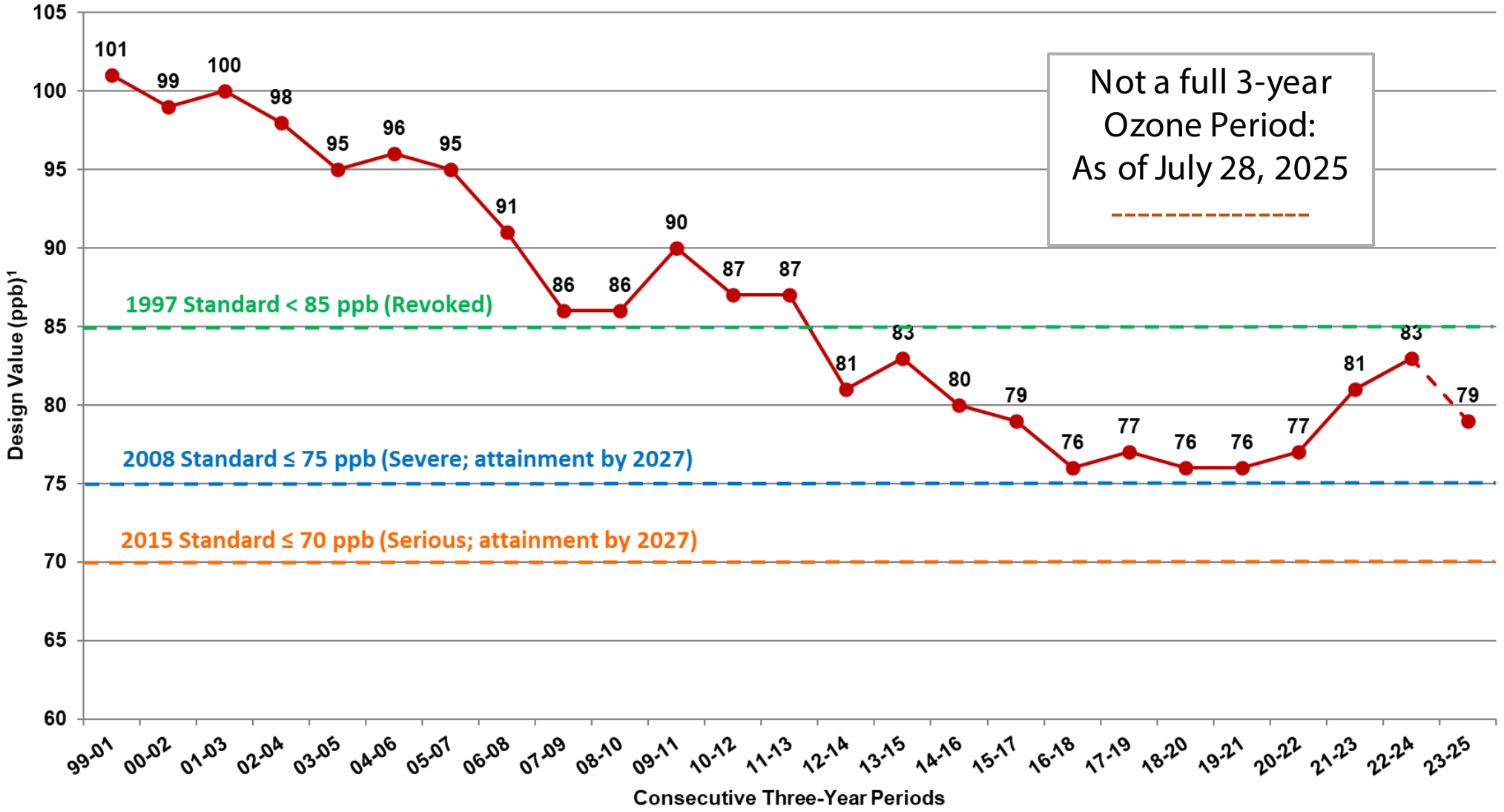
The Plan: Measures and Targets to Improve Future Air Quality

Targets/Goals for 2030 and 2050

Measures (i.e. projects, programs, and policies) to Improve Air Quality Relative to Mobility 2050 Forecasts

Benefits, Funding, and Workforce Analysis

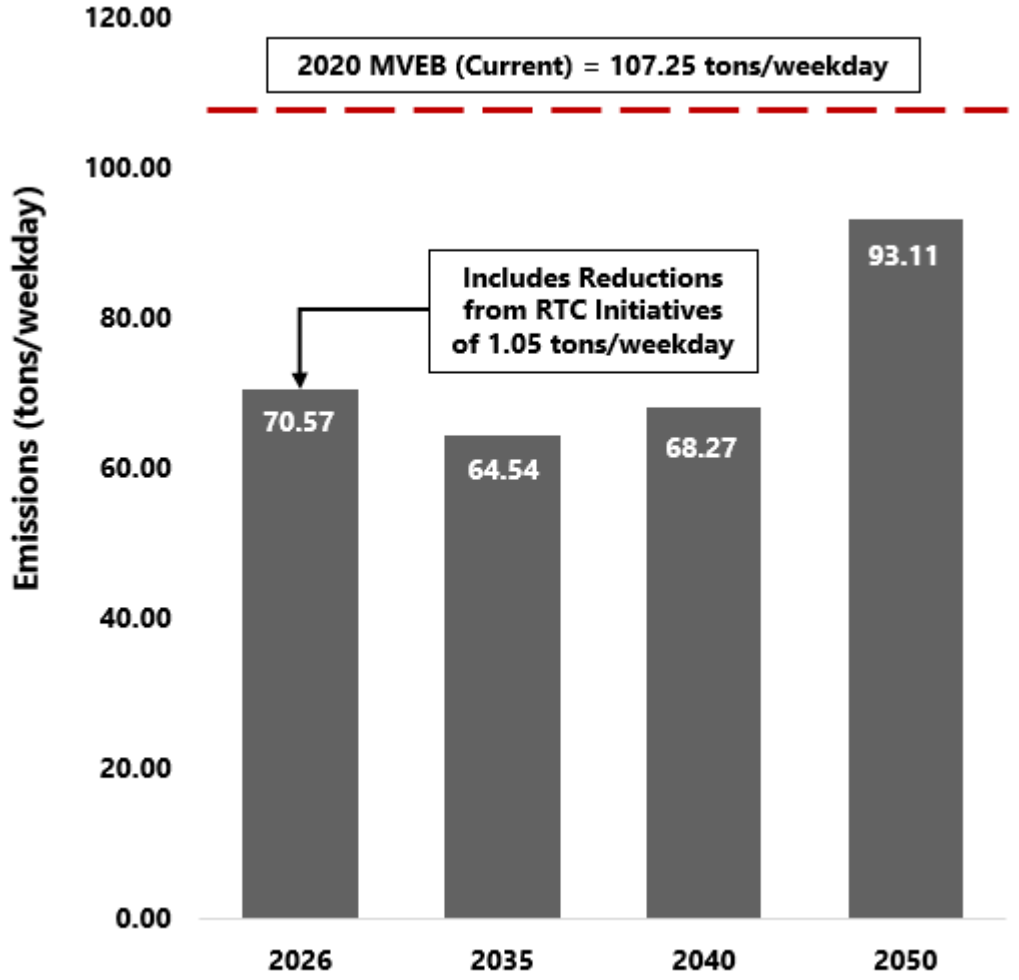
8-hour Ozone NAAQS Historical Trends



[1]Attainment 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).

Source: TCEQ

2025 Transportation Conformity Analysis Results
On-road, Nitrogen Oxides (NO_X), Weekday



Nitrogen Oxides (NO_x) (tons/weekday)
NCTCOG 10-County Ozone Nonattainment Area

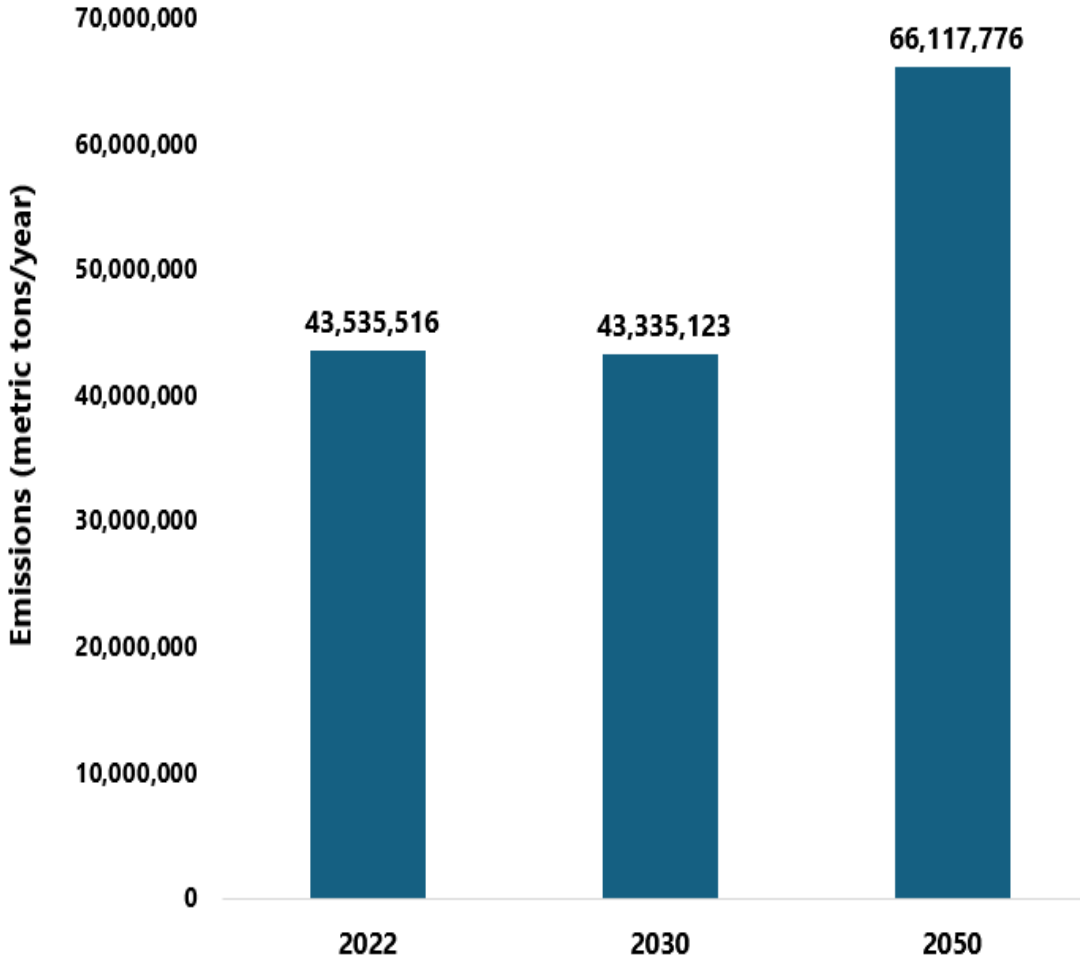
MVEB = Motor Vehicle Emission Budget

Source: NCTCOG

Emissions Inventory Results

On-road, Carbon Dioxide Equivalent (CO_2e), Annual

DRAFT



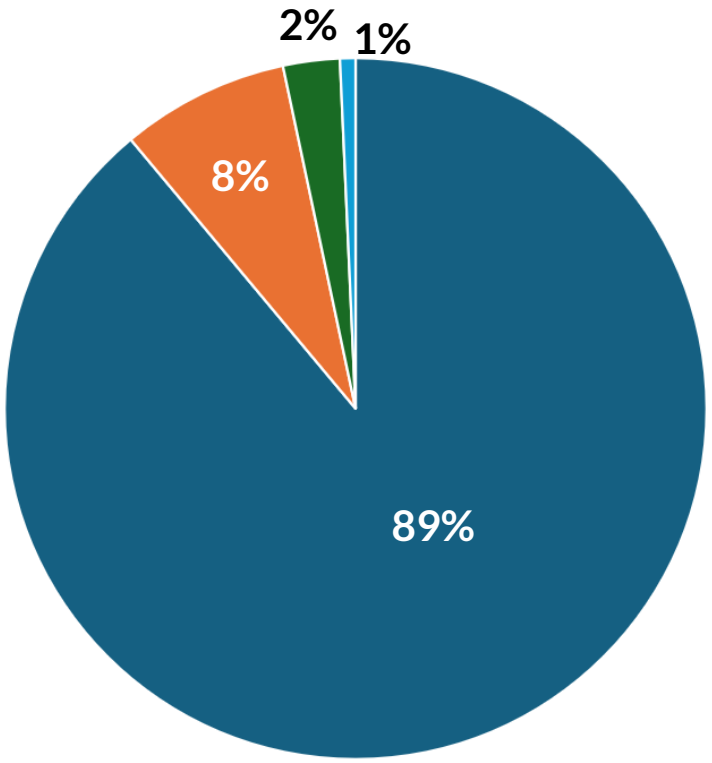
Carbon Dioxide Equivalent (CO_2e)
(metric tons/year)
NCTCOG 16-County Area

Source: NCTCOG

Emissions Inventory Results

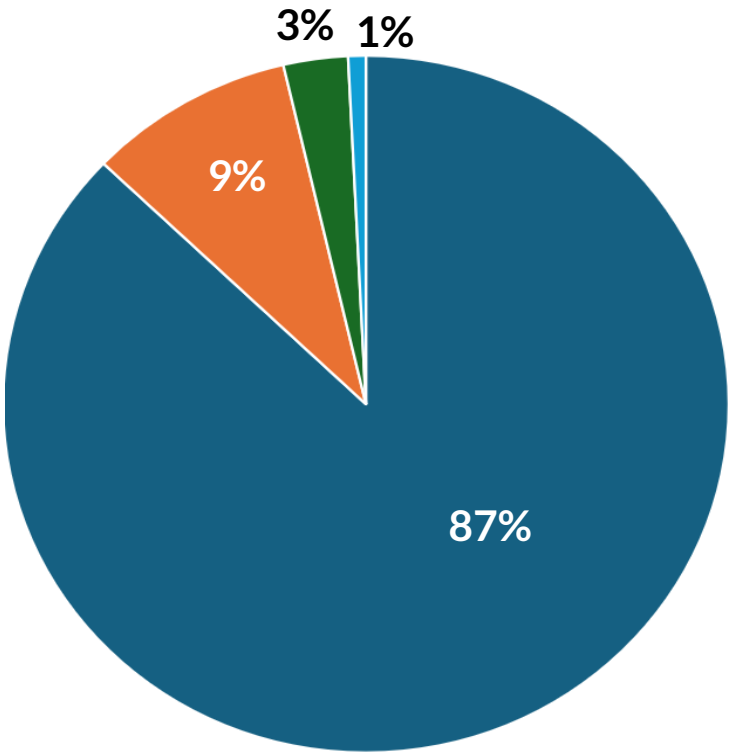
Transportation Sector, Carbon Dioxide Equivalent (CO_2e), Annual

Analysis Year 2022
NCTCOG 16-County Area



Carbon Dioxide Equivalent (CO_2e)
48,954,048 (metric tons/year)

Analysis Year 2050
NCTCOG 16-County Area



Carbon Dioxide Equivalent (CO_2e)
75,883,394 (metric tons/year)

DRAFT

- On-road
- Off-road/Non-road
- Aviation
- Rail

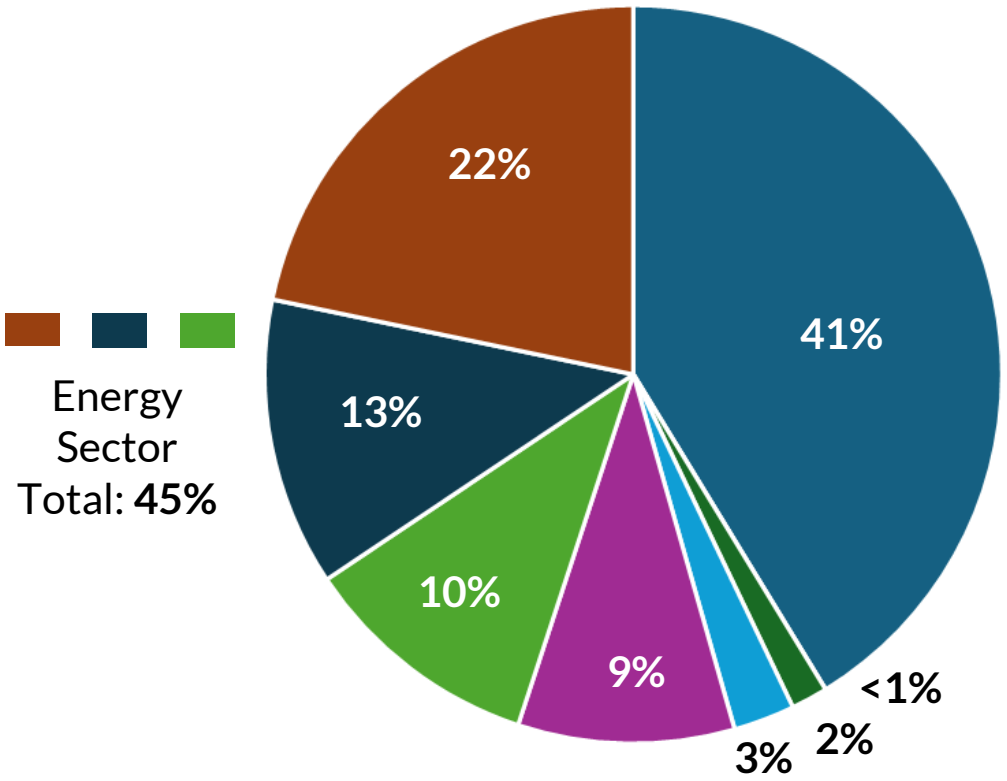
Source: NCTCOG

Emissions Inventory Results

All Sectors, Carbon Dioxide Equivalent (CO_2e), Annual

DRAFT

Analysis Year 2022
NCTCOG 16-County Area



Carbon Dioxide Equivalent (CO2e)
118,591,038 (metric tons/year)

Source: NCTCOG

Schedule

Process	Proposed Milestone	Date
Draft Emissions Inventory and Transportation Projections	STTC Information	June 27, 2025
	RTC Information	July 10, 2025
	Executive Board Information	August 28, 2025
Final Plan	STTC Action – Transportation Only	September 26, 2025
	RTC Action – Transportation Only	October 9, 2025
	Executive Board Action – Final Plan	October 23, 2025
	Submit Plan to EPA	No Later Than December 1, 2025

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Regional Transportation Council Attendance Roster
June 2024 - July 2025

RTC MEMBER	Entity	6/13/24	7/11/24	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
Daniel Alemán Jr (01/22)	Mesquite	P	P	E(R)	P	E(R)	P	E(R)	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	P	P	E(R)	P	P
Rick Bailey (07/22)	Johnson County	P	P	P	P	P	P	E(R)	P	P	P	P	P
Adam Bazaldua (09/21)	Dallas	E	A	E(R)	P	P	P	P	E(R)	E	P	A	E
Elizabeth M. Beck (08/21)	Fort Worth	P	P	P	P	A	E(R)	E	P	P	P	A	P
Curtis Bergthold (07/25)	Richland Hills	--	--	--	--	--	--	--	--	--	--	--	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	P	P	E(R)	P	P	P	P
Bill Cox (07/25)	McKinney	--	--	--	--	--	--	--	--	--	--	--	P
Michael Crain (06/22)	Fort Worth	E(R)	E(R)	P	P	P	P	P	P	P	E	E(R)	P
Theresa Daniel (11/18)	Dallas County	P	E	P	P	P	P	A	E(R)	P	P	A	E
Jeff Davis (11/19)	Trinity Metro	P	E	P	P	P	P	P	P	P	P	A	P
Pat Deen (07/24)	Parker	--	P	P	P	P	P	P	P	E	P	P	P
Andy Eads (1/09)	Denton County	P	P	P	P	P	P	E	E(R)	P	P	P	P
Michael Evans (2/23)	Mansfield	P	P	A	P	P	P	E(R)	P	P	P	E	P
Vernon Evans (4/24)	DFW Airport	E	A	E	E(R)	P	A	P	P	P	A	P	A
Carlos Flores (07/25)	Fort Worth	--	--	--	--	--	--	--	--	--	--	--	A
T.J. Gilmore (06/25)	Lewisville	--	--	--	--	--	--	--	--	--	--	A	P
Raul H. Gonzalez (09/21)	Arlington	P	P	P	P	P	P	P	P	P	P	P	P
Lane Grayson (01/19)	Ellis County	E	P	P	P	A	P	A	E	P	P	E	P
Mojy Haddad (10/14)	NTTA	P	E	P	E	P	P	A	P	P	P	A	P
Clay Lewis Jenkins (04/11)	Dallas County	P	P	E(R)	P	P	P	P	P	P	P	P	A(R)
Ron Jensen (06/13)	Grand Prairie	E(R)	P	P	P	P	P	P	P	P	P	P	P
Jill Jester (08/24)	Denton	--	--	P	A	P	P	P	E	E	P	P	P
Matt Krause (01/25)	Tarrant County	--	--	--	--	--	--	P	E	E	P	E	P
Stephen Mason (05/24)	Cedar Hill	E(R)	P	P	P	P	P	E	P	P	P	P	P
Tammy Meinershagen (07/24)	Frisco	--	P	P	E(R)	P	E(R)	E(R)	P	P	P	A	E(R)
Cara Mendelsohn (07/20)	Dallas	P	P	P	P	P	P	A	P	P	P	P	P
Cesar Molina (08/24)	DCTA	--	--	P	P	P	P	E	P	P	P	A	P
Jesse Moreno (07/24)	City of Dallas	--	E	P	P	P	P	P	P	A	P	P	P
Ed Moore (07/22)	Garland	P	P	P	P	E	A	P	P	P	P	P	P
Matthew Porter (07/24)	Wylie	--	P	P	P	P	P	E(R)	P	P	P	P	P
John Muns (6/23)	Plano	P	A	P	P	P	E(R)	E	P	P	P	P	A(R)
Manny Ramirez (1/23)	Tarrant County	P	E	E	E	P	P	E	P	P	E	P	E
Jim R. Ross (07/21)	Arlington	P	P	E(R)	P	E(R)	P	P	P	P	P	P	P

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A= Absent
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--= Not yet appointed

E= Excused Absence (personal illness, family emergency, jury duty, business necessity, or fulfillment of obligation arising out of elected service)

ELECTRONIC ITEM 13.1

Regional Transportation Council Attendance Roster
June 2024 - July 2025

RTC MEMBER	Entity	6/13/24	7/11/24	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
David Salazar (10/22)	TxDOT, FW	P	E(R)	P	P	E(R)	P	P	P	P	P	P	P
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
Jeremy Tompkins (10/19)	Euless	P	P	P	P	P	P	P	P	P	E(R)	P	P
William Tsao (3/17)	Dallas	P	P	P	P	P	P	P	P	P	P	P	A
Webb, Duncan (6/11)	Collin County	P	P	P	P	P	P	E(R)	P	P	P	P	P
Chad West (11/22)	Dallas	E	P	P	P	E(R)	A(R)	P	E	A	P	A	A

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
July 2024 - July 2025

STTC MEMBERS	Entity	07/26/24	08/23/24	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
Rifat Alam	Lancaster	P	*	**P**	R	A	P	P	*	*	*	*	P
Ahmed Alqaisi	Dallas	--	--	--	--	--	--	--	--	*	*	*	A
Joe Atwood	Hood County	P	*	**P**	P	A	P	A	*	*	*	*	P
Melissa Baker	Irving	P	*	**P**	P	P	E	P	*	*	*	*	E
James Bell	Grand Prairie	--	--	P	P	P	P	A	*	*	*	*	P
David Boski	Grand Prairie	--	--	P	P	P	P	P	*	*	*	*	P
Shon Brooks	Waxahachie	P	*	A	P	P	P	P	*	*	*	*	P
Tanya Brooks	DART	R	*	R	P	P	P	P	*	*	*	*	R
Matt Bryant	City of Duncaville	A	*	P	A	A	A	A	*	*	*	*	A
Daniel Burnham	Arlington	R	*	P	P	R	P	P	*	*	*	*	P
Jeffrey Bush	TxDOT Dallas	--	--	--	--	--	--	--	*	*	*	*	P
Farhan Butt	Denton	P	*	P	P	P	P	P	*	*	*	*	P
Bryan Cabrera	Mesquite	--	--	--	--	--	--	--	--	--	*	*	A
Brenda Callaway	Rockwall County	P	*	P	A	A	P	P	*	*	*	*	P
Aaron Ceder	Dallas County	--	--	--	A	A	P	P	*	*	*	*	A
John Cordary, Jr.	TxDOT FW	P	*	P	P	P	P	A	*	*	*	*	P
Tara Crawford	Trinity Metro	--	--	--	P	A	P	P	*	*	*	*	P
Clarence Daugherty	Collin County	P	*	P	P	P	P	P	*	*	*	*	P
Chad Davis	Wise County	P	*	A	P	A	P	P	*	*	*	*	P
Taylor Derden	Mansfield	--	--	--	--	--	--	P	*	*	*	*	P
Pritam Deshmukh	Richardson	A	*	P	P	P	P	P	*	*	*	*	P
Becky Diviney	Town of Addison	--	--	--	--	A	P	P	*	*	*	*	P
Phil Dupler	FWTA	P	*	P	A	P	P	A	*	*	*	*	P
Eric Fladager	Fort Worth	P	*	P	A	P	P	A	*	*	*	*	P
Chris Flanigan	Allen	A	*	P	P	P	P	P	*	*	*	*	A
Austin Frith	DCTA	R	*	P	P	A	P	P	*	*	*	*	P
Gary Graham	McKinney	R	*	P	R	P	R	R	*	*	*	*	P
Scott Hall	Tarrant County	P	*	P	P	A	A	P	*	*	*	*	A
Tom Hammons	Carrollton	A	*	P	P	P	P	P	*	*	*	*	P
Namoo Han	Garland	--	--	--	--	--	--	--	--	--	--	--	P
Craig Hancock	NTTA	--	--	--	--	--	P	P	*	*	*	*	p
Chris Harris	Greenville	--	--	--	--	A	A	A	*	*	*	*	A
Ron Hartline	The Colony	A	*	A	A	A	P	P	*	*	*	*	A
Sophia Harvey	Dallas	--	--	--	--	--	--	--	--	*	*	*	A
Barry Heard	Kaufman County	P	*	P	P	P	P	P	*	*	*	*	P
Duane Hengst	Hurst	--	--	--	--	--	A	P	*	*	*	*	A
Matthew Hotelling	Flower Mound	P	*	P	P	A	P	P	*	*	*	*	P
Jeremy Hutt	Cleburne	P	*	P	P	P	P	P	*	*	*	*	P
Thuan Huynh	McKinney	P	*	P	P	R	P	P	*	*	*	*	P
Joseph Jackson	Tarrant County	P	*	P	P	A	P	P	*	*	*	*	P

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ELECTRONIC ITEM 13.2

Surface Transportation Technical Committee Attendance Roster
July 2024 - July 2025

STTC MEMBERS	Entity	07/26/24	08/23/24	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
Joel James	NTTA	A	*	P	P	P	P	P	*	*	*	*	P
William Janney	Frisco	A	*	P	A	A	A	P	*	*	*	*	A
Major L. Jones	Euless	A	*	P	P	P	R	P	*	*	*	*	A
Gus Khankarli	Dallas	P	*	P	P	P	P	P	*	*	*	*	P
Lauren LaNeave	Southlake	--	--	--	--	--	--	A	*	*	*	*	A
Alonzo Liñán	Keller	A	*	A	A	A	A	A	*	*	*	*	A
Eron Linn	DART	P	*	P	P	E	E	P	*	*	*	*	P
Clay Lipscomb	Plano	A	*	P	P	A	P	P	*	*	*	*	P
Paul Luedtke	Garland	P	*	P	P	P	P	P	*	*	*	*	A
Stanford Lynch	Hunt County	R	*	P	R	R	A	P	*	*	*	*	P
Chad Marbut	Weatherford	P	*	P	P	P	P	P	*	*	*	*	P
Alberto Mares	Ellis County	P	*	P	P	A	P	P	*	*	*	*	P
John Mears	Mesquite	A	*	A	P	A	A	A	*	*	*	*	A
Brian Moen	Frisco	P	*	P	P	A	P	A	*	*	*	*	P
Mark Nelson	Richardson	P	*	P	P	P	P	R	*	*	*	*	P
Jim O'Connor	Irving	A	*	P	P	P	P	P	*	*	*	*	R
Alfredo Ortiz	Dallas	A	*	P	E	P	P	P	*	*	*	*	E
Cintia Ortiz	Parker County	A	*	P	P	P	P	P	*	*	*	*	P
Martin Phillips	Fort Worth	P	*	P	P	E	P	E	*	*	*	*	E
John Polster	Denton County	P	*	A	P	A	P	P	*	*	*	*	P
Kelly Porter	Fort Worth	P	*	P	P	P	P	P	*	*	*	*	E
Tim Porter	Wylie	R	*	A	R	P	R	R	*	*	*	*	A
Minesha Reese	Dallas County	--	--	P	P	P	P	A	*	*	*	*	P
Elizabeth Reynolds	Grapevine	P	*	E	E	P	P	A	*	*	*	*	P
James Rogge	Mansfield	P	*	P	P	P	P	A	*	*	*	*	P
Greg Royster	DFW Int. Airport	R	*	R	P	P	P	P	*	*	*	*	R
David Salmon	Lewisville	R	*	R	P	P	P	P	*	*	*	*	A
Joe Schweitzer	Bedford	--	--	--	--	--	A	P	*	*	*	*	R
Brian Shewski	Plano	P	*	P	R	P	P	P	*	*	*	*	P
Jason Shroyer	Little Elm	--	--	--	--	--	--	--	--	--	--	--	A
Ray Silva-Reyes	Farmers Branch	P	*	P	P	P	P	P	*	*	*	*	P
Chelsea St. Louis	Fort Worth	P	*	E	P	E	P	P	*	*	*	*	P
Aaron Tainter	Coppell	--	--	--	E	P	P	P	*	*	*	*	P
Errick Thompson	Burleson	P	*	P	P	P	P	P	*	*	*	*	P
Caleb Thornhill	Plano	A	*	A	A	A	P	A	*	*	*	*	A
Jennifer VanderLaan	Johnson County	A	*	P	P	P	P	P	*	*	*	*	P
Gregory Van	Haltom City	P	*	R	P	R	R	A	*	*	*	*	P
Daniel Vedral	Irving	P	*	P	P	E	P	R	*	*	*	*	P
Caroline Waggoner	North Richland	P	*	A	A	A	P	R	*	*	*	*	A
Jana Wentzel	Arlington	P	*	P	P	P	R	R	*	*	*	*	P
Robert Woodbury	Cedar Hill	A	*	P	P	P	P	P	*	*	*	*	P
Larry Wright	Colleyville	A	*	A	A	A	A	A	*	*	*	*	A

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Surface Transportation Technical Committee Attendance Roster
July 2024 - July 2025

STTC MEMBERS	Entity	07/26/24	08/23/24	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
Jamie Zech	TCEQ	A	*	A	A	A	A	A	*	*	*	*	A

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MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE
Friday, June 27, 2025

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, June 27, 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 May 23, 2025, Minutes:** Approval of May 23, 2025, meeting minutes contained in Electronic Item 1 was requested.

   A motion was made to approve the May 23, 2025, meeting Minutes as submitted in Electronic Item 1. Kelly Porter (M); Jana Wentzel (S). The motion passed unanimously.

2. **Consent Agenda**:

   2.1. **Endorsement of the Safe Streets and Roads for All Grant Program Submittal**: A recommendation for Regional Transportation Council (RTC) endorsement of the Hemphill Street Community Based Safe Street Project submitted for the Fiscal Year (FY) 2025 Safe Streets and Roads for All (SS4A) – Implementation Grant, prepared in partnership with the City of Fort Worth was requested.

   This Consent Agenda item was pulled and presented by Natalie Bettger. A motion was made to recommend Regional Transportation Council endorsement of the North Central Texas Council of Governments' submittal of the Fiscal Year (FY) 2025 Safe Streets and Roads for All (SS4A) – Implementation Grant application for the Hemphill Street Community Based Safe Street Project, in partnership with the City of Fort Worth. Action also included direction for staff to administratively amend the Transportation Improvement Program (TIP)/Statewide TIP and other planning/administrative documents to incorporate the project and funding, if selected for the FY 2025 SS4A award. Farhan Butt (M); Kelly Porter (S). The motion passed unanimously.

   2.2. **Colleyville Traffic Signal Maintenance**: A recommendation for Regional Transportation Council (RTC) approval of up to $150,000 in RTC Local funds was requested to fund the City of Colleyville maintenance of ten traffic signals along State Highway (SH) 26 as it transitions off the state highway system.

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

   2.4. **Endorsement of Backstop Funding for Regional Air Quality Initiatives Program**: A recommendation for Regional Transportation Council (RTC) endorsement of $300,000 in RTC Local transitional funding for the Regional Air Quality Initiatives Program was requested.

   2.5. **Heartland Flyer Funding for One Year**: A recommendation for Regional Transportation Council (RTC) approval of $3.5 million in Regional Toll Revenue funds

to secure the continued service of the Heartland Flyer for one year was requested. Staff will seek reimbursement from the State of Texas and initiate a ridership campaign reducing the need for a subsidy.

2.6. **Action Supporting Backstop Funding for Diesel Emissions Reduction Act**: A recommendation for Regional Transportation Council (RTC) approval of $175,000 in RTC Local funding for the Diesel Emissions Reduction Act (DERA) Program was requested. Funding will be returned to the RTC Local program.

A motion was made to approve Items 2.2, 2.3, 2.4, 2.5, and 2.6 on the Consent Agenda. Farhan Butt (M); Kelly Porter (S). The motion passed unanimously.

3. **Draft Fiscal Year (FY) 2026 and FY2027 Unified Planning Work Program**: Vickie Alexander presented a recommendation for Regional Transportation Council (RTC) approval of the proposed Fiscal Year (FY) 2026 and FY2027 Unified Planning Work Program (UPWP). A recommendation was also sought for the RTC to direct staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the projects and programs contained in the Work Program.

   A motion was made to recommend Regional Transportation Council approval of the Draft Fiscal Year (FY) 2026 and FY2027 Unified Planning Work Program (UPWP) and direct staff to also administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the projects and programs contained in the Work Program. Clarence Daugherty (M); Mark Nelson (S). The motion passed unanimously.

4. **Charging and Fueling Infrastructure Community Electric Vehicle Charging Grant – Site Selection Criteria and Call for Projects**: Jared Wright presented a recommendation for Regional Transportation Council (RTC) approval to open the North Texas Electric Vehicle Infrastructure Call for Projects to select electric vehicle (EV) charging sites to be built using funds awarded under the Federal Highway Administration (FHWA) Charging and Fueling Infrastructure Discretionary Grant Program (CFI) Community Award.

   A motion was made to recommend Regional Transportation Council approval of authorization to open the Call for Projects, including eligibility requirements, screening criteria, scoring criteria, and schedule (Call for Projects estimated to open: July 25, 2025, and estimated to close October 31, 2025), along with direction for staff to amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and update any administrative and/or planning documents as needed to incorporate the project funding. Freddie Ortiz (M); Clarence Daugherty (S). The motion passed unanimously.

5. **Director of Transportation Report on Selected Items**: Michael Morris briefed the Committee on the following topics listed on the agenda:

   1. Federal Certification Review – June 4–6, 2025
   2. Dallas-Fort Worth High-Speed Rail (Economic Impact Studies)
   3. Unified Transportation Program Funding/Upcoming Texas Department of Transportation Project Sequencing
   4. Transit 2.0 Next Steps and Policy (P25-01)
   5. 2025 Transportation Alternatives Call for Projects for the North Central Texas Region
   6. Progress on Federal Competitive Grants
   7. Interstate Highway 345 Bridge Investment Program Large Project Grant

6. **Federal and State Legislative Update**: Jackie Nolasco provided an update on federal and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area.

7. **2025 Public Participation Plan Update**: Carli Baylor presented an overview of the Public Participation Plan and outlined proposed revisions, which are necessary to reflect federal policies and Infrastructure Investment and Jobs Act (IIJA) requirements.

8. **Proposed Traffic Signal Program Funding Process**: Gregory Masota presented a proposed funding process for the traffic signal program. The process outlined the agency eligibility requirements, 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.

9. **Update on Regional Air Quality and the Dallas-Fort Worth Air Quality Improvement Plan**: Savana Nance and Daniela Tower provided an update on current air quality initiatives, including development of the Dallas-Fort Worth Air Quality Improvement Plan (DFW AQIP), a comprehensive plan to improve air quality, and latest trends regarding ground level ozone.

10. **Disadvantaged Business Enterprise Program – Fiscal Year 2026–2028 Goal Update**: Emily Beckham provided an overview of the proposed Disadvantaged Business Enterprise (DBE) Participation goal for Fiscal Year (FY) 2026-2028 for United States Department of Transportation contracting opportunities.

11. **Surface Transportation Technical Committee and Regional Transportation Council Officers**: Dan Kessler briefed the Surface Transportation Technical Committee (STTC) on its officers and the Regional Transportation Council (RTC) officers for the 2025-2026 term. New STTC officers are Brian Shewski, P.E., PTOE, Chair, Transportation Manager, Transportation Engineering, City of Plano; Kelly Porter, Vice Chair, Assistant Director of Transportation and Public Works, City of Fort Worth; and Mark Nelson, Secretary, Director of Transportation and Mobility, City of Richardson. In addition, the new Regional Transportation Council officers are Rick Bailey, Chair, Commissioner, Johnson County; Stephen Mason, Vice Chair, Mayor, City of Cedar Hill; and Jill Jester, Secretary, Councilmember, City of Denton.

10. **Fast Facts**: Staff provided a brief presentation on each item below:

    1. *Kate Zielke* – Transportation and Stormwater Infrastructure County Government Workshop
    2. *Brian Wilson* – Progress North Texas 2025
    3. *Gypsy Gavia* – Transportation Tabletop Exercise Planning for World Cup 2026
    4. *Lori Clark* – Nominations for Dallas-Fort Worth Clean Cities Technical Advisory Committee *(*NCTCOG - Dallas-Fort Worth Clean Cities Technical Advisory Committee*)*
    5. *Savana Nance* – Local Clean Air Project Spotlight – Multimodal Delivery Project
    6. *Carolyn Burns* – Air Quality Funding Opportunities (www.nctcog.org/AQfunding)
    7. *Carolyn Burns* – Dallas-Fort Worth Clean Cities Events (https://www.dfwcleancities.org/events)
    8. Written Progress Reports:
        - Partner Progress Reports
        - May Public Meeting Minutes

        - April–May Public Comments Report

- July Public Meeting Notice

11. **<u>Other Business (Old or New)</u>:** No items were provided.

12. **<u>Next Meeting</u>:** The next meeting of the Surface Transportation Technical Committee is scheduled for ***1:30 pm on July 25, 2025.***

Meeting adjourned at 3:27 p.m.