



2027-2030 Transportation Improvement Program for North Central Texas



**North Central Texas
Council of Governments**

2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM

for North Central Texas

Public Meeting Dates: February 9, 2026

Approved by RTC on: _____

Amended on: _____

ABSTRACT

TITLE: 2027-2030 Transportation Improvement Program for North Central Texas

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SUBJECT: Comprehensive listing of regionally significant federal, state, and locally funded surface transportation projects in the Dallas-Fort Worth Metropolitan Area.

DATE: March 12, 2026

SOURCE OF COPIES: Download available at:
<https://www.nctcog.org/trans/funds/tip/transportation-improvement-program-docs>

For assistance obtaining a physical copy of the 2027-2030 Transportation Improvement Program, please contact the Transportation Project Programming Team at 817-695-9240.

ABSTRACT: The Transportation Improvement Program (TIP) is a staged, multi-year listing of surface transportation projects proposed for funding by federal, state, and local sources within the Dallas-Fort Worth Metropolitan Area. The TIP is developed through a cooperative effort of the Regional Transportation Council, the Texas Department of Transportation, local governments, and transportation agencies. The TIP contains projects with committed funds in fiscal years 2027, 2028, 2029, and 2030. Project listings are financially constrained to available resources.

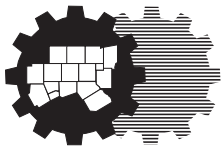
Imagery provided by Getty and NCTCOG Staff.

What is NCTCOG?

The North Central Texas Council of Governments (NCTCOG) is a voluntary association of, by, and for local governments within the 16-county North Central Texas Region. The agency was established by state enabling legislation in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development. Its purpose is to strengthen both the individual and collective power of local governments, and to help them recognize regional opportunities, resolve regional problems, eliminate unnecessary duplication, and make joint regional decisions – as well as to develop the means to implement those decisions.

North Central Texas is a 16-county metropolitan region centered around Dallas and Fort Worth. The region has a population of more than 8 million (which is larger than 38 states), and an area of approximately 12,800 square miles (which is larger than nine states). NCTCOG has 235 member governments, including all 16 counties, 170 cities, 20 independent school districts, and 29 special districts.

NCTCOG's structure is relatively simple. An elected or appointed public official from each member government makes up the General Assembly which annually elects NCTCOG's Executive Board. The Executive Board is composed of 17 locally elected officials and one ex-officio non-voting member of the legislature. The Executive Board is the policy-making body for all activities undertaken by NCTCOG, including program activities and decisions, regional plans, and fiscal and budgetary policies. The Board is supported by policy development, technical advisory and study committees – and a professional staff led by Mike Eastland, Executive Director.



NCTCOG's offices are located in Arlington in the Centerpoint Two Building at 616 Six Flags Drive (approximately one-half mile south of the main entrance to Six Flags Over Texas).

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NCTCOG's Department of Transportation

Since 1974 NCTCOG has served as the Metropolitan Planning Organization (MPO) for transportation for the Dallas-Fort Worth area. NCTCOG's Department of Transportation is responsible for the regional planning process for all modes of transportation. The department provides technical support and staff assistance to the Regional Transportation Council and its technical committees, which compose the MPO policy-making structure. In addition, the department provides technical assistance to the local governments of North Central Texas in planning, coordinating, and implementing transportation decisions.

Prepared in cooperation with the U.S. Department of Transportation (Federal Highway Administration and Federal Transit Administration) and the Texas Department of Transportation.

The contents of this report reflect the views of the authors who are responsible for the opinions, findings, and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration, the Federal Transit Administration, or the Texas Department of Transportation.

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