

AGENDA

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

Friday, September 25, 2026

North Central Texas Council of Governments

**1:30 pm Full STTC Business Agenda
(NCTCOG Guest Secured Wireless Connections Password: rangers!)**

- 1:30 – 1:35** 1. **Approval of August 28, 2026, Meeting Summary**
 ☒ Action ☐ Possible Action ☐ Information Minutes: 5
 Presenter: Kelly Porter, STTC Chair
 Item Summary: Approval of the August 28, 2026, meeting summary contained
 in [Electronic Item 1](#) will be requested.
 Background: N/A
- 1:35 – 1:40** 2. **Consent Agenda**
 ☒ Action ☐ Possible Action ☐ Information Minutes: 5
- 2.1. **Endorsement of Collin County Rides Funding Update**
 Presenter: Gypsy Gavia, NCTCOG
 Item Summary: Surface Transportation Technical Committee
 endorsement of the Regional Transportation Council's
 (RTC) approval to utilize up to \$98,887 in remaining
 previously approved RTC Local funds to extend the Collin
 County Rides program through Spring 2027, to ensure
 Denton County Transportation Authority (DCTA) can
 continue transit service for seniors and individuals with
 disabilities for residents in Allen and Fairview will be
 requested.
 Background: The Collin County Rides program provides transit service
 to seniors and individuals with disabilities to residents in
 Allen and Fairview. On July 13, 2023, the RTC approved
 up to \$300,000 in RTC Local funds to support the first
 year of service under DCTA, the current provider, with
 subsequent operations to be funded through the Federal
 Transit Administration Section 5310 Enhanced Mobility of
 Seniors and Individuals with Disabilities program and
 local match from the participating cities. Only a portion of
 the first year RTC Local funding was expended. DCTA
 has coordinated service agreements with Allen and
 Fairview, and Federal Section 5310 funding is now being
 programmed directly to DCTA to support ongoing service.
 However, due to timing of federal funding availability, a

funding gap is expected in early 2027. The RTC approved on September 11, 2026, to utilize the remaining \$98,887 as needed in previously approved RTC Local funds to extend the project to a Phase III until Spring 2027. No new funding is being requested. More details can be found in [Electronic Item 2.1](#).

Performance Measure(s) Addressed: Administrative, Transit

1:40 – 1:50

3. 2027 Transportation Alternatives Call for Projects for the North Central Texas Region (Pedestrian and Bicycle Facilities Plus)

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Kevin Kokes, NCTCOG

Item Summary: Staff will provide an overview and request action to open the 2027 Transportation Alternatives Call for Projects for the North Central Texas region, including eligibility, criteria, and schedule.

Background: Approximately \$60 million is anticipated to be available to fund active transportation projects in the large Urbanized Areas of the North Central Texas region. Eligible applications under this program include the construction of on-and off-road pedestrian and bicycle facilities and Safe Routes to School plans. Staff will present a program overview for the Call for Projects, area of eligibility, required documentation, and schedule. Additional information is provided in [Electronic Item 3](#).

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

1:50 – 2:00

4. Fiscal Years 2024-2026 Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation Competitive Grant Program

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Amelia Hayes, NCTCOG

Item Summary: Staff will request the Surface Transportation Technical Committee's (STTC) recommendation for Regional Transportation Council (RTC) approval of a candidate project to be submitted for Fiscal Years (FYs) 2024-2026 Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Competitive Grant Program. Applications are due to the United States Department of Transportation (USDOT) by October 9, 2026.

Background: In August 2026, USDOT announced the FYs 2024-2026 Notice of Funding Opportunity (NOFO) to solicit applications

for the PROTECT competitive grant program, with nationwide availability of \$787 million. The PROTECT Program provides funding to plan for and make surface transportation more resilient to current and future weather events, natural disasters, and changing environmental conditions. Available at <https://www.transportation.gov/rural/grant-toolkit/promoting-resilient-operations-transformative-efficient-and-cost-saving>, is the FYs 2024-2026 PROTECT NOFO that describes application requirements, selection and evaluation criteria, applicable program and federal requirements, and available technical assistance during the grant solicitation period. A presentation specifying key PROTECT details, along with information supporting the proposed STTC action, is included in [Electronic Item 4](#).

Performance Measure(s) Addressed: Roadway, Safety

2:00 – 2:10

5. **Request to Use Regional Transportation Council Local Funds for Air Quality**

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Vivek Thimmavajjhala, NCTCOG

Item Summary: Staff will provide an overview of proposed investments in air quality modeling infrastructure and staff training to enhance regional air quality planning capabilities. Regional Transportation Council (RTC) Local funds in the amount of \$365,000 will be requested to establish modeling capabilities, acquire necessary resources, and provide technical training to support future air quality analyses related to transportation planning, air quality conformity, and emissions reduction efforts. In addition, staff will request to use RTC Local funds in the amount of \$55,000 to cover the administrative costs related to the modeling part of the Rider 7 Local Air Quality Planning Grant - fine particulate matter (PM2.5) funds from the Texas Commission on Environmental Quality (TCEQ). Staff will also seek approval to administratively 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.

Background: North Central Texas ozone values have been trending upward and exceeding State Implementation Plan (SIP) model predictions. Explanations provided by the TCEQ have generally been qualitative and have not included targeted diagnostic or sensitivity modeling to identify the specific

drivers of elevated pollutant levels. Establishing an in-house modeling capability would allow staff to conduct independent, transparent, and regionally focused air quality analyses to better evaluate meteorological drivers, emissions trends, chemical regime shifts, transport and background contributions, and other factors influencing ozone concentrations. The requested funding would support a Linux-based modeling infrastructure with the necessary modeling software, compilers, and pre-and post-processors, along with hands-on technical training on the modeling software and emissions processors. This capability would enable staff to set up and execute model runs; test assumptions underlying SIP modeling, evaluate potential emissions-control strategies, and provide modeling assistance to other regions when appropriate. The TCEQ administers funds for local air quality planning activities under Rider 7 of the agency's legislative appropriation, and this funding can be used for various PM2.5-related activities including modeling. Staff will conduct the modeling of the fine particulate matter (PM2.5) and if approved, use RTC Local funds to cover the administrative costs. More details can be found in [Electronic Item 5](#).

Performance Measure(s) Addressed: Air Quality

2:10 – 2:20

6. Director of Transportation Report on Selected Items

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: An overview of current transportation items will be provided.

Background: Efforts continue to advance transportation in the region. Staff will highlight the following:

1. North Central Texas Council of Governments 60th Anniversary
2. Dismissal Papers Filed to the District and Appellate Courts
3. Status of Texas Department of Transportation Signature on Three-Party Agreement
4. Regional Transportation Council Meeting Rescheduled to November 5, 2026
5. Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery ([Electronic Item 6.1](#))
6. Three Additional Railroad Grade Separations: Grant Award \$189,840,698; Total Project Cost - \$237,300,873

- Dallas – Westmoreland Road @ Union Pacific Railroad/Dallas, Garland, Northeastern Railroad - Grant Award - \$89,828,698
 - Fort Worth – NE 23rd Street/Decatur Avenue @ Union Pacific Railroad/Burlington Northern and Santa Fe/Fort Worth & Western Railroad/TEXRail - Grant Award - \$75,821,000
 - Terrell – Las Lomas Parkway @ US 80/ Union Pacific Railroad - \$24,191,000
7. Dallas Area Rapid Transit \$70 Million Light Rail Replacement
 8. Interstate Highway 635 East Phase Three \$1.7 Billion (Managed Lanes)
 9. Irving Summit Funding Presentation ([Electronic Item 6.2](#))
 10. The Importance of Independent Air Quality Analysis

Performance Measure(s) Addressed: Administrative, Transit

2:20 – 2:30

7. Access North Texas 2026 Update

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Evan Paret, NCTCOG

Item Summary: Staff will provide information on the 2026 Access North Texas Update, including a brief overview of outreach efforts and a summary of developed regional goals and strategies. The plan outlines strategies to address transit needs and serves as a guide to improve access to work, medical appointments, education, and the community during the next four years.

Background: Access North Texas is the regional public transportation coordination plan for the North Central Texas region. The purpose of the Access North Texas plan is to identify the public transportation needs of older adults, individuals with disabilities, individuals with limited financial resources, and others with transportation challenges. The plan also specifies strategies to address identified transit needs, eliminate gaps in service, and avoid duplication of transit services. Additionally, regional projects funded through the Federal Transit Administration's Enhanced Mobility of Seniors and Individuals with Disabilities Program must align with strategies in this locally developed plan. Since Spring 2024, staff have coordinated with a wide range of stakeholders, transit users, and other members of the public to document these transportation needs and develop strategies to better serve these populations with public transportation. Federal guidelines require this region to update the plan every four

years, and the previous plan was adopted by the Regional Transportation Council in 2022. The draft 2026 Access North Texas plan document will be available at www.accessnorthtexas.org for public input in October 2026. More information is available in [Electronic Item 7](#).

Performance Measure(s) Addressed: Administrative, Transit

2:30 – 2:40

8. Role of Surface Transportation Technical Committee: Upcoming Regional Transportation Council Bylaws

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenters: Michael Morris and Dan Kessler, NCTCOG

Item Summary: Staff will initiate a conversation regarding the most appropriate role for the Surface Transportation Technical Committee (STTC). The Regional Transportation Council (RTC) Bylaws are under review, and we wish to be considerate of the Committee's interest.

Background: The RTC Bylaws are reviewed for possible revisions every four years. It is proposed that the STTC officers will no longer be selected by the North Central Texas Council of Governments Executive Board, but by the RTC. The STTC structure will be reviewed in the Bylaws in order to meet the needs of both the STTC and RTC. Committee discussion will be requested.

Performance Measure(s) Addressed: Administrative

2:40 – 2:50

9. Briefing on 2027 Strategic Transportation Funding Program

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Brian Dell, NCTCOG

Item Summary: The Committee will be briefed on the 2027 Strategic Transportation Funding Program and the process for submitting project funding requests for consideration.

Background: Staff will brief the Committee on the process for submitting projects for consideration for federal and regional transportation funding. The goal of this program is to fund the next increment of projects from Mobility 2050 and recommendations from other planning studies, along with giving an opportunity to agencies that earned Metropolitan Transportation Plan Policy Bundle Transportation Development Credits to submit project ideas. More details on the funding initiative can be found in [Electronic Item 9](#).

Performance Measure(s) Addressed: Roadway, Safety

2:50 – 3:00

10. **Fast Facts**

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Item Summary: Brief staff presentations will be provided. Please reference the material as provided.

1. *Charles Marsh* – Submittal Deadline for Transportation Improvement Program Modification Requests for the First Quarter Cycle 2027
2. *Joaquin Moreno* – Fall 2026 Traffic Incident Management Executive Level Course Announcement – November 5, 2026 ([Electronic Item 10.1](#))
3. *Kyle Hoener* – Training for Safe Routes to School Planning ([Electronic Item 10.2](#))
4. *Lori Clark* - Dallas-Fort Worth Clean Cities Technical Advisory Committee Information ([Electronic Item 10.3](#))
5. *Travis Ripley* – Correspondence to the Environmental Protection Agency ([Electronic Item 10.4](#))
6. *Analisa Garcia* – 2026 Ozone Season Update ([Electronic Item 10.5](#))
7. *Bill Prieto* – Local Clean Air Project Spotlight ([Electronic Item 10.6](#))
8. *Elizabeth Sin* – Air Quality Funding Opportunities (www.nctcog.org/AQfunding)
9. *Elizabeth Sin* – Upcoming Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)

10. Written Progress Reports:

- Partner Progress Reports ([Electronic Item 10.7](#))
- July - August Public Comments Report ([Electronic Item 10.8](#))
- August Public Meeting Minutes ([Electronic Item 10.9](#))

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

12. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for **1:30 pm on October 23, 2026**.

MEETING SUMMARY**SURFACE TRANSPORTATION TECHNICAL COMMITTEE
Friday, August 28, 2026**

The Surface Transportation Technical Committee (STTC) met on Friday, August 28, 2026, at 1:30 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Ahmed Alqaisi, Joe Atwood, Melissa Baker, James Bell, Nathan Benditz, Erika Bridges, Tanya Brooks, Daniel Burnham, Jeffrey Bush, Farhan Butt, Bryan Cabrera, Brenda Callaway, Travis Campbell, Tara Crawford, Clarence Daugherty, Taylor Derden, Pritam Deshmukh, Becky Diviney, Phil Dupler, Eric Fladager, Chris Flanigan, Austin Frith, Gary Graham, Rajnish Gupta, Michael Haithcok, Tom Hammons, Craig Hancock, Chris Harris, Alan Hendrix (representing Stanford Lynch), Daniel Herrig, Matthew Hotelling, Jeremy Hutt, Thuan Huynh, Joel James, Major L. Jones, Gus Khankarli, Eron Linn, Aaron Long (representing David Boski), Paul Luedtke, Auro Majumdar, Chad Marbut, Alberto Mares, Brian McNulty (representing Ron Hartline), Brian Moen, Alfredo Ortiz, Cody Owen (representing Daniel Vedral), Joyce Palmer, Angela Pflanz (representing Caleb Thornhill), John Polster, Kelly Porter, Greg Royster, Robert Saucedo, Sirwan Shahooei (representing Brett Bourgeois), Brian Shewski, Chelsea St. Louis, Errick Thompson, Gregory Van Nieuwenhuize, Tommy Weir, Jana Wentzel, Robert Woodbury, and Larry Wright.

Others present at the meeting were: Abhishek Achaya, Vickie Alexander, Susan Alvarez, Berrien Barks, Natalie Bettger, Savannah Briscoe, Jesse Brown, Carolyn Burns, Daniel Byrd, Katherine Cadena, Tom Chochill, Lori Clark, Dina Colarossi, Shawn Conrad, Jaron Copps, Dawn Dalrymple, Quinnton DeBolt, Shawn Dintino, Elijah Dorminy, Brian Flood, Bobby Gomez, Rebekah Gongora, Christie Gotti, Millie Hayes, John Hudspeth, Ernest Huffman, Sarah Jackson, Raj Jandhyam, Yon Jeong, Amy Johnson, Mike Johnson, Dan Kessler, Chris Klaus, Kevin Kokes, Denise Koon, Kurt Lehan, Malcolm Mayhew, James McLane, Sierra Medlock, Michael Morris, Chandra Muruhansandham, Jeff Neal, Dylan Niles, Jackie Nolasco, Christiana Nosan, Tim Palermo, Christopher Poe, Nathaniel Potz, Bill Prieto, Vercie Pruitt-Jenkins, Jacob Reinig, Teale Robison, Jasmine Rodriguez, Britnee Rosales, Samuel Simmons, Daniel Snyder, Skylar Staffaroni, Toni Stehling, Sheyda Taffakouri, Daniela Tower, Whitney Vandiver, Jeff Whitlock, Anna Willits, Amanda Wilson, Jared Wright, and Alexander Young.

1. **Approval of the July 24, 2026, Meeting Summary:** Approval of the July 24, 2026, meeting summary contained in Electronic Item 1 was requested.

The Meeting Summary of the July 24, 2026, meeting was approved as submitted in Electronic Item 1. John Polster (M); Chad Marbut (S). The motion passed unanimously.

2. **Consent Agenda:**

- 2.1. **Fourth Quarter 2026 Transportation Improvement Program Revisions:** A recommendation for Regional Transportation Council approval of revisions to the 2027-2030 Transportation Improvement Program (TIP) was requested, along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes.

- 2.2. **Federal Performance Measures: Congestion Mitigation and Air Quality Performance and Transit Asset Management Targets**: A recommendation for Regional Transportation Council approval of draft targets was requested for certain federally required performance measures, specifically Congestion Mitigation and Air Quality (i.e., PM3) and Transit Asset Management.
- 2.3. **Federal Functional Classification System Amendments**: A recommendation for Regional Transportation Council approval of six amendments to the currently approved Federal Functional Classification System was requested.
- 2.4. **Transportation Paid Education Campaigns for Fiscal Year 2027**: A recommendation for Regional Transportation Council approval of funding up to \$1,246,250 for Transportation Paid Campaigns that will initiate in Fiscal Year 2027 was requested.
- 2.5. **Modifications to the Fiscal Year 2026 and Fiscal Year 2027 Unified Planning Work Program for Regional Transportation Planning**: A recommendation for Regional Transportation Council approval of modifications to the Fiscal Year (FY) 2026 and FY2027 Unified Planning Work Program (UPWP) was requested. Direction for staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and update administrative and/or planning documents, as needed, to incorporate the programs, projects, and funding contained in the UPWP modifications was also sought.

The Committee approved staff's recommendations in Items 2.1, 2.2, 2.3, 2.4, and 2.5 on the Consent Agenda. John Polster (M); Daniel Burnham (S). The motion passed unanimously.

3. **Metropolitan Transportation Plan Policy Bundle Round 6**: Skylar Staffaroni reviewed the proposed allocation of Transportation Development Credits (TDCs) to be awarded in this round of the Policy Bundle and requested a recommendation for Regional Transportation Council (RTC) approval of a total allocation of 34.9 million TDCs, compared to the original allocation of 30 million TDCs, which was previously approved by the RTC for this purpose.

The Committee approved staff's recommendation as illustrated below. Brian Shewski (M); Melissa Baker (S). The motion passed unanimously.

REQUESTED ACTION - Distribution of Recommended TDC Amounts

Recommendation for RTC approval of:

- 34,900,000 Transportation Development Credits distributed to successful Policy Bundle applicants for Round 6, which includes an increase of 4,900,000 in TDCs over the original 30,000,000.
- 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 awards.

4. **Regional Bicycle Safety Action Plan**: Daniel Snyder provided an overview of the development of the Regional Bicycle Safety Action Plan including the purpose and goals, crash data analysis, public opinion survey results, priority emphasis areas and corridors to target for future study and implementation of safety countermeasures, and example action items. A recommendation to adopt the Plan was provided and action requested.

The Committee approved staff's recommendation as illustrated below. Tom Hammons (M); Tanya Brooks (S). The motion passed unanimously.

**REQUESTED ACTION:
Regional Bicycle Safety Action Plan**

Recommendation for STTC to:

- Adopt the Regional Bicycle Safety Action Plan.
- Direct staff to implement the recommendations of the Regional Bicycle Safety Action Plan as consistent with the programs and policies of the existing Metropolitan Transportation Plan (Mobility 2050) and incorporate the recommendations of the Regional Bicycle Safety Action Plan into future metropolitan transportation plans.

STTC Action Item: August 28, 202618

5. **Endorsement of Submittal of Grant Application for the Federal Transit Administration 2026 Access and Mobility Partnership Grants**: Gypsy Gavia requested Surface Transportation Technical Committee endorsement of the Regional Transportation Council's approval to submit an application to the Federal Transit Administration (FTA) Fiscal Year 2026 Innovative Coordinated Access and Mobility Pilot Program not to exceed \$1,250,000 (\$750,000 Federal, \$500,000 RTC Local) to implement a mobility management program with an interactive software-as-a-service platform with conversational Artificial Intelligence to improve coordination between healthcare providers and transportation services for older adults and individuals with disabilities.

The Committee approved staff's recommendation as illustrated below. Alfred Ortiz (M); Gus Khankarli (S). The motion passed unanimously.

**REQUESTED ACTION – Endorsement of
Submittal of Grant Application for the FTA for the
2026 Access And Mobility Partnership Grant**

• STTC approval of:

- Submission of application for FTA's Access and Mobility Partnership Grant for Innovative Coordinated Access and Mobility Pilot Program not to exceed \$1,250,000 (\$750,000 Federal, \$500,00 RTC Local) to improve access to public transportation by building partnerships among health, transportation and other service providers.
- Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate the program if selected.

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 FTA Innovative Coordinated Access and Mobility Pilot Program FY20265

6. **Approval of 2026 Bus and Bus Facilities and Low or No Emissions Grant**

Applications: Bobby Gomez requested the Committee's recommendation for Regional Transportation Council approval of applications to the Federal Transit Administration Bus and Bus Facilities and Low or No Emission Grant programs.

The Committee approved staff's recommendation as illustrated below. Clarence Daugherty (M); Chad Marbut (S). The motion passed unanimously.

REQUESTED ACTION – Approval of 2026 Bus and Bus Facilities and Low or No Emissions Grant Applications

- Recommendation for RTC approval of:
 - 2026 Bus and Bus Facilities and Low or No Emissions Grant Applications as presented
 - If awarded, 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 projects.

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NCTCOG Presentation

7

7. **North Texas Advanced Air Mobility Readiness Call for Projects Update:** Ernest Huffman presented the recommended projects including the funding allocations and sought the Surface Transportation Technical Committee's recommendation for Regional Transportation Council approval.

The Committee approved staff's recommendation as illustrated below. Farhan Butt (M); Gus Khankarli (S). The motion passed unanimously.

REQUESTED ACTION – ADVANCED AIR MOBILITY AIRPORT CHARGING INFRASTRUCTURE CALL FOR PROJECTS

Surface Transportation Technical Committee's recommendation for Regional Transportation Council (RTC) approval:

- Recommended Advanced Air Mobility Airport Charging Infrastructure Projects based on Evaluation and Scoring Results
- Utilizing existing \$477,500 in Regional Transportation Council local funds, for eligible projects identified through this process. The remaining RTC approved funding allocation will be used for a future Advanced Air Mobility program.
- Administrative amendments to the Transportation Improvement Program (TIP) / Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate this new framework.

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8. **Fiscal Year 2026 Public Transportation Funding Programs of Projects**: Shawn Dintino requested a recommendation for Regional Transportation Council action on the Fiscal Year 2026 Public Transportation Funding Programs of Projects.

The Committee approved staff's recommendation as illustrated below. Brian Moen (M); Gus Khankarli (S). The motion passed unanimously.

REQUESTED ACTION – FY 2026 PUBLIC TRANSPORTATION FUNDING PROGRAMS OF PROJECTS

- Recommend RTC approval of:
 - The proposed funding for the FY 2026 Programs of Projects for 5307, 5310, 5337, and 5339
 - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate this funding on these projects

STTC Action Item – August 28, 2026

FY 2026 Public Transportation Funding: Programs of Projects 9

9. **Director of Transportation Report on Selected Items**: Michael Morris provided an overview of current transportation items.

1. Fédération Internationale de Football Association (FIFA) 2026 FIFA World Cup
2. Three-Party Agreement
3. Settlement Agreement
4. Two-Party Agreement
5. Letter to the Governor
6. High-Speed Rail Follow Up – August 20, 2026
7. Proposed Oak Farms Dallas County Convention Center Resolution
8. AMTRAK Heartland Flyer (Proposed Three-Year Program by Texas Department of Transportation)
9. Irving Infrastructure Summit – August 31 and September 1, 2026
10. Three Additional Railroad Grade Separations

Michael expressed appreciation for all parties that contributed to the implementation of activities to make FIFA a successful regional operation. He requested that agencies that received monetary and/or physical assets for FIFA that are permanent, those agencies should work with Regional Transportation Council staff to determine how best to showcase those legacy items in the region. Also, Michael noted that he is writing a Statewide editorial applauding the Transportation Department of Transportation (TxDOT) on the importance of leveraging with partners in times of limited dollars. Finally, Michael added that the Regional Transportation Council would be sending correspondence to TxDOT headquarters to thank them for the AMTRAK decision and the approval of three additional railroad grade separations.

10. **Regional Rail Crossing Inventory Database**: Savannah Briscoe provided an overview of the Regional Rail Crossing Inventory Database which includes information on all public

at-grade railroad crossings in the Metropolitan Planning Area, including the counties of Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise.

11. **Integrated Transportation and Stormwater Infrastructure Study – Progress Update and Initial Recommendations**: Susan Alvarez and Jeff Neal provided a progress update on the Integrated Transportation and Stormwater Infrastructure Study, covering portions of Dallas, Denton, Ellis, Hood, Johnson, Parker, Tarrant, and Wise counties.
12. **Walk & Roll to School Day**: Shawn Conrad provided an overview of activities planned for the 2026 Walk & Roll to School Day promotion and information for participation.
13. **Fast Facts**: Staff provided brief presentations on Items 1 through 9 below:
 1. Bobby Gomez – Rebranding of Public Transportation Service in Johnson County and Updates on Ridership
 2. Denise Koon – High-Occupancy Vehicle Quarterly Report
 3. Daniel Snyder – 2027 Transportation Alternatives Call for Projects for the North Central Texas Region
 4. Quinnton DeBolt – Texas Department of Transportation Texas Electric Vehicle Plan North Central Texas Council of Governments Region Results ([Texas electric vehicle planning](#))
 5. Daniela Tower – 2026 Ozone Season Update
 6. Carolyn Burns – Local Clean Air Project Spotlight
 7. Carolyn Burns – Air Quality Funding Opportunities (www.nctcog.org/AQfunding)
 8. Carolyn Burns – Upcoming Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
 9. Written Progress Reports:
 - Partner Progress Reports
 - May–June Public Comments Report
 - June–July Public Comments Report
 - June Public Meeting Minutes
 - July Public Meeting Minutes
 - August Public Meeting Notice
 - September Public Meeting Notice
14. **Other Business (Old or New)**: No items were provided.
15. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for **1:30 pm on September 25, 2026.**

Meeting adjourned at 3:30 p.m.



Endorsement of Collin County Rides Funding Update

GYPSY GAVIA

Surface Transportation Technical Committee

SEPTEMBER 25, 2026

Collin County Rides: Background

Who: Cities of Allen and Fairview

What: Transit service for seniors and persons with disabilities

Current Provider: Denton County Transportation Authority (DCTA) since 2023; transit service was previously provided by Texoma Area Paratransit System (TAPS), then Dallas Area Rapid Transit (DART) via contracted service.

Status: DCTA has negotiated service agreements with cities of Allen and Fairview. Federal funding is being programmed directly to DCTA for future service. However, gap of funding in early 2027 is expected due timing of federal funding availability.

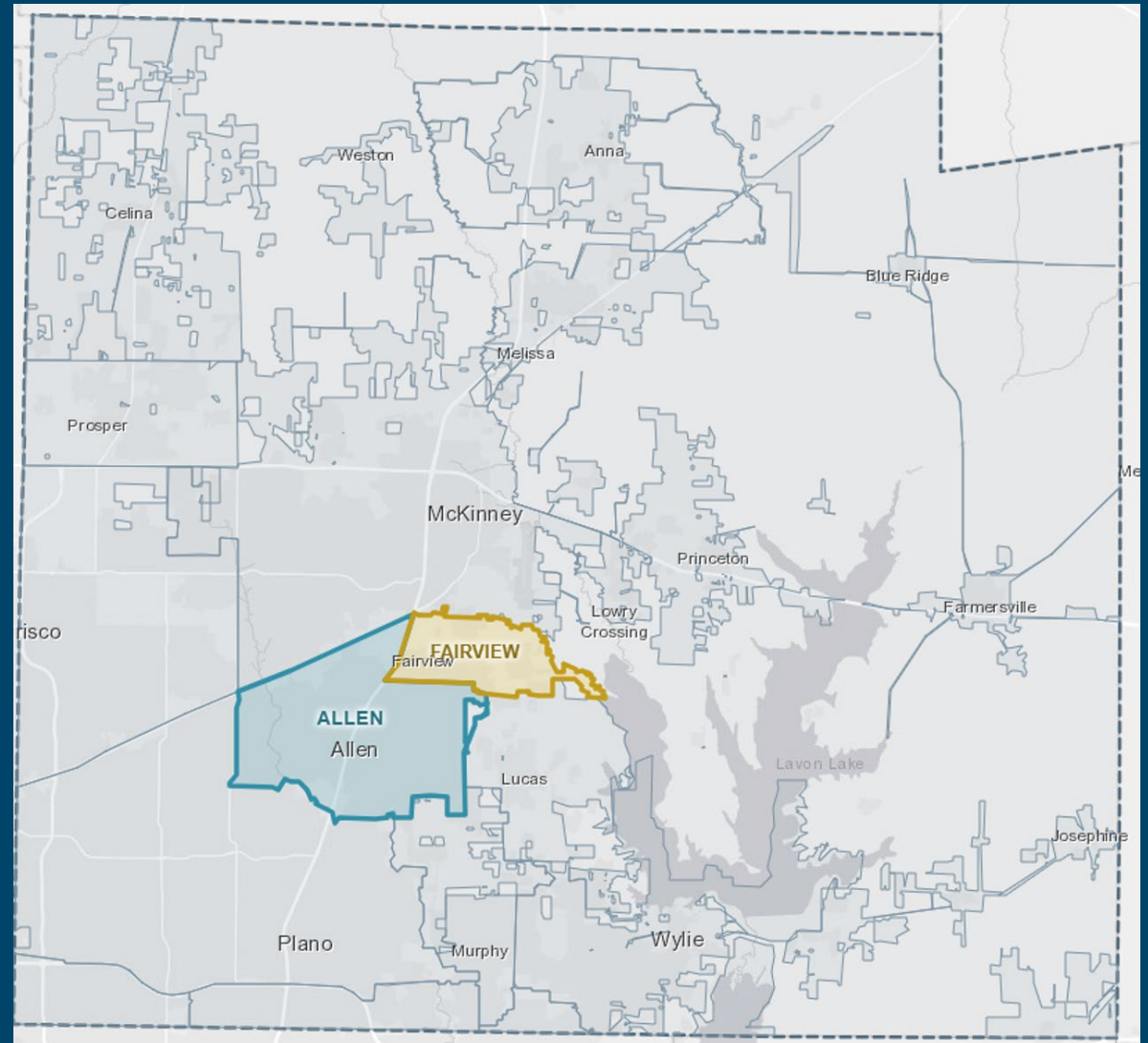


Collin County Rides: Service Area

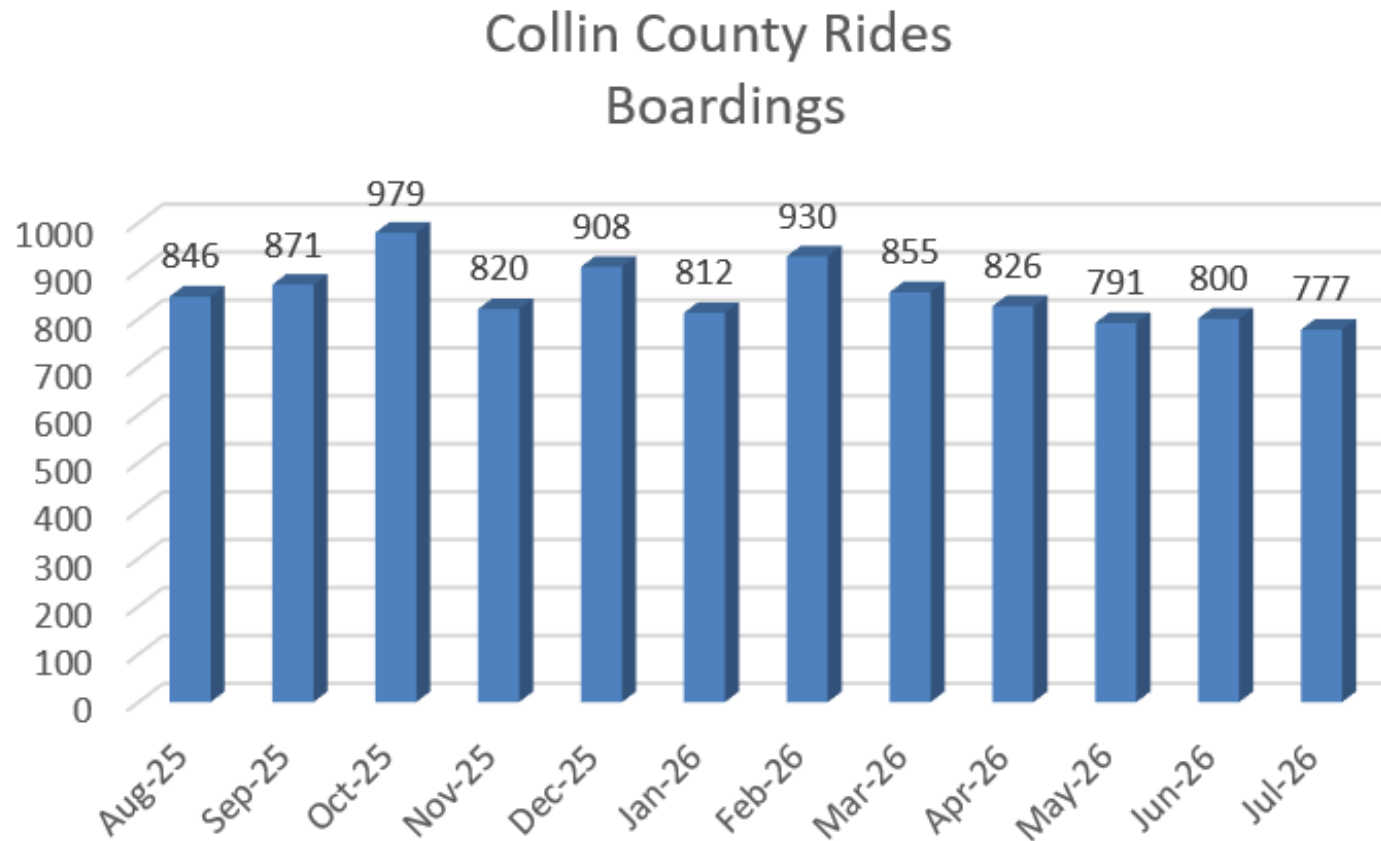
Allen and Fairview

Seniors and Persons with Disabilities

Travel anywhere in county with
origin or destination in resident city



Collin County Rides: Service Ridership



Source: DCTA

Proposed Funding Adjustment for Continuation of Service

Subrecipient Award:

Phased Funding	RTC Local	FTA 5310 ¹	Local Match ²	Total
Phase I (Actual) ³	\$201,113		\$201,113	\$402,226
Phase II (Approved)		\$600,000	\$600,000	\$1,200,000
Phase III (NEW)	\$98,887		\$98,887	\$197,774
TOTAL	\$300,000	\$600,000	\$900,000	\$1,800,000

What:

Utilize remaining RTC Local funding to extend project to Spring 2027, when federal funding is available for DCTA. No new funding is being requested.

Where:

DCTA to continue transit service for the cities of Allen and Fairview to connect residents in Collin County.

¹Federal Transit Administration (FTA) Section 5310 Enhanced Mobility for Seniors and Persons with Disabilities

²Local match provided by participating cities

³On July 13, 2023, RTC approved up to \$300,000 in RTC Local for the first year, with subsequent operations to be funded with federal funding but only a portion was expended in the first year.



REQUESTED ACTION – Endorsement of Utilization of RTC Local Funding for Collin County Rides Program

Endorsement of RTC approval:

To utilize up to \$98,887 in previously approved RTC Local funds to extend the project to a Phase III until Spring 2027 and continue transit services in the cities of Allen and Fairview for seniors and individuals with disabilities.

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 change.

STTC Action Item –September 25, 2026



For More Information

Karla Windsor, AICP

Senior Program Manager

Land Use and Mobility Options

kwindor@nctcog.org

817-608-2376

Gypsy Gavia

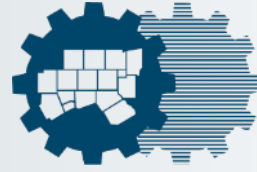
Program Manager

Land Use and Mobility Options

ggavia@nctcog.org

817-695-9134





NCTCOG PRESENTATION

2027 TRANSPORTATION ALTERNATIVES CALL FOR PROJECTS FOR THE NORTH CENTRAL TEXAS REGION

Kevin Kokes, AICP
Surface Transportation Technical Committee | 09.25.2026

ELIGIBLE PROJECT ACTIVITIES

May include:

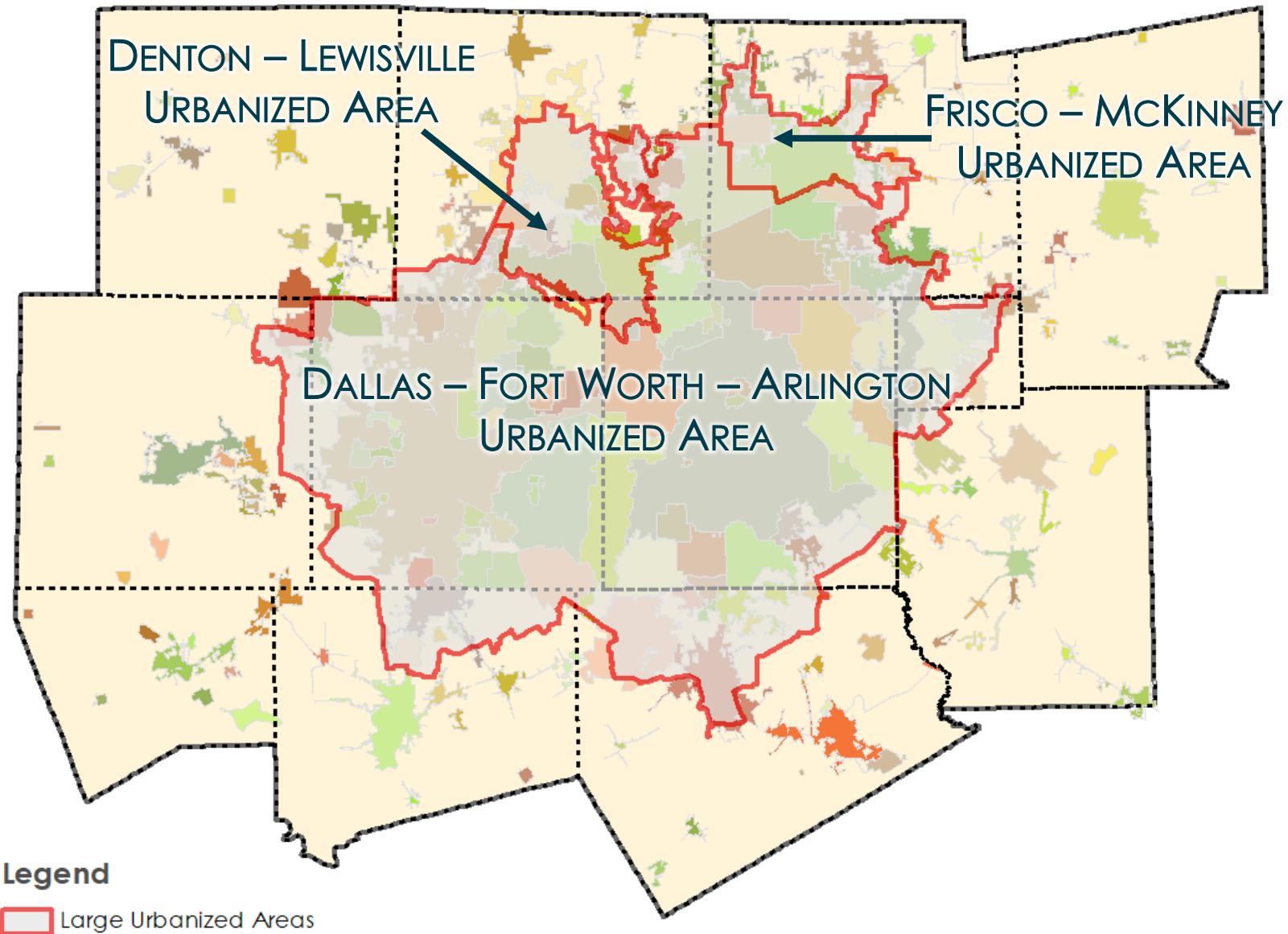
- Shared-Use Paths (Trails)
- On-Street Bikeways
- Sidewalks, Crosswalks, Curb Ramps with Shade (part of a larger project)
- Sidewalks and Bikeways to Transit (e.g., Rail Stations and High Frequency Bus Routes)
- Pedestrian and Bicycle Safety Countermeasures
- Protected Intersections
- Safe Routes to School Planning



ELIGIBLE PROJECT AREAS

Within one of the
three urbanized areas
(exceeding 200K
population)

NOTE: the TxDOT Statewide TA
Call for Projects is anticipated to
open January 2027



FUNDING OVERVIEW

Approximately \$60 million in federal funding is anticipated to award

Project Activity	Minimum Federal Funding Award per Project (Targets)	Maximum Federal Funding Award per Project (Targets)
Construction	\$3,000,000	\$10,000,000
Safe Routes to School Planning	\$200,000	\$500,000



FUNDING OVERVIEW (cont.)

Construction-implementation projects

- Engineering and Environmental Phases: 100 percent locally funded
- Construction Phases: Minimum 20 percent local match*

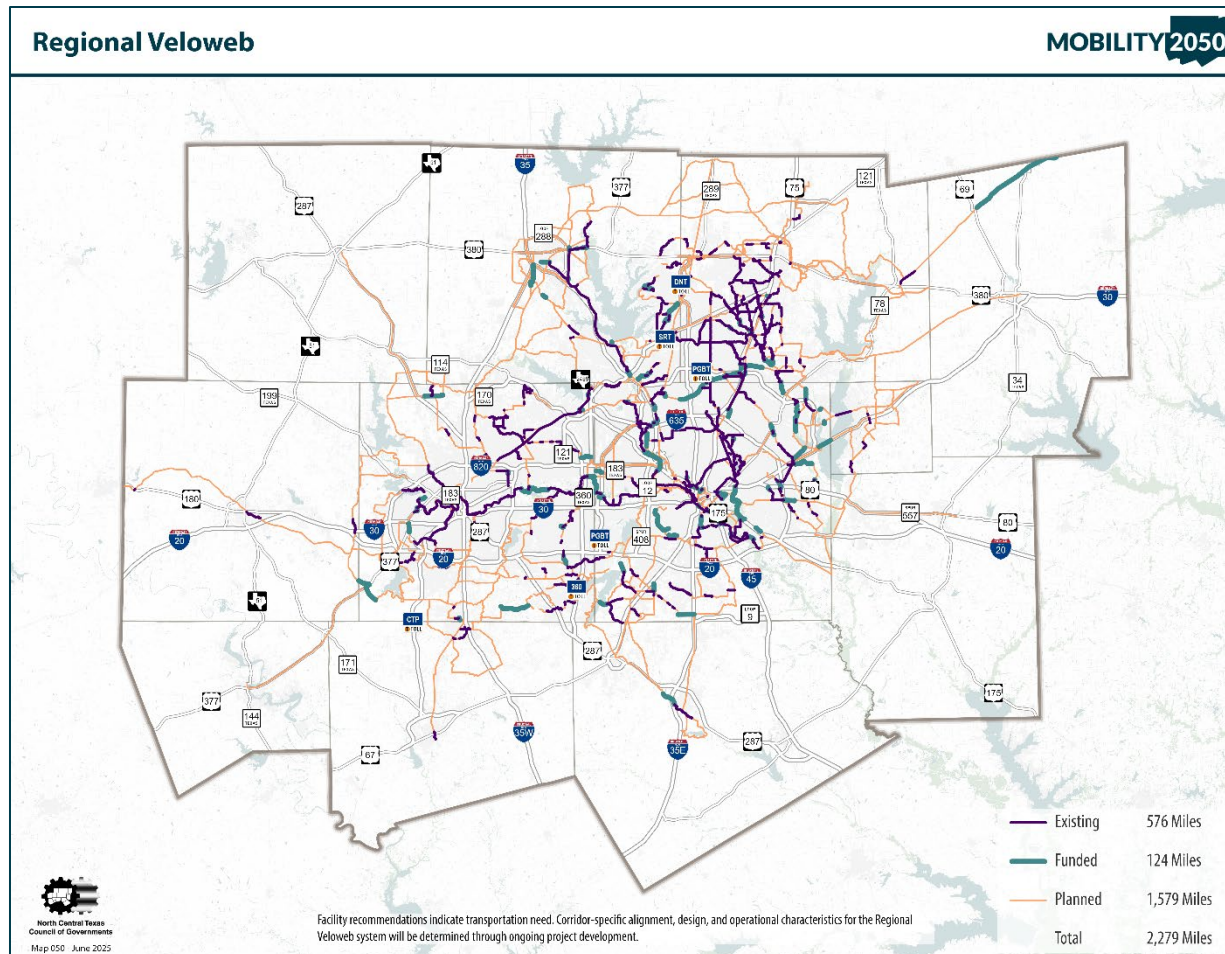
Safe Routes to School planning: Minimum 20 percent local match*

* Local match must be cash or Transportation Development Credits (TDCs)

- No in-kind contributions
- Reimbursement up to 80 percent of eligible project costs (up to 100 percent if using TDCs)
 - *Regional TDCs may be requested in lieu of local match for projects implementing alignments of the Regional Veloweb*
 - *Policy Bundle TDCs available for qualifying local governments may be applied to other project types not consisting of a Regional Veloweb alignment*



REGIONAL TRANSPORTATION COUNCIL TRANSPORTATION DEVELOPMENT CREDITS



Agencies may request Regional Transportation Council (RTC) Transportation Development Credits (TDCs) in lieu of a local match for projects implementing the **Mobility 2050 Regional Veloweb**.



FUNDING PRIORITIES

Connections:

Regional Connections

(e.g., Regional Veloweb)

Connections to Jobs, Schools, and/or transit

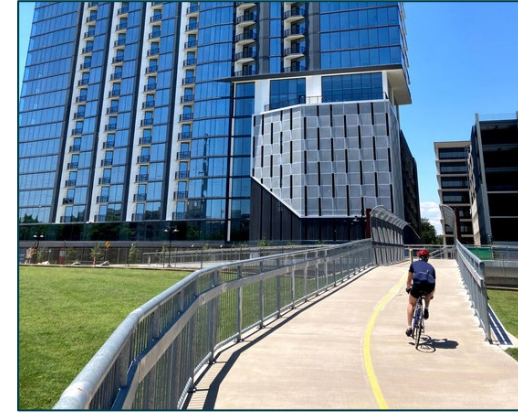
Connections between existing facilities

(e.g., creating a connected network)

Project Readiness

Project feasibility and amount of advance planning completed to date

(e.g., schematics or preliminary engineering)



MPO PROGRAM RULES (REQUIRED DOCUMENTATION)

- **Letter of Local Funding Commitment**
Confirm the availability of the local match contribution or requested use of TDCs
- **Right-of-Way/Easement**
Property must be under public ownership. If easement cannot be obtained by deadline, a consent letter from the “public” property owner or utility company is required. Pending easements on private properties are not eligible.

If Applicable:

Railroad Right of Entry Letter/Agreement
(if project is in railroad right-of-way)

TxDOT District Engineer Letter of Consent
(if project is within or crosses TxDOT right-of-way)

Letter of Support from School District Superintendent or Top Administrator
(SRTS applications)

Documentation of Support from Supporting Entity
(if project includes or crosses another jurisdiction)



MPO PROGRAM RULES (cont.)

Project sponsor must execute an agreement (AFA) with TxDOT within one year of the funding award by the RTC

Projects must advance to construction within three fiscal years of the funding award by the RTC or the funding may be reprogrammed

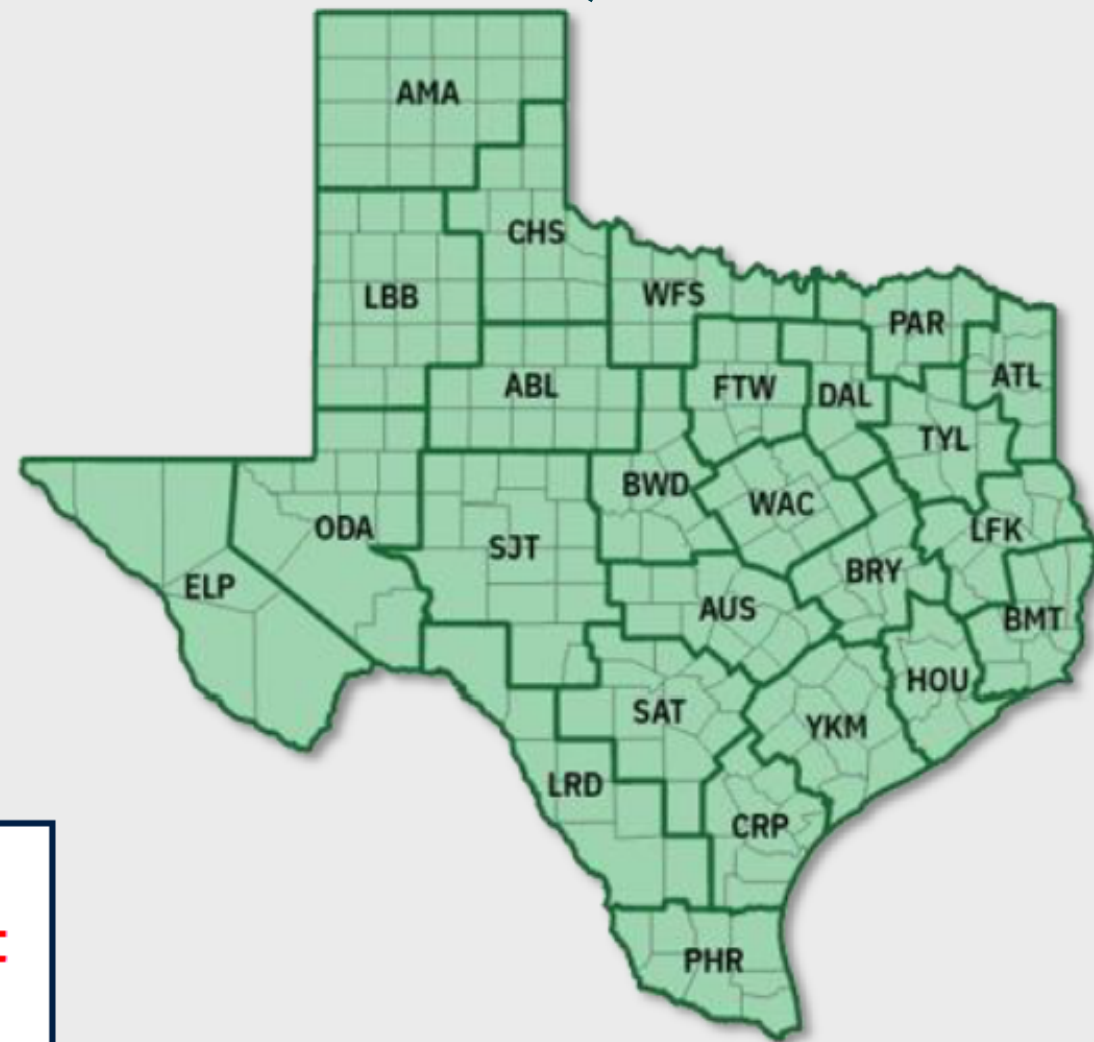
Projects must be implemented consistent with the funding application as approved by the RTC and as included in the project agreement with TxDOT



Anticipated program updates (TxDOT Statewide Call)

- **Past TA projects must meet development thresholds before submitting Preliminary Application (PA):**
 - *2025 TA Projects:*
 - *AFA executed by PA deadline and*
 - *Making sufficient progress toward letting within 3 years of award (District certified)*
 - *Past TA Projects (prior to 2025):*
 - *Must let for construction before PA deadline*

27 out of 69 construction projects awarded in 2023 are scheduled to let beyond 3 years of award



SCHEDULE

Milestone	Date
Bicycle and Pedestrian Advisory Committee (BPAC) – Information	August 26, 2026
→ Surface Transportation Technical Committee (STTC) – Action on Call for Projects	September 25, 2026
Regional Transportation Council (RTC) – Action on Call for Projects	October 8, 2026
Call for Projects Opens	October 12, 2026
Call for Projects Public Workshop	October 27, 2026
Call for Projects Closes (Applications Due)	January 15, 2027, 5 PM
Review of Projects/Scoring by NCTCOG Staff	January – March 2027
Public Meeting	April 2027
Surface Transportation Technical Committee (STTC) – Action to Approve Recommended Projects	May 28, 2027
Regional Transportation Council (RTC) – Action to Approve Recommended Projects	June 10, 2027
Deadline for Project Sponsors to Submit Transportation Improvement Program (TIP) Modifications (Fourth Quarter 2027 Revisions)	June 25, 2027



REQUESTED ACTION: 2027 TA CALL FOR PROJECTS

Recommendation for RTC approval of:

Elements related to program rules, eligible activities, eligible project areas, schedule, funding, and use of Transportation Development Credits for the 2027 Transportation Alternatives Call for Projects for the North Central Texas Region



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NCTCOG PRESENTATION

Fiscal Year (FY) 2024-2026 PROTECT Competitive Grant Program

Surface Transportation Technical Committee
Action Item

September 25, 2026

FY2024-2026 PROTECT Grant Program

Overview

PROTECT: Promoting Resilient Operations for Transformative, Efficient, & Cost-Saving Transportation

PROTECT Grant Category	Funding	Purpose
Planning Grants	\$79,000,000	• Development of Resilience Improvement Plan (RIP) by state or MPO • Resilience planning, design, or data/tools development to simulate transportation disruption scenarios, including vulnerability assessments • Technical capacity building to assess current/future vulnerability of surface transportation assets & community response strategies • Evacuation planning & preparation
Resilience Improvement Grants	\$511,000,000	Construction activities to improve ability for existing transportation assets to withstand weather event or natural disaster elements, or increase the resilience of surface transportation infrastructure from the impacts of changing conditions.
Community Resilience & Evacuation Route Grants	\$79,000,000	Projects to strengthen & protect evacuation routes essential for supporting emergency responses & critical services during extreme weather events, including for evacuation, rescue/recovery operations, incident management, & access to/from major healthcare, employment, logistics, utility, & Federal government centers.
At-Risk Coastal Infrastructure Grants	\$79,000,000	Projects to strengthen, stabilize, harden, elevate, relocate, or otherwise enhance the resilience of highway & non-rail infrastructure that are subject to, or face increased long-term risks of, a coastal weather event, natural disaster, or changing conditions.

Application Deadline – October 9, 2026

Awards Announced – December 12, 2026

FY2024-2026 PROTECT Grant Program

Overview

Eligible Facilities:

- Highway project eligible for assistance under Title 23
- Public transportation facility/service eligible for assistance under Chapter 53 of Title 49
- Intercity passenger rail (*Section 24102 of Title 49*)
- Port facility and/or its transport mode connections that improve evacuation or disaster relief efficiency

Cost Sharing:

- 100% Federal – Planning Grants & Resilience Grants for Tribes & Atlantic/Pacific territories
- 80% Federal – Resilience Grants (all other groups)
- Non-Federal Reduction for Resilience Grants:
 - **7%** – Eligible State/MPO RIP containing prioritized project
 - **3%** – Eligible RIP incorporated into MTP or SLRTP

Obligation Deadlines:

- FY2024 – Sept 30, 2027
- FY2025 – Sept 30, 2028
- FY2026 – Sept 30, 2029

Award Limitations:

- None for Planning Grants
- Resilience Grants:
 - **< 40% for new capacity construction**
 - **< 10% for planning/development activities**

Application Limits:

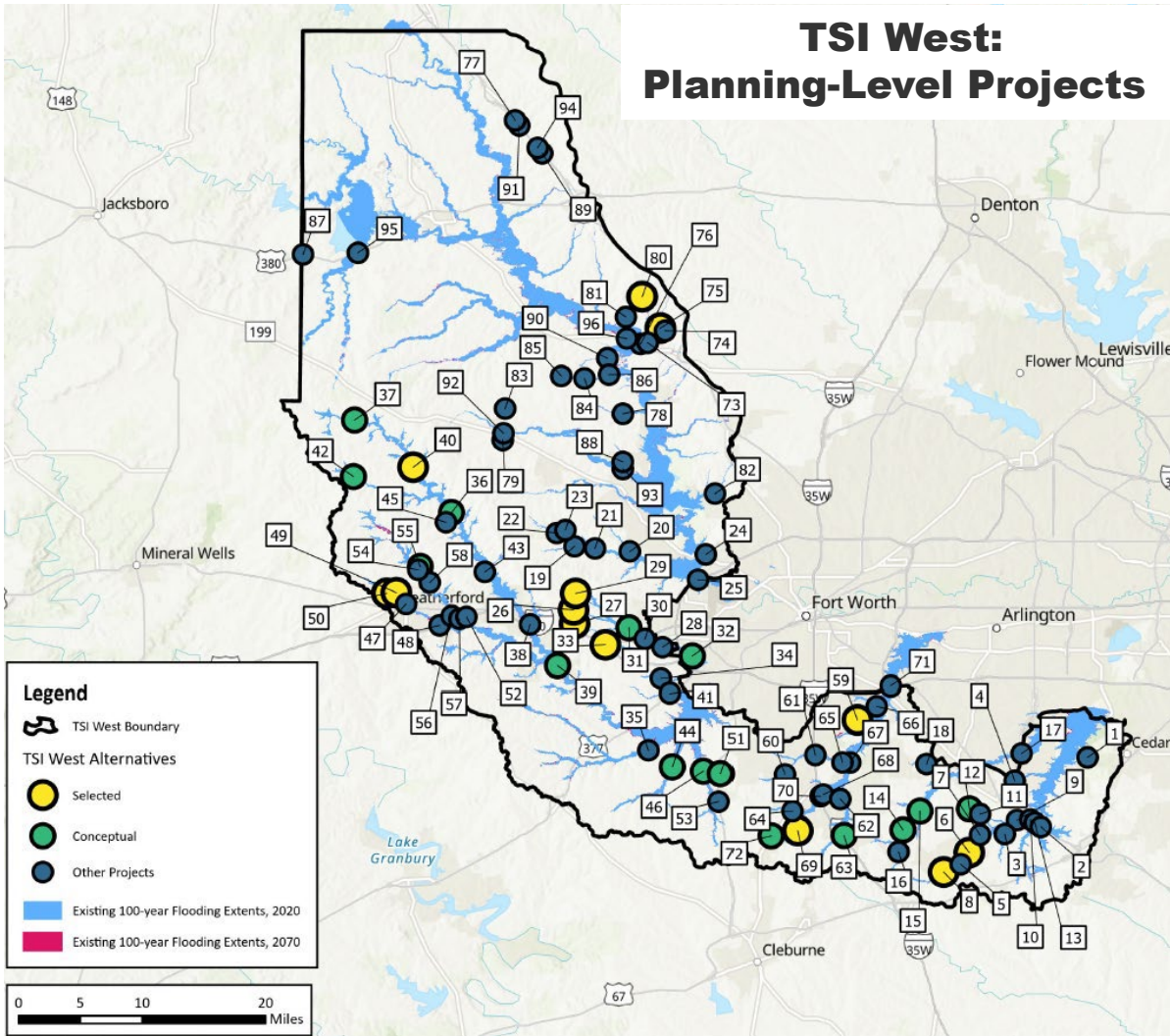
- No limitations (one application/project)
- If submitting more than one application, funding priority must be indicated for each application
- For projects eligible for more than one Resilience Grant category, funding from one category may be awarded

Statutory Set-Asides:

- **< 25%** for rural areas
- **< 25%** for intercity passenger rail facilities/services
- **< 2%** for Tribes
- If OST determines rural/Tribal set-asides are not utilized, other eligible entity reallocation may occur

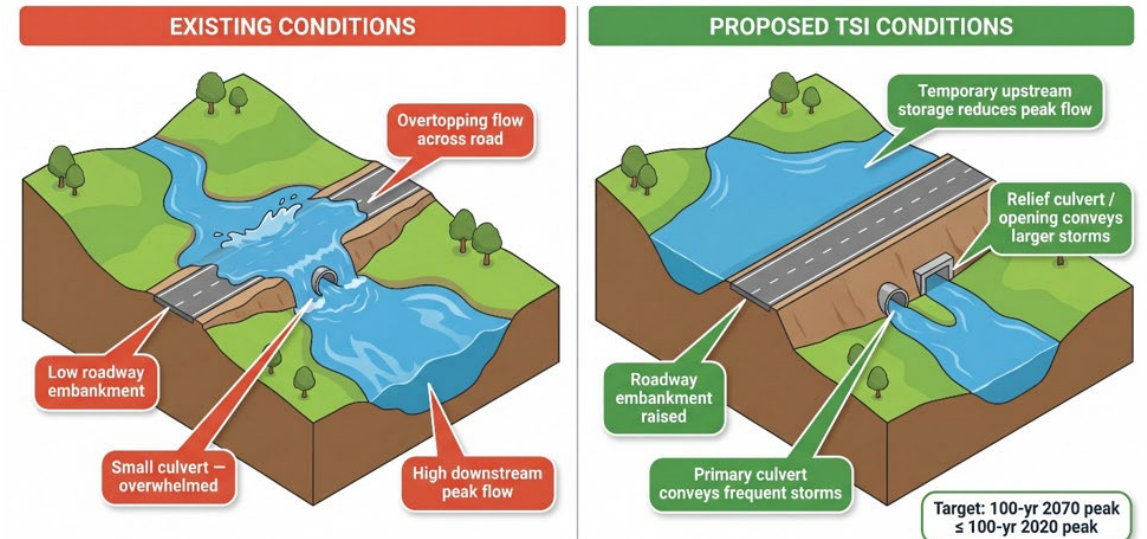
TSI Study – Detailed Projects

TSI West: Planning-Level Projects



Watershed/ Modeling Area	Alternative Locations	General Types of Locations Represented
Eagle Mountain/ Lake Worth (LAWO)	24	Road crossings of Blue Creek, Deep Creek, Watson Creek, West Fork, & other tributaries
Upper Clear Fork Trinity River (UCFT)	24	Road crossings of Clear Fork, Rock Creek, Town Creek, Willow Creek, & other tributaries
West Fork Trinity River (WEST)	7	Flood-prone locations & road crossings of Silver Creek, West Fork, & other tributaries
Mary's Creek (MARY)	9	Road crossings of Mary's Creek & tributaries, road exposure points, & buyout opportunities
Village Creek (VICR)	14	Road crossings of Chambers Creek, Deer Creek, Quil Miller Creek, Village Creek, & other tributaries
Mountain Creek/Joe Pool Lake (JOPL)	18	Flood-prone locations & road crossings of Mountain Creek, Walnut Creek, & other tributaries
TOTAL	96	TSI West – Planning-level alternatives & project locations

TSI Roadway Detention Concept



Integrating Transportation & Stormwater Infrastructure (TSI) Study

How Does TSI Get Implemented?

TSI will...

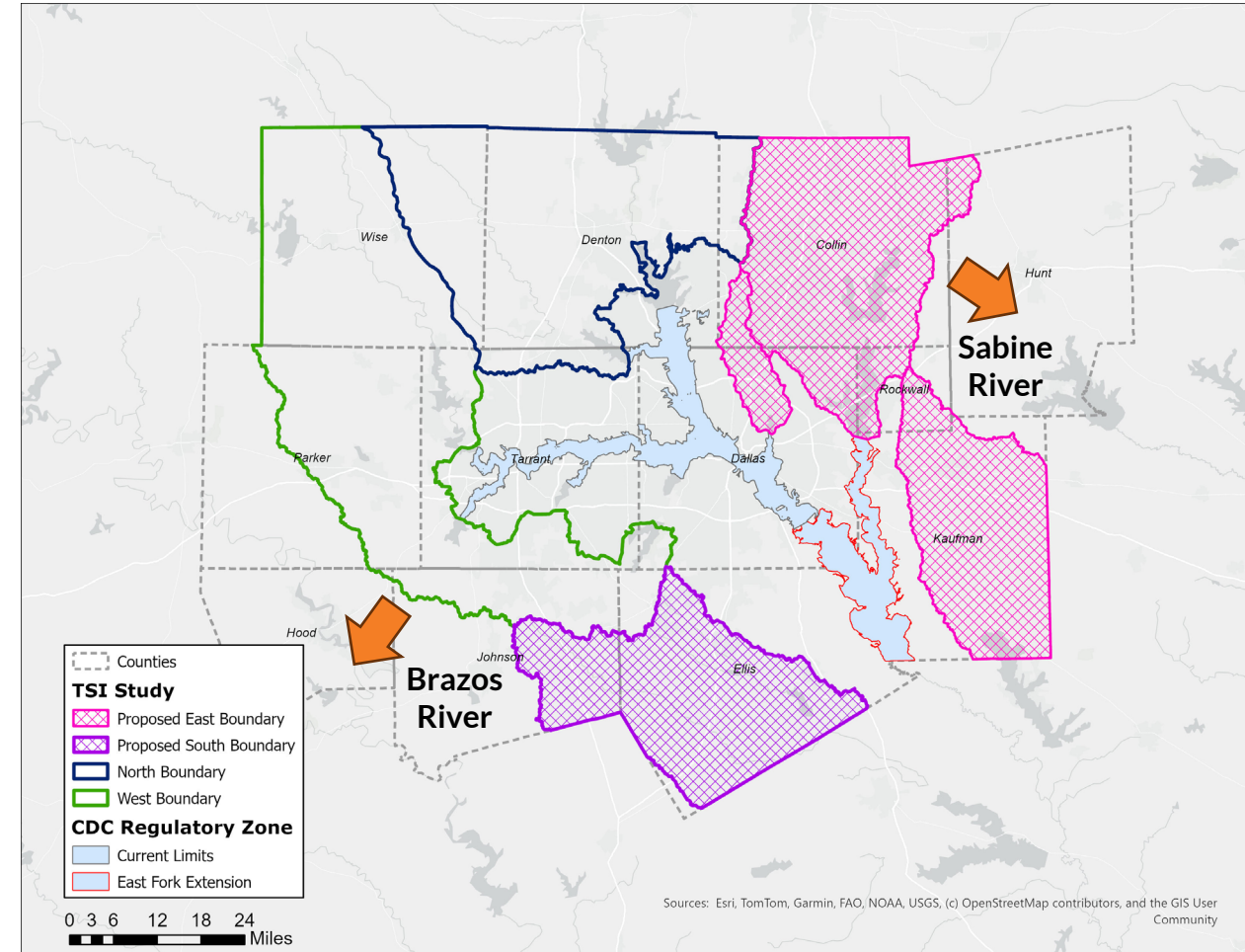
- Leverage, enhance, and/or recommend expanding existing regulatory frameworks
- Identify and recommend TSI Flood Management Projects (FMPs), Flood Management Evaluations (FMEs), and Flood Management Strategies (FMSs)
- Collaboratively explore/promote avenues to expand flood resiliency and improve funding/programming opportunities
 - State Flood Plan (Flood Infrastructure Fund – FIF)
 - Federal Grants
- Find proactive solutions that provide benefits values beyond what projects may cost



FY2024-2026 PROTECT Grant Program – Planning Grants

Potential Candidate Projects – South/East Region TSI Study Expansion

- Replicate TSI Study for remaining Trinity River watersheds outside of Corridor Development Certificate (CDC) regulatory/flowage areas
- East TSI Study Area:
Upper Trinity, East Fork Trinity, & Clear Creek watersheds (covers portions of Collin, Dallas, Hunt, Kaufman, and Rockwall Counties)
- South TSI Study Area:
Chambers Creek watershed (covers portions of Ellis and Johnson counties)
- Proposed Budget – \$7 Million (100% Federal)



FY2024-2026 PROTECT Grant Program

Application Approval & Development Schedule

August 27, 2026	FY2024-2026 PROTECT Grant Program: Notice of Funding Opportunity (NOFO) Release
September 17, 2026	Finalize Candidate Project Details <i>(for posting of September 2026 STTC Agenda)</i>
September 25, 2026	STTC Action
October 8, 2026	RTC Action
October 9, 2026	FY2024-2026 PROTECT Grant Program: Application Deadline – Grants.gov
October 22, 2026	Executive Board Endorsement

FY2024-2026 PROTECT Grant Program

Requested STTC Action

Recommend Regional Transportation Council approval for:

- Submittal of South/East Region TSI Study Expansion for the FY2024-2026 Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (*PROTECT*) Planning Grant.
- Administratively amending NCTCOG's Transportation Improvement Program (*TIP*) and the State Transportation Improvement Program (*STIP*), as well as other planning and administrative documents, to include the proposed project if selected for a FY2024-2026 PROTECT award.

STTC Action Item – September 25, 2026

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Approval to Use Regional Transportation Council Local Funds for Regional Air Quality

Vivek Thimmavajjala

Surface Transportation Technical Committee | 09.25.2026

Air Quality – Conformity and Emissions Inventories

As the MPO for the North Central Texas ozone nonattainment area, NCTCOG is responsible for demonstrating transportation conformity to ensure that projects in the Metropolitan Transportation Plan can proceed.

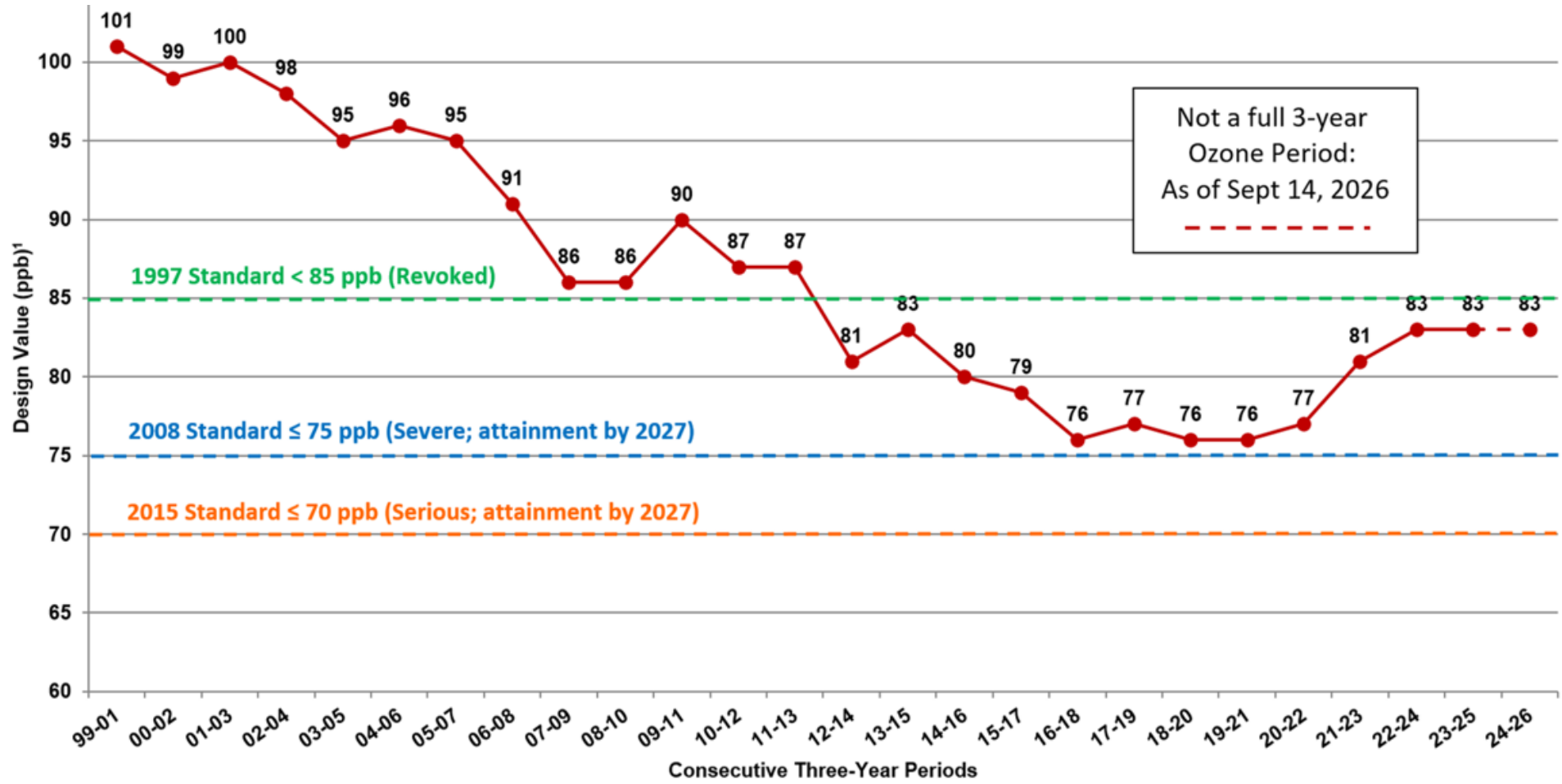
Conformity demonstration requires transportation emissions to stay under the ceilings established through the on-road emissions inventories (EIs) in the State Implementation Plan (SIP). Consistent methodologies and sources are critical between the two.

NCTCOG brings more than 30 years of direct experience working through this process. But, since 2021, development of on-road EIs for the SIP has been taken away.

Plan:

Will pursue, through state legislation, that NCTCOG be responsible for both sets of on-road EIs.

Air Quality – Regulatory Monitoring vs. TCEQ Modeling



Not a full 3-year
Ozone Period:
As of Sept 14, 2026

SIP Model Predictions
(Ozone Design Value
Forecasts – DVF)

2023: 73 ppb

2026: 72 ppb

Source: TCEQ

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

Air Quality - Recent Correspondence

RTC has sent multiple letters addressing Air Quality Concerns

TCEQ:

- June 12, 2018: Emissions Inventory Development Associated with Transportation Conformity
- April 12, 2023: Dallas–Fort Worth Ozone Nonattainment and Section 185 Fee
- July 17, 2023: Dallas–Fort Worth Moderate Area Attainment Demonstration SIP Revision for the 2015 Eight-Hour Ozone NAAQS
- January 16, 2024: Dallas–Fort Worth Severe Area Attainment Demonstration SIP Revision for the 2008 Eight-Hour Ozone NAAQS
- November 22, 2024: Request for Assessment on Rising Ozone Levels in North Central Texas
- January 10, 2025: Addressing RTC's Concerns on Ozone Monitoring and Mitigation Strategies
- June 11, 2026: Correspondence to the Texas Commission on Environmental Quality Addressing Ozone Challenges in North Texas

TxDOT:

- July 28, 2025: Draft 2026 UTP Public Comments
- July 30, 2026: UTP Public Comment from NCTCOG Regional Transportation Council

Air Quality – Ozone Modeling

A targeted, data-driven investigation is needed to identify and quantify contributors to the persistent gap between observed ozone concentrations and photochemical model outputs, beyond meteorological influences.

Additional factors — unaccounted-for emissions, inventory inaccuracies, mobile source behavior, and other deficiencies — should be systematically evaluated.

Plan:

Establish an in-house air quality modeling infrastructure that supports SIP-level modeling — Linux operating system with modeling software (compiler and pre/post-processors).

Obtain hands-on technical training on the modeling software and emissions processors to set up and execute model runs.

Potential Sensitivity Analyses and Applications

Assistance/Feedback to TCEQ

Source Apportionment

Weekends vs. Weekdays

Seasonal Impacts

Control Strategies

VMT / Population Growth Scenarios

Exceptional Events Evaluation

Better Transport Understanding

Pandemic-Type Disruption Analysis

Zero Out Scenarios

Interagency Agreements with Other Regions

Evaluation of other regulatory pollutants (as needed)

Estimated Specifications

Category	Quoted Cost	Approved (RTC Local Funds)	Additional Funds Needed
Computer Equipment (server, storage, networking)	\$420,000	\$80,000	\$340,000
Training (CAMx, EPS3, WRF)	\$100,000	\$100,000	\$0
Support (Linux planning, deployment, and support)	\$25,000	\$0	\$25,000
Total	\$545,000	\$180,000	\$365,000

Rider 7 Fine Particulate Matter (PM2.5) Grant

TCEQ-administered grant supporting local air quality planning

Previously approved:

Continue current PM2.5 monitoring and install additional PM2.5 monitors \$480,000 (Consultant)

Develop a regional PM2.5 conceptual model \$250,000 (Consultant)

Plan:

Develop a regional PM2.5 conceptual model \$250,000 (in-house)

Seeking \$55,000 in RTC local funds for administrative costs to carry out in-house modeling.

Requested Action - Approval to Use RTC Local Funds for Regional Air Quality

Endorse \$180,000 in RTC Local Funds, previously approved by RTC, to establish and support in-house modeling infrastructure and training.

Recommendation for RTC approval of:

- Additional \$365,000 of RTC local funds to continue establishing and supporting the in-house modeling infrastructure and training.
- \$55,000 of RTC local funds for TCEQ Rider 7 PM_{2.5} in-house conceptual modeling.
- Unused funds will be returned to the RTC local account.

Amend the Transportation Improvement Program (TIP) and update administrative and/or planning documents as needed to incorporate the funds.

STTC Action Item – September 25, 2025

For more Information



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CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING INNOVATIVE
PROJECTS DURING COVID RECOVERY

August 2026

Michael Morris, P.E.
Director of Transportation

TRAVEL BEHAVIOR BY MODE



Toll Road (+14%, May)

Weekend Transit Ridership (+13%, Jun)

Airport Passengers (+12%, Jun)

Freeway Volumes (+4%, Jun)

0

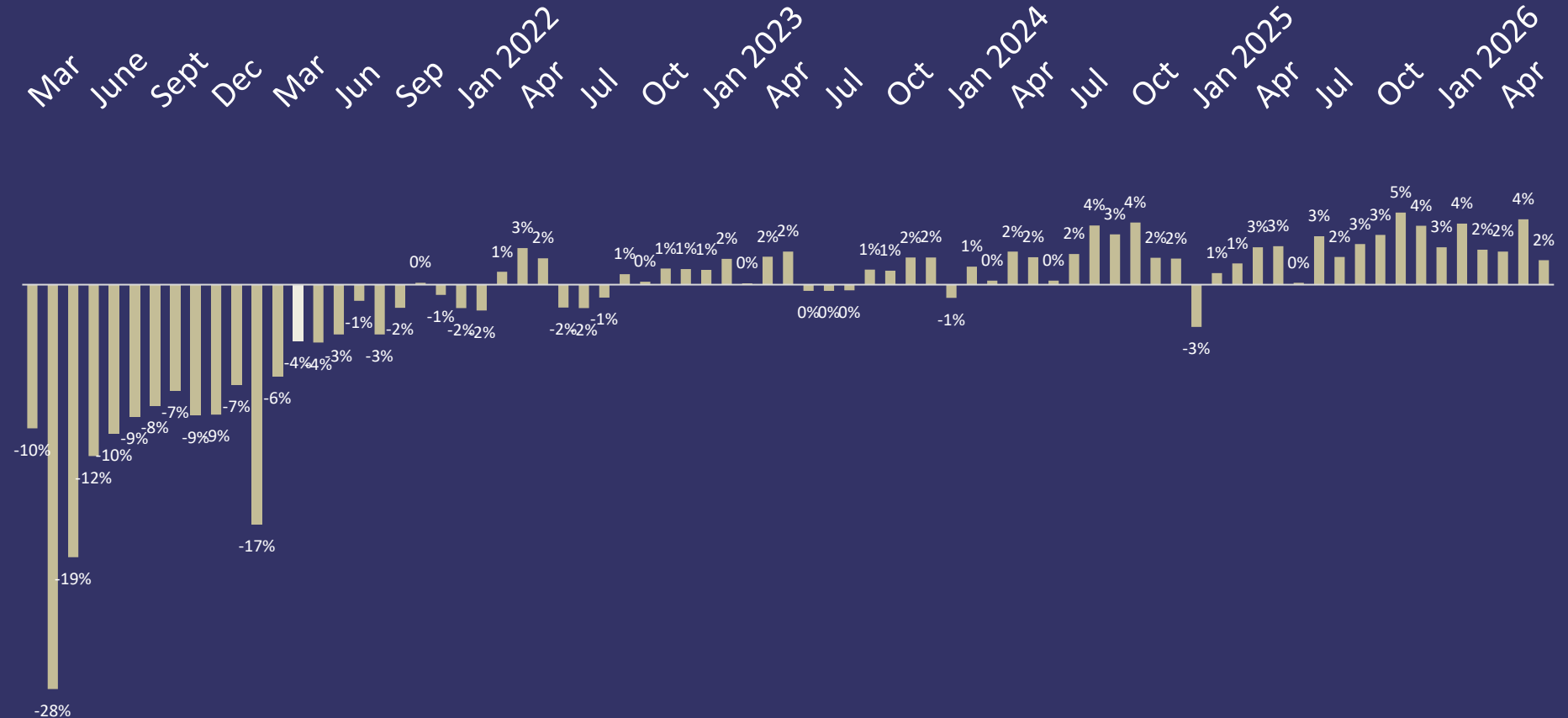
Weekday Transit Ridership (-24%, Jun)



ROADWAY TRENDS

Average
Weekday
Freeway
Volumes

Traffic Decrease vs Baseline



Source: TxDOT Dallas/TxDOT Fort Worth Radar Traffic Counters. As of October 2020, growth was calculated based on Fort Worth.

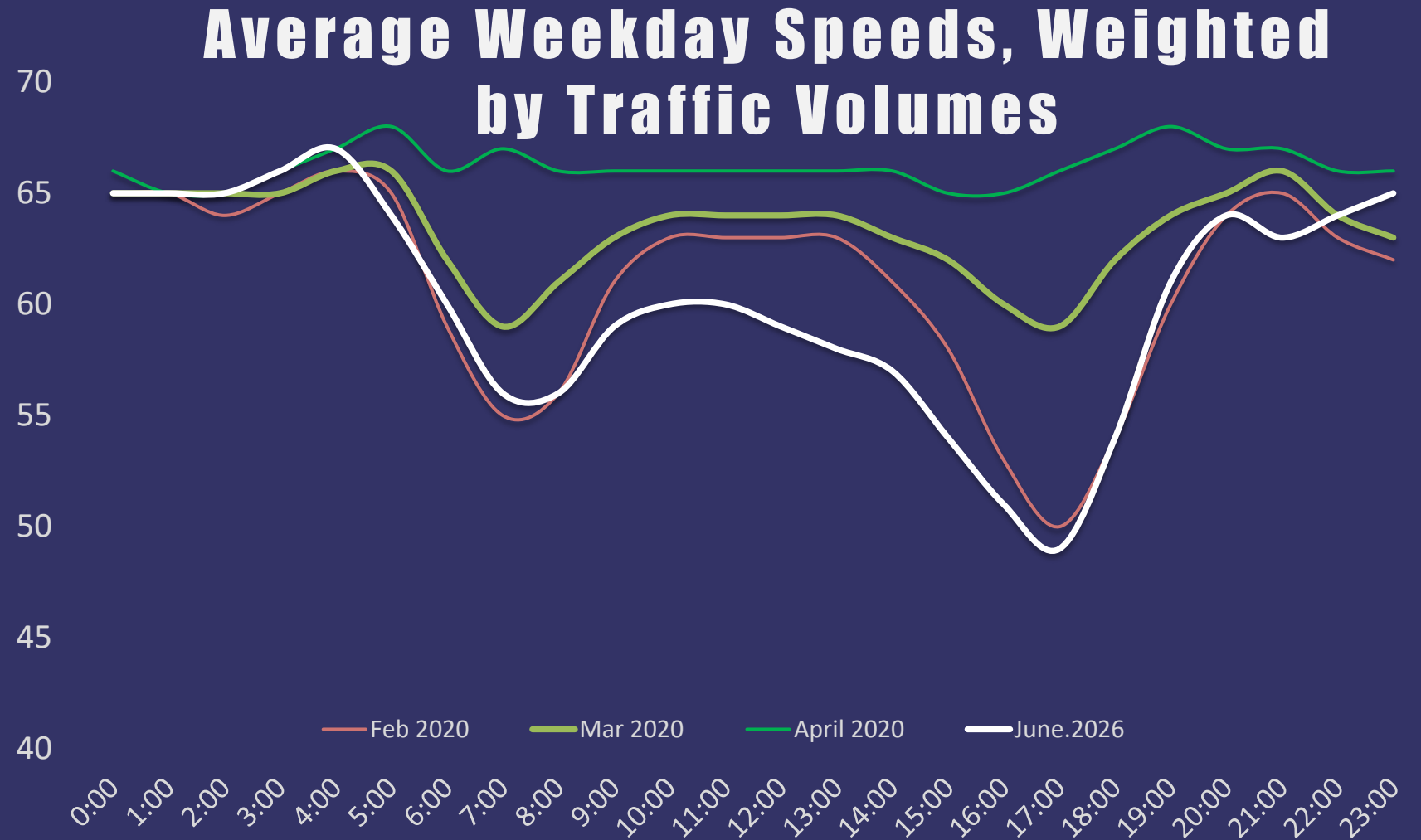
Note: Baseline is March 2019-February 2020.

Note: Drop in freeway volumes in Feb 2021 due in large part to week-long winter storm.

Note: Data for November 2021 was not collected for the majority of the locations.

ROADWAY TRENDS

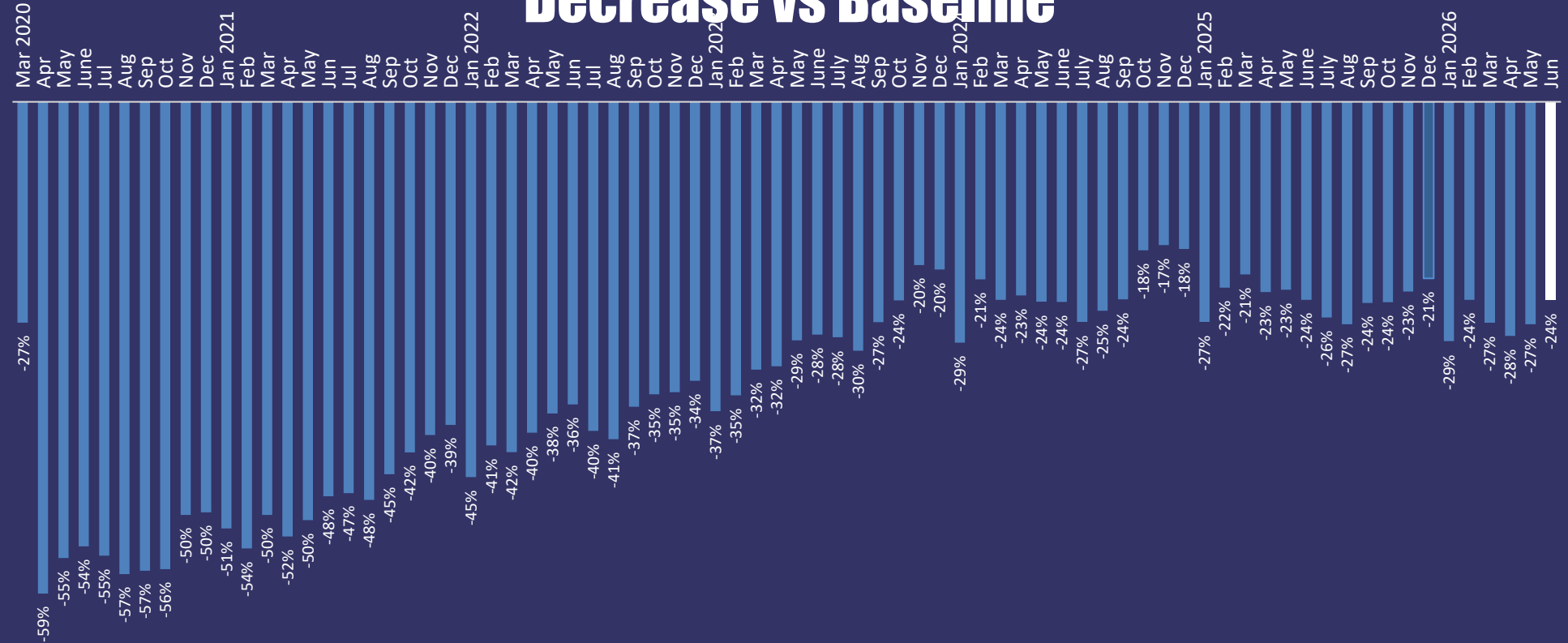
Regional Average
Freeway Speeds



TRANSIT IMPACTS

Rail, Bus and On Demand
Weekend
Ridership

WEEKDAY 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

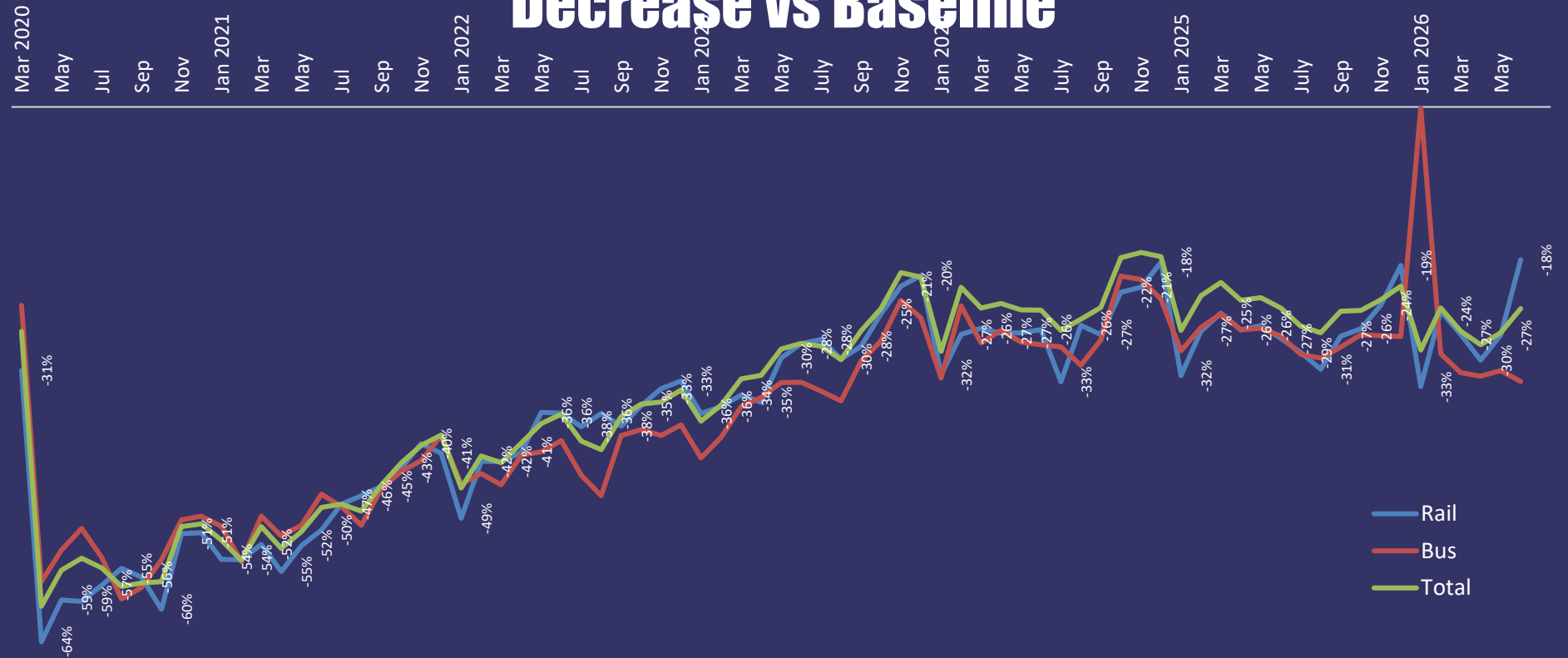
Note: Baseline is March 2019-February 2020.

Note: Transit ridership impacted in Feb 2021 by week-long winter storm.

TRANSIT IMPACTS

Rail, Bus and Total Weekday Ridership

WEEKDAY Rail, Bus and Total Passenger Decrease vs Baseline



Includes On-Demand services: GoLink, ZipZones, GoZone and VIA

Source: DART, DCTA, Trinity Metro, and VIA Arlington

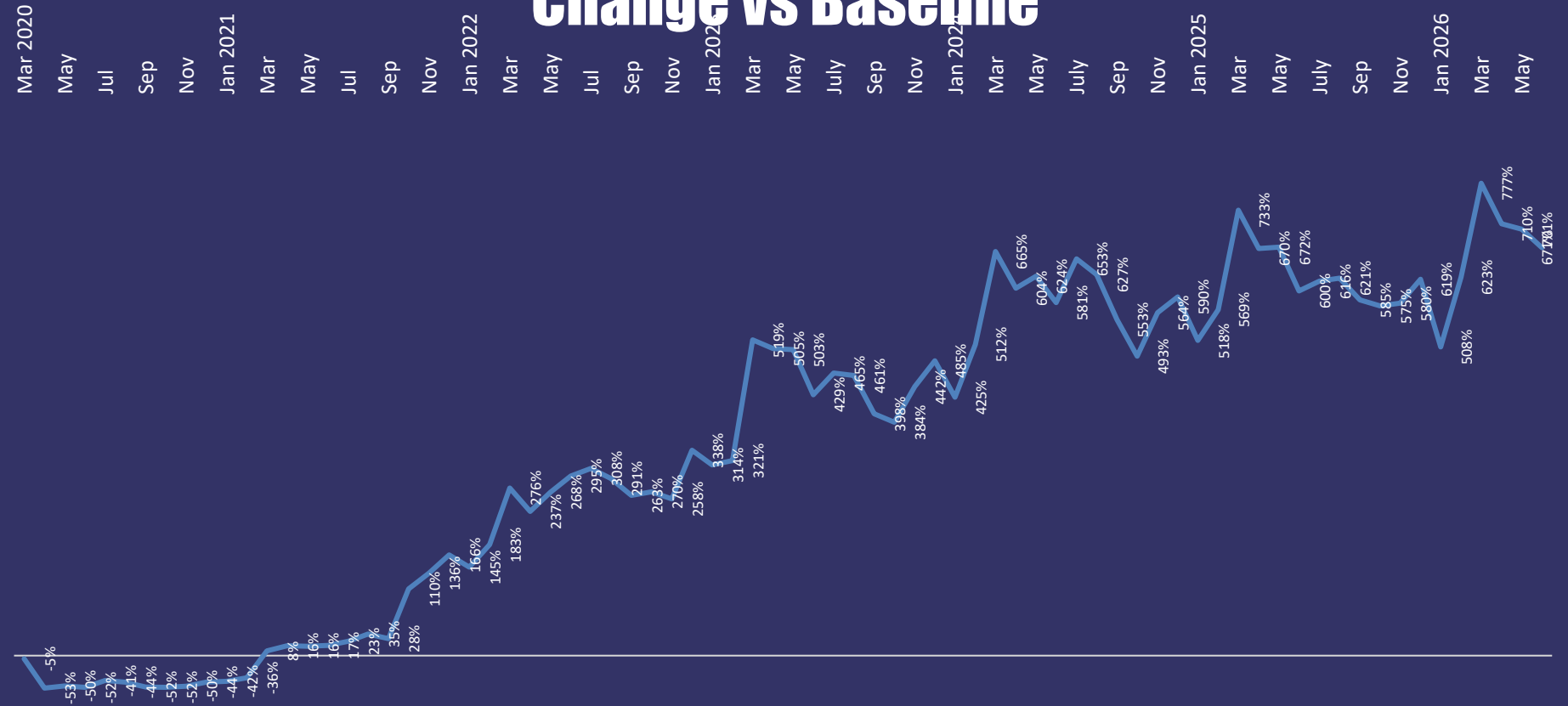
Note: Baseline is March 2019-February 2020.

Note: Transit ridership impacted in Feb 2021 by week-long winter storm.

TRANSIT IMPACTS

Rail, Bus and
On Demand
Weekday
Ridership

WEEKDAY On Demand Passenger Change vs Baseline



Includes On-Demand services: GoLink, ZipZones, GoZone and VIA

Source: DART, DCTA, Trinity Metro, and VIA Arlington

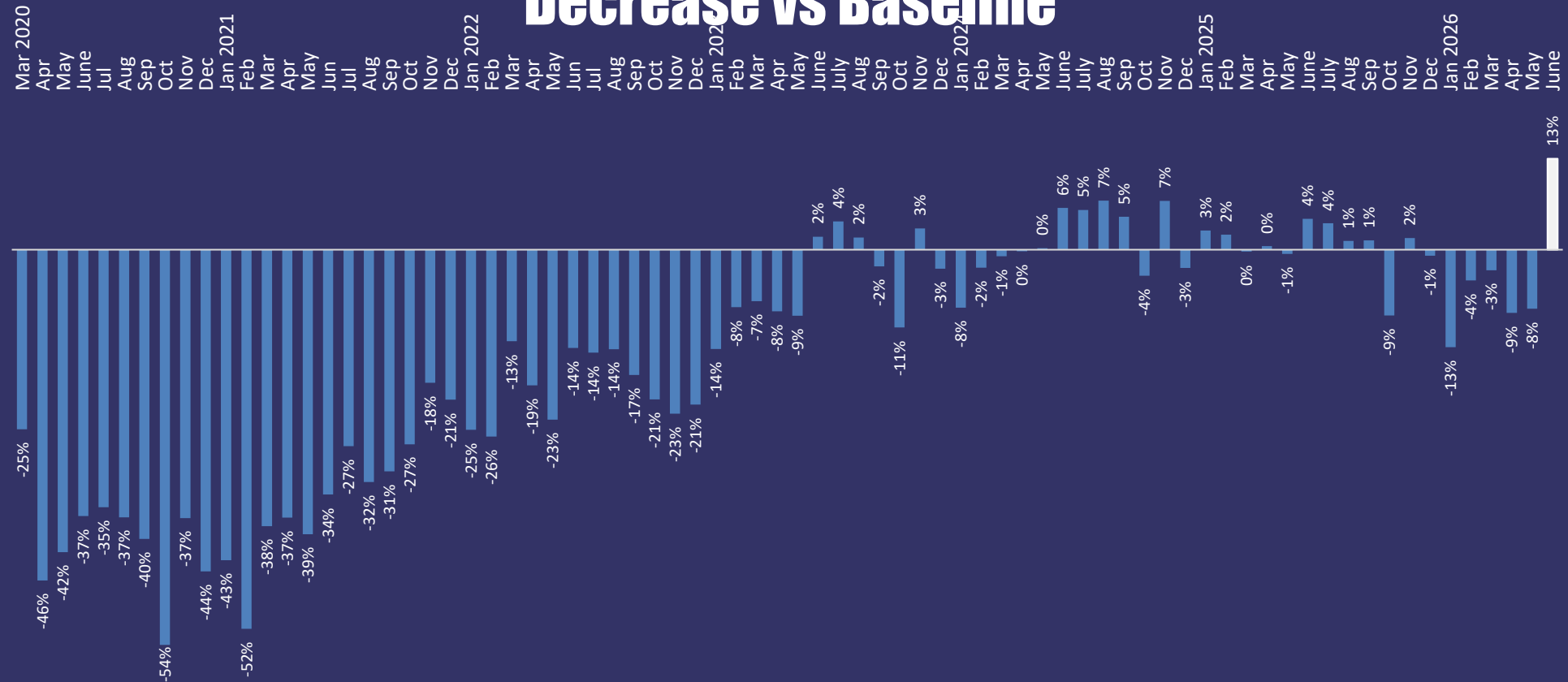
Note: Baseline is March 2019-February 2020.

Note: Transit ridership impacted in Feb 2021 by week-long winter storm.

TRANSIT IMPACTS

Rail, Bus and On Demand Weekend 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

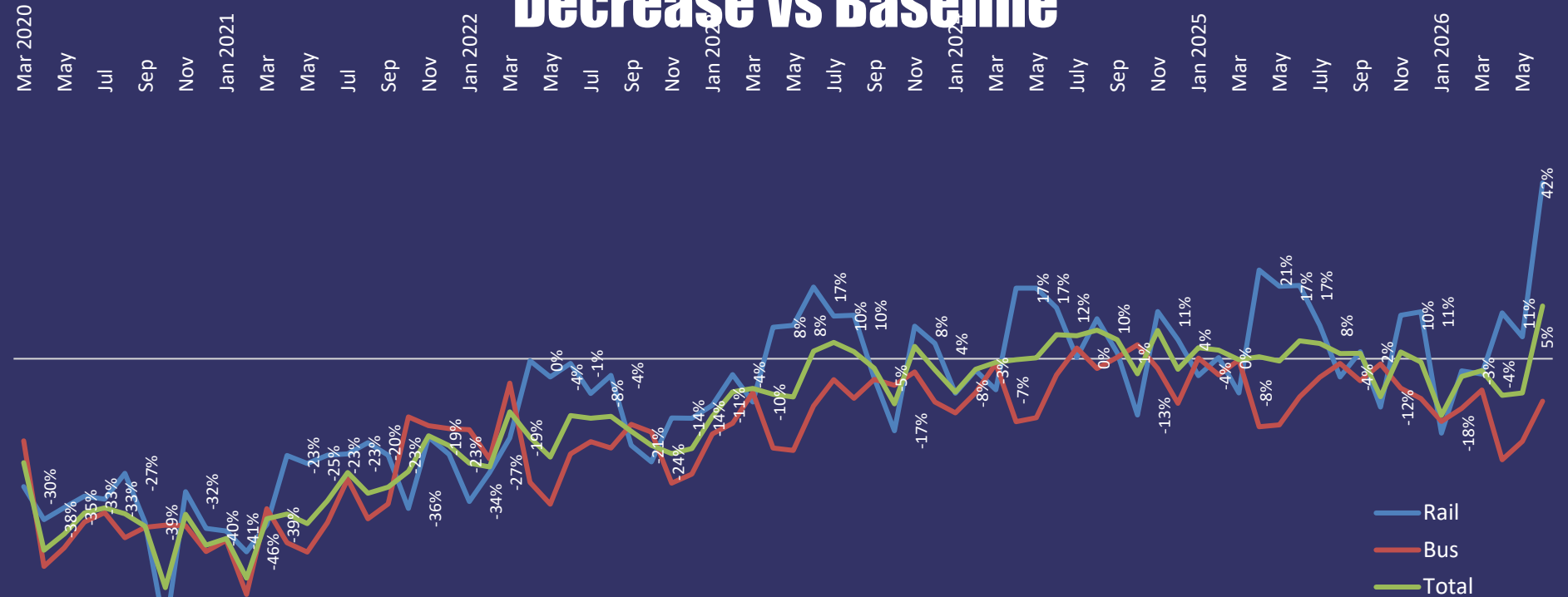
Note: Baseline is March 2019-February 2020.

Note: Transit ridership impacted in Feb 2021 by week-long winter storm.

TRANSIT IMPACTS

Rail, Bus and Total Weekend Ridership

WEEKEND Rail, Bus and Total Passenger Decrease vs Baseline



Includes On-Demand services: GoLink, ZipZones, GoZone and VIA

Source: DART, DCTA, Trinity Metro, and VIA Arlington

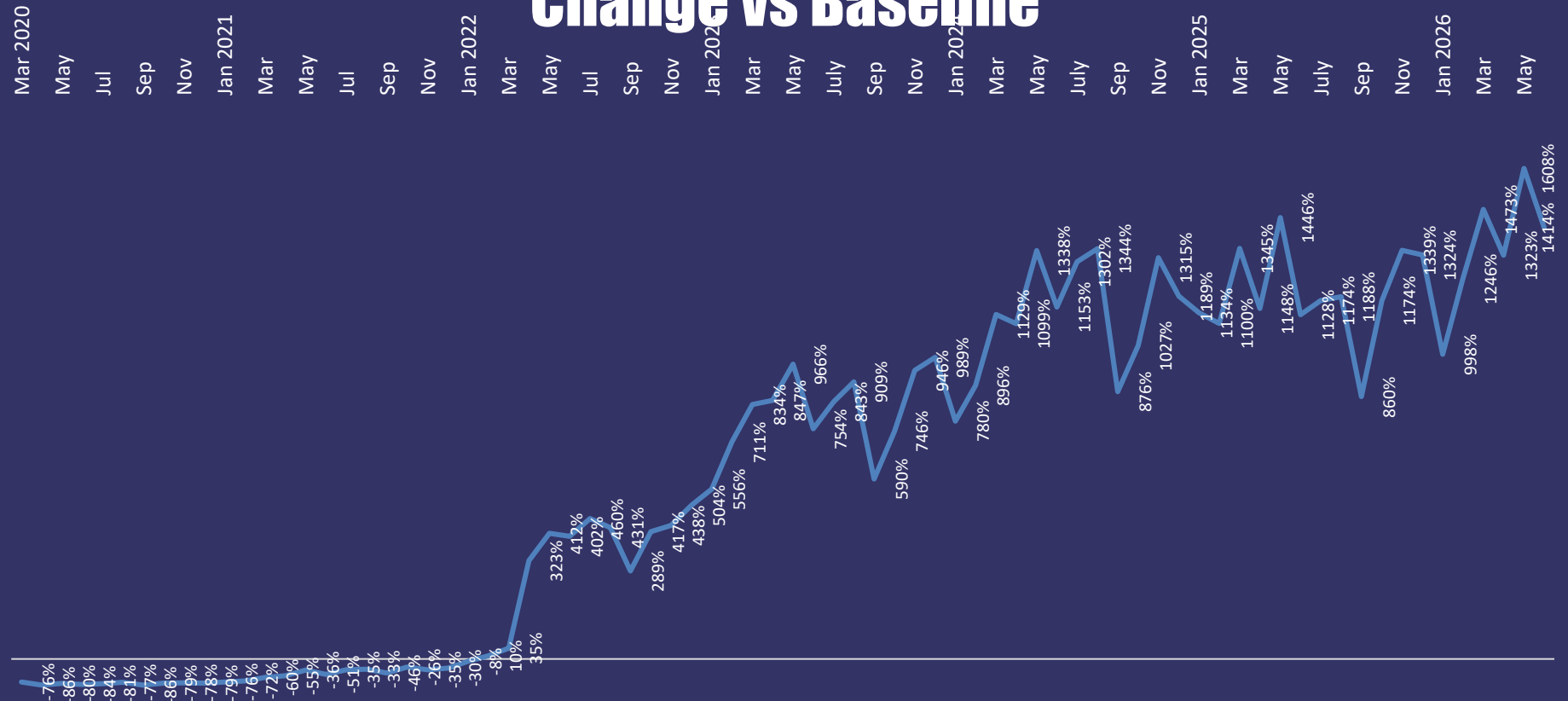
Note: Baseline is March 2019-February 2020.

Note: Transit ridership impacted in Feb 2021 by week-long winter storm.

TRANSIT IMPACTS

On Demand Weekend Ridership

WEEKEND On Demand Passenger Change 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.

AIRPORT TRENDS

Passengers

Change in Airport Passengers vs Baseline



Source: Dallas Love Field and DFWIA Websites

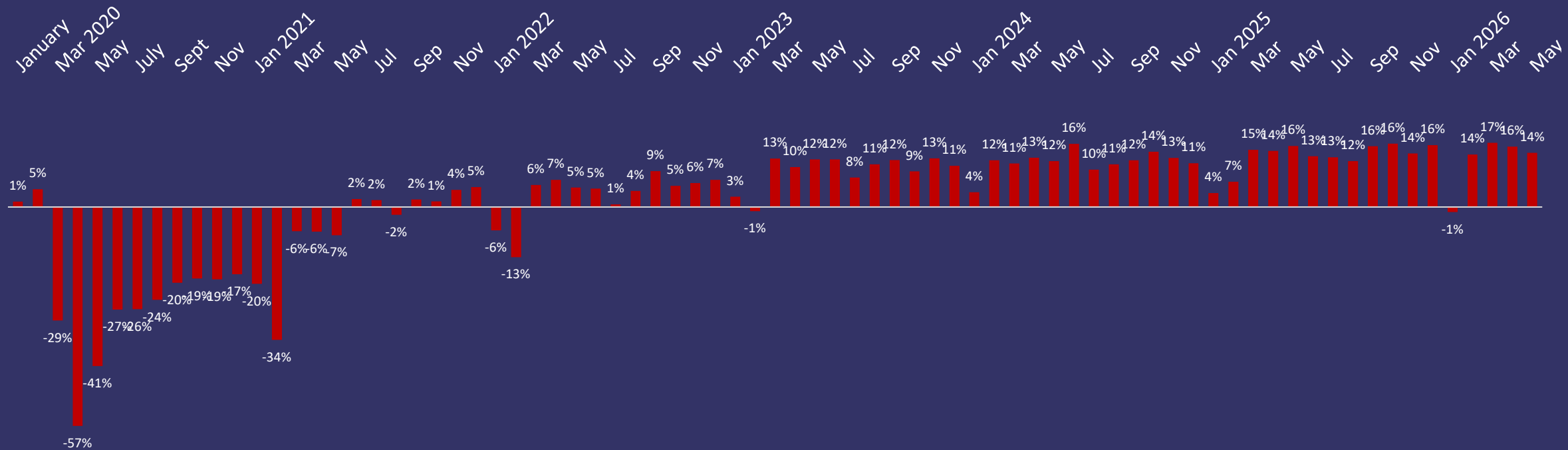
Note: Baseline is March 2019-February 2020.

Note: Airlines experienced may flight cancellations in Dec. 2021 due to omicron variant affecting staff.

FUNDING IMPACT

NTTA Transactions

Change in Tollway Transactions vs Baseline

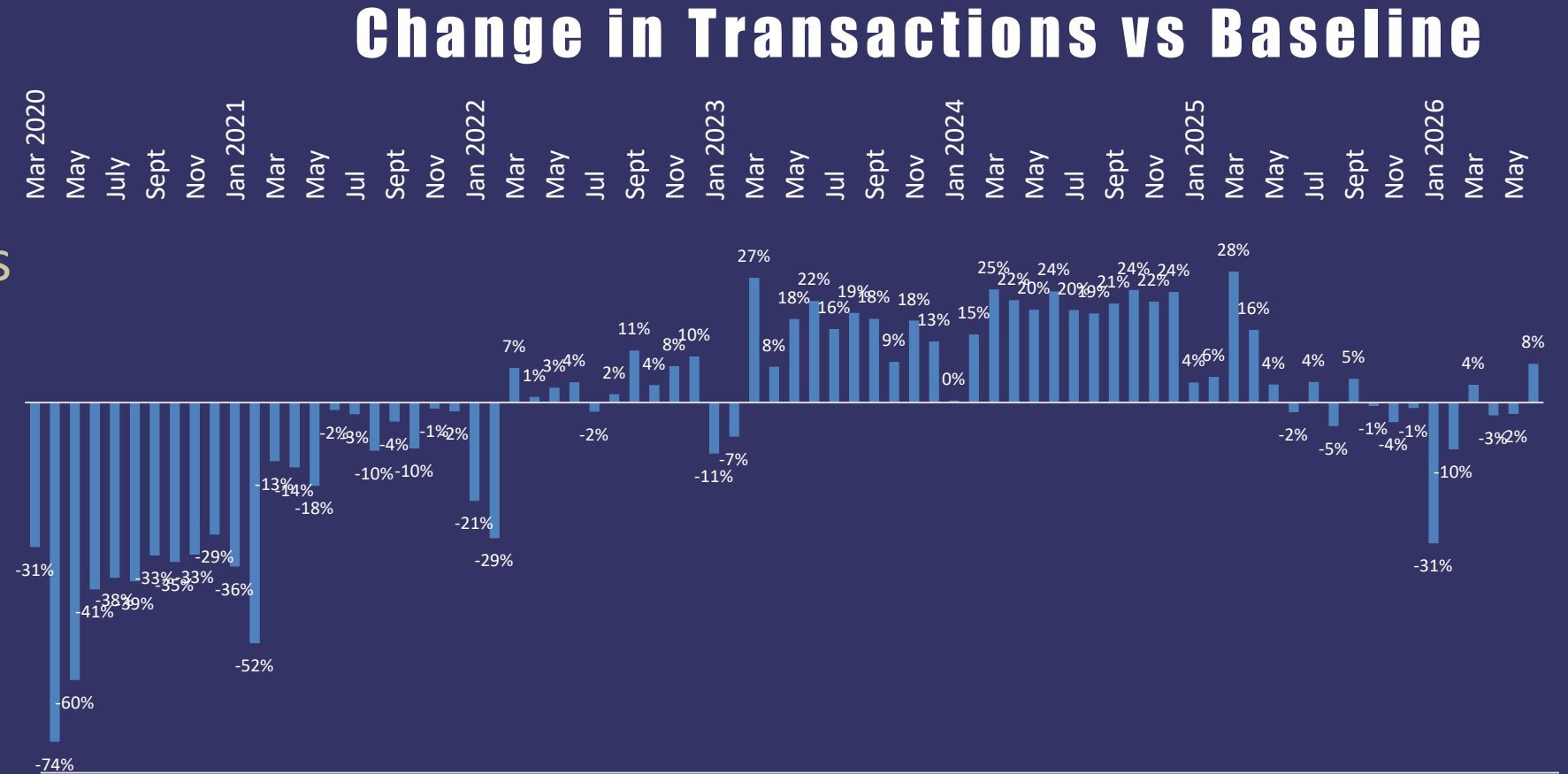


Source: NTTA

Notes: Baseline is March 2019-February 2020.

Note: Drop in transactions in Feb 2021 due in large part to week-long winter storm.

I-35E TEXpress Lane Transactions



Source: TxDOT

Note: Baseline is March 2019-February 2020.

Note: Drop in transactions in Feb 2021 due in large part to week-long winter storm.

Note: Drop after 2025 is due to construction



RTC Funding Workshop: In-Depth Look at The Sources of Funding for DFW Transportation Projects and How to Utilize Them

2026 Infrastructure Summit

Michael Morris, P.E.

Natalie Bettger

Christie Gotti

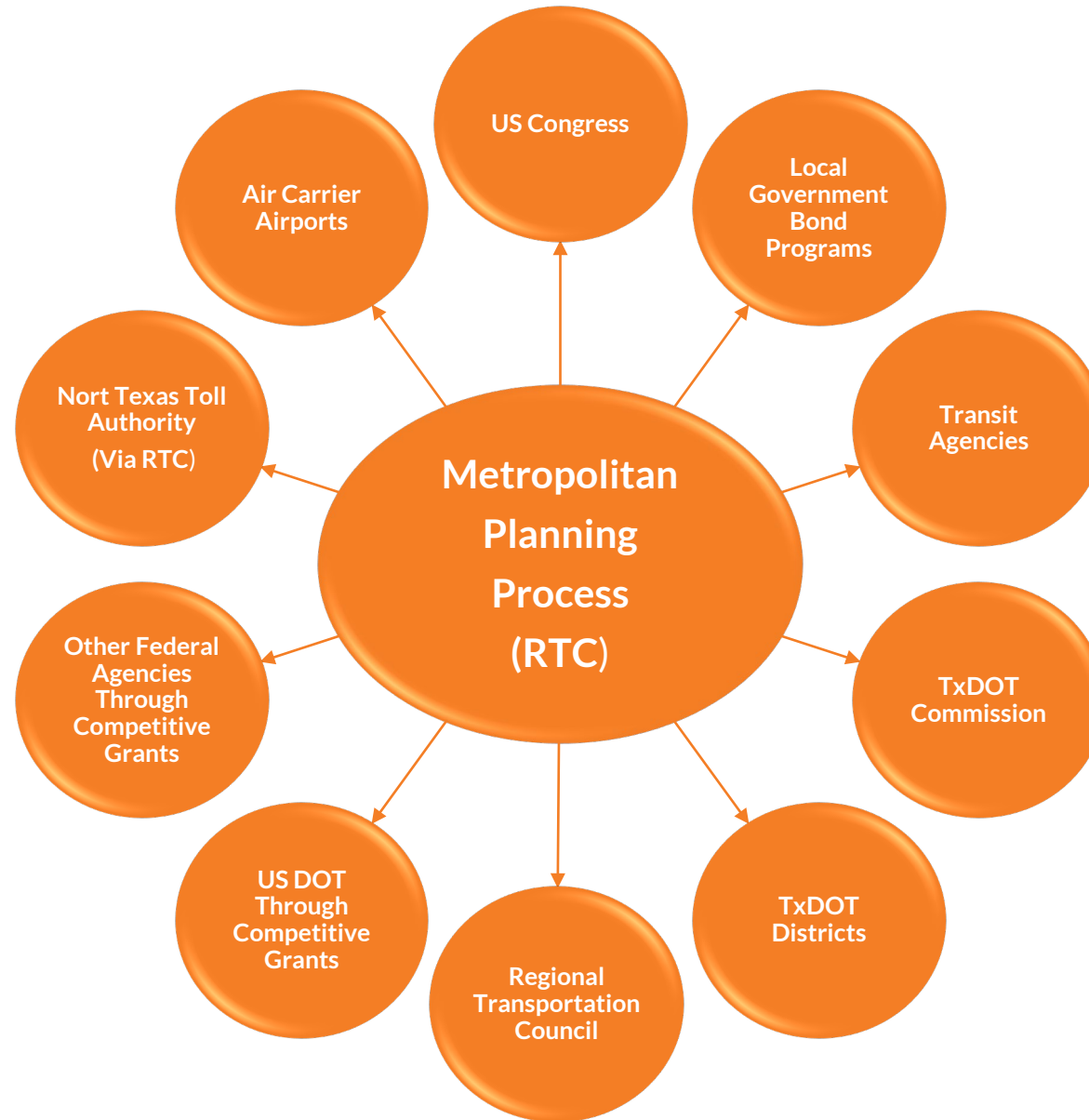
Lori Pampell Clark

Jeff Neal

North Central Texas Council of Governments

September 1, 2026

WHO SELECTS PROJECTS



SPECIFIC EXAMPLES OVER 1 BILLION

Public – Private Partnership Building Managed Lanes

RTC Local Funding Paying Invoices on Winning Federal Competitive Grants

State Grade Separation Funds with Federal Competitive Grant Funds

Local Government Bonds Sometimes Leveraged with RTC Funds

TxDOT Commission Partnership

RTC Funding Using Federal Formula Funds



Existing/Proposed TEXpress Managed Lanes

- TEXpress Managed Lanes (TxDOT)
- TEXpress Managed Lanes (PPP)
- Major Roadways

Fort Worth CBD

Dallas CBD

Private Funding:
\$2.13 B + \$0.5 B (maint.)
Public Funding:
\$0.55 B

Private Funding:
\$5.39 B + \$0.8 B (maint.)
Public Funding:
\$1.0 B

North Central Council of Governments

September 21, 2017

DFW REGIONAL SUCCESS: OVERVIEW

Engineering Revenues for Leverage and Speed

Michael -DFW Miricale Dynamically Priced Managed Lanes

Natalie -RTC Funded and Administered Programs (Signals / FIFA)

Christie -RTC Selection, Leverage Funds and Expedite Projects

Lori -Leveraging RTC Local Funds Winning Energy and Air Quality Grants

Jeff -Leverage RTC Local Funds Winning Federal Transportation Grants



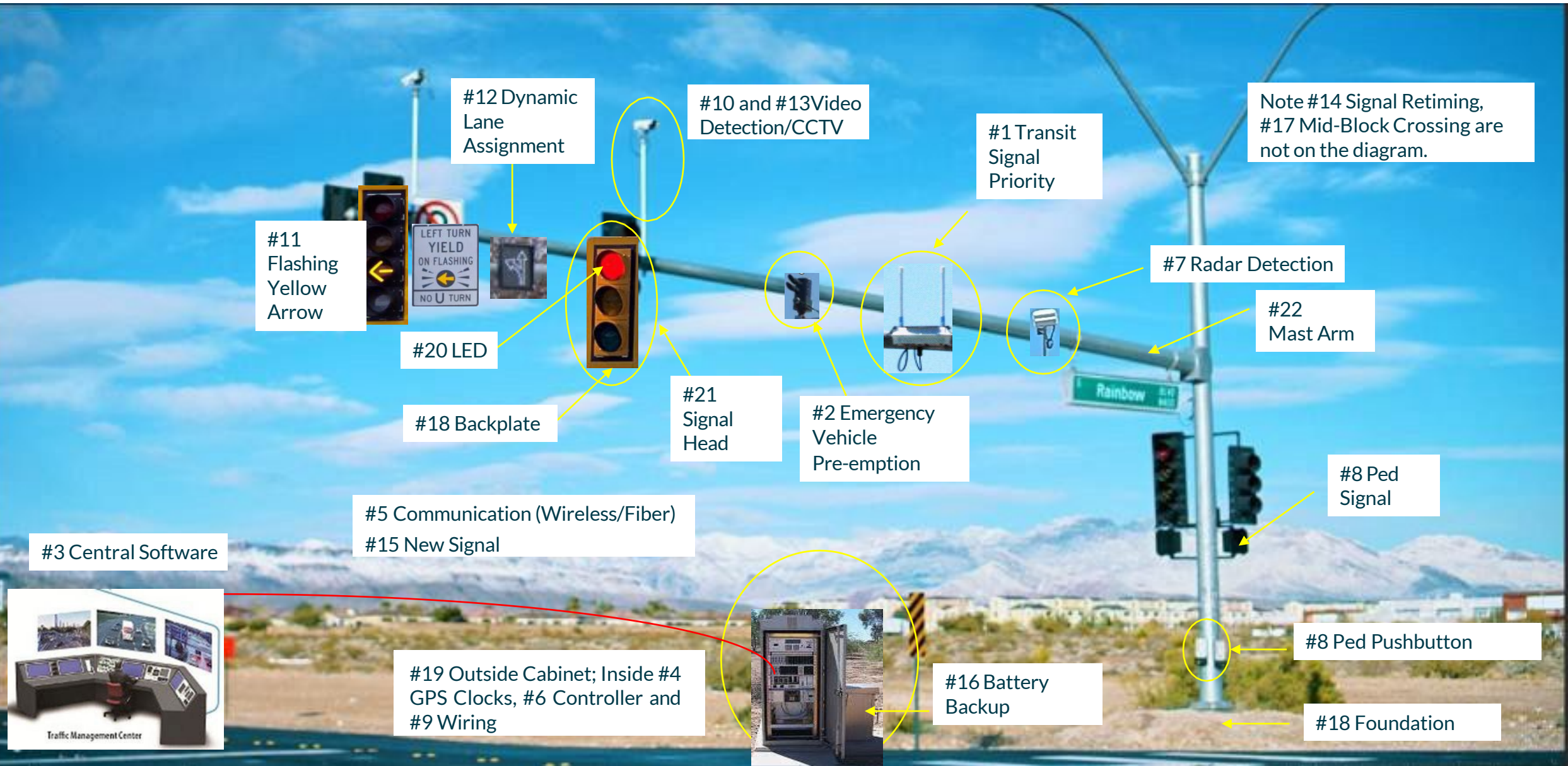
OVERVIEW OF REGIONAL TRAFFIC SIGNAL PROGRAM

Traffic Signal Equipment + Traffic Signal Performance = Identify Need

1. Signal Retiming
2. Signal Equipment
3. Signal Software
4. Roadway Capacity Improvement



TRAFFIC SIGNAL COMPONENTS

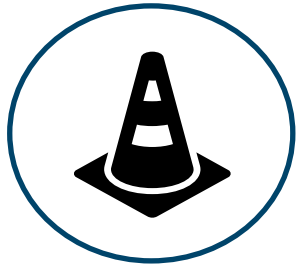


PROGRAM FUNDING TABLE

FUNDING PROGRAM	TYPE OF IMPROVEMENTS	FUNDING*
RTC 1 - Coordination Equipment - Minimum Equipment Standards Program.	GPS Clocks, Communication (Fiber or Wireless), Controllers, Vehicle Detection (No Loops), and Wiring.	\$54,720,000
RTC 2 - Bike/Ped Spot Improvements from Safety M&O Program.	Bike / Ped Equipment / Low Volume Trigger	\$2,000,000
RTC 3 - Roadway Safety Plan Implementation from Safety M&O funding.	New Signals (Warrants 4,5,6,7,and 9)	\$5,000,000
RTC 4 - Regional Traffic Signal Retiming Consultant Program.	Signal Retiming / Safety / High Volumes	\$10,000,000
RTC 5 - Non-Scheduled Events	Flashing Yellow Arrows, Dynamic / Reversible Lane Assignments, and CCTV / Camera.	\$2,000,000
RTC 6 - Regional Central Systems and RTC 7 - Transit, Federal Transit Administration	Emergency Vehicle Pre-emption, Central Software, Transit Signal Priority, and Freight Signal Optimization.	\$10,000,000
*\$30.72M approved October 2022; Additional \$24M approved March 2026	Total	\$83,720,000



STRATEGIC SELECTION PROCESS



Filter 1: Regional Traffic Signal Priority Arterials

(Y/N) (FHWA functional classification: principal, minor, collector roads with 8 or more signals)

Filter 2: Vehicle Detection Working Properly (Y/N)

Criteria 1: Signals with worst average control delay per vehicle from INRIX signal analytics (Ranking)



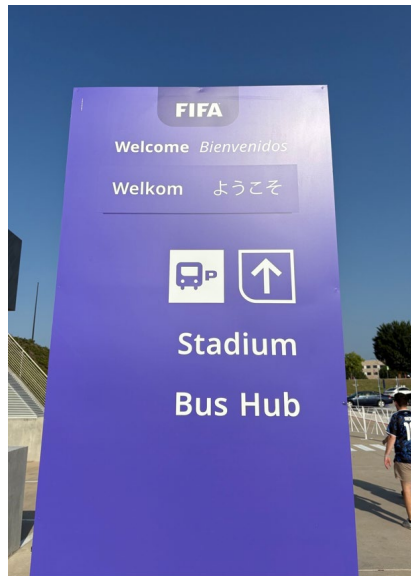
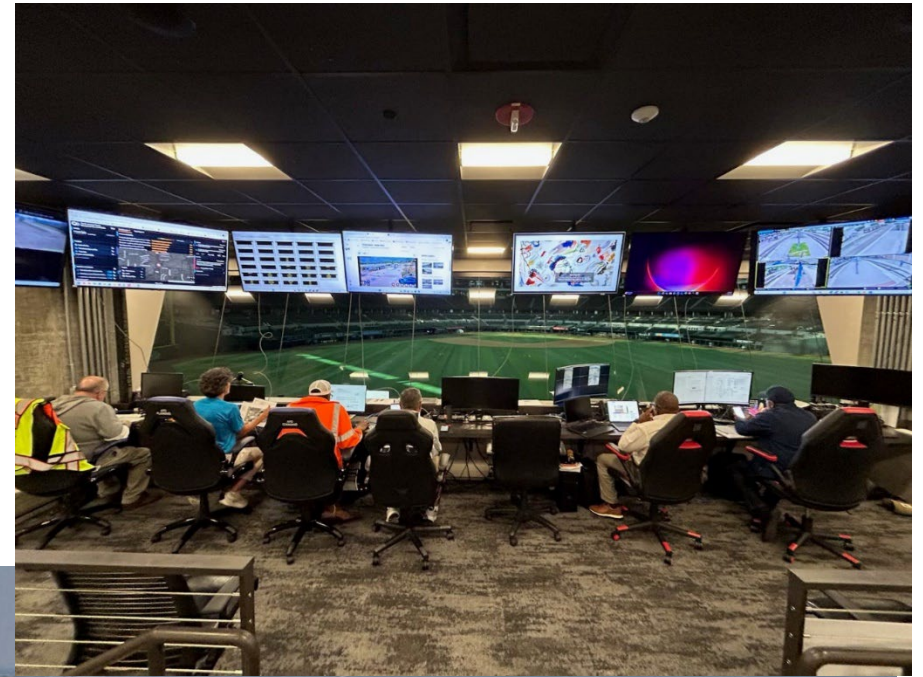
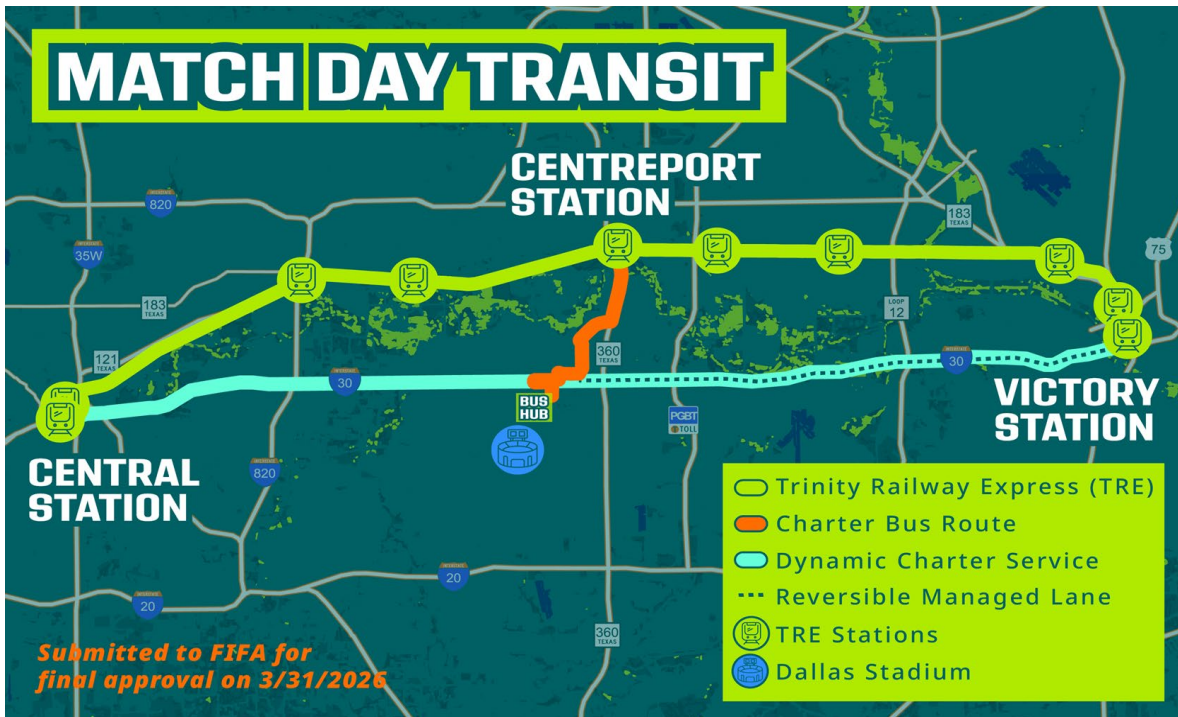
METHOD

Step 1: Overlay vehicle detection improvements on traffic signal priority arterials GIS layer.

Step 2: Analyze remaining Average Control Delay per vehicle

Step 3: Select locations for improvement based on criteria





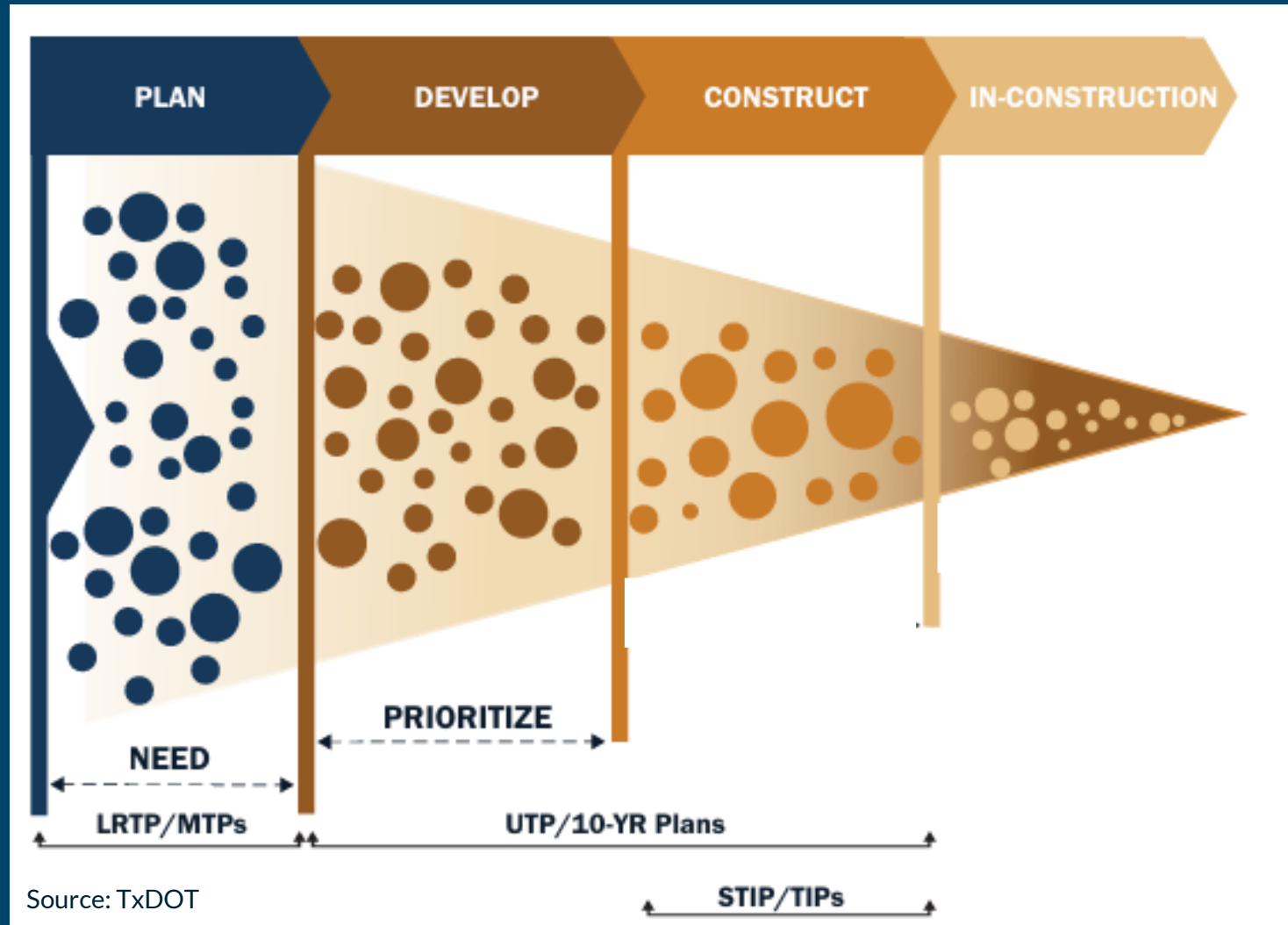
WORLD CUP FUNDING

Category	Funding
Planning (consultant and NCTCOG staff)	\$1,500,000
Legacy Transit (rail car and station improvements)	\$41,200,000
Legacy Infrastructure (sidewalks, technology, overlay, and lighting)	\$20,840,000
Operations (wayfinding, buses, transit passes, staging wreckers, and traffic management)(a portion to be repaid by the State)	\$9,430,000
Total	\$72,970,000

*Combination of federal and local funds programmed. Still finalizing actual numbers.

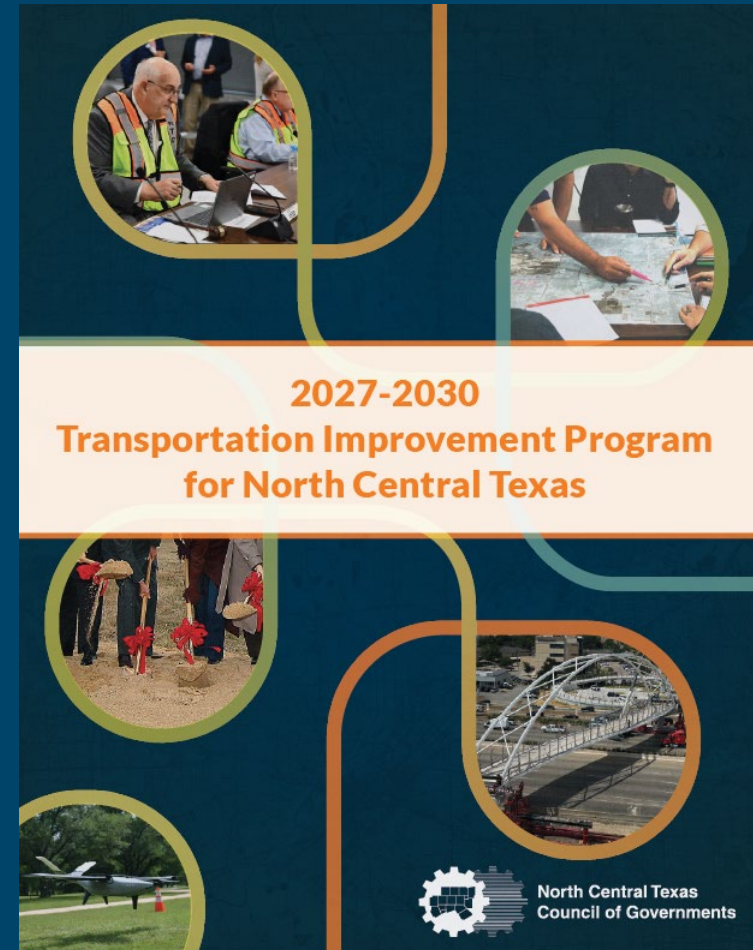


REGIONAL TRANSPORTATION PLANNING AND PROGRAMMING



SCOPE OF TIP PROGRAMMING

- \$46.1 billion of Funding from All Sources
- 1,553 Active Projects
- 91 Implementing Agencies
- \$7.99 billion programmed in the 2027-2030 TIP
 - 51% Federal
 - 34% State
 - 14% Local
- Projects within Mobility 2050 and other regional plans are prioritized when recommending project funding



TRADITIONAL FUNDING OPTIONS

- Federal/State Funding
 - Strings attached
 - Timing challenges
 - Insufficient funding available to meet needs
 - Requires minimum 20% match (or Transportation Development Credits if available to the agency)
- Local Funding – City or County
 - Fewer strings attached
 - Potential for faster implementation
 - Insufficient funding available to meet needs

KEEPING PROJECTS ON TRACK

- Projects consistently experience implementation delays
 - Planning, permitting, right-of-way acquisition, and utility relocation can delay construction start dates
 - Causes “carryover balances” of federal funds selected by the region
 - Creates additional scrutiny from the State and federal governments
- Continuing delays have led to the implementation of policies and programs to track and reduce project delays:
 - 10 Year MPO Milestone Policy to identify projects that have not advanced to construction after 10 or more years of being funded
 - Annual Project Tracking

CREDIT UNION BANK CONCEPT

- Innovative funding mechanism – loans made to local agencies
- Repaid funds return to regional pool, can create local funds
- Local governments and regional transportation agencies eligible
- Funds must be repaid with interest (low interest, “patient” lender)
- Often used when economic development vs. mobility is the motivation for a project

Examples:

- TRE Local Funding Trades - \$3.7 million
- Irving/SH 352 Project (100% loan to be repaid with TIF dollars over time)
- Glade Rd/DFW Airport (100% loan repaid by airport)

INNOVATIVE FINANCING

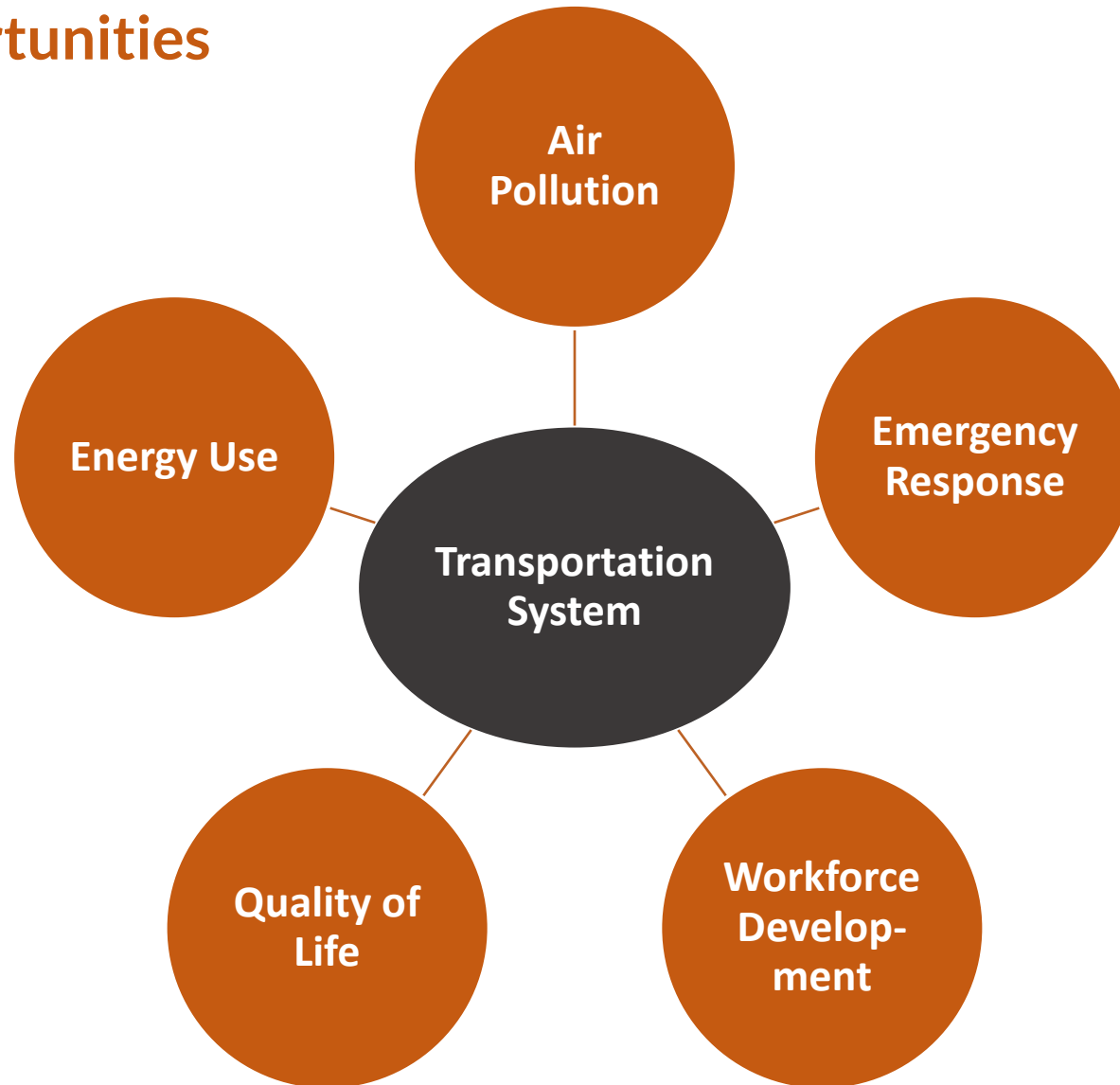
- RTC Local Funding Pool
 - Created by exchanging federal funding for local funding
 - Consolidates federal funding on larger projects
 - Funding is typically used to accelerate timelines, reduce costs and administrative burden, and is used as a source of match for some federal grants
 - Initiated this program in 2005, resulting in approximately \$91.5 million in first round
 - Since 2019, \$127.9 million in RTC/Local funds have been generated resulting in increased funding flexibility for the region

INNOVATIVE FINANCING, CONT.

- MPO Revolver Fund
 - The \$15 million Revolver fund allows RTC to cash flow projects upfront, then seek reimbursement
 - Fund has “revolved” almost 23 times; \$340 million total funding has been utilized since this program’s inception in 2018
 - Without it, the RTC would not be in the federal grants business
- Regional Toll Revenues (RTR)
 - Funding comes from public-private partnerships, managed lanes, and public-public partnerships

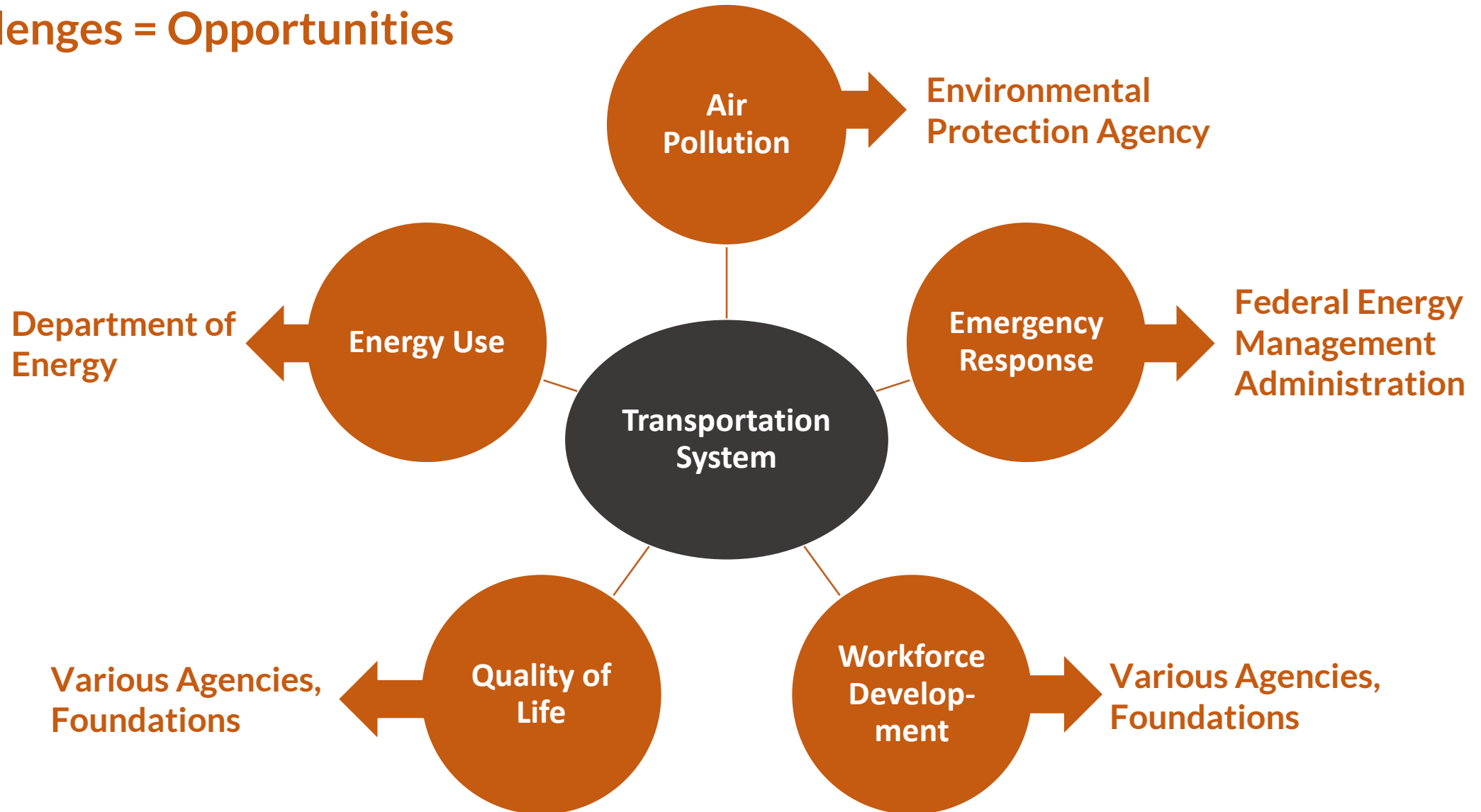
Transportation Externalities

Challenges = Opportunities

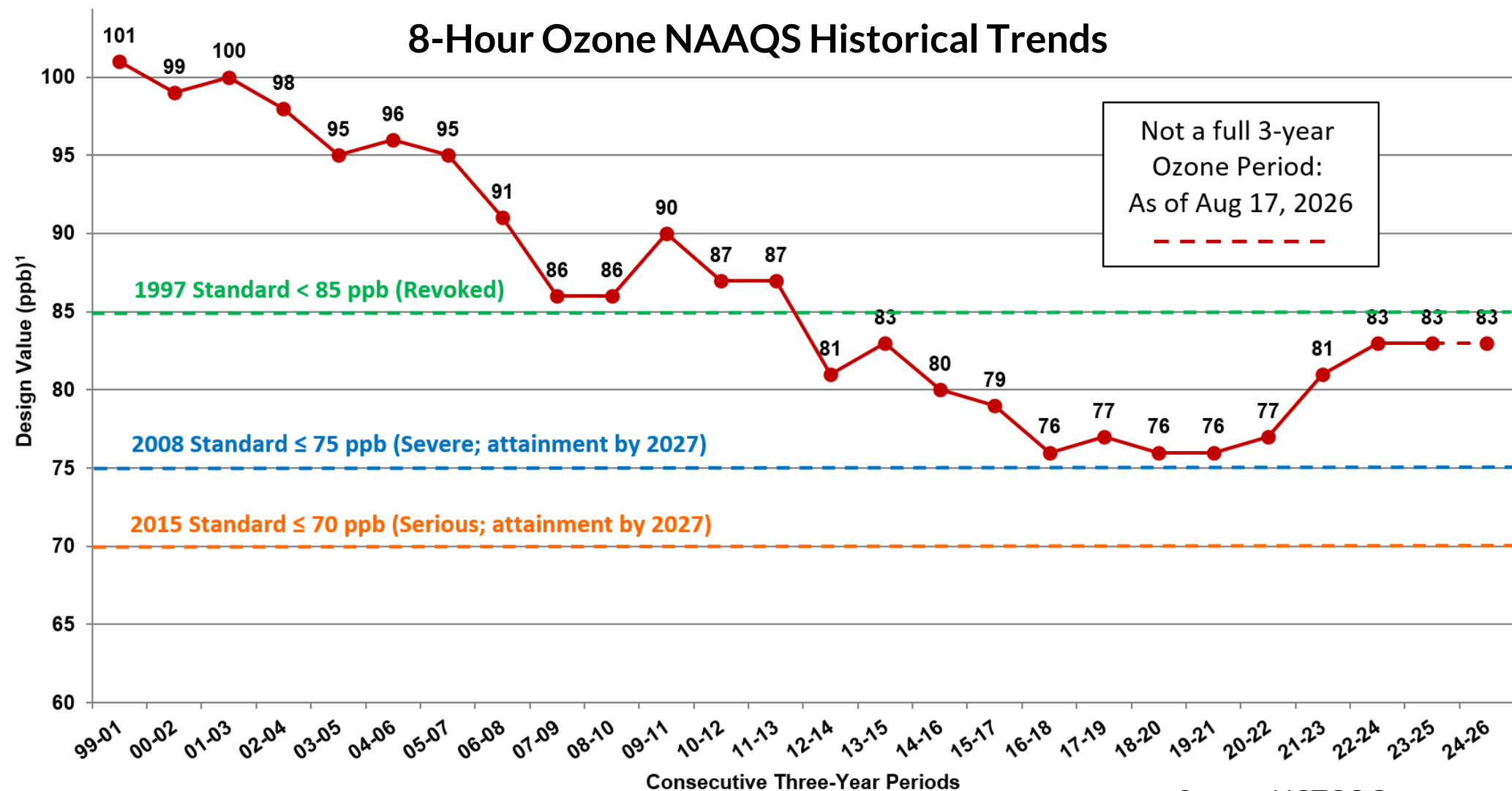


Transportation Externalities

Challenges = Opportunities



DFW Nonattainment Area Ozone Trends

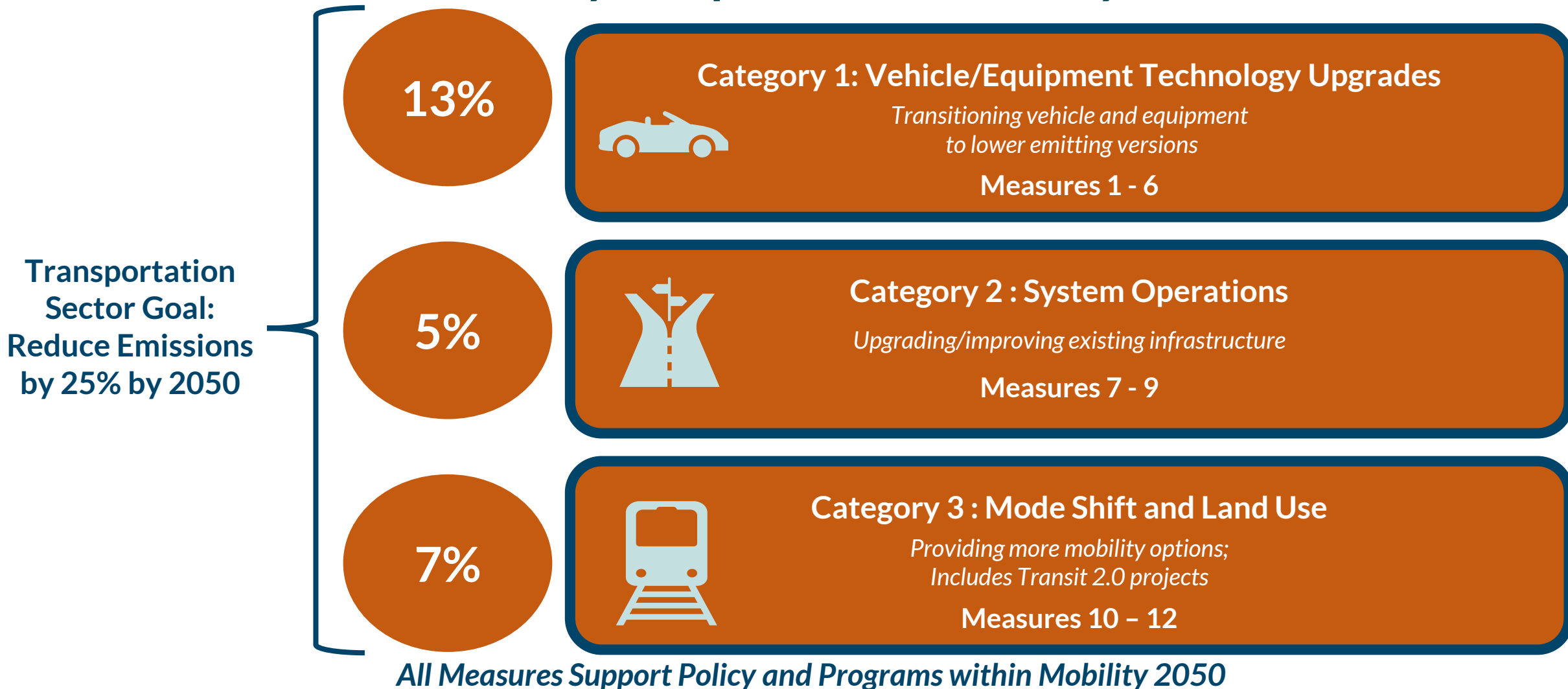


¹Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the *Design Value* (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion (ppb).

Source: NCTCOG

DFW Air Quality Improvement Plan

Path to Air Quality Improvement by 2050



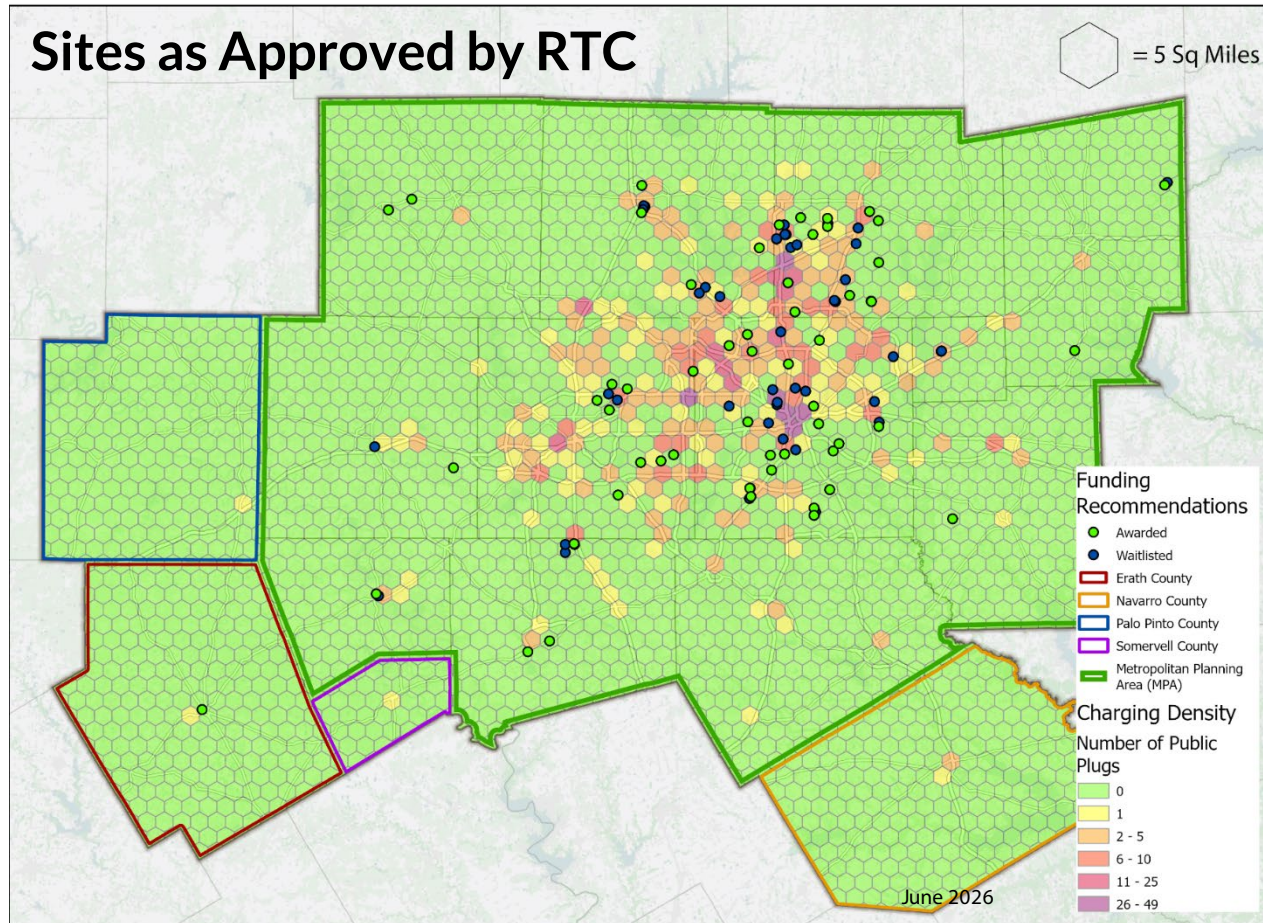
EV Charging Infrastructure Build-Out

NCTCOG-Administered: \$15 million

Awarded 56 sites from 32 applicants

46 sites approved on the “wait list”

Sites as Approved by RTC

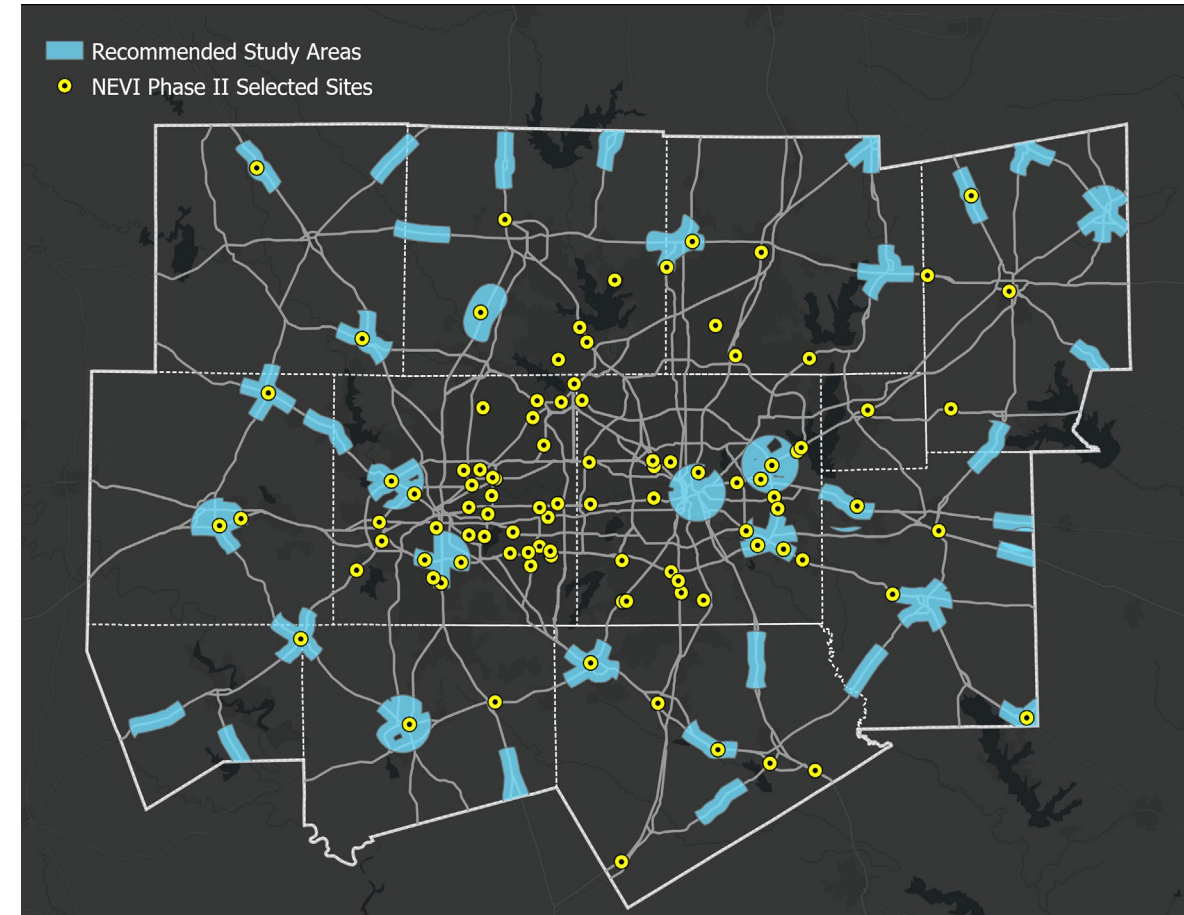


TxDOT-Administered: ~\$400M statewide

6 sites open/in development from “Phase 1”

97 additional sites awarded under “Phase 2”

\$ for Medium/Heavy-Duty Sites Coming Soon



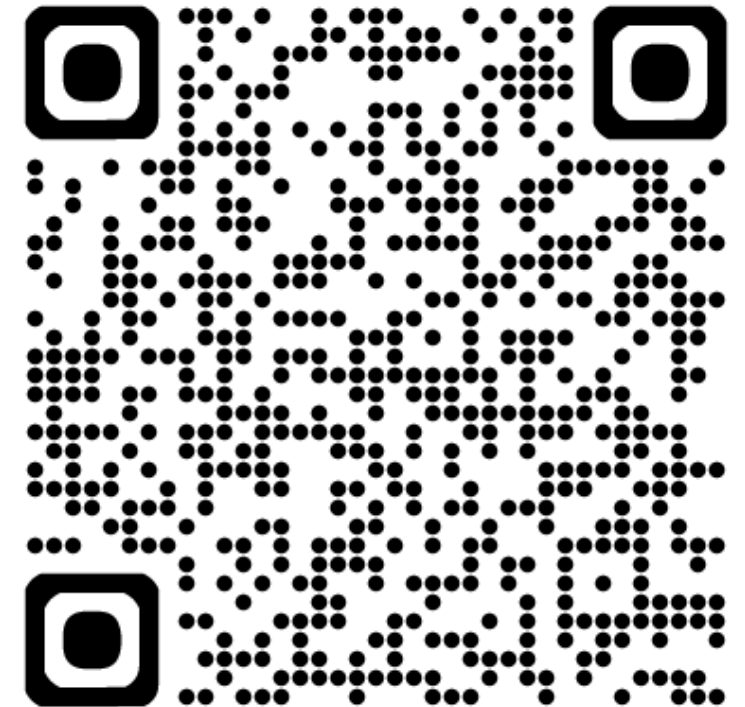
North Texas Zero Emissions Vehicles Call for Projects

\$50+ Million in Rebates to Replace Class 6 or Class 7
“vocational vehicles” with zero-emissions trucks

No-Cost Applicant Resources

- Virtual ‘Office Hours’ on Mondays at 10:00am
- Project consultations from the National Lab of the Rockies
- Resources to help identify vendors/vehicles
- Workshop/meeting recordings

Details at www.nctcog.org/NTxZEV



Example Vehicles



Step Vans



Box Trucks



Bucket Trucks



Street Sweepers



Transit Buses



Refuse Haulers

Federal Competitive Transportation Grant Programs

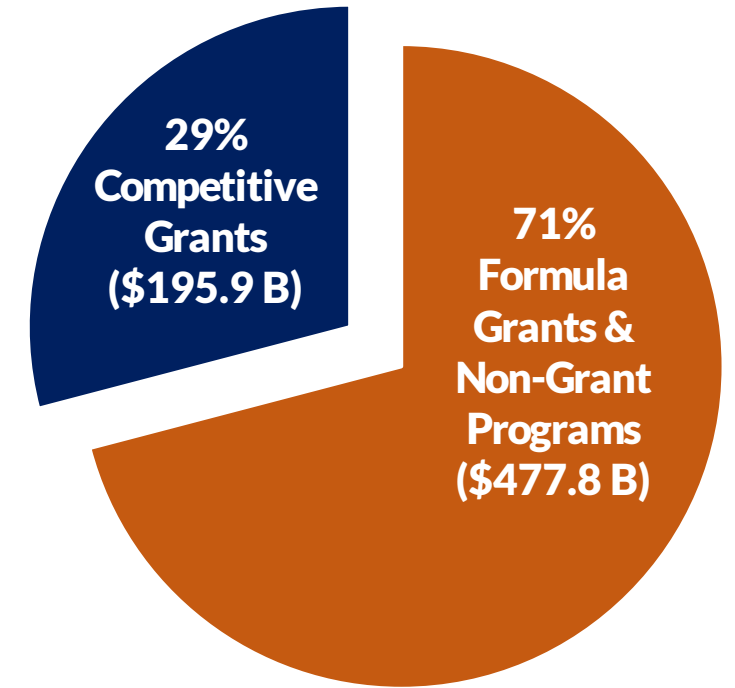
Evolution of a Prominent Funding Source

- **USDOT competitive grants began as small, intermittent allocations**
 - **Capital Investment Grants (CIG) Program** – Mass transit “new starts” funding started in 1964
 - **Discretionary Bridge Program (DBP)** – Highway bridge replacement/rehabilitation between 1978-2003
 - **University Transportation Centers (UTC) Program** – Advanced transportation research/technology since 1987
- **American Recovery & Reinvestment Act (ARRA) in 2009 created several major legacy programs**
 - **Transportation Investment Generating Economic Recovery (TIGER) Program** – Now known as the Better Utilizing Investments to Leverage Development (BUILD) Program (also RAISE under the Biden administration)
 - **High-Speed Intercity Passenger Rail Program (HSIPR)** – Evolved into the Corridor Identification & Development (Corridor ID) Program and National Railroad Partnership Program (NRPP)
- **Moving Ahead for Progress in the 21st Century (MAP-21) in 2012 & Fixing America’s Surface Transportation (FAST) Act in 2015 continued steady expansion**
 - **Infrastructure for Rebuilding America (INFRA) Program** – Originally named as Fostering Advancements in Shipping & Transportation for the Long-Term Achievement of National Efficiencies (FASTLANE)
 - **Low-/No-Emissions & Bus/Bus Facilities Discretionary Grant Program**
 - **Advanced Transportation & Congestion Management Technologies Deployment (ATCMTD) Program** – Now known as the Advanced Transportation Technologies & Innovation (ATTAIN) Program

Federal Competitive Transportation Grant Programs

Major Funding Pillar for Infrastructure Investment and Jobs Act (IIJA)

Program	Contract Authority (CA) (\$ B, FY 22-26)	Advanced Appropriation (\$ B, FY 22-26)	Subject to Appropriation (\$ B, FY 22-26)
Federal Aviation Administration (FAA)	---	25.0	---
Federal Highway Administration (FHWA)	303.2	47.3	13.3
Federal Motor Carrier Safety Administration (FMCSA)	4.5	0.7	---
Federal Railroad Administration (FRA) / Amtrak	---	66.0	36.2
Federal Transit Administration (FTA)	69.8	21.3	17.6
Maritime Administration	---	2.3	---
National Highway Traffic Safety Administration (NHTSA)	5.1	1.6	1.8
Office of the Secretary	0.1	19.0	23.7
Pipeline & Hazardous Materials Safety Administration	---	1.0	0.3
Other Federal Agencies	---	6.5	7.4
Total	382.7	190.7	100.3



More opportunities for local governments & other non-traditional entities to access new funding.

Funding for most competitive grant programs derived from the General Fund, requiring appropriations.

Federal Competitive Transportation Grant Programs

NCTCOG Grant Submittals: FY22-26 Awards (as of August 2026)

Grant Program	Application (Project) Name	Award
Better Utilizing Investments to Leverage Development (BUILD) Program	1) <i>South Dallas Improved Bicycle/Pedestrian Routes to Rail & Transit Technology Upgrades</i> 2) <i>East Lancaster Ave. Complete Streets & Transit Technology Project</i> 3) <i>Cotton Belt/Silver Line Trail Critical Sections (DART)</i> 4) <i>Dallas County Inland Port (DCIP) Multimodal Connectivity Project (Dallas County)</i>	1) \$ 25M 2) \$ 20M 3) \$ 25M 4) \$ 25M
Charging & Fueling Infrastructure (CFI) Program	1) <i>North Texas Equitable Electric Vehicle Infrastructure (NTx-EEVI) Project - COMMUNITY</i> 2) <i>Texas Hydrogen & Electric Freight Infrastructure (Tx-HEFTI) Project - CORRIDOR</i>	1) \$ 15M 2) \$ 70M
Community Noise Mitigation Program	<i>Community Noise Mitigation Program - Lake Worth/White Settlement ISD</i>	\$ 4.05M
Diesel Emissions Reduction Act (DERA) Program	<i>North Texas Diesel Emissions Reduction - 2023 Program</i>	\$ 3M
EPA Clean Heavy-Duty Vehicles Program	<i>North Texas Clean Heavy-Duty Vehicles Program</i>	\$ 60M
EV Charger Reliability & Accessibility Accelerator Program	<i>Incorporate North American Charging Standard Connectors for Consistency with Texas EV Infrastructure Plan</i>	\$ 3.66M
Low-/No-Emissions Bus Grant Program	<i>Compressed Natural Gas (CNG) Bus Fleet Modernization Project (DART)</i>	\$ 103M
Multimodal Projects Discretionary Grant (MPDG) Program - INFRA Grant	<i>AllianceTexas Inland Port Project</i>	\$ 80M
Reconnecting Communities & Neighborhoods (RCN) Program: Regional Partnership Grants	<i>Bridging Highway Divides for DFW Communities: Klyde Warren - Phase 2.0; Halperin Park - Phase 2.0; IH 30 Canyon - Dallas Heritage Village/Farmers Market</i>	\$ 65M
Safe Streets & Roads for All (SS4A) Program	<i>MLK, Jr./Cedar Crest Blvd. Complete Street & Safety Upgrades - IMPLEMENTATION (Dallas)</i>	\$ 21.8M
Strengthening Mobility & Revolutionizing Transportation (SMART) Program	<i>Intelligent Micro-Weather Network for Autonomous Vehicles (AV) & Advanced Air Mobility (Fort Worth)</i>	\$ 2M
Transportation Alternatives Set-Aside Program	<i>Cotton Belt/Silver Line Rail Trail - Phase 3A</i>	\$ 3.64M

TOTAL AWARDS = \$ 542.7M

NOTE: Though included in total, list above does not include FY 22-26 awards for planning grants: Total - \$ 16.6M (13 awards)

Prospects for Federal Competitive Grant Programs

BUILD America 250 Act – Tentative IIJA Successor

- **Authorizes \$580 billion over 5 years (FY27-31)**
 - \$474 billion in Contract Authority (CA) from the Highway Trust Fund
 - \$106 billion subject to future General Fund (GF) appropriations, including for most competitive grants (no advanced appropriations)
 - Creates process for MPOs to directly receive metropolitan planning formula apportionments rather than going through state DOTs
- **Reduced funding share for competitive grants (over 10%), though most programs are retained or consolidated**
 - National Intercity Passenger Rail Partnership Program – \$18.5 billion (GF)
 - Capital Investment Grants (CIG) Program – \$15 billion (GF)
 - Surface Transportation Accelerator Program (replaces BUILD) – \$12 billion (CA)
 - Competitive Highway Bridge Program – \$10 billion (GF)
 - MEGA Grant Program (freight/intermodal facilities) – \$10 billion (GF)
 - Consolidated Rail Infrastructure & Safety Improvements (CRISI) – \$9 billion (GF)
 - INFRA Grant Program – \$6 billion (GF)
 - Safe Streets and Roads for All (SS4A) Program – \$3.75 billion (CA)



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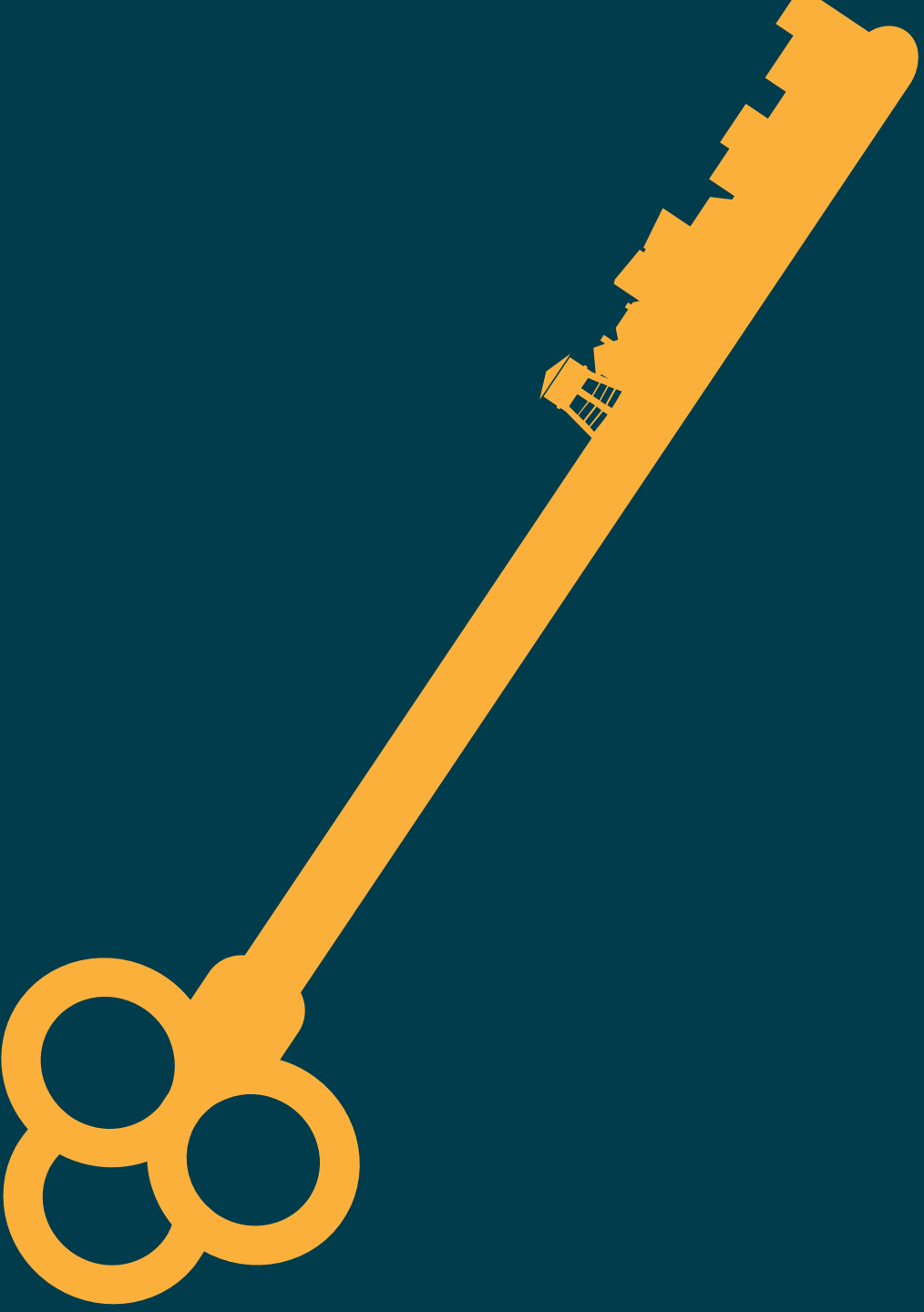
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ACCESS NORTH TEXAS

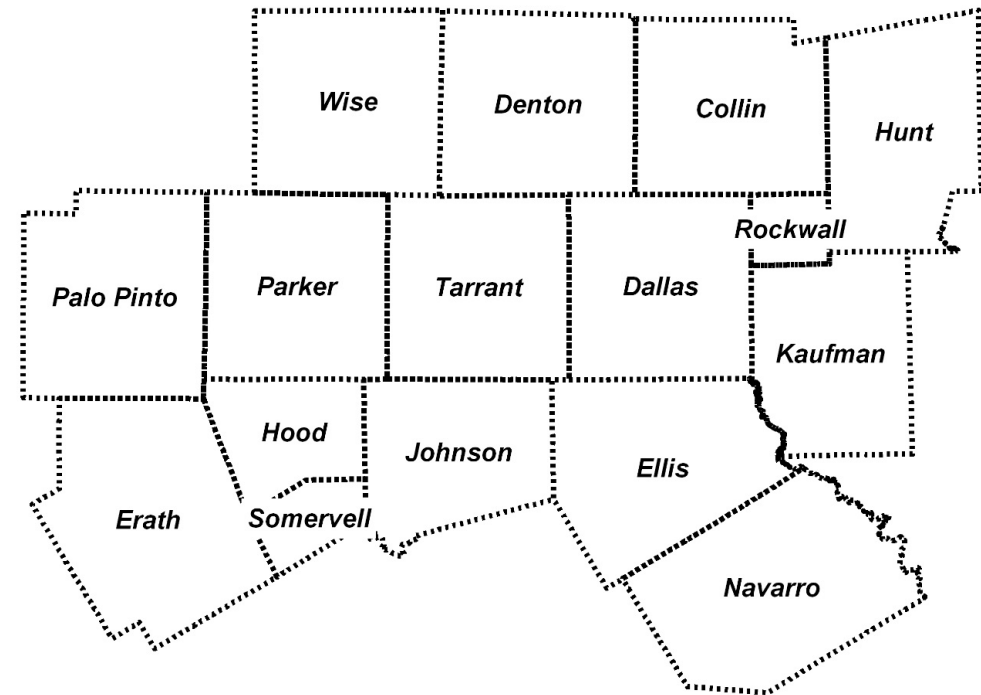
Evan Paret | Transportation Planner III

Surface Transportation Technical
Committee (STTC) Meeting

September 25, 2026

ACCESS NORTH TEXAS

- Regional Public Transportation Coordination Plan (RPTCP) to:
 - Identify the public transportation needs of older adults, people with disabilities, individuals with limited financial resources, and others experiencing transportation challenges.
- Specify strategies to:
 - Address needs and current challenges
 - Eliminate gaps in service
 - Avoid duplication of transit services
- Aligns with DFW Transportation and Medical Connections Proposed Project.
- Meets Federal and State Requirements for transit coordination in the 16-county region.

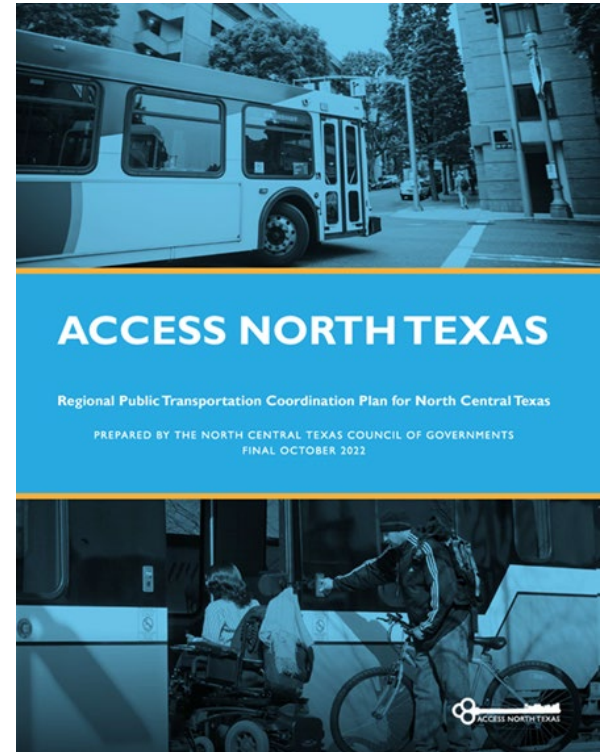


HIGHLIGHTS

The Plan:

- Identifies public transportation options and resources for transit-dependent populations
- Updated every 4 years
- Uses survey and public data to develop county-specific prioritized strategies

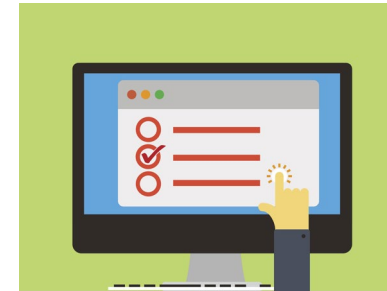
For more, visit: www.accessnorthtexas.org



OUTREACH

- Reached out to over 2,900 contacts by February 2025 to invite to meetings and survey.
- Information also shared at additional events such as NCTCOG Public Meeting, Regional Mobility Managers, and community outreach events, etc.
- Conducted 13 outreach meetings (county-specific and region) with 36 attendees, and 7 individual meetings with transit providers.
- Offered public transportation surveys in English and Spanish. Online survey could be translated into additional languages. Received over 700 completed responses that identified a county of residence.

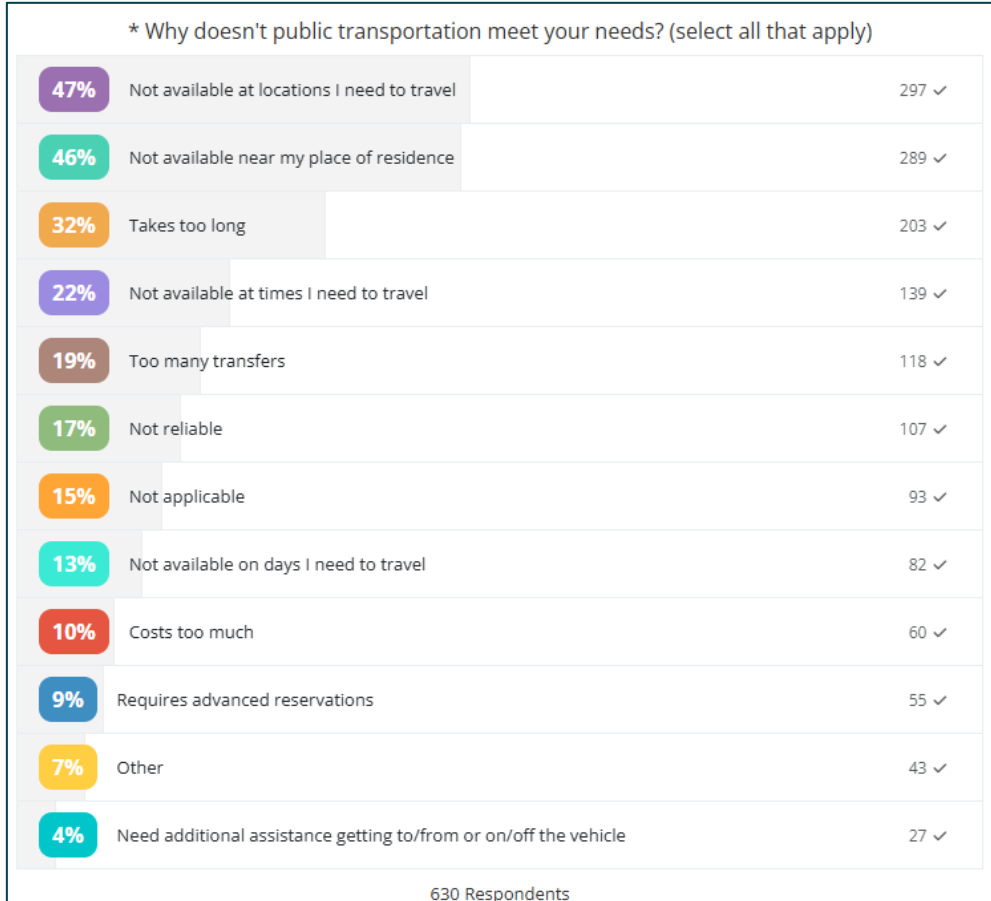
Surveys



Meetings (Virtual & In-Person)



PUBLIC SURVEY – STATS



Source: Region-Wide Online Public Survey Report

Transit service areas were identified as a major challenge in meeting transportation needs

PUBLIC AGENCY SURVEY – STATS



Majority of respondents identified additional funding for transit as the preferred approach to improving access.

Source: Region-Wide Online Public Agency Survey Report

DEVELOPMENT OF REGIONAL GOALS AND STRATEGIES

Collected data was reviewed to identify new and ongoing challenges/needs



Compared information to previously approved goals and strategies



Reconciled and made necessary updates for 2026

NEW

Goal 1	Goal 2	Goal 3	Goal 4	Goal 5
Plan and Develop Transportation Options by Assessing Community Needs and Challenges	Implement Services by Enhancing Transportation Options and Expanding Where Service Gaps Exist	Coordinate with Transportation Providers, Public Agencies, and Stakeholders to Increase Efficiencies	Drive Sustained Growth of Public Transportation Ridership	Promote Access and Information about Available Transportation Options

DRAFT SUMMARIZED STRATEGIES

- ✓ **Goal # 1**
 - ☐ Conduct planning activities to identify needs of residents outside existing transit agencies
 - ☐ Develop commuter or high-intensity bus line connections to rail
 - ☐ Invest in programs to fill gaps in service
 - ☐ Prioritize programs that facilitate work, medical, and healthcare trips
 - ☐ Engage transit-dependent populations to provide access to planning process
 - ☐ Identify unmet needs of local providers
- ✓ **Goal # 2**
 - ☐ Increase access to employment, social, religious, and well-being trips
 - ☐ Establish additional assistance and options for non-paratransit eligible riders
 - ☐ Expand public transportation to destinations throughout the region without service and support integration of new services
 - ☐ Implement service enhancements
 - ☐ Provide accessible public transportation and supportive resources for older adults and individuals with disabilities to improve connections
 - ☐ Work with specialized service providers to improve transit access by streamlining rider registration and scheduling processes
 - ☐ Support increased pedestrian connections to transit
- ✓ **Goal # 3**
 - ☐ Improve coordination among public transit providers and cities
 - ☐ Identify, evaluate, and implement non-traditional ways to deliver and support transportation
 - ☐ Secure sustainable funding to maintain existing programs
 - ☐ Work with providers and stakeholders to improve or maintain services connecting to the transit system, healthcare and other key destinations
 - ☐ Improve regional connectivity by increasing ease of travel
 - ☐ Facilitate collaboration between agencies for long-range strategic planning to benefit riders
- ✓ **Goal # 4**
 - ☐ Promote partnerships to increase opportunity to make fares more affordable to those in need
 - ☐ Integrate various funding sources to maximize efficiency and increase affordable options
 - ☐ Explore sources of local revenue for public transportation
 - ☐ Work with providers to train, recruit, and retain drivers
 - ☐ Improve safety, security, and sanitation measures to build rider confidence and comfort
- ✓ **Goal # 5**
 - ☐ Enhance communication and outreach programs
 - ☐ Conduct travel training to educate the public on services and policies
 - ☐ Partner with organizations to publicize information
 - ☐ Identify, recruit, educate, and support influential champions for public transportation
 - ☐ Use innovative technology to distribute public transportation service information
 - ☐ Expand outreach and marketing to increase accessibility

IN PROGRESS: DFW TRANSPORTATION AND MEDICAL CONNECTIONS PROJECT

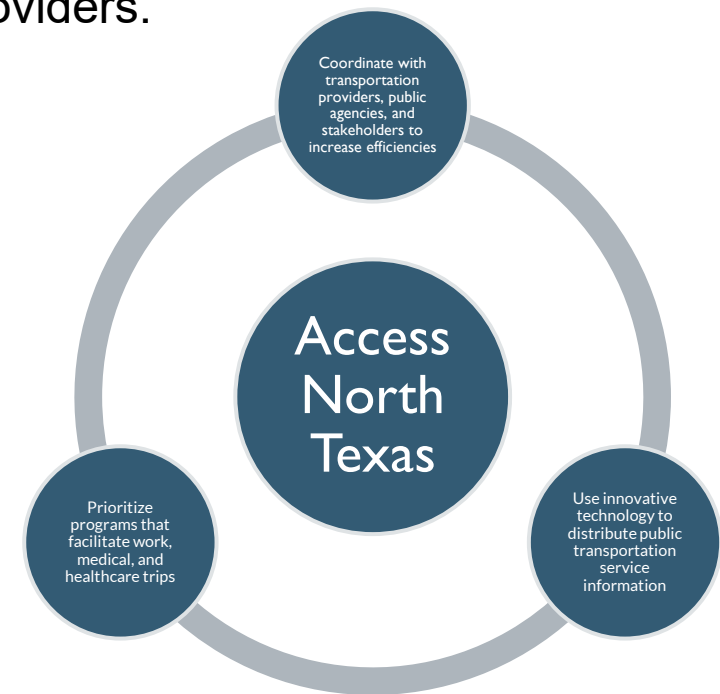
Goal: Deploy an interactive software-as-a-service platform with conversational AI to connect older adults and individuals with disabilities to available transportation options, supported by dedicated staff, outreach, and partnerships with healthcare and transportation providers.

Phase I: Development

- Software to make the regional Get-A-Ride guide interactive
- Travel navigators to manage calls for those not comfortable with technology
- Inventory of medical and healthcare partners

Phase II: Regional Integration

- NCTCOG will initiate and manage initial tasks
- Incorporate transit agencies and various small area providers into the online tool
- Coordinate with existing providers to launch in Dallas, Tarrant, Collin, and Denton counties and if successful, seek to expand across North Texas.



Grant application submitted to Federal Transit Administration on September 8, 2026. Awards announced in late 2026.

2026 ACCESS NORTH TEXAS TIMELINE



★ Identifies current phase

OVERALL SCHEDULE

Date	Deliverable
March 20, 2024	Kick-Off Meeting
March 2024 – May 2025	Public Outreach & Stakeholder Meetings
June 2025 – October 2026	Data Analysis and Plan Development
September 14, 2026	Public Meeting
September 25, 2026	STTC: Information Item
October 1, 2026	Post Draft Documents Online
October 8, 2026	RTC: Information Item
December 4, 2026	STTC: Action Item
December 10, 2026	RTC: Action Item

QUESTIONS?

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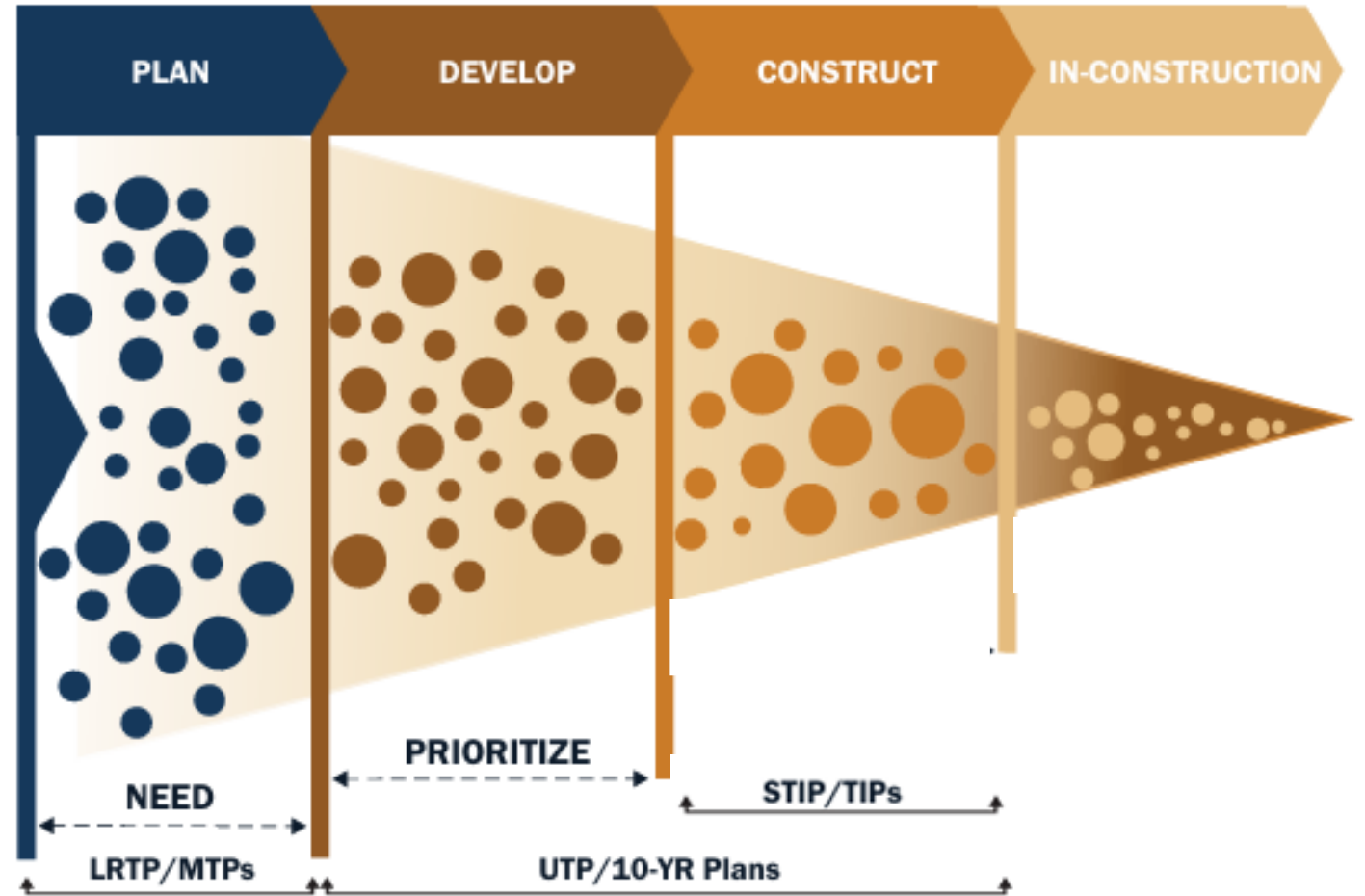


2027 STRATEGIC TRANSPORTATION FUNDING PROGRAM

Surface Transportation Technical Committee|9.25.2026

GETTING PROJECTS READY FOR CONSIDERATION

- Engage Metropolitan Planning Organization (MPO) staff early in the planning process to ensure inclusion in the Metropolitan Transportation Plan (MTP) and any needed amendments to the Federal Functional Classification System (FFCS)
- As projects are developed, engage MPO and Texas Department of Transportation (TxDOT) staff (for on-system roadways) so local priorities are understood
- Keep MPO staff apprised of local planning efforts (e.g., bond programs, corridor studies) that might generate funding requests



OVERVIEW OF PROJECT SELECTION PROCESS

- Project requests can be submitted at any time, and they are put into regional inventory as they are received.
- MPO staff review requests periodically and conduct project selection (no set schedule, but approximately every 12-18 months).
- Funding requests have previously taken various forms, some of which (e-mails, spreadsheets) do not include enough detail to evaluate them.
- As a result, a new form is needed to submit project ideas:
 - Project Funding Request Form needs to be submitted via e-mail
 - It is available online at: <https://www.nctcog.org/trans/funds/tip>
- Other MPO programs (e.g., Transportation Alternatives Set Aside, electric vehicle chargers) have separate application processes and required documentation.

UPCOMING FUNDING INITIATIVE

- Goal is to fund recommendations from various planning efforts (e.g., Mobility 2050, MPO Safety Action Plans, Routes to Rail Studies, Safe Routes to School Studies)
- Opportunity to utilize MTP Policy Bundle Transportation Development Credits if your entity has them and the requested project is recommended for funding
- Available funding will mostly be Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant (STBG), along with some Regional Toll Revenue (RTR) and RTC Local funds
- Looking to program funding in fiscal years 2028-2032
- Not limited to specific project types
- No minimum request amount, but should consider whether federalizing smaller projects is worth it
- Any requests needed by end of September 2026 to be considered in this round

EMPHASIS AREAS

When reviewing projects, evaluation criteria include but are not limited to:

- Federal eligibility (and properly classified on the Federal Functional Classification System)
- Safety (crash history and whether project would address identified issues)
- Congestion improvement (Level of Service)
- Connectivity (making/improving connections to major destinations)
- Multimodalism (to what degree does a project accommodate all users)
- Regional Significance (e.g., trail projects on Regional Veloweb, roadways that are Regionally Significant Arterials or on major networks [e.g., National Highway System, National Freight Network])
- Air quality benefits

EMPHASIS AREAS (CONT'D)

- Project readiness and project support will be a significant emphasis area given recent delays in implementing projects and the resulting carryover balances
 - What level of planning/design has been done?
 - What coordination with impacted entities (TxDOT, NTTA, utility companies) has been completed?
 - What input from the public and/or elected officials has been received?
 - Has analysis been done to identify needed right-of-way/easements and possible utility conflicts?
 - Has railroad communication begun (if applicable)?
- Progress on existing projects that have not gone to construction will be considered

POINTS TO REMEMBER

- The information requested in the Project Request Form is the minimum information needed to consider a project. Please completely answer all questions (if applicable) to minimize need for follow-ups.
- While a lengthy application is not required, more supporting documentation helps.
 - Provide maps and schematics/renderings of the proposed improvements
 - Outline any larger vision/development related to the project
 - Give specifics about any safety, congestion, flooding, or other issues that the project would address and how the project would resolve them.
 - Provide supporting data (e.g., crash records, traffic counts)
- Focus on explaining the “what” and “why” and MPO staff will focus on the “how” (e.g., specific funding sources, possible phased approach, considering a project through another program).
- If your agency has a request that is not ready for this opportunity, it can be sent in later and considered in a future funding initiative.

TIMELINE

Meeting/Task	Date
Review of project requests	October 2026-February 2027
Public Meeting	March 8, 2027
Surface Transportation Technical Committee Action	March 26, 2027
Regional Transportation Council Action	April 8, 2027
Deadline for first opportunity to submit TIP Modifications	April 26, 2027
Anticipated approval of Transportation Improvement Program (TIP) Modifications by federal/State partners	October 2027

ADDITIONAL FUNDING OPPORTUNITIES

- Other upcoming opportunities include:
 - MPO Transportation Alternatives Set Aside (TASA) Call for Projects – Expected to open fall 2026
 - TxDOT TASA Call for Projects – Expected to open 2027
 - Unified Planning Work Program (for planning studies like thoroughfare plans)
 - Regional Traffic Signal Program – Spring/Summer 2027
- MPO staff developing a “One Stop Shop” that will provide information on various funding programs available through the MPO, TxDOT, US DOT

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North Central Texas Council Of Governments

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

DATE: September 1, 2026

FROM: Michael Morris, P.E.
 Director of Transportation

SUBJECT: Announcement for the Fall 2026 North Central Texas Council of Governments
 Traffic Incident Management Executive Level Course

As the Metropolitan Planning Organization for the Dallas-Fort Worth area, the North Central Texas Council of Governments (NCTCOG) developed Traffic Incident Management (TIM) Training courses to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce upstream traffic crashes, improve the efficiency of the transportation system, and improve air quality in the Dallas-Fort Worth region. In 2025, the 16-county Dallas-Fort Worth region experienced 123,200 total reportable crashes, of which 41,909 were injury crashes, and 721 were fatal crashes. These statistics prove that regional training for agencies responsible for managing and clearing traffic incidents continues to be extremely important and is needed to improve responder and motorist safety and to significantly reduce the length and size of roadway closures.

Since February 2003, 151 classes have been offered at the first responder level to 4,001 students in the areas of police, fire, department of public safety, towing, Emergency Medical Service (EMS), Mobility Assistance Patrol, transportation agencies, and media representatives. Additionally, since February 2005, 41 classes have been offered at the executive level to 1,531 decision and policy makers. It is important to note that the NCTCOG TIM Training Course is equivalent to the course offered by Federal Highway Administration (FHWA); However, the NCTCOG course content is specific to the North Central Texas region. NCTCOG TIM Training Course participants can also earn continuing education credit for Texas Commission on Law Enforcement (TCOLE), Track Type II Fire, and Texas Department of State Health Services for EMS. For your reference, summaries of the regional attendance levels for the NCTCOG's First Responder and Manager Course and the Executive Level Course can be found on NCTCOG's Traffic Incident Management Training Program web page at www.nctcog.org/TIMTraining.

Although the NCTCOG TIM training has been very successful, it can be even more successful with the assistance and continual involvement of decision makers such as you. In order to have compliance at the first responder level, it is of vital importance that agency decision makers have an understanding of what is required of all responders during an incident; this includes police officers, fire fighters, tow truck operators, roadway construction crews, and mobility assistance crews, etc. Understanding the importance of incident management training, the Texas Commission on Fire Protection passed Rule 435.29 in July 2015, which requires completion of a minimum four-hour FHWA Traffic Incident Management program for all certified firefighters within one year of appointment to a regulated entity.

September 1, 2026

Additionally, TCOLE incorporated a four-hour TIM training component into the Basic Peace Officer Course curriculum for new cadets/recruits as of April 1, 2020.

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

You are invited to attend the NCTCOG Traffic Incident Management Executive Level Course scheduled for Thursday, November 5, 2026, from 10 am to 12 pm. The course will be held in the Regional Training Center Building at the Texas Department of Transportation (TxDOT) District Office, 2501 Southwest Loop 820, Fort Worth, TX, 76133. TxDOT– Fort Worth District staff are offering attendees a 30-minute tour of the TransVision Traffic Management Center (TMC) immediately following the training course from 12 pm – 12:30 pm. There is no charge for either event. Once registered, you will receive a map to the Regional Training Center building, parking locations, and instructions on how to gain entrance to the secure building.

Please register for the upcoming Executive Level Course at www.nctcog.org/TIMTraining or contact Charlene Collins of NCTCOG at ccollins2@nctcog.org or 817/608-2330 by Monday, November 2, 2026. We look forward to your participation on November 5, 2026.



Michael Morris, P.E.

CF:cc

cc: Natalie Bettger, Senior Program Manager, NCTCOG
Captain Charles Yancey, Irving Fire Department
Captain Daniel Plumer, Dallas County Sheriff's Department



EXECUTIVE LEVEL INCIDENT MANAGEMENT TRAINING OPPORTUNITY

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

NOVEMBER 5, 2026 | 10AM - 12PM | IN-PERSON MEETING

TxDOT Fort Worth District Office (Regional Training Center) | 2501 Southwest Loop 820, Fort Worth, TX 76133

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

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

Goals of the Traffic Incident Management Executive Level Course:

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

Register at: www.nctcog.org/TIMTraining

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



Freeway Incident Management - Executive Level Course
Agency Attendance: November 2013 - May 2026

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE									Total
	Police	Fire	Executive City Staff	Elected Officials	Public Works/Strategic Services/ Transportation	Medical Examiner Offices	Emergency Medical Services (EMS)	Other	FIM Instructors (not included in total)	
CITIES/TOWNS										
Town of Addison	1				1					2
City of Allen	4									4
City of Alvarado	3	5								8
City of Anna	2				1					3
Town of Argyle	1		1							2
City of Arlington	5	2	2		1					10
City of Azle	1	1								2
City of Balch Springs	6	1	1					1		9
City of Bedford	5				1					6
City of Benbrook	2	5								7
City of Burleson	2	2					1			5
City of Caddo Mills	1		1							2
City of Carrollton	2	2			1					5
City of Cedar Hill	3	1			2					6
City of Celina		1								1
City of Cleburne	5	1						1		7
City of Cockrell Hill		1								1
City of Combine	3									3
City of Commerce		1								1
City of Coppell	1	1			1					3
City of Corinth		3								3
City of Crowley	3									3
City of Dallas	4	6	3		12		2			27
City of Decatur		1								1
City of Denton	3							1		4
City of DeSoto	1	1								2
City of Duncanville	1	3	1							5
Town of Edgecliff Village		1								1
City of Elmo		1								1
City of Ennis	2	1	2		2					7
City of Euless	4	11	1				1			17
City of Everman		1								1
City of Farmersville	2	1								3
City of Farmers Branch				1	1					2
City of Ferris	5	5								10
Town of Flower Mound	4	3			1			1	4	13

Freeway Incident Management - Executive Level Course
Agency Attendance: November 2013 - May 2026

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE								FIM Instructors (not included in total)	Total
	Police	Fire	Executive City Staff	Elected Officials	Public Works/Strategic Services/ Transportation	Medical Examiner Offices	Emergency Medical Services (EMS)	Other		
City of North Richland Hills	2	7								9
City of Oak Point		5								5
City of Parker	2									2
City of Pilot Point	2									2
City of Plano	4	1	1	1				1	7	15
City of Ponder		3								3
City of Princeton		2								2
City of Prosper		2							2	4
City of Red Oak	2	4								6
City of Reno	1									1
City of Rhome	1	1								2
City of Richardson	9	1			4					14
City of Richland Hills	2	1			1					4
City of Roanoke	3	1								4
City of Rockwall	8	4								12
City of Rowlett					1					1
City of Royse City		2								2
City of Sachse		1								1
City of Sanger		1								1
City of Sansom Park	2									2
City of Seagoville	3	2								5
City of Southlake	2	1								3
City of Springtown	1									1
City of Stephenville		1								1
Town of Sunnyvale	2									2
City of Terrell	6									6
City of The Colony	2							1	2	5
City of University Park	1									1
City of Venus	6	2								8
City of Waxahachie	2	1								3
City of Weatherford	2	3	1					2		8
Town of Westlake		2								2
City of White Settlement	6									6
City of Willow Park	4	2								6
City of Wilmer		2								2
City of Wylie	3	6			2					11

Freeway Incident Management - Executive Level Course
Agency Attendance: November 2013 - May 2026

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE									Total
	Police	Fire	Executive City Staff	Elected Officials	Public Works/Strategic Services/ Transportation	Medical Examiner Offices	Emergency Medical Services (EMS)	Other	FIM Instructors (not included in total)	
COUNTIES										
Collin County	2					1				3
Dallas County	43				2	2		3	26	76
Denton County				1						1
Ellis County								3		3
Erath County							2			2
Kaufman County							2			2
Rockwall County	9									9
Tarrant County	6				4	1				11
OTHER AGENCIES										
Dallas Area Rapid Transit	5									5
Dallas Love Field					1		2			3
DFW Airport	1						1			2
Fannin County (OEM)							2			2
FHWA					7					7
Kimley-Horn Associates								1		1
LBJ Express								3		3
Lee Engineering								1		1
Methodist Dallas Medical Center							2			2
NCTCOG					96				41	137
NTTA					4				1	5
Protect Environmental								45		45
Trinity Metro Services					6					6
TxDOT - Austin								4		4
TxDOT - Dallas					5			10		15
TxDOT - Fort Worth								34		34
TxDOT - Johnson								2		2
TxDOT - Waco								1		1
Wrecker Services									4	4
Total	329	182	26	4	173	4	19	125	100	862

Traffic Incident Management - First Responders and Manager Course
Agency Attendance: August 2013 - August 2026

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
City of Allen	Fire Department	0	City of Corinth	Fire Department	0
	Police Department	23		Police Department	7
City of Alvarado	Fire Department	0	City of Corsicana	Fire Department	1
	Police Department	6		Police Department	0
City of Amarillo	Fire Department	0	City of Cresson	Fire Department	1
	Police Department	3		Police Department	0
City of Argyle	Fire Department	0	City of Cross Roads	Fire Department	0
	Police Department	3		Police Department	3
City of Arlington	Fire Department	1	City of Dallas	Fire Department	8
	Police Department	35		Police Department	8
City of Aubrey	Fire Department	5	City of Decatur	Fire Department	0
	Police Department	0		Police Department	3
City of Azle	Fire Department	0	City of Denton	Fire Department	1
	Police Department	1		Police Department	21
City of Balch Springs	Fire Department	1	City of Desoto	Fire Department	0
	Police Department	1		Police Department	1
City of Bedford	Fire Department	0	City of Duncanville	Fire Department	3
	Police Department	8		Police Department	4
City of Benbrook	Fire Department	1	City of Ennis	Fire Department	0
	Police Department	29		Police Department	4
City of Boyd	Fire Department	0	City of Euless	Fire Department	3
	Police Department	2		Police Department	10
City of Bridgeport	Fire Department	0	City of Farmer's Branch	Fire Department	0
	Police Department	1		Police Department	7
City of Burleson	Fire Department	3	Town of Flower Mound	Fire Department	0
	Police Department	7		Police Department	1
City of Caddo Mills	Fire Department	0	City of Forest Hill	Fire Department	0
	Police Department	1		Police Department	7
City of Carrollton	Fire Department	3	City of Forney	Fire Department	18
	Police Department	12		Police Department	14
City of Cedar Hill	Fire Department	0	City of Fort Worth	Fire Department	0
	Police Department	2		Police Department	20
City of Celina	Fire Department	0	City of Frisco	Fire Department	2
	Police Department	2		Police Department	2
City of Cleburne	Fire Department	1	City of Garland	Fire Department	3
	Police Department	6		Police Department	1
City of Colleyville	Fire Department	0	City of Glenn Heights	Fire Department	2
	Police Department	5		Police Department	11
City of Coppell	Fire Department	0	City of Granbury	Fire Department	0
	Police Department	12		Police Department	7

Traffic Incident Management - First Responders and Manager Course
Agency Attendance: August 2013 - August 2026

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
City of Grand Prairie	Fire Department	0
	Police Department	1
City of Grapevine	Fire Department	1
	Police Department	11
City of Greenville	Fire Department	0
	Police Department	5
City of Hickory Creek	Fire Department	0
	Police Department	5
City of Highland Park	Fire Department	0
	Police Department	1
City of Hudson Oaks	Fire Department	0
	Police Department	1
City of Hurst	Fire Department	0
	Police Department	15
City of Hutchins	Fire Department	0
	Police Department	2
City of Irving	Fire Department	6
	Police Department	9
City of Josephine	Fire Department	0
	Police Department	1
City of Joshua	Fire Department	0
	Police Department	2
City of Kaufman	Fire Department	0
	Police Department	8
City of Keene	Fire Department	9
	Police Department	4
City of Keller	Fire Department	0
	Police Department	15
City of Kennedale	Fire Department	0
	Police Department	3
Town of Krum	Fire Department	0
	Police Department	1
Lake Cities	Fire Department	0
	Police Department	4
City of Lake Worth	Fire Department	2
	Police Department	7
City of Lavon	Fire Department	1
	Police Department	0
City of Lewisville	Fire Department	9
	Police Department	12

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
City of Little Elm	Fire Department	1
	Police Department	3
City of Mansfield	Fire Department	0
	Police Department	3
City of Maypearl	Fire Department	0
	Police Department	1
City of McKinney	Fire Department	1
	Police Department	3
City of Melissa	Fire Department	0
	Police Department	3
City of Mesquite	Fire Department	2
	Police Department	0
City of Midlothian	Fire Department	0
	Police Department	25
City of North Richland Hills	Fire Department	3
	Police Department	34
Town of Northlake	Fire Department	0
	Police Department	1
City of Oak Point	Fire Department	0
	Police Department	2
City of Pantego	Fire Department	1
	Police Department	1
City of Plano	Fire Department	1
	Police Department	49
City of Ponder	Fire Department	1
	Police Department	0
City of Princeton	Fire Department	0
	Police Department	4
City of Prosper	Fire Department	2
	Police Department	3
City of Reno	Fire Department	0
	Police Department	1
City of Rhome	Fire Department	0
	Police Department	1
City of Richardson	Fire Department	0
	Police Department	2
City of Richland Hills	Fire Department	0
	Police Department	6
City of Rio Vista	Fire Department	1
	Police Department	0

Traffic Incident Management - First Responders and Manager Course
Agency Attendance: August 2013 - August 2026

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
City of Roanoke / Marshall Cr	Fire Department	6
	Police Department	2
City of Rockwall	Fire Department	0
	Police Department	4
City of Sachse	Fire Department	0
	Police Department	7
City of Sanger	Fire Department	9
	Police Department	22
City of Seagoville	Fire Department	1
	Police Department	7
City of Southlake	Fire Department	0
	Police Department	1
City of Springtown	Fire Department	0
	Police Department	1
Town of Sunnyvale	Fire Department	1
	Police Department	17
City of Terrell	Fire Department	0
	Police Department	3

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
City of University Park	Fire Department	0
	Police Department	2
City of Venus	Fire Department	0
	Police Department	20
City of Waxahachie	Fire Department	0
	Police Department	16
City of Weatherford	Fire Department	9
	Police Department	9
City of Willow Park	Fire Department	2
	Police Department	1
City of Wilmer	Fire Department	2
	Police Department	14

Traffic Incident Management - First Responders and Manager Course
Agency Attendance: August 2013 - August 2026

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
COUNTIES			OTHER AGENCIES		
Collin County	Fire Department	0	TxDOT - Dallas District	Mobility Assistance	19
	Sheriff's Department	7			
Dallas County	Fire Department	180	TxDOT - Fort Worth District	Mobility Assistance	31
	Sheriff's Department	9			
Erath County	Fire Department	0	Brownsville	Other	1
	Sheriff's Department	1			
Hood County	Fire Department	0	Bryan	Police Department	2
	Sheriff's Department	1			
Hunt County	Fire Department	0	Dallas/Fort Worth Int'l Airport	Fire Department	0
	Sheriff's Department	2		Police Department	25
				DPS	2
Johnson County	Fire Department	1	LBJ Infrastructure Group	Other	31
	Sheriff's Department	7			
Rockwall County	Fire Department	0	Lindsey Transportation	HOV	16
	Sheriff's Department	46			
Tarrant County	Fire Marshal	1	Lockheed Martin Fire Department	Fire	1
	Sheriff's Department	51			
	Mobility Assistance	42			
Wise County	Fire Department	0	MedStar	EMS	20
	Sheriff's Department	2			
			NTE Mobility Partners	Other	49
			North Texas Tollway Authority	Transportation	99
			Protect Environmental	Other	3
			State of Texas	DPS	137
			TCEQ	Other	6
			Texarkana	Police Department	1
			Trinity Metro	Other	7
			Towing	Wrecker Services	32
			Various	Other	18

Training Course: Safe Routes to School (SRTS)

REGISTER NOW



With rapid growth, North Central Texas continues to face evolving challenges with enabling safe active transportation to schools for students of all ages and abilities. The North Central Texas Council of Governments (NCTCOG) will host a series of one-day Safe Routes to School (SRTS) Training Workshops taught by national SRTS experts **Diane Lambert and Yvonne Kaczor of Toole Design**.

The workshop will provide practitioners with a strong foundation for:

- SRTS planning: why it's important and how to plan for safety improvements for school-aged children
- How to prioritize schools for SRTS in your community
- SRTS project implementation challenges and solutions
- Undertaking field safety audits / observations at schools

Public and private sector planners, engineers, school district staff, local government representatives, and related transportation professionals throughout the Dallas-Fort Worth region are encouraged to attend.

Training Dates and Locations

Registration is required. Each session will have similar content and materials.

1.

Tuesday, November 3, 2026 (9:30am - 4:30pm)

Sign-in begins at 9:00 am

Kennedale Fire Facility

2.

Wednesday, November 4, 2026 (9:00am - 4:00pm)

Sign-in begins at 8:30 am

Irving City Hall

3.

Thursday, November 4, 2026 (9:00am - 4:00pm)

Sign-in begins at 8:30 am

Fate City Hall

Training Modules:

The workshops will be organized by the below general modules.
Organization may vary by site.

- | | |
|--|--|
| • Foundational Principles of Safe Routes to School | • Field Walk Audit or Observation of Student Dismissal |
| • Types of Safe Routes to School Plans | • Walk Audit Mapping Exercise |
| • Safe Routes to School Planning Best Practices | • Best Practice SRTS Plan Deliverables |
| • Youth and School-Focused Infrastructure Assessment | • Moving from Planning to Implementation |



\$15 Per Registrant (lunch Included).
Free for attendees bringing their own lunch.
Register by scanning QR code or
visiting www.nctcog.org/SRTS26.



North Central Texas
Council of Governments

**Dallas-Ft. Worth Clean Cities Technical Advisory Committee Attendance
2025-2026 Meetings**

Member Name	10/22/2025 Interim Mtg (Orientation/Refresh)	10/27/25 Quarterly Mtg	1/26/2026 Quarterly Mtg	4/27/2026 Quarterly Mtg	8/10/2026 Quarterly Mtg (Rescheduled July)
Grant Amlani Univ of Texas at Arlington	Did not Attend	Attended	Attended	Did not Attend	Did not Attend (Resignation 07/26)
Katherine Barnett City of Denton	Did not Attend	Attended	Attended	Did not Attend	Did not Attend
Dwayne Bianco City of Carrollton	Did not Attend	Attended	Attended	Attended	Attended
Negeen Cooper Atossa Group	Attended	Did not Attend	Attended	Did not Attend	Did not Attend
Jose Correa Kimley-Horn	Attended	Attended	Attended	Attended	Attended
Tanner Coursey City of Arlington	Attended	Attended	Attended	Attended	Attended
Sam Fox McCraw Propane	Attended	Did not Attend	Did not Attend	Did not Attend	Did not Attend
Kim Gray EVSTAR	Did not Attend	Attended	Attended	Did not Attend	Did not Attend
Gadimi Hilton City of Ft. Worth	Did not Attend	Did not Attend	Attended	Did not Attend	Attended
Lon Holloway Propane Council of Texas	Did not Attend	Attended	Attended	Attended	Attended
Bill Kahn Peterbilt Motors	Attended	Attended	Attended	Did not Attend	Attended
Michelle McKenzie Hood County Clean Air Coal	Attended	Did not Attend	Did not Attend	Attended	Attended
Nicholas Nix City of Forney	Attended	Attended	Attended	Attended	Attended
Vincent Olsen City of Dallas	Did not Attend	Attended	Attended	Attended	Did not Attend
Collin Sandifer Schneider Electric	Attended	Attended	Attended	Attended	Attended
Fazil Shaikh Generac	Attended	Attended	Attended	Attended	Attended
Jim Valerio Parsons	Attended	Attended	Attended	Attended	Did not Attend
James Wood DFW Airport	Did not Attend	Attended	Did not Attend	Attended	Attended
Total TAC Attendees	10	14	15	11	11

Guests:				Melissa Heltzel, City of Arlington Philip Abad Schneider Electric	
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DALLAS-FORT WORTH CLEAN CITIES TECHNICAL ADVISORY COMMITTEE



VOTING MEMBERS 2026-2027

Katherine Barnett Sustainability Manager City of Denton	Term 2/Year 2	Dr. Erick Jones Asst. Professor, IMSE University of Texas at Arlington	Term 1/Year 1
Dwayne Bianco – CHAIR Director of Fleet and Facilities City of Carrollton	Term 2/Year 2	Bill Kahn Senior Principal Engineer Peterbilt Motors	Term 1/Year 2
Negeen Cooper President Atossa Group	Term 1/Year 2	Michelle McKenzie Air Quality Program Mgr Hood County Clean Air Coalition	Term 2/Year 2
Jose Correa – VICE CHAIR Professional Engineer Kimley-Horn	Term 2/Year 2	Nicholas Nix Grants Coordinator City of Forney	Term 2/Year 1
Tanner Coursey Sr. Data Financial Mgmt Analyst City of Arlington	Term 1/Year 2	Vincent Olsen Assistant Director, Dept. of Equipment and Fleet Mgmt City of Dallas	Term 2/Year 2
Sam Fox Director of Operations McCraw Propane	Term 1/Year 2	Collin Sandifer Strategic Account Executive Schneider Electric	Term 1/Year 2
Kim Gray V.P. of Business Develop. EVSERT	Term 2/Year 1	Fazil Shaikh Senior Director, Strategy Generac	Term 1/Year 2
Gadimi Hilton Transportation Comms Manager City of Fort Worth	Term 2/Year 1	Jim Valerio (Z)EV Practice Lead & Director of Business Develop. Parsons	Term 2/Year 2
Lon Holloway Propane Council of Texas	Term 2/Year 2	James Wood Sustainability Project Manager Dallas/Fort Worth International Airport	Term 2/Year 2
Reed Jackson Fleet Analyst Dallas County	Term 1/Year 1		



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

August 28, 2026

EPA Docket Center
Environmental Protection Agency
1200 Pennsylvania Avenue, N.W.
Washington, DC 20460

Re: EPA-HQ-OAR-2026-0728

Comments on Amendments and Nonconformance Penalties for Model Year 2027 and Later Heavy-Duty Highway Engines and Amendments to Inducement Provisions for SCR-Equipped Diesel Engines

To Whom It May Concern:

The Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) policy body for the Dallas-Fort Worth (DFW) area, appreciates the opportunity to comment on the Environmental Protection Agency (EPA) proposed rule for Amendments and Nonconformance Penalties for Model Year 2027 and Later Heavy-Duty Highway Engines and Amendments to Inducement Provisions for SCR-Equipped Diesel Engines. The DFW region is exceeding the 2008 Ozone National Ambient Air Quality Standard (NAAQS) of 75 parts per billion (ppb) and is currently classified as Severe Nonattainment. The DFW area continues to face significant challenges in meeting federal ozone standards, and mobile-source nitrogen oxides (NOx) emissions remain a critical component of regional attainment efforts. Specifically, approximately 68% of NOx emissions in the on-road transportation sector are estimated to be from heavy-duty diesel trucks in the North Central Texas region.

The RTC encourages the EPA to ensure that the final rule supports measurable air quality improvements in ozone nonattainment areas while maintaining a technology-forcing framework that promotes continued innovation in engine design, emissions controls, and compliance strategies. The RTC is pleased to see the proposal does not reopen or weaken existing NOx emission reduction requirements for heavy-duty engines, as continued progress in reducing emissions from the heavy-duty sector is essential to protecting public health and supporting attainment of federal air quality standards.

As stated in Section IV of this proposed rule and 42 U.S. Code §7525 (Section 206 of the Clean Air Act), the RTC recognizes that nonconformance penalties can serve as an important compliance tool when appropriately structured. However, penalties should be sufficiently meaningful to preserve the integrity of the engine emissions program and ensure that complying with emissions standards remains the most economical path for manufacturers and regulated parties. Penalties that are set too low risk undermining the emissions benefits the EPA sought to achieve through the Model Year 2027 heavy-duty engine standards. The RTC encourages the EPA to establish penalty levels that maintain the incentive for full compliance, retain expected NOx reductions, and avoid creating unintended market advantages for noncompliant products.

August 28, 2026

Additionally, the RTC recommends that revenues collected through nonconformance penalties and enforcement actions be directed toward programs that produce quantifiable air quality benefits. The EPA should consider supporting initiatives that reduce emissions control tampering and other forms of noncompliance in the diesel sector. The EPA's own findings posted online (<https://www.epa.gov/enforcement/national-enforcement-and-compliance-initiative-stopping-aftermarket-defeat-devices>) indicate that tampered diesel vehicles can emit dramatically higher levels of NOx than compliant vehicles. Investments in tampering detection, emissions compliance enforcement, emissions-control restoration programs, and other targeted diesel emission reduction initiatives would provide meaningful environmental benefits while helping regions such as North Texas address persistent ozone challenges.

The RTC appreciates your attention to this matter. If you would like to learn more about our concerns, please contact Chris Klaus, Senior Program Manager, at (817) 695-9286 or cklaus@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Morris".

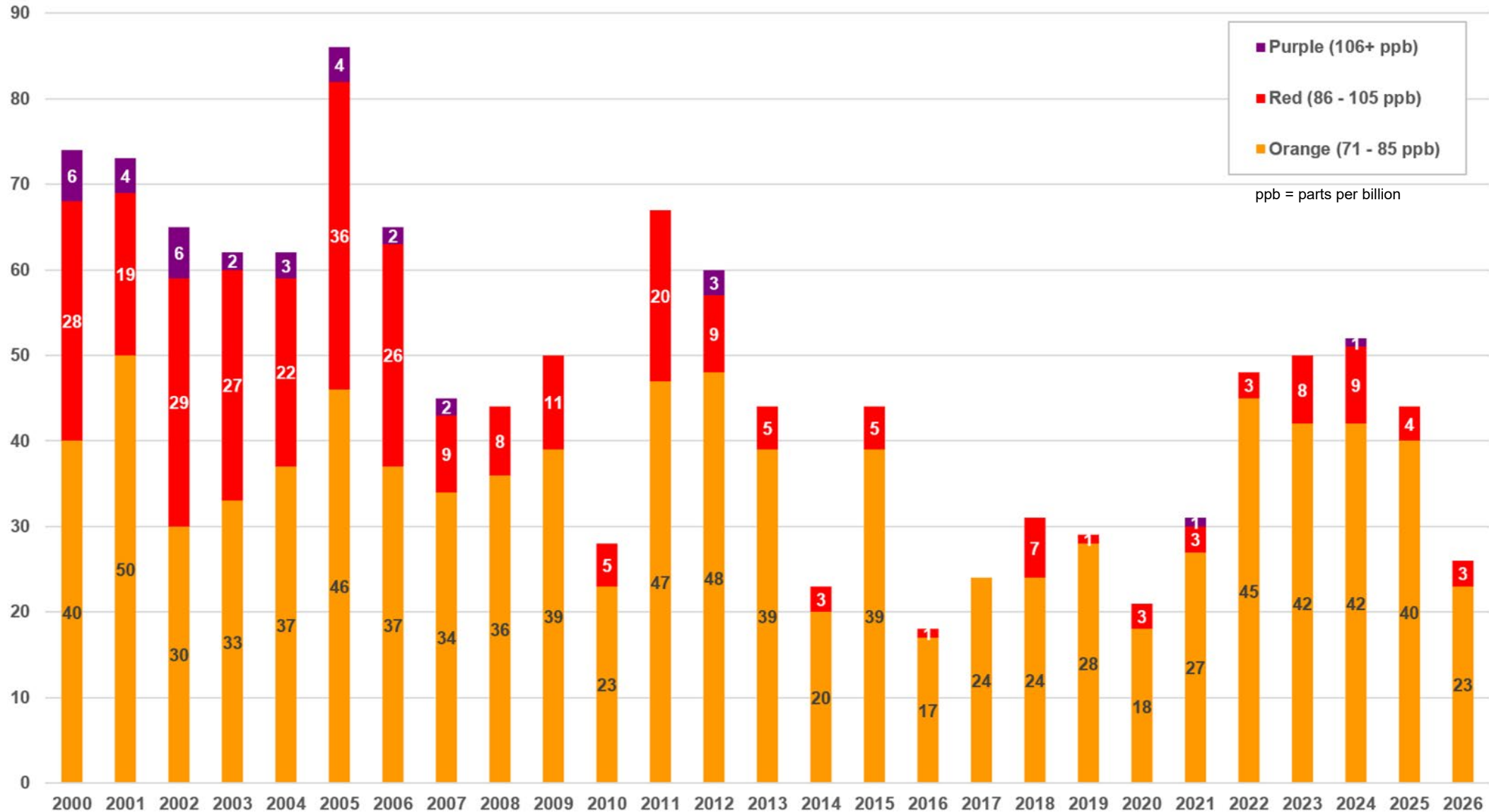
Michael Morris, P.E.
Director of Transportation

JN:jl

8-hour Ozone NAAQS Historical Trends

Based on ≤ 70 ppb (2015 Standard) – as of September 14, 2026

Ozone Exceedance Levels

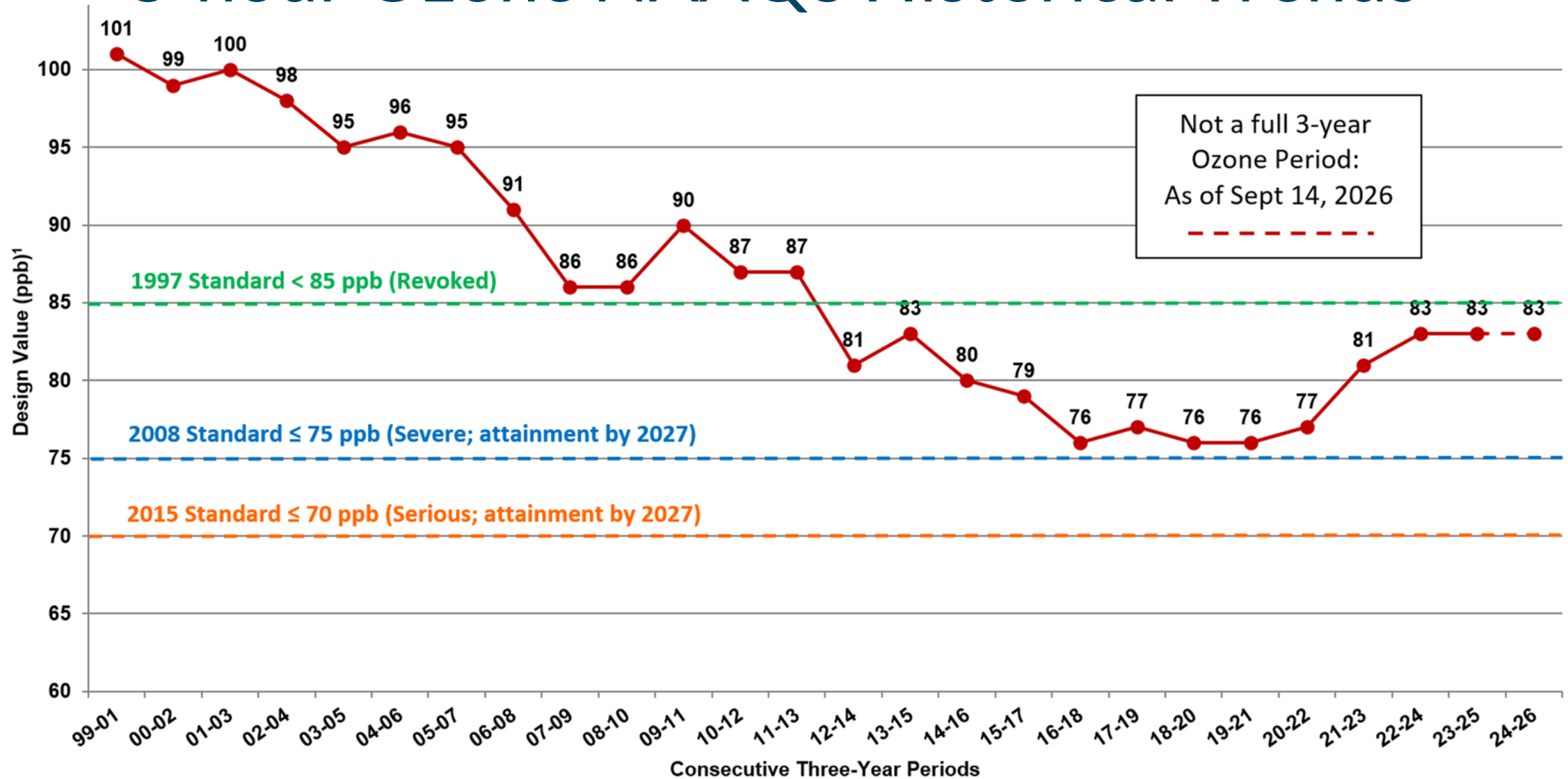


Exceedance Level indicates daily maximum eight-hour average ozone concentration.

Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

Source: TCEQ http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl

8-hour Ozone NAAQS Historical Trends

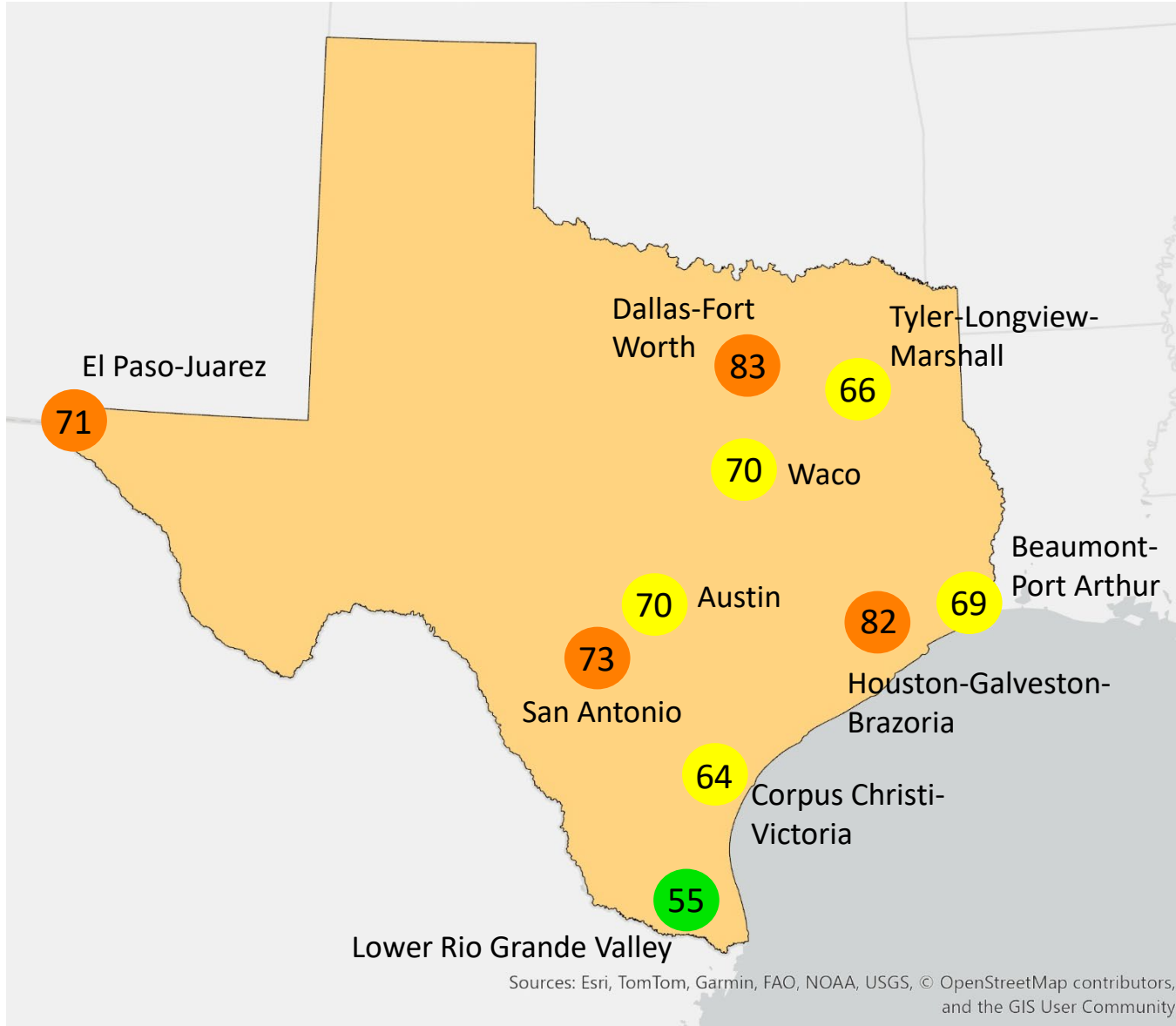


¹Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the *Design Value* (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion (ppb).

Source: TCEQ



Texas Ozone Design Values



For more Information:



Daniela Tower

Air Quality Planner

dtower@nctcog.org | 817-704-5629



Jenny Narvaez

Program Manager

jnarvaez@nctcog.org | 817-608-2342



[NCTCOG - Air Quality](#)



Local Clean Air Project Spotlight: Planning Resilient Electric Vehicle Charging

Surface Transportation Technical Committee
September 25, 2026
North Central Texas Council of Governments



Resilient EV Charging Plan Stakeholder Invitation

Background: The Department of Energy awarded \$1.5 million to develop a plan to improve resilience of EV charging.

The goal is to ensure EV chargers remain operational and can support critical EV travel (e.g. evacuations, vehicles serving critical functions) during grid outages.

Deliverables:

1. A draft North Texas Resilient Electric Vehicle (NTX-REV) plan for the North Central Texas region (completed June 2025)
2. Evaluation of appropriate resilience strategies, technologies, & equipment via two activities (October 2026-December 2027):
 - Tabletop Scenario
 - Real-World Technology Demonstration
3. Update the NTX-REV plan based on evaluations and Update Regional Hazard Mitigation Plan guidance

Get Involved! Sign up by October 31, 2026

- Stakeholders will provide input on the plan and/or participate in demonstration projects
- www.dfwcleancities.org/activities/planning-resilient-ev-charging



Source: Getty



Contacts



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682-433-0488



Lori Clark
Senior Program Manager
& DFWCC Director
llark@nctcog.org
817-695-9232



North Central Texas
Council of Governments



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@NCTCOGTrans



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Local Clean Air Project Spotlight: Planning
Resilient Electric Vehicle Charging



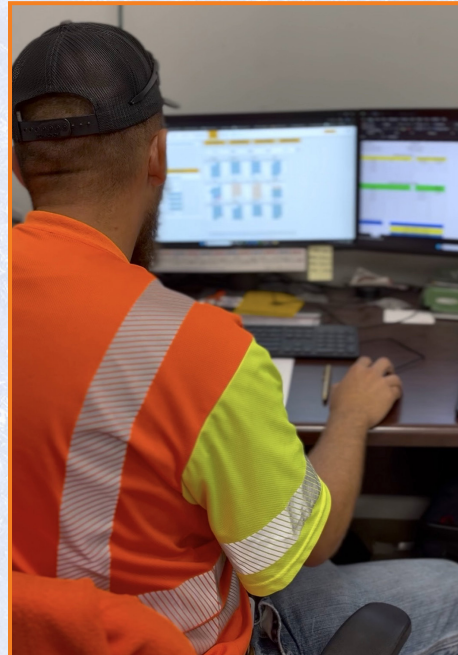
CONTINUED FROM COVER STORY

By the time students arrive on campus, however, that work is largely invisible. School zone lights simply turn on when they're supposed to, signaling drivers to slow down and stay alert around schools.

For Prestien, that's the goal.

"The biggest point is just making sure kids don't get hurt," he said.

Most drivers will never see the planning and coordination it takes to prepare these flashers. But across North Texas, that behind-the-scenes effort by hard-working TxDOT crews helps keep hundreds of school zones operating safely throughout the school year. ■



SOURCE: TxDOT TxDOT photo



Go to [DriveTexas.org](https://www.DriveTexas.org) in order to plan your next travel destination. This website can assist travelers with some of the most accurate and up-to-date travel-related information for highways across Texas.

■ Drivers can use [DRIVETEXAS.ORG](https://www.DriveTexas.org) in order to:

- 1  Check current highway travel conditions
- 2  View statewide network of traffic cameras
- 3  See work zone locations statewide
- 4  View scheduled lane and ramp closures in work zones
- 5  Find rest areas and travel information centers

SCAN ME! 

SOURCE: TxDOT TxDOT graphic

FOR MORE INFORMATION:
214-320-4480
dalinfo@txdot.gov
www.txdot.gov

REPORT A POTHOLE 

IF YOU WOULD LIKE TO REPORT A POTHOLE NEEDING REPAIR IN THE DALLAS DISTRICT, PLEASE GO TO THIS LINK:
<https://www.txdot.gov/about/contact-us/report-an-issue/roadneedsrepair.html>
or call 800.452.9292.



DALLAS DISTRICT PROGRESS

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

2026

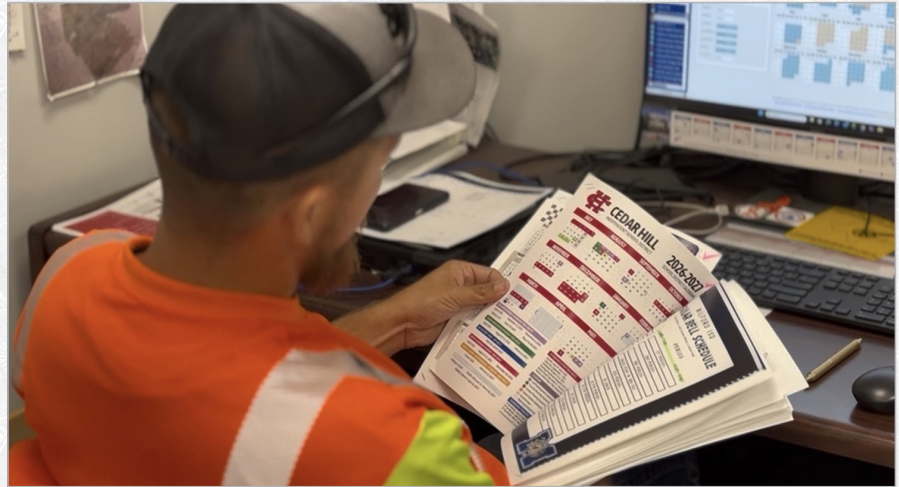
BEHIND THE SCENES: HOW ONE TxDOT EMPLOYEE PREPARES HUNDREDS OF SCHOOLS ZONES FOR BACK-TO-SCHOOL

Students are back in the classroom, teachers have settled into new routines and school zones across North Texas are once again flashing to life each day. What most drivers don't see is the weeks of work that TxDOT performs behind the scenes to make sure those lights were ready before the first bell rang.

In TxDOT's Dallas District, that responsibility falls largely to one person. Traffic Signal Technician Tyler Prestien programs school zone lights along highways across more than 200 schools and school districts across North Texas. From a single workstation, he reviews school calendars and updates flasher schedules to ensure they activate at the correct times throughout the school year.

“They actually had to physically go to each school zone system and type in school hours for each day and holidays.”
— Tyler Prestien
Traffic Signal Technician

SOURCE: TxDOT TxDOT graphic



SOURCE: TxDOT TxDOT photo

It's a tedious process, but one that's come a long way from the system in place a decade ago.

"They actually had to physically go to each school zone system and type in school hours for each day and holidays," Prestien said.

Today, technology allows those updates to be made from a centralized system. But that doesn't make the process automatic. Once school districts finalize their calendars, Prestien spends several weeks reviewing schedules and preparing the updates that he'll send to systems across the district.

With hundreds of schools and districts to consider, no two calendars look exactly alike.

"They all do them differently," Prestien said. "So, I have to figure out their system, to fit our system."

The work requires careful attention to start dates, holidays, early release days and other schedule variations before information can be loaded into the system.

MORE ON BACK PAGE »

1393_090126

AUGUST 2026 LET PROJECTS

#	CSJ	PROJECT LOCATION	TYPE OF WORK	CONTRACTOR	BID
1	CSJ: 0092-06-111	I-45 – Freestone C/L to Ellis C/L	Repair roadway	Roy Jorgensen Associates, Inc.	\$5.41 M
2	CSJ: 0092-06-112	I-45 – N of CR 4742 to S of CR 4744	Bridge maintenance	Rear Contractors LLC	\$0.48 M
3	CSJ: 0095-04-079	US 80 – At Big Brushy Creek	Bridge maintenance	Shalom Services Corporation	\$0.80 M
4	CSJ: 0173-04-059	SH 34 – I-20 EB frontage Rd. to north of SH 243	Rehabilitate existing roadway	Big Creek Construction, Ltd.	\$6.24 M
5	CSJ: 0581-01-177	SL 12 – US 175 to Pemberton Hill	Install illumination	Albatross Construction LLC	\$2.14 M
6	CSJ: 0918-47-401	E Collins Blvd. – At Alma Dr.	Traffic signal improvements	WG Engineering & Construction, LLC	\$2.62 M
7	CSJ: 1012-03-027	FM 981 – Collin County line to SH 78	Rehabilitate existing roadway	D. L. Lennon Incorporated	\$18.83 M

ESTIMATED TOTAL \$36.52 M

SEPTEMBER 2026 SCHEDULED LET PROJECTS • (SUBJECT TO CHANGE)

#	CSJ	PROJECT LOCATION	TYPE OF WORK	EST. COST (M)
1	CSJ: 0047-06-178	US 75 – Exchange Pkwy. to Laud Howell Pkwy.	Install Fiber Optic Cable ITS	\$3.14 M
2	CSJ: 0173-04-063	SH 34 – At Abner Rd.	Intersection improvement	\$0.95 M
*	CSJ: 0918-00-440	Various – Various locations in the Dallas District	Install traffic signal	\$4.45 M

ESTIMATED TOTAL \$8.54 M

* Unmapped.

COMPLETED CONSTRUCTION PROJECTS • (FROM AUGUST 1-31, 2026)

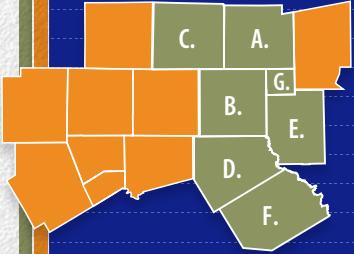
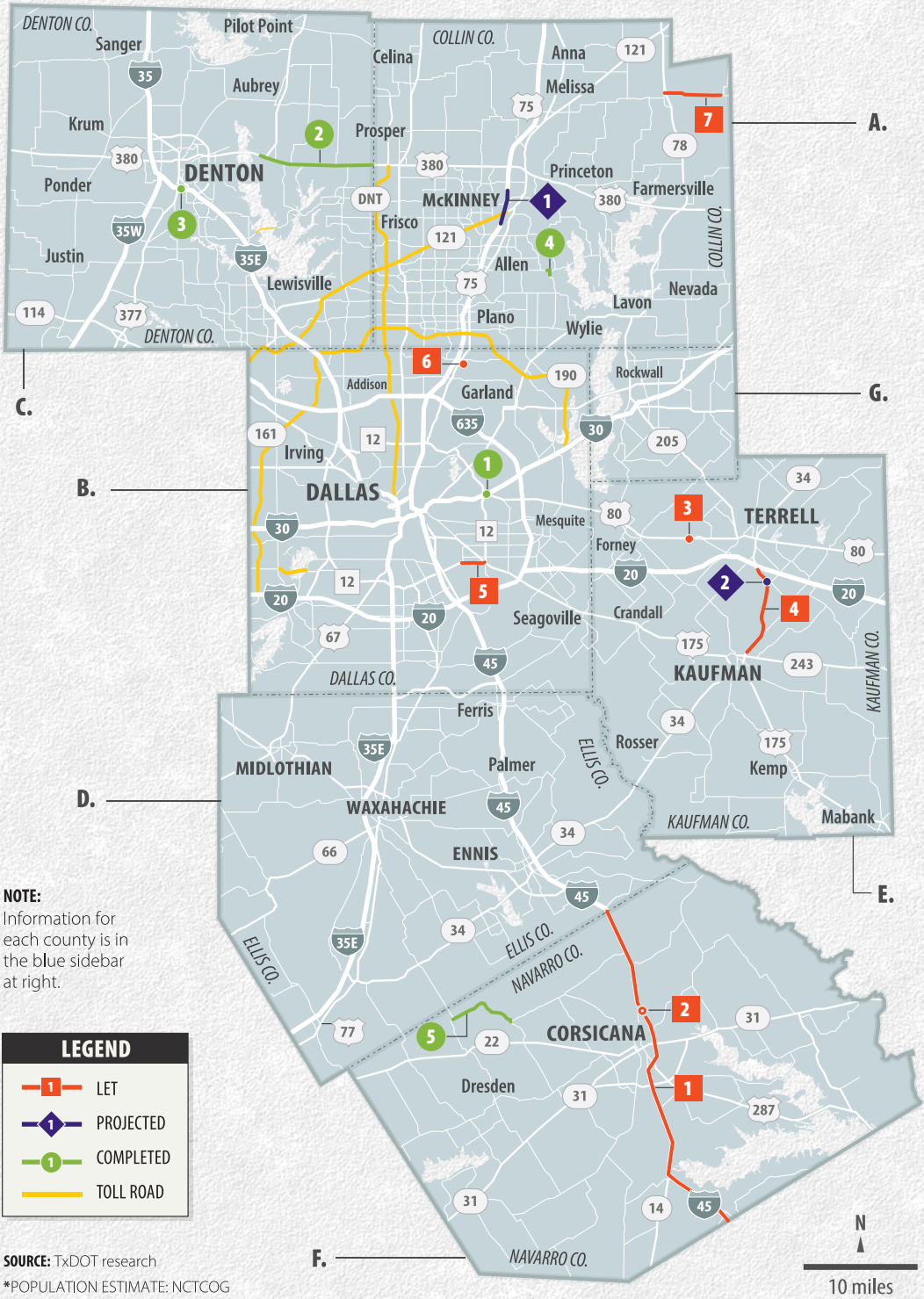
#	CSJ	PROJECT LOCATION	TYPE OF WORK	EST. COST (M)	COMPLETED DATE
1	CSJ: 0009-11-270	I-30 – WB frontage road entrance ramp to SL 12	Install/replace signs	\$1.1 M	8/24/2026
2	CSJ: 0135-10-050	US 380 – From US 377 to west of CR 26 (CL)	Construct new roadway lanes	\$135.9 M	8/11/2026
3	CSJ: 0195-03-088	I-35E – NB frontage road and SB frontage road at UPRR	Bridge replacement	\$11.7 M	8/5/2026
4	CSJ: 1392-01-044	FM 1378 – FM 3286 to S of FM 3286	Rehabilitate existing roadway	\$13.6 M	8/17/2026
5	CSJ: 1724-03-009	FM 2930 – FM 55 E to FM 112	Rehabilitate existing roadway	\$11.3 M	8/17/2026
*	CSJ: 0918-00-477	Various – Various locations in Dallas District	Refurbishment of existing DMS	\$0.5 M	8/24/2026

ESTIMATED TOTAL \$174.1 M

* Unmapped.

DALLAS DISTRICT PROJECTS MAP

Colored and numbered boxes correspond with the charts on page 2 and show projects that have let in August 2026, are projected to let in September 2026, or have recently been completed.



FY2026 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 4,950,262
*POPULATION ESTIMATE | 5,650,522
LANE MILES | 11,671

A. | COLLIN COUNTY

VEHICLE REGISTRATION: 956,767
*POPULATION ESTIMATE: 1,305,366
LANE MILES: 1,652

B. | DALLAS COUNTY

VEHICLE REGISTRATION: 2,119,019
*POPULATION ESTIMATE: 2,762,279
LANE MILES: 3,618

C. | DENTON COUNTY

VEHICLE REGISTRATION: 819,821
*POPULATION ESTIMATE: 1,068,355
LANE MILES: 1,864

D. | ELLIS COUNTY

VEHICLE REGISTRATION: 705,428
*POPULATION ESTIMATE: 239,923
LANE MILES: 1,659

E. | KAUFMAN COUNTY

VEHICLE REGISTRATION: 170,855
*POPULATION ESTIMATE: 171,808
LANE MILES: 1,235

F. | NAVARRO COUNTY

VEHICLE REGISTRATION: 61,112
*POPULATION ESTIMATE: 55,991
LANE MILES: 1,276

G. | ROCKWALL COUNTY

VEHICLE REGISTRATION: 117,260
*POPULATION ESTIMATE: 135,500
LANE MILES: 366

PUBLIC COMMENTS REPORT
WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

The public comments report is in accordance with the NCTCOG Transportation Department Public Participation Plan, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and updated on Oct. 9, 2025.

This document is a compilation of public comments related to various transportation and air quality initiatives that were submitted from Monday, July 20 through Wednesday, Aug. 19, 2026 via website, email, social media and in person at NCTCOG's monthly Regional Transportation Council (RTC) meeting.

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 55 new comments related to bicycling, pedestrians, roadways and transit conditions. You can view these new comments as well as past comments by visiting:

<https://www.arcgis.com/apps/dashboards/4b62c8101dd7476389f3e934455b78dc#>

Air Quality

Facebook –

1. Here is the weekend [#AirQuality](#) forecast for [#DFW](#)

Saturday, August 15: Ozone (yellow)

Sunday, August 16: Ozone (yellow)

Monday, August 17: Ozone (orange)

Sign up for Air Pollution Alerts and learn more at AirNorthTexas.org - NCTCOG Transportation Department



What would we do without you. - Rob Dentremont

Instagram –

1. Cleaner air starts with everyday choices. Taking public transit, carpooling, combining errands and reducing unnecessary trips can all help reduce emissions and improve air quality across North Texas. This month's Topic of the Month highlights simple actions that residents, businesses and communities can take to build a healthier future for everyone. Learn more at the link in our bio and discover how you can make a difference! - NCTCOG Transportation Department (@nctcogtrans)



👏👏👏 – utd_sustainability

LinkedIn –

1. North Texas continues to make progress toward cleaner air through the growth of electric vehicles and charging infrastructure. With more than 168,000 EVs now on the road and 3,300+ public charging ports across the region, it's becoming easier than ever to drive electric. As part of July's Topic of the Month, learn how expanding EV infrastructure is helping improve regional air quality and preparing North Texas for the future of transportation. - NCTCOG Transportation Department



One of the best built EVs out there. Well done. - **Brian Zelis**

Roadways

Facebook –

1. Starting this month, NCTCOG and the City of Fort Worth are launching an effort to curb excessive speeding. To identify high-risk corridors, NCTCOG located roadways with speeds exceeding 80 mph and combined the results with roadway fatality statistics. As part of this new pilot program, the Fort Worth Police Department will increase enforcement on stretches of Loop 820 and Interstate Highway 30 from 8 p.m. to 4 a.m. This timeframe represents when roadways are statistically among the most dangerous. If successful in Fort Worth, this program could be expanded to other North Texas cities, ultimately making the roads safer throughout the region. Read more at the link below ↓ - NCTCOG Transportation Department



Start at the school zones! - Msilly Ily

Speeding can be significantly reduced by improved road design that encourages drivers to slow down. - **Justin Castleberry**

Tell that to the city of [City of Willow Park, TX](#)! It's the Wild West version of the autobahn out here. 5:30 AM until 5:30 AM the next day! Not a city cop in sight! I think they are scared to get on the highway! 🤠 Thank you Fort Worth PD for attempting to make the roads less crazy! Some of us have teenage drivers out in the world. - **Nicholas Hernandez**

To view more comments on this post, visit:
[\(20+\) Facebook](#)

Instagram –

1. Starting this month, NCTCOG and [@cityoffortworth](#) are launching an effort to curb excessive speeding. To identify high-risk corridors, NCTCOG located roadways with speeds exceeding 80 mph and combined the results with roadway fatality statistics. As part of this new pilot program,

the Fort Worth Police Department will increase enforcement on stretches of Loop 820 and Interstate Highway 30 from 8 p.m. to 4 a.m. This timeframe represents when roadways are statistically among the most dangerous. If successful in Fort Worth, this program could be expanded to other North Texas cities, ultimately making the roads safer throughout the region. Read more at the link in our bio ([@nctcogtrans](#)) - NCTCOG Transportation Department (@nctcogtrans)



What part of 820/30 is this so I can avoid it?? – **emilio.a.i**

Great use for flock cameras – **renegade_stryker**

Glad they're focusing on the real crimes. – **funkytownlab**

To view more comments on this post, visit:
[Instagram](#)

LinkedIn –

1. Starting this month, the [North Central Texas Council of Governments](#) and [City of Fort Worth](#) are launching an effort to curb excessive speeding. To identify high-risk corridors, NCTCOG located roadways with speeds exceeding 80 mph and combined the results with roadway fatality statistics. As part of this new pilot program, the Fort Worth Police Department will increase enforcement on stretches of Loop 820 and Interstate Highway 30 from 8 p.m. to 4 a.m. This timeframe represents when roadways are statistically among the most dangerous. If successful in Fort Worth, this program could be expanded to other North Texas cities, ultimately making the roads safer throughout the region. - NCTCOG Transportation Department



Finally.- **Brian Zelis**

Transit

Email –

1. Dan Batte

Hello,

I am seeking updated information on the status of the proposed Texas Central Railway High-Speed Bullet train.

I am a real estate broker and I have land owners who will be impacted by this project should it ever be built. For those who have a need to sell their land the proximity of the railway is an impediment. Buyers are wary to buy even though the project is stalled at the time.

I would like to contact someone who has updated knowledge of the status of this project. The Kleinheinz Group is not responsive so I am hopeful your department can be helpful. I look forward to your response.

Response by NCTCOG Transportation Staff

Good morning, Mr. Batte,

I checked internally with NCTCOG staff but, unfortunately, we do not have additional information about the Dallas-Houston high-speed rail project. We are only aware of information that the Kleinheinz Capital Partners project team has made publicly available through newspaper editorials and recent news coverage.

Letter –

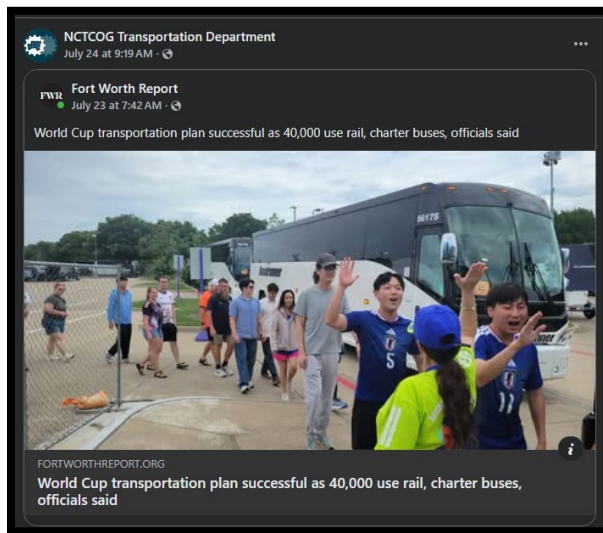
1. Please see Attachment 1 for comments submitted via letter.

2. Please see Attachment 2 for comments submitted via letter.
3. Please see Attachment 3 for comments submitted via letter.
4. Please see Attachment 4 for comments submitted via letter.
5. Please see Attachment 5 for comments submitted via letter.

World Cup

Facebook –

1. NCTCOG Transportation Department



So let's keep it going for Cowboys games, concerts, college games.... – Bryan Perry



Arlington...

- Jeriat Gillum

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July 20, 2026

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

*Re: Arlington-Commissioned Report Confirms underground Arlington Entertainment District higher-speed rail station will **export tourism dollars away from the City of Dallas** and to the restaurant/bar owners in the Arlington Entertainment District*

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 alert you to the High-Speed Economic Impact Analysis Final Report Summary, conducted on behalf of the City of Arlington (the "Arlington-Commissioned Report Summary").

As background, we previously informed you of the economic impact analyses conducted by (1) the Boston Consulting Group ("BCG") and (2) the Perryman Group, which both agreed and concluded that the (since discarded) alignment "2(b)" relating to possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail would cause billions of dollars of damages and significant financial losses each year to the City of Dallas.

We have also notified you of the efforts by the City of Arlington to siphon off tourist and tax dollars from Downtown Dallas to the restaurant, bar and other business owners in the Arlington Entertainment District, including through the construction of an underground higher-speed rail station in the Arlington Entertainment District. We reported this unjust windfall for the City of Arlington (who has steadfastly continued to refuse to join a transit authority) at the direct expense and loss of the City of Dallas.

The Arlington-Commissioned Report Summary expressly admits to (and confirms as we have previously warned) this massive export of spending dollars away from Dallas and to the restaurant/bar and other business owners in the Arlington Entertainment District. More specifically, the Arlington-Commissioned Report Summary concedes that the leading "Impact Area" for possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail would be "District specific" and, specifically, the Arlington "entertainment district."

Ken Kirkpatrick
General Counsel
July 20, 2026
Page 2

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

Alignment “2(b),” finally removed from consideration by Michael Morris and the RTC, would have:

- **undeniably threatened, irreparably harmed and severely damaged the Reunion development as well as the potential for new economic activity adjacent to Dallas’ new \$3 billion Kay Bailey Hutchison Convention Center;**
- **contravened and interfered with the City’s and Hunt’s legal and lawful rights under their Reunion Master Agreement – in place since 1975, and**
- **been in defiance and disregard of the Resolutions passed unanimously by the City Council of the City of Dallas on, respectively, June 12, 2024 and January 21, 2026.**

Thank you for your attention to these important matters.

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

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

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July 27, 2026

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

Re: NCTCOG – not the RTC – is the applicant and project sponsor relating to possible future Dallas to Arlington Entertainment District to Fort Worth higher-speed rail

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”).

On March 6, 2024, the Federal Transit Administration (the “FTA”) confirmed that it would be the “Federal lead agency” regarding possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail. *See* March 6, 2024 letter from FTA to NCTCOG (the “Agency Sponsor Determination”). In that Agency Sponsor Determination, the FTA appointed the North Central Council of Governments (the “NCTCOG”) – and *not* the Regional Transportation Council – as the “Project Sponsor” to work with the FTA. *Id.* The Agency Sponsor Determination was further confirmed and memorialized on the FTA’s official government website, including on its Permitting Dashboard.

<https://www.permits.performance.gov/permitting-project/dot-projects/dallas-fort-worth-high-speed-rail-service>.

In contrast, the RTC is nowhere mentioned, referenced or recognized anywhere in either the FTA’s official Agency Sponsor Determination or Permitting Dashboard.

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

Alignment “2(b),” finally removed from consideration by Michael Morris and the RTC, would have:

- **undeniably threatened, irreparably harmed and severely damaged the Reunion development as well as the potential for new economic activity adjacent to Dallas’ new \$3 billion Kay Bailey Hutchison Convention Center;**

Ken Kirkpatrick
General Counsel
July 27, 2026
Page 2

- **contravened and interfered with the City's and Hunt's legal and lawful rights under their Reunion Master Agreement – in place since 1975, and**
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Sincerely,

/s/ Eric Gambrell

Eric Gambrell

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Dallas, TX 75201

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August 3, 2026

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

*Re: Expanded Trinity Railway Express – the “backbone of the region” – Transports Dallas
FIFA Fans*

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 Trinity Railway Express (the “TRE”), what Michael Morris admits is the “backbone of the region” for Dallas-Fort Worth rail transportation, was heavily relied upon to get people to and from FIFA World Cup ’26 games at AT&T Stadium. To meet sharply increased demand, additional passenger trains and scheduled trips were added for game days.
<https://www.nbcdfw.com/news/local/world-cup-transportation-north-texas-rail-system/4005101/>.

The *Dallas Morning News* has reported on this FIFA-fueled expansion of the TRE, which had already seen exploding popularity in transporting people between Dallas and Fort Worth.
<https://www.dallasnews.com/world-cup/article/dart-fifa-fans-transit-world-cup-22322250.php>.
We have previously informed you that upgrades to the TRE, which can be done for a tiny fraction of the cost of possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail (saving many billions), could result in reduced travel times of 30-35 minutes between Dallas and Fort Worth.

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

Alignment “2(b),” finally removed from consideration by Michael Morris and the RTC, would have:

- **undeniably threatened, irreparably harmed and severely damaged the Reunion development as well as the potential for new economic activity adjacent to Dallas’ new \$3 billion Kay Bailey Hutchison Convention Center;**

Ken Kirkpatrick
General Counsel
August 3, 2026
Page 2

- **contravened and interfered with the City's and Hunt's legal and lawful rights under their Reunion Master Agreement – in place since 1975, and**
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/s/ Eric Gambrell

Eric Gambrell

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egambrell@akingump.com

August 10, 2026

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

*Re: Expanded Trinity Railway Express – the “backbone of the region” and the “nerve center”
for FIFA World Cup Transportation (Part 2)*

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”).

Last week, we advised you of the multiple media reports that the Trinity Railway Express (the “TRE”), what Michael Morris admits is the “backbone of the region” for Dallas-Fort Worth rail transportation, was heavily relied upon to get people to and from FIFA World Cup ’26 games at AT&T Stadium.

This week, we direct your attention to now-released numbers further confirming that the TRE acted as what officials called the “nerve center” for FIFA World Cup fan transportation. <https://www.keranews.org/transportation/2026-07-23/world-cup-transportation-plan-successful-as-40-000-use-rail-charter-buses-officials-said>. The TRE transported 30,000 FIFA fans, with “8,000 riders on its busiest World Cup match day.” *Id.*; see also <https://www.dallasnews.com/news/transportation/article/world-cup-over-north-texas-learned-transit-22343079.php>.

We have (more than once) provided you with comprehensive information showing that upgrades to the TRE, which could garner competitive travel times of 30-35 minutes between Dallas and Fort Worth, can be done for a tiny fraction of the cost of possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail (saving many billions).

Ken Kirkpatrick
General Counsel
August 10, 2026
Page 2

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Sincerely,

/s/ Eric Gambrell

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August 17, 2026

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

Re: Houston Investigative Report exposes numerous new educational and residential developments now directly in the path of the proposed Dallas-to-Houston high-speed rail route, concluding the non-viability of the six-year-old environmental impact statement's alignment

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 courteously inform you of a recently published Houston-based investigative report (the "Houston Investigative Report") concluding that **"the northwest Harris County alignment [regarding possible future Dallas-to-Houston high-speed rail] is dead."** See <https://houstonstrategies.blogspot.com/>. Given that the Houston Investigative Report specifically "wonder[ed] if Morris is aware of the [high-speed rail] alignment becoming nonviable in Houston," I thought you would be particularly interested to review it in detail and provide it to your respective clientele and applicable members in accordance with all attendant fiduciary and other related duties. *Id.*

The Houston Investigative Report notes that since the now-stale environmental impact statement including the proposed route was approved over six (6) years ago in early 2020:

"[m]ultiple subdivisions have been built in the path of the approved alignment, and a new Blinn College campus with a large first building underway has been established directly in the alignment path."

Id. The Houston Investigative Report more generally notes that over the last several years since the EIS was adopted, stretches of the proposed Dallas-to-Houston high-speed rail alignment in the Houston area have been developed and built out over it, blocking its path. *Id.* As reported, this includes the newly planned campus for the academically-touted and remarkably successful Blinn College (a collaborative partner with Texas A&M University) as well as multiple completed

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neighborhoods now filled with proud parents and their schoolchildren. *Id.* (“the FEIS alignment through the middle of the [Blinn College] property”).

According to the Houston Investigative Report, the fast-growing residential, educational and commercial developments now directly and permanently in the way of the proposed Dallas-to-Houston alignment has apparently resulted in a widespread perceived lack of viability of the now-outdated alignment. As examples, various developers with homesites over the route reportedly do not even disclose the possibility of high-speed rail to potential homebuyers. *Id.* (“a sales representative for Lennar Homes who told [investigator] that around the end of 2025 they stopped requiring homebuyers to sign a disclosure statement about the rail corridor.”) (“A sales manager for Meritage Homes told [investigator] homebuyers are not provided with a disclosure about the project. He told [investigator] internal communications say the rail project is not going to be built, so they don’t need to be concerned about it.”).

The report concludes that, as a result, “[t]here is no way the project can be built on the officially approved alignment” as stated in the EIS. *Id.* (emphasis added). Rather, it finds, “there would need to be a supplemental environmental study to define a new alignment.” *Id.*

Beyond the reported obsolescence of the alignment as contained in the EIS due to the extreme changed circumstances in the Houston area over the last six years, moving north to the Dallas portion of the proposed Dallas-to-Houston high-speed alignment, we have repeatedly and conclusively shown you that there has been no final determination as to the location of a Dallas high-speed rail station – only a preliminary location. *If any supplemental environmental study is ever commenced to attempt to ameliorate the now-stale EIS and its corresponding alignment, multiple options to re-locate the proposed place of the Dallas station for possible future Dallas-to-Houston high-speed rail to a possibly workable location could be considered.*

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

Alignment “2(b),” finally removed from consideration by Michael Morris and the RTC, would have:

- **undeniably threatened, irreparably harmed and severely damaged the Reunion development as well as the potential for new economic activity adjacent to Dallas’ new \$3 billion Kay Bailey Hutchison Convention Center;**
- **contravened and interfered with the City’s and Hunt’s legal and lawful rights under their Reunion Master Agreement – in place since 1975, and**
- **been in defiance and disregard of the Resolutions passed unanimously by the City Council of the City of Dallas on, respectively, June 12, 2024 and January 21, 2026.**

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Thank you for your attention to these important matters.

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

MINUTES

REGIONAL TRANSPORTATION COUNCIL PUBLIC MEETING

Integrating Transportation & Stormwater Infrastructure Study

Fiscal Year 2026 Public Transportation Funding Programs of Projects

US 67 at Chisholm Trail Parkway/Nolan River Road Funding Partnership

Walk & Roll to School Day Promotion

Meeting Date and Location

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting on Monday, August 10, 2026, at noon in Arlington. Patrons could attend in person, via phone or view the live stream at publicinput.com/nctcogAug26. Christie Gotti, Senior Program Manager, moderated the meeting attended by 76 people.

Public Meeting Purpose and Topics

The public meeting was held in accordance with the NCTCOG Transportation Department Public Participation Plan, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the metropolitan planning organization, and updated on Oct. 9, 2025. Staff presented information about:

- Integrating Transportation & Stormwater Infrastructure Study (**Shawn Conrad and Christi Upton**)
- Fiscal Year 2026 Public Transportation Funding Programs of Projects (**Nathaniel Potz**)
- US 67 at Chisholm Trail Parkway/Nolan River Road Funding Partnership (**Cody Derrick**)
- Walk & Roll to School Day Promotion (**Kyle Hoener**)

The public meeting was held to educate, inform and seek comments from the public. Comments were made by 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: publicinput.com/nctcogAug26.

Summary of Presentations

Integrating Transportation & Stormwater Infrastructure Study presentation: [Integrating-Transportation-&-Stormwater-Infrastructure-Study.pdf](#)

Initiated in 2023, the \$10 million Transportation and Stormwater Infrastructure (TSI) Study is a proactive planning effort to identify ways to reduce future flood risk and prevent negative impacts on community, health, safety, and growth. The study aims to improve flood prediction and warning systems, integrate planning across sectors, develop proactive solutions and support local

communities. Key aspects of the study include developing improved flood hazard area models, a flood warning system framework, and policy guidance and resources for reducing flood risk. The study identified critical locations of high vulnerability and/or susceptibility to flooding due to estimated future urbanization effects on drainage conditions and valley storage loss, and alternatives for transportation facilities to provide increased detention/retention capabilities at watershed crossings were also evaluated. For additional information about the TSI Study, please refer to the presentation slide deck linked above.

Fiscal Year 2026 Public Transportation Funding Programs of Projects presentation:

[Fiscal-Year-2026-Public-Transportation-Funding-Programs-of-Projects.pdf](#)

Public transportation is part of a comprehensive transportation system and includes various types of services such as fixed route, commuter bus, demand response, and rail. Investing in these modes has a positive economic impact within communities, provides access for people with mobility impairments, reduces roadway congestion and improves air quality as well as safety.

Three urbanized areas, Dallas-Fort Worth-Arlington, Denton-Lewisville and McKinney-Frisco, are eligible to receive formula funds through the Programs of Projects. There are four federal funding programs for the aforementioned areas:

- Urbanized Area Formula
- Enhanced Mobility of Seniors and Individuals with Disabilities
- State of Good Repair
- Bus and Bus Facilities

Public transportation providers in the region are slated to receive approximately \$220.8 million in Fiscal Year (FY) 2026 Federal Transit Administration formula funds. Of these funds, approximately \$194 million goes to the transit authorities, including Dallas Area Rapid Transit (DART), Trinity Metro and Denton County Transportation Authority (DCTA). An additional \$3 million in FY 2026, \$5.5 million in FY 2025 and \$2.2 million FY 2024 funds will be allocated in future cycles.

US 67 at Chisholm Trail Parkway/Nolan River Road Funding Partnership presentation:

[US-67-at-Chisholm-Trail-Parkway/Nolan-River-Road-Funding-Partnership.pdf](#)

A proposed funding partnership between NCTCOG and the Texas Department of Transportation (TxDOT) Fort Worth District was presented to support improvements at the US 67, Chisholm Trail Parkway and Nolan River Road intersection in Cleburne. The project area currently consists of a two-lane roadway and bridge that experiences frequent congestion, with traffic queues reaching approximately half a mile. Congestion is expected to worsen when the widening of Chisholm Trail Parkway is completed in 2028, transitioning from a two-lane section in the project area to a four-lane section.

The presentation also highlighted a recent Regional Transportation Council investment that expedited construction of Cattleman Drive, a feeder road serving the new Amazon facility near the corridor. The proposed partnership would reconstruct and widen Nolan River Road from two to four lanes to address congestion, accessibility, and safety concerns. TxDOT has funded engineering and utility relocations and is working to finalize those activities in preparation for construction. The recommendation includes \$12 million in regional funds and a \$3 million TxDOT

match, for a total of \$15 million. The project is currently advancing through the regional review and approval process and is expected to be added to the Transportation Improvement Program and Statewide Transportation Improvement Program in September 2026.

Walk & Roll to School Day Promotion presentation:

[Walk-&-Roll-to-School-Day-Promotion.pdf](#)

NCTCOG staff presented an overview of the Walk & Roll to School Day promotion. Walk & Roll to School Day is an annual event that encourages safe active transportation while supporting roadway safety and broader regional mobility objectives. Held at schools in the region on October 7, Walk & Roll to School Day events encourage students to walk and/or roll to school together. In addition to enhancing roadway safety awareness, walking and rolling to school promotes physical activity, supports health and wellness, reduces traffic congestion and improves air quality. NCTCOG supports regional participation by providing planning guidance, promotional materials and giveaways, and coordination resources.

COMMENTS RECEIVED DURING THE MEETING

US 67 at Chisholm Trail Parkway/Nolan River Road Funding Partnership

Constance McCammon, Citizen

A. Frontage road recommendations

Comment: I want to talk about improvements to the road at US 67 and Chisholm Trail Parkway. My husband and I use this road often, and we're wondering if there are going to be frontage roads or improvements. There are currently no frontage roads right there or they're kind of scattered. So, it would be great if they had continuous frontage roads, which would ease some of the congestion.

Summary of response by Cody Derrick: I believe we have reviewed that area and those frontage roads with the District before, but we currently do not have any projects in our improvement program with construction funding. Our team will take your comments and relay them to the Fort Worth District. I appreciate you being here and speaking to that. We'll be happy to reach out with further information.

Summary of response by Christie Gotti: Each year we review projects that are on the state highway system for inclusion in what is called the Regional 10-Year Plan. I think we presented it at last month's public meeting. We did not have sufficient funding to make an improvement like that, but we will review it again for possible inclusion in a future cycle.

Integrating Transportation & Stormwater Infrastructure Study

Phyllis Silver, Citizen

A. Terminology clarification

Question: You mentioned valley storage. Is that basically storage that takes place in a valley?

Summary of response by Christi Upton, Environment and Development Department: Valley storage is the storage of the volume of water in and around the stream. So, it's another term to use for the floodplain.

Comment: And the floodplain is the area that floods most frequently? I'm not very familiar with floodplains.

Summary of response by Christi Upton, Environment and Development Department: Yes, when rainfall exceeds the land's capacity to absorb it, water runs off and accumulates in streams, creeks and rivers. Nearby areas may then become inundated, making them especially vulnerable to flooding. Valley storage refers to the volume of water these surrounding areas can hold. As valley storage decreases, flood risk increases.

Gary Hennessey, Citizen

A. Current and possible warning systems

Comment: "Valley Storage" is a new term for me. I like the alliteration if it can also include the "Turn Around - Don't Drown" to emphasize the safety aspect that is ahead on the road. Is there a plan currently available where cities can get and place signs along all roads that are within the 100-year flood valley areas so drivers can identify hazards along the roads they typically use?

Summary of response by Christi Upton, Environment and Development Department: I cannot answer that question directly at this moment, but I will point back to the integration of this study. The final plan is going to include early warning systems and other tools for protection against both loss of property and loss of life. Therefore, I would say we can get back to you specifically on signs, but we are working on those types of systems focused on safety.

Question: Are there any other education programs warning of flood hazards?

Summary of response by Christi Upton, Environment and Development Department: Yes, there is the early warning system. We are also seeking grant funding to help continue supporting the improvement of early warning and other protection programs. But details are to come.

Summary of response by Susan Alvarez, Environment and Development Department: NCTCOG works with our local governments in addition to the Texas Floodplain Managers Association who sponsors statewide flood information and flood hazard information program. Most cities do that kind of education as part of their agreement with FEMA that allows for discounts on flood insurance. So, it's part of a larger campaign.

Question: Should cities add flood depth gauges in the same areas?

Summary of response by Susan Alvarez: Most cities do have gauges, particularly in low water crossings to prevent people from driving through them. It doesn't always work, but if you look at the side of

stream crossings, you'll typically see a gauge with foot marks to display how deep the water is before you drive there.

Fiscal Year 2026 Public Transportation Funding Programs of Projects

Phyllis Silver, Citizen

A. Terminology clarification

Question: Is the high intensity bus the same as the BRT bus?

Summary of response by Nathaniel Potz: A simple way to describe BRT is as a system with designated lanes used exclusively by buses. For example, along an entire route, buses may operate in dedicated lanes, allowing passengers to board as they would a train without the bus sharing the roadway with other vehicles. High-intensity bus service can include features of bus rapid transit, including fully or partially exclusive lanes. Typically, however, high-intensity buses also share the road with other vehicles.

Question: How does it compare with a regular bus?

Summary of response by Nathaniel Potz: The distinction relates primarily to how the service operates rather than to the type of bus used. Bus rapid transit and high-intensity bus service may use similar vehicles, but they operate under different roadway configurations. To my knowledge, the Dallas-Fort Worth area does not currently have bus rapid transit, although it does have a few high-intensity bus systems.

Summary of response by Christie Gotti: The high-intensity bus corridor originally proposed for this project was intended to use specialized, premium buses to attract choice riders to the system. The service would be comparable to Vonlane buses, which operate between major cities such as Dallas, Fort Worth and Austin. These buses offer amenities such as Wi-Fi, leather seats and tables that allow passengers to work while traveling. We still support the project, which is why it is being deferred rather than canceled. However, a vendor has not yet been identified that can provide the desired buses within the required funding timeline. Staff will continue exploring options and return when a suitable provider becomes available.

Comment: From that description, it sounds more like the high-intensity bus has more amenities. It's not a matter of the road that it takes.

Summary of response by Christie Gotti: Correct. The proposed buses would also be able to use the managed lane system, allowing for faster and potentially less congested travel than the general-purpose lanes.

Other

Phyllis Silver, Citizen

A. Deadline clarification

Question: Is there a deadline for comments this month?

Summary of response by Christie Gotti: The current public comment period that starts today ends on Tuesday, September 8th.

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

Mail

Phyllis Silver, Citizen

Please see Attachment 1 for comments submitted via postal mail.

North Central Texas Council of GovernmentsPublic Meeting - August 19, 2026Phyllis Silver
Phyllis Silver

8/24/2026

Comments + QuestionsIntegrating Transportation + Storm Water InfrastructureStudy

pg. 3 Comment - It is beneficial that COG is proactively planning to prevent destruction caused by floods.

Overall Comment

Although it is wise to develop early warning systems, the priority should be reducing the risk of flooding in flood-prone areas. I think that the innovative scientific methods that you are implementing are beneficial.

PS. 6 - Question

What is Green Stormwater Infrastructure (GSI) -
What does it refer to?

Fiscal Year 2026 Public Transportation Funding Programs of ProjectsComments

I am pleased that funding for DART is available and that it is likely that projects will include light rail replacement. It is my understanding that the new light rail cars will be low boarding cars so that riders will not have to walk steps to board & disembark.
The DCTA A-Train to Downtown Carrollton Extension - it is unfortunate that there is a funding gap. I am pleased that the funding process is taking place, though.

Walk + Roll to School Day 2026

General Comment - It is a great idea having this Program each year. It helps promote healthy living for School-age Children. I would like to see it become more popular.

Pg 3 Comments

It is disappointing that participation in the DFW area is lower than participation in the State. It would be desirable to have the Four⁽⁴⁾ Counties show a strong upward trend in participation.

I have shared this Program with my State Legislator's Office and I was told that they will look into promoting this initiative.

Transportation issue outside the Scope of the August 2026 Public Meeting: Comments + Question

Wrongway collisions continue to cause needless fatalities. I have long been an advocate of developing methods to prevent these tragedies. Some technology has been advanced to prevent this, but more needs to be done. I'd like to see this become a priority so that we can mitigate the occurrence. Innocent people die in these accidents.

Question Can you let me know what new measures, if any, have been devised and implemented in the last few years to resolve the wrongway collision problem?