



Year (FY) 2026-2027 biennium to conduct local air quality planning and authorization to enter into agreements with subrecipients to assist with work to be carried out.

Background: The TCEQ administers funds for local air quality planning activities under Rider 7 of the agency's legislative appropriation for affected counties that are not designated "nonattainment" for federal particulate matter standards. This funding can be used to inventory PM<sub>2.5</sub>-related emissions, monitor PM<sub>2.5</sub>-related pollution levels, PM<sub>2.5</sub>-related air quality modeling, regional air quality planning activities, and to cover administrative costs to assist with remaining in attainment of these standards. Eligible counties in the North Central Texas Council of Governments (NCTCOG) area include 13 counties, namely Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Navarro, Parker, Rockwall, Tarrant, and Wise counties. Of the regulatory PM<sub>2.5</sub> monitoring sites in North Central Texas, those around the City of Fort Worth and City of Dallas downtowns are recording elevated PM<sub>2.5</sub> levels. Thus, during the FY 2024-2025 biennium, additional monitoring work was initiated in Dallas, Ellis, and Tarrant counties to understand the occurrence of elevated PM<sub>2.5</sub> levels in the downtown areas. Anticipated activities to be conducted during FY 2026-2027 include continuation of existing air quality monitoring, extension of monitoring activities in the northern part of the region and modeling of emissions. Staff will seek approval to enter into contracts with Kevin Overton and the Texas A&M Transportation Institute to assist in carrying out this work, and request approval to initiate a competitive request for proposals (RFP) to conduct PM<sub>2.5</sub> emissions modeling in eligible counties within the NCTCOG area. Following results of the RFP, RTC approval will be requested at a future date to subaward. More details can be found in [Electronic Item 3.1](#).

Performance Measure(s) Addressed: Air Quality

**3.2. Approval to Receive Rider 7 Ozone Planning Funds from the Texas Commission on Environmental Quality and to Use Funds for Ozone-Related Regional Air Quality Activities**

Presenter: Jenny Narvaez, NCTCOG

Item Summary: Staff requests approval to receive Rider 7 Local Air Quality Planning Grant - Ozone program funds from the Texas Commission on Environmental Quality (TCEQ) for the Fiscal Year (FY) 2026-2027 biennium to conduct local air quality planning and enter into agreements with the City of Granbury to assist with work to be carried out.

Background: The TCEQ administers funds for local air quality planning activities under Rider 7 of the agency's legislative appropriation for affected counties that are not designated "nonattainment" for federal ozone standards. This funding can be used to inventory ozone-related emissions, monitor ozone-related pollution levels, ozone related air quality modeling, regional air quality planning activities, and to cover administrative costs to assist with remaining in attainment of these standards. In previous biennium's, work was conducted in Hood and Hunt counties which currently have design values of 75 and 67 parts per billion, respectively. With Hunt County's attainment values holding steadily below required levels, the focus on Hood County will continue. Anticipated activities to be conducted during FY 2026-2027 include continuation of air quality monitoring and update of an existing 2015 conceptual model in Hood County. More details can be found in [Electronic Item 3.2](#).

Performance Measure(s) Addressed: Air Quality

1:20 – 1:35

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

Action       Possible Action       Information      Minutes: 15

Presenter: Michael Morris, NCTCOG

1. Dallas Area Rapid Transit Employees, Dee Leggett and Anthony Fuller, Are Leaving the Agency
2. Anticipated Workshop on Texas, Metropolitan Planning Organization, and Fiscal Agent Agreements: March or April 2026 (Ken Kirkpatrick, Texas Department of

- Transportation to be Invited, and Executive Board Orientation from Michael Morris)
3. Arlington's Request to Explore Technology-Based Transit Authority ([Electronic Item 4.1](#))
  4. Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery ([Electronic Item 4.2](#))
  5. Amanda Wilson's Service Recognition on the AMPO Policy Committee in 2025 ([Electronic Item 4.3](#))
  6. Michael Morris is the ENR Texas and Louisiana's 2026 Legacy Award Winner ([Electronic Item 4.4](#))
  7. Future Discussion on Rockwall County/Partnership Program
  8. Fiscal Year 2026 Appropriations Update and Fédération Internationale de Football Association Funding ([Electronic Item 4.5](#))
  9. Fiscal Year 2025 Transportation Development Credit Annual Report ([Electronic Item 4.6](#))
  10. 2027–2030 Transportation Improvement Program Development
  11. Mobility Assistance Patrol Program ([Electronic Item 4.7](#))
  12. Engine Off North Texas Status Report ([Electronic Item 4.8](#))
  13. Status Update on 2025 Transportation Conformity
  14. Quarterly High Occupancy Vehicle Carma Subsidy Report ([Electronic Item 4.9](#))
  15. Air Quality Funding Opportunities ([www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding))
  16. Upcoming Dallas-Fort Worth Clean Cities Events ([www.dfwcleancities.org/events](http://www.dfwcleancities.org/events))
  17. December-January Public Comments Report ([Electronic Item 4.10](#))
  18. February Public Meeting Notice ([Electronic Item 4.11](#))
  19. Recent News Articles ([Electronic Item 4.12](#))
  20. Recent Correspondence ([Electronic Item 4.13](#))
  21. Recent Press Releases ([Electronic Item 4.14](#))

1:35 – 1:45 5.

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

Action       Possible Action       Information      Minutes: 10

Presenter: Karla Windsor, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval to submit projects in the Fiscal Year (FY) 2026 Better Utilizing Investments to Leverage Development

(BUILD) Grant Program. Applications are due to the United States Department of Transportation (USDOT) by February 24, 2026. RTC approval will also be requested for \$30 million in Surface Transportation Block Grant Program (STBG)/Congestion Mitigation and Air Quality (CMAQ) Improvement Program funding to support the Bonds Ranch Road Segment #2 project recently submitted by Tarrant County for the Texas Off-System Rail Grade Separation State Fund Program.

Background: In November 2025, USDOT announced the solicitation of project applications for the \$1.5 billion FY2026 BUILD Grant Program. With scope, cost, and funding information outlined in [Electronic Item 5](#), the North Central Texas Council of Governments will submit FY2026 BUILD Grant applications for the United States (US) 287/Prairie Ridge project; State Highway 183/Pumphrey Drive Bettering Access, Safety, and Efficiency Project; and the Farm-to-Market 917/Burlington Northern Santa Fe (BNSF) Grade Separation Project. Additional details and application requirements for the FY2026 BUILD Grant Program can be accessed via the Notice of Funding Opportunity at:

<https://www.transportation.gov/BUILDgrants/NOFO>.

During the same month, the Texas Department of Transportation (TxDOT) announced the solicitation of projects for the Texas Off-System Rail Grade Separation State Fund Program, made possible via \$250 million authorized through Senate Bill 1555. Tarrant County was selected to prepare a Detailed Application for the Bonds Ranch Road/Union Pacific Railroad/BNSF/Business US 287 Grade Separation (Segment #2) project, which was submitted to TxDOT on January 19, 2026. As part of this application, Tarrant County is requesting the RTC reaffirm previously approved \$20 million in STBG/CMAQ funding and \$9 million in Regional Toll Revenue funding contingent on a Federal Railroad Administration grant application that was not selected for award. Tarrant County is requesting an additional \$10 million in STBG/CMAQ funding, for a total RTC commitment of \$30 million, to leverage other State, local, and private funds devoted to the proposed grade separation.

Performance Measure(s) Addressed: Roadway, Safety

1:45 – 1:55

6. **Proposed Traffic Signal Program Funding**

Action       Possible Action       Information      Minutes: 10

Presenter:      Natalie Bettger, NCTCOG

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

Background: The RTC approved the traffic signal improvement types and associated funding categories in November 2025. There continues to be a need to implement, operate and maintain traffic signals within the region and this program will set aside funding to support the ongoing requests from local agencies. This effort will seek input from the Surface Transportation Technical Committee and RTC to support the identified funding allocation by categories through 2030. The presentation will describe the funding categories, outline the estimated funding need, and propose funding allocation by category based on previous action. Additional information is provided in [Electronic Item 6](#).

Performance Measure(s) Addressed: Safety

1:55 – 2:10

7. **Status Report on Executive Board Items**

Action       Possible Action       Information      Minutes: 15

Presenters:      Michael Morris and Ken Kirkpatrick, NCTCOG

Item Summary: Staff will provide an update on communication and coordination between the Regional Transportation Council (RTC) and North Central Texas Council of Governments (NCTCOG) Executive Board including a summary of Executive Board action on items previously approved by the RTC and proposed for implementation by NCTCOG.

Background: Below is a summary of recent Executive Board items impacting the RTC:

- Item 14: Status Report on the Regional Transportation Council Partnership Letter and Metropolitan Planning Organization (MPO) Planning Agreement Roles and Responsibilities. MPO Designation Agreement is provided in [Electronic Item 7.1](#). MPO Planning Agreement is provided in [Electronic Item 7.2](#). The presentation from the Executive Board meeting is provided in [Electronic Item 7.3](#).

- Item 19: Resolution Authorizing Agreements with Subrecipients of the North Texas Electric Vehicle Infrastructure Call for Projects (Approved)
- Item 20: Resolution Approving Submittal of Fiscal Year 2024-2025 National Railroad Partnership Program Applications to the Federal Railroad Administration (Approved)
- Item 21: Resolution Authorizing a Contract with HNTB Corporation to Conduct a Feasibility Study for the Extension of the McKinney Avenue Transit Authority M-Line Trolley (Approved)
- Item 22: Resolution Approving North Central Texas Council of Governments General Counsel to Conduct Legal Review and Authorizing Funding for External Legal Assistance for Regional Transportation Council Support (Tabled)
- Item 24: Possible Consideration to Take from Table Item 15 of the October 23, 2025, and Resolution Authorizing a Contract with HNTB Corporation to Complete Step 1 of the Federal Railroad Administration’s Corridor Identification and Development Program for the Fort Worth to Houston High-Speed Rail Corridor (Approved; please see City of Dallas Resolution as [Electronic Item 7.4](#))

Performance Measure(s) Addressed: Administrative

**2:10 – 3:00      8.      Regional Transportation Council Action on Scenario 1 and Scenario 2: City Requests Impacting Dallas Area Rapid Transit: Action from Workshop**

Action       Possible Action       Information      Minutes: 50

Presenter: Michael Morris and NCTCOG Team

Item Summary: Dallas Area Rapid Transit (DART) cities that are thinking about withdrawing from DART have requested action from the Regional Transportation Council (RTC) in order to have the latest information for their entities to make a final decision by February 23, 2026. Actions related to Scenario 1 pertain to cities opting out of DART. Actions related to Scenario 2 are partnership opportunities resulting in cities not withdrawing from DART.

Background: Staff is going to recommend assistance to the DART cities if they elect to withdraw and staff is also going to recommend assistance if the cities opt to remain in DART. Materials related to this overall issue is contained in [Electronic Item 8.1](#). Proposed action related to

Scenario 1 is contained in [Electronic Item 8.2](#). Proposed action related to Scenario 2 is contained in [Electronic Item 8.3](#).

Performance Measure(s) Addressed: Air Quality, Transit

9. **Progress Reports**

Action     Possible Action     Information

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

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

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

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

12. **Next Meeting**: The next meeting of the Regional Transportation Council will be held at **1:00 pm, Thursday, March 12, 2026**.



**MINUTES**

**Regional Transportation Council  
Thursday, January 8, 2026**

The Regional Transportation Council (RTC) met on Thursday, January 8, 2026, at 1:00 pm at the North Central Texas Council of Governments. The following RTC members or representatives were present: Daniel Alemán, Bruce Arfsten, Steve Babick, Rick Bailey, Elizabeth Beck, Curtis Bergthold, Alan Blaylock, Randall Bryant, Ceason Clemens, Bill Cox, Michael Crain, Theresa Daniel, Jeff Davis, Andy Eads, Michael Evans, Vernon Evans, Carlos Flores, T.J. Gilmore, Raul Gonzalez, Lane Grayson, Mojoy Haddad, Clay Lewis Jenkins, Ron Jensen, Jill Jester, Matt Krause, Stephen Mason, Cara Mendelsohn, Cesar Molina, Ed Moore, Jesse Moreno, John Muns, Matthew Porter, Paul Ridley, Jim Ross, William Roth (representing Lorie Blair), David Salazar, Kathy Stewart, Bobby Stovall, Burt Thakur, Jeremy Tompkins, William Tsao, Dennis Webb, and Duncan Webb.

Others present at the meeting were: Vickie Alexander, Susan Alvarez, Joe Atwood, Jay Barksdale, Emily Beckham, Kenny Bergstrom, Natalie Bettger, Joslyn Billings, Brandi Bird, Jonathan Blackman, Alberta Blair, Jason Brodigan, Carolyn Burns, Farhan Butt, Daniel Byrd, Jaron Capps, Angie Carson, Lori Clark, Dina Colarossi, Shawn Conrad, Paul Cristina, Alyssa Cunningham, Dawn Dalrymple, Clarence Daugherty, Quinnton DeBolt, Brian Dell, Emily Dryden, Chad Edwards, Eric Gallt, Carmen Garcia, Shala Geer-Smith, Jillian Giles, Rebekah Gongora, Christie Gotti, Gary Graham, Michael Haithcock, Scott Hall, Tony Hartzel, Millie Hayes, Irlenia Hermsillo, Joel James, Amy Johnson, Dan Kessler, Tony Kimmey, Ken Kirkpatrick, Andrew Kissig, Chris Klaus, Michael Knowles, Dan Lamers, Jacob Leinig, Todd Little, Aaron Long, Stanford Lynch, Chad Marbut, Dillon Maroney, Malcolm Mayhew, Jeremy McGraham, Dustin McKinney, Monte Mercer, Eric Morris, Michael Morris, Mark Nelson, Jackie Nolasco, Chris Northup, Christina Noskin, Damarcus Offold, Amir Omar, Andrew Pagano, Donald Parker, Darla Payberah, Brinton Payne, Michael Peters, Caleb Polster, John Polster, Kelly Porter, James Powell, Ezra Pratt, Jana Price, Vercie Pruitt-Jenkins, Phedra Redifer, Randy Richardson, Gary Slagel, Claude Spivey, Feliz Stafford, Toni Stehling, Steve Templer, Hannah Thesing, Vivek Thimmavajjhala, Jason Thomas, Luke Tinker, Lauren Trimble, Juliana VandenBorn, Caroline Vandergriff, Brendon Wheeler, Mark Wiggins, Amanda Wilson, Brian Wilson, Karla Windsor, Alex Wolford, Carson Wright, Jared Wright, Hua Yang, and Kris Yowtak.

1. **Opportunity for Public Comment on Today's Agenda**: Rick Bailey, Regional Transportation Council Chair and Johnson County Commissioner, asked if there were any public comments. Chair Bailey noted that no members of the public chose to speak at the meeting or provide written comments.
2. **Approval of December 11, 2025, Minutes**: Approval of the December 11, 2025, meeting minutes contained in Electronic Item 2 was requested.

A motion was made to approve the December 11, 2025, meeting minutes as submitted in Electronic Item 2. Theresa Daniel (M); Matthew Porter (S). The motion passed unanimously.

**3. Consent Agenda**

- 3.1. **February 2026 Transportation Improvement Program Revisions**: Regional Transportation Council approval of revisions to the 2025-2028 Transportation

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

A motion was made to approve Item 3.1 on the Consent Agenda. Matthew Porter (M); Ed Moore (S). The motion passed unanimously.

4. **Orientation to Agenda/Director of Transportation Report**: Michael Morris briefly highlighted items 1 through 3, and 7.
  1. Three Dallas District Texas Department of Transportation Award Winners – Director of Construction, Brenan Honey; Deputy District Engineer, Jeff Bush; and Northeast Texas Communications Director, Tony Hartzel
  2. North Central Texas Council of Governments Senior Program Manager, Brendon Wheeler, is Leaving to Become the New Metropolitan Planning Organization Director for the San Antonio Region
  3. Texas Transportation Commission Awarded \$25 Million for Cotton Belt Trail Corridor
  4. Awarded Safe Streets for All Fiscal Year 2024 North Central Texas Council of Governments Crossing Students Safety Grant Agreement
  5. Invest IN HER Awards – Lori Clark Nominated for the Game Changer Award (Award Recipients Announced January 22, 2026)
  6. American Security Drone Act of 2023 and Office of Management and Budget Memorandum M-26-02
  7. President's Executive Order on Fast Tracking Electric Vehicle Take Off and Landing (<https://www.whitehouse.gov/presidential-actions/2025/06/unleashing-american-drone-dominance/>) and Executive Summary
  8. Mobility Assistance Patrol Program
  9. Dallas Area Rapid Transit and Early State Coordination
  10. Triennial Federal Transit Administration Review Will Be Conducted in 2026
  11. High-Speed Rail Corridor Identification and Development Program
  12. State Off-System Grade Separation
  13. Additional Correspondence from Hunt-Related Entities on High-Speed Rail
  14. Air Quality Funding Opportunities ([www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding))
  15. Upcoming Dallas-Fort Worth Clean Cities Events ([www.dfwcleancities.org/events](http://www.dfwcleancities.org/events))
  16. November - December Public Comment Report
  17. December Public Meeting Minutes
  18. Recent News Articles
  19. Recent Press Releases
5. **Approval of Partnership Letter to the Executive Board**: Prior to the presentation of agenda item 5, a motion was made to recuse the Regional Transportation Council (RTC) members that also serve on the North Central Texas Council of Governments (NCTCOG) Executive Board from discussions and voting on agenda items 5 and 6 due to a potential conflict of interest between the two bodies. Jim Ross (R); Duncan Webb (S). The motion was withdrawn.

Michael Morris briefed the Council on draft correspondence provided for the Council's action. Selected Regional Transportation Council (RTC) members suggested a letter be

sent to the North Central Texas Council of Governments Executive Board reestablishing a greater partnership position. Several examples over the last few months underscored the need to clarify the two bodies' roles and responsibilities related to the Metropolitan Planning Organization as well as the Director of Transportation position. A draft letter was included as Electronic Item 5, and staff requested approval for the RTC Chair to send the letter to the Executive Board President.

A motion was made for the Regional Transportation Council Chair to submit correspondence to the North Central Texas Council of Governments Executive Board President seeking to reestablish a greater partnership position. Theresa Daniel (M); Bill Cox (S). The motion passed.

Cara Mendelsohn requested the Regional Transportation Council (RTC) Bylaws Subcommittee review the Bylaws to determine how potential conflicts of interest should be handled in the future regarding members that serve on both the RTC and Executive Board. Michael Morris reminded the RTC that the Bylaws are scheduled to be reviewed in 2026, between now and June, and the topic of potential conflicts of interest between the RTC and Executive Board will be included in the list of discussion topics for consideration.

- 6. Regional Transportation Council Approval to Hire External Legal Assistance for Regional Transportation Council Agreements:** Michael Morris requested Regional Transportation Council (RTC) approval for external legal counsel services to review numerous agreements and laws impacting responsibilities of the RTC. This item requested \$50,000 in RTC Local funds to prepare the RTC for upcoming agreement deadlines.

A motion was made to approve Option 1, North Central Texas Council of Governments (NCTCOG) General Counsel to take the lead with agreement between the Regional Transportation Council (RTC) Policy Committee and NCTCOG Executive Board as Fiscal Agent, and Option 2, an initial expenditure of \$50,000 in RTC Local funds to obtain external legal counsel, with the RTC Chair given authority to approve the expenditure on behalf of the RTC. If additional RTC Local funds are needed for external counsel services, the request for RTC approval will be scheduled at the next RTC meeting. Duncan Webb (M); Andy Eads (S). The motion passed.

- 7. North Texas Electric Vehicle Infrastructure Call for Projects Funding Recommendations:** Lori Clark provided an overview of the North Texas Electric Vehicle Infrastructure Call for Projects including applications received, scoring results, and sites recommended for funding. Regional Transportation Council approval of funding recommendations was requested.

A motion was made to approve proposed site recommendations for the North Texas Electric Vehicle Infrastructure Call for Projects, in ranked order, as outlined in Electronic Item 7.2, sites on the "waitlist" to be funded in order as adequate funds become available; use of \$65,600 in Regional Transportation Council (RTC) Local funds to award request in Erath County (will replace RTC Local with Federal Highway Administration (FHWA) funds if obligated); reopening the Call For Projects for three rural western counties upon FHWA obligation of funds; reallocating \$310,400 from Navarro County to the Metropolitan Planning Area (pending communication with County officials); along with administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program, and updating any administrative and/or planning documents as

needed to incorporate funding recommendations. Paul Ridley (M); Burt Thakur (S). The motion passed unanimously.

8. **Metropolitan Transportation Plan Policy Bundle Round 6:** Amy Johnson requested approval of the Metropolitan Transportation Plan Policy Bundle Round 6 policy list and scoring framework.

A motion was made to approve the proposed Metropolitan Transportation Plan Policy Bundle Round 6 policy list and scoring framework, along with administratively amending the Transportation Improvement Program (TIP)/Statewide TIP and updating any administrative and/or planning documents as needed to incorporate the program. Bill Cox (M); Raul Gonzalez (S). The motion passed unanimously.

9. **Progress Report from the RTC Transit Vision Subcommittee Chair:** Jill Jester, Subcommittee Chair, with assistance from Karla Windsor, provided a status report on the Regional Transportation Council Transit Vision Subcommittee that has been meeting twice a month since September 2025. The purpose of the subcommittee is to create a transit vision that meets the needs of the region before 2050, when it is anticipated the population will exceed 12 million people.
10. **2027-2030 Transportation Improvement Program Development – Draft Listings:** Brian Dell briefed the Regional Transportation Council (RTC) on the 2027-2030 Transportation Improvement Program development process. The draft listing of current RTC commitments were provided for review and comment.
11. **Integrating Transportation and Stormwater Infrastructure Study/Overview:** This item was not presented due to time constraints.
12. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 12.1, and Surface Transportation Technical Committee attendance and minutes were provided in Electronic Item 12.2.
13. **Other Business (Old or New):** There was no discussion on this item.
14. **Future Agenda Items:** There was no discussion on this item.
15. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for **1:00 pm, Thursday, February 12, 2026.**

Meeting adjourned at 2:48 pm.



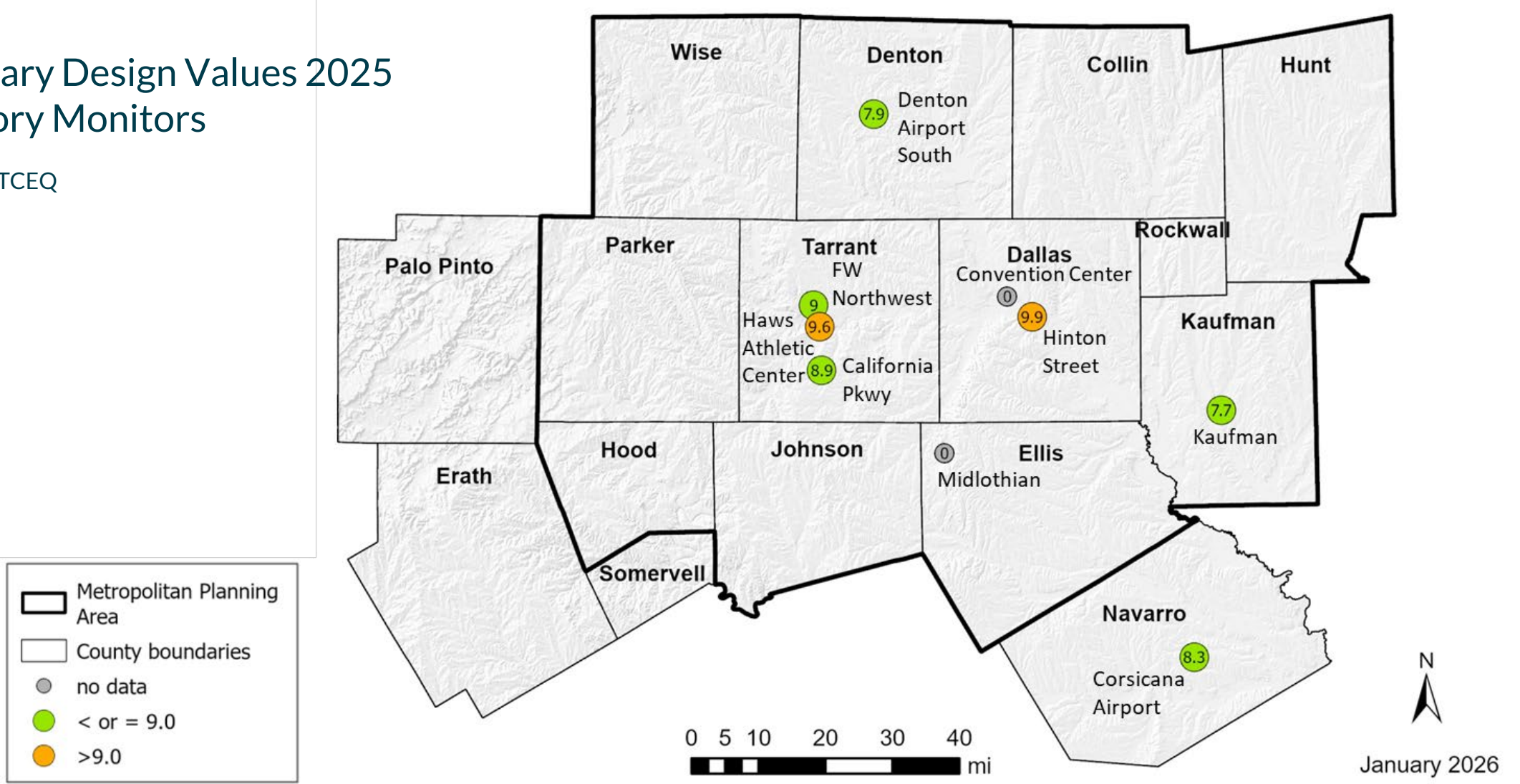
# Endorsement to Receive Rider 7 PM<sub>2.5</sub> Planning Funds from the Texas Commission on Environmental Quality and Approval to Use Funds for PM<sub>2.5</sub>- Related Regional Air Quality Activities

Jenny Narvaez  
Regional Transportation Council  
2.12.2026

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

## Preliminary Design Values 2025 Regulatory Monitors

Data Source: TCEQ



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



# Rider 7 Local Air Quality Planning Grants

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

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

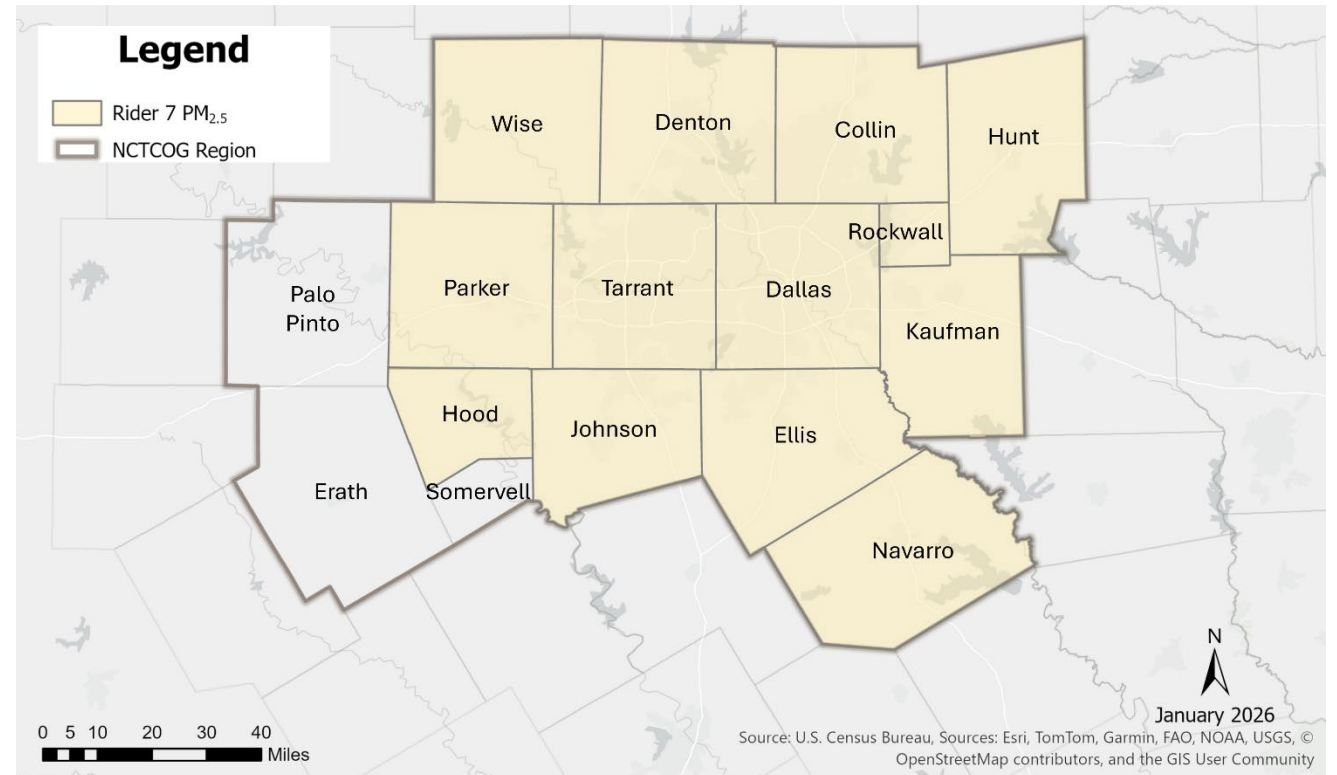
*Biennium 24/25 - Contract*

*Biennium 26/27 - Amendment*

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

→ Endorsement

→ AQ Monitoring RTC Policy P24-02



# Air Quality Monitoring RTC Policy

## Policy P24-02

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

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

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

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

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

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

**Viable Activities:** Identify Funding Sources

Develop Partnerships

Implementation & Deployment

Public Engagement and Communication

Evaluation and Reporting





# Rider 7 Local Air Quality Planning Grants

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

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

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

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

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

**This funding can be used to:**

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

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

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

implement regional air quality planning activities, and

cover administrative costs



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

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

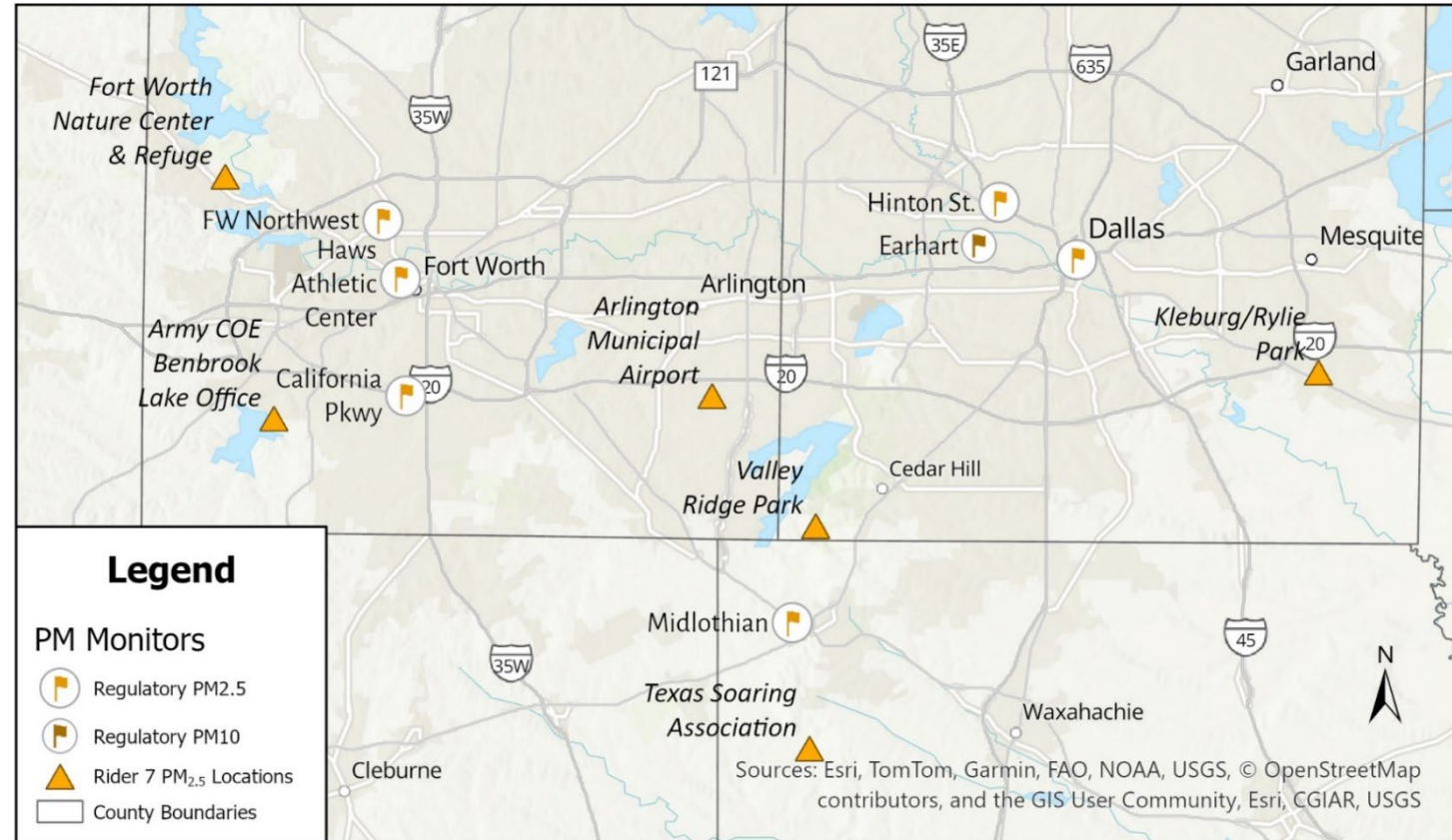
Data collection began in June 2025

Final Report approved by the TCEQ on  
December 30, 2025

## Subgrantees:

Texas A&M Transportation Institute (TTI)

Kevin Overton (Personal Services  
Agreement)



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

**DRAFT**

## Planned Activities

Continuation of current monitoring activities

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

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

## Proposed Team

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

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

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

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



# Requested Action: Receiving and Using Rider 7 Funds for PM<sub>2.5</sub>-Related Regional Air Quality Activities

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

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

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

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



# Contact Us



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# Approval to Receive Rider 7 Ozone Planning Funds from the Texas Commission on Environmental Quality and to Use Funds for Ozone-Related Regional Air Quality Activities

Jenny Narvaez  
Regional Transportation Council  
2.12.2026

# Rider 7 Local Air Quality Planning Grants

## Rider 7 Ozone – Accept Funds

Agreement between NCTCOG and the Texas Commission on Environmental Quality (TCEQ) for air quality planning activities.

Focus remains in Hood County due to elevated Ozone levels.

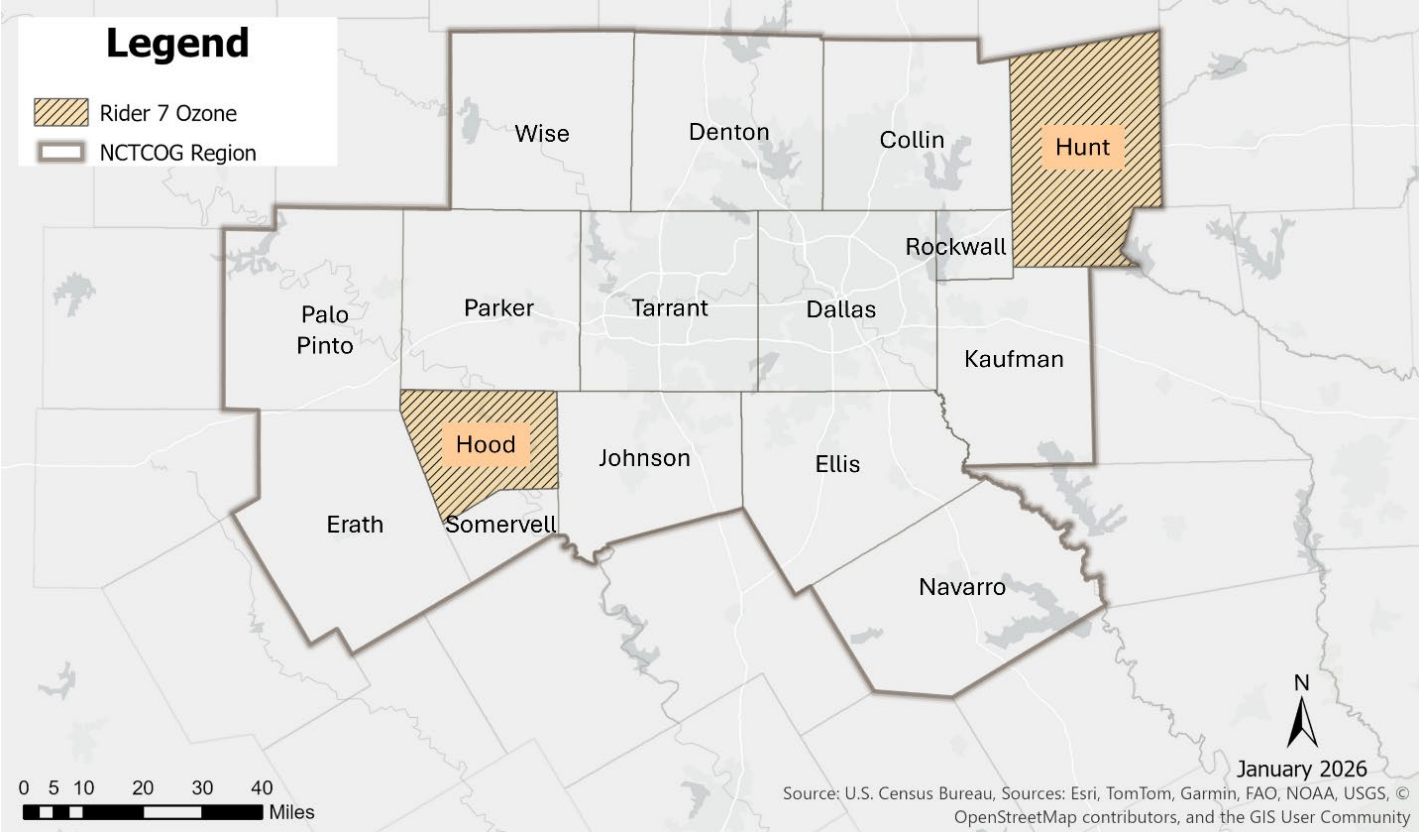
*Biennium 22/23 – Contract*

*Biennium 24/25 – Amendment*

*Biennium 26/27 – New Contract*

RTC Policy P24-02 (summarized on next slide)

### Eligible Counties



# Air Quality Monitoring RTC Policy

## Policy P24-02

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

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

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

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

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

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

**Actions:** Identify Funding Sources

Develop Partnerships

Support Implementation & Deployment

Pursue Public Engagement and Communication

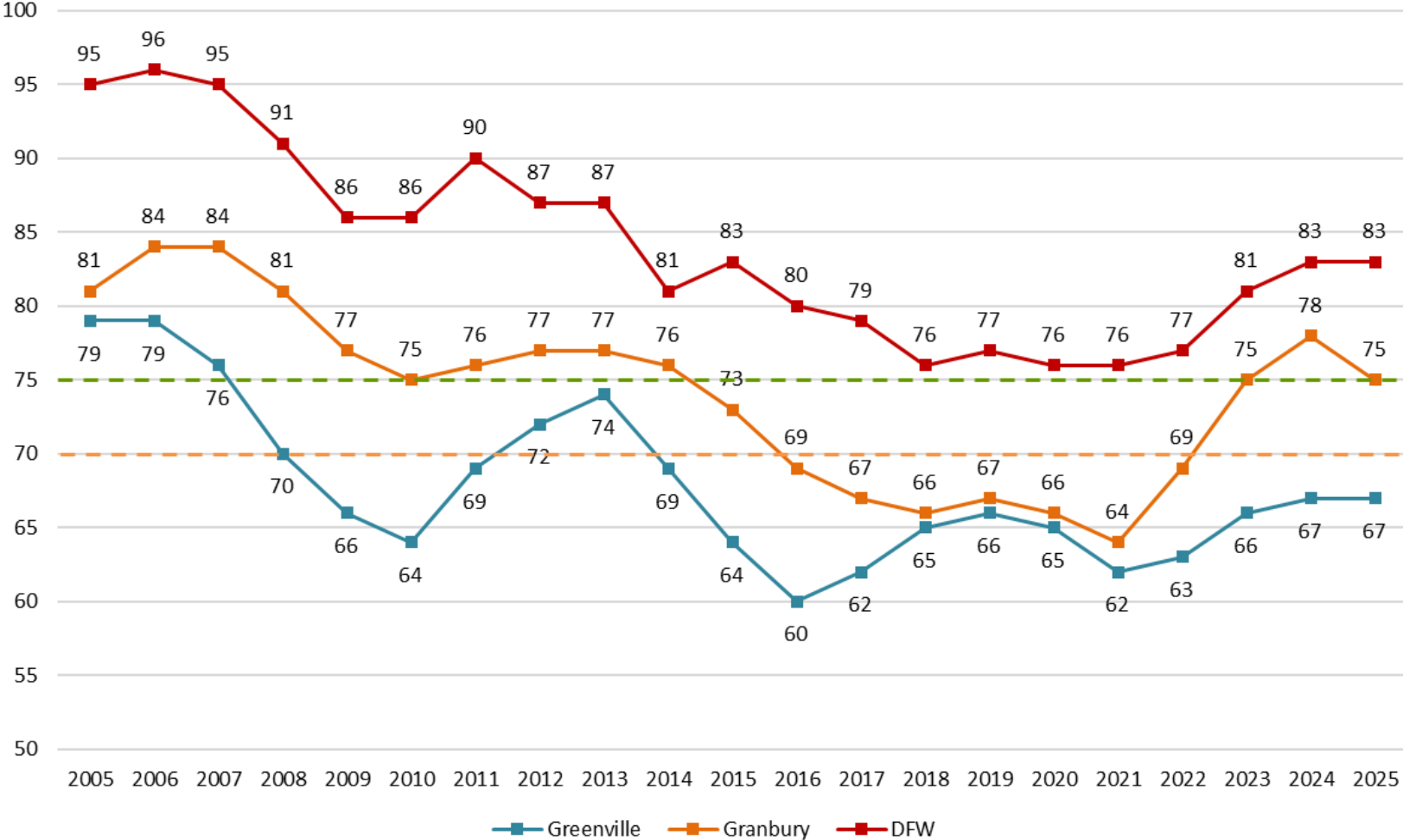
Conduct Evaluation and Reporting





# Rider 7 - Ozone

Ozone Design Values in Hood and Hunt Counties 2005 - 2025



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

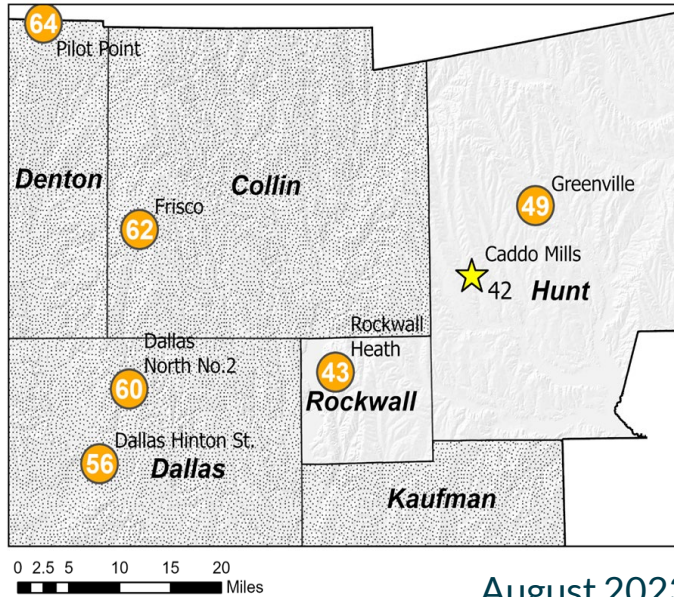
2015 Standard ≤ 70 ppb (Serious, attainment by 2027)



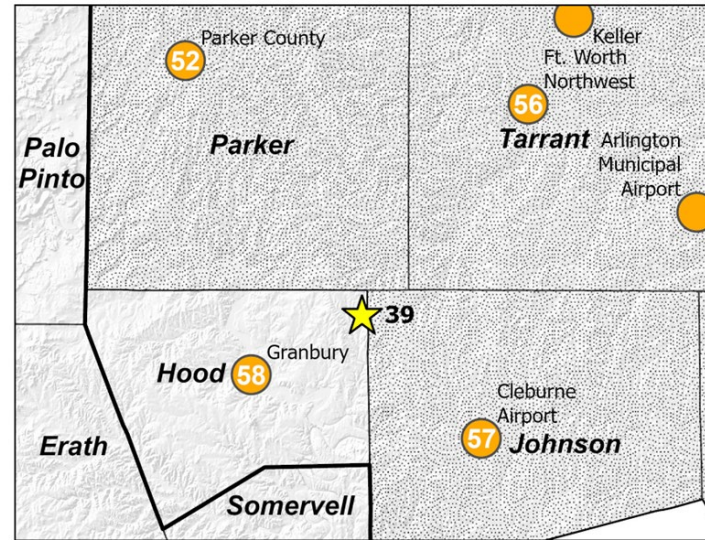
# Rider 7 - Ozone

## Biennium 22/23 Activities: Ambient mobile monitoring

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



August 2023



Sept. 2023

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

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



# Rider 7 - Ozone

## Biennium 24/25 Activities: Ambient Monitoring

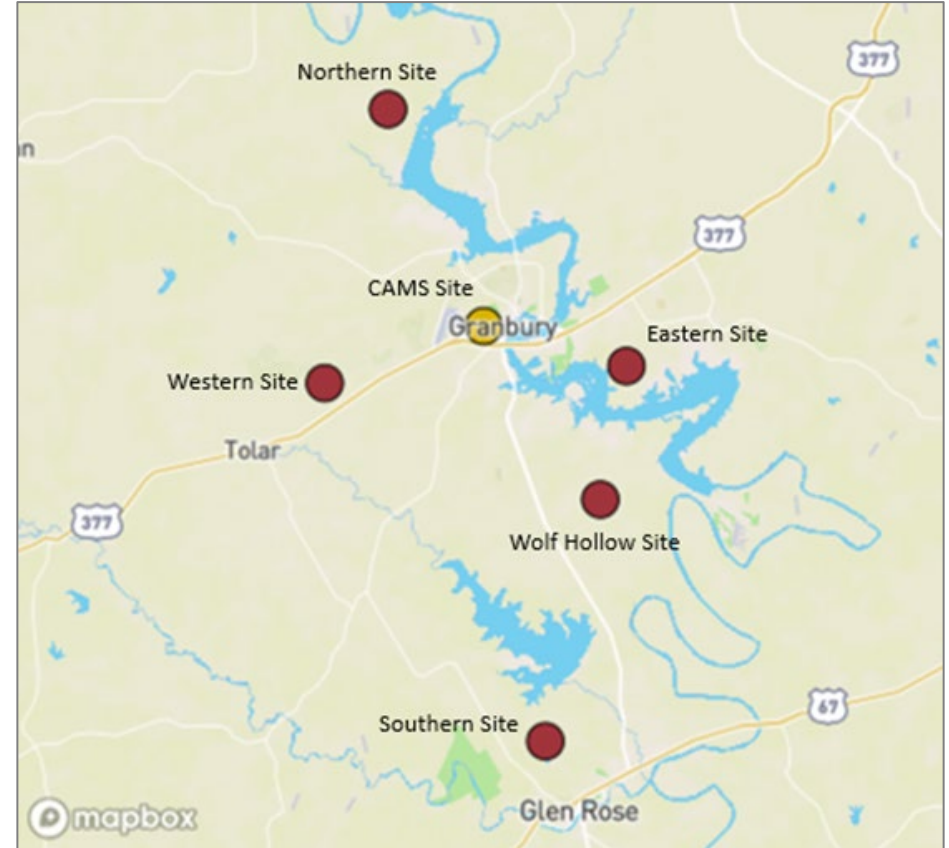
Installation of five ozone monitors, NO<sub>2</sub> reference monitors, and weather stations in Hood and Somervell Counties - TTI

Data collection from end of June – October 31, 2025

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

Updated Emissions Inventory for Hood County – Ramboll

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



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



# Rider 7 Ozone Activities- Biennium 26/27

## Planned Activities

Continuation of current monitoring activities (Hood and Somervell Counties)

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

Update of the 2015 Conceptual Model for Hood County

**DRAFT**

## Proposed Team

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

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

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

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



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

RTC approval of:

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

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

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



# Contact Us



Chris Klaus

Senior Program Manager

cklaus@nctcog.org | 817-695-9286



Jenny Narvaez

Program Manager

jnarvaez@nctcog.org | 817-608-2342



Daniela Tower

Air Quality Planner

dtower@nctcog.org | 817-704-5629





January 22, 2026

To: Rick Bailey, Chair, Regional Transportation Council  
Jill Jester, Chair, Transit 2.0 Subcommittee

From: Trey Yelverton, City Manager, City of Arlington

Re: Exploration of Technology-Based Next Generation Transit Authority

Dear Mr. Bailey and Ms. Jester,

The City of Arlington respectfully proposes initiating exploratory discussions around the creation of a technology-based transit agency under the leadership of the Regional Transportation Council (RTC) and the Transit 2.0 Subcommittee. This entity would serve as a platform to integrate and advance emerging mobility solutions across North Texas.

While initial efforts may focus on coordinating High-Speed Rail, Micro-Transit, and Unmanned Transit Systems, we envision this structure expanding over time to include additional technology-driven initiatives such as electric vertical takeoff and landing (eVTOL) systems, autonomous delivery services, and real-time data and AI-powered congestion mitigation.

Arlington strongly supports the development of high-speed transportation between Fort Worth, Arlington, and Dallas with a connection to DFW International Airport, and we remain committed to working with regional partners to bring this project to fruition. Looking ahead, we believe that funding major transportation initiatives will require innovative tools that offer flexibility and address the unique needs of each partner.

To that end, the City of Arlington reaffirms its intent to participate financially in this project once state and federal clearances are secured and a viable, approved business plan is in place. A technology-based governance mechanism could facilitate Arlington's financial participation while supporting the broader advancement of next-generation mobility solutions.

We are eager to explore the feasibility, structure, and scope of such an agency and welcome the opportunity to begin this dialogue with RTC and other regional partners.

Sincerely,

Trey Yelverton  
City Manager, City of Arlington

Cc: Michael Morris, Director of Transportation, North Central Texas Council of Governments

# CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING INNOVATIVE  
PROJECTS DURING COVID RECOVERY

February 2026

Michael Morris, P.E.  
Director of Transportation

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# TRAVEL BEHAVIOR BY MODE

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Transit Weekend Ridership (+1%, September)



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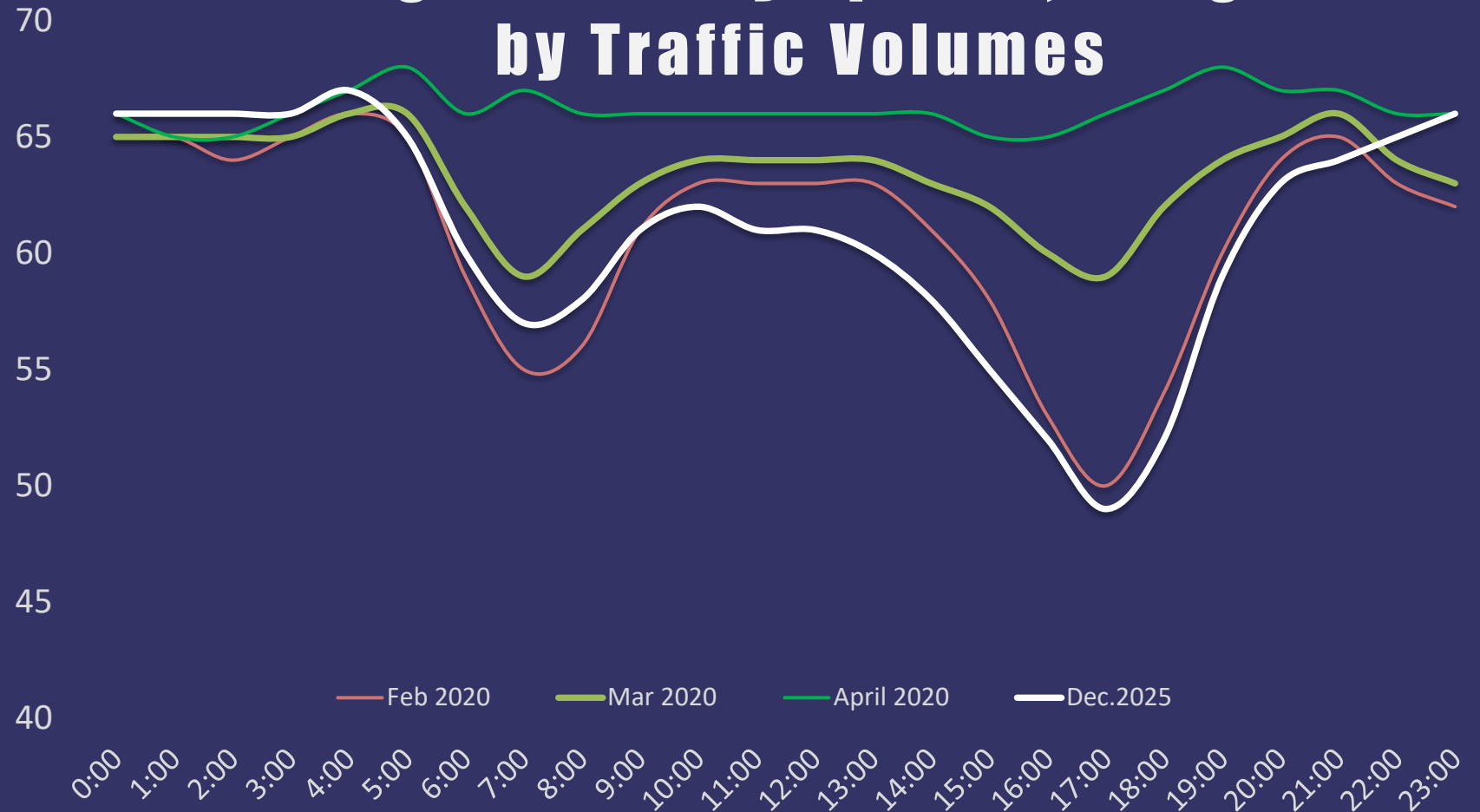
Transit Weekday Ridership (-24%, September)



# ROADWAY TRENDS

Regional Average  
Freeway Speeds

## Average Weekday Speeds, Weighted by Traffic Volumes



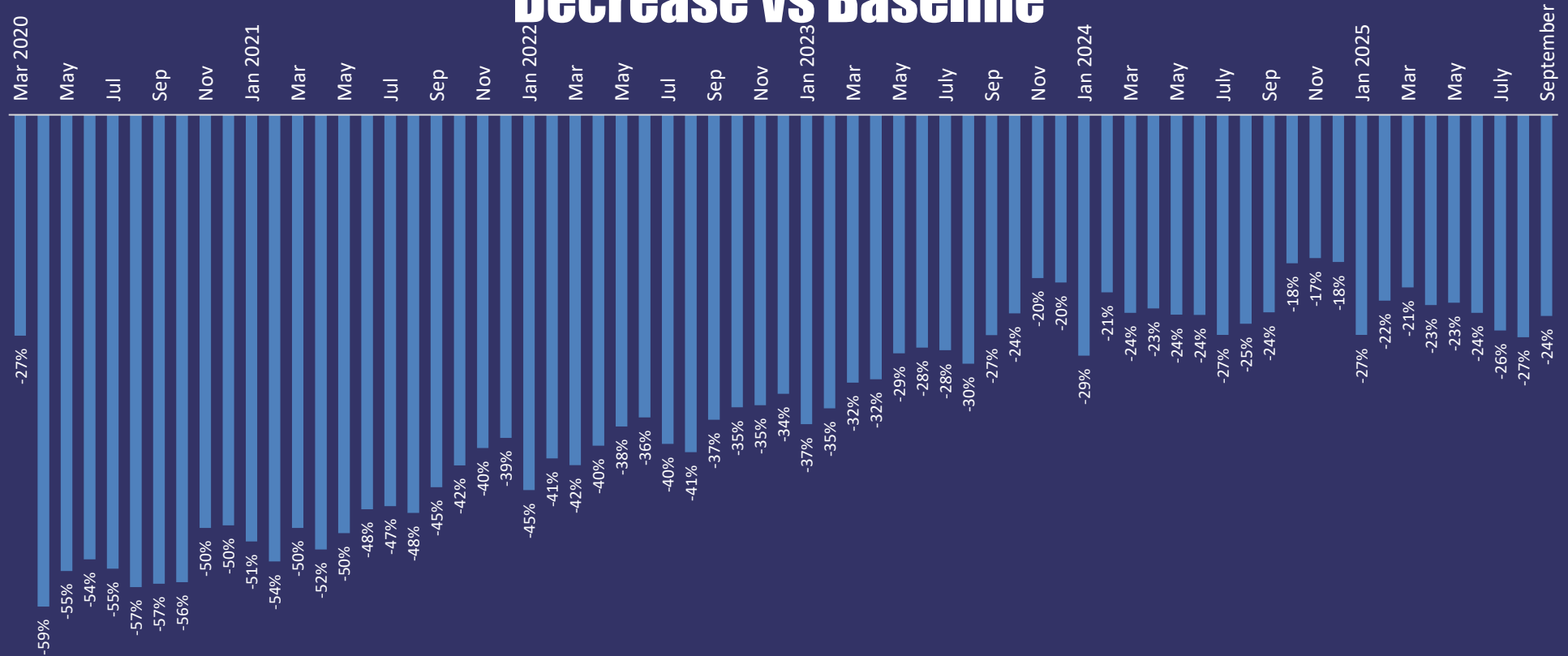
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# TRANSIT WEEKDAY RIDERSHIP

# TRANSIT IMPACTS

Rail, Bus and On Demand Weekday 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

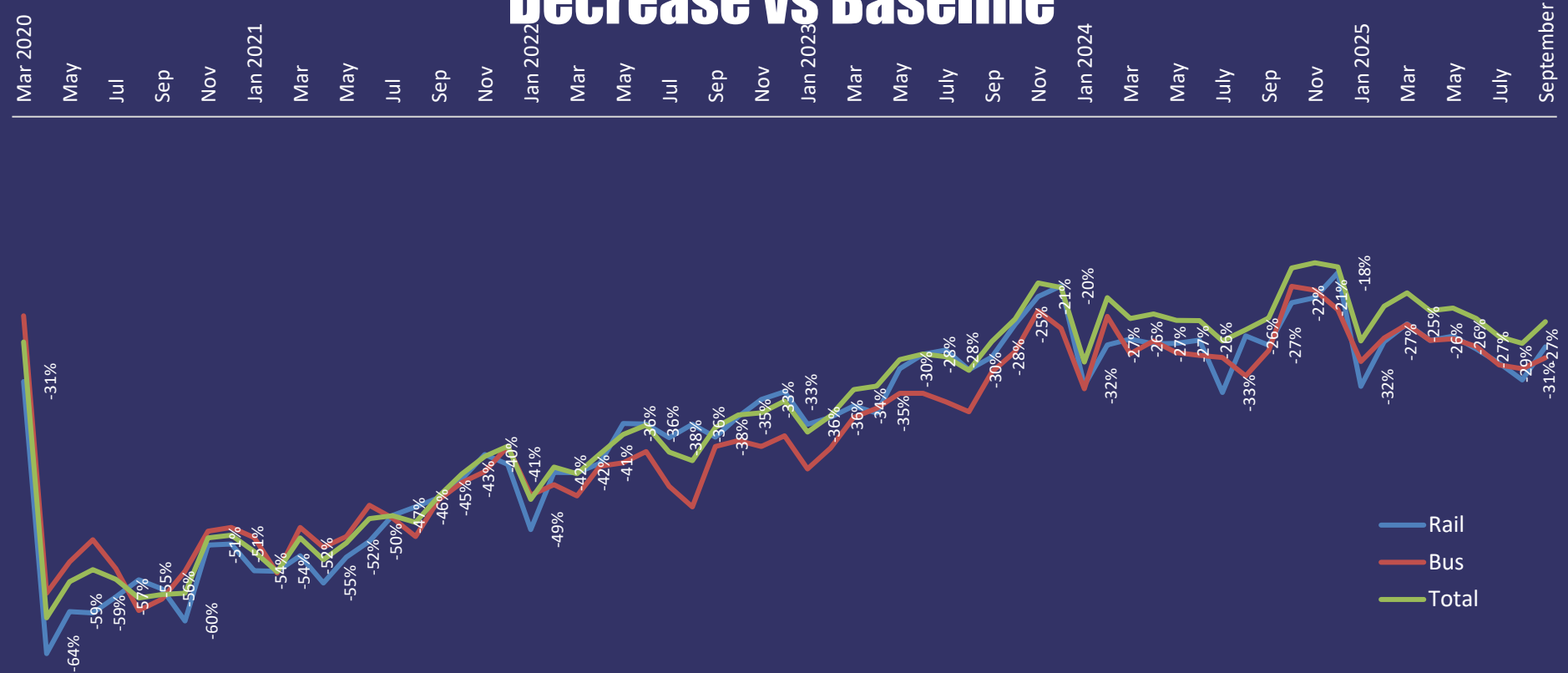
Note: Baseline is March 2019-February 2020.

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

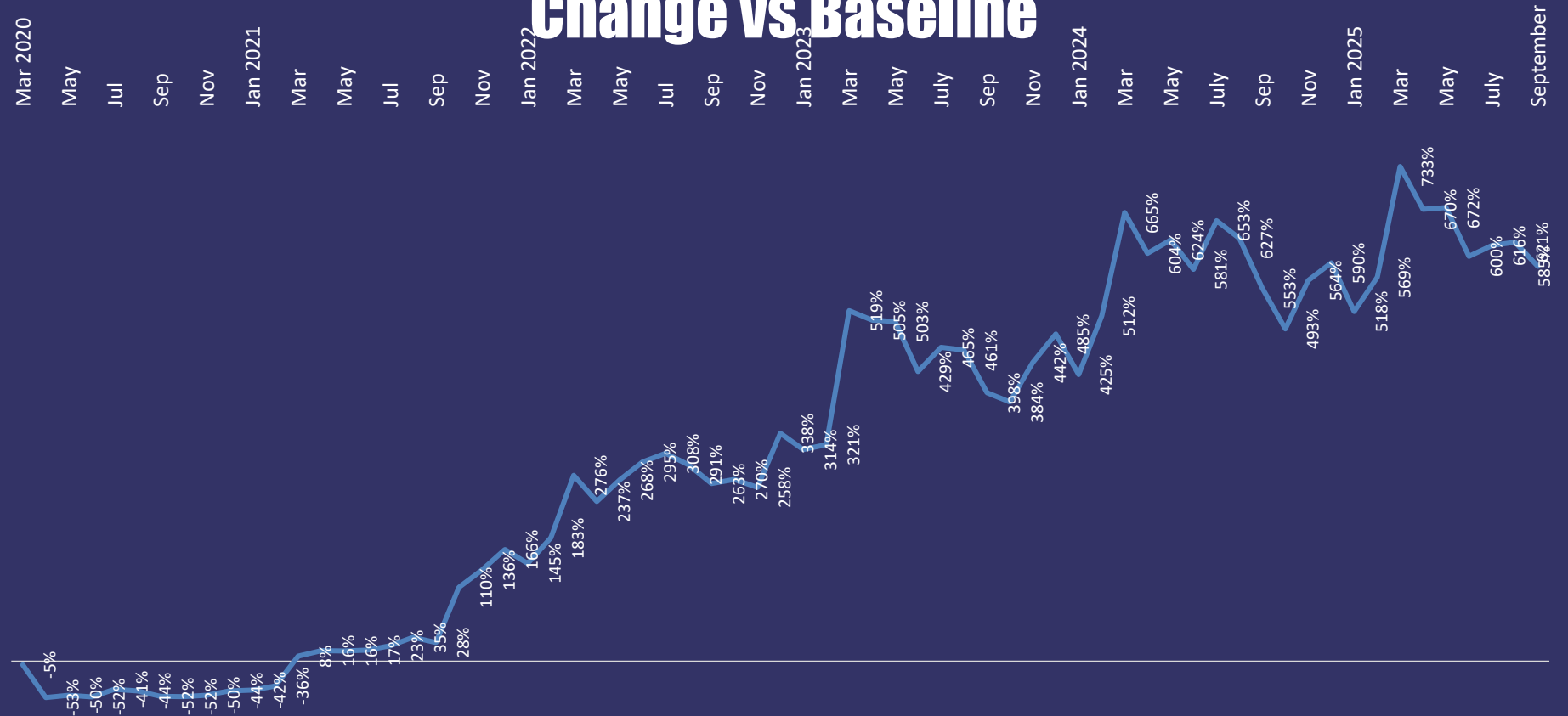
Note: Baseline is March 2019-February 2020.

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.

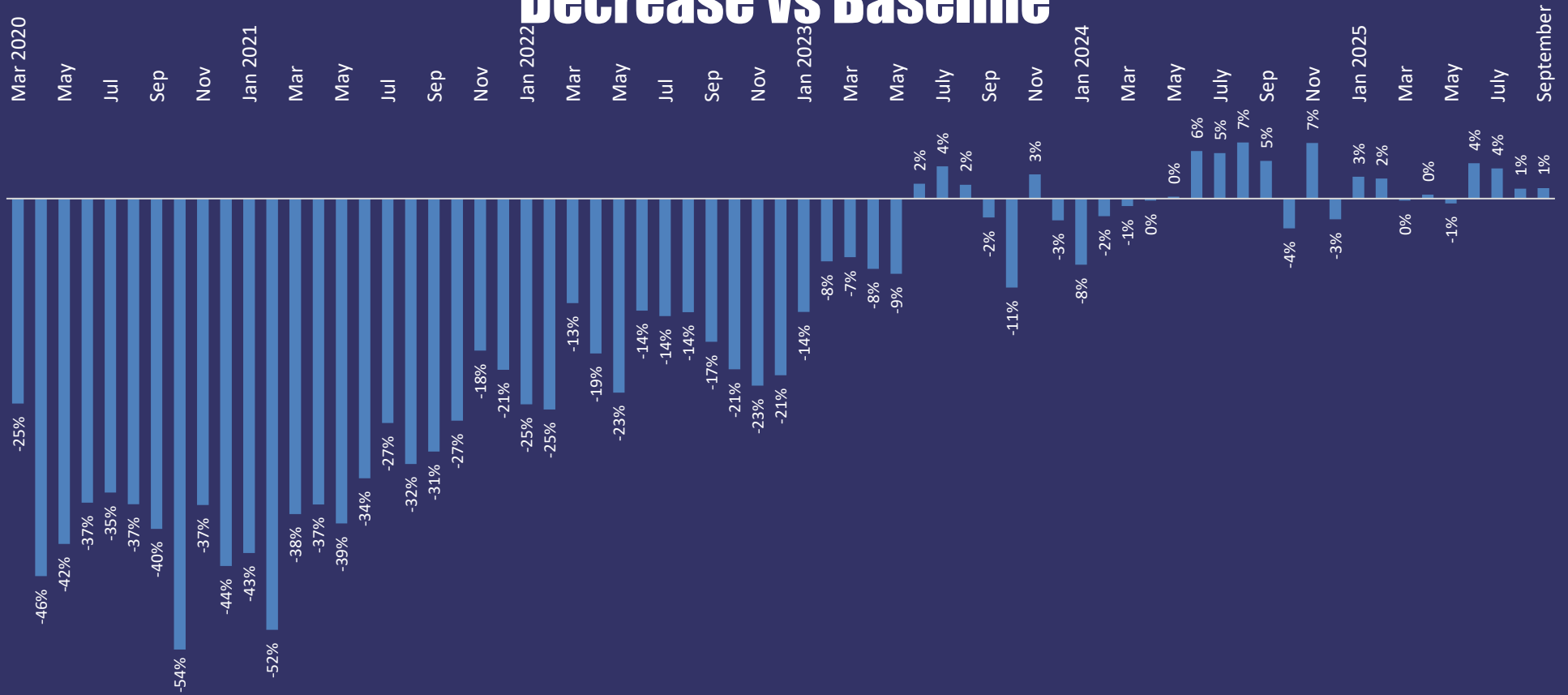
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# TRANSIT WEEKEND RIDERSHIP

# 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.

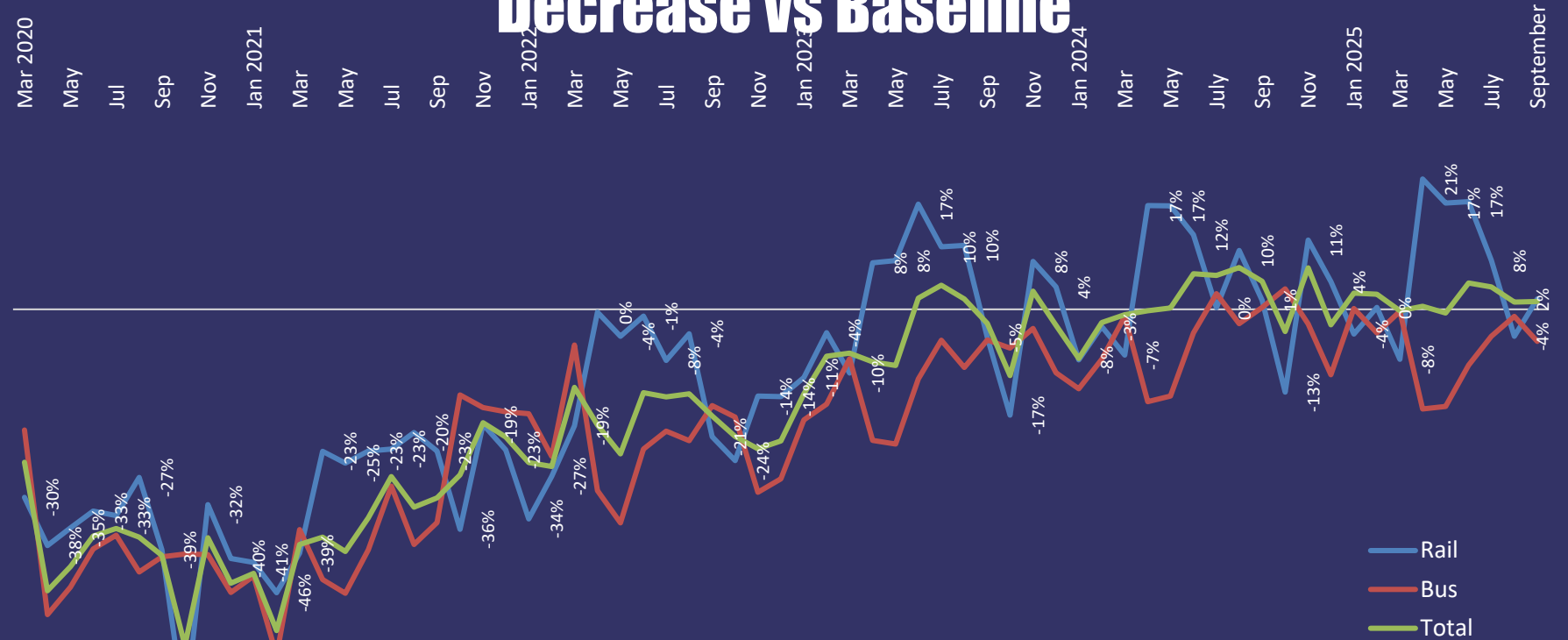
Note: Transit ridership impacted in Feb 2021 by week-long winter storm.



# 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

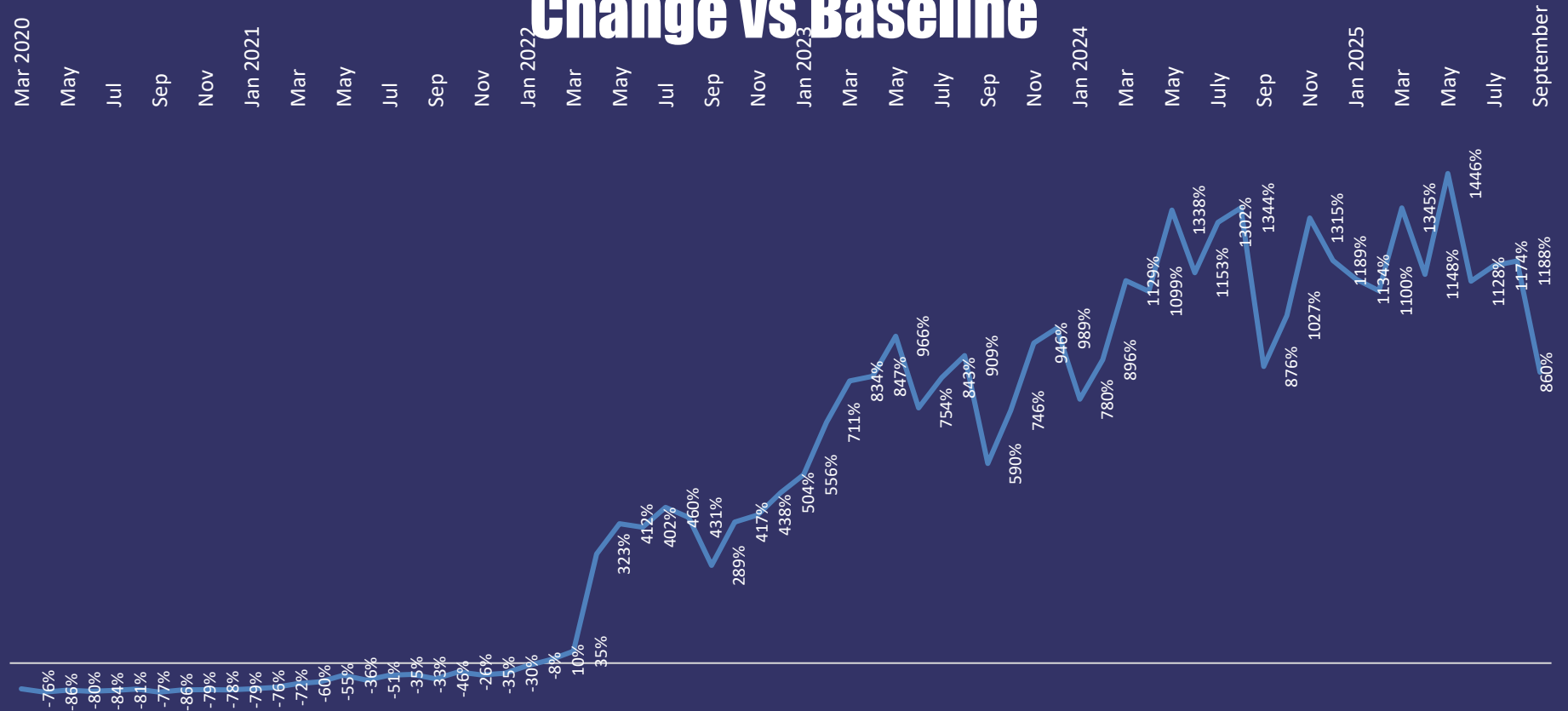
Note: Baseline is March 2019-February 2020.

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.



4300 Wilson Blvd., Suite 220  
Arlington, VA 22203  
(202) 449-1993

January 22, 2026

Dear Mr. Morris,

I want to express my sincere appreciation for Amanda Wilson's service and contributions to the AMPO Policy Committee during 2025. This was a year of significant change in federal transportation policy, and their insight and engagement were especially valuable as AMPO navigated a new administration, shifting USDOT directives, and early preparations for surface transportation reauthorization. Amanda provided practical, grounded perspective on how federal policy decisions affect MPOs on the ground, helping ensure AMPO's advocacy and policy positions remained responsive to real regional needs.

Amanda also played an active role in reviewing and responding to federal legislation and regulatory actions, participating in high-level discussions with national partners, USDOT officials, and congressional stakeholders, and supporting AMPO's events and convenings, including the Annual Conference and Spring Fly-In. Their contributions strengthened AMPO's collective voice and reinforced the importance of regional coordination in transportation planning. Thank you for supporting and encouraging Amanda's participation at the national level.

Thank you for supporting and encouraging their participation at the national level.

Best regards,

A handwritten signature in blue ink that reads 'William Keyrouze'. The signature is written in a cursive, flowing style.

Bill Keyrouze

# **ENR** Texas & Southeast

## **Texas Transportation Leader Michael Morris Named ENR Texas & Louisiana Legacy Award Honoree**

Morris has led the North Central Texas Council of Governments' Transportation Department for 35 years.

*By Scott Judy*



*Photo courtesy North Central Texas Council of Governments*

ENR is pleased to announce that it has named Michael Morris, director of the North Central Texas Council of Governments' Transportation Department since 1990, as its 2026 Texas & Louisiana Legacy Award honoree. Morris has not only been one of the longest-serving leaders in Texas' regional transportation planning, but also one of the most influential.

As NCTCOG's transportation department director, Morris has overseen the allocation of billions in transportation dollars during the region's expansive growth over the past 35 years, influencing everything from highway expansions to transit initiatives and air quality conformity. Additionally, Morris helped develop the region's Mobility 2050 plan, which emphasizes multimodal solutions, congestion management and equity in underserved communities.

Morris also serves as staff director to the 45-member Regional Transportation Council, and has been a key advisor on megaregion mobility through the University of Texas' Cooperative Mobility for Competitive Megaregions (CM2) Advisory Committee since 2020. His approach prioritizes "building buildings on top of freeways" and leveraging technology to fund and improve efficiency.

Readers can learn more about Morris' legacy in Texas transportation in the April 14th print edition of ENR Texas & Southeast.

KEYWORDS: Legacy Award texas transportation funding

## Share This Story



Scott Judy is ENR's Managing Editor. His roughly 34 years as a construction journalist began with an 11-year stint visiting and writing about construction projects in the Midwest region of Missouri, Kansas, Iowa and Nebraska. Then, in 2000, Judy helped launch ENR Southeast, now known as

ENR Texas & Southeast. After all these years, Judy says his favorite part of being an ENR editor is visiting job sites and learning how—and reporting on—a team’s approach to overcoming the project’s design and construction challenges. And Judy says he never turns down an invitation for a project visit.

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#1 Source for Construction News, Data, Rankings, Analysis,  
and Commentary

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### Fiscal Year 2026 Appropriations Update and FIFA Transit Funding

On February 3, Congress approved the remaining Fiscal Year (FY) 2026 appropriations bills, including the Transportation, Housing, and Urban Development (THUD) bill, funding the US Department of Transportation through September 30. Overall, the THUD bill protects core highway and transit formula programs, while rescinding and reallocating unobligated Infrastructure Investment and Jobs Act (IIJA) discretionary funding.

Approved FY 2026 THUD appropriations include:

- United States Department of Transportation (USDOT): \$25.1 billion in discretionary funding. This is slightly below last year when accounting for rescissions, but overall transportation funding increases once mandatory highway and airport trust fund spending is included.
  - In total, USDOT would see roughly \$108 billion in new budget authority for FY 2026. The bill also repurposes roughly \$2.3 billion in previously IIJA funding.
- Federal Highway Administration (FHWA): \$62.7 billion from the Highway Trust Fund (HTF). \$927 million in new General Fund appropriations for the FHWA in the THUD bill.
- Federal Transit Administration (FTA): \$14.6 billion from the HTF. \$23 million in new General Fund appropriations for FTA in the THUD bill.
- Federal Railroad Administration: Receives an additional \$265 million for safety and operations from the General Fund.
- FIFA Transit: \$100.2 million in grant funding for transit agencies for costs related to eligible planning, capital, and operating expenses for equipment and facilities in support of FIFA World Cup matches or other public events held in domestic host cities.
- High-Speed Rail: Repealed \$928.6 million in high-speed rail funding appropriated to California seventeen years ago and formally awarded in November 2011 but never spent, as well as older, unobligated high-speed rail funds.



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

December 1, 2025

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

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

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

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

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

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

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

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

Sincerely,

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

Christie J. Gotti  
Senior Program Manager

Enclosures

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



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

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

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

Notes:

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

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

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

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

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

TIP Code	Project Description	Project Sponsor	Fiscal Year in TIP	Year Awarded/ Adjusted	TDC Amount*	TDC Category (1-6)
11651	BICYCLE/PEDESTRIAN SPOT IMPROVEMENTS; PROVIDE FUNDING TO LOCAL AGENCIES FOR SAFETY TREATMENTS AND COUNTERMEASURES ON BIKE/PEDESTRIAN FACILITIES, INCLUDING LIGHTING/INTERSECTION IMPROVEMENTS, CROSSWALK ENHANCEMENTS, ON-STREET BIKE SAFETY TREATMENTS, ETC., IDENTIFIED IN REGIONAL BIKE OR PEDESTRIAN SAFETY PLANS	NCTCOG	2029	2025	1,900,000	2
11651.6	COTTON BELT TRAIL FROM WEST OF THE S MACARTHUR BLVD/E BELT LINE RD INTERSECTION TO MCINNISH PARK; CONSTRUCT SHARED USE PATH	DALLAS COUNTY	2026	2025	300,000	2
11651.7	ON KELLY BLVD FROM COTTON BELT TRAIL TO PURPLE TRAIL; CONSTRUCT SHARED USE PATH	CARROLLTON	2026 2028	2025	100,000 600,000	2
11684.7	AUTOMATED PARKING PROJECT AT DFW AIRPORT TO FACILITATE DIRECT INTERMODAL INTERCHANGE TRANSFER AND ACCESS IN TO/OUT OF THE AIRPORT; IMPLEMENT AUTOMATED PARKING PROJECT INCLUDES USING LOW-SPEED VEHICLE AUTOMATION AND VEHICLE-TO-INFRASTRUCTURE TECHNOLOGY	DFW AIRPORT	2025	2025	(300,000)	2
14085.4	STATION CROSSING AT VICTORY STATION TRE PLATFORM TO DART PLATFORM; CONSTRUCT PEDESTRIAN SAFETY IMPROVEMENTS AT VICTORY STATION	DART	2026	2025	1,360,000	2
24034	TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM FUNDING POOL; CONSTRUCT TRAFFIC SIGNAL IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY	NCTCOG	2029	2025	(6,000,000)	2
24034.1	TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM; CITYWIDE; INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY	FORT WORTH	2026	2025	1,240,005	2
24034.2	TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM; ALONG CHERRY, CLIFFORD, LAS VEGAS TRAIL, WHITE SETTLEMENT, AND SADDLE RD; INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY	WHITE SETTLEMENT	2026	2025	55,233	2
24036.1	TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM; CITYWIDE; INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY	DALLAS	2026	2025	3,160,000	2
24036.2	TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM; ALONG SPRING VALLEY, ALPHA RD, DENNIS RD, DENTON DR, DIPLOMAT, WEBB CHAPEL, JOSEY LN, VALLEY VIEW LN, VALWOOD, IH 35E, IH 635, INWOOD, LUNA, MARSH, & MIDWAY; INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY	FARMERS BRANCH	2026	2025	99,051	2
24036.3	TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM; ALONG BELT LINE RD, BOBTOWN RD, BROADWAY BLVD, SH 78/GARLAND AVE, LAVON DR, BUCKINGHAM RD, JUPITER RD, NW HWY, FIRST ST, SH 66, SHILOH RD, CASTLE, & PLEASANT VALLEY RD; INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY	GARLAND	2026	2025	179,087	2

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

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

TIP Code	Project Description	Project Sponsor	Fiscal Year in TIP	Year Awarded/ Adjusted	TDC Amount*	TDC Category (1-6)
24036.4	TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM; ALONG FREEPORT PKWY, IRVING BLVD, SECOND, AND MACARTHUR BLVD; INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY	IRVING	2026	2025	32,756	2
24036.5	TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM; ALONG BELT LINE RD, PLEASANT RUN RD, AND HOUSTON SCHOOL RD; INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY	LANCASTER	2026	2025	46,075	2
24036.6	TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM; ALONG BUS 121, FM 3040, FM 1171, SRT, BELLAIRE, CORPORATE, VISTA RIDGE MALL, OLD ORCHARD, FM 2181, FOX MILL, COLLEGE AND VARIOUS OTHER ROADS; INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY	LEWISVILLE	2026	2025	38,940	2
24036.7	TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM; ALONG GLENVIEW DR, HOLIDAY LN, SMITHFIELD, RUFÉ SNOW DR, AND IRON HORSE; INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY	NORTH RICHLAND HILLS	2026	2025	51,797	2
24036.8	TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM; ALONG ELAM, LAKE JUNE, AND BELT LINE RD; INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY	BALCH SPRINGS	2026	2025	43,540	2
24036.9	TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM; REGIONWIDE INCLUDING BUT NOT LIMITED TO THE CITIES OF COLLEYVILLE, DUNCANVILLE, GRAPEVINE, HIGHLAND PARK, HURST, KAUFMAN, MCKINNEY, RICHLAND HILLS, ROCKWALL, SAGINAW, & WYLIE; INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY	NCTCOG	2026	2025	1,197,516	2
24052	TRE IMPROVEMENTS FROM EBJ UNION STATION TO FORT WORTH T&P STATION; IMPROVEMENTS TO TRE VEHICLES: LOCOMOTIVE PAINT AND REPAIR, CAB CAR/COACH LEASE AND OVERHAULS, UPGRADES TO INTERNAL SPEAKER SYSTEM FOR ANNOUNCEMENTS, VINYL SEAT INSTALLATION, AND A ONE-YEAR LEASE FOR TWO POSITIVE TRAIN CONTROL-EQUIPPED LOCOMOTIVES	DART	2026	2025	1,440,000	2
24053	IH 35E AT TRINITY RAILWAY EXPRESS (MP 639.52); CONSTRUCT DOUBLE TRACKED TRE BRIDGE OVER IH 35E THAT IS RAISED TO ACCOMMODATE FUTURE IH 35E PROJECT	DART	2026	2025	800,000	2
30008	2024-2026 M&O SAFETY PLACEHOLDER FUNDS; PLACEHOLDER PROJECTS AND PROGRAMS TO BE IDENTIFIED IN THE FUTURE	NCTCOG	2029	2025	800,000	2
30010	PLACEHOLDER FUNDS FOR IMPLEMENTATION OF THE ROADWAY SAFETY PLAN; PROVIDE FUNDING FOR STRIPING, SIGNAGE, OPERATIONAL CHANGES, TECHNOLOGY (ADVANCE WARNINGS), ETC.; PROJECTS TO BE IMPLEMENTED BY LOCAL AGENCIES	NCTCOG	2029	2025	3,437,000	2
<b>Subtotal of Category 2 - RTC Has Revenue</b>					<b>10,581,000</b>	

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

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

TIP Code	Project Description	Project Sponsor	Fiscal Year in TIP	Year Awarded/ Adjusted	TDC Amount*	TDC Category (1-6)
11186.3	M&O - REGIONAL COMMUNICATION SYSTEM/INTERAGENCY COMMUNICATION NETWORK & SOFTWARE (EASTERN SUBREGION) PHASE III; FREEWAY INCIDENT MANAGEMENT PROGRAM	NCTCOG	2019	2025	(5,476)	5
11674	DFW CORE EXPRESS HIGH SPEED RAIL FROM DALLAS TO FORT WORTH; COMPLETION OF THE DFW CORE EXPRESS SERVICE HIGH-SPEED RAIL PROJECT ENVIRONMENTAL PROCESS; INCLUDES COG STAFF TIME AND CONSULTANT ASSISTANCE	NCTCOG	2025	2025	330,069	5
11898.5	ON AVONDALE-HASLET ROAD AT BNSF RAIL LINE; CONSTRUCT GRADE SEPARATION	TXDOT-FORT WORTH	2027	2025	2,300,000	5
12006.24	5307 - PREVENTIVE MAINTENANCE	CITY OF GRAND PRAIRIE	2025	2025	25,194	5
12828.24	5307 - ACQUISITION OF HARDWARE	CITY OF GRAND PRAIRIE	2025	2025	40,000	5
12858.24	5307 - PURCHASE EXPANSION VEHICLES	CITY OF GRAND PRAIRIE	2025	2025	187,067	5
12862.24	5307 - ACQUISITION OF SOFTWARE	CITY OF GRAND PRAIRIE	2025	2025	48,000	5
12955.24	5307 - SAFETY PROJECT	CITY OF GRAND PRAIRIE	2025	2025	6,807	5
12962.24	5310 - PURCHASE REPLACEMENT VEHICLES	CITY OF GRAND PRAIRIE	2025	2025	51,000	5
12968.24	5310 - PREVENTIVE MAINTENANCE	CITY OF GRAND PRAIRIE	2025	2025	17,600	5
14015.3	HARRY HINES/MCKINNON COUplet WRONG WAY DRIVING AND AA CENTER STUDY BOUNDED BY SLOCUM ON THE WEST, MCKINNON ON THE EAST, SOUTH OF OAK LAWN ON THE NORTH, AND MOODY/WOODALL RODGERS NORTHERN SERVICE ROAD ON THE SOUTH; PLANNING STUDY FOR IMPROVED CIRCULATION IN FULL STUDY AREA AND FULL ENGINEERING FOR THE HARRY HINES/MCKINNON COUplet INCLUDING THE MOODY CONNECTION INCLUDING IMPROVEMENTS NEEDED FOR WRONG WAY DRIVING ON DNT AND MOBILITY IMPROVEMENTS AROUND AA CENTER	DALLAS	2026	2025	100,000	5
16007.1	LIMITED ACCESS FACILITIES IN DALLAS DISTRICT SUCH AS US 75, IH 635, IH 30, IH 20, SH 114, SH 183, IH 35W, SL12, US 67, US 80, IH 35E, IH 45, US 175; CONTRACT WITH TOW TRUCK OPERATORS TO STAGE TOW TRUCKS FOR QUICK CLEARANCE OF ABANDONED VEHICLES, STRANDED MOTORISTS OR CRASHES TO REDUCE CONGESTION AND IMPROVE SAFETY	NCTCOG	2025	2025	80,000	5
			2026		80,000	
16008	TECHNOLOGY AND INNOVATION 3.0; STAFF SUPPORT FOR PROJECTS FOCUSED ON IMPROVING REGIONAL BROADBAND ACCESS FOR TRANSPORTATION PURPOSES, COORDINATING AND SUPPORTING EMERGING MOBILITY TECHNOLOGY DEPLOYMENTS AND CONNECTED VEHICLE/INFRASTRUCTURE IMPROVEMENTS; SUPPORTING WORKFORCE DEVELOPMENT AND RESEARCH INITIATIVES; AND MANAGING ADMINISTRATIVE TASKS TO FACILITATE PROJECTS	NCTCOG	2029	2025	1,510,000	5

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

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

TIP Code	Project Description	Project Sponsor	Fiscal Year in TIP	Year Awarded/ Adjusted	TDC Amount*	TDC Category (1-6)
16008.1	SYSTEM MNGR SUPP SERVICES TO ENSURE SYSTEMS WORK AS INTENDED AND CAN COMMUNICATE WITH EACH OTHER ACROSS THE REGION, CONTRACT SERVICES TO PROVIDE OVERSIGHT FOR IMPLEMENTATION OF REGIONAL TSMO DATA EXCHANGE, TRANSPORTATION MGMT SYSTEM, C2C APPS, EVENT MGMT APPS, 511DFW, WORK ZONE DATA EXCHANGE, CONNECTED VEHICLE SYSTEMS TO SUPPORT REGIONAL EFFORTS INCLUDING PLANNING, PROCUREMENT, IMPLEMENTATION, VALIDATION, AND OPERATIONS	NCTCOG	2025	2025	100,000	5
			2026		140,000	
25013	MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE; LTJG BARNETT FROM MEANDERING ROAD TO NASJRB EAST GATE; RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF, CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEPATHS WITHIN PROJECT LIMITS AND BIKE LANES ON LT JG BARNETT	FORT WORTH	2025	2025	206,800	5
			2026		728,400	
25022	CENTERPOINT TRAIL PHASE 1A FROM ARLINGTON RIVER LEGACY TRAIL TO TRINITY RAILWAY EXPRESS (TRE) CENTREPORT RAIL STATION; CONSTRUCT SHARED-USE PATH (TRAIL) FROM THE ARLINGTON RIVER LEGACY TRAIL TO CENTREPORT RAIL STATION; PRELIMINARY ENGINEERING FOR CONNECTION TO MIKE LEWIS TRAIL	FORT WORTH	2024	2025	(1,000,000)	5
25022.1	CENTREPORT TRAIL PHASE 1B FROM TRINITY BLVD/SKYVIEW DR TO ARLINGTON RIVER LEGACY TRAIL; CONSTRUCT REGIONAL VELOWEB SHARED USE PATH	FORT WORTH	2025	2025	1,200,000	5
25128	REGIONWIDE DALLAS-FORT WORTH METRO AREA; PHASE 1 ACTIVITIES FOR CHARGING & FUELING INFRASTRUCTURE COMMUNITY PROGRAM, INCLUDING NCTCOG PROJECT MANAGEMENT & HIRING/IMPLEMENTATION OF A CONSULTANT TEAM TO EXPEDITE PUBLIC ENGAGEMENT, SITE SELECTION, NEPA CLEARANCE & PROJECT IMPLEMENTATION; INCLUDES NCTCOG STAFF TIME	NCTCOG	2025	2025	607,577	5
<b>Subtotal of Category 5 - Regional Programs/Management and Operations</b>					<b>6,753,038</b>	
12193.24	5310 - PURCHASE OF SERVICE - FRISCO PARATRANSIT	DCTA	2025	2025	7,063	6
12194.24	5310 - PROJECT ADMINISTRATION	DCTA	2025	2025	4,874	6
12195.24	5310 - PURCHASE OF SERVICE - FRISCO PARATRANSIT	DCTA	2025	2025	43,234	6
12196.24	5310 - PROJECT ADMINISTRATION	DCTA	2025	2025	29,831	6
12558.20	5307 - PURCHASE REPLACEMENT VEHICLES	DCTA	2025	2025	18,955	6
12958.24	5307 - CAPITAL COST OF CONTRACTING - FRISCO ON DEMAND	DCTA	2025	2025	33,339	6
12960.24	5307 - PROJECT ADMINISTRATION	DCTA	2025	2025	40,007	6
12961.24	5307 - CAPITAL COST OF CONTRACTING - FRISCO ON DEMAND	DCTA	2025	2025	238,352	6
12967.21	5307 - PROJECT ADMINISTRATION	DCTA	2025	2025	286,022	6
14013.3	CENTREPORT TRAIL FROM CENTREPORT STATION TO CITY LIMITS; CONSTRUCT 12 FT WIDE SHARED-USE PATH	FORT WORTH	2025	2025	584,653	6

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

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

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

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



125 E 11th St | Austin, Texas 78701  
512.463.8588  
txdot.gov

January 27, 2026

The Honorable Rick Bailey  
Chair, Regional Transportation Council  
County Commissioner, Johnson County  
P.O. Box 5888  
Arlington, TX 76005

Dear Commissioner Bailey,

The Texas Department of Transportation (TxDOT) is in receipt of your letter dated December 12, 2025, regarding additional Category 12 funds for the Dallas-Fort Worth region's Mobility Assistance Patrol Program (MAPP).

Thank you for your request. It will be shared with the Texas Transportation Commission and TxDOT Administration for consideration.

Maintaining strong partnerships and open lines of communication is crucial in achieving our shared goal of providing transportation solutions for all Texans. Please contact us if you have questions.

Sincerely,

DocuSigned by:

*Ceason Clemens*

A879E0D10CD6464...

Ceason Clemens, P.E.  
Dallas District Engineer

Signed by:

*David Salazar*

B741E64FAD82411...

David Salazar, P.E.  
Fort Worth District Engineer

cc: Michael Morris, P.E., Director of Transportation, NCTCOG  
Natalie Bettger, Senior Program Manager, NCTCOG  
Marc D. Williams, P.E., Executive Director  
Brandy Hendrickson, Deputy Executive Director for Planning and Administration  
Brian Barth, P.E., Deputy Executive Director for Program Delivery  
Carl L. Johnson, P.E., Chief Engineer  
Mo Bur, P.E., Senior Director of Project Development  
Jessica Butler, P.E., Senior Director of Engineering and Safety Operations  
Eric Lykins, P.E., Senior Director of District Operations





# Engine Off North Texas Status Report

Regional Transportation Council

February 12, 2026

Jason Brown, Program Manager

# Engine Off North Texas

## Goal

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

## Education

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

## Support

Provide tools and resources to help facilitate idle reduction

## Legend

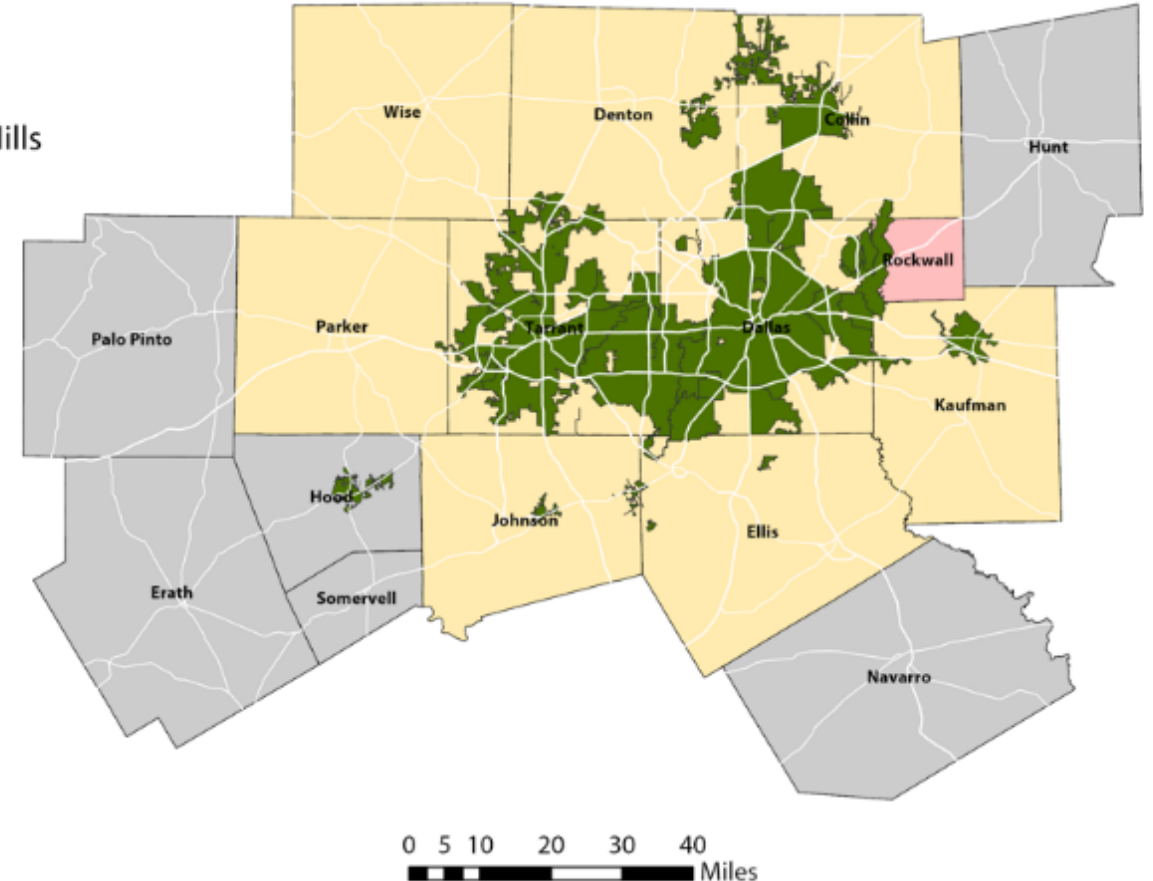
### Cities With Idling Restrictions

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

### Counties Designated Nonattainment Under 8-Hour NAAQS

- 2008 Only
- 2008 and 2015

## North Texas Idling Restrictions



# Engine Off North Texas Toolkit

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

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

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

Complete and Submit Microsoft Forms Document

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

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



# Engine Off North Texas Benefits

Reduction of Engine Noise

Less Emissions

Fuel Savings

Eligible for RTC Transportation Development Credits

Through the MTP Policy Bundle – Vehicle Idling Restrictions Policy

MTP Policy Bundle Round 6 Opens March 2026



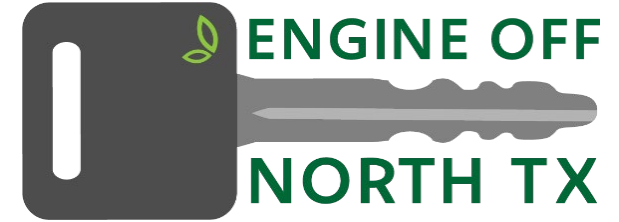
# Coming Soon:

## Correspondence to Local Governments which:

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



# Contact Us



Trey Pope

Air Quality Planner III

[tpope@nctcog.org](mailto:tpope@nctcog.org) | 817-695-9297



Jason Brown

Program Manager

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





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

Regional Transportation Council  
February 12, 2026



North Central Texas  
Council of Governments

# Managed Lane System

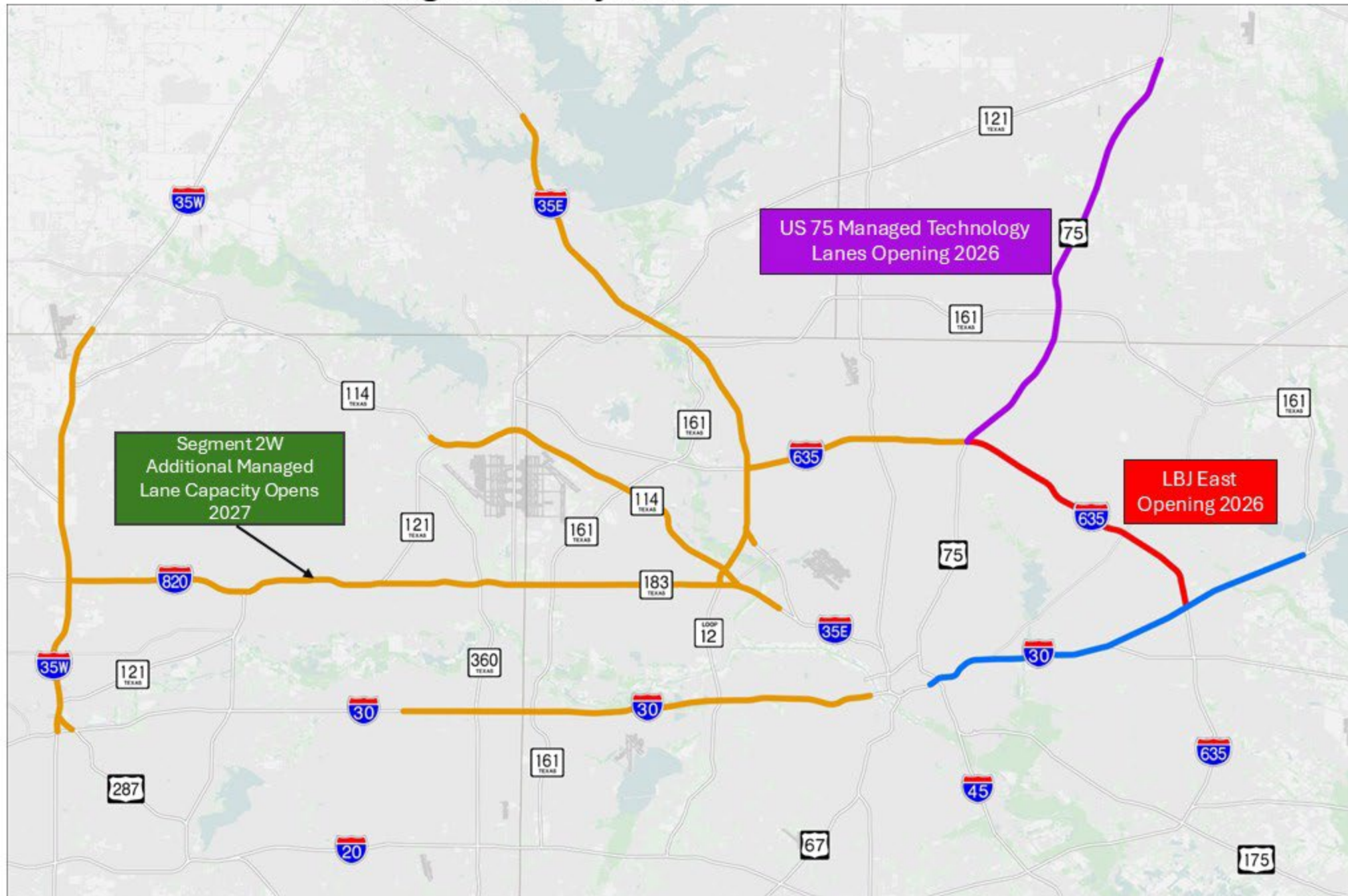
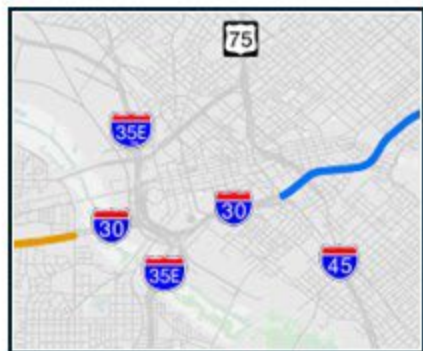
## Current Express/HOV + Managed Lanes

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

Fort Worth CBD



Dallas CBD





# Toll Managed Lane Data Monitoring

*Cumulative December 2013 – November 2025*

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

*\$11,973,734 as of November 2025*

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

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

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

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

Have there been any additional NTTA customer service needs?

*No, minimal impact*

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

*No*

# Toll Managed Lane Data Monitoring

*Cumulative December 2013 – November 2025*

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

# GoCarma Registration Totals

January 24, 2020 – December 31, 2025

Users: 96,886

Vehicles: 93,229

Occupant Passes: 16,596



# Total and HOV Transactions

January 24, 2020 – December 31, 2025

Total Transactions – 7,785,491

LBJ/NTE Partners – 5,084,978

TxDOT – 2,700,512

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

LBJ/NTE Partners – 2,380,777

TxDOT – 1,111,885

Unique Vehicles – 83,402



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

**Purpose**

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

This document is a compilation of general public comments submitted from Saturday, Dec. 20 through Monday, Jan. 19, 2025, via website, email, social media and in person at NCTCOG’s monthly Regional Transportation Council (RTC) meeting. This month, comments related to various transportation initiatives were in the majority.

Additionally, comments can be submitted through Map Your Experience, the Transportation Department’s online mapping tool. This tool allows users to drop a pin on a location in the region and leave a detailed comment. The tool received 5 new comments related to bicycle/pedestrian and roadway conditions. You can view these new comments as well as past comments by visiting:<http://nctcoggis.maps.arcgis.com/apps/CrowdsourcingReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

**Air Quality**

**Facebook –**

1. 📍 Emissions inspections required in Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant counties 📍 – NCTCOG Transportation Department



The inspection is only required in counties that are over a certain population. – Howard Nunn

I have a 2015 and just got my tags renewed. All with OUT a emission test in my county. So this is BS – Ladona Jackson Prater

no emissions on vehicles 25 years of age or older classic vehicle registration is \$50 for 5 years in Texas – John Cook

I say the state dropped the wrong inspection, it should have been the emissions test dropped and kept the safety inspection for every county – Terry Bates

They don't require it in some places but still charge you for an inspection even if one wasn't performed on the vehicle. Talk about ROBBERY – Michael Ashworth

Emission testing in only certain counties is laughable. So they think the cars leaking emissions from other counties isn't going to cross over into their county 😏 It's in the air. You cannot separate it 😂 So it should be all or none. Who makes these rules? – Crystal Hill DeWall

To view more comments on this post, visit:

<https://www.facebook.com/NCTCOGtrans/posts/pfbid0T2SM9SEohG9bL8wbEkHbTxP92TK8ePNmyMpb7f6cHsJvAXAYcY2Zi7Ue23TjgrHyl>

### **Public Involvement**

#### **Facebook –**

The January Regional Transportation Council Meeting will be held tomorrow at 1 pm. Find this month's agenda at the link in our comments below.. – NCTCOG Transportation Department



More conflicts of interest between DCTA and Lewisville..... DCTA, nor its Vice-Chair (who is also mayor of Lewisville, I might add) has yet to explain that \$4-5K payment "mistake" last year. Time for an audit! – Bonni Crisfulli

## Safety

### Facebook -

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



Yes – Sandra Shelby

Aaammeeenn to that!!!! – Karen Newhouse

Real talk 😊 – James Barnes

Parte dos. **Translation:** Part two— Julio Gonzalez

AMEN Amen Amen 🙏🙏🙏 – Mary Seamster

## Other

### LinkedIn -

1. Attended NCTCOG Transportation meeting yesterday and it was great to connect with colleagues Tony Kimmey, P.E. , Shane Tully, Dustin McKinney, PMP, Andrew Kissig and many others. The one that I was very happy to see and sad to learn is leaving us is Brendon Wheeler, PE, CFM. Brandon has been exceptional to work with. From all the speaking engagements with American Society of Highway Engineers (ASHE) - DFW Section to just being there when I was looking for information, he was always there to answer any questions, provide information when I was looking at projected future growth trying to pre-position the firm i was with and everything in between. Brandon, Thank you. You will be missed. And yes he really is that tall, or I might be that short. LOL— Michael F. Knowles, CPSM

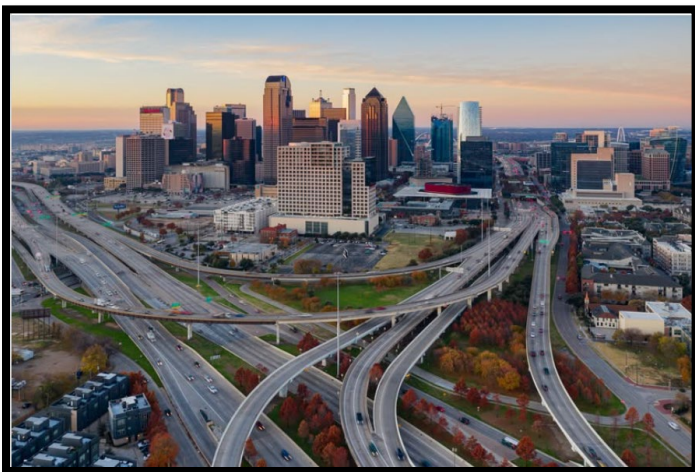


Thanks for the well wishes Michael! And great to see you yesterday. – Brendon Wheeler, PE, CFM

### **Facebook –**

1. North Texas has experienced exponential growth over the years, reshaping the region. This January, we're kicking off the year with our #TopicOfTheMonth series by highlighting growth. This month, we'll explore the rising population, its impact on transportation and take a look into the future of the region.

Read more about growth in North Texas at the link in our comments below!





I wouldn't consider this region well-positioned to meet the demands of growth if our regional public transportation system is facing an existential crisis due to conflicts with the suburbs — Randy DeJesus

I agree — John Dickinson

Texas needs ONE toll authority. Having multiple is stupid — Kurt Dorr

Stealing business from other cities is not growth it's called corruption — Danny Cirulli

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January 5, 2026

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

*Re: TxDOT Feasibility and Corridor Studies Support an **Interstate 287**; another far superior "reasonable alternative" to high-speed rail left uninvestigated in the legally precluded "environmental analysis"*

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 letter is to inform you, as chief counsel to the North Central Texas Council of Governments (the "NCTCOG"), that the Texas Department of Transportation ("TxDOT") has completed final reports concluding that upgrading U.S. Highway 287 into a regular interstate is both economically viable and feasible. As a courtesy, I provide the web address containing these studies. See <https://www.txdot.gov/projects/projects-studies/statewide/us287-texas-corridor-study.html>.

You will quickly see that this proposed corridor would provide interstate highway travel between Fort Worth and Corsicana, where travelers could choose to either access Interstate 45 to Houston or continue on a future Interstate 287 into Louisiana.

TxDOT has concluded that this alternative would reduce traffic on I-45 by over 1,200,000 vehicles each year and directly benefit numerous cities in our region.

If you, Michael Morris, or any other person in the NCTCOG Transportation Department takes the time to actually review these studies even at a cursory level, it will become readily apparent that the per mile cost of this Highway 287 upgrade would be just a very small fraction of the per mile cost to construct the now removed from consideration alignment "2(b)."

This proposed reasonable alternative would also not cause billions of dollars of economic "loss[es]" each year, as the Boston Consulting Group concluded would occur under the now-scuttled alignment "2(b)."

Ken Kirkpatrick  
General Counsel  
January 5, 2026  
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I memorialize that I have provided you a number of obvious reasonable (actually remarkably preferable and superior) alternatives to Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail (beyond objectively showing the numerous legal preclusions), legally required to be considered in any alleged “environmental analysis,” but that continue to be ignored. This U.S. Highway 287 upgrade is yet one more.

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

- (1) NCTCOG can divert and subsequently waste one million dollars (\$1,000,000.00) to fund conjectural legal expenses responding to letters discussing the problems with alignment “2(b)”  
  
or
- (2) NCTCOG can make the FTA aware of its own conclusion that alignment “2(b)” is “fatally flawed,” not “possible,” and therefore ineligible for and withdrawn from future consideration as part of any NEPA application process – which action would moot any future letters regarding alignment “2(b).”

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

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

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

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

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

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

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January 6, 2026

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

*Re: The Rejected, Legally and Procedurally Precluded, and Fatally Flawed Fort Worth-to-Houston Corridor ID "Project"*

Dear Mr. Kirkpatrick:

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

As a courtesy, I provide to you, in your capacity as the chief counsel for the North Central Texas Council of Governments (the "NCTCOG"), the following salient and objectively cogent summary points regarding the rejected, legally precluded and otherwise fatally flawed process surrounding the so-called Fort Worth-to-Houston Corridor Identification and Development "program."<sup>1</sup> You will readily conclude after reviewing the below that any continued efforts to proceed in any manner with that project are legally and practically futile and would constitute a gross waste and misuse of taxpayer dollars and regional resources.

**•*The FRA has already rejected 90% of the route proposed to be studied in the supposed Fort Worth to Houston Corridor ID program (the Dallas-to-Houston high-speed rail corridor) precluding any federal taxpayer support.***

In April 2025, the Federal Railroad Administration (the "FRA") publicly pulled all federal funding for high-speed rail in the Dallas-to-Houston corridor, including funds for any pre-construction work, which includes all Corridor ID program funds (Steps 1, 2 and 3). Listed below are examples of quoted statements by various representatives of the Department of Transportation, including the FRA, terminating and criticizing the Dallas-to-Houston Corridor ID project:

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<sup>1</sup> While this document is intentionally in summary format, more substantive discussion on these points, as well as other points conclusively showing the myriad inefficacies of and legal impotency regarding the Fort Worth-to-Houston Corridor ID program may be provided in future and separate correspondence.

“FRA [] is in agreement that underwriting this project is a waste of taxpayer funds . . . .”

“[Dallas-to-Houston] project was proposed as a private venture. If the private sector believes this project is feasible, they should carry the pre-construction work forward, rather than relying on . . . the American taxpayer to bail them out.”

“[the termination] reflects a recognition by [] FRA that federalizing [Dallas-to-Houston high-speed rail] is not the best use of taxpayer funding.”

<https://www.transportation.gov/briefing-room/us-transportation-secretary-sean-p-duffy-announces-agreement-save-taxpayers-over-60>

For context, the FRA-rejected 240-mile Dallas-to-Houston high-speed rail corridor accounts for approximately **90%** of the entire 270-mile Fort Worth-to-Houston corridor that Mr. Morris proposes federal funds be used to study under the Corridor ID program. Stated alternatively, the Step 1 work that Mr. Morris advocates be completed for the Fort Worth-to-Houston corridor includes only about 10% of rail line that has not *already* been determined to be categorically *excluded* from federal funds (and kicked out of the Corridor ID program by the FRA).

In the face of this blunt FRA rejection, Michael Morris nonetheless proceeded to represent to the NCTCOG Executive Board that the “FRA is *wanting* us to look at high-speed rail from Fort Worth to Houston.” September 23, 2025 NCTCOG Executive Board. Mr. Morris even suggested that the FRA might be inclined to provide federal funds for a high-speed rail line between Fort Worth and Houston. October 23, 2025 NCTCOG Executive Board (“you may end up with a program that includes funds from FRA”). Of course, Mr. Morris completely omitted the fact that the FRA had already flatly rejected nearly all of the proposed Fort Worth-to-Houston route (and all federal funds related to that 240-mile route).

The determination by the FRA that it would not allow the use of federal funds for the Dallas-to-Houston portion of the Fort Worth-to-Houston corridor renders moot and completely wasteful any further Corridor ID efforts.

**●NCTCOG/Michael Morris appear to have accomplished no Corridor ID Step 1 work for over a year and a half, then claim a supposed emergency – the City of Dallas cannot be muscled or cornered.**

The FRA publicly announced the \$500,000 Step 1 Corridor ID program grant agreement with NCTCOG regarding a Fort Worth-to-Houston route in December 2023 – over two years ago. By all reasonable accounts, the NCTCOG Transportation Department allowed work related to that Fort Worth-to-Houston corridor to be delayed and effectively idle for over a year and a half – with no actual Step 1 work commenced during that extended period.

After the Corridor ID program apparently slumbered for over 18 months, Mr. Morris provided his first substantive status report to either the RTC or the NCTCOG Executive Board regarding the Fort Worth-to-Houston Corridor ID grant (in, respectively, September and October 2025). At those public meetings, the stark lack of progress was confirmed, including that (1) no Step 1 work had even started after all that time, (2) a vendor had been proposed but was not even legally authorized to commence any work, and (3) the deadline to complete and submit to the FRA completed Step 1 work (that Mr. Morris predicted would take approximately ten (10) months) was in April 2026 – less than four (4) months away.

Michael Morris articulated no explanation for the over 18-month dormancy regarding actual Step 1 work on the Fort Worth-to-Houston Corridor ID project. Upon reasonable information and belief, that project was effectively suspended (or at least sloth-like dragged along) in favor of the *now-voided and rejected* Amtrak Corridor ID grant for the Dallas-to-Houston corridor. Available facts lead to the rational conclusion that only *after* the FRA publicly pulled all federal funds from the Dallas-to-Houston Corridor ID project (terminating the Dallas-to-Houston Corridor ID program), did significant efforts to jump-start any actual Step 1 work on the Fort Worth-to-Houston Corridor ID program move forward.

Comically, after apparently slumbering around for over a year and a half, Mr. Morris arose to claim a supposed exigency in obtaining approval from both the RTC and the NCTCOG Executive Board to enter into a services contract with a proposed vendor.

The City of Dallas cannot be pressured into agreeing to any route. Neither the NCTCOG Transportation Department nor Michael Morris has any jurisdiction over the City of Dallas.

As of this date – *over two years* since the announcement of the Fort Worth to Houston Corridor ID grant, no Step 1 work has commenced.

**•*The Corridor ID Request for Proposals process was legally flawed, precluding any contract with the proposed vendor (and, in turn, any Step 1 Fort Worth-to-Houston Corridor ID work).***

At the October 2025 meeting of the NCTCOG Executive Board, Michael Morris, in his capacity as NCTCOG Transportation Director, recommended that the Executive Board vote to award a contract for hundreds of thousands of dollars to a private vendor to commence and complete certain work as stated in a “request for proposal” regarding “Step 1 of the FRA Corridor ID program for the Fort Worth to Houston high-speed rail corridor.” *See* North Central Texas Council of Governments Metropolitan Planning Organization Request for Proposals FRA Corridor ID, dated October 25, 2024, as amended on November 7, 2024 (the “RFP”). Mr. Morris reported to the NCTCOG Executive Board that, pursuant to the RFP process, a consulting firm had supposedly been selected as the consultant for the Step 1 work pursuant to the terms as specifically stated in the RFP and sought the Executive Board’s approval of a contract with that vendor.

Ken Kirkpatrick  
General Counsel  
January 6, 2026  
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*No contract can be awarded (and no work can commence) under or based upon the RFP, including because, among other things, that process was legally flawed.*

As background, on October 25, 2024, Mr. Morris supervised an invitation for potential vendors “to respond to the Request for Proposals,” which noticed a Pre-Proposal Conference on November 7, 2024. Potential bidders were required pursuant to the notice to submit proposals by November 22, 2024.

On November 7, 2024, the Pre-Proposal Conference commenced. The “Sign-In” sheet for that bidder conference included representatives from nineteen (19) different firms as well as Mr. Morris and members of his staff.

At the Pre-Proposal Conference, Mr. Morris led the presentation, which included notifying the bidders in attendance of, among other things, the scope and timing of the contemplated work for Step 1. The presentation materials included both charts, an agenda, and the RFP (in redline form showing the changes from the original version). The *attending* potential consulting firms were notified *at the meeting* that the RFP had been amended that very day to no longer “preclude” the ultimately retained consultant for “Step 1 of FRA’s Corridor ID process” from “participation in future procurements for Step 2 or Step 3.”

This amendment constituted a major modification to the RFP. Qualified consultants might be significantly less interested in participating in Step 1 if that would legally prohibit them from bidding for Steps 2 or 3. Potential consultant candidates may not have attended the Pre-Proposal Conference or determined to not submit a bid because they concluded that the RFP, in its original form, was not economically attractive.

The significant change to the RFP would require a new request for proposals process (even if there was any rational basis to continue with any efforts relating to the Fort Worth-to-Houston Corridor ID program, which there is obviously not).

**● *The Corridor ID Request for Proposals process is legally void due to changed circumstances, including relating to the six (6) year old EIS.***

The RFP process, even if not procedurally flawed, would be nonetheless void and insufficient due to changed circumstances. The work to be completed as stated in the RFP is no longer applicable or possible, but has been mooted.

For example, the RFP presumes and assumes and is fundamentally based upon the “partnership” of and active required “collaboration with **Amtrak** regarding 240 of the 271 miles in the “corridor” applicable to the RFP. The Step 1 work subject to the RFP further requires the consultant to rely on **Amtrak** “as the basis to develop an SDP for the Fort Worth to Houston HSR corridor.” The RFP mandates that “[t]he consultant will also develop a list or inventory of items needed from **Amtrak**.”

However, as part of the rejection of the Dallas-to-Houston Corridor ID program referenced above, Amtrak has been precluded by the federal government from participating in the Step 1 process. As a result, significant work listed in the RFP that explicitly requires Amtrak participation cannot be performed, voiding the RFP's applicability. Bluntly, it is impossible to complete the Step 1 work as stated in the RFP, rendering the RFP a nugatory.

Moreover, the RFP requires that the consultant copy from the six (6) year old Environmental Impact Statement regarding possible future Dallas-to-Houston high-speed rail (the "EIS"). As we have previously reported, the EIS is legally stale. For example, the proposed technology for the rolling stock studied in the EIS is obsolete and has been replaced with newer and different technology.

As shown above, no consultant can be retained by NCTCOG pursuant to the RFP. The RFP is void, including due to significant changes in the scope of work. As a matter of law, for any consultant to be hired, Mr. Morris would be required, at the least, to commence a new request for proposals process, allow for competition in a new properly detailed request for proposals that lists the actual and correct scope of work to complete Step 1.

**•*The NCTCOG Transportation Department Request for Proposals includes an impossible Project Schedule.***

The "Project Schedule" in the above-discussed RFP states a timeframe and deadlines that are likewise no longer applicable, viable or even possible. This further renders the RFP process legally void, precluding any contract with the proposed vendor as pushed for by Mr. Morris.

The RFP discussed at the Pre-Proposal Conference included a "Draft Project Schedule" table, which provided for a ten (10) month timeframe from the date the chosen consultant was given "Notice to Proceed" in April 2025 to the "Submission" of the "Final Performance Report to FRA" in January 2026. Built into this ten (10) month period were several approximately 15 and 30-day required "FRA Review Period[s]" to assess and monitor work as the consultant's Step 1 work proceeded, which totaled four and a half (4 ½) months. Potential consultants for the Step 1 work would reasonably principally consider whether they had the requisite staff or "bandwidth" to bid for the Step 1 work in this very specific timeframe.

Based on the RFP, the Step 1 work will take ten (10) months, yet Mr. Morris alleges he has agreed to an amended "FRA grant agreement" that would provide no more than around four (4) months to complete Step 1 by the alleged new deadline. Of course, this highly truncated "contract performance period" does not even consider the time required to complete a statutorily compliant new request for proposals process, much less requisite approvals by the NCTCOG Executive Board following that process. Given that Mr. Morris has built in four and a half (4 ½) months of multiple "FRA Review Period[s]," there is effectively no time at all for any consultant to complete the Step 1 work by the deadline in the alleged amended "FRA grant agreement."



Ken Kirkpatrick  
General Counsel  
January 6, 2026  
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As legally problematical, potential bidders reasonably anticipated that the Step 1 work would be conducted in **2025**. Now, all (or nearly all) of the work could be conducted no earlier than **2026**, a different year. Qualified consultants who potentially determined they did not have capacity to complete the Step 1 work in 2025 (and therefore did not submit a bid) may well have such capacity in 2026. This further shows the failure of the request for proposals process precluding any contract award.

**•The Fort Worth-to-Houston Corridor ID Program would be a subsidy to the private developer of possible future Dallas-to-Houston high-speed rail, even though that private entity agreed with both NCTCOG and the Houston area MPO to not accept federal funding – however, the Corridor ID program would require federal funding.**

Texas Central has entered agreements with both NCTCOG and the Houston-Galveston Area Council (the Houston-area metropolitan planning organization) to not accept federal grants for the possible future Dallas-to-Houston high-speed rail route.

Moreover, a representative of Texas Central has publicly stated that it was in support of the FRA's withdrawal of federal funds from the Dallas-to-Houston Corridor ID program, stating, "[w]e agree . . . that this project should be led by the private sector." Its lead "investor" added:

"We are proud to have stepped in as the private sector sponsor of the Texas high-speed rail, and today's announcement is good news for the overall project. The first Trump Administration gave this project the green light, but after President Trump left office the project got hung up in the politics of the Biden Administration's efforts to jam Amtrak and politics into the equation. We agree with Secretary Duffy that this project should be led by the private sector, and we will be proud to take it forward. This project is shovel-ready and will create significant new jobs and economic growth for Texas as part of President Trump's efforts to boost the U.S. economy."

<https://www.texasrailadvocates.org/post/fort-worth-investment-firm-says-texas-high-speed-rail-project-is-shovel-ready-as-amtrak-involvement-winds-down>

The Fort Worth-to-Houston Corridor ID project is founded upon and requires federal funding and is therefore, on yet another basis, legally and practically precluded.

**•Michael Morris represented to the Federal Transit Administration that "[t]he . . . Dallas-to-Houston corridors will be funded through private-sector initiatives."**

Even Michael Morris has stated that the Dallas-to-Houston corridor is to be *privately* funded. But, as stated above, the Fort Worth-to-Houston Corridor ID project is foundationally based on federal funding (which, in any event, has already been rejected by the federal government).

Ken Kirkpatrick  
General Counsel  
January 6, 2026  
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The Fort Worth-to-Houston Corridor ID project is practically and legally futile.

● ***Nearly two-thirds of the Dallas-to-Houston route is outside the jurisdiction of the NCTCOG.***

Over 150 miles of the 240 miles of the proposed Fort Worth-Houston corridor Michael Morris seeks to advance in the Corridor ID program are *outside the NCTCOG's geographic jurisdiction*. For emphasis, nearly two-thirds of that proposed route are not even within the 16-county area over which the RTC is charged to provide any policy guidance or have involvement. Contextually, if this attempted extraterritorial grab is acceptable, the RTC would by logical extension likewise have the jurisdiction over a rail line all the way to California. Of course, that is preposterous.

Mr. Morris has further not provided information to the RTC or the NCTCOG Executive Board as to the position of *other* metropolitan planning organizations, including most significantly the Houston-Galveston Area Council (“H-GAC”), regarding a Corridor ID project that runs directly through the geographical jurisdiction of these other councils of governments.

● ***The RTC has already removed alignment “2(b)” a/k/a the “Eastern Alignment” from consideration.***

The RTC has already removed, in an official vote at its November 2025 meeting, alignment “2(b)” (a/k/a the “Eastern Alignment”) from consideration as a potential Dallas-to-Arlington Entertainment District-to-Fort Worth route. That admittedly fatally flawed and legally precluded route has been rejected.

In addition, the I-30 Corridor route between Fort Worth and Dallas has already been rejected in a FRA Final Report that was coordinated by NCTCOG.

Finally, the Dallas City Council, in a June 12, 2024 Resolution, additionally rejected alignment “2(b)” in precluding above-ground high-speed rail through Downtown Dallas.

As a result of *each* of the above rejections of alignment “2(b),” there is no reasonable or legal basis to include that route in any Corridor ID program scope of work.

● ***Alignment “2(b)” (a/k/a the “Eastern Alignment”) is otherwise legally precluded and fatally flawed.***

Among the epically long list of legal preclusions and fatal flaws associated with the now-rejected and scuttled alignment “2(b),” it would:

- be precluded under the express terms of the Master Agreement between the City of Dallas and Hunt;

- cause billions of economic losses to the City of Dallas each year as confirmed by both the Boston Consulting Group *and* leading Texas economist Ray Perryman;

- imperil the \$6 billion planned Hunt development, put in jeopardy the economic viability of the planned new Kay Bailey Hutchison Convention Center, and be a hard hit against the vitality of Downtown Dallas even as it deals with the recent announcement of AT&T's move to Plano;

- cause massive environmental damage to the City of Dallas, including West Dallas, Martyrs Park, the Harold Simmons Park, the Ron Kirk Pedestrian Bridge and the Margaret Hunt Hill and Margaret McDermott Bridges; and

- actually slow down and create congestion on I-30 due to its cannibalization and stripping away of TxDOT's TEXPress managed lanes, which successfully keep traffic moving at fast speeds.

● ***NCTCOG representatives and Boston Consulting Group state that the Trinity Railway Express (the "TRE") can be upgraded to have competitive travel times at a tiny fraction of the cost of higher-speed rail.*** As an example, the Boston Consulting Group report concludes that the Trinity Railway Express (the "TRE") can be upgraded to have competitive travel times at a tiny fraction of the cost of higher-speed rail.

It is clear that any efforts to move along the legally and procedurally flawed Fort Worth-to-Houston Corridor ID project (including any retention of any vendor as a result of the impotent request for proposals process) is not only precluded, but would constitute a gross waste and misuse of taxpayer funds (including regional resources).

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

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

or

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

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

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

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

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

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

Sincerely,



Eric Campbell

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January 12, 2026

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

*Re: TxDOT is **already** studying intercity passenger rail between Dallas-Fort Worth and Houston*

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 letter is to inform you, in your capacity as a lawyer to the Regional Transportation Council (the "RTC"), the policy committee of the North Central Texas Council of Governments (the "NCTCOG"), that **the Texas Department of Transportation ("TxDOT") is already in the process of considering intercity passenger rail service between Dallas-Fort Worth and Houston.**

For your information, this route has already been accepted by the Federal Railroad Administration into the Corridor Identification program. *See* <https://railroads.dot.gov/elibrary/fras-corridor-id-obligation-status-report>.

This TxDOT-proposed Dallas-to-Houston passenger rail corridor exemplifies another in the long list of preferable, superior and reasonable alternatives to the now-scuttled alignment "2(b)," which I have brought directly to your attention but which have been ignored in the supposed but legally invalid "environmental analysis."

This TxDOT-proposed passenger rail corridor includes a station actually in Bryan-College Station (versus roughly 45 minutes away as proposed for possible future Dallas-to-Houston high-speed rail). It would further not cause billions of dollars in "loss[es]" each year that would have been suffered by the City of Dallas if alignment "2(b)" had not been removed from consideration.

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

- (1) NCTCOG can divert and subsequently waste one million dollars (\$1,000,000.00) to fund conjectural legal expenses responding to letters discussing the problems with alignment “2(b)”  
  
or
- (2) NCTCOG can make the FTA aware of its own conclusion that alignment “2(b)” is “fatally flawed,” not “possible,” and therefore ineligible for and withdrawn from future consideration as part of any NEPA application process – which action would moot any future letters regarding alignment “2(b).”

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

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

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

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

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

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

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January 20, 2026

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

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 Tuesday, January 6, 2026, I provided you a letter listing numerous legal and procedural infirmities and fatal flaws associated with the rejected Fort Worth-to-Houston Corridor Identification and Development "program." That letter objectively and conclusively shows that any efforts to move that project along, including without limitation any retention of any vendor to conduct any Step 1 work, would constitute a gross waste and misuse of taxpayer funds (including regional resources).

*It is not evident from the public record that the January 6, 2026 letter has been provided to the Members of the Executive Board of the North Central Texas Council of Governments (the "NCTCOG").*

You may consider your fiduciary, legal and other duties in relation to keeping the Executive Board informed on relevant matters falling within their jurisdiction.

**NCTCOG has a binary choice regarding alignment "2(b)":**

- (1) NCTCOG can divert and subsequently waste one million dollars (\$1,000,000.00) to fund conjectural legal expenses responding to letters discussing the problems with alignment "2(b)"  
  
or
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Ken Kirkpatrick  
General Counsel  
January 20, 2026  
Page 2

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

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

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

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

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

Sincerely,

/s/ Eric Gambrell

Eric Gambrell



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January 26, 2026

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

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").

As a courtesy and for your information and attention, I provide the below excerpts from the text of the Resolution unanimously passed by the Councilmembers of the Dallas City Council on January 21, 2026:

“[T]he City Council reaffirms its position on above-ground rail lines as stated in Section 1 of Resolution No. 24-0876, approved on June 12, 2024, which reads as follows: “That, at this time, except for streetcar expansion projects currently under consideration, **the City Council does not support construction of new above-ground passenger rail lines through the Central Business District, Uptown, and Victory Park areas.**”

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

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

or

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

Ken Kirkpatrick  
General Counsel  
January 26, 2026  
Page 2

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

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

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

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

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

Sincerely,

/s/ Eric Gambrell

Eric Gambrell



North Central Texas  
Council of Governments

# TRANSPORTATION PUBLIC MEETING

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

## PRESENTATIONS

### 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM

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

### NORTH TARRANT EXPRESS TEXPRESS FUNDING REQUEST

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

### DALLAS FORT WORTH AIR QUALITY IMPROVEMENT PLAN UPDATE

Staff will present the final draft of the Dallas-Fort Worth Air Quality Improvement Plan - Comprehensive Action Plan. This plan serves as a strategic roadmap for reducing emissions across five key sectors through 2050. The draft plan is available for comment at [www.publicinput.com/dfwAQIP](http://www.publicinput.com/dfwAQIP).

## RESOURCES + INFORMATION

Administrative Revisions to Mobility 2050: The Metropolitan Transportation Plan for North Central Texas:  
[Publicinput.com/nctcogFeb26](http://Publicinput.com/nctcogFeb26).

Interactive Public Input: Map Your Experience:  
[nctcog.org/mapyourexperience](http://nctcog.org/mapyourexperience)

Air Quality Programs and Funding Opportunities:  
[PublicInput.com/nctcogAQ](http://PublicInput.com/nctcogAQ)

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

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

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

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

    @nctcogtrans

WFAA

## **ANOTHER NORTH TEXAS CITY TO CONSIDER ELECTION ON DART**

By Rachel Snyder  
January 2, 2026

Another North Texas city will consider holding an election on whether or not to leave Dallas Area Rapid Transit (DART).

The City of University Park will consider at its Jan. 6 City Council meeting whether to call an election on May 2 on DART membership.

The town of [Highland Park approved](#) calling a special election for May 2 on the issue last month, and [Plano, Farmers Branch](#) and [Irving](#) will also have elections on DART membership on the May ballot.

[Addison, meanwhile, voted against calling a special election on DART membership](#) in December.

Each of DART's 13 member cities — Addison, Carrollton, Cockrell Hill, Dallas, Farmers Branch, Garland, Glenn Heights, Highland Park, Irving, Plano, Richardson, Rowlett and University Park — contributes a penny sales tax to the transit agency. Some member cities, like Plano and Highland Park, though, have argued that the amount they contribute to DART has dwarfed the value of the services they receive.

In a press conference after Plano, Highland Park and Farmers Branch announced their intent to consider special elections on DART membership, DART CEO Nadine Lee called the announcements "heartbreaking" and said losing member cities would "severely impact" DART's ability to serve riders during the World Cup this year.

Some member cities considering withdrawing from DART comes after DART proposed a "general mobility program" to reimburse cities up to 5% of the sales tax money, but later attached strings to any deal that would have, among other restrictions, limited cities from lobbying against DART in Austin.

The decisions on whether to put withdrawals on the ballot in May will affect DART riders beyond the member cities, DART officials said.

Losing the roughly \$110 million Plano alone contributes to the system will likely cause service impacts across the remaining cities, too, Lee previously said.

## **DALLAS WAITING TO HEAR IF RAINBOW CROSSWALKS ARE LEGAL AS TEXAS OFFICIALS PUSH BACK**

The city is also still waiting to hear whether the state will allow Black Lives Matter crosswalks in South Dallas and other decorative road markings in Uptown to stay

By Everton Bailey Jr.  
January 2, 2026

Dallas is [waiting for the Texas Department of Transportation to decide whether it can keep 30 decorative crosswalks](#), including rainbow-themed designs in Oak Lawn, Black Lives Matter murals in South Dallas and artistic installations in Uptown, after the state ordered their removal.

The dispute highlights how TxDOT's push for uniform roadway standards is colliding with cities' efforts to allow streetscapes to be used for expression, leaving Dallas in regulatory limbo as the state decides how hard to enforce its rules.

TxDOT spokesman Ryan LaFontaine said the agency is still reviewing exception requests from cities across the state, including Dallas, but has made no decision.

"We are awaiting documentation from the City of Dallas," LaFontaine told *The Dallas Morning News*, adding there is currently no deadline for compliance review. "We've asked for a plan from the city to be in compliance."

Dallas City Manager Kimberly Bizzor Tolbert told state officials no additional documents are coming.

George Villarreal, TxDOT's traffic safety division director, responded in a Nov. 25 letter, rejecting the city's initial exception request because it didn't include "a signed and sealed document by a traffic engineer stating that the crosswalks are in compliance" with state standards. He said the city had until Dec. 10 to submit an updated request.

Tolbert responded Dec. 9, saying the city cannot provide the certification and reiterating its request for an exception based on justifications made in a Nov. 6 letter.

"While the city maintains its current safety data for this area demonstrates that the existing crosswalk design and configurations at these locations have presented no measurable public safety issues and have not been a detriment to the safety of road users, a signed and sealed certification stating that the crosswalks are in compliance with the (Texas Manual on Uniform Traffic Control Devices) cannot be issued as requested," Tolbert wrote in the Dec. 9 letter to TxDOT obtained by *The News* via a public records request.

Nick Starling, a spokesman for the city of Dallas, said the city has received no update from the state since then.

"The deadline was on Dec. 10, and the city sent its letter on Dec. 9," he told *The News*. Gus Khankarli, Dallas' director of transportation and public works, didn't respond to a request for comment.

Gov. Greg Abbott [ordered the removal of decorative crosswalks in October](#), calling them "distractions" that promote political messages. His directive largely targeted crosswalks painted

in rainbow colors, a prominent LGBTQ symbol, and followed a federal push to clear roads of nonstandard markings for safety reasons.

Cities that refuse to comply with the governor's directive may be at risk of losing federal and state transportation funding.

TxDOT sent a letter to local transportation officials on Oct. 8 giving cities 30 days to remove any crosswalks that don't meet state standards. State standards require crosswalks to have plain white lines.

The crosswalks have become a focal point in a broader debate over local expression versus state uniformity. Cities like Galveston and Houston have already removed their rainbow crosswalks in response to Abbott's directive.

San Antonio agreed to remove its rainbow crosswalks in the Tobin Hill neighborhood after TxDOT rejected its initial exemption request, [according to the San Antonio Express-News](#). San Antonio will replace the crosswalks with standard markings by Jan. 15 but plans to install rainbow-colored sidewalk treatments nearby as a compromise.

The installations in Dallas include 10 rainbow crosswalks in Oak Lawn, which celebrate Dallas' LGBTQ community and were approved by the Dallas City Council in 2019; 16 [Black Lives Matter crosswalks](#) along Al Lipscomb Way and Martin Luther King Jr. Boulevard in South Dallas, funded by the nonprofit Abounding Prosperity Inc. and installed in 2022; and four individualized art crosswalks, like the "Unicorn Art Theory" installation in Uptown commissioned by Uptown Dallas Inc. that has been around since 2017.

Local leaders and advocates have opposed the crackdown, arguing they are vital symbols of neighborhood identity.

"In Oak Lawn specifically, our rainbow crosswalks are a symbol of pride and inclusion, not politics," council member Paul Ridley, who represents the area, said in a November newsletter to residents. He added there is no data showing decorative crosswalks are less safe and praised the city for "standing firm for what is right for our residents rather than caving to political pressure."

Tolbert told state officials if the transportation department denied the request, the city would need 90 days from the date of the denial to put in place a plan to remove all the pavement markings.

## **FORT WORTH'S PANTHER ISLAND IS ABOUT TO TAKE SHAPE. WHAT TO EXPECT IN 2026**

By Harrison Mantas

January 2, 2026

Dirt might finally start turning on Panther Island in 2026, roughly a quarter of a century after its inception.

[The idea to revitalize the Trinity River](#) began in 2001, with plans for an 800-acre district north of downtown emerging years later. The idea was to reconnect the community to the river after it was cut off when the earthen levees were built following the 1949 flood.

It then became a flood control project to improve the Trinity River levee system by connecting two sections of the river north of downtown.

It has since split into two projects to distinguish between the flood control work being done by the U.S. Army Corps of Engineers and the development work being done by private developers in coordination with the city of Fort Worth and Tarrant Regional Water District. Officials haven't updated the cost of the project since 2018, when they put the price tag at \$1.17 billion.

The project has faced repeated setbacks, from changes in the plans, to construction delays on the bridges, to a block in funding during the first Trump administration. In 2022, the project received [\\$403 million](#) from the 2021 Infrastructure, Investment and Jobs Act.

Meanwhile, the city of Fort Worth and Tarrant Regional Water District have been busy preparing the island for development to go hand in glove with the Army Corps' flood control work. A March 2024 consultant's plan envisions a 338-acre island, with [a walkable business and entertainment district](#).

There is a lot of work to be done, both on flood control and development, but the island may finally begin to take shape in 2026.

### **The flood control bit**

Construction is expected to begin this summer on the most visible part of the project — the 1.5 mile bypass channel. Work will start on the northern portion near the Main Street Bridge and is expected to take three years, Kate Beck, the water district program director, said during a Nov. 6 meeting of the Trinity River Vision Authority board.

The southern half is still in the design phase. It will run under the Henderson Street and Westside Drive bridges before opening onto a section of the Trinity River across from City Hall.

The Corps has enough money for the design portion, but will need more for construction. The same is true for the Samuels Avenue dam, a pump station and three floodgates.

The Corps will also start work to restore some of the ecosystem of the [Ham Branch stream in Harmon Park](#). The park is one of several so-called "valley storage" sites meant to hold back floodwater.

The restoration includes planting trees, grasses, and transforming an urban waterway into a natural channel, according to a project page on the Army Corps' website.

### **Development on the island**

The Tarrant Regional Water District put out a call on Oct. 16 looking for developers to purchase land around a section of [the island's internal canal system](#).

The district owns about 36 acres on the island that can be developed without waiting for the bypass channel. This initial section will focus on an area bordered by North Main Street to the west, Northwest Fifth Street to the north, Northwest Fourth Street to the south and the levee to the east.

However, the district wouldn't turn down developers in areas outside that first canal zone, said Susan Alanis, the water district program director.

The area in the initial phase will have all the necessary water, sewer and drainage pipes in place, so it'll be easiest for developers to work there first, she said.

The water district set aside \$12.4 million in its 2026 budget to build a section of canal in that area. It expects to start [by the middle of 2026](#), according to water district documents.

The site of the Coyote Drive-In will be turned into a park. The pavilion will stay, but the rest of the area will be turned into a park, according to water district documents.

The pavilion is a real asset for the water district, Alanis said. It has a beer garden atmosphere, and will create the kind of fun atmosphere the district is looking for on the island, she said.

The city of Fort Worth tweaked its zoning rules to [encourage development along North Main Street](#) and the area where the water district plans to build the first canal.

The city is still working on more sweeping updates to zoning rules on the island, but those won't get a public airing until sometime in 2026, assistant city manager Dana Burghdoff said in the Nov. 6 meeting.

The canal will be near a 1.5 acre parcel owned by Austin-based developer Seco Ventures. The company bought [26 acres on the island in 2023](#), making it the island's largest private landowner.

Seco started land planning for a 300-unit apartment complex at 508 N. Main St., which, once completed, will usher in a new era for Panther Island, founding partner Josh Needham said in an email the Star-Telegram.

He praised the work of the city and the water district to lay the groundwork for development on the island, saying it has created a clear path for Seco to secure the needed funding for its project in the coming year.

Seco is working with the city and other government agencies to set up a special taxing district to fund improvements on the island, Needham said.

"Panther Island is a place rich in history and character; we're simply bringing that legacy back to life," he said.

### **Beyond 2026**



In the coming years, Panther Island will lean into its strengths around river and trail access and along with the new canals and future parks, Seco's Needham said.

"With those advantages, our task is to build spaces that enable the lifestyle they make possible," he said.

Seco owns land surrounding the [former LaGrave Field grandstand](#) that was demolished in February.

The company hasn't released details for how it plans to develop those properties, but Needham shared a concept rendering from Lake Flato Architects showing a mixture of hotels, apartments, offices, a music venue and a grocery store.

The construction of the other phases of the flood control project are still up in the air except work in Rockwood Park and along University Drive.

The Army Corps plans to dig out a section of Rockwood Park along the Trinity River for another valley storage site.

The Corps also plans to use some of that dirt to [raise a section of North University Drive](#) between Rockwood Park Drive and Jacksboro Highway.

The road will be raised 12 to 15 feet to act as another buffer against floodwater escaping the river. The section is at risk during a major flooding event, so this will stop the road from being washed out.

Construction on the section of University Drive is expected to take 18 months, and is expected to start sometime in 2029 to line up with the completion of the northern section of the bypass channel.

In the meantime, the city plans to build a new access road to help traffic bypass the construction site.

The access road will curve behind the businesses that sit on the blocked section of North University Drive and dump traffic out onto Jacksboro Highway just north of the Super Star Car Wash, according to a presentation at the Nov. 6 TRVA board meeting.

Construction of the access road will start in 2026 and take about a year to complete.

## **OPINION: NORTH TEXANS SPEND TOO MUCH OF THEIR LIVES IN TRAFFIC**

What could you do with an extra 69 hours every year?

By The Dallas Morning News Editorial Board  
January 3, 2025

North Texans come from every background and every walk of life. They speak all sorts of languages and cherish many different traditions. But one experience unites us all: sitting in traffic.

Our newsroom reported that, on average, [North Texans spent 69 hours sitting in traffic last year](#), per a recent study by Texas A&M University's Transportation Institute. Of the state's 100 most congested roadways, 41 are in Dallas-Fort Worth.

Dealing with traffic is a fact in any major metropolitan area, but it's a pity how much time we waste on it. Our lives are already too busy, filled with the buzz of constant distraction. We are all short on life's most valuable commodity.

So what can be done about it? Planning for the future and looking for creative solutions right now is critical.

That will mean figuring out how to connect origin points and destinations efficiently in a region where urban sprawl expands outward, driving employment and residential centers further apart.

The best towns to raise a family in have gradually crept further from our urban core. Though they're now boomtowns all the way out beyond U.S. 380, Celina and Melissa were dots on the Texas map not too long ago.

All this sprawl is happening at a time when travel patterns are changing, adding another layer of mess to transportation planning. Researchers found that delays are happening outside of rush hour, midday or on weekends, our newsroom reported.

Securing North Texas' transportation future will require many different solutions. Developing around rail infrastructure can provide opportunities for those wanting to avoid standstill traffic. Better traffic signaling systems, and even roundabouts, can help in places.

Houstonians fared worse than we did on traffic, wasting an average of 77 hours last year. But the long hours North Texans spend on the road are nothing to be proud of.

Think what else you could do with almost three extra days a year. If you think back on last year, how many books did you read? Our answer, and we suspect yours too, is not nearly as many as you should have. It's time that could be spent nurturing a family, too, making memories.

The good news is there are smart people trying to work traffic issues out. The North Central Texas Council of Governments worked hard on Transit 2.0, a study examining how to enhance transit in the area. And although the ongoing fight over Dallas Area Rapid Transit's future has been a bitter one, the debate reflects a real desire to improve mobility.

Sure, you can listen to podcasts, audiobooks or music while sitting in that bumper-to-bumper traffic jam. But there's more to life than mindlessly alternating between gas and brakes while passively absorbing information.

## **THERE WERE 5 HOMICIDES ON DART PROPERTY LAST YEAR. WHAT IS THE AGENCY DOING TO CURB CRIME?**

DART officials say they have taken steps to increase security, rider safety

By Elissa Jorgensen  
January 5, 2026

Erin Graham, 28, was [shot and killed](#) at the 8th & Corinth DART station on Dec. 18 after he [allegedly said “excuse you”](#) to another transit passenger, who then opened fire after a brief verbal exchange.

Graham’s slaying on the public transit agency was the fifth since January 2025, heightening fears about passenger safety on one of the nation’s largest light rail systems.

“The pain of losing someone so dear is overwhelming, and we are doing our best to support each other through this difficult time,” Graham’s family wrote on a [GoFundMe page](#) they started for his funeral costs.

According to social media posts from his family members, Graham was an aspiring nurse’s aide. His funeral was Saturday.

Demetrius Rogers, 18, was taken into custody in connection with Graham’s death. As of Monday, Rogers remains in the Dallas County jail with no bail amount set, according to jail records.

The other recent killings on DART occurred on [Nov. 1](#), [Oct. 5](#), [Sept. 29](#), and Jan. 21, 2025, according to DART crime data provided to *The Dallas Morning News*. Most of the homicides were committed by strangers.

- On Nov. 1, Jessica Lee, 44, was discovered dead near the Forest Lane DART station. No further information about the case has been released.
- On Oct. 5, a man wearing a [mask](#) fatally shot 44-year-old Norman Brown with an AK-47. Harrington Andrew Hurdle, 27, was arrested and faces a murder charge in connection to the death. As of Monday, he remains in the Dallas County jail with no bail amount set, according to jail records.
- On Sept. 29, police found a man, Daniel Gormley, with three gunshot wounds lying in the vestibule of a DART train. He was pronounced dead at the scene. Christopher Akins, 27, was later found and arrested in connection with Gormley’s death. As of Monday, he remains in the Dallas County jail with no bail amount set, according to jail records.
- No information was immediately available about the death on Jan. 21. *The News* has reached out to DART for more information.

DART officials say they have taken steps to increase security and rider safety.

“The homicides that have happened are tragic, and one is too many, but they’re not indicative of the work that goes on here,” Charles Cato, DART chief of police and emergency management, said. “Our riders deserve a safe system to ride, and we’re doing everything in our authority to make sure that happens every day.”

## Prevention initiatives

When he looks at crime as a whole, Cato said he tries to remember that the DART system has a symbiotic relationship with the communities it serves.

“The issues that happen in those communities and with the people who live there are going to translate over to the system,” Cato said.

When he first started with DART in 2022, Cato implemented a data-driven accountability model for crime and traffic safety. The main action item for the model is meetings between him and the commanders every 15 days where they go over crime statistics for all DART property and vehicles.

“We go over which places have the highest rate of crime and which have the most calls for service,” Cato said. “We look at the people involved in crimes, who the victims are and the places where most crimes are occurring. We also look at behaviors, so what behaviors — if any — are people engaging in that create opportunities for crime.”

DART also employs an initiative that focuses on environmental aspects that could heighten the chances of a crime happening, Cato said. This includes evaluations of fencing, lighting and other environmental characteristics that can make DART property a less likely target for crime.

Cato said the organization is in the process of implementing those findings, which could include construction at various stations.



DART officers work near a DART police car on Thursday, August 3, 2017 near the West End DART station in downtown Dallas.  
Ashley Landis / Staff Photographer

Riders can also download the DART Say Something Safety and Security App, which can be used for reporting concerns directly to DART Police, Cato said. Riders can use the app to send photos, six second video, descriptions and locations of potential crimes.

Cato said every crime has a motivated offender, a suitable target and the absence of a guardian. The goal is to break that triangle, taking away a piece that makes committing a crime obtainable, he said.

Data retrieved from the transit agency's website suggests that an average of 4.5 million passengers used DART to get around during the agency's 2025 fiscal year, which began in October 2024 and ended in September 2025. About 44% of serious DART crimes during that period occurred on transit platforms.

From January to November 2025, there were four homicides and 53 aggravated assaults on DART property or transit vehicles, according to DART crime data provided to *The News*. A fifth homicide, the death of Graham, took place in December.

Publicly accessible FY25 data showed the highest amount of Group A offenses, defined by the FBI as serious crimes like homicide, robbery, assault and burglary, was in June. In total, DART saw 727 Group A offenses in FY25, which is a 5% increase compared with FY24.

### **Stepped up hiring to boost safety**

DART police officers and public safety officials have implemented additional crime prevention tactics since Cato became DART's police chief and are working to increase staffing.

The DART Police Department is authorized to have 231 sworn police officers. DART PD hired 35 new officers during the FY25, which is the most they have hired in a single year. They also had 23 employee departures, leaving the employment increase at 12.

Cato grew up in Dallas and has been in law enforcement since 1988, he said. He joined the DART police force with a goal of making public transit safer.

Besides police officers, Cato said DART has 83 uniformed fare enforcement officers that have body cameras and a DART police radio. The fare officers have the ability to write citations, check tickets and ensure rider compliance, Cato said.

DART is also contracted with Inter-Con Security, which provides the agency with 100 transit security officers. The transit security officers are allowed to carry a firearm, pepper spray, handcuffs and a DART police radio, Cato said.

"It's not feasible to put a sworn officer on every vehicle," Cato said. "However, my goal is to put one uniformed person — whether it be DART police, a fare officer or a transit security officer — with a DART police radio on every vehicle we have to ensure there's somebody there."

These officers can supplement the DART police presence at stations and on buses and trains, Cato said.

Cato said that goal is in the works until DART can maintain the staffing needed to facilitate it. DART police are looking into grant applications and other supplemental funds that could help achieve that, Cato said.

Cato said he has also explored the possibility of a transit ambassador program, where someone who is not an officer but is outfitted with a DART uniform and radio would be present, but has not initiated it.

“The responsibility of safety on the system is everyone’s responsibility, not just the police or security,” Cato said. “Each rider has a duty to be aware of their surroundings, practice good safety skills and communicate and engage with us.”

## **DALLAS COUNTY SEEKS LAND FOR NEW \$5 BILLION JAIL**

Plus: Flying taxi initiative gains momentum; incentives for new deck park weighed

By Bill Hethcock  
January 5, 2026

Dallas County expects to purchase land this year for a new \$5 billion jail — a move that would free up prime real estate for a higher-profile redevelopment project. A proposal to create a new federal aviation center in Fort Worth is part of a broader plan to establish the region as a hub for flying taxis. And officials are considering millions of dollars in financing for a new deck park over I-35E open ahead of World Cup crowds.

### **Land sought for new \$5B jail**

Dallas County is looking for new jail locations to replace the aging Lew Sterrett Justice Center near downtown Dallas. The current facility is facing overcrowding issues and, at nearly 50 years old, has outlived its usefulness, Dallas County Judge Clay Jenkins told WFAA in a recent interview. The new jail is expected to cost more than \$5 billion.

Jenkins expects the county to [buy land for the new jail this year](#), he said Jan. 4 on WFAA's Inside Texas Politics. By state law, a new county jail would have to be located within 4 miles of downtown.

Moving the jail would likely open up real estate for redevelopment on prime land between Dallas' two iconic Calatrava bridges. The site has been mentioned as a possibility for a new arena for the Dallas Mavericks and other potential high-profile projects.

### **Flying taxi plan resurfaces**

An effort to establish North Texas as a major hub for flying taxis has gained new momentum.

The aim is to develop a [regional network with interconnected airports, vertiports and infrastructure upgrades](#) through public-private partnerships, weather intelligence systems and research institutions to support scalable, commercially viable operations.

The initiative proposes a new Federal Aviation Center for "advanced aviation technologies" to be headquartered in Fort Worth. Arlington Municipal Airport and Dallas Fort Worth International Airport are among the region's early adopters of advanced air mobility infrastructure, according to agenda materials.

The Regional Transportation Council of the North Central Texas Council of Governments is set to discuss the initiative in a meeting that starts at 1 p.m. Jan. 8 at 616 Six Flags Dr. in Arlington.

Since as early as 2018, [DFW has been proposed as an early market for a network of electric-powered aircraft and skyports](#) providing transportation and delivery services, but efforts to roll out the service have proceeded more slowly than initially projected.

### **Church site headed for transformation**

Dallas City Council is expected to vote on a proposed \$10 million tax increment financing development agreement to [redevelop the vacant former home Oak Cliff United Methodist Church](#) into a mixed-use project. The new \$19.5 million project is set to include flexible



workspaces for commercial and retail tenants, and about 45 multifamily residential units. The historic property at the northwest corner of Marsalis Avenue and Jefferson Boulevard has been vacant since 2015 and was damaged by a 2022 fire.

The Oak Cliff Gateway TIF District board unanimously recommended approval on Dec. 15 and Dallas City Council consideration is scheduled for Jan. 14.

— *Maria Lawson*

### **Deck park could get boost**

Dallas is also considering incentives for a new deck park over I-35E.

Up to \$8 million in financial incentives could go to support completion of the first phase of the Halperin Park Plaza Area Project, a major deck park under construction by the Southern Gateway Public Green Foundation. Officials have said they hope to have the first phase completed in time for the 2026 FIFA World Cup.

Formerly known as Southern Gateway Park, Halperin Park is set to span 5 acres on a deck over the busy highway between Marsalis and Ewing avenues. The \$122 million first phase, which runs from Ewing to Lancaster avenues, is 80-85% complete and carries a price tag of \$122 million. The project is expected to attract more than 2 million visitors annually, according to a University of North Texas at Dallas study.

Construction on Halperin Park began in November 2023. It will be the second deck park in Dallas, following the popular Klyde Warren Park connecting Uptown and downtown.

The Oak Cliff Gateway TIF board will review the subsidy on Jan. 6 and, if approved, city council could vote Jan. 28.

— *Maria Lawson*

## **NORTH TEXAS TO UTILIZE AI FOR 911 CALLS DURING WORLD CUP MATCHES**

By Michael Lozano

January 5, 2026

Major transportation funding is heading to North Texas as the region prepares to host the FIFA World Cup, with part of the investment aimed at improving 911 emergency response through artificial intelligence-powered language translation technology.

Officials say the funding will be especially critical for Arlington, where AT&T Stadium will host nine World Cup matches, including a semifinal — the most of any host city in North America.

With hundreds of thousands of soccer fans expected to attend matches and related events, the North Central Texas Emergency Communication District (NCT-9-1-1) estimates it could encounter callers speaking between 20 and 30 different languages.

“We’re really excited for the World Cup,” said Rodger Mann of the NCT-9-1-1.

Mann explained that the expected surge in international visitors will likely increase demand for translation services.

“We’re expecting to see a higher usage in language translation services,” Mann said.

To help address that demand, the North Central Texas Council of Governments has approved \$1.2 million in funding, with \$200,000 allocated for AI software designed to support emergency dispatch operations.

The Midlothian Police Department said the AI technology will help 911 operators quickly identify the language a caller is speaking, helping reduce delays in emergency response.

“Our goal is that we can AI to identify that language and that’ll reduce our time and get them in contact with a human-to-human translator,” said Christine Thompson of Northern Ellis Emergency Dispatch.

North Texas officials say the added technology will streamline dispatchers’ workflows and save valuable seconds during emergencies.

“The automation we’re putting in place — the text to language within microseconds. Instead of us having to conference in a human interpreter to find the right person, we can find a language very quickly,” Mann said.

Dispatch leaders emphasize that preparation is underway, but real-world conditions will ultimately determine how the system is used.

“We can prepare. We have plans in place, but the actual response is really just dependent on the calls,” Thompson said.

## **NORTH TEXAS' LARGEST PUBLIC TRANSIT SYSTEM MAY COME UNDONE IN 2026**

By Joshua Fechter

January 5, 2025



Voters in four Dallas suburbs are expected to vote on whether their cities should leave DART, the state's largest public transit system. Johnathan Johnson for The Texas Tribune

A suburban mutiny against North Texas' largest public transit agency threatens to upend how tens of thousands of Texans get around in the state's most populated urban area — at a time state transportation planners say the state needs more public transit.

A quartet of Dallas suburbs — Plano, Irving, Farmers Branch and Highland Park — plan to vote in May on whether to leave Dallas Area Rapid Transit, or DART, following years of tensions between the suburbs and the North Texas region's transit agency. Suburban officials complain that for how much they shell out to fund buses and light rail, their residents hardly use it. Among the four cities looking to pull out from DART, most kick in more sales tax dollars than they receive in bus service, rail and other forms of transit service, according to a consultant's report last year.

"We have just been dissatisfied with the service, the safety and certainly the ridership that is woefully low," Plano Mayor John Muns said in an interview. "We're paying an extraordinary amount for the service that we're getting back."

Instead, the cities want their money back so they can try their hand at providing public transit the way they think may be more suitable for their communities. The main idea: ditching traditional buses in favor of taxpayer-funded ride-hailing services run by the cities themselves.

That wouldn't happen right away. The sales tax the four cities pay to DART wouldn't immediately go away if voters withdraw from the agency, but transit service would. If voters go along with their city leaders, DART would halt all services, including bus and light rail, as soon as each election is canvassed. However, cities would have to keep collecting sales tax to pay off any outstanding debt owed to DART for capital projects such as light-rail lines and rail stations, while the cities also try to stand up their own transit services.

There are other motivations afoot. Suburban officials have enviously eyed their neighbors who aren't part of a transit agency, as those places use sales tax dollars to woo employers and sports teams and fund economic development. As cities have faced increasing financial strain, they've eyed the sales tax that goes toward DART to help plug budget holes.



DART moves tens of thousands of people through the Dallas area each day. Johnathan Johnson for The Texas Tribune

Such a move would make it harder for residents to move around the country's fourth-largest urban region — a sprawling expanse larger than the state of Connecticut, Rhode Island and New Jersey. Particularly, it would make it harder for those without a car to access economic opportunity in corporate centers in the suburbs like Plano and Irving.

People who rely on transit — including lower-income folks, young people, elderly Texans and those living with disabilities — will effectively not have access to those parts of the region, said

Yonah Freemark, a transportation researcher at the Urban Institute, a left-leaning nonprofit think tank.

“People will have no option other than to drive,” Freemark said. “When you put those things together, it means you’re creating a region that is inaccessible to a large number of people.”

Guqueena Baker, 33, doesn’t own a car and has never learned to drive. Baker said she moved to Dallas from New York in August for the lower cost-of-living. She takes the bus from North Dallas to work at a hair salon in Plano.

If bus service in Plano went away, Baker said she would have to find a salon closer to her, but she worried it wouldn’t be as lucrative as the Plano salon. Buying a car and taking driving lessons aren’t expenses she can afford, she said.

“There are people who travel to do the job that you don’t want to do,” Baker said. “I’m a hairstylist. You don’t want to wake up and have to do your hair every day. I have to get to work.”

It’s not clear how many riders would be affected if all four cities withdrew from DART, but it would undoubtedly deal a serious blow to the transit agency’s finances.

Like many major U.S. transit agencies, DART’s ridership hasn’t rebounded to pre-pandemic levels. Nationally, transit ridership remains below where it stood prior to the pandemic, which transportation experts have attributed to a number of factors such as the rise of remote work and service cuts to transit agencies.

DART gave 46.4 million rides to passengers from January to October, according to the latest Federal Transit Administration data, a 20% dip from the same period in 2019. Comprehensive, publicly available data showing what ridership looks like in each member city is hard to come by. Ridership in Dallas, which accounts for about three-quarters of the system’s total ridership, remains below where it was just before the pandemic hit, according to [a DART presentation to a Dallas City Council meeting in December](#). DART gave 565,662 rides in Plano in the first quarter of this year, a 6% drop from the same quarter in 2020, according to figures provided by Plano. DART officials did not respond to a request for ridership data broken down by city.

Between them, the four suburbs account for about a third of the transit agency’s sales tax revenue. DART officials haven’t said just how much of a financial blow they’d see or what impact it’d have on service levels. But in the past, officials have said threats to their revenue would eventually result in fewer buses and trains — kick-starting a death spiral for transit service in the region.

“There are a number of people who access their jobs and a variety of services and education who rely on DART to get to those destinations,” DART CEO Nadine Lee said at an October news conference. “I would hate for any of our riders to lose that access as a result of the actions of their city councils.”

The elections come at an awkward time. The month following the vote, nearly 4 million visitors are expected to descend upon the Dallas-Fort Worth region for the 2026 FIFA World Cup — snarling the region’s already gnarly traffic congestion. If those cities pull out of DART, visitors who stay in those cities may have a harder time getting around, transit officials and transportation planners have said.

The number of people living in the Dallas-Fort Worth region is expected to balloon from 8.3 million to 12 million by 2050. That means more people will need access to public transit, not fewer, transit planners and advocates said, and the region already is grappling with how to improve mobility as it grows. Even the Texas Department of Transportation, the state agency in charge of building the state's massive freeways, says Texans need more ways to get around if the state's going to continue to grow.



DART CEO Nadine Lee at a ribbon cutting event for Eviva, a newly developed mixed use apartment complex in Carrollton, on Nov. 10. Eviva is walking distance to the Trinity Mills Dart Station, allowing residents to access parts of the Dallas area car free. Johnathan Johnson for The Texas Tribune

The four suburbs wouldn't be the first to leave DART. Coppell and Flower Mound withdrew from the transit agency in the late 1980s.

Though suburban officials have pointed to surveys showing low resident satisfaction with DART, voters may not be keen on the idea of pulling out of the agency. Voters in Plano, Irving and Farmers Branch have rejected past measures to withdraw from DART at the ballot box. More than half of voters in Plano and Farmers Branch said they oppose withdrawing from DART, according to a November poll conducted by Republican consultant Ross Hunt.

It's possible the decision to leave DART never makes it to voters. Plano and Irving have laid out terms in negotiations with DART that would theoretically allow them to remain in the system, albeit at a lower cost and with fewer services. If DART meets those terms, city officials say, they won't hold the election.

The big sticking point for suburban officials: they don't get as much out of DART as they invest in the system. Some 13 cities are DART members and chip in revenue gathered from a one-

cent sales tax to fund buses, light rail and other transit services. But a study conducted by EY, a consulting firm formerly known as Ernst and Young, found that many suburbs don't receive benefits in proportion to how much they contribute. Plano contributed \$109 million in sales tax revenue to the system in fiscal year 2023, but received about \$44 million worth of investment, including the cost of operating buses and light rail, the report found.

Dallas, meanwhile, pitched in about \$408 million in sales tax revenue that year but received about \$690 million worth of services, the report found. Compounding the suburban angst: the smaller cities don't have equal representation on the 13-member board that oversees DART. Dallas alone gets seven seats and the remaining member cities share the rest.

That imbalance, the suburbs say, makes it harder for other member cities to get their fair share of services. That's led some suburban officials to complain that they're effectively subsidizing transit service in Dallas.

"Dallas controls it ... and they're taking advantage of that, and those of us are losing because of it," Irving Mayor Rick Stopfer said.

Irving is in a different boat: The city actually received more in agency spending than it contributed that year. Still, its leaders are unsatisfied. DART plans to reduce the number of bus routes in Irving from seven to five, [according to the city's website](#) — and as a result will only provide bus service to three of the city's eight rail stations.

"DART really doesn't pay attention to the rider," Stopfer said. "The rider is the last thing they think about."

DART officials and transit advocates have disputed the EY survey's findings, arguing it doesn't capture the full financial benefit transit service brings to member cities. For one, the report only covers one year, its detractors note.

Most notably, the report doesn't take into account the Silver Line, a 26-mile rail line that ferries riders from Plano to Dallas-Fort Worth International Airport, with stops in six other cities along the way, for as little as \$3. The route hadn't opened when the report published last year.

The report also doesn't factor in economic development that has sprouted near transit. Developments around DART stations have generated more than \$18 billion in economic impact to North Texas over the past 25 years, according to recent research from the University of North Texas.

That development continues. In December, officials with Carrollton and DART attended a ribbon-cutting ceremony for a new mixed-use development right next to one of the city's three light-rail stations. That building, with more than 400 apartments and 10,000 square feet of retail, is the first phase of an expected 25-acre transit-oriented development that will eventually include offices and a hotel.

Building homes and businesses close to transit means people don't need to travel by car as much, reducing congestion and helping residents spend less money on transportation, Lee, DART's CEO, said during the ceremony.

"This project goes beyond housing or commercial space," Lee said. "It represents access and opportunity."

Carrollton officials, meanwhile, are weighing whether to hold their own withdrawal election, though they haven't reached a decision. Like Plano, Carrollton, a city of about 135,000, pays more into the system than it gets out of it.

"We've been overpaying for some time," Carrollton Mayor Steve Babick said in an interview.

But Carrollton would still find some way to provide transit to residents, Babick said, whether that's a limited partnership with DART, membership in Denton County Transit Authority, or a new agency.

Officials in Plano and Irving have pitched replacing regular bus service with "microtransit" — smaller buses or shuttles that can be hailed on-demand like an Uber or Lyft ride. DART already operates such a service called GoLink, including in Plano and Irving. Arlington, which isn't a DART member and is the nation's largest city without traditional public transit, also employs such a service. Plano and Irving officials want to go all in on microtransit, arguing it's a better fit for suburban residents than standard buses.

"DART decides that they have a (fixed-route bus) system, and most of these people that might consider it will have to walk a half a mile to a mile to get to the bus stop," Muns said. "This is 2025. We don't have to do that."

Microtransit is usually thought of as a last-mile service to get riders from a transit stop to their final destination, not a substitute for regular bus service, transportation experts said. Microtransit services also tend to cost more per rider than a fixed bus route, Freemark said.

"It's an approach that is extremely expensive per passenger and is incredibly ineffective in actually increasing the number of people using transit," Freemark said.

Pulling out of DART isn't solely about transit. Texas cities have felt a budget crunch as inflation and economic uncertainty have helped to crimp their finances as demand for public services grow amid the state's population growth. In particular, cities have strained under strict state limits on how much in property taxes they can collect each year without asking voters. State lawmakers capped that amount at 3.5% in 2019.

That cap combined with the town's sales tax contribution to DART has put Highland Park "at a distinct financial advantage," officials said in a news release announcing its May withdrawal election, adding that those "combined constraints have made it increasingly difficult to invest in essential municipal priorities such as public safety, emergency response, and infrastructure modernization."

Just because state law is crimping city budgets doesn't mean DART should bear the brunt, said DART board chair Randall Bryant.

"I'm very sensitive to those needs that they have within their cities, all of our cities," Bryant said. "I just don't believe that their budget shortfalls or potential budget shortfalls should be at the expense of the riders that we serve."

Even as they criticize DART, suburban officials have shown interest in keeping their access to the agency's 93 miles of light rail, the longest light rail line in the country. Plano officials, for example, said the city would call off its election and continue paying into DART to access the light rail line — if the agency nixes standard bus service there and refunds the city a certain



amount in sales tax revenue per year, among other conditions. DART officials have said they're weighing whether the proposal makes sense for the agency.

That kind of compromise is a sensible outcome, said Michael Morris, transportation director for the North Central Texas Council of Governments, with suburbs negotiating just how much in other kinds of transit service they receive from the agency.



The Trinity Mills Dart train station in Carrollton. Johnathan Johnson for The Texas Tribune

Dallas-Fort Worth is growing, and officials across the region have wrestled with how to provide transit services across the region's sprawling expanse. Some big ideas have been floated, like consolidating the region's three transit agencies under one umbrella and extending into fast-growing Collin County. Otherwise, most of the region's residents would live in areas without transit service, Morris said.

"We're never going to solve the transportation needs of 12.5 million people under that situation," Morris said.

Providing transit service to the full region would undoubtedly require heavy financial investment, and the Dallas-Fort Worth area already lags its peers, spending less on transit than places with high ridership like New York, Chicago and Seattle, Freemark said.

"You get what you pay for," Freemark said.

## **SUBURBAN MUTINY THREATENS TO DISMANTLE DALLAS-AREA TRANSIT**

By Joshua Fechter

January 6, 2026

A suburban mutiny against North Texas' largest public transit agency threatens to upend how tens of thousands of Texans get around in the state's most populated urban area — at a time state transportation planners say the state needs more public transit.

A quartet of Dallas suburbs — Plano, Irving, Farmers Branch and Highland Park — plan to vote in May on whether to leave Dallas Area Rapid Transit, or DART, following years of tensions between the suburbs and the North Texas region's transit agency. Suburban officials complain that for how much they shell out to fund buses and light rail, their residents hardly use it. Among the four cities looking to pull out from DART, most kick in more sales tax dollars than they receive in bus service, rail and other forms of transit service, according to a consultant's report last year.

“We have just been dissatisfied with the service, the safety and certainly the ridership that is woefully low,” Plano Mayor John Muns said in an interview. “We're paying an extraordinary amount for the service that we're getting back.”

Instead, the cities want their money back so they can try their hand at providing public transit the way they think may be more suitable for their communities. The main idea: ditching traditional buses in favor of taxpayer-funded ride-hailing services run by the cities themselves.

That wouldn't happen right away. The sales tax the four cities pay to DART wouldn't immediately go away if voters withdraw from the agency, but transit service would. If voters go along with their city leaders, DART would halt all services, including bus and light rail, as soon as each election is canvassed. However, cities would have to keep collecting sales tax to pay off any outstanding debt owed to DART for capital projects such as light-rail lines and rail stations, while the cities also try to stand up their own transit services.

There are other motivations afoot. Suburban officials have enviously eyed their neighbors who aren't part of a transit agency, as those places use sales tax dollars to woo employers and sports teams and fund economic development. As cities have faced increasing financial strain, they've eyed the sales tax that goes toward DART to help plug budget holes.

Such a move would make it harder for residents to move around the country's fourth-largest urban region — a sprawling expanse larger than the state of Connecticut, Rhode Island and New Jersey. Particularly, it would make it harder for those without a car to access economic opportunity in corporate centers in the suburbs like Plano and Irving.

People who rely on transit — including lower-income folks, young people, elderly Texans and those living with disabilities — will effectively not have access to those parts of the region, said

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The four suburbs wouldn't be the first to leave DART. Coppell and Flower Mound withdrew from the transit agency in the late 1980s.

Though suburban officials have pointed to surveys showing low resident satisfaction with DART, voters may not be keen on the idea of pulling out of the agency. Voters in Plano, Irving and Farmers Branch have rejected past measures to withdraw from DART at the ballot box. More than half of voters in Plano and Farmers Branch said they oppose withdrawing from DART, according to a November poll conducted by Republican consultant Ross Hunt.

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Providing transit service to the full region would undoubtedly require heavy financial investment, and the Dallas-Fort Worth area already lags its peers, spending less on transit than places with high ridership like New York, Chicago and Seattle, Freemark said.

“You get what you pay for,” Freemark said.

## **UNIVERSITY PARK, DART LEADERS DEBATE FUTURE OF TRANSIT AHEAD OF WITHDRAWAL ELECTION VOTE**

The University Park council meets Tuesday to vote on ordering an election to exit DART

Lilly Kersh  
January 5, 2026

University Park council members and Dallas Area Rapid Transit leaders had a tense debate over [funding, services and governance](#) Monday, with high stakes for the future of the [imperiled public transit agency](#).

The University Park leaders will vote Tuesday on calling an election to leave DART next spring, potentially joining Highland Park, Irving, Farmers Branch and Plano in seeking an exit from the state's largest public transportation system. [Addison council members](#) also considered ordering an election but could not reach an agreement on the move.

Leaders have cited concerns about costs, a one-cent sales tax levied in each of DART's 13 member cities, the [agency's governance structure](#) and the quality of services in their decisions to call withdrawal elections.

Past DART Board Chair Gary Slagel, who represented the Park Cities as well as Addison and Richardson on the governing body, urged University Park council members to have patience Monday, pleading with the leaders to [work with the agency](#).

"The way the region's growing, we're going to need to have transit," he told the council members, adding that reform is still needed. "We can't put the burden on [13 cities](#)."

Slagel, DART Board Chair Randall Bryant, DART CEO Nadine Lee and other representatives met with University Park's five council members in the special work session. Of high priority for the council members was DART's debt and the service the agency provides their city.

Council member Phillip Philbin pointed out growing debt and [dwindling services](#) as concerns in paying into DART. University Park contributed \$6.9 million in sales tax to DART in the 2023 fiscal year, according to the transit system's data. That year, the firm Ernst and Young found DART allocated \$1.8 million in expenses to the city.

"Our contribution far exceeds the value we receive," Philbin said to DART leadership Monday. "There are no light rail stations in the city of University Park. There are no computer rail stations in the city of University Park. ... I'm trying to make the numbers make sense."

DART provides on-demand service similar to rideshare options like Uber or Lyft with the more affordable Park Cities GoLink zone and connects riders to [SMU/Mockingbird Station](#). [DART's bus route](#) 237 passes through University Park along Preston Road, and the agency also manages two site-specific SMU Express Shuttles, jointly funded by SMU and DART.

[DART services](#) in University Park would cease immediately if voters choose to leave the agency on May 2, but cities that withdraw would continue paying DART because there are still obligations to pay off debt associated with cities' expenses.



Philbin asked DART leadership if they could promise not to increase University Park's portion of debt or to [reduce the amount of sales tax](#) the city owes to DART. They could not, DART leaders said.

"It's a hard sell," Council member Melissa Rieman said Monday, especially as non-member cities contract with the agency for some services without paying the one-cent sales tax.

DART leadership laid out its efforts to the University Park council, including its work to address equity concerns from cities, economic development programs, governance changes, updated vehicles, [increased security](#) and reallocated services.

The agency is working with the North Texas Commission, North Central Texas Council of Governments and directly with cities toward solutions, leaders said, including [changing state legislation](#) that governs DART.

"We're all part of a region. We just need to figure out how to solve some of these problems," Slagel told *The Dallas Morning News* after the discussion Monday. "We want to find the solution that all 13 cities can feel comfortable with, and go down to Austin together with a solution."

DART's CEO also emphasized the importance of regionalism.

"Nearly all trips to and from [University Park](#) start from another member city," Lee told council members Monday. "The mobility that we're providing for connections through DART is all regional."

Slagel said cities have every right to call elections in 2026, as the opportunity comes every six years. He asked University Park council members to consider waiting until the November election cycle, after other cities' voters will have cast their ballots in respective DART elections.

Cities have until 45 days before scheduled elections to call them off. Bryant said three cities who have scheduled withdrawal elections submitted proposals to negotiate with the agency and try to avoid a withdrawal election.

"We're here to see what we can do to make a better system for you and your city," Bryant said.

[University Park](#) council members will meet again Tuesday at 5 p.m. for a regularly scheduled council meeting where they'll discuss ordering the special election in May to dissolve its membership.

## **CITY COUNCIL COMMITTEE TO TAKE UP HIGH-SPEED RAIL - AGAIN**

By Bethany Erickson  
January 7, 2026

As we've mentioned before, [high-speed rail](#) has been the will-they-or-won't-they saga for more than a decade. I believe one time I said it was a "multimodal transportation telenovela," mostly because people keep declaring it dead (including U.S. Transportation Secretary/former MTV Real World roommate/Airport Sartorial Choice Critic/Human Jock Jams CD/champion lumberjack Sean Duffy), only for the folks behind the whole [bullet train](#) to Houston thing to say, "We're not going away."

We've been talking about that bullet train to Houston for years, but more recently a bullet train from Fort Worth to Dallas became part of the discussion, too. The holdup there has been that the City Council opposed any new elevated passenger rail projects through downtown. They want that sucker buried if it's coming through downtown, and definitely do not want the 7-story rail line that was proposed.

Tomorrow, the Council's Transportation & Infrastructure Committee will meet, and on the agenda is a briefing about high-speed rail. It includes an economic impact study that looked at two alignments.

The western one that would skirt downtown before connecting at a station that would eventually serve as the place you board a bullet train to Houston.

The eastern one was the true bone of contention with the Council before: It would prevent the Hunt development in the former Reunion Arena area, something the economic impact study says would lower the annual GDP for the city and would prevent the creation of more than 7,000 new jobs.

It also looked at an option for a tunnel, which would cost more and might not align with the agreement between the TX Central Partners (the Houston bullet train people) and the North Texas Council of Government's Regional Transportation Council, which supports a one-seat ride from Fort Worth to Houston.

FORT WORTH REPORT

## **FROM 'LANDMAN' TO DATA CENTERS, HERE ARE THE TOP FORT WORTH PROJECTS TO WATCH IN 2026**

By Fort Worth Report Staff  
January 5, 2026



From taking a star turn in Taylor Sheridan’s “Landman” to riding the data center bandwagon to expanding colleges and hospitals, Cowtown saw a growth spurt last year that befitted a city of [1 million residents](#).

Our business team had their boots and heels on the ground in 2025 covering the major projects shaping the city’s future.

Here are the top business news stories of the past year along with a little crystal-ball gazing on what’s next for 2026 and beyond.

### **Strongest year in a decade**

Fort Worth had a banner fiscal year in economic development in 2025 with \$6.7 billion in new capital investment and more than 6,900 in new and retained jobs, the city’s strongest year in more than a decade.

Those economic projects include a mix of the old — [a new Bell plant](#) that'll add 520 full-time jobs — and the new — the Taiwan-based Wistron manufacturer [will spend \\$761 million on AI supercomputer plants that will create more than 800 jobs.](#)

Others noticed the city's new economic development prowess as well.

The Fort Worth Economic Development Partnership, at only 2 years old, was earlier chosen by Site Selection Magazine as the recipient of the 2025 Mac Conway Award for Excellence in Economic Development, considered the most prestigious award given to such groups.

That's quite a change from 2017, when a report dinged the city for its unfocused efforts at attracting new businesses and expanding legacy companies.

And 2026 is teed up for more business growth.

A recent city report noted Fort Worth has 98 projects in the development pipeline, with 44 of those company expansions and 54 focused on companies new to the area.

Bedrock Fort Worth companies such as Lockheed Martin Aeronautics Co. are proving to remain relevant into the future as well. The company recently unveiled its first F-35A fighter jet for Finland and was on track to delivering a total of nearly 200 combined to its customers, providing about \$20 billion in local impact. [More than 300](#) will be needed by the United States over the next decade.

Mixed-use projects taking shape in the new year include the eight-story Van Zandt project at the northwest corner of West 7th and Foch streets and the nearby \$1.7 billion Westside Village off University Drive.

And, of course, there was "Landman," the Paramount+ series that brought eyeballs to Fort Worth with filming at businesses across the city. But it's more than just window dressing, as Sheridan's studios built two large studio complexes at Hillwood's AllianceTexas with plans for more.

### **Expanding health access**

JPS Health Network completed several phases of its multibillion [expansion plan](#). The county hospital opened [a Las Vegas Trail health center](#) alongside Cook Children's Health Care System in July and a [psychiatric emergency facility](#) in September.

As we go into the new year, don't expect a pause in expansion.

The next phase of JPS's master plan — a new parking garage — will be unveiled in the spring. Further details of future phases will likely become public early next year, with plans for a [new \\$1 billion hospital building](#) filed with the state in November.

Meanwhile, Medical City Healthcare completed an expansion at its [Arlington hospital](#), constructed a [mental health center](#) in north Fort Worth and revamped [their Fort Worth hospital](#).

Cook Children's announced plans to move its [pediatric office in Arlington](#) to a new location. The hospital is set [to break ground](#) on a new parking garage that will serve its [new West Tower](#).

UT Southwestern [broke ground on a cancer center](#) in Near Southside. Texas Health Resources announced plans for a [new patient tower](#) in its southwest Fort Worth campus.

## College growth

Local colleges and universities built themselves up last year, literally and figuratively.

The University of Texas at Arlington, Texas Christian University, Texas Wesleyan University and Tarleton State University Fort Worth each [enrolled](#) their largest-ever freshman classes.

UTA [broke ground](#) on its new UTA West campus along the western edge of Fort Worth in April, making progress toward the expected fall 2028 open date. University officials expect system regent approval for drawings of the campus's first building in February and to [begin construction](#) in March.

Texas A&M Fort Worth continued progress on its downtown campus Law & Education Building, which is expected to open next year. The university is planning for five buildings that will serve as an "[innovation district](#)," hosting academic programs and [public-private collaborations](#) in areas such as engineering and health.

UNT Health Fort Worth [launched a master's](#) in clinical nutrition to train professionals for a field growing in recognition. The program's first class will begin in fall 2026.

Tarrant County College increased enrollment for the fourth consecutive year. The school collaborated with Autobahn for a new [internship and scholarship program](#) that serves as a pipeline for technicians.

Burnett School of Medicine at TCU, along with the UT Southwestern Medical Center, took the lead on the North Texas Maternal Health Accelerator [launched in November](#) that forms collaborations between organizations in Fort Worth and Dallas.

## Data centers' growing footprint

Texas is a national leader in new data centers, which often require significant water sources for cooling and enough energy to supply power to a midsized city.

A 2024 state report noted Texas was home to about 300 data centers with [141 of them located in North Texas](#).

Now Fort Worth is contributing to the state's growing data center and technology industry with new facilities, such as [AllianceTexas' \\$2 billion Meta facility](#) that draws energy from wind.

More recently, [Black Mountain Power](#) gained a green light for a data center in south Fort Worth after city leaders approved zoning changes on 430 acres. In 2026, developers expect to ask for more land to be rezoned in the area, according to the [Fort Worth Star-Telegram](#).

## Trains, buses and bikes

Fort Worth-area transit ridership grew to about 8 million trips in 2025 — Trinity Metro's highest numbers since 2017.

[TEXRail](#), a passenger rail line from downtown to Dallas Fort Worth International Airport, saw big ridership gains — reaching more than 877,000 trips in 2025, nearly 100,000 more trips than the previous year, data shows. That line now connects with the new [Silver Line route](#) operated by Dallas Area Rapid Transit that started on Oct. 25.

Trinity Metro launched its free downtown [Blue Line](#) that's seeing ridership exceed that of the old Molly the Trolley route, officials said.

The Western-themed [Orange Line](#), which takes riders from downtown to the Fort Worth Stockyards and Northside, also saw big gains. The route, which launched in 2024, consistently drew between 3,500 to over 4,000 riders each month, officials said.

Trinity Metro's [revamped bike share program](#) started in 2025 as part of a \$2.3 million partnership with Lyft Urban Solutions. The 400-bike fleet, which includes 340 electric models, saw ridership gains in the latter part of the year with more than 2,700 riders in September — more than double the amount of riders recorded during the same period in 2024, data shows.

### **Getting in line for H Mart**

What will be one the region's most followed stories of 2026?

We already know the openings of H Mart — the popular Asian-themed grocery store — and a lineup of restaurants, stores and salons at North Beach Street and Loop 820 in Haltom City will be one of them.

Haltom City is [projecting a spring opening for H Mart](#). McDonald's beat everyone to the punch with its October opening, becoming the first operating tenant. Some are pushing ahead and may open ahead of H Mart. Most, however, [are expected to open](#) around the same time as the grocery store.

The shopping center, which will house more than 40 tenants, is 100% leased, city officials said in the fall.

The center's restaurants will serve Korean barbecue, sushi, Vietnamese, Thai, Mexican and American food. A spot for Japanese cheesecake is also expected.

H Mart helped spawn more development around it. A number of tracts in and around the 820-North Beach-Haltom Road corridor are under construction.

"This whole corridor is going to be a place where people come to live, come to visit, come to work," Rex Phelps, Haltom City city manager, said in the fall. "All cities want regional-type draws that bring people to your city."

KSAT 12 TV

## **ALAMO AREA MPO NAMES NEW EXECUTIVE DIRECTOR WITH TEXAS TIES**

By Mason Mickok

January 7, 2026



Brendon Wheeler, a North Texas engineer, was selected as the new executive director for the Alamo Area Metropolitan Planning Organization. (Mackenzie Eason)

The Alamo Area Metropolitan Planning Organization (AAMPO) has named its new executive director, who holds deep ties to Texas.

Brendon Wheeler was selected from a pool of more than 30 nationwide candidates. He will assume the executive director role on Feb. 2, according to a news release.

The role was filled on an interim basis following the exit of former Executive Director Isidro “Sid” Martinez in December 2024.

Wheeler comes to AAMPO with more than 16 years of experience, including recent time as a senior program manager for metropolitan transportation planning at the North Central Texas Council of Governments (NCTCOG), the release said.

NCTCOG, according to the release, is “one of the most innovative and best-performing MPOs in the United States.”

MPOs, created under the Federal Highway Act of 1962, oversee transportation planning funding for metropolitan areas.

According to the Texas Department of Transportation, MPOs are [required](#) in urban areas with a population of more than 50,000. In Texas, there are 24 MPOs.

AAMPO serves all of Bexar County, Comal County, Guadalupe County and a portion of Kendall County, including Boerne, its website states.

“Brendon brings a mix of operational understanding, engineering credibility, and MPO experience,” said Bexar County Commissioner and AAMPO board chair Rebeca Clay-Flores. “The board is looking forward to working with him in supporting this region’s long-term transportation goals.”

According to his LinkedIn, Wheeler spent 10 years at Wier & Associates, Inc., an Arlington-based engineering firm.

Wheeler holds two bachelor’s degrees in mechanical and civil engineering from two North Texas universities. He is a licensed professional engineer in Texas and a certified floodplain manager.

“AAMPO plays a critical role in coordinating transportation planning across this region. I look forward to working with our partners and communities to deliver innovative, data-driven solutions that support mobility, growth, and fiscal responsibility.”

AAMPO’s Transportation Policy Board is expected to officially approve Wheeler’s appointment during its Jan. 26 meeting.



KERA NEWS

## **UNIVERSITY PARK VOTERS WILL DECIDE IN MAY WHETHER TO LEAVE DART**

By Pablo Arauz Pena

January 7, 2026

Another North Texas city plans to hold an election in May to let voters decide if Dallas Area Rapid Transit should keep running in their city.

During a University Park City Council meeting Tuesday evening, leaders voted unanimously to call a withdrawal election. It's the fifth member city to do so; Farmers Branch, Highland Park, Irving and Plano will also hold elections this spring. Addison City Council discussed it but [ultimately voted against the measure](#).

"While I understand and believe in the value of safe, clean, and reliable regional public transportation, I'm concerned about DART's model and DART's model in particular about how it applies to University Park," said council member Phillip Philbin.

He and other city leaders say the city contributes too much in sales tax revenue while getting little in return for DART services.

Paige Reudy, spokesperson for University Park, said in a statement to KERA prior to Tuesday's meeting that the city has been in ongoing discussions with DART about the value of transit within the community and its overall sales tax contribution. The agency gets a penny for every sales tax dollar from each of its 13 member cities, including University Park.

"These conversations date back to 2015, which resulted in the Transit Related Improvement Program (TRIP) that provided a partial reimbursement of the City's sales tax contribution," Reudy said. "Given the financial hurdles facing all cities in Texas, the City of University Park continues to evaluate the value gained by membership in DART."

A report from the consultant Ernst & Young showed that University Park contributed more than \$6 million to DART in 2023 while the agency spent \$1.8 million on services in the city. It's one of several cities that contributed more that year than they received in services.

Philbin said that DART has "systematically dwindled" bus service in the city. When service first began there over 40 years ago, the city had 9 bus lines.

"We don't have bus service to Snyder Plaza," he said. "We don't have bus services to Miracle Mile, the two areas we've just invested in to generate sales tax."

Meanwhile, several residents expressed concerns with getting rid of public transit in their city.

Resident Kim Roosevelt spoke to the council with her disabled daughter Caroline. She said she's worried city leaders didn't provide specific alternatives to DART.

"There is no consideration for how they're going to provide these services," she told KERA. "That's really concerning to me that it went to vote without actual any specifics on how they're going to meet this need."

Roosevelt said if voters decide to abandon DART, her daughter won't have the option of accessible paratransit.

"Ultimately it's gonna hurt our our families, it's gonna hurt our community, it's going to hurt the greater DFW economy," Roosevelt said. "There are long-term repercussions."

DART leadership, including CEO Nadine Lee, ha said the end of service in any city will negatively impact the entire system.

Roosevelt said city leaders aren't thinking about the "ripple effect" of potentially withdrawing from DART.

"You drop a rock in a pool and it puddles out, and so I don't think they're looking at the puddling effect that this decision's gonna have," Roosevelt said.

University Park voters will now decide on whether to stay in DART on May 2.

## **ARLINGTON VOTERS MAY DECIDE FATE OF TAX DEDICATED TO IMPROVING STREETS**

By Chris Moss  
January 7, 2026

Arlington voters could decide the future of a quarter-cent sales tax dedicated to improving streets in May.

City Council members must ask residents to approve continuing the street maintenance tax that is set to expire this year. They plan to discuss putting the measure on the ballot next month.

The tax, which has been in place since 2002, is expected to net about \$26 million for roads this year. City officials say that's not enough to fight a \$30 million gap needed to maintain the current street conditions.

Arlington's existing network comprises more than 3,000 lane miles. Over 600 miles, or just over 20%, are in worse than fair condition, director of public works Keith Brooks told council members Jan. 6.

### **How does Arlington calculate a street's condition?**

Contractors analyze the condition of one-third of Arlington's streets each year, grading them on a 0-100 scale.

- Green streets – those graded above 70.
- Yellow streets – those graded above 50 but below 70.
- Red streets – those graded below 50.

To see a comprehensive map of the street conditions across Arlington, [click here](#).

Arlington budgeted \$343 million from bond funds and sales tax revenue for street maintenance over the past five years, according to city data.

This year, the city budgeted more than \$58 million for street repairs.

The quarter-cent sales tax was introduced in 2002, passing with 74% of the vote in a special election.

Until 2018, the last time it appeared on the ballot, the tax required a renewal every four years. Now, renewal is needed every eight years.

Over the past eight years, Arlington's street conditions worsened, officials said.

Each year, about 56 miles of streets graded yellow will drop to red — those in the worst condition — should the current funding remain, Brooks said.

In 2027, city officials expect to budget about \$90 million for street maintenance with an increase to \$97 million the following year.

To keep street conditions from dropping to red, the city needs an additional \$30 million, officials said.

“Trying to make up for that \$30 million gap is a challenge,” Brooks told council members.

City Manager Trey Yelverton said the main revenue streams for street maintenance — the sales tax brought in through business and bond funding — could grow in order to fill that gap.

Money for roads in future bond elections would need to focus on red streets in residential areas, Brooks said. Such streets make up 81% of red roadways in Arlington, according to public works data.

“When you have red streets, there comes a point where there’s not a whole lot more maintenance you can do,” Brooks said. “You can do a full street overhaul, and that’s where the bond elections come in and help us.”

Much of the dollars raised through the street maintenance sales tax are spent on yellow streets to prevent further degradation, he added.

When asked by council member Barbara Odom-Wesley why the condition of Arlington streets continue to worsen, Brooks said much of the city’s infrastructure is decades old and built all at once.

“All of those roads are starting to age and starting to get older all at the same time,” Brooks said. “And you only have so much funding to fix it every year. That’s the challenge. That’s the puzzle we’re trying to solve.”

## **TRANSPORTATION GROUP SEEKS TO MEND RIFT WITH NORTH TEXAS COUNCIL OF GOVERNMENTS**

By Eric Garcia  
January 8, 2026

Regional transportation leaders want to resolve a feud with the executive board of the North Central Texas Council of Governments.

To do so, the Regional Transportation Council voted Thursday to spend \$50,000 for an external lawyer to review the council's legal responsibilities and approved a letter urging improved communication with the 17-member executive board.

The [issue](#) emerged in December when members of the transportation council — an independent policy group of the council of governments made up of 45 elected and appointed officials — were surprised and upset over a succession plan for 35-year transportation director Micheal Morris.

Some believed Morris, 70, was being ousted from his longtime job at a time when regional transportation efforts are critical to the success of the FIFA World Cup 2026 that will take place in North Texas this summer.

Council members decided to hire an external lawyer as council of governments counsel Ken Kirkpatrick advises both bodies, creating a potential conflict.

Arlington Mayor Jim Ross, who was among those angry when the plan for Morris' job was announced at a Dec. 11 meeting, said it is important to resolve the conflict "in an amicable fashion."

Duncan Webb, a Collin County commissioner, said that "timing is everything" in order to resolve the conflict prior to the World Cup games.

Resolving the conflict is important, some members said, since it could otherwise hamper regional transportation funds for projects needed as the North Texas population is expected to hit 12 million in 25 years.

The group's lawyer will review key statutory and regulatory agreements related to RTC responsibilities that include federal and state codes for highway and transportation planning.

A draft letter that calls for improved communication will be sent to executive board chair Victoria Johnson, a Burleson City Council member.

RTC chair and Johnson County commissioner Rick Bailey's letter said "broader questions remain about the roles and responsibilities of each body in moving forward policies determined" for the Metropolitan Planning Organization.

When Morris submitted his plan in December at the request of council of governments executive director Todd Little, it was the first time that members of the RTC were made aware of such a plan, according to the draft letter.

Little, a former Ellis County judge appointed to this role in May, previously told the Fort Worth Report that he was charged with obtaining succession plans from all department heads, [not just transportation](#), as plans are made for the future.

“It is unclear whether that was based on the interest of NCTCOG’s Executive Board or its Executive Director,” the letter said. “It is also unclear whether there was any communication to the Texas Department of Transportation, which is a party to several relevant agreements and Congressional legislation as an integral part of the (Metropolitan Planning Organization) process.”

Although Morris is an NCTCOG employee, “that role is also vitally important to the RTC as the Director of Transportation facilitates decisions made by the RTC,” according to the letter.

The two groups should “address challenges faced by North Texas and create outcomes to solve (the) challenges,” the letter said. “It is in everyone’s interest to reestablish a stronger partnership.”

Transportation council members said they want to meet with executive board members, including Fort Worth City Council member Carlos Flores, “to create a positive path forward.” He also wants to ensure that the transportation council is part of the decision-making process in hiring a new transportation director.

Morris has not said when he plans to retire from his job.

Bailey said he wants the internal conflict resolved to “keep peace among family members here.”

## **FIVE MAJOR PROJECTS SEEKING TO TRANSFORM SOUTHERN DALLAS**

By Plamedie Ifasso  
January 9, 2026

From a massive mixed-use project underway to a grand new park, major transformation is in the works in southern Dallas — along with efforts to secure community-benefitting assets like new grocery stores.

Both the opportunities and needs in southern Dallas have been well documented. And while the area still sees nowhere near the development that advocates say is needed to bring equitable economic activity, there are large and notable projects scattered across this huge geographic area. They're bringing with them new housing, office space, amenities and jobs.

While this isn't an exhaustive list of every project under way or pitched on the city's southern side, the Dallas Business Journal compiled a list of some of the most notable developments.



The University Hills development will have a town center in its core, commercial buildings and green spaces throughout.

### **University Hills**

**Developer:** Hoque Global

**Location:** 7300 University Hills Blvd.

Some critics worried that this long-proposed 270-acre project wouldn't come to fruition following a revised development agreement. But Dallas-based Hoque Global LLC appears determined to [bring the massive development](#) to life.

The firm broke ground in May and has ambitious plans for the billion-dollar project. University Hills is set to feature thousands of residential units and 1.5 million square feet of commercial space, including office space and a hotel, plus more than 50 acres of green space. Hoque also seeks to attract a major grocery tenant and construct a sports stadium.

The development firm has attracted big names for the residential portion, previously selling 580 lots to Lennar Corp and D.R. Horton Inc. to develop single-family homes and townhomes.

"The residents in this part of our city definitely deserve more, and that's why we're here," Dallas City Manager Kim Tolbert said at the groundbreaking ceremony. "This project will become the foundation for what we continue to do in southern Dallas. This geographic area of our city is a jewel, and it serves, in my opinion, as a calling card for Dallas."



Developer Peter Brodsky is determined to bring a grocery tenant to the redeveloped Shops at Redbird. Photo: Jake Dean

## **The Shops at Redbird**

**Developers:** Peter Brodsky and Terrence Maiden

**Location:** 3662 W. Camp Wisdom Road

The developers of the Shops at Redbird, already one of the most successful examples of adaptive reuse in southern Dallas, enter the new year with priorities including starting a new phase of renovations at the old mall complex and securing new tenants, with the hopes of landing a long-desired grocery store.



Peter Brodsky and Terrence Maiden have been slowly transforming the 107-acre shopping complex into a diversified commercial development featuring medical care, restaurants, retail, housing and higher education. Phase one of the overhaul is wrapping up and focused on securing additional leases for the west wing of the old mall.

Then work will shift to the north wing of the complex. Renovations in this section of the mall could create spaces for one to five tenants and include some selective demolition work. Following the restoration of the north wing, the redevelopment will focus on developing a 35-acre property near the mall.

And of course, the search for a grocery tenant remains ongoing after plans for a Tom Thumb store at RedBird [fell through in 2024](#). Brodsky previously mentioned that consolidation in the industry and retail growth happening in North Texas makes it hard for the development to stand out but he hasn't given up on bringing a new source of food and fresh produce to an underserved community.

"I think the community is fundamentally misunderstood. It doesn't get the credit for having the income and the savings that it has," Brodsky told DBJ [last summer](#). "We are continuously trying to educate the grocers, restaurants and other tenants about exactly what the purchasing power of the community is, and even more importantly, how successful all of the businesses that have chosen to open up in RedBird are."



The first phase of the multimillion-dollar Halperin Park development is scheduled to open this spring. Photo: Southern Gateway Public Green Foundation

## Halperin Park

**Developer:** Southern Gateway Public Green Foundation

**Location:** Over I-35E, between Ewing and Marsalis avenues

Dallas' second deck park is slated to welcome visitors soon. Southern Gateway Public Green Foundation CEO April Allen previously told DBJ the first phase of Halperin Park [could open in April](#), ahead of the 2026 FIFA World Cup.

The multimillion-dollar project will eventually span 5 acres between Ewing and Marsalis avenues and feature an outdoor amphitheater, dedicated food truck areas and stage pavilion. The two-phase development is a partnership between Southern Gateway, the North Central Council of Governments, the City of Dallas and the Texas Department of Transportation. Halperin Park is expected to host about 2 million annual visitors and generate about \$1 billion in economic impact within five years.

Allen also shared her goal of opening the park development with minimal debt. The foundation has already met its \$112 million fundraising goal for phase one of the project and is raising \$25 million to help finish construction and support operations of the development.

The project is also slated to receive some fresh funding. The Dallas City Council's Economic Development Committee approved awarding the project with [\\$8 million in financing](#) during its Jan. 6 meeting.



Securing a grocery tenant for this 90-acre development is also a goal for Russell Glen CEO Terrence Maiden. Photo: Russell Glen Co.

## **Rivulet**

**Developer:** Russell Glen Co.

**Location:** 6400 University Hills Blvd.

Although it took a year, Russell Glen CEO Terrence Maiden was eventually able to convince former Dallas Cowboy tight end Pettis Norman about his vision for this 90-acre property near

UNT Dallas. The late civil rights advocate was impressed by Maiden and Brodsky's work redeveloping the Shops at Redbird and agreed to sell the property he had owned for nearly 50 years.

This roughly \$47 million development at the northwest corner of University Hills Boulevard and Camp Wisdom Road will include 240 multifamily units, 300 single-family homes and a 20-acre retail district that could have a grocery and public library.

Work on the first phase of the mixed-use project is scheduled to begin early this year and [focus on an initial 70 acres](#), creating pad sites for the single-family homes, multifamily units and walking trails. The second phase of the project will focus on the retail and commercial portions of the development and aims to lure a grocery tenant to the underserved community.

The project has also received support from the city. Dallas City Council approved a \$23 million grant for the development in November. The economic development deal will support infrastructure improvements on the site. In exchange, the incentives package requires Russell Glen to execute the grant agreement by the end of 2026, perform site work by the end of 2028 and invest a minimum of \$30 million by the end of 2029.



The \$90 million Safari Habitat Trail will deliver a treehouse classroom, flamingo habitat and a joint cheetah and rhino habitat. (Pictured here Dallas Zoo CEO Lisa New/Dallas Zoo)

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## Dallas Zoo expansion

**Developer:** City of Dallas

**Location:** 650 South R.L. Thornton Freeway

The first phase of a multimillion-dollar project to expand and reactivate older pieces of the zoo is [slated to begin late this year](#). The \$119 million Wild Horizons campaign will involve expanding

the zoo's Wild Earth Discovery Center and constructing an auditorium, outdoor classroom space and a 580-space parking garage.

The first phase of the project, Safari Habitat Trail, will focus on expanding 15 miles of the zoo and transforming it into a safari-like experience. The \$90 million phase will develop a treehouse classroom, cafe, a reimagined penguin and flamingo habitat and the only joint cheetah and rhino habitat in the country. A spokesperson for the zoo recently told DBJ that the first of the habitats should open in 2027, with additional openings continuing roughly every 12 to 18 months.

THE DALLAS MORNING NEWS

## **FORTY YEARS AFTER CAMPAIGNING FOR TRANSIT, THE FATHER OF DART IS FIGHTING TO SAVE IT**

Now 88, Walt Humann is calling on cities to work toward solutions, not abandon the service

By Lilly Kersh  
January 9, 2026



During an open council meeting, DART creator Walt Humann urges the University Park City Council to table an ordinance ordering a Special Election to dissolve the Dallas Area Rapid Transit System at University Park City Hall, January 6, 2026. The council unanimously went ahead and voted to take the proposal to voters. Tom Fox / Staff Photographer

After a sharp tap of a gavel to convene [University Park's City Council](#) meeting, a tall man in a tan suit found his seat and organized a stack of papers on his lap.

Public comment opened Tuesday for the first item for consideration, an ordinance calling for an election to exit the [Dallas Area Rapid Transit](#) system. The first speaker's name on a list of commenters rang out in the mostly full council chambers: "Walt Humann."

The room fell silent.

Known as the [father of DART](#) and widely recognized as a key figure in the agency's creation in 1983, Humann walked to the microphone.

"I urge you to vote no on this withdrawal," Humann told the council in a shaky but booming voice. "Work to improve DART, encourage ridership and work with the state legislators to improve the situation."

Less than an hour later, the [council rejected his plea](#).

The council's five members unanimously decided to put its DART membership on the May ballot. For Humann, who once sold skeptical suburbs on a shared transit authority, it marked a stark reversal for what he calls a vital service in North Texas.

Even so, he said the vote will not be his last word. [Humann is still working](#) behind the scenes to keep DART together, urging leaders on all sides to work out a solution. As the man who built DART, it's now a fight over what endures.

He said the stakes go beyond politics or budgets, pointing to disabled riders and residents with no other way to get around.

"Don't ask what it's going to do for you," he said. "Ask what this thing that we fund can do to help others."

Humann, 88, who has lived in University Park for more than 50 years, said the vote left him frustrated by what he sees as a missed opportunity for dialogue in years past that might have prevented withdrawal elections.

"It's very discouraging," Humann later told *The Dallas Morning News*. "I'm sorry that all the energy that's put in now hasn't been spent on sitting down with DART officials and saying, 'You've got to change.'"

University Park joins Highland Park, [Plano](#), Irving and Farmers Branch in the first step to leaving DART, citing concerns whether the cities are getting their fair share.

Council member Phillip Philbin cited declining services from the agency, growing debt and what he described as a lack of proportionality, arguing the city should "give our voters the opportunity to withdraw from DART."

### **Regional transit growth**

Voters formed DART in 1983 after a grassroots campaign when voters of 14 cities chose to contribute a penny of every dollar spent locally to form DART — the most ambitious public works project in the area's history at the time.

[Humann said he envisioned](#) a seamless regional transit system, modeled on cities like Tokyo, Paris, London and New York, and allowing riders to reach places such as Arlington Stadium without fighting traffic.

He led the citizens' group that sponsored the campaign for DART, which is not unlike the efforts of transit backers rallying for the agency today.

Council discussions on the issue have been well attended by shirt-wearing, speech-writing proponents, including members of the Dallas Area Transit Alliance and Keep DART in Plano.

Working together is Humann's motto, he said. The former Hunt Oil Co. executive never served on DART's board, but supported DART as a volunteer, believing he had an "obligation to give back to the community."

"If you're trying to do anything, you can't do it alone," Humann said. "You've got to do it with a lot of people, and that's what we had in the 1983 time period."

He also pushed for an earlier regional transit agency, the Lone Star Transportation Authority, which included Dallas, Fort Worth and dozens of suburbs. It failed at the ballot box in 1980 with only 27% of the vote.

He helped build DART from the ashes of this failure, meeting with both opponents and supporters in hopes of creating “a group that would convince people we really do have a transportation problem,” he told *The News* in 1983.

Dallas-Fort Worth is home to 41 of the state’s [most congested roadways](#), according to a 2025 study by Texas A&M University’s Transportation Institute.

The 1983 vote to establish DART went before Dallas and 20 suburbs. The election saw record turnout, passing in Dallas and more than a dozen suburbs.

DART leaders have urged councils across North Texas to reconsider taking steps to leave the agency, citing the value of the newly opened Silver Line, the economic impact of transit-oriented development, efforts to reform governance and funding models and the importance of regional connectivity.

Nadine Lee, CEO of DART, said Humann had the vision of a North Texas unified by a transit system that connected communities and served as an economic engine for the region.

“Since its founding, the DART mission has not changed,” Lee said. “The indelible mark Mr. Humann has made on transit extends beyond North Texas, and beyond the state.”

### **‘Clock is running’ on DART future**

Humann is still working “behind the scenes” to save the agency, meeting with member cities seeking an exit and encouraging reconciliation efforts.

He said DART needs to start marketing, get more people to ride buses and trains and increase security — how people perceive the safety and cleanliness on DART is important.

He also believes leaders in Texas cities should advocate for state legislation that protects funding for public transit. Humann said state lawmakers have given cities little incentive to invest in transit.

Humann knows membership in DART is not straightforward, nor a “slam dunk” either way — “it’s a lot of money,” he said, and cooperation.

Humann said he sees a willingness among DART leaders and member cities to find [workable compromises](#), as the agency’s current leadership seeks adjustments.

“I made an earnest charge ... to [find solutions](#) to governance and funding, and that’s with or without any pending elections,” DART Board Chair Randall Bryant said before University Park’s vote. “I’m committed to that.”

Cities that have called withdrawal elections have until mid-March to call off the May referendums.

“The clock is running. We got two months. I am trying to help,” Humann said. “I’ll try.”

## **DART CALLS PUBLIC HEARINGS ON POTENTIAL IMPACTS OF WITHDRAWAL ELECTIONS**

By Pablo Arauz Pena

January 14, 2026

Leaders at Dallas Area Rapid Transit are coming to terms with what could happen if several cities vote to leave the public transit system this spring.

A new report presented to DART's board of directors on Tuesday shows potential service changes will impact mobility access across the region.

"Should voters in any city calling a withdrawal election choose to leave, DART is required to cease all services to that jurisdiction the day after the votes are canvassed," said Rob Smith, DART's vice president of service and planning.

Five of DART's 13 member cities have called withdrawal elections, including Farmers Branch, Highland Park, Irving, Plano and University Park. Leaders in those cities have said they're paying too much into the system for little in return.

Smith's presentation looked at more detailed ridership numbers and the impact service cuts would have in cities that vote to pull out.

"What you see in one place at one time isn't necessarily the full picture of what happens throughout the entire day," Smith said.

The report shows train stations would close, bus routes would be modified or discontinued and paratransit service for disabled passengers would end in any city that votes to leave DART.

More than a dozen rail stations would close, including:

- Belt Line Station
- Downtown Irving/Heritage Crossing Station
- Downtown Plano Station
- Farmers Branch Station
- Hidden Ridge Station
- Irving Convention Center Station
- Las Colinas Urban Center Station
- North Lake College Station
- Parker Road Station
- Shiloh Road Station
- University of Dallas Station
- West Irving Station



- 12th Street Station

Bus routes would also stop servicing any city that votes to withdraw and some would be discontinued altogether. Smith said the possible changes could impact thousands of DART customers across the system.

Following the presentation, the board was asked to vote on whether to call a public hearing to let residents know about the possible changes.

Anthony Ricciardelli, the board's Plano representative, said the call is "premature" because the board has not discussed [proposals that could potentially ward off the elections](#). Irving has asked DART for additional bus lines, and Plano has proposed keeping train and express bus service but ending regular bus routes.

"We don't know what action the board will take on those [proposals] that might resolve these issues and cause the elections to be canceled," Ricciardelli said.

DART CEO Nadine Lee pushed back, saying the hearing is required by law.

"We have a statutory requirement to inform the public of changes that could happen as a result of these withdrawal elections," Lee said.

The board ultimately voted 10 to 3 to approve a public hearing on March 24 on potential service changes.

DART leaders will hold community meetings ahead of the hearing beginning next month.

## **FAIR PARK HOSTS LOGISTICS, TECH JOB FAIR**

By Wilborn P. Nobles III  
January 14, 2026

Dallas employers converged on the [MLK Celebration Job Fair](#) on Wednesday with a clear goal: to get ahead of staffing needs for 2026 as [North Texas](#) pulls in more and more businesses.

Kent Anderson, the [workforce](#) initiatives and employer coordinator for Workforce Solutions of Greater Dallas, which hosts the annual event, said about 1,450 job seekers registered for the job fair in [Fair Park](#).

Over 300 checked in the first hour alone. He pointed out that the event's structure, with on-site interview rooms and a dedicated space for resume workshops, is designed to streamline hiring and offer immediate employment pathways for candidates.

Millions of new residents are expected to move to North Texas by 2050 to fill [hundreds of thousands of new jobs](#) as businesses flock to the region and employees retire, according to workforce advocates and data from the North Central Texas Council of Governments — an association of local governments in the Dallas-Fort Worth area.

With this in mind, companies spanning across logistics, health care, technology, and public safety, among other industries, filled the first and second floors of the Briscoe Carpenter Livestock Center. Some of the employers highlighted ongoing turnover rates in warehouse environments and an urgent push to secure candidates for the months ahead.

"We're about to go into our busy season," said Luis Ramos, a senior industrial recruiter for Inmar Intelligence. "We're hiring RX processors, shipping, receiving, security guards, production supervisors, shipping supervisors. We also have some open tech roles with our corporate offices."

Replenishing those roles are vital given the warehouse environment's "steady turnover rate," Ramos said. The job fairs pay off: Ramos said he's already scheduled 10 interviews for tomorrow, and they typically end up hiring "at least five or six people from the fair."

Demand for workers is not limited to one sector. Employers are seeking to fill roles at every level, illustrating the diversity and scale of regional hiring activity. Some organizations discussed their efforts to expand their hiring pools, focusing on second-chance candidates and individuals returning to the workforce.



Job seekers and recruiters participated in the 2026 MLK Celebration Job Fair at the Briscoe Carpenter Livestock Center in Fair Park on Wednesday, January 14, 2026. Wilborn P. Nobles III

Employers are also tapping into specialized pipelines. Detrick Garza-Propes, a business development and placement manager at NPower, a national technology training nonprofit, said they offer programs in areas like IT support, cybersecurity, and cloud computing. Their programs also serve veterans, spouses, and young adults with certifications and job placement, he said.

With staffing demands high, some job seekers, like Johnny Lopez, are hoping to transition into new lines of work. He's worked in the mechanical industry for 40 years, but now he's seeking a warehouse role, or an indoor role "that's not out in the cold."

His advice to fellow job seekers is straightforward: "Get up, go out, and look."

Job seekers can still attend the Dallas workforce agency's next events. Workforce Solutions Greater Dallas is hosting a [Lancaster Community Job Fair](#) on Jan. 22 at the Lancaster High School Competition Gym. The agency is also hosting a [Greenville Avenue Hiring Event](#) on Jan. 28 at the Greenville Workforce Center.

## **TEXAS IS HOSTING FIFA WORLD CUP MATCHES IN SIX MONTHS. HERE'S WHAT YOU NEED TO KNOW**

By Sarah Asch  
January 15, 2026

Starting in mid-June, both Dallas and Houston will each host a series of FIFA World Cup games. Thousands of international soccer fans will flock to these cities in what some have described as hosting multiple Super Bowls in one month.

It's a major logistical undertaking and local planning organizations are helping make it happen.

Monica Paul, the president of the North Texas FIFA World Cup Organizing Committee, said the World Cup is a great chance to show Dallas off on a global stage. Planning has been underway for quite a while: the bidding process to be a host city started almost a decade ago.

"We went through that process and it is all about ensuring that you have the infrastructure and that you experience hosting major events," she said. "We definitely have a world-class stadium, AT&T stadium. Something that was very key for us, during this bid process, was the opportunity to host the International Broadcast Centre once again. Dallas hosted it in 1994."

The Organizing Committee is also involved in public safety and transportation planning for the cup.

"We have working groups assessing all our safety and security needs," Paul said. "(There are) 18 different expert planning teams and subcommittees along with it and we're working at the federal state and local levels and here regionally because our footprint is Dallas, Fort Worth, Arlington, Frisco and many places in between based on where some of our venues are located."

On the transportation side, they are coordinating with the North Central Texas Council of Governments, Paul said.

"(We're) working with our transit agencies and Trinity Metro, Trinity Railway Express, and DART on utilization of the rail system to get spectators to and from games, as well as those broadcasters," she said. "A lot of work with rideshare companies and our airports, wanting to ensure that we're able to operate efficiently but have that Texas hospitality that we are known for as well."

North Texas is hosting nine games over the summer — Houston will host seven.

"We've got Argentina who won the 2022 World Cup, so the defending champions. Our first match is Netherlands versus Japan, and Netherlands comes with their fan march and the Orange Army that accompanies them, so excited about that," Paul said. "Our second match is England and Croatia... That's going to be a fantastic match as well. So I couldn't imagine a better draw for Dallas."

Dallas will also host a number of team base camps, though FIFA hasn't announced which teams will be housed at these locations.

“FIFA controls the process and the teams have been on site visits,” Paul said. “We’re anticipating getting some additional information on that by the end of January so that we can start planning.”

Paul said that fans who still want tickets [can enter the lottery on FIFA’s website](#).

“I think we’re on the third or fourth phase of that already,” Paul said. “We’re encouraging people to go on and sign up so that they have an opportunity to purchase tickets. There are other hospitality and suite options, both for all matches at AT&T Stadium or even single (match) packages.”

There will also be a number of events as part of an ongoing fan festival at Fair Park where the state fair is located, Paul said.

“It is free and open to the public. There are going to be a lot of commercial activations. There will be a big FIFA store there. There’ll be concerts and other entertainment acts that’ll be taking place,” she said.

“We are anticipating being open every match day, including those days where we’re not hosting a match here. So that’s basically 34 straight days of fan-festival action. Usually the fan festival becomes the heartbeat of the World Cup. So many people attend and travel to go to a World Cup even without a ticket to the match. But this is with a fan gathering spot.”

## **TEXAS TRANSPORTATION LEADER MICHAEL MORRIS NAMED ENR TEXAS & LOUISIANA LEGACY AWARD HONOREE**

Morris has led the North Central Texas Council of Governments' Transportation Department for 35 years

By Scott Judy  
January 13, 2026



Michael Morris. Image courtesy of NCTCOG.

ENR is pleased to announce that it has named Michael Morris, director of the North Central Texas Council of Governments' Transportation Department since 1990, as its 2026 Texas & Louisiana Legacy Award honoree.

Morris has not only been one of the longest-serving leaders in Texas' regional transportation planning, but also one of the most influential.

As NCTCOG's transportation department director, Morris has overseen the allocation of billions in transportation dollars during the region's expansive growth over the past 35 years, influencing everything from highway expansions to transit initiatives and air quality conformity.

Additionally, Morris helped develop the region's Mobility 2050 plan, which emphasizes multimodal solutions, congestion management and equity in underserved communities.

Morris also serves as staff director to the 45-member Regional Transportation Council, and has been a key advisor on megaregion mobility through the University of Texas' Cooperative Mobility for Competitive Megaregions (CM2) Advisory Committee since 2020.

His approach prioritizes "building buildings on top of freeways" and leveraging technology for funding and efficiency.

## **HASLET COUNCIL PRESSES STATE GRANT FOR LARGE BRIDGE AS RESIDENTS DEMAND QUICKER RELIEF**

By Staff

January 13, 2026

The Haslet City Council spent much of its Jan. 12 meeting debating whether to pursue a state off-system grade-separation grant to build a proposed large bridge over the BNSF tracks near FM 156 and Schoolhouse Road - a project staff said could require tens of millions of dollars and a 10% local match.

The grant application deadline is Jan. 19. The mayor told the council the North Central Texas Council of Governments has committed to the \$8,000,000 local-match portion, and staff said the city has gathered letters of support from regional elected officials and industry partners.

Why it matters: The large-bridge proposal promises a regional, long-term fix for chronically congested crossings but carries a multi-year design and construction schedule and carries uncertainty about cost overruns and development impacts. Residents and some council members said they want a faster, smaller bridge or interim traffic relief in the near term.

Residents pressed the council during an extended public-comment period. Kitty Wertz, who said the small bridge was “almost fully funded,” warned the large structure would be “dependent on the state grant” and could take five years or more to complete, adding: “If Hazlett is not awarded the grant, Hazlett has lost a great deal of money by these actions.”

Eric Gomez, who said he is moving to Haslet, framed his concerns in terms of emergency response: “A bridge is necessary and a quick response is what's required,” he told the council, saying he feared delayed ambulance or fire access if traffic and train delays persist.

Council discussion focused on trade-offs and transparency. One council member questioned whether the city should request a large share of recently approved statewide funds intended to help small municipalities, asking why Haslet would request roughly one-third of the state's pot. The mayor and staff said the application request amount was still being finalized and that some application details would be available only shortly before the submission deadline.

City staff told the council that TxDOT engineers had previously declined to advance a technical design for the previous small-bridge concept because of support-column placement within the BNSF right-of-way. The mayor said TxDOT indicated it preferred the larger design because it solved those technical problems, but that TxDOT would not pay the construction cost — state funds or other partners would.

What happens next: Staff said they would send the council the application materials before submission when feasible and that the mayor would report the final requested amount. Council members asked for written confirmation from NCTCOG/RTC about the committed local match and for a clearer breakdown of total requested funds and contingencies prior to submission.



“The small bridge is gonna take several years as well...the bigger bridge will take longer, but it will be a much better and forward progressive solution for the region,” Joette Keane said during public comment.

The council did not vote to submit or withdraw the application during the Jan. 12 open session; staff emphasized the application was still in preparation and would be submitted by the state deadline if finalized.

NBC DFW

## **LOOP 12 IS NO LONGER DALLAS' DEADLIEST STREET**

With stepped-up traffic enforcement, lower speed limits and safer crossings, the loop has seen fewer fatal collisions

By Scott Friedman, Eva Parks and Edward Ayala  
January 15, 2026

At the start of a new year, Dallas has a new deadliest street with Loop 12 no longer holding the grim title.

Crash records from the Texas Department of Transportation analyzed by **NBC 5 Investigates** show a dramatic decline in traffic deaths on the loop after more than a year of stepped up traffic enforcement, efforts to lower speed limits and install new safety measures, and the series of "[Driven to Death](#)" reports that sparked action from city and state officials to address the stunning number of fatal collisions involving drivers and pedestrians.

TxDOT data shows a 52% decrease in traffic deaths on Loop 12 in 2025 compared to 2024 and 13 fewer deadly crashes than the year before.

That reduction in deadly crashes on Loop 12 played a major role in driving a significant citywide decline in traffic deaths in 2025. There were 53 fewer deadly crashes in Dallas than the year before -- a 25% decrease.

In late 2023 and 2024, **NBC 5 Investigates** began to shine a light on the stunning number of deaths on Dallas streets and especially on Loop 12, where TxDOT data revealed 105 deadly crashes and at least 479 serious injury crashes in less than five years. On one stretch of the road, **NBC 5 Investigates** pinpointed a location where five pedestrians were fatally struck over 11 months.

As a result of the reporting, State Sen. Royce West, D-Dallas, convened town hall meetings to bring together city and state transportation leaders. The city of Dallas City Council and TxDOT also lowered the speed limit on portions of the road.

Dallas Police then stepped up traffic enforcement on the southern stretch of Loop 12, issuing more than 800 traffic tickets in the two months following the speed limit change.

Meanwhile, TxDOT is installing new traffic signals at 16 locations, to create safer pedestrian crossings and reduce dangerous speeds.

Reporting from **NBC 5 Investigates** showed many pedestrians running across the middle of the road in places where you would have to walk a long way to get to a crosswalk.

Transportation officials acknowledge there's still more to do, not only on Loop 12 but on other roads on the list of the deadliest in the city.

The latest data analysis from **NBC 5 Investigates** found fewer fatal crashes on most Dallas roads in 2025, except for US 75/Central Expressway, another roadway that has been a focus of the "Driven to Death" series.

After **NBC 5 Investigates** clocked drivers often exceeding 100 mph on Central, TxDOT and the city lowered the speed limit on one stretch of the road north of downtown Dallas. But data showed that there were still six more fatal crashes in 2025 than in the previous year.

In 2025, Interstate 35E was the city's deadliest roadway with 14 fatal crashes recorded, according to TxDOT records.

### **Fatal crashes in Dallas**

There were 152 fatal crashes in Dallas in 2025. This list shows the Top 10 roadways and the number of fatal crashes on each.

<b>Interstate 35E</b>	14
<b>US Highway 75</b>	12
<b>Loop 12</b>	12
<b>Interstate 20</b>	11
<b>US Highway 175</b>	9
<b>Interstate 30</b>	7
<b>Interstate 635</b>	4
<b>State Highway 352</b>	3
<b>Interstate 345</b>	3
<b>US Highway 67</b>	3

In a statement to **NBC 5 Investigates**, Dallas Police said the department issued 3,847 road-rage enforcement citations and 921 school-zone speeding enforcement tickets in 2025. The department credited those efforts and “ongoing Vision Zero initiatives through Transportation and Public Works” for the reduction in crashes citywide over the past year.

THE DALLAS MORNING NEWS

## **FORT WORTH CITY COUNCIL MEMBER ARRESTED, ACCUSED OF DRIVING WHILE INTOXICATED**

Michael Crain was elected to represent parts of southwestern Fort Worth in 2021

By Lilly Kersh  
January 17, 2026

Fort Worth City Council member [Michael Crain](#) was booked in Tarrant County jail Saturday and faces a charge of driving while intoxicated, records show.

The District 3 [representative](#) and real estate broker was elected to represent parts of southwestern Fort Worth in 2021.

“The city is aware of the arrest by the Texas Department of Public Safety,” Sana Syed, [Fort Worth’s](#) chief communications officer, said in a statement. “This is a legal matter, we will not comment further.”

[Tarrant County](#) records show Crain remained in jail Saturday morning. Records did not list an attorney or a bond amount.

## **SECURITY, TRANSPORTATION STRESSED IN WORLD CUP PREP**

By Aayush Gupta  
January 16, 2026

Andrew Giuliani, executive director of the White House task force overseeing the 2026 FIFA World Cup, said safety is the federal government's top priority for the tournament.

He made those comments during a Jan. 15 visit to AT&T Stadium in Arlington, one of the host venues for the event. They came just one day after the Trump administration announced plans to [suspend approval of visas for people from 75 countries](#), including several with teams participating in the World Cup. While the move raised concerns among international fans, the policy does not affect [B1 and B2 visas](#), which are commonly used for short-term business and tourism travel, Giuliani said during the press conference.

Visa processing has improved in several countries expected to send large numbers of fans, according to Giuliani. In places such as Brazil and Argentina, visa appointment wait times have dropped from more than a year in 2023 to less than two months, he said. A [pass](#) designed to help ticket-holding fans receive expedited visa interviews is expected to launch by the end of the month.

Arlington is scheduled to host nine World Cup matches, including a semifinal and [two games featuring Argentina](#), and how federal policies could impact the tournament has been top of mind for many business leaders in North Texas and elsewhere who are hoping for a big boost from the cup.

Giuliani is visiting North Texas this week to tour World Cup-related sites, including AT&T Stadium and Fair Park, where a fan festival is planned. It was another sign of North Texas' continued buildup to the World Cup, when the Dallas-Fort Worth area will play a prominent role on the world stage.

"The most important thing for us is to make sure that fans can go back safely and with an incredible story to tell about how amazing the U.S. is and how well they hosted [the tournament]," Giuliani said. "Key part of that is making sure that we're vetting [so] there are no security issues."

"It's frankly part of securing the homeland," he added.

When asked about concerns from families with undocumented relatives in the U.S., Giuliani declined to say whether U.S. Immigration and Customs Enforcement agents would be present at matches.

World Cup venues are expected to have a strong police presence and a zero-tolerance policy for pyrotechnics, which are commonly used by fans at soccer matches overseas.

"I know that Secretary [Kristi] Noem and President Trump don't take anything off the table when it comes to that," Giuliani said. "We don't want the story to be about a security incident that either happens in the stadium or somewhere else."

Overall, Giuliani believes the biggest challenge in hosting a sporting spectacle like the World Cup is the "size and scope" of the event.

Monica Paul, president of the North Texas FIFA World Cup Organizing Committee, said planning efforts have been underway for more than two years to prepare for the global spotlight the tournament will bring. To support security and logistics, Trump's [One Big Beautiful Bill allocated \\$625 million](#) for the 11 U.S. host cities.

With the North Texas stop, Giuliani has now visited 10 of the 11 U.S. host cities. He aims to return to North Texas again before the tournament begins.

"There's no better platform than the World Cup to be able to show off true American exceptionalism," Giuliani said. "As somebody who watches many NFL games, I'm excited for the international soccer community to be able to see one of the greatest venues in the world right here in Arlington, and then obviously to be able to experience one of the greatest cities in Dallas as well."

### **World Cup logistics update**

With less than 200 days until kickoff, World Cup anticipation is nearing a fever pitch.

Arlington will host more matches than any other city across three host countries, placing North Texas in a global spotlight and creating opportunities for local businesses to benefit from an influx of visitors. Additional [requests for proposal](#) and information are expected as planning continues. Hotels across the region have already begun to [sell out](#), even as room prices soar.

"We're trying to secure as much business to stay right here in the North Texas area for our local suppliers," Paul said.

One of the biggest milestones has been reached at the Kay Bailey Hutchison Convention Center in downtown Dallas. The facility will serve as the [International Broadcast Center](#), hosting about 2,000 media representatives over a seven-month period. Media move-ins began Jan. 14, Paul said.

There should be more clarity in early February on where the seven teams scheduled to play at AT&T Stadium will set up their base camps, Paul said. Several locations in DFW are in the running for base camps.

[Transportation planning remains a major focus](#), particularly given the region's reliance on cars. Paul said she is working with the North Central Texas Council of Governments, Dallas Area Rapid Transit and Trinity Metro to expand the use of rail and shuttle services for match days. Under the current plan, fans can travel by rail to CentrePort Station and then use a bus shuttle to reach AT&T Stadium.

To date, FIFA has already sold about 2 million tickets and received more than 500 million ticket requests for this year's tournament.

"We've got our hands full, but we're going to make sure that we rely on our state and local partners and give the federal assistance that we can to make sure that it's going to be a real successful World Cup," Giuliani said.

## **AS NORTH TEXAS CITIES NEAR DEADLINE TO CANCEL DART EXIT VOTES, CAN THEY FIND COMPROMISE?**

Cities are weighing alternative microtransit services

By Lilly Kersh  
January 17, 2026

[Five North Texas cities](#) face a shrinking window to stop elections that could sever their ties with the Dallas Area Rapid Transit system.

[Plano](#), Irving, Farmers Branch, Highland Park and University Park have scheduled May 2 elections to ask voters if they should dissolve DART in their cities — an opportunity that, by state law, comes once every six years. [More cities](#) could follow suit.

DART counters that a withdrawal vote would mean [instant losses for riders](#), from closed rail stations to eliminated bus, GoLink and paratransit service.

“A significant part of DART customers and our service connects the [13 cities](#) that DART operates, and those connections would likely be broken,” said Rob Smith, the agency’s vice president of service planning and scheduling for DART. “The numbers are in the hundreds, in some cases large hundreds, in terms of the passenger impacts.”

[Cities have](#) until March 18 to cancel elections, but county elections offices would need to be notified in late February to take the measure off the ballot, according to Plano officials.

With just over a month to come to a compromise, DART’s future hangs in the balance. The votes could determine whether DART remains a unified regional system or fractures city by city, with [consequences for riders](#), traffic congestion and mobility across North Texas.

Leaders in five of DART’s [13 member cities](#) have said the sales tax they contribute to the agency far exceeds the value of services the system provides, and have qualms with the system’s governance model that favors Dallas.

Many are considering alternatives like Via, the on-demand [microtransit service Arlington](#) uses, which they hope will fill the gap should they leave the region’s public transportation system.

Advocates, seniors and the disabled community have decried the loss of a strong regionwide transit network, changing paratransit services and expected traffic increases in North Texas. The potential slash to service would constitute a drastic blow to the regional system at a time when transportation planners say North Texas [needs more options](#) to get around.

Joy Hinkelman, executive director for the Wellness Center for Older Adults in Plano, said DART had work to do to improve paratransit services. But she hopes cities and the agency can salvage their relationship.

“DART needs the cities, the cities need DART,” she said. “I would just love to see everybody sit down at the table ... and find a mechanism that works.”

### **What’s at stake**

Ahead of calling a March public hearing to outline potential service cuts for DART riders, the agency released its most detailed account of what [post-exit election service](#) could look like. Service in cities that cut ties with DART would end the day after votes are canvassed.

Canvassing is the official examination of the votes and can take place three to 11 days after the election.

Anthony Ricciardelli, who represents Plano on the DART board, said at the agency's board meeting Tuesday it was premature to consider calling a public hearing on [potential service changes](#).

"Since these pullout elections were called, we haven't had a single discussion about how to resolve [member city](#) concerns," Ricciardelli said in his comments to the board. "Instead, we're talking about calling a public hearing for two and a half months from now."

DART CEO Nadine Lee said DART has a "statutory requirement" to inform riders of potential changes to service.

[Irving](#), Farmers Branch and Plano have told DART what it would take for them to call off elections. The proposals include lists of demands for changes like a phased return of sales tax, improved [security at stations](#) and changes to service, including discontinuing fixed bus routes and GoLink services.

Bryant said he is planning to formally consider the terms soon but said they are not fully fleshed out yet. Plano, for example, resent an updated proposal months after their initial letter. The agency also needs to work out what those compromises would mean.

"What will be the outcomes of the proposals if we were to implement them?" Bryant asked. "We are doing the work to try to figure that out, and once we do, we will present it to the board."

Some DART board members also shared concerns that the agency is not sharing information about what alternative transit options cities may implement in lieu of [DART services](#). Ricciardelli said to the board he had concerns the agency could "give the misleading impression that there will be no public transit in the withdrawing cities if the withdrawal elections pass."

DART's projection of pending cuts, [should several cities leave](#), included changes to about 800 bus stops, 13 GoLink zones and more than a dozen rail stations. Irving Mayor Rick Stopfer, who serves on the DART board, accused the agency of fearmongering.

"If we're serious about taking care of people, you skip over the scare tactics, and you deal with the real issues," said Stopfer. "You don't scare people."

### **State of negotiations**

Member cities remain in negotiations with DART on changing the agency's governance and funding structure. Over the past few months, a group of member cities, DART staff, the North Texas Commission and the North Central Texas Council of Governments has met regularly to address the issues driving both sides apart, according to Bryant.

DART is evaluating what kind of sales tax reduction it could withstand to offer relief to cities, he said, in order to develop a funding proposal.



Bryant has also asked Dallas Mayor Eric Johnson to consider putting DART governance to a vote. Dallas effectively holds the voting control of [eight of the DART board's 15 seats](#), according to Bryant. He hopes to see support for a “one city, one vote” model of governance and ensure that no one city has control over the board.

“As the [principal municipality of DART](#) and the leader of our region, Dallas’s engagement is essential,” Bryant wrote in a letter to Johnson dated Jan. 6. “It is widely understood that this effort cannot move forward without Dallas’s formal input and leadership on this governance issue.”

## **Future of Microtransit**

Leaders in Plano, Irving and other cities in North Texas are contemplating what their transit futures could look like without DART.

Plano has budgeted \$4 million for a six-month contract with a transportation vendor, such as RideCo or Via, and plans to add [microtransit services](#) regardless of the outcome of the May election. The city wants to keep service continuous, then reevaluate the contract in the fall.

Plano paid \$116 million to DART in the 2023 fiscal year, according to agency documents.

Arlington has [contracted with Via](#) since 2017. RideCo, an on-demand microtransit and paratransit software, is used in Houston, San Antonio and Round Rock.

“It’s really important that we do get the pilot program in place,” said Plano City Council member Julie Holmer at a council meeting. “I don’t want to wait until May. I would like to make sure that we have an opportunity to work out any kinks.”

Plano’s Collin County Connects Committee, a citizen group the city created to evaluate transportation options and providers, didn’t come to a consensus on a recommendation.

Some members expressed frustration with the scope of the committee and wished the council would reject alternative transit altogether in [favor of remaining in DART](#).

Irving’s mayor said they’ve also met with Via and Uber and are considering a microtransit option. He has pledged not to forget about the paratransit riders who rely on public transportation.

“Even if our residents don’t vote out of DART, we’re going to spend our own money to take care of people,” Stopfer said.

Leaving DART means [disconnecting from the region](#), Bryant said, and he does not believe microtransit on-demand services can replace DART to fulfill riders’ transit needs.

“They don’t even adequately serve the transit needs of the cities that they currently are in,” he said.

Plano residents like Alex Flores and others in the region have complained about the shortfalls of microtransit, including road congestion and long waits.

“With microtransit services like Via in Arlington, all I can think of is terrible,” Flores told Plano’s council in November. “I have been stranded in Arlington multiple times using their microtransit services to the point that I have not gone back.”

With a looming deadline and a growing list of cities considering a withdrawal election — Addison’s council is still debating membership — the pressure is mounting. Bryant said it’s “a delicate balance” for the agency.

“We should be looking for [solutions that work](#) for all 13 cities,” Bryant said. “... Not making any decisions to keep or retain a city at the expense of a city that has not called for a withdrawal election.”

WFAA

## **FORT WORTH COUNCIL MEMBER ARRESTED ON SUSPICION OF DRINK DRIVING**

By Tatum DeHart

January 20, 2026

Fort Worth Council member [Michael Crain](#) was arrested on suspicion of drunk driving by a Texas Department of Public Safety officer during a traffic stop.

The traffic stop took place at 10:20 p.m. on Friday, Jan. 16. There are no details as to where Crain was coming from.

Crain, who is a real estate broker and council member, was booked into the Tarrant County Jail on a Class B misdemeanor charge. His bond was posted hours later at \$750.

In a released statement, Crain apologizes to his family and colleagues. "I want to sincerely apologize to my wife and children, the residents of Fort Worth, and my colleagues for the distraction this has caused. I regret the concern and uncertainty it has created for the people I care about and serve," he said.

Crain was re-elected for his second term in 2025.

Crain serves on multiple boards within the Fort Worth community. Currently, he is Chair of the Legislative & Intergovernmental Affairs Committee and a member of the Public Safety and Infrastructure & Growth Committees.

He also serves on the North Central Texas Council of Governments Regional Transportation Committee (RTC) and its Executive Committee, as well as the Trinity Metro Board of Directors.

There are no details of the traffic violation or intoxication tests that were performed.

## **TEXRAIL'S DECEMBER RIDERSHIP SETS NEW RECORD WITH 25% JUMP**

By Eric Garcia  
January 19, 2026



Holiday events in downtown Grapevine helped bolster TEXRail ridership in December 2025, officials said. (Photo: Trinity Metro)

TEXRail trains were full many times in December as ridership surged by 25%, officials said.

Bolstered by holiday travel and events in [downtown Grapevine](#), ridership on the passenger rail line grew to 129,115 rides last month compared to 103,312 rides in December 2024, data shows.

Trinity Metro officials said travelers enjoyed the convenience of the rail line to reach their destinations, including [Dallas Fort Worth International Airport](#). A round trip daily ticket is \$4.

Paul W. McCallum, executive director of the Grapevine Convention & Visitors Bureau, said train ridership increased visitors to holiday events in the northeast Tarrant County city.

“Trains arrived filled with families and couples using the convenience of TEXRail,” McCallum said in a statement. “We’re thrilled to see more people experiencing TEXRail and seeing just how easy it is to safely arrive at historic Main Street without the drive, making the ride part of the fun!”

Holiday travel to DFW Airport was also a factor in TEXRail ridership gains, officials said.

“Peak holiday travel places unique demands on airport infrastructure, and the continued growth of TEXRail ridership shows the value of giving travelers more choices,” Ken Buchanan, executive vice president and chief revenue officer for DFW Airport, said in a statement.

During the airport’s busiest holiday travel periods, he said, “public transportation plays an important role in improving the customer experience by reducing congestion on the roads and at the terminal curbs.”

Air travel is aided by Trinity Metro’s [low-cost, long-term parking available at transit stations](#) and the new [Silver Line](#), a Dallas Area Rapid Transit route that launched late last year that shares two stations.

Trinity Metro officials said the December ridership record reflects overall growth for 2025. Ridership for 2025 was up 12% over 2024, officials said.

“It’s not hard to convince people to ride transit,” Rich Andreski, president and CEO of Trinity Metro, said at a November board meeting. “It’s just a matter of delivering great service.”

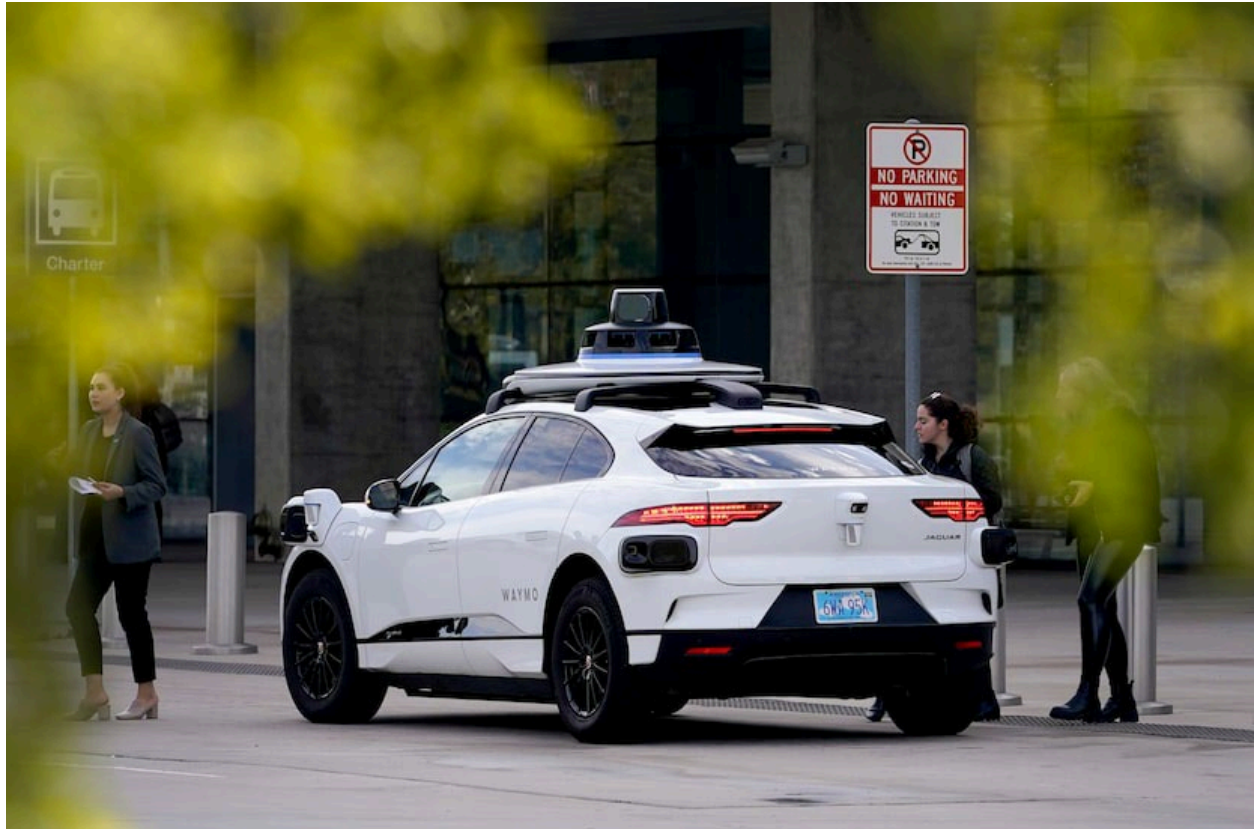
TEXRail, launched in January 2019, runs from downtown Fort Worth to DFW Airport’s Terminal B and is popular with airport travelers. Stations along the [27.2-mile route](#) are located in north Fort Worth, North Richland Hills and Grapevine.

Plans for Trinity Metro, Fort Worth’s transit agency, include a [2.1-mile extension](#) from downtown Fort Worth to the Medical District. The agency’s board authorized early-work contract amendments with Fort Worth Transit Partners for a construction manager at risk to manage the project. The contract is worth nearly \$33.1 million, which includes an updated contingency fee for potential cost increases.

## **OPINION: DALLAS MUST ASK TOUGH QUESTIONS ABOUT AUTONOMOUS VEHICLES**

Waymo and others have too many incidents to ignore

By Amy Witherite  
January 20, 2026



A Waymo self-driving vehicle. Matt York/Associated Press

Dallas is preparing for the arrival of driverless taxis, with at least two companies currently testing vehicles on city streets and competitors expected to follow. Autonomous vehicles hold promise, but as they move closer to everyday use in Dallas, it's reasonable for the public and policymakers to ask whether the technology and the rules governing it are ready.

Advocates of autonomous vehicles often point to their potential to reduce human error, expand mobility and improve safety. Those goals are worth pursuing. At the same time, autonomous driving remains a developing technology, and recent experiences in other cities suggest there are still open questions about how these vehicles perform in complex, real-world conditions.

In recent months, Waymo vehicles have been involved in incidents that illustrate these challenges. In Phoenix, a Waymo robotaxi turned onto a light rail track, like those operated by DART, in front of an approaching train. The Waymo passenger can be seen fleeing the vehicle as it sits on the tracks.

Waymo vehicles also have been reported driving into flooded roadways.

In Austin and Atlanta, public records and media reports document more than 30 cases of [Waymo vehicles passing stopped school buses](#) with flashing lights and extended stop arms, a basic traffic law designed to protect children.

In San Francisco, Waymo vehicles stopped in the middle of city streets during a widespread blackout, disrupting traffic and requiring human assistance. The company has also suspended service during periods of anticipated bad weather, underscoring that the technology still has limits under common driving conditions.

This is part of a series of widely seen incidents involving self-driving technology navigating complex urban environments underscoring both the promise and the challenges of truly driverless systems.

Supporters often argue that autonomous vehicles are safer than human drivers. While companies cite millions of autonomous miles driven, that figure remains small compared to the trillions of miles driven by people each year. Autonomous vehicles also operate in limited geographic areas and under selected conditions, making broad safety comparisons difficult.

Regulation is still catching up. Congress is considering major autonomous vehicle legislation, including the Autonomous Vehicle Acceleration Act of 2025 and the AMERICA DRIVES Act, with hearings expected later this month. Texas has recently adopted new statewide requirements for autonomous vehicles, including a permitting process overseen by the Texas Department of Motor Vehicles, though many details are still being worked out. As these rules take shape, cities like Dallas will be subject to autonomous vehicle deployment during a period of regulatory transition.

This raises an important question for Dallas: Should cities have the authority to manage autonomous vehicles on their own streets? Dallas has its own traffic patterns, road designs, weather challenges, and pedestrian activity. Allowing local officials to respond to safety concerns does not oppose innovation; it recognizes that local conditions matter.

Dallas does not need to reject new technology to be responsible. But before driverless taxis become part of daily life here, it is fair to ask careful questions and to make sure innovation proceeds with public safety firmly in mind.

*Amy Witherite is the founding attorney of Witherite Law Group and a nationally recognized traffic-safety advocate based in Texas.*

## **FORT WORTH TRANSIT AGENCY RESOLUTION HIGHLIGHTS** **PARTNERSHIP WITH DART**

By Eric Garcia  
January 21, 2026

Trinity Metro is offering its support to Dallas Area Rapid Transit as five member cities consider withdrawing from the DART system.

Board members of the Fort Worth agency approved a resolution Jan. 20 that highlights the partnership in advancing regional transportation through the [Trinity Railway Express](#) passenger train between Fort Worth and Dallas that both systems jointly own and operate. That line's operation could be affected if cities leave DART, officials said.

Anette Landeros, Trinity Metro chief strategic officer, said the resolution resulted from the board's discussion in November amid the current climate surrounding DART. The resolution, she said, "acknowledges the value of (DART's) services."

Five cities — Plano, Irving, Farmers Branch, Highland Park and University Park — [will ask voters May 2](#) if they should withdraw from DART. If voters approve, transit services, including passenger rail service, would end in those cities.

In the four decades since its founding in 1983, DART has built and operated a comprehensive 93-mile transportation system that is one of the largest in the country, according to the resolution. The Trinity Metro resolution does not take a position on whether cities should stay or withdraw from the Dallas-area system.

"Trinity Metro and DART have long shared a strong and collaborative partnership, most notably through the co-ownership of the Trinity Railway Express (TRE), which since its launch in 1996 has become a model of regional cooperation and an essential commuter rail corridor linking Fort Worth and Dallas," the agency's resolution read.

The TRE service "has resulted in millions of passenger trips, enhanced access to education and employment, supported tourism and entertainment, and provided a vital connection between major regional destinations and airports — demonstrating the extraordinary impact that coordinated transit systems can achieve."

Leaders in the five member cities holding elections have said the sales tax they contribute to DART exceeds the value of the transportation services the agency provides. Some of the cities are considering using microtransit routes to replace bus service.

Thirteen North Texas cities are members of DART.

Trinity Metro's board members said they appreciate DART for its extensive achievements, longstanding service and sustained contributions to the advancement of public transportation across North Texas.



## **STATE REJECTS DALLAS' APPEAL TO KEEP DECORATIVE CROSSWALKS, SETS DEADLINE FOR REMOVAL PLAN**

TxDOT says Dallas must comply by Jan. 31 or risk losing federal and state money

By Everton Bailey Jr.  
January 19, 2026

Dallas' decorative crosswalks [may have run out of pavement](#).

In a newly released notice, Texas regulators denied the city's request to keep the artistic markings and set an end-of-month deadline to plan their removal or risk losing state or federal transportation funding.

The Texas Department of Transportation on Thursday [formally rejected the city's plea](#) to keep 30 rainbow, Black Lives Matter and other custom-painted street designs, according to City Manager Kimberly Bizzor Tolbert.

She also questioned the state's lack of explanation for its safety concerns, the latest exchange between the city and state regulators after Gov. Greg Abbott last fall ordered a crackdown on non-standard pavement markings.

"TxDOT did not clarify how our crosswalks impede pedestrian and vehicle safety as requested by our appeal letter," she wrote in a memo Friday to the City Council. "Staff will work with the City Attorney's Office on our response."

Council member Adam Bazaldua, whose district includes the Black Lives Matter crosswalks in South Dallas, declined to comment Monday. Council member Paul Ridley, who represents Oak Lawn and Uptown, home to the rainbow crosswalks and other decorative street markings, could not be reached.

Advocates for the crosswalks have called them expressions of community identity rather than safety hazards.

TxDOT said the crosswalks - in Oak Lawn, South Dallas and Uptown - violate state standards, which permit only plain white lines. The state had required any exemption request to include a signed and sealed certification from a traffic engineer confirming the road markings were in compliance.

In December, Tolbert said in a letter to state officials that Dallas couldn't provide that documentation.

Here's what TxDOT outlined in rejecting that appeal:

- Dallas has until Jan. 31 to submit either a plan that puts the city in compliance or an updated exception request with an engineer's seal, the city manager's memo said.
- Failure to comply could result in the withholding of state or federal funds and suspension of agreements between TxDOT and Dallas.
- The city must pause any additional non-standard pavement markings while officials work with the City Attorney's Office on a response.

The dispute began in October when Gov. Greg Abbott ordered Texas cities to remove decorative crosswalks, specifically targeting rainbow designs – a mark of LGBTQ pride – calling them distracting, non-traffic messaging.

Abbott's directive was part of a broader federal push to standardize road markings for safety, and supporters said it was about consistency, not messaging.

In Dallas' Nov. 6 exception request, Tolbert said there's no evidence the artistic crosswalks compromise safety. She also said erasing privately funded markings would shift costs to taxpayers and strip away symbols residents value.

### **What's next for crosswalks**

The Texas Department of Transportation rejected Dallas' request to keep its decorative crosswalks. Next steps:

- **DEADLINE SET:** Dallas must submit either a removal plan or a revised exception request, signed and sealed by a licensed traffic engineer, by Jan. 31.
- **FUNDING AT RISK:** Failure to comply could trigger withholding of state or federal transportation funds and possible suspension of TxDOT agreements with the city.
- **NO NEW MARKINGS:** TxDOT has directed the city to refrain from adding more non-standard pavement markings while officials work with the City Attorney's Office on a response.

## **DALLAS CITY COUNCIL HAS MIXED REACTIONS TO NEW CONVENTION CENTER UPDATE**

City officials are seeking frequent updates as the \$3 billion project chugs on

By Devyani Chhetri  
January 21, 2026



Aerial view of the Kay Bailey Hutchison Convention Center. Smiley N. Pool/DMN

Dallas' convention center redevelopment project has been [mired in concerns](#) of [delays and relocating conventions](#), but the person whose name marks the building said Wednesday that patience will be needed as the \$3 billion project advances.

For a project of this scale, there will be changes and delays, former U.S. Sen. Kay Bailey Hutchison said.

"I just hope everyone will realize how much this is going to do for our city and how much it's going to do for our job creation, and just be patient," she said.

City officials, led by Rosa Fleming, the director of the convention center and event services, as well as developer Jack Matthews, whose team is building the mammoth building, briefed the City Council on Wednesday on the project's progress since last year.

Several council members, surrounded by poster boards with designs and schematics of the new convention center and green water cups with the FIFA World Cup's branding on it, said the

entertainment district could spur development downtown. Some asked questions about the project's changing design, and the city's financial commitment. Deputy Mayor Pro Tem Gay Donnell Willis asked for details about sources of money such as naming rights that is expected to cover \$600 million, or 20%, of the project's funding.

Council member Chad West asked about how traffic would flow around the convention center. The city has eight different proposals, and some of them could cut off easy access for amenities and residents in North Oak Cliff. The design for the thoroughfares such as Hotel Street and the Jefferson Viaduct, which have bike lanes and pedestrian connections have not yet been finalized.

That fact was a surprise to West. "I've got my house design done, but I haven't done my drainage design that's underneath it," he said. "I don't know how you can have one done when you don't have the other part."

Tom Reisenbichler, part of architecture firm Perkins&Will that's designing and engineering the building, said more details are often fleshed out in the design development phase that they've only recently begun.

Others asked about getting regular updates from the city. The revised plans call for adding meeting rooms and retail space and could come in slightly below earlier cost estimates. The building will be 15% larger in floor area than the current structure, and its height was lowered by 16 feet, per the latest designs.

Some council members zeroed in on the convention center's funding. Most of the money will come from bonds. The city can take on \$2.2 billion in additional debt, and it will use money collected from a project financing zone and a 2% increase in the city's portion of the hotel occupancy tax collections.

"The projected budget (of the project) is really sort of speculative money," council member Bill Roth said. The city's ability to budget for the convention center is dependent on the funds they think they will collect through hotel occupancy taxes and the project financing zone. If what they've projected over 30 years pays dividends, then the city could potentially be able to pay back its debt faster.

The city is also trying to get funding from other sources, such as a grant from the North Central Texas Council of Governments, proceeds from the sale of assets, naming rights, an energy efficiency contract, parking revenue, and cost share with the Department of Aviation because the center will have a heliport. City officials said they were closer to briefing the City Council about a potential naming rights deal, but several of these funding sources were not finalized.

Fleming said the ceiling for the project currently stands at \$3.5 billion in response to a question by council member Paula Blackmon.

Council member Cara Mendelsohn, however, said the financial planning for the project was still unclear, and it didn't appear that anything had changed since last year when the city was briefed.

She questioned if all the components of the convention center project such as the deck park over I-30 were accounted for in the money the city says it can put together to pay for the project.

When it came to parking spots, for instance, convention center officials said they'll have 1900 parking spots the day the convention center opens, but they plan to grow the spaces to 4000 in a phased-in approach. Mendelsohn questioned if all spots projected to be used in the future were included in the financial plan.

"I'm very confused to continue hearing "well, we're going to develop this later," Mendelsohn said. "At this point, we're multiple years down the road. Why don't we have a plan for all of this?"

Fleming said the city will begin briefing council members and share more information to alleviate concerns.

The briefing comes as Dallas prepares the downtown convention center to serve as a global broadcast hub for this summer's FIFA Men's World Cup. The council approved \$15 million in upgrades in December 2024, and the work to construct the International Broadcasting Center that will host hundreds of journalists and media outlets from around the world is underway.

## **DALLAS JUST MOVED THE TEXAS BULLET TRAIN FORWARD, WITH A BIG CATCH**

The 240-mile rail line is making progress, but facing ongoing setbacks

By Molly Wilhelm  
January 22, 2026

Plans for [a high-speed bullet train connecting Houston to the Dallas-Fort Worth](#) area were unveiled more than a decade ago. Now, the project remains stuck in a liminal space—both making new progress and facing serious ongoing setbacks.

On Wednesday, the Dallas City Council unanimously passed a resolution reaffirming and expanding 2024 restrictions on [above-ground rail lines](#) in key portions of the city, [as reported by the Dallas Morning News](#).

The resolution reasserts that the council does not support construction of high-speed rail through Dallas' Central Business District, Uptown, Victory Park areas and any city park land related to the rail line's Dallas to Fort Worth corridor.

However, its passing could also be viewed as a partial win. The vote endorsed regional transportation officials' acceptance of \$500,000 in federal grant funding, dedicated to the first stage of a corridor identification process—outlining project scope, schedule and cost.

The North Central Texas Council of Governments—which was initially awarded the grant in 2022—is expected to vote on its acceptance Thursday afternoon. District 14 Councilmember Paul E. Ridley said the Regional Transportation Council has been eager to receive the funding.

The resolution also requests that the Trinity Railway Express, which runs between Dallas and Fort Worth, be considered for upgrading opportunities in place of a separate high-speed rail right of way.

The 240-mile rail line—initially unveiled in 2014 and led by Texas Central and Amtrak—aims to connect Houston and Dallas with a less than 90-minute commute.

The project has faced a series of challenges since its launch, including [complications with project leadership, funding and land acquisition](#).

A recent U.S. spending deal has called into question whether the Texas bullet train will ever come to fruition.

"At this time (the rail development) seems problematic in light of the Congress just this week reaching a deal to defund \$928 million in high-speed rail grants," Ridley said at Wednesday's meeting.

In April 2025, the Trump administration also terminated a \$63.9-million grant that had been awarded to the project, [according to the Houston Chronicle](#). Though officials said the project was "still on track" as a private venture.

## **DALLAS STILL SKEPTICAL ON BULLET TRAIN TO FORT WORTH, ADDING NEW RESTRICTIONS**

The City Council approved a resolution Wednesday doubling down on opposing high-speed rail running through downtown, Uptown and Victory Park

By Everton Bailey Jr.  
January 22, 2026

Dallas city leaders issued a second, tougher rebuke of [a proposed bullet train](#) running from certain areas in Dallas to Fort Worth.

The City Council's unanimous vote Wednesday expands [a 2024 resolution opposing high-speed rail in key parts of the city](#) and adding new restrictions through parks and West Dallas.

At the same time, the council gave regional transportation officials the greenlight to accept a \$500,000 federal grant to study a bullet train system that would run between Houston and Fort Worth.

The council also directed regional transportation officials to consider upgrading the existing Trinity Railway Express line as a cheaper alternative to building the new high-speed rail line heading west to Fort Worth.

Council member Paul Ridley said the revamped resolution was important because it "sets parameters for such rail development should it ever come to pass."

The North Central Texas Council of Governments Board, which includes some Dallas council members, is set to vote Thursday on accepting the federal grant.

The grant, originally awarded in 2022, must be accepted by April and will be used to define the scope, schedule and budget for studying the Fort Worth-to-Houston corridor.

Two separate bullet trains lines have been proposed: one between Dallas and Houston, and another between Dallas and Fort Worth. Both lines have been in the planning stages as a strategy to lower highway congestion. As of earlier this month, several council members expressed support for a proposed Dallas-to-Houston bullet train.

"The will of the council has been, we support Dallas to Houston," said council member Cara Mendelsohn during a Jan. 8 council Transportation and Infrastructure Committee meeting. "We have questions about Dallas to Fort Worth."

Amtrak is involved in developing the southern line to Houston, while NCTCOG is leading the study for the Dallas-to-Fort-Worth project. Regional transit officials hope that if both projects are built, they will eventually connect.

## **ONE SOLUTION FOR NORTH TEXAS TRAFFIC JAMS – BUILDING NEAR PUBLIC TRANSIT**

By Pablo Arauz Pena

January 21, 2026



EVIVA at Trinity Mills apartment seen from the DART station nearby in Carrollton. One of the newest housing developments in the city, it's an example of a transit-oriented development built to encourage density and use of public transit. Yfat Yossifor/KERA

It's a cool, windy day at a ribbon cutting ceremony for EVIVA at Trinity Mills – one of the newest housing complexes in Carrollton.

The 436-unit development is located just steps away from Dallas Area Rapid Transit's Trinity Mills station on the Green Line.

"This project is beyond housing or commercial space, it represents access and opportunity," said DART CEO Nadine Lee, who helped cut the ribbon for the newly completed development.

Inside the apartment lobby, Carrollton Mayor Steve Babick said it's an example of the city's investment in public transit — and more businesses could be on the way.

"It is a live, work and play transit-oriented development," Babick told a crowd of city officials, developers and reporters. "Multi-billion dollars."

Transit-oriented developments, or TODs, might sound wonky, but they're basically new apartments and businesses built around light rail and other transit stations to encourage density.



"It's essentially just an economic development strategy that kind of opens up areas and provides transportation between a number of projects," said Michael Carroll, director of the Economics Research Group at The University of North Texas.

Carroll looked at the financial impact of TODs across North Texas in a study published [in November](#). He said just the construction around TODs near DART stations brought in \$1.9 billion dollars between 2022 and 2024.

TODs also create more walkable, less car-reliant communities. Residents at EVIVA can take the train to downtown Dallas or DFW Airport. They can also travel to downtown Denton on Denton County Transportation Authority's A-Train.

DART is working with cities to plan or build more TOD's across the region. A new development at Mockingbird Station in Dallas is currently under construction with a groundbreaking ceremony planned for Thursday. The town of Addison is planning another one next to the suburb's new Silver Line station.

"It really ticks a lot of the boxes in terms of economic development," Carroll said. "It creates jobs, it creates, you know, a conduit for moving people around."

According to the North Central Texas Council of Governments, North Texas's population is projected to grow from 8 million to 12 million people by 2050. Planners say much of that sprawl will need to be placed along transit routes.

"That's why we we really need to be thinking about this at a regional level," Carrollton Mayor Steve Babick said.

While DART is in the process of building or planning more robust TODs across its system, [upcoming withdrawal elections](#) could derail those plans.

Five member cities will vote this spring to possibly leave the agency. Carrollton leaders haven't taken an election off the table in their negotiations with DART.

Carroll, the researcher at UNT, said that could be to the detriment of TODs and the region as a whole.

"It's a system-wide strategy," he said. "You may have the effects felt not just in the areas where the stations are shutting down ... you'd have them felt all the way throughout the system."

On the other end of the Green Line in Pleasant Grove, another TOD is being built at DART's Buckner Station.

Developers of Palladium at Buckner, as well as residents and city leaders in Dallas, hope the project will help revitalize the neighborhood – 80% of units will be below market rate.

Christian Marquez lives in Pleasant Grove and teaches financial literacy to low-income residents.

"This is a way for people to, you, know, find something affordable, maybe even rent out for six months to a year," Marquez told KERA. "Usually the terms are for a year and then kind of save ... for a down payment, right."

Marquez said Palladium at Buckner will also connect residents to more accessible transit.

“I think it's gonna bring different types of income, family households to the community, also bring safety,” Marquez said.

Hopefully, he said, it will encourage people to stay in the neighborhood.

U.S. REPRESENTATIVE SHARICE DAVIDS

## **U.S. HOUSE PASSES \$100M TO SUPPORT TRANSIT IN WORLD CUP HOST CITIES**

Press release  
January 22, 2026

Today, Representative Sharice Davids (D-KS-03), founder and co-chair of the bipartisan [Congressional FIFA World Cup 2026 Caucus](#), announced that the U.S. House passed \$100 million to help transit agencies cover costs associated with hosting the FIFA World Cup 2026. The investment follows a Capitol Hill briefing [hosted](#) by Davids, who represents a host city, where transit leaders from across the country made the case for federal support to ensure the tournament's success.

“With the 2026 FIFA World Cup set to be the largest sporting event in history, this \$100 million investment ensures fans can get to every match safely and efficiently,” said **Davids**. “But it’s also about more than just moving people — it’s about supporting local communities, strengthening transit systems for generations to come, and making sure this historic tournament leaves a lasting benefit long after the final whistle. I’m hopeful that all levels of government will continue working together to make this an incredible success for everyone involved.”

“As Georgia prepares to host the 2026 FIFA World Cup, the more than \$9 million in transit funding will help ensure that visitors and fans from around the world experience the warm hospitality the South is known for,” said **Representative Buddy Carter (R-GA-01)**. “Having successfully hosted international events in the past, Georgia is well-prepared to put these transportation dollars to work to deliver a seamless, world-class event that fans will remember for a lifetime.”

The Transportation, Housing, and Urban Development (THUD) [Fiscal Year 2026 spending bill](#), passed by the U.S. House today, included \$100,250,212 for “eligible planning, capital, and operating expenses for equipment and facilities in support of matches or other public events held in domestic host cities for the FIFA World Cup 2026.” Transit agencies in host cities praised the bipartisan funding effort.

Davids’ previous World Cup transit discussion brought together representatives from World Cup host cities to share the planning already underway, the anticipated challenges facing their transit systems, and the resources needed from all levels of government. The event served as a call to action for coordinated, proactive investment in infrastructure and operations, which the U.S. House passed today.

The 2026 FIFA World Cup is set to be the largest sporting event in history, with the United States hosting 78 matches over 39 days across 11 cities in nine states. Each host city will not only manage the matches themselves, but also the daily celebrations and movement of tens of thousands of visitors. To meet FIFA’s requirements, each stadium must be supported by a nearby airport capable of handling at least 1,450 passengers per hour. The economic impact is expected to be [significant](#) — generating an estimated 185,000 full-time jobs nationwide, \$30.5 billion in gross output, and \$17.2 billion in GDP.

### **Partner Quotes:**

“We’re pleased Congress recognizes that world-class events require world-class public transportation,” said **Paul P. Skoutelas, President and CEO, American Public Transportation Association (APTA)**. “The \$100.3 million for FIFA World Cup 2026 host cities will help transit agencies plan, operate, and expand service to move millions of fans safely and efficiently. We are especially grateful to Rep. Davis for her leadership in championing this funding. These investments put American public transportation on the global stage while delivering long-term benefits for the communities that host them.”

“KCATA has been proud to support Representative Davids’ efforts to secure transit funding for the FIFA World Cup since she founded the bipartisan Congressional FIFA World Cup 2026 Caucus. Her leadership and persistence will help ensure the Kansas City region can deliver the expanded, reliable transit service needed to safely move residents and visitors during the summer of 2026, while supporting local businesses and maximizing the World Cup’s regional economic impact,” said **Reginald Townsend, Board Chairman, Kansas City Area Transportation Authority (KCATA)**. “We are deeply grateful for her commitment to public safety, economic vitality, and the long-term mobility needs of our region.”

“We appreciate the U.S. Congress taking the important step to approve transit-related funding to help Dallas-Fort Worth and other U.S. markets hosting the FIFA World Cup this summer,” said **Michael Morris, P.E., Director of Transportation, Dallas-Fort Worth Metropolitan Planning Organization, Volunteer Transportation Chair to the North Texas FIFA World Cup 2026 Host Committee**. “Transit will play a crucial role in safely and efficiently delivering fans from across the world to matches and related events. We thank the U.S. Congress for highlighting the importance that transit plays in the delivery of major international special events. This funding will help our region’s transit systems provide our valued national and international visitors with a world-class experience while in Dallas-Fort Worth.”

“Johnson County is proud to pilot two new transit routes that will maximize the community and economic benefits of FIFA World Cup 2026 by connecting residents and visitors to the unique retail, dining, and entertainment destinations in the County,” said **Mike Kelly, Chairman, Johnson County Board of County Commissioners**. “We’re thrilled to showcase Johnson County on a global stage and are grateful to Rep. Davids for championing federal investment in this innovative infrastructure project.”

“This critical funding will help us to offer a world-class transit experience as the Bay Area prepares to host six matches for the FIFA World Cup,” **Robert M. Powers, General Manager, Bay Area Rapid Transit (BART)**. “Newly installed Next Generation Fare Gates have dramatically reduced fare evasion, our increased safety presence has helped to drive down crime by more than 40 percent, we’re running all Fleet of the Future trains, and we’ve introduced Tap and Ride, which allows visitors to easily enter our system by simply taping their contactless bank card or mobile payment option. We can’t wait to share the New BART with the world.”

“This funding will allow Metro and other transit agencies across the country to safely and reliably move millions of fans while continuing to serve our daily riders during the historic World Cup tournament,” said **Stephanie Wiggins, CEO, Los Angeles County Metropolitan Transportation Authority**. “Investments like this strengthen our ability to help ensure that fans can get to and from these unforgettable matches safely and seamlessly while the world is

watching. We appreciate and thank the bipartisan leadership recognizing that transit is essential to the success of a global event of this scale."

"With seven matches in Massachusetts and many related activities in the Boston area this year, we are ready to showcase the MBTA on a global stage. We continue to collaborate closely with host cities across the country in preparation for delivering the robust levels of service needed to ensure the success of this international event," said **Phillip Eng, General Manager & CEO, Massachusetts Bay Transportation Authority (MBTA)**. "The success of our World Cup transit efforts rely on securing federal support for operational expenses. Ensuring we have the drivers, staff, and frequency required to move thousands of fans safely per match day is our top priority, and by working with our transit partners in other cities, we're striving to make public transportation a consistently reliable and accessible option during the games and beyond."

KERA NEWS

## **DALLAS CITY COUNCIL PUTS TOUGHER RESTRICTIONS ON PROPOSED BULLET TRAIN TO FORT WORTH**

By Avery Escamilla-Wendell

January 23, 2026

The Dallas City Council this week placed more restrictions on where a proposed bullet train connecting the city to Fort Worth can be built.

City leaders voted unanimously Wednesday to restrict above-ground rail in parts of West Dallas including Harold Simmons Park. The resolution re-affirms and expands [a 2024 resolution](#) opposing “new aboveground passenger rail lines” through the Central Business District, Uptown, and Victory Park.

“It is important because it sets parameters for such rail development should it ever come to pass, which at this time seems problematic in light of the Congress just this week reaching a deal to defund \$928 million in high-speed rail grants,” said District 14 council member Paul Ridley, referring to a [recently passed spending deal](#).

The council also gave the go-ahead to the North Central Texas Council of Governments executive board to approve a \$500,000 grant to study high-speed rail between Fort Worth and Houston. Even with the grant, Ridley said the planning process could have implications for future alignments through Dallas.

Speaking to the NCTCOG board Thursday, Dallas City Council member Cara Mendelsohn reiterated the council's opposition to any above-ground rail going through downtown Dallas.

“We have to do projects that are a win for everybody, and downtown Fort Worth and Arlington do not get below-grade treatment and Dallas gets seven stories up,” she said.

As part of the study, the council wants NCTCOG to evaluate upgrades to the existing Trinity Railway Express system “in lieu of a whole separate new high-speed rail right of way at a great additional expense,” Ridley said Wednesday.

He said upgrading the Trinity Railway Express would be cheaper for the community heading west to Fort Worth.

## **HERE'S WHAT TO KNOW ABOUT FIFA WORLD CUP 2026 IN DALLAS**

By Megan Cardona  
January 21, 2026

North Texas is set to host nine matches for the FIFA World Cup this summer with nearly four million people expected to visit the area.

While the games are at AT&T Stadium — called 'Dallas' Stadium during the tournament — in Arlington, Dallas is expected to receive the majority of hotel bookings in the region and will be the hub for FIFA's International Broadcast Center.

Here's what to know about how the FIFA World Cup will impact Dallas.

### **FIFA World Cup dates**

The 2026 FIFA World Cup will feature 48 teams and run from June 11 through July 19.

North Texas [will host nine matches starting June 14](#) with the region's last match, the semifinal round, scheduled for July 14.

The matches start in June, however FIFA is already settling into Dallas with the installation of the International Broadcast Center, or IBC, at the Kay Bailey Hutchison Convention Center. The IBC will broadcast all [104 matches](#) out of Dallas and host around 2,000 broadcast media representatives.

FIFA took over the convention center for its IBC on January 14 for broadcasters to move in their equipment. Broadcast operations are scheduled to start in late May and end with the final match. The IBC will be decommissioned between July 20 through August 24.

### **FIFA Fan Festival at Fair Park**

If you're not able to get a ticket to see a World Cup match at 'Dallas' Stadium, Fair Park in Dallas will have free live match viewing at the Dos Equis Pavilion as part of the FIFA Fan Festival.

The FIFA Fan Festival will have the capacity for 35,000 people and matches will be featured on giant screens around the main stage.

Noelle LeVeaux, North Texas FIFA World Cup Organizing Committee Chief Marketing Officer, said the Fan Festival's free status will not change throughout the planning.

"We think this is a fantastic opportunity for our community to come out and experience the World Cup really firsthand," she said during the city council briefing on Wednesday.

The Fan Festival will operate for at least 34 days and show about 98 matches. That will exclude matches that start at 10 and 11 p.m. Central Time.

LeVeaux said they also expect to have three to four ticketed concerts with entertainment plans still being finalized.

The festival will also have community days in coordination with non-profits and school districts to support youth and community engagement.

## **Transportation**

Dallas and the North Central Texas Council of Governments have conducted tabletop exercises over the last 16 months to time how long it takes to get from Dallas to Arlington and from Fort Worth to Arlington, Rocky Vaz, North Texas FWC Organizing Committee Director of City Services and IBC, said during Wednesday's briefing.

Additional transportation coordination and scenario planning will take place in the coming months ahead of the North Texas matches.

A final regional transportation plan, which includes Dallas operations, is due to FIFA by the end of March, LeVeaux said.

A comprehensive pilot test of the transportation system, including Dallas-specific routes and operations, is scheduled for around late April.

## **Safety and Security**

The Dallas-Fort Worth area is expected to see 3.8 million visitors during the run of the FIFA World Cup with about 100,000 visitors per day.

Out of the estimated 54% of international visitors coming to North Texas for the World Cup, 41% of them are expected to speak English. Dallas residents have voiced concerns for months about U.S. Immigration and Customs Enforcement in the area, less than six months ahead of their arrival.

Plans for their arrival come in the wake of heightened U.S. Immigration and Customs Enforcement crackdowns over the last year.

Because of local concerns, Council Member Adam Bazaldua said he thought welcoming messaging was important for visitors.

"I put myself in the shoes of someone that's traveling here internationally, and I don't know that the stage has been set to be very welcoming for some of our neighbors in other countries," Bazaldua said.

Vaz told the Dallas City Council that federal and state partners have worked with regional departments for months to plan fire, law enforcement, and public health emergency services.

The Dallas Police Department will raise its minimum staffing during the World Cup from 80% to 90% and expects to meet those minimums while the matches are in North Texas.

"We're gonna to make sure we have enough numbers and enough officers to keep everyone safe here," Dallas Police Chief Daniel Comeaux said.

The first version of the human rights plan for the World Cup will be released February 16, LeVeaux said, with the final version available in May.

That plan will include guidelines for worker grievances, city and regional homelessness coalitions, free speech toolkits, and public awareness efforts tied to the World Cup.



## **OPINION: NEGOTIATE A PATH FORWARD FOR DART**

Ongoing negotiations can keep the transit agency intact

By Dallas Morning News Editorial  
January 26, 2026

Dallas Area Rapid Transit has been facing bleak prospects as some of its member cities contemplate [abandoning it](#), a move that would [fracture the system and the spirit of regionalism that created it](#).

But there's still hope for a better outcome. At a Tuesday committee meeting, Dallas City Council members discussed a framework that could reform DART's governance, funding and service. The committee narrowly voted to accept the general principles at play.

This framework and the talks that led to it present a workable path to satisfying suburbs' reasonable concerns and persuading them to remain in the system. An intact and viable DART is the best outcome for the region. Local leaders should not let this opportunity slip away.

The cities of [Plano](#) and [Irving](#) are both looking at a possible exit from DART.

Although there is still a lot to work out, Plano views the ideas being discussed as a good start.

"We welcome a solution that better serves the transit needs of Plano today," City Manager Mark Israelson said in a statement.

Irving Mayor Rick Stopfer called these talks "the first step forward of many that need to be addressed."

The framework Dallas City Council members discussed is not perfect, and it's still just a working model. But it's a major improvement that these discussions are happening at all.

There are 15 seats on DART's board of directors, distributed among cities based on population. City councils appoint board members. Dallas appoints eight members.

Under the proposed framework, the board would grow to 20 seats and some cities would have weighted votes. Dallas would control five seats and wield roughly 40% of the vote, according to city documents.

DART's funding mechanism has also been at the center of the debate about the transit agency's future. Texas cities are allowed to collect two pennies of every dollar spent locally. DART cities give one of their pennies to the transit agency, often putting them at a competitive disadvantage with neighboring cities that use sales tax money for economic development.

Some member cities have been trying to regain control of a portion of their penny. [Those efforts culminated last year in a bill](#) that would have financially devastated the agency had it passed.

The proposed framework could accomplish something similar without wrecking the agency's finances. Under it, each member city would pay a contribution for regional services like rail and paratransit, then they would pay for the intracity service they choose and get back what's left to use for other transportation purposes.

As our region grows more populous and congested, a functioning, well-connected public transportation system will be critical. DART has a lot of problems, but working together to fix them is far better than letting the whole thing collapse.

## **TRINITY RAILWAY EXPRESS FARE CHANGES BEGIN MARCH 1**

By Eric Garcia  
January 24, 2026

Katherine Carmichael's train trips to Dallas with her grandson will cost less this spring.

The Fort Worth resident pays \$12 per person for a round-trip regional ticket on the Trinity Railway Express, but will spend a few dollars less for the trek east after the Trinity Metro board approved lower fares Jan. 20.

Starting March 1, the Fort Worth transit agency will charge \$9 for a regional day pass. The change is meant to make fares uniform with other North Texas' transit services in Dallas, Collin and Denton counties, officials said.

"We take fun excursions to Dallas so I think that's wonderful," Carmichael said while waiting for an Amtrak train Jan. 21 at the Fort Worth Central Station. "It's nice that it will cost a little bit less."

Her twin sister, Carol Jones, said the fare change will make it easier for people to ride the passenger rail train from Fort Worth to Dallas.

"Trinity Metro is great as a whole," she said, noting that she has used the agency's bus and rail services.

Ridership on the TRE train reached about 107,000 in December, a slight increase from November when more than 102,000 riders were recorded, data shows.

Trinity Metro leaders initially planned to implement fare changes in September 2024, but waited until officials with Dallas Area Rapid Transit and Denton County Transportation Authority approved similar fare reductions. Trinity Metro and DART jointly own and operate the Trinity Railway Express.

"Staff believes that reducing the regional day pass from \$12 to \$9 will help attract new riders to TRE and lure back some who may have stopped riding during COVID," said Phil Dupler, director of planning for Trinity Metro.

The current pricing model hampered ridership as people worked from home or on hybrid schedules, according to a staff report.

"Riders frequently cite the cost of regional day passes as prohibitive, especially for weekend trips and events where travelers can share driving and parking costs," officials wrote in the report.

Although regional fares will decrease, reduced ticket rates will increase slightly, going from \$3 to \$4.50 for a daily regional pass. The cost for a reduced 31-day monthly pass will also rise, from \$48 to \$96. The standard monthly pass remains \$192.

Dupler said reduced fares are for riders who are seniors, disabled or students.

A 2022 survey by the North Central Texas Council of Governments shows that some riders take unfair advantage of reduced fares in purchases not overseen by train personnel.

“Evidence suggests that some ineligible passengers exploit the 75% discount by purchasing reduced regional fares from ticket vending machines or GoPass, as TRE conductors lack authority to verify eligibility,” officials wrote in the report. “Survey findings support this concern: reduced monthly regional passes represent 53% of all monthly pass sales, compared to just 33% for all other pass categories. This adjustment will help deter fare evasion while aligning these fare categories with the federally recommended 50% discount standard used nationwide.”

Irving resident Brian Crockett, who uses the Trinity Railway Express to commute to his Tarrant County College job in downtown Fort Worth, said the TRE price changes are fair.

“It will be nice to not have to pay as much,” he said. “Twelve dollars is not so bad but any reduction is great.”

## **ADDISON BECOMES SIXTH CITY TO SCHEDULE ELECTION ON DART EXIT**

Nearly half of DART's 13 members are now considering leaving the agency

By Lilly Kersh  
January 27, 2026

Addison has become [the latest city](#) in the Dallas Area Rapid Transit system to schedule a May election to vote on leaving the public transportation agency, deepening a regional fight over transit funding, oversight and service.

After the measure [failed last month](#), the City Council voted 5-2 Tuesday to put the matter to voters during a spring election. Mayor Bruce Arfsten and council member Chris DeFrancisco voted no.

"I can't see time healing this wound," council member Dan Liscio said. "This is 40-plus years in the making. When you're talking about millions and millions of dollars of [taxpayer money](#), it's inexcusable to me to say, 'Let's wait longer.'"

Addison joins Plano, Irving, Farmers Branch, Highland Park and [University Park](#) in scheduling an exit election, meaning nearly half of DART's 13 members are now considering leaving the agency. Others could follow suit. Several cities have submitted proposals to DART outlining what it would take for them to consider calling off votes.

[Negotiations are reaching their peak](#) as DART and city leaders seek common ground on reforming the agency's governance, funding and service. Cities have until late February to pull the item from spring ballots and until mid-March to officially rescind elections.

Addison's council could not agree on scheduling an election to leave DART when they first considered the issue in December, citing a need for more [public input and negotiations](#) with the public transportation system.

The council discussed the topic again at a work session Jan. 13 and brought it back for consideration at Tuesday's council meeting.

"I'm concerned about our representation in DART," said council member Howard Freed. "We've given a blank check to DART ... from the financial standpoint, I absolutely think we should pull out."

[DART services in Addison would end](#) the day after votes are canvassed if voters choose to leave the agency on May 2, but cities that withdraw would continue paying sales tax to the agency because they still have obligations to pay off debt associated with their expenses.

Addison and other cities are considering [alternative public transportation](#) options, including on-demand, micro-transit services similar to Uber or Lyft.

"If Addison leaves DART, the recommended micro-transit is short-sighted and would interfere with riders' everyday lives," Addison resident Phyllis Silver told the council. "Addison's proposal to use on-demand service instead of a transit agency is scary. Micro-transit is unreliable."

Several residents spoke out against risking access to the [Silver Line, a 26-mile railway](#) with 10 stations running through seven cities that opened last fall.

“The fact that there’s an Addison stop on this \$2 billion Silver Line defines us as a significant place and provides an identifier that is hard to put a price tag on,” Addison resident Greg Thornbury told council members.

Many urged the council to [consider scheduling the election](#) for November, the last opportunity the city would have for another six years to put the matter to a vote, per state law. Some argued voters would have more information in the fall and turnout would likely be higher.

“Here we go again, trying to rush a decision on remaining a part of DART,” said Addison resident Jim Duffy. “What exactly is the rush?”

Some speakers told the council they’d be grateful for the [opportunity to vote](#) on the issue and were in favor of alternative transit options. Addison resident Dawn Webb has concerns with DART’s debt and said she believes the town could be better off using the money it contributes to the system on infrastructure or public safety.

“They are not being held accountable for delivering a service that most people feel safe using,” Webb said. “The user experience is not there for us to continue [paying in at astonishing levels.](#)”

Addison, a town of about 17,000 people in northern Dallas County, contributed \$16.7 million in sales tax to DART in the 2023 fiscal year, according to the agency’s data. A 2023 study by the firm EY showed DART spent \$9.5 million on services in the town. The study didn’t consider the economic impact of the Silver Line.

DeFrancisco spoke out against scheduling the election and said he’s seen good [signs from Dallas on conceding power](#) and changing DART’s governing body to give other cities a fair seat at the table, a primary concern among suburban cities. He’s also been pleased to see DART [pause issuing new debt](#) until after exit elections.

“A connected DART, connected Addison is a better Addison,” DeFrancisco said at Tuesday’s meeting. “Of all the cities that have exit votes on the ballot, I think we’ve got the most to lose.”

### **Who should fund, govern transit in North Texas?**

**LATEST UPDATE:** At a DART board meeting Tuesday, the 15-member group discussed the status of [negotiations with cities](#) about changing the agency’s governance, funding and service. Members were torn on how to proceed, with some expressing frustration that no vote has been held.

**WHAT THEY SAID:** Anthony Ricciardelli, who represents Plano on the board, urged DART to put a price on [member city requests](#) to move forward with proposals. DART CEO Nadine Lee said the agency would take a huge financial blow by agreeing to all the requests.

**WHAT’S NEXT:** On Feb. 12, city and DART leaders will convene to discuss governance and funding options and receive recommendations for a path forward.

### **Key dates drawing near**

- Feb. 10: DART’s board is scheduled to convene and could discuss regional funding solutions to appease dissatisfied member cities.

- Feb. 12: A group of city and DART leaders is scheduled to meet to discuss governance and funding options and receive recommendations for a path forward.
- Feb. 13: The last day cities can call a May election.
- Feb. 23: Collin County and Denton County finalize their ballots.
- Feb. 27: Dallas County finalizes its ballots.
- March 18: The last day cities can rescind withdrawal elections.
- May 2: Election day for cities that have scheduled withdrawal elections.

## **DART TALKS RAMP UP AS ANOTHER CITY CONSIDERS EXIT ELECTION, LEADERS WORK ON NEGOTIATIONS**

Key discussions are scheduled this week as crucial deadlines approach

By Lilly Kersh  
January 26, 2026

As negotiations between Dallas Area Rapid Transit and city leaders inch toward a late February deadline, [key discussions](#) weighing the public transportation agency's future are coming to a head.

Leaders in five of the agency's 13 member cities have until the last week of February to remove from their May 2 ballots the [question of remaining](#) in DART or dissolving the system in their city limits.

Addison may become the sixth city to schedule a [withdrawal election](#) on Tuesday, when the City Council is scheduled to vote on the measure for a second time.

The last time [Addison leaders took up the matter](#) at a December council meeting, they could not agree on scheduling an election, citing a need for more public input and further negotiations with DART. After they reconvened to discuss the vote in a work session, the item was returned to the council for consideration.

If leaders opt to put membership in DART to a vote, nearly half of DART's member cities could exit the agency.

Plano, Irving and Farmers Branch have scheduled exit elections and [submitted proposals](#) to DART's board with conditions on what it would take to stop efforts to cut ties with the agency. The Park Cities have also scheduled May elections.

The DART board is scheduled Tuesday afternoon to receive an update on the status of city and regional discussions related to reforming DART's governance, funding and service. The 2:30 p.m. meeting will be held in person at DART's headquarters on Pacific Avenue and by [video conference](#).

Dallas leaders were [split last week](#) on conceding power on DART's [15-member governing board](#) to appease suburban member cities who say they don't have a fair seat at the table.

A working group of mayors, city managers and DART leadership, convened by the North Texas Commission and North Central Texas Council of Governments, has met for months to [work out concerns](#) between DART and member cities.

The group convened last week to discuss next steps and receive feedback from other cities on the discussions in Dallas, according to a memo from Dallas City Manager [Kimberly Bizzor Tolbert](#).

DART will share results of a rate study with the working group on Jan. 29, she wrote, and the results will inform the feasibility of a new funding model for DART.

On Feb. 12, the mayors and city managers of DART member cities will convene to discuss governance and funding options, according to the memo.



## **SHERATON ARLINGTON WILL BE DEMOLISHED TO MAKE WAY FOR NEW LOEWS HOTEL**

By Stephanie Allmon Merry

January 27, 2026

It will be out with Sheraton and in with Americana in Arlington's Entertainment District when a new \$500 million hotel called **Americana by Loews Hotels – Arlington** breaks ground in summer 2026.

The transition from old to new will involve a bit of a blast.

"A 'ground-shaking' event, where the existing [Sheraton Arlington] hotel will be demolished, is planned for early June, marking the official start of construction on the new Americana by Loews Hotel this summer," says a release.

This will mark the third hotel in Arlington (and 28th property overall) for [Loews Hotels & Co](#), "reinforcing the company's long-term belief in the destination and its continued growth as a premier meetings, events, and entertainment hub," says the release.

The name "Americana" pays homage to the iconic Americana Hotel in Bal Harbour, Florida — a Loews landmark that opened in 1956, the company says.

"This new, contemporary addition to the Dallas/Fort Worth metroplex is designed to honor the past, embrace the present, and shape the future: celebrating Loews' rich heritage in refined hospitality, joining two existing world-class properties in Arlington's Sports and Entertainment District today, and creating a best-in-class destination for tomorrow's travelers," company officials say in the release.

The two existing Loews hotels in Arlington are the [Live! by Loews - Arlington](#) and [Loews Arlington Hotel](#).

The new Americana hotel will feature 507 guest rooms, including 39 suites. There will also be more than 83,000 square feet of indoor and outdoor meeting and event space, including a 10,000-square-foot Event Barn, two ballrooms, an event lawn, pool terrace, and three-meal terrace.

In total, Loews Hotels & Co campus in Arlington will have a total of 1,695 guest rooms and more than 374,000 square feet of meeting space, they say.

All the hotels are a quick walk from entertainment hot spots including AT&T Stadium, Globe Life Field, Choctaw Stadium, Live! by Loews, the [National Medal of Honor Museum](#), Arlington Museum of Art, and more.

"This project reflects our strong belief in Arlington as a dynamic destination and our confidence in its continued growth," says Alex Tisch, President and Chief Executive Officer of Loews Hotels & Co.

The hotel is targeting 2029 for an opening date.

THE TEXAN

## **DALLAS CITY COUNCIL RESOLVES NOT TO SUPPORT ELEVATED HIGH-SPEED RAIL**

The council first pressed pause on the high-speed rail plans in 2024

By Kim Roberts  
January 27, 2026

The Dallas City Council passed a [resolution](#) last week that reaffirms its 2024 decision that any high-speed rail line between Dallas and Fort Worth should not be built above-ground through the Central Business District, Victory Park, nor the uptown area of the city.

However, Councilmember Paul Ridley noted that the future of the high-speed rail line is now more uncertain, as last week Congress defunded \$928 million in high-speed rail grants during its [negotiation of a transportation appropriations bill](#).

The decision comes as the North Central Texas Council of Governments (NCTCOG) Regional Transportation Council considers the use of a [\\$500,000 corridor identification grant](#) approved by the Federal Railroad Administration in 2023.

Dallas supports NCTCOG's accepting the grant for Phase 1 work so long as the study of the high-speed rail considers alignments that Dallas proposed in June 2024.

That month, the Dallas City Council unanimously passed a resolution that it characterized as a "pause" on plans to extend an anticipated high-speed rail line through its downtown area.

At that time, the alignment proposed by NCTCOG was an above-grade alignment along Interstate 30 east of Arlington.

The original alignment was designed to have potential connections from the proposed high-speed rail station to Dallas' Kay Bailey Hutchison Convention Center, the Eddie Bernice Johnson Union Station for other Amtrak and light rail connections, and convention center hotels.

However, a proposed alignment west of downtown would not allow for those connections.

NCTCOG Transportation Director Michael Morris emphasized in 2024 that the location of the Dallas high-speed rail station cannot change, as its location and design are part of an [environmental study](#) approved in 2020. "If that station changes, then the Dallas-to-Houston high-speed rail investment is dead," Morris said.

In 2024, Dallas also undertook a study to determine the economic impact of a high-speed rail line into the city. The study considered three possible alignments, including an option for a train tunnel constructed under existing infrastructure using existing Trinity Railway Express lines, and a route to connect the DFW and Love Field airports to downtown.

The study estimated a cost of \$30 billion to build a route from Houston to Dallas and another \$6 billion to build from Dallas to Fort Worth. The Houston-to-Dallas route was estimated to bring an average increase in gross domestic product of \$5 billion and 28,300 new jobs to Dallas County.

Instead of a Dallas-to-Fort Worth high-speed rail, the study suggested that upgrading the Trinity Railway Express commuter rail "could provide a temporary or long-term solution for enhanced

Dallas-Fort Worth connectivity.” It will cost approximately \$1 billion to upgrade the line sufficiently, according to the study.

In its resolution last week, the Dallas City Council urged the NCTCOG to consider the Trinity Railway Express upgrade in lieu of a high-speed rail.

The high-speed rail line from Dallas to Fort Worth faces another challenge, as Hunt Realty Investments has claimed that the proposed western alignment of the rail is “legally precluded” by a master agreement from 1975 between the City of Dallas and the Hunt entities. The Hunt attorneys regularly send correspondence to NCTCOG about its legal concerns.

Hunt is planning a [20-acre \\$5 billion development](#) in downtown Dallas next to Reunion Tower and near the Kay Bailey Hutchison Convention Center. The development, which is expected to include high-rise residences, a hotel, and retail and office space, could be adversely impacted by an alternate rail route alignment.

Some of the most recent letters by Hunt’s attorney Eric Gambrell allege that NCTCOG Transportation Department personnel and reports have agreed with the assertion that the Trinity Railway Express could be upgraded to provide a travel time of 35 minutes, a viable alternative to a high-speed rail line with lower capital costs.

## **DART BREAKS GROUND ON \$123M ON TRANSIT-ORIENTED DEVELOPMENT PROJECT**

By Staff  
January 27, 2026



Trammell Crow plans to build 394 apartment units (shown in rendering) as the first phase of a TOD project at the DART SMU Mockingbird Station. Photo: Trammell Crow Co.

[Dallas Area Rapid Transit](#) (DART) and development partner [Trammell Crow Co.](#) last week held a groundbreaking on a transit-oriented development (TOD) project at the SMU Mockingbird light-rail station.

Located at a former DART parking lot at the intersection of Twin Sixties Drive and Worcola Street, the 16-acre TOD calls for constructing a 500-space subsurface parking garage for DART riders, 394 apartment units, a hotel and office space.

The TOD project will be integrated into an existing shopping center at the SMU Mockingbird Station, DART officials said in a press release.

Site buildout will be completed in phases. The apartment structure will be constructed first, with completion slated for the end of 2027, according to Trammell Crow. Residents and visitors will have access to DART's 93-mile light-rail system.

The TOD project cost is \$123 million, [according to a local news report](#). The city of Dallas in 2022 allocated up to \$29 million for the TOD project through a tax incremental financing district, and the North Central Texas Council of Governments' Regional Transportation Council granted \$20 million for parking garage construction, per the report.

## **DART LEADERS DEBATE WHAT IT WILL TAKE TO STRIKE A DEAL WITH SUBURBS AS ELECTIONS LOOM**

Addison has now joined other cities that may cut ties with the transit agency

By Lilly Kersh  
January 28, 2026

[Dallas Area Rapid Transit](#) board members were divided Tuesday as two issues central to the potential exodus of several member cities come to a head — how to fairly divide funding for a regional transit system and how much each city should contribute to the agency’s decision-making.

Plano, Farmers Branch, Irving, Highland Park, University Park and, now, Addison have scheduled May elections to ask voters if they want to cut ties with the regional transit agency. The cities have until late February to finalize ballots and until mid-March to rescind their election plans altogether.

[Addison on Tuesday](#) became the latest city in the DART system to schedule a May election to leave the public transportation agency following a vote by the City Council, which approved the measure following [a failed vote last month](#).

Addison leaders voted 5-2 to put the matter to voters in May. Bruce Arfsten and Council member Chris DeFrancisco were the two no-votes.

At a DART board committee meeting, DART’s 15-member leadership group discussed the status of [negotiations with cities](#) and regional partners about changing the agency’s governance, funding and service. Members were also briefed on individual city requests that outline what it could take for them to call off scheduled spring elections.

A working group of city and DART leaders convened by the North Texas Commission and North Central Texas Council of Governments has met since September to try to get both sides to [reach an agreement](#) on reforming the agency.

Maurice West, who represents Dallas on DART’s board, urged the agency’s leaders Tuesday to think of North Texas from a regional perspective. He said DART will help the region prosper through surging population growth, the upcoming FIFA World Cup, growing traffic congestion and inclement weather, as well as by serving residents who have limited mobility.

“We are a regional transportation group. We should be supporting regions,” West said to the group Tuesday. “We’re not championing DART. We’re championing cities that want individual return on an investment.”

### **Cities submit their terms**

Nadine Lee, DART’s CEO, briefed the DART board Tuesday on a “litany” of [member city requests](#) sent to the agency, including returning sales tax revenue to the municipalities, changing service based on individual city needs and reforming DART’s governing structure to give members a fair seat at the table.

Some DART leaders say they have worked within their power to try and resolve concerns from the suburban cities, but if DART were to agree to all member city requests, it would result in [a financial blow to the agency](#).

“We haven’t put all of those costs together at this point, but yeah, there’d be a huge financial impact,” Lee said. “We’re running out of things that we can surgically cut at this point.”

Some board members have expressed frustration that [the agency’s governance](#) has not voted on city requests. DART Board Chair Randall Bryant said evaluating the plans has been a “painstaking process” to determine the impacts of implementing the demands, and the process is still ongoing.

“I firmly believe our fiduciary responsibility is to introduce the concepts given to us by the cities and consider them carefully before taking any action,” Bryant said to the board Tuesday.

Plano DART board representative Anthony Ricciardelli urged DART to put a price on [member city requests](#) to move forward with proposals.

“I just hope that we don’t write off these negotiations,” he told the DART board Tuesday. “It’s really important for DART to engage with this and try to come up with something that’s fair to all 13 member cities, which the status quo is not.”

### **Group tackles governance**

City and DART leaders have recently focused on proposing a more equitable governance framework. Any governance change to the agency would ultimately require action from the state legislature.

Dallas currently holds seven full seats on DART’s [15-member board of directors](#), and Garland, Irving and Plano each holds one. The other five seats are divided proportionally between the remaining cities based on population, with Dallas sharing an eighth seat with Cockrell Hill.

Some suburban city leaders have supported a “one city, one vote” baseline for representation, with population-based weighting and no city having a single majority vote. [Dallas leaders were split](#) last week on conceding power on the board, citing their large contribution of sales tax, ridership and economic activity in the region.

Ultimately, the Dallas transportation and infrastructure committee narrowly agreed to recommend the city keep 40-50% of the voting power on the [agency’s governing body](#), support each DART member city having at least one board representative and agree no one city should have majority voting power.

Marc Abraham represents Garland on the DART board and supports a more open framework to DART’s governance where members aren’t shared between cities.

“We have to establish a framework ... where [every city has their seat](#) at the table, because if we do work our way out of this,” he said to the board, “we’re going to have to bring in additional members.”

### **Funding equity in question**

Lee said leaders in the regional working group have come to a consensus on most shared values — except for defining funding equity. DART’s 13 member cities each pay a 1% sales tax

to the agency, a payment some city leaders have for years said far outweighs the service they get in return.

A proposed reformed funding model includes a regional system contribution and intra-city services selected by each city, with remaining revenue [given back to cities](#). Lee said leaders are working on defining what cities could give to the regional contribution.

DART will share results of a rate study to city leaders Thursday that looks at how services should be priced, according to city documents, and the results will help determine if a new funding model is feasible.

### **What's next?**

The DART board could take action in response to city requests at its Feb. 10 meeting. Bryant said his next step is seeing what regional funding solution the board could consider at that meeting, as well as [working toward an agreement](#) on a new governance model.

On Feb. 12, the mayors and city managers of DART member cities will convene to discuss governance and funding options and receive recommendations for a path forward.

Meanwhile, some suburban member cities are considering alternative transit options, like on-demand rideshare services and micro-transit.

Service would end the day after votes are canvassed in cities that choose to leave the agency, however they'd still pay tax to DART to pay off debt associated with their contributions.

After cities expressed concern [over DART's debt](#), the agency announced it would not issue new long-term debt until November, the last opportunity for the next six years to hold an exit election.

### **Key dates drawing near**

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NEWSWEEK

## **TEXAS HIGH-SPEED RAIL UPDATE ON DALLAS-FORT WORTH ROUTE**

By Sam Stevenson

January 28, 2026

The future of [Dallas's high-speed rail project](#) was thrown into doubt after Dallas slammed the brakes on elevated tracks just as Congress stripped nearly a billion dollars in federal rail funding.

*Newsweek* reached out to [Texas Central](#), the developer of the Dallas-[Houston](#) bullet [train](#), via a contact form on the High-Speed Rail Alliance's website to ask what the Dallas City Council's decision means for the project.

### **Why It Matters**

Dallas' decision to reaffirm its ban on elevated [high-speed rail](#) through core parts of the city comes at a moment of heightened uncertainty for the entire project.

With Congress defunding \$928 million in [high-speed rail](#) grants and legal and [logistical barriers mounting](#), the viability of a Dallas-Fort Worth [high-speed connection](#)—and its integration with the [planned Houston-Dallas route](#)—faces new challenges.

A commuter streetcar rides the tracks along the Houston Street Viaduct in Dallas. | Getty Images - stock photo

### **What To Know**

Dallas City Council last week reaffirmed its 2024 decision that no high-speed rail line between Dallas and Fort Worth should be built above-ground through the Central Business District, Victory Park, or Uptown.

It follows Congress' recent elimination of hundreds of millions of dollars in [high-speed rail funding](#), a blow noted by Council Member Paul Ridley, as reported by *The Texan*.

The city's stance could reshape long-term mobility planning across North Texas and determine whether high-speed rail has a future in the region.

The renewed resolution comes as the North Central Texas Council of Governments (NCTCOG) considers how to apply a \$500,000 corridor identification grant approved by the Federal Railroad Administration in 2023.

Dallas supports the use of this grant only if the study includes the city-proposed alignments introduced in June 2024—when the council “paused” the project over concerns about NCTCOG's recommended above-grade alignment along Interstate 30 east of Arlington.

That original alignment was designed to create potential connections to the Kay Bailey Hutchison Convention Center, Eddie Bernice Johnson Union Station, and nearby hotels.



A proposed western alignment under discussion would not allow those linkages.

NCTCOG transportation director Michael Morris has emphasized that the Dallas high-speed rail station cannot be relocated without jeopardizing the entire Houston-Dallas segment due to environmental approvals finalized in 2020.

Separately, a 2024 Dallas economic impact study assessed three possible rail alignments—including a tunnel under existing infrastructure and a route linking Dallas-Fort Worth and Love Field airports.

It estimated that a Houston-Dallas line would cost \$30 billion, while a Dallas-Fort Worth extension would require another \$6 billion.

The Houston-Dallas corridor was projected to generate \$5 billion in annual gross domestic product growth and create 28,300 jobs in Dallas County.

However, the same study noted that upgrading the existing Trinity Railway Express (TRE) could provide either a temporary or long-term alternative for enhanced Dallas-Fort Worth connectivity at a far lower cost—roughly \$1 billion—leading the council to urge NCTCOG to consider TRE upgrades in place of pursuing a new high-speed line.

The proposed western alignment faces strong opposition from Hunt Realty Investments, which argues the route is “legally precluded” under a 1975 master agreement with the City of Dallas.

Hunt is planning a 20-acre, \$5-billion development near Reunion Tower and has repeatedly warned that certain rail alignments could adversely affect the project.

Hunt’s attorneys have also pointed to claims—based on NCTCOG personnel and reports—that the TRE could be upgraded to deliver a 35-minute travel time, an outcome they argue would serve as a cheaper and viable alternative to high-speed rail.

### **What People Are Saying**

Noting that the location and design of the Dallas [high-speed rail](#) station were already locked in by a 2020 environmental study, **NCTCOG transportation director Michael Morris said:** “If that station changes, then the Dallas-to-Houston high-speed rail investment is dead.”

**An impact study conducted by Dallas said** upgrading the TRE commuter rail “could provide a temporary or long-term solution for enhanced Dallas-Fort Worth connectivity.”

**Speaking about a recently passed spending deal, Dallas District 14 Council Member Paul Ridley said at Wednesday’s meeting, per KERA News:** “It is important because it sets parameters for such rail development should it ever come to pass, which at this time seems problematic in light of Congress just this week reaching a deal to defund \$928 million in high-speed rail grants.”

**Dallas Council Member Cara Mendelsohn told the NCTCOG board:** “We have to do projects that are a win for everybody, and downtown Fort Worth and Arlington do not get below-grade treatment, and Dallas gets seven stories up.”

**Texas Central told *Newsweek* in June:** “No other state can match Texas’ healthy, ‘can-do’ business environment—or better understands how to meet the needs of its people. The project

will improve mobility and safety for Texans, create significant new jobs, and accelerate economic growth in the Lone Star State."

### **What Happens Next**

NCTCOG's Regional Transportation Council will determine how to proceed with the federal corridor identification grant and whether the city's requested alignments can be meaningfully evaluated.

Dallas' insistence on avoiding elevated rail and its renewed interest in TRE modernization set the stage for a consequential round of regional negotiations.

Meanwhile, the combination of federal cuts, unresolved routing disputes, legal objections from major developers, and the city's own economic findings means the path forward for a Dallas-Fort Worth high-speed rail line remains uncertain—and may ultimately hinge on whether regional leaders choose to pursue full high-speed service or shift toward improving the existing commuter rail backbone instead.

## **CARMA TECHNOLOGY AND TEXAS PARTNERS COMPLETE NATION'S LARGES ROAD USAGE CHARGE PILOT**

By Staff  
January 30, 2026

Carma Technology Corporation (Carma), in partnership with the North Central Texas Council of Governments (NCTCOG), today announced the successful completion of the nation's largest road usage charge (RUC) pilot, demonstrating the ability of smartphone-based systems to operate at unprecedented scale.

Delivered using Carma's smartphone-first platform, the pilot enrolled more than 41,000 participants and captured over 64 million miles of real-world driving, exceeding the combined scale of all prior U.S. RUC pilots. The effort showed that policy-grade mileage data, strong user participation, and operational flexibility can be achieved simultaneously—without proprietary in-vehicle hardware.

“This project shows that road usage charging can operate at real-world scale without one-size-fits-all data collection,” said Lawrence Mulligan, CEO of Carma Technology. “By using smartphones people already have, agencies can deploy RUC systems that are accurate, adaptable, and ready for statewide adoption.”

Most previous U.S. RUC pilots have involved hundreds or a few thousand volunteers. By contrast, this effort operated at orders-of-magnitude greater scale, allowing agencies to evaluate real-world performance across sustained participation, administrative workflows, and cost dynamics.

An independent evaluation conducted by the Texas A&M Transportation Institute (TTI) confirmed the program's relevance for future statewide and multi-state RUC planning, particularly when compared with earlier approaches that relied on manual activation, vehicle pairing, or additional hardware.

“The scale of this pilot allowed us to evaluate road usage charging in conditions that closely resemble real deployment,” said Nick Wood, research lead at TTI. “That level of participation is critical for understanding system performance and long-term program viability.”

Because Carma's platform is cloud-based and hardware-free, agencies were able to adjust rules, corridors, and pricing structures quickly, supporting applications such as managed lanes, tolling interoperability, and geographically specific policy design. The evaluation also showed that per-user administrative costs decline sharply at higher enrollment levels, a key requirement for sustainable statewide programs.

Together, the results provide strong evidence that Carma's smartphone-based RUC technology can support mileage-based funding, managed lanes integration, and tolling interoperability while avoiding the cost, friction, and equity challenges of dedicated in-vehicle devices.

## **DART SETS MARCH 24 HEARING AS CITIES PREPARE EXIT ELECTIONS**

By Jack Hintze  
January 29, 2026

The [Dallas Area Rapid Transit](#) Board of Directors has scheduled a public hearing for March 24 in preparation for potential successful withdrawal elections. This was scheduled just days after the Addison City Council scheduled an election for a potential withdrawal.

Discussions on potential withdrawal began four days after [DART's Silver Line](#) rail opened, when the city of Plano announced a special meeting to call an election on [a potential exit](#) from DART services. Since Plano's first mention of potential withdrawal, several cities followed suit, filing for an election to vote on their future of public transport.

The most recent city to file for a DART election, [Addison](#), joins Plano, Irving, Farmers Branch, Highland Park and University Park in scheduling an exit election. If voters approve a withdrawal, cities will continue paying sales tax to cover existing DART debt after services are canceled.

The service changes would only be enacted if cities successfully withdraw from DART as a result of a May 2 election. If a city successfully withdraws from DART during the election, services would cease immediately upon canvassing of the vote, ending as early as May 3.

While only residents in the five cities are voting on continued participation in DART, a successful withdrawal from any city would affect riders across a wide service area, DART said in a news release.

If all cities with DART participation on the ballot successfully withdraw, service changes may include:

- Changes in service for Red, Orange, Green and Silver lines, along with the Trinity Railway Express.
- Elimination of bus routes operating wholly inside withdrawn cities.
- Bus routes connecting through or to those cities would be amended or eliminated.
- Paratransit services would end in any city that votes to withdraw. Trips passing through a withdrawn city would be amended or rerouted.
- Closure of the following rail stations:
  - Downtown Plano Station
  - Belt Line Station
  - Hidden Ridge Station
  - Farmers Branch Station
  - Irving Convention Center Station
  - Downtown Irving/Heritage Crossing Station

- Las Colinas Urban Center Station
- North Lake College Station
- Parker Road Station
- Shiloh Road Station
- University of Dallas Station
- West Irving Station
- 12th Street Station
- GoLink service modified in:
  - Cypress Waters
  - Keller Springs
  - Park Cities
  - East Telecom
- GoLink service that would cease in a withdrawn city include:
  - East Plano
  - Far North Plano
  - Legacy
  - North Central Plano/Chase Oaks
  - South Central Plano
  - Passport Park/Bear Creek
  - North Central Irving
  - South Irving
  - Farmers Branch

DART invites riders, residents and stakeholders to attend pre-public hearing community sessions, submit feedback and participate in the formal public hearing process during the March 24 board meeting at 6 p.m.

For a full schedule of pre-hearing events or to submit a comment, visit [dart.org/PublicHearing](http://dart.org/PublicHearing).

## **TEXAS RANKS NO. 9 AMONG DEADLIEST STATES FOR NEW YEAR'S CRASHES**

By John Egan  
December 30, 2025

At more than 314,000 miles, Texas boasts the largest system of public roads among the 50 states. It also holds the unfortunate distinction of being one of the deadliest states for New Year's car accidents.

An analysis of 2014-2023 traffic data from the National Highway Traffic Safety Administration (NHTSA) shows Texas is the ninth worst state for traffic deaths on New Year's Eve and New Year's Day.

During the 10-year period covered by the analysis, commissioned by AutoAccident.com, Texas tallied 280 traffic deaths on New Year's Eve and New Year's Day — the highest total of any state. The 280-person toll in Texas works out to 9.61 deaths per one million residents, a rate that's 37 percent above the national average of 6.99 deaths per one million residents.

The analysis reveals that nearly three-fourths (64 percent) of New Year's Eve and New Year's Day traffic deaths in Texas were drivers, nearly one-fifth (19 percent) were pedestrians, and 16 percent were passengers.

"New Year's Eve is one of the most dangerous nights on American roads," says Edward Smith, managing attorney at [AutoAccident.com](https://www.autoaccident.com), a personal injury law firm.

"With impaired driving incidents spiking during holiday celebrations, every driver has a responsibility to make smart choices that protect themselves and others sharing the road," Smith adds. "Even in states with strong safety records, one preventable death is too many."

According to the Texas Department of Transportation (TxDOT), [more than 2,000 drunk driving-related crashes](#) happened during the 2024 holiday season. Last year, December ranked as the No. 1 month in Texas for wrecks caused by drunk drivers.

"The holidays are a wonderful time to be with family, and yet they can also be a painful reminder for those who have lost loved ones to preventable crashes," says Marc Williams, executive director of TxDOT. "Let's make a new holiday tradition to drive like a Texan: kind, courteous, and safe. That means always getting a sober ride."

TxDOT offers these four tips for staying safe on the roads as the calendar switches from 2025 to 2026:

1. Designate a sober driver before the celebrations start.
2. Ask a sober relative or friend to pick you up if you're too tipsy to drive.
3. Use public transit or rideshare services.
4. Stay off the roads until you've sobered up.

Several organizations in Dallas-Fort Worth are offering ways to get home safely around New Year's if you're too drunk to drive:

- Dallas Area Rapid Transit (DART) has teamed up with Coors Light to provide [free rides on New Year's Eve](#). To get a free ride, enter the promo code COORSNYE25 in the GoPass app. The offer is available to the first 10,500 riders who enter the code in the GoPass app.
- Trinity Metro will offer [free Trinity Railway Express rides](#) in Tarrant County from 6 pm-midnight on New Year's Eve.
- Various bars and entertainment venues in Dallas County are supplying [QR codes for one free Lyft ride](#) worth up to \$35. The [EpicCentral entertainment district](#) in Grand Prairie is among the participants.
- In collaboration with TxDOT and the Frisco Police Department, Uber is offering [\\$30-per-ride vouchers](#) for people in Frisco who aren't sober enough to drive. Frisco ranks first on Allstate's 2025 list of the [Texas cities with the best drivers](#).
- Fort Worth Limousines provides [designated-driver services](#) in Dallas-Fort Worth via limo, luxury sedan, SUV, and bus.
- Pro-Tow Wrecker Service is offering [free tows](#) to tipsy motorists in Denton County who need a ride on New Year's Eve.

## **WHAT IS MICROTRANSIT – AND WILL IT BE ENOUGH TO REPLACE DART?**

By Dylan Duke  
December 30, 2025

Some suburban cities frustrated with Dallas Area Rapid Transit are considering adopting a new method of transportation: microtransit.

Four cities — Irving, Farmers Branch, Highland Park and Plano — will [hold elections this spring to possibly leave the DART](#) over concerns about cost and what they say are inefficient services. In its place, some are already looking into city-run, on-demand services.

Irving will set aside money to implement microtransit if residents vote to leave DART in May, according to the city's [website](#). And a microtransit company representative appeared during a Carrollton DART Committee meeting to pitch the service, though the city hasn't called a withdrawal election.

Plano will seek to adopt microtransit regardless of whether the city leaves DART or not, Amanda McNew, director of media relations, told KERA.

Plano is currently asking DART to end its standard bus service and allow them to pay less into the agency. That bus service would be replaced by microtransit as soon as March, but Plano still hasn't settled on a vendor or a deal with DART.

"We really need to make some changes to be able to create a door-to-door service through different types of vehicles that work for our community," Plano Mayor John Muns said at a Nov. 5 special called meeting. "And so we're looking for those changes to help our residents utilize a public transit system even that much more."

But what is microtransit? And how will it change public transportation in North Texas?

### **What it is**

Microtransit allows people to schedule a ride in a van or small bus at a pickup location, usually at a cost of under \$10. Think of a subsidized Uber or Lyft ride, but you will likely share the ride with other passengers.

Via, a microtransit technology company with a large presence in Texas, currently provides this service to Arlington, Denton County and Trinity Metro through multi-million dollar contracts. DART also has microtransit integrated into its service through GoLink, which contracts out primarily to [Transdev](#), a French-based public transit company.

The rides are limited to zones established by the local government. This means your options for traveling outside a county or city are often limited.

But when microtransit works, the convenience is hard to beat. A couple dollars and a few clicks is all it takes to have a van pick you up and take you to your destination.

A representative for Via told KERA their service is targeted toward helping people living in medium-density areas.



“Light rail is really effective at moving a lot of people in a cost-effective way when you have the infrastructure and the funding and the land to put it in,” the spokesperson said. “The challenge is that in a lot of suburban environments ... you don’t have the infrastructure and you frankly don’t have the density of people.”

### **Issues of scale**

The big issue facing microtransit is how much it can grow in ridership before it gets too expensive for the local government to afford: More riders require more vans and drivers.

The Via representative told KERA the company mitigates this by having larger vehicles pick up multiple people per trip – but there is a tipping point.

“The microtransit system may run out of capacity to share more rides,” the spokesperson said. “But in those cases, (...) the first thing that happens is that people may wait a little bit longer.”

Ultimately, Via said it’s up to the local government to decide how much more service they want.

“Do we want people to wait a little bit longer, or do we want to put more money into this because this program is successful?” the representative said.

The standard DART bus or train gets more affordable for the government as ridership increases, said Julene Paul, an assistant professor of city and regional planning at the University of Texas at Arlington. Since the cost of running a bus or train along a route is essentially the same whether it’s full or empty, filling it up with more riders means more fare dollars at little additional cost to DART.

That’s not the case with microtransit, Paul said.

“If you’re offering microtransit, you’re probably not moving toward wanting to increase a lot of ridership,” Paul said.

Via told KERA that while it varies per location, the service commonly sees around four to five passengers per hour. DART’s GoLink microtransit saw 4.5 riders per hour in the third quarter of 2025, according to the [latest available data on hourly ridership](#). Local bus routes had nearly 15 riders per hour during the same time period.

Microtransit’s ability to scale up in ridership has put into question its ability to handle large events like the 2026 World Cup.

Alicia Winkelblech, Arlington’s director of transportation, told KERA in October Via meets the average needs of people looking for a ride, but “specifically moving large masses of people, that’s not where microtransit excels because they get stuck in the traffic with everyone else.”



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

January 5, 2026

Project Evaluation Committee  
Texas Department of Transportation  
Rail Division  
125 E. 11th Street  
Austin, TX 78701

Dear Project Evaluation Committee:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization policy body for the Dallas-Fort Worth area, I am pleased to support the Texas Department of Transportation's (TxDOT) Off-System Rail Grade Separation State Fund Program application submitted by the City of Haslet for the BNSF Railway Crossing of Avondale-Haslet Road, west of Farm to Market Road (FM) 156, in Tarrant County.

This grade separation project covers the BNSF railway crossing of Avondale-Haslet Road, as well as FM 156 and School House Road, providing Haslet and the North Fort Worth/North Tarrant County subregion, which includes AllianceTexas and the BNSF hub, with an east-west regional corridor that connects Interstate Highway 35W/State Highway 170 to U.S. Highway 287. It eliminates a critical east-west mobility and safety conflict zone between three closely spaced north-south transportation corridors, one of which is the three-track (four-track right of way) BNSF Railway corridor as it enters and exits one of the nation's busiest intermodal facilities. Simultaneously, the project enhances roadway capacity, offers a continuous and dedicated shared-use path for active transportation users, ensures a seamless and less congested connection between Avondale-Haslet Road and Haslet Parkway, and provides accessibility to and from FM 156 as a gateway for both the City of Haslet's internal commerce and the sprawling AllianceTexas logistics hub and employment center.

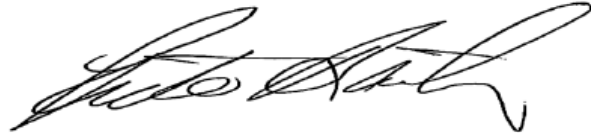
In addition, as an extension of SH 170, this project would create a connection between Tarrant County's western and eastern sides, including the Dallas-Fort Worth International Airport complex. In collaboration with the current roadway improvement projects in the cities of Haslet and Fort Worth, this grade separation offers a vital east-west connectivity component essential for the efficient and timely travel of the region's workforce, businesses, students, consumers, and residents.

This project is consistent with the policies and programs of Mobility 2050: The Metropolitan Transportation Plan for North Central Texas. If the project receives funds, the RTC will support its inclusion in the 2027 - 2030 Transportation Improvement Program for North Central Texas, as needed. Additionally, this letter affirms the April 2022 RTC action to contribute \$14.5 million in Surface Transportation Block Grant Program funds supporting this project's engineering and construction, fulfilling this program's requirement to provide at least 10% of non-State funding toward the project's total cost.

January 5, 2026

Again, the RTC supports the City of Haslet's TxDOT Off-System Rail Grade Separation State Fund Program application for the Avondale-Haslet Road grade separation project over the BNSF Railway crossing. Thank you for your time and consideration. If you have any questions, please contact Michael Morris, Director of Transportation for the North Central Texas Council of Governments, at (817) 695-9241 or [mmorris@nctcog.org](mailto:mmorris@nctcog.org).

Sincerely,

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

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

JN:kw

cc: Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments



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

January 9, 2026

Mr. Donald Franks  
Texas Department of Transportation  
Rail Division Director  
6230 E. Stassney Lane  
Austin, TX 78744

Dear Director Franks:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) policy body for the Dallas-Fort Worth area, I am pleased to support the Texas Department of Transportation's (TxDOT) Off-System Rail Grade Separation State Fund Program application for the Bonds Ranch Road West Grade Separation Project submitted by Tarrant County.

The proposed project is a grade separation of the BNSF Railway and Union Pacific Railroad (UPRR) crossings on Bonds Ranch Road near Business 287 and Hicks Airfield in the City of Fort Worth. The BNSF crossing has one track, and the UPRR crossing has two. A grade separation of these two crossings will eliminate blocked crossings and roadway incidents. This project will reduce congestion and emissions while increasing the efficiency and mobility of roadways and railroads. Most importantly, this project will improve safety for pedestrians and motor vehicles passing through the area.

This project is consistent with the policies and programs of Mobility 2050: The Metropolitan Transportation Plan for North Central Texas. If the project receives funds, the RTC will support its inclusion in the 2027 - 2030 Transportation Improvement Program for North Central Texas, as needed.

Again, the RTC supports Tarrant County's TxDOT Off-System Rail Grade Separation State Fund Program application for the Bonds Ranch Road West grade separation project over the BNSF Railway and UPRR crossings. Thank you for your time and consideration. If you have any questions, please contact Michael Morris, Director of Transportation for the North Central Texas Council of Governments, at (817) 695-9241 or [mmorris@nctcog.org](mailto:mmorris@nctcog.org).

Sincerely,

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

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

JN:kw

cc: Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments



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

December 1, 2025

The Honorable David Fink  
Administrator  
Federal Railroad Administration  
1200 New Jersey Avenue, SE W-32  
Washington, DC 20590

Dear Administrator Fink:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth area, I am pleased to support the Fiscal Year 2024-2025 Federal Railroad Administration (FRA) National Railroad Partnership Program application submitted by the North Central Texas Council of Governments (NCTCOG) for the Prairie Creek Road Grade Separation Project.

The proposed project is a grade separation of the Union Pacific Railroad (UPRR) at-grade crossing on Prairie Creek Road, located in Dallas, Texas. UPRR has four rail lines at the crossing, enabling significant train movement throughout the day. The primary element of this project is a bridge over the four UPRR tracks where they intersect North Prairie Creek Road. The proposed project is near three schools, including Ann Richards STEAM Academy, First Baptist Academy, and Skyline High School. A grade separation of this crossing will eliminate challenges, such as blocked crossings and rail/roadway incidents.

This grade separation will reduce congestion and emissions and increase roadway/railroad efficiency and mobility. Additionally, the project will increase the quality of life for passengers utilizing the corridor for intercity passenger rail throughout Texas and the nation. Most importantly, this project will increase safety for pedestrians and motor vehicles passing through the area.

This project is consistent with the policies and programs of Mobility 2050: The Metropolitan Transportation Plan for North Central Texas. If the project receives funds, the RTC will support its inclusion in the 2025 - 2028 Transportation Improvement Program for North Central Texas, as needed.

Again, the RTC supports the City of Dallas's FRA National Railroad Partnership Program application for the Prairie Creek Road Grade Separation Project. Thank you for your time and consideration. If you have any questions, please contact Michael Morris, Director of Transportation for the North Central Texas Council of Governments, at (817) 695-9241 or [mmorris@nctcog.org](mailto:mmorris@nctcog.org).

Sincerely,

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

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

JN:kw

cc: Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments



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

December 1, 2025

The Honorable David Fink  
Administrator  
Federal Railroad Administration  
1200 New Jersey Avenue, SE W-32  
Washington, DC 20590

Dear Administrator Fink:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth area, I am pleased to support the Fiscal Year 2024-2025 Federal Railroad Administration (FRA) National Railroad Partnership Program application submitted by the North Central Texas Council of Governments (NCTCOG) for the planning and design of the Interstate Highway (IH) 35E Stemmons Freeway bridge reconstruction and grade separation of the Market Center Boulevard railroad crossing in Dallas, Texas.

This project would complete the planning and design to eliminate the single-track bridge currently over IH 35E Stemmons Freeway and prepare for reconstruction of the bridge to add increased rail line capacity. The project also includes the planning and design of a grade separation at Market Center Boulevard, which would replace the current at-grade train crossing, as well as a proposal to obtain a Letter of Intent from the FRA for the construction of the double track at the IH 35E Stemmons Freeway bridge and the grade separation of the current at-grade Market Center Boulevard railroad crossing. Both the IH 35E Stemmons Freeway bridge and the Market Center railroad crossing are located on the Trinity Railway Express (TRE) corridor, which is a key intercity passenger rail corridor moving passengers between Dallas and Fort Worth, connecting both Dallas Area Rapid Transit (DART) and TEXRail rail services, as well as areas outside of the Dallas-Fort Worth region. In addition to providing passenger service by TRE and Amtrak, many freight railroads also have trackage rights on the corridor, including Union Pacific, BNSF Railway, Dallas Garland and Northeastern Railroad, and Fort Worth and Western Railroad.

These components will reduce rail congestion and increase railroad efficiency and improve safety and mobility. Most importantly, this project will increase the quality of life for passengers utilizing the TRE corridor for intercity passenger rail throughout Texas and the nation. The TRE corridor is a critical connection for future intercity passenger rail that will access the region and allow Dallas-Fort Worth to become the intercity passenger rail hub for the southwest.

This project is consistent with the policies and programs of Mobility 2050: The Metropolitan Transportation Plan for North Central Texas. If the project receives funds, the RTC will support its inclusion in the 2025 - 2028 Transportation Improvement Program for North Central Texas, as needed.

December 1, 2025

Again, the RTC supports NCTCOG's FRA National Railroad Partnership Program application for the planning and design of the IH 35E Stemmons Freeway bridge reconstruction and grade separation of the Market Center Boulevard railroad crossing. Thank you for your time and consideration. If you have any questions, please contact Michael Morris, Director of Transportation for the North Central Texas Council of Governments, at (817) 695-9241 or [mmorris@nctcog.org](mailto:mmorris@nctcog.org).

Sincerely,

A handwritten signature in black ink, appearing to read "Rick Bailey". The signature is fluid and cursive, with a prominent loop at the end.

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

JN:kw

cc: Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments



**PRESS RELEASE**  
Contact: Brian Wilson  
(817) 704-2511  
[bwilson@nctcog.org](mailto:bwilson@nctcog.org)

## **NCTCOG SEEKS INPUT ON TRANSPORTATION, AIR QUALITY IMPROVEMENT INITIATIVES AT FEB. 9 PUBLIC MEETING**

Public comments will be accepted through March 10

**Feb. 3, 2026** (Arlington, TEXAS) – The North Central Texas Council of Governments (NCTCOG) invites the public to provide input on recent transportation initiatives, funding requests and air quality improvement updates during a hybrid public meeting at noon on Monday, Feb. 9.

The meeting will be held in the Transportation Council Room at the NCTCOG offices, located at 616 Six Flags Drive in Arlington. Those unable to attend in person can view the meeting online at [PublicInput.com/nctcogFeb26](https://PublicInput.com/nctcogFeb26). Residents can also participate by calling 855-925-2801 and entering code 2831. Public comments will be accepted until March 10.

At the meeting, staff will present the 2027-2030 Transportation Improvement Program (TIP), a federally and state-mandated list of transportation projects with committed federal, state and local funding within a four-year period. The overview will cover the TIP document and development process, which includes a draft list of active regional projects.

Additionally, an overview of a North Tarrant Express funding request will be provided. TxDOT is requesting to use \$145 million for the construction of a northbound frontage road from northbound IH 35W to eastbound SH 121 and reconstruction of the Sylvania Avenue Bridge over SH 121. Approximately \$100 million of TxDOT funds and \$45 million of the North Tarrant Express managed lane revenue are requested for the project.

Finally, staff will present the final draft of the Dallas-Fort Worth Air Quality Improvement Plan - Comprehensive Action Plan. This plan serves as a strategic roadmap for reducing emissions through 2050 across five key sectors. The draft plan is available for comment at [Publicinput.com/dfwAQIP](https://Publicinput.com/dfwAQIP).

Residents planning to use transit to attend the meeting can take advantage of \$6 round-trip rides from the CentrePort/DFW Airport Station to NCTCOG via the Arlington Transportation app. Visit [ArlingtonTX.gov/ondemand](https://ArlingtonTX.gov/ondemand) to download the app.

For special accommodations related to disabilities or language interpretation, please call 817-608-2365 or email [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org) at least 72 hours prior to the meeting.



## **About the Regional Transportation Council:**

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 45 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at [www.nctcog.org](http://www.nctcog.org).

###



North Central Texas Council of Governments

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

**Regional Transportation Council**

Karla Windsor, AICP – Senior Program Manager – February 12, 2026

# NCTCOG Federal Competitive Grant Applications

## Award Postings and Pending Announcements for 2025 Submittals

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



# Overview – 2026 BUILD Grant Program

## *(Better Utilizing Investments to Leverage Development)*

### Funding Availability

**\$75 Million**  
Planning Grants

**\$1.425 Billion**  
Capital Grants

**50%/50%**  
Urban/Rural Areas

### Cost Sharing (Federal)

**Up to 80%**  
Urban Areas

**Up to 100%**

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

### Maximum Award

**\$25 Million**  
– per Project (*All*)

**\$225 Million**  
– per State ( $\leq 15\%$ )

### Minimum Award

**\$5 Million**  
Urban Areas (*Capital*)

**\$1 Million**  
Rural Areas (*Capital*)

**No Minimum**  
Planning Grants

### Other Details

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

**Application Limit** = Three per Lead Agency

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

**Application Deadline – February 24, 2026**

**Award Announcement – June 28, 2026**

**Obligation Deadline – September 30, 2030**

**Expenditure Deadline – September 30, 2035**

### NCTCOG FY2025 BUILD APPLICATIONS:

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

### Project Eligibility

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

### Applicant Eligibility

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



# FY2026 BUILD Grant Program

## Alternate Advancement of Unawarded FY2025 BUILD Projects

### Ennis Ave/UPRR Grade Separation:

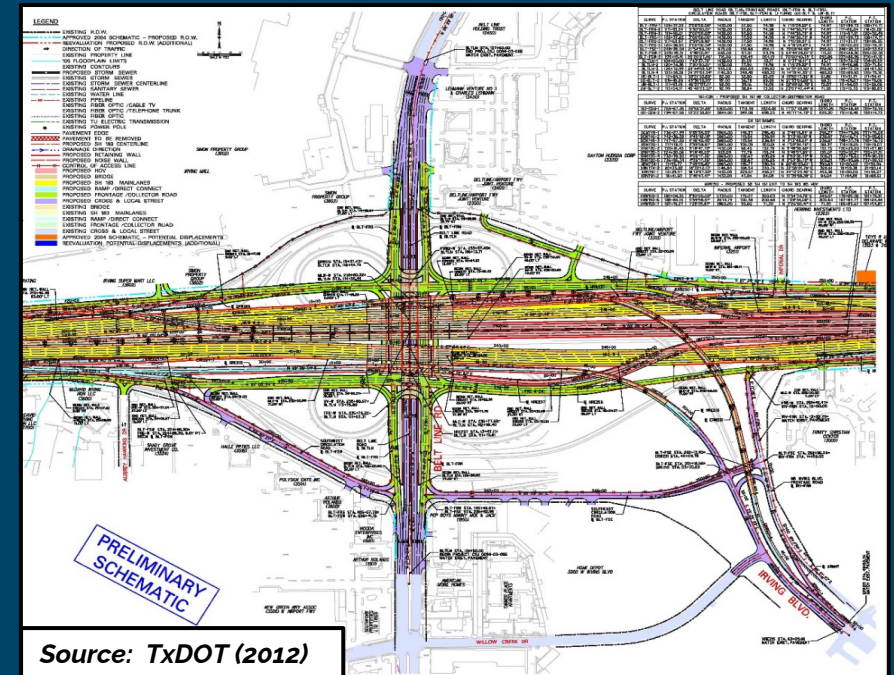
- Close funding gap through 2027-2030 Transportation Improvement Program (TIP) to achieve desired October 2026 letting
- Future STTC/RTC approval pending

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

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



Source: City of Ennis (2023)

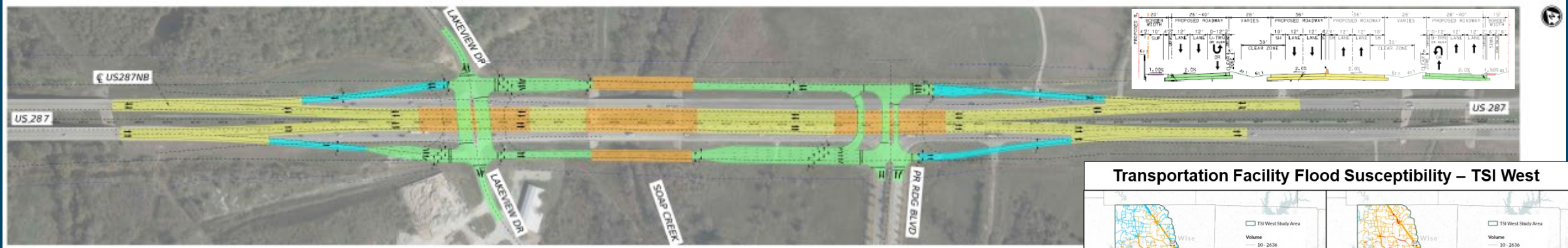


Source: TxDOT (2012)

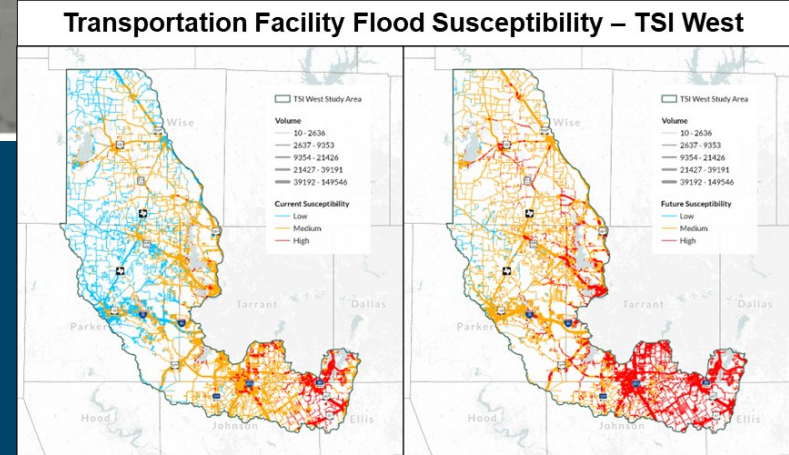


# FY2026 BUILD Grant Program

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



- Project on draft 2027 **Unified Transportation Program** list
- **Transportation/Stormwater Integration (TSI) Study** – US 287/Soap Creek bridges prioritized due to high area flood vulnerability/susceptibility
- **National Highway System corridor** economically viable as new Interstate; high freight volume (>12% trucks); multiple fatalities since 2021 (recently Dec 2025)



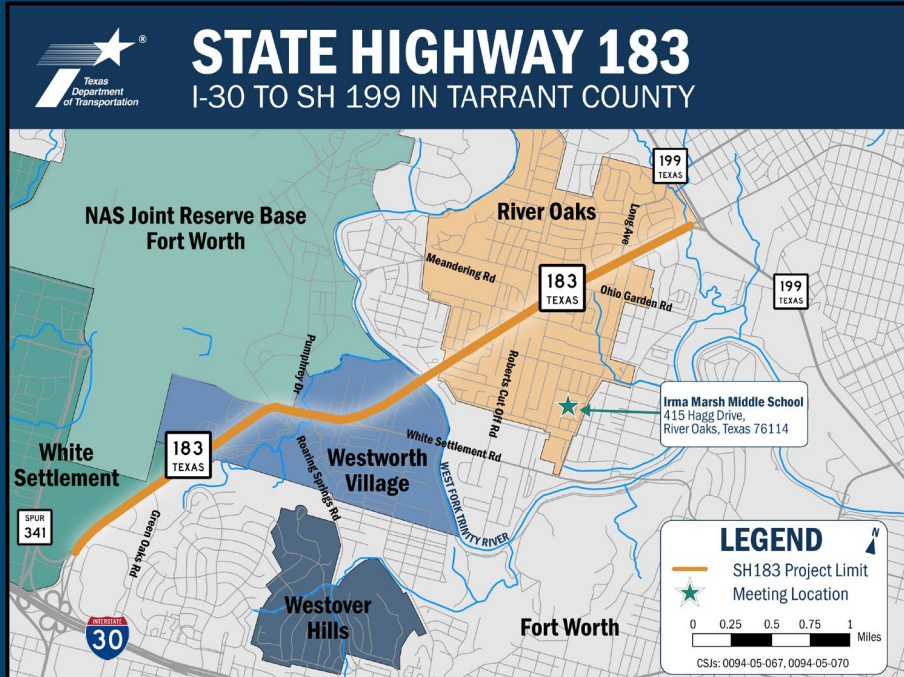
PROJECT			COST/FUNDING BREAKDOWN			
TITLE	DESCRIPTION/LIMITS	URBAN/RURAL	NON-FEDERAL	FEDERAL (Other)	FEDERAL (BUILD)	TOTAL COST
<b>US 287/ Prairie Ridge</b>	Expedite US 287 grade separations in south Grand Prairie to address safety, mobility, and connectivity in fast-growing/flood-prone area.	<b>RURAL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

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

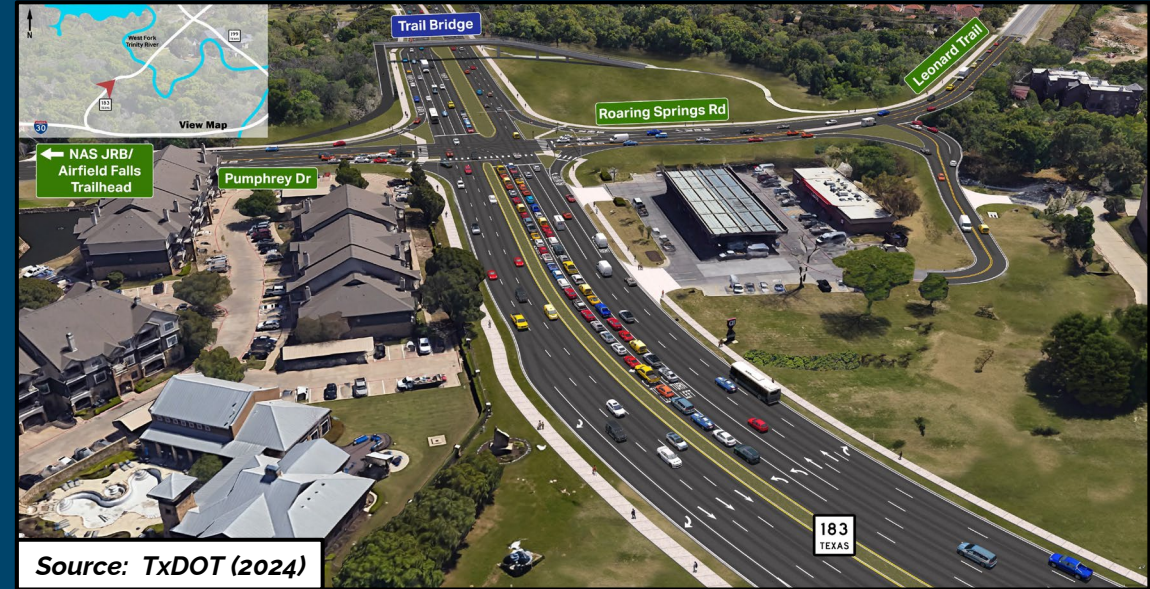


# FY2026 BUILD Grant Program

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



Looking NE at Pumphrey Drive and Roaring Springs Road



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

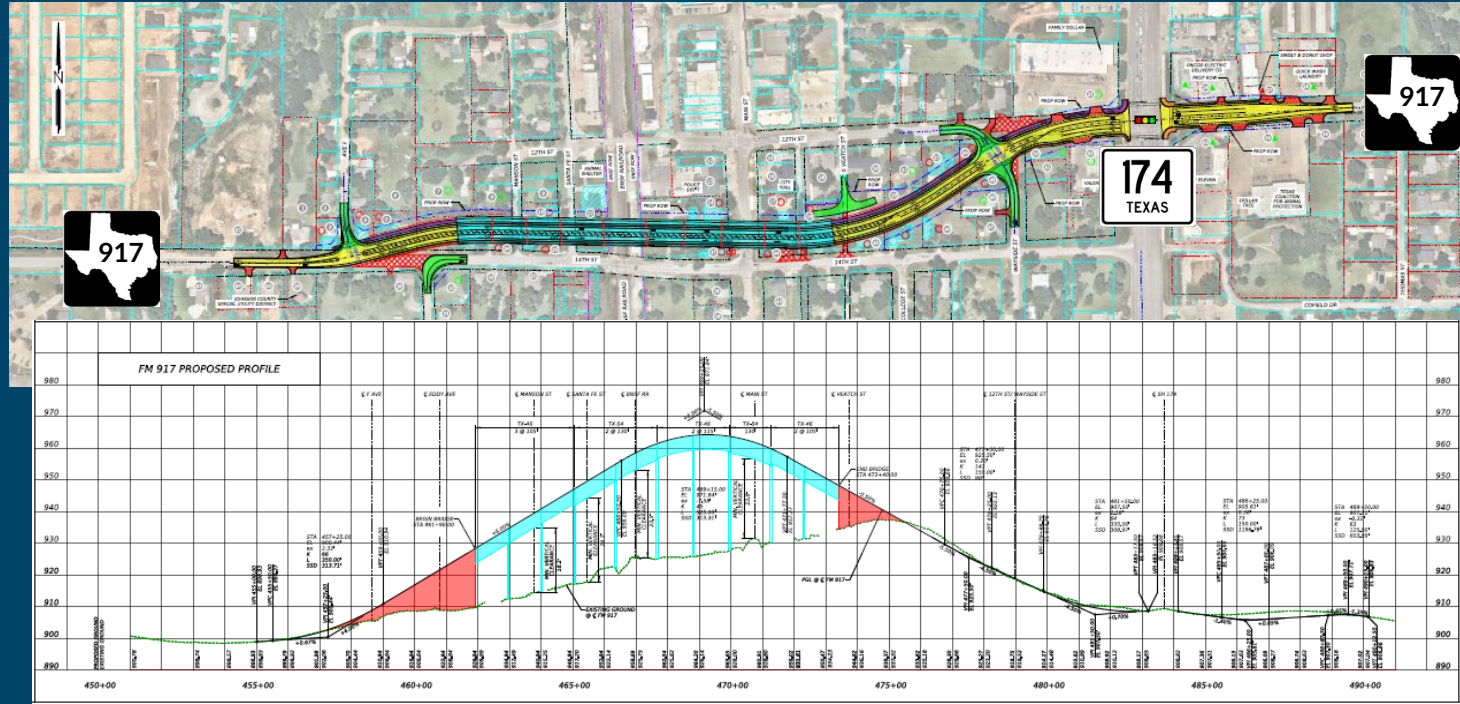
PROJECT			COST/FUNDING BREAKDOWN			
TITLE	DESCRIPTION/LIMITS	URBAN/RURAL	NON-FEDERAL	FEDERAL (Other)	FEDERAL (BUILD)	TOTAL COST
<b>SH 183/ Pumphrey</b>	Rebuild SH 183 junction with Pumphrey Dr and Roaring Springs Rd for improved multimodal capacity, safety, and NAS JRB accessibility.	<b>URBAN</b>	\$8,200,000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

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



# FY2026 BUILD Grant Program

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



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

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





# FY2026 BUILD Grant Program – Schedule

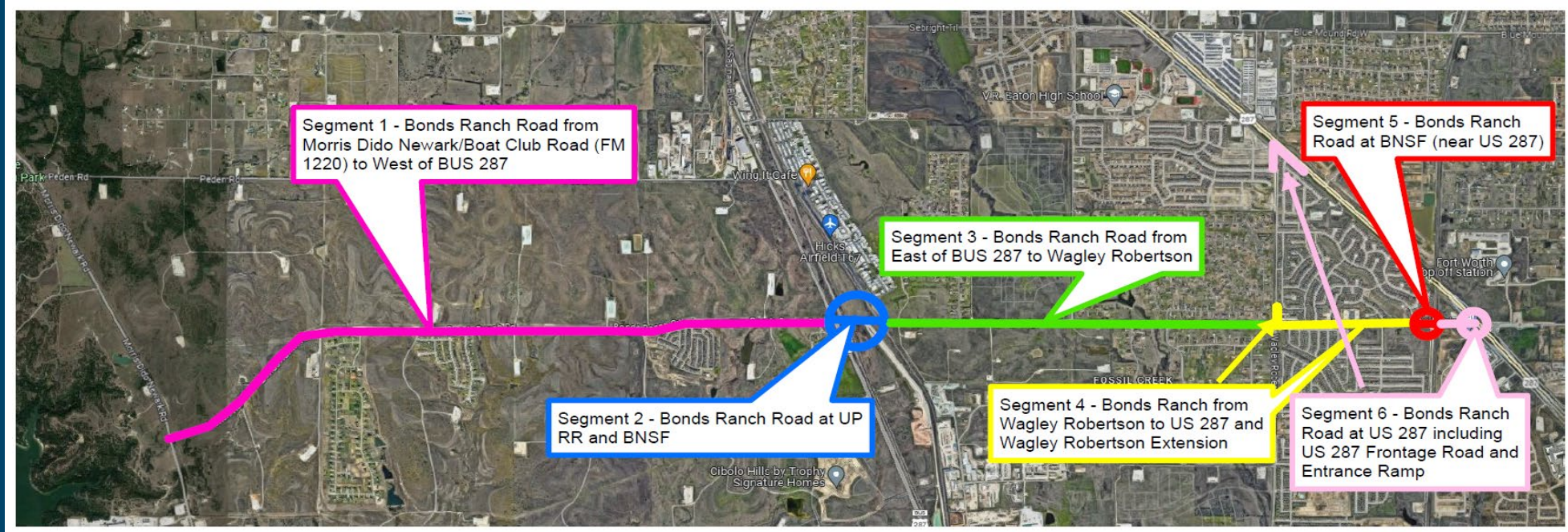
<b>November 26, 2025</b>	<b>FY2026 BUILD Program: Notice of Funding Opportunity Release</b>
January 14, 2026	Finalize Candidate Project Details <i>(for posting of January 2026 STTC Agenda)</i>
January 23, 2026	Surface Transportation Technical Committee Action
<b>February 9, 2026</b>	<b>RTC Letter of Support Deadline</b> <i>(for partner-submitted projects, please send requests to Jackie Nolasco – <a href="mailto:jnolasco@nctcog.org">jnolasco@nctcog.org</a>)</i>
<b>February 12, 2026</b>	<b>RTC Action</b>
<b>February 24, 2026</b>	<b>FY2026 BUILD Program: Application Deadline – Valid Eval</b>
February 26, 2026	Executive Board Endorsement



# Off-System Rail Grade Separation State Fund Program

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

Previously submitted for FY2023-24 Railroad Crossing Elimination Program, Tarrant County requests \$9M of Regional Toll Revenue (RTR) funds and \$30M of STBG/CMAQ funds as part of larger State application.



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



# Requested Action – FY2026 BUILD Grant and Off-System Rail Grade Separation Programs

## RTC approval for:

- Submitting the following projects for **FY2026 BUILD Grant** funding consideration:
  - 1) **US 287/Prairie Ridge Project** (*including proposed 50% Category 2/50% Category 4 funding and State match*)
  - 2) **SH 183/Pumphrey Dr BASE Project**
  - 3) **FM 917/BNSF Grade Separation Project**
- \$30M in Federal STBG/CMAQ funds and \$9M in RTR funds for Tarrant County's **Bonds Ranch Road Segment #2 Project** application to the **Off-System Rail Grade Separation State Fund Program**
- Administratively amending the Transportation Improvement Program/Statewide Transportation Improvement Program and updating any administrative and/or planning documents as needed to incorporate the proposed projects if selected

RTC Action Item – February 12, 2026



# CONTACT US



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Senior Program Manager

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**Berrien Barks**

Program Manager

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**Jeff Hathcock**

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**Travis Liska, AICP**

Program Manager

[tliska@nctcog.org](mailto:tliska@nctcog.org) | (817) 704-2512





# PROPOSED TRAFFIC SIGNAL FUNDING PROGRAM

REGIONAL TRANSPORTATION COUNCIL  
February 12, 2026

# BACKGROUND: PREVIOUS RTC ACTION

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



# IMPROVEMENT TYPES AND FUNDING CATEGORY

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



# IMPROVEMENT TYPES AND FUNDING CATEGORY

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





# PROPOSED PROGRAM FUNDING TABLE

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



# STEPS WITHIN THE PROGRAM

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



# SCHEDULE

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



# CONTACT US



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Senior Program Manager

[nbettger@nctcog.org](mailto:nbettger@nctcog.org) | 817-695-9280



Gregory Masota  
Principal Transportation Planner

[gmasota@nctcog.org](mailto:gmasota@nctcog.org) | 817-695-9264





STATE OF TEXAS  
OFFICE OF THE GOVERNOR  
AUSTIN, TEXAS 78711

WILLIAM P. CLEMENTS, JR.  
GOVERNOR

MEMORANDUM

TO: Metropolitan Planning Organization Points of  
Contact

FROM: Allan Rutter, Governor's Office of Budget and  
Planning

DATE: August 30, 1988

SUBJECT: Returned Copies of Signed MPO Designation  
Agreements

Enclosed you will find your copy of the signed agreement which designates your group as the Metropolitan Planning Organization for your urbanized area. Keep this in a safe place, since this will be the last time we have to perform this particular task.

I appreciate your patience and cooperation with this final iteration of the MPO redesignation process. Please continue to send me copies of MPO documents and products which you think would be of interest. Do not hesitate to contact me if you need to revise or change these agreements at any point in the future.

Thanks,  
*Allan Rutter*

AGREEMENT

STATE OF TEXAS  
COUNTY OF TRAVIS

THIS AGREEMENT Made this 26th day of August, A.D., 1988, by and between the Office of the Governor, State of Texas, acting by and through the Office of Budget and Planning, Party of the First Part, and the NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS, Party of the Second Part:

WITNESSETH

WHEREAS, the Federal-Aid Highway Act of 1973 in Section 112 allocates planning funds to Metropolitan Planning Organizations to support the urban transportation planning process; and

WHEREAS, the Federal Highway Administration (in accordance with Section 112 of the Federal-Aid Highway Act of 1973) and the Urban Mass Transportation Administration (in accordance with Section 8 of the Urban Mass Transportation Administration Act of 1964, as amended) intend to fund the same designated metropolitan planning organization in each metropolitan area; and

WHEREAS, The Federal Aviation Administration intends to consider this agency for the receipt of airport system planning funds under Section 13 of the Airport and Airway Development Act of 1970 as amended; and

WHEREAS, it is the desire of the parties that urban transportation planning be integrated to the maximum extent possible with other areawide planning in the metropolitan area; and

WHEREAS, the successful implementation of urban transportation planning requires the assistance and concurrence of all local governments in the metropolitan area.

NOW THEREFORE, it is hereby agreed that the use of funds made available under Section 112 of the Federal-Aid Highway Act of 1973 shall be governed by the organization and responsibilities as set out in the following paragraphs:

I. Organization

The NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS  
shall be the Metropolitan Planning Organization for transportation  
planning in the DALLAS-FORT WORTH  
urbanized area.

The Metropolitan Planning Organization shall:

- A. Develop or assist in the development of a multi-modal transportation planning process. Prepare a Unified Work Program which would specify the use of Section 112 funds or in those regions where a Unified Work Program is not required, prepare a plan for the use of these monies, and submit the Unified Work Program or plan for approval to the Committee established pursuant to Section 134 of Chapter 1 of Title 23 United States Code.
- B. Insure that transportation planning in the urbanized area is successful, coordinated, and integrated with other comprehensive planning in the State Planning Region.
- C. Use the Committee structure established pursuant to Section 134 of Chapter 1 of Title 23 U. S. C. as the group responsible for giving the Metropolitan Planning Organization overall transportation policy guidance.

II. Section 112 of the 1973 Federal-Aid Highway Act authorizes additional funds for the purpose of carrying out the provisions of Section 134 of Chapter 1, of Title 23 U. S. C. Therefore, first consideration for the distribution of Section 112 funds will be given to planning efforts being conducted by cities, counties, and regional councils of governments who are assigned responsibility for basic elements of the urban Transportation Study Agreements established by the State Department of Highways and Public Transportation pursuant to Section 134 of Chapter 1 of Title 23 U. S. C.

III. This agreement shall in no way establish any activity or process that would infringe upon or interfere with the statutory obligation of the State Department of Highways and Public Transportation.

- IV. The Metropolitan Planning Organization will contract with the State Department of Highways and Public Transportation for Section 112 Planning Funds. The expense involved in urban transportation planning will be assumed by the Metropolitan Planning Organization or agencies with which the Metropolitan Planning Organization has subcontracted to accomplish work identified in the approved Unified Work Program or plan for the use of Section 112 funds. Vouchers for completed work under the annual Unified Work Program or plan utilizing Section 112 funds will be audited and approved by the State Department of Highways and Public Transportation according to federal and state requirements. Reimbursement will be made on a periodic basis.
- V. This agreement may be renegotiated as necessary to meet changing conditions or terminated by either party upon 30 days notice.
- VI. This agreement will remain in full force and effect until such time as the NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS is no longer the designated Metropolitan Planning Organization or unless terminated as provided in Item V above.

IN WITNESS WHEREOF, the Parties have hereunto affixed their signatures on the dates indicated.

Party of the First Part  
OFFICE OF THE GOVERNOR  
STATE OF TEXAS

BY: H.P. Clements

Date: August 26, 1988

Party of the Second Part

BY: William J. Plustick  
William J. Plustick  
Executive Director, NCTCOG

Date: August 8, 1988

RECOMMENDATION FOR EXECUTION:

TITLE: Gordon A. Shunk  
Gordon A. Shunk  
Director of Transportation  
and Energy, NCTCOG





125 E 11th St | Austin, Texas 78701  
512.463.8588  
txdot.gov

June 18, 2025

Mr. Michael Morris,  
Director of Transportation  
North Central Texas Council of Governments  
616 Six Flags Drive  
Arlington, TX 76011

Dear Mr. Morris,

I am writing to inform you that the Texas Department of Transportation (TxDOT) intends to extend the existing Planning agreement with North Central Texas Council of Governments for two years.

This decision is in accordance with Article 1, Section B of the current agreement, which stipulates the option for an extension and the necessary procedures involved. Attached to this letter is the existing agreement for reference. Consequently, the updated expiration date for these agreements will now be September 30, 2027.

TxDOT has collaborated with Texas MPOs over the last year to revise the current agreements. This process revealed a need for additional review and evaluation to develop an agreement that will support administration of the TPF program and coordination with the MPOs. We will continue to coordinate this effort with the MPO community over the coming months. If you have any questions, please contact Casey Wells at casey.wells@txdot.gov.

Sincerely,

Signed by:

*Humberto Gonzalez Jr. P.E.*

F7C3A305BFEB4F2...

Humberto "Tito" Gonzalez, Jr., P.E., M.B.A.

Director, Transportation Planning and Programming Division

Attachments:

Current MPO Planning Agreement, effective September 28, 2018

CC: Todd Little, Executive Director, North Central Texas Council of Government  
Casey Wells, Transportation Planning and Programming Division, Systems Planning Section Director  
Travis Campbell, Director, Transportation Planning & Development, Dallas District  
Ricardo Gonzalez, Director, Transportation Planning & Development, Fort Worth District  
Dan Perry, Director, Transportation Planning & Development, Paris District  
Shannon Hawkins, Planner, Transportation Planning and Programming Division  
Karrie Boedeker, Transportation Planning and Programming Division, TPP Operations Section Director



125 E 11th St | Austin, Texas 78701  
512.463.8588  
txdot.gov

May 23, 2024

Mr. Michael Morris  
Director of Transportation  
North Central Texas Council of Governments  
616 Six Flags Drive  
Arlington, Texas 76011

Dear Mr. Morris:

I am writing to inform you that the Texas Department of Transportation (TxDOT) intends to extend the existing planning agreement with the North Central Texas Council of Governments (NCTCOG) Metropolitan Planning Organization (MPO) for one year.

This decision is pursuant to Article 1 Section B of the current agreement, which stipulates the option for an extension and the necessary procedures involved. Attached to this letter is the existing agreement for reference. Consequently, the updated expiration date for this agreement will now be September 30, 2025.

Over the next year, TxDOT will be revising the existing agreements to better support coordinated planning with MPOs. We will be in touch with you on proposed revisions later this year. If you have any questions, please contact Phillip Tindall, Metropolitan Planning Branch Manager, at [Phillip.tindall@txdot.gov](mailto:Phillip.tindall@txdot.gov).

Sincerely,

DocuSigned by:  
A handwritten signature in black ink that reads "Humberto Gonzalez Jr." is enclosed within a blue DocuSign signature box.

F7C3A305BFEB4F2...  
Humberto Gonzalez, Jr., P.E., M.B.A.  
Director, Transportation Planning and Programming Division

Attachments:

Current MPO Planning Agreement, Effective September 28, 2018

cc: Mike Eastland, Executive Director, North Central Texas Council of Governments  
Casey Wells, Transportation Planning and Programming Division, Systems Planning  
Section Director, TxDOT  
Phillip R. Tindall, Transportation Planning and Programming Division, Metropolitan  
Planning Branch Manager, TxDOT  
Todd Gibson, Transportation Planning and Programming Division, Planner, TxDOT

Contract No.:	50-19XF0006
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	20.205/20.505
Not Research and Development	

STATE OF TEXAS §

COUNTY OF TRAVIS §

## AGREEMENT WITH METROPOLITAN PLANNING ORGANIZATION

**THIS AGREEMENT** is made by and between the State of Texas, acting through the Texas Department of Transportation, called the "Department," the Regional Transportation Council as the Metropolitan Planning Organization (MPO) Policy Committee, called the "MPO Policy Committee", and the North Central Texas Council of Governments which has been designated by the Governor of the State of Texas as the MPO of the Dallas-Fort Worth Arlington, Denton-Lewisville, and McKinney urbanized areas", called the "MPO", which also serves as the Fiscal Agent for the MPO.

### WITNESSETH

**WHEREAS**, 23 United States Code (USC) §134 and 49 USC §5303 require that MPOs, in cooperation with the Department and transit agencies, develop transportation plans and programs for urbanized areas of the State; and

**WHEREAS**, 23 Code of Federal Regulations (CFR) 450.314 requires the MPO, State, and public transportation operators within each metropolitan planning area to enter into a written agreement to clearly identify the responsibilities of the parties in carrying out the metropolitan planning process; and

**WHEREAS**, 23 USC §104(d) authorizes Metropolitan Planning funds and 49 USC §5305 authorizes funds to be made available to MPOs designated by the Governor to support the urban transportation planning process; and

**WHEREAS**, the Department participates in the Consolidated Planning Grant program in which federal transit planning funds authorized under 49 USC §5305 are transferred to the Federal Highway Administration, combined with additional federal funds, and distributed to the state as a single distribution; and

**WHEREAS**, the federal share payable for authorized activities using the Consolidated Planning Grant funds is eighty percent (80%) of allowable costs; and

**WHEREAS**, Texas Transportation Code §221.003 authorizes the Department to expend federal and state funds for improvements to the state highway system; and

**WHEREAS**, Texas Transportation Code §201.703 authorizes the Department to expend federal funds and to provide state matching funds for allowable costs necessary for the improvement of roads not in the state highway system; and

**WHEREAS**, this agreement outlines the requirements and responsibilities of the parties for federal reimbursement using Consolidated Planning Grant funds and other federal

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transportation funds that may be used for planning (e.g., Surface Transportation Program, National Highway System, Congestion Mitigation and Air Quality, etc.); and

**WHEREAS**, the Governor of the State of Texas and the North Central Texas Council of Governments have executed an agreement pursuant to the MPO designation; and

**WHEREAS**, an area equal to or larger than the above-mentioned urbanized area has been delineated in accordance with federal and state guidelines where required metropolitan transportation planning activities may take place; and

**WHEREAS**, 23 Code of Federal Regulations (CFR) §420.117(a) requires that in accordance with 49 CFR §18.40, the Department shall monitor all activities performed by its staff or by sub-recipients with Federal Highway Administration (FHWA) planning and research funds to assure that the work is being managed and performed satisfactorily and that time schedules are being met; and

**NOW THEREFORE**, it is agreed as follows:

## **A G R E E M E N T**

### **Article 1. Agreement Period**

- A. This agreement becomes effective when signed by the last party whose signing makes the agreement fully executed. The Department shall not continue its obligation to the MPO under this agreement if the Governor's designation of the MPO is withdrawn; if federal funds cease to become available; or if the agreement is terminated as provided below.
- B. This agreement expires on September 30, 2024. No fewer than one hundred and twenty (120) days before the expiration date, the Department may, at its sole discretion, exercise in writing an option to extend the agreement by a period of no more than two years. The Department may exercise this option no more than two times. If all terms and conditions of this agreement remain viable and no amendment to the existing agreement or new agreement is required, a letter from the Department to the MPO shall constitute renewal of this agreement subject to all terms and conditions specified in this agreement. However, an amendment or a new agreement may be executed, if necessary.

### **Article 2. Responsibilities of the Department**

The responsibilities of the Department are as follows:

- A. Assist in the development of the Unified Planning Work Program (UPWP), approve the format of work programs submitted by the MPO, and, where required by federal law or regulation, monitor the MPO's performance of activities and expenditure of funds under a UPWP. Where monitoring is not required, the Department is responsible for reviewing the MPO's activities and expenditure of funds, and will comment on and make suggestions relating to those activities and expenditures.
- B. Develop a time line for development of the UPWP by the MPO; and in consultation with the MPOs, shall develop a standard UPWP format to be used by all MPOs.
- C. Make available to the MPO its share of all federal metropolitan planning funds and provide the required non-federal match as authorized by the Texas Transportation Commission.

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The Department will distribute federal transportation planning funds to the MPO based on a formula developed by the Department, in consultation with the MPOs, and approved by FHWA, the Federal Transit Administration (FTA), and other applicable federal agencies.

- D. Provide to the MPO, as appropriate, technical assistance and guidance for the collection, processing, and forecasting of socio-economic data needed for the development of traffic forecasts, plans, programs, and planning proposals within the metropolitan area, including collecting, processing, and forecasting vehicular travel volume data in cooperation with the MPO, as appropriate.
- E. Jointly promote the development of the intermodal transportation system within the metropolitan area by identifying points in the system where access, connectivity, and coordination between the modes and inter-urban facilities would benefit the entire system.
- F. Share with the MPO information and information sources concerning transportation planning issues that relate to this agreement.
- G. Cooperatively develop and share information with the MPO related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS).

### **Article 3. Responsibilities of the MPO**

The MPO is an organization created to ensure that existing and future expenditures on transportation projects and programs are based on a continuing, cooperative, and comprehensive planning process. The responsibilities of the MPO are as follows:

- A. Document planning activities in a UPWP to indicate who will perform the work, the schedule for completing it, and all products that will be produced. In cooperation with the Department and public transportation operators as defined by 23 CFR Part 450, the MPO must annually or bi-annually develop a UPWP that meets federal requirements.
- B. Prepare and submit to the Department an annual performance and expenditure report of progress no later than December 31 of each year. A uniform format for the annual report will be established by the Department, in consultation with the MPOs.
- C. Use funds provided in accordance with 43 Texas Administrative Code (TAC) §16.52 and Article 2 (Responsibilities of the Department) of this agreement to develop and maintain a comprehensive regional transportation planning program in conformity with the requirements of 23 USC §134, 49 USC §5303, and the Texas Comptroller of Public Accounts Uniform Grant Management Standards (UGMS).
- D. Develop a Metropolitan Transportation Plan (MTP), a Transportation Improvement Program (TIP), and a UPWP for the Metropolitan Planning Area (MPA), all of which are consistent with the Statewide Long-Range Transportation Plan (SLRTP), as required by the state and federal law. At a minimum, the MPO shall consider in their planning process the applicable factors outlined in 23 USC §134.
- E. Assemble and maintain an adequate, competent staff with the knowledge and experience that will enable them to perform all appropriate MPO activities required by law.
- F. Forecast, collect, and maintain appropriate socio-economic, roadway, and travel data on a timely basis, in cooperation with the Department.
- G. Prepare all required plans, programs, reports, data, and obtain required certifications in a timely manner.

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- H. Share information with the Department and information sources concerning transportation planning issues.
- I. Exercise sole responsibility to hire, supervise, evaluate, and terminate the MPO Transportation Planning Director.

#### **Article 4. Responsibilities of the MPO Policy Committee**

The MPO Policy Committee is the policy body that is the forum designated under 23 USC §134 with the responsibility for establishing overall transportation policy for the MPO and for making required approvals. The MPO Policy Committee is comprised of those governmental agencies identified in the original designation agreement and those agencies or organizations subsequently added to the membership of the committee. The responsibilities of the MPO, acting through its Policy Committee, are as follows:

- A. Ensure that requirements of 23 USC §§134 and 135 and 49 USC, Chapter 53, are carried out.
- B. Use funds provided in accordance with Article 2 (Responsibilities of the Department) of this agreement to develop and maintain a comprehensive regional transportation planning program in accordance with requirements of 23 USC §134 and 49 USC §5303.
- C. Develop and adopt an MTP for the MPA that is consistent with the SLRTP required by state and federal laws; a TIP and a UPWP; and other planning documents and reports that may be required by state or federal laws or regulations.
- D. Provide planning policy direction to the MPO Transportation Planning Director.

#### **Article 5. Responsibilities of the Fiscal Agent**

The Fiscal Agent for the MPO is the entity responsible for providing fiscal, human resource, and staff support services to the MPO. The responsibilities of the Fiscal Agent are as follows:

- A. Maintain required accounting records for state and federal funds consistent with current federal and state requirements.
- B. Provide all appropriate funding, as identified by fiscal year in the UPWP, to allow the MPO staff to effectively and efficiently operate the program.
- C. Provide human resource services to the MPO.
- D. Provide benefits for the MPO staff that shall be the same as the Fiscal Agent normally provides its own employees; or as determined through an agreement between the MPO and the Fiscal Agent. Costs incurred by the Fiscal Agent for these benefits may be reimbursed by the MPO.
- E. Establish procedures and policies for procurement and purchasing, when necessary, in cooperation with the MPO.

#### **Article 6. Responsibilities of the MPO Transportation Planning Director**

The responsibilities of the MPO Transportation Planning Director are as follows:

- A. Administer the MPO's UPWP. The Director shall serve in a full-time capacity and shall take planning policy direction from and be responsible to the designated MPO Policy Committee.
- B. Act as a liaison to the Department, relevant to the Department's transportation planning activities.
- C. Oversee and direct all MPO transportation planning staff work performed using MPO funds.
- D. Prepare and submit all required plans, programs, reports, data, and certifications in a timely manner.

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- E. Develop and present to the MPO Policy Committee an MTP for the MPA that is consistent with the SLRTP required by state and federal laws; a TIP and a UPWP; and other planning documents and reports that may be required by state or federal laws or regulations.
- F. Share with the Department information and information resources concerning transportation planning issues.

#### **Article 7. Unified Planning Work Program**

- A. Each year the MPO shall submit to the Department a program of work that includes goals, objectives, and tasks required by each of the several agencies involved in the metropolitan transportation planning process. This program of work is to be called the Unified Planning Work Program (UPWP), or any successor name. The UPWP shall be approved by the MPO Policy Committee, in accordance with 23 CFR §450.314.
- B. The UPWP will be prepared for a period of one (1) year or two (2) years unless otherwise agreed to by the Department and the MPO. The UPWP shall reflect only that work that can be accomplished during the time period of the UPWP, in accordance with TAC §16.52.
- C. The UPWP shall reflect transportation planning work tasks to be funded by federal, state, or local transportation, or transportation related (e.g. air quality) planning funds. The budget and statement of work will be included in the UPWP. The MPO may not incur costs until final approval of the UPWP is granted. The maximum amount payable will not exceed the budget included in the UPWP.
- D. The effective date of each UPWP will be October 1st of the initial year or the date of approval from the appropriate oversight agency, whichever occurs later. On that date, the UPWP shall constitute a new federal project and shall supersede the previous UPWP.
- E. The UPWP shall comply with all applicable federal and state requirements and will describe metropolitan transportation and transportation-related planning activities anticipated in the area.
- F. The use of federal metropolitan transportation planning funds shall be limited to transportation planning activities affecting the transportation system within the boundaries of a designated metropolitan planning area. If an MPO determines that data collection and analysis activities relating to land use, demographics, or traffic or travel information, conducted outside its boundaries, affects the transportation system within its boundaries, then those activities may be undertaken using federal planning funds, if the activities are specifically identified in an approved UPWP. Any other costs incurred for transportation planning activities outside the boundaries of a designated metropolitan planning area are not eligible for reimbursement.
- G. Travel outside the State of Texas by MPO staff and other agencies participating in the MPO planning process must be approved by the Department if funded with federal transportation planning funds. The MPO must receive approval prior to incurring any costs associated with the actual travel (e.g., registration fee). This provision will not apply if the travel is at the request of the Department. Travel to the State of Arkansas by the Texarkana MPO staff and travel to the State of New Mexico by the El Paso MPO staff shall be considered in-state travel.
- H. The cost of travel incurred by elected officials serving on the MPO Policy Committee is eligible for reimbursement with federal transportation planning funds in accordance with 43 TAC §16.52.

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- I. The use of federal transportation planning funds is limited to corridor/subarea level planning or multimodal or system-wide transit planning studies. Major investment studies and environmental studies are considered corridor level planning. Unless otherwise authorized by federal law or regulation, the use of such funds beyond environmental document preparation or for specific project level planning and engineering (efforts directly related to a specific project instead of a corridor) is not allowed.
- J. Failure to adhere to the time line developed by the Department may result in a delay in the authorization to the MPOs to proceed in incurring costs.
- K. A UPWP will not be approved if it is submitted in a format other than the standard format developed by the Department. The UPWP and subsequent amendments may be submitted electronically.
- L. The MPO shall not incur any costs for work outlined in the UPWP or any subsequent amendments (i.e., adding new work tasks or changing the scope of existing work tasks) prior to receiving approval from the Department. Any costs incurred prior to receiving Department approval are not eligible for reimbursement from federal transportation planning funds.
- M. Costs incurred by the MPO shall not exceed the total budgeted amount of the UPWP without prior approval of the MPO Policy Committee and the Department. Costs incurred on individual work tasks shall not exceed that task budget by 25 percent without prior approval of the MPO Policy Committee and the Department. If the costs exceed 25 percent of the task budget, the UPWP shall be revised, approved by the MPO Policy Committee, and submitted to the Department for approval.
- N. The MPO Policy Committee must approve the UPWP and any subsequent revisions, and shall not delegate the approval authority, except for corrective actions. Corrective actions do not change the scope of work, result in an increase or decrease in the amount of task funding, or affect the overall budget. Examples include typographical, grammatical, or syntax corrections.
- O. Should any conflict be discovered between the terms of this agreement and the UPWP, the terms of this agreement shall prevail.
- P. The MPO is not authorized to request payment for any work it may perform that is not included in the current UPWP.

### **Article 8. Compensation**

The Department's payment of any cost incurred under this agreement is contingent upon all of the following:

- A. Federal funds are available to the Department in a sufficient amount for making payments.
- B. The incurred cost is authorized in the UPWP. The maximum amount payable under this agreement shall not exceed the total budgeted amount outlined in the UPWP in accordance with 43 TAC §16.52.
- C. The cost has actually been incurred by the MPO and meets the following criteria:
  1. Is verifiable from MPO records;
  2. Is not included as match funds for any other federally-assisted program;
  3. Is necessary and reasonable for the proper and efficient accomplishment of program objectives;
  4. Is the type of charge that would be allowable under 2 CFR 200 Revised, "Cost Principles for State, Local, and Indian Tribal Governments" and the state's UGMS; and



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5. Is not paid by the Department or federal government under another assistance program unless authorized to be used as match under the other federal or state agreement and the laws and regulations to which it is subject.
- D. After October 1st of each year, the Department will issue a work order to the MPO establishing the effective date of work and the total funds authorized. If the UPWP is subsequently revised, necessitating a revision to the original work order, or the Department deems a revision necessary, a revised work order may be issued at any time throughout the fiscal year. If the amount in the UPWP differs from the amount in the work order, the amount in the work order prevails.
- E. The MPO is authorized to submit requests for payment of authorized costs incurred under this agreement on a semi-monthly basis, but no more than twenty four (24) times a year and no less than monthly as expenses occur. Each request for payment shall be submitted in a manner acceptable to the Department, which includes, at a minimum, the following information:
1. UPWP budget category or line item;
  2. Description of the cost;
  3. Quantity;
  4. Price;
  5. Cost extension; and
  6. Total costs
- F. The MPO shall submit the final bill from the previous fiscal year to the Department no later than December 31<sup>st</sup> of the calendar year in which that fiscal year ended. Any bills submitted after December 31 for a fiscal year in which the funds have been de-obligated will be processed against the current year's UPWP.
- G. Payment of costs is contingent upon compliance with the terms of Article 3 (Responsibilities of the MPO) of this agreement. Noncompliance may result in cancellation of authorized work and suspension of payments after a thirty (30) day notification by the Department to the MPO.

### **Article 9. Reporting**

To permit program monitoring and reporting, the MPO shall submit reports as required in Article 3 (Responsibilities of the MPO) of this agreement. If task expenditures overrun or underrun a budgeted task amount by twenty-five percent (25%) or more, the annual performance and expenditure report must include an explanation for the overrun or underrun.

### **Article 10. Indemnification**

- A. To the extent possible under state law, the MPO shall save harmless the Department and its officers and employees from all claims and liability that are due to activities of the MPO, its agents, or its employees performed under this agreement and that are caused by or result from error, omission, or negligent act of the MPO or of any person employed by the MPO.
- B. To the extent possible under state law, the MPO shall also save harmless the Department from any and all expense, including but not limited to, attorney fees that may be incurred by the Department in litigation or otherwise resisting claims or liabilities that may be imposed on the Department as a result of the activities of the MPO, its agents, or its employees.

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### **Article 11. Inspection of Work and Retention of Documents**

- A. The Department and, when federal funds are involved, the U. S. Department of Transportation (USDOT), and their authorized representatives shall have the right at all reasonable times to inspect or otherwise evaluate the work performed or being performed under this agreement and the premises on which it is being performed.
- B. If any inspection or evaluation is made on the premises of the MPO or a subcontractor, the MPO shall provide or require its subcontractor to provide all reasonable facilities and assistance for the safety and convenience of the inspectors in the performance of their duties. All inspections and evaluations shall be performed in a manner that will not unduly delay the work.
- C. The MPO agrees to maintain all books, documents, papers, computer generated files, accounting records, and other evidence pertaining to costs incurred and work performed under this agreement, and shall make those materials available at its office during the time period covered and for seven (7) years from the date of final payment under the UPWP. Those materials shall be made available during the specified period for inspection by the Department, the USDOT, and the Office of the Inspector General of the USDOT and any of their authorized representatives for the purpose of making audits, examinations, excerpts, and transcriptions.
- D. The state auditor may conduct an audit or investigation of any entity receiving funds from the Department directly under this agreement or indirectly through a subcontract under this agreement. Acceptance of funds directly under this agreement or indirectly through a subcontract under this agreement acts as acceptance of the authority of the state auditor, under the direction of the legislative audit committee, to conduct an audit or investigation in connection with those funds. An entity that is the subject of an audit or investigation must provide the state auditor with access to any information the state auditor considers relevant to the investigation or audit under the state's UGMS.

### **Article 12. Work Performance**

All work performed under this agreement shall be carried out in a professional and orderly manner, and the products authorized in the UPWP shall be accurate and exhibit high standards of workmanship.

### **Article 13. Disputes**

The MPO shall be responsible for the settlement of all contractual and administrative issues arising out of procurement entered into in support of work under this agreement. In the event of a dispute between the Department and the MPO concerning the work performed under this agreement in support of the urban transportation planning process, the dispute shall be resolved through binding arbitration. Furthermore, the arbiter shall be mutually acceptable to the Department and the MPO.

### **Article 14. Non-Collusion**

The MPO shall warrant that it has not employed or retained any company or person, other than a bona fide employee working for the MPO, to solicit or secure this agreement, and that it has not paid or agreed to pay any company or person, other than a bona fide employee, any fee, commission, percentage, brokerage fee, gift, or any other consideration contingent upon or resulting from the award or making of this agreement. If the MPO breaches or violates this

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warranty, the Department shall have the right to annul this agreement without liability or, in its discretion, to deduct from the agreement price or consideration, or otherwise recover the full amount of the fee, commission, brokerage fee, gift, or contingent fee.

#### **Article 15. Subcontracts**

- A. Any subcontract for services rendered by individuals or organizations not a part of the MPO's organization shall not be executed without prior authorization and approval of the subcontract by the Department and, when federal funds are involved, the USDOT. All work in the subcontract is subject to the state's UGMS. If the work for the subcontract is authorized in the current approved UPWP, and if the MPO's procurement procedures for negotiated contracts have been approved by the Department either directly or through self-certification by the MPO, the subcontract shall be deemed to be authorized and approved, provided that the subcontract includes all provisions required by the Department and the USDOT.
- B. Subcontracts in excess of \$25,000 shall contain all required provisions of this agreement.
- C. No subcontract will relieve the MPO of its responsibility under this agreement.

#### **Article 16. Termination**

- A. The Department may terminate this agreement at any time before the date of completion if the Governor withdraws his designation of the MPO. The Department or the MPO may seek termination of this agreement pursuant to Article 13 (Disputes) if either party fails to comply with the conditions of the agreement. The Department or the MPO shall give written notice to all parties at least ninety (90) days prior to the effective date of termination and specify the effective date of termination.
- B. The Department may terminate this agreement for reasons of its own, subject to agreement by the MPO.
- C. The parties to this agreement may terminate this agreement when its continuation would not produce beneficial results commensurate with the further expenditure of funds. In this event, the parties shall agree upon the termination conditions.
- D. Upon termination of this agreement, whether for cause or at the convenience of the parties, all finished or unfinished documents, data, studies, surveys, reports, maps, drawings, models, photographs, etc., prepared by the MPO shall, at the option of the Department, be delivered to the Department.
- E. The Department shall reimburse the MPO for those eligible expenses incurred during the agreement period that are directly attributable to the completed portion of the work covered by this agreement, provided that the work has been completed in a manner satisfactory and acceptable to the Department. The MPO shall not incur new obligations for the terminated portion after the effective date of termination.

#### **Article 17. Force Majeure**

Except with respect to defaults of subcontractors, the MPO shall not be in default by reason of failure in performance of this agreement in accordance with its terms (including any failure by the MPO to progress in the performance of the work) if that failure arises out of causes beyond the control and without the default or negligence of the MPO. Those causes may include but are not limited to acts of God or of the public enemy, fires, floods, epidemics, quarantine restrictions, strikes, freight embargoes, and unusually severe weather. In every case, however,

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the failure to perform must be beyond the control and without the fault or negligence of the MPO.

#### **Article 18. Remedies**

- A. Violation or breach of agreement terms by the MPO shall be grounds for termination of the agreement. Any costs incurred by the Department arising from the termination of this agreement shall be paid by the MPO.
- B. This agreement shall not be considered as specifying the exclusive remedy for any dispute, but all remedies existing at law and in equity may be availed of by either party and shall be cumulative.

#### **Article 19. Gratuities**

- A. Employees of the Department or the MPO shall not accept any benefits, gifts, or favors from any person doing business with, or who may do business with the Department or the MPO under this agreement.
- B. Any person doing business with, or who may do business with the Department or the MPO under this agreement, may not make any offer of benefits, gifts, or favors to Department or the MPO employees. Failure on the part of the Department or the MPO to adhere to this policy may result in termination of this agreement.

#### **Article 20. Compliance with Laws**

The parties to this agreement shall comply with all federal and state laws, statutes, rules, and regulations, and the orders and decrees of any courts or administrative bodies or tribunals in any matter affecting the performance of this agreement, including without limitation, workers' compensation laws, minimum and maximum salary and wage statutes and regulations, and licensing laws and regulations. When required, the MPO shall furnish the Department with satisfactory proof of its compliance.

#### **Article 21. Successors and Assigns**

No party shall assign or transfer its interest in this agreement without written consent of the other parties.

#### **Article 22. Debarment Certifications**

The MPO is prohibited from making any award or permitting any award at any tier to any party that is debarred or suspended or otherwise excluded from or ineligible for participation in federal assistance programs under Executive Order 12549, Debarment and Suspension. By executing this agreement, the MPO certifies that it is not currently debarred, suspended, or otherwise excluded from or ineligible for participation in Federal Assistance Programs under Executive Order 12549 and further certifies that it will not do business with any party that is currently debarred, suspended, or otherwise excluded from or ineligible for participation in Federal Assistance Programs under Executive Order 12549. The MPO shall require any party to a subcontract or purchase order awarded under this agreement as specified in 49 CFR Part 29 (Debarment and Suspension) to certify its eligibility to receive federal funds and, when requested by the Department, to furnish a copy of the certification.

#### **Article 23. Equal Employment Opportunity**

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The parties to this agreement agree to comply with Executive Order 11246 entitled "Equal Employment Opportunity" as amended by Executive Order 11375 and as supplemented in Department of Labor Regulations (41 CFR §60).

**Article 24. Pertinent Non-Discrimination Authorities**

During the performance of this Agreement, each party, for itself, its assignees, and successors in interest agree to comply with the following nondiscrimination statutes and authorities; including but not limited to:

- A. Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.
- B. The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of federal or federal-aid programs and projects).
- C. Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), as amended, (prohibits discrimination on the basis of sex).
- D. Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.) as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27.
- E. The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age).
- F. Airport and Airway Improvement Act of 1982, (49 U.S.C. Chapter 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex).
- G. The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the federal-aid recipients, subrecipients and contractors, whether such programs or activities are federally funded or not).
- H. Titles II and III of the Americans with Disabilities Act, which prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38.
- I. The Federal Aviation Administration's Nondiscrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex).
- J. Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures nondiscrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations.
- K. Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, the parties must take reasonable steps to ensure that LEP persons have meaningful access to the programs (70 Fed. Reg. at 74087 to 74100).
- L. Title IX of the Education Amendments of 1972, as amended, which prohibits the parties from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq.).

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### **Article 25. Nondiscrimination on the Basis of Disability**

The MPO agrees that no otherwise qualified disabled person shall, solely by reason of his disability, be excluded from participation in, be denied the benefits of, or otherwise be subject to discrimination under this agreement. The MPO shall ensure that all fixed facility construction or alteration and all new equipment included in the project comply with applicable regulations regarding Nondiscrimination on the Basis of Disability in Programs and Activities Receiving or Benefiting from Federal Financial Assistance, set forth in 49 CFR Part 27, and any amendments to it.

### **Article 26. Disadvantaged Business Enterprise (DBE) Program Requirements**

If federal funds are used:

- A. The parties shall comply with the Disadvantaged Business Enterprise Program requirements established in 49 CFR Part 26.
- B. The MPO shall adopt, in its totality, the State's federally approved DBE program.
- C. The MPO shall incorporate into its contracts with subproviders an appropriate DBE goal consistent with the State's DBE guidelines and in consideration of the local market, project size, and nature of the goods or services to be acquired. The MPO shall submit its proposed scope of services and quantity estimates to the State to allow the State to establish a DBE goal for each MPO contract with a subprovider. The MPO shall be responsible for documenting its actions.
- D. The MPO shall follow all other parts of the State's DBE program referenced in TxDOT Form 2395, Memorandum of Understanding Regarding the Adoption of the Texas Department of Transportation's Federally-Approved Disadvantaged Business Enterprise by Entity, and attachments found at web address [http://ftp.dot.state.tx.us/pub/txdot-info/bop/dbe/mou/mou\\_attachments.pdf](http://ftp.dot.state.tx.us/pub/txdot-info/bop/dbe/mou/mou_attachments.pdf).
- E. The MPO shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any U.S. Department of Transportation (DOT)-assisted contract or in the administration of its DBE program or the requirements of 49 CFR Part 26. The MPO shall take all necessary and reasonable steps under 49 CFR Part 26 to ensure non-discrimination in award and administration of DOT-assisted contracts. The State's DBE program, as required by 49 CFR Part 26 and as approved by DOT, is incorporated by reference in this Agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as a violation of this Agreement. Upon notification to the MPO of its failure to carry out its approved program, the State may impose sanctions as provided for under 49 CFR Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801 et seq.).
- F. Each contract the MPO signs with a contractor (and each subcontract the prime contractor signs with a sub-contractor) must include the following assurance: *The contractor, sub-recipient, or sub-contractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this Agreement, which may result in the termination of this Agreement or such other remedy as the recipient deems appropriate.*

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**Article 27. Procurement and Property Management Standards**

- A. The parties to this Agreement shall adhere to the procurement standards established in Title 49 CFR §18.36, to the property management standards established in 2 CFR 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, and to the Texas Uniform Grant Management Standards. The State must pre-approve the MPO's procurement procedures for purchases to be eligible for state or federal funds.
- B. The MPO agrees to comply with applicable Buy America requirements set forth in the Surface Transportation Assistance Act of 1978 (Pub. L. 95-599) §401 and the FTA's Buy America regulations in 49 CFR Part 661.
- C. The MPO agrees to comply with the cargo preference requirements set forth in 46 USC §55305 and Maritime Administration regulations set forth in 46 CFR Part 381.

**Article 28. Environmental Protection and Energy Efficiency**

- A. The MPO agrees to comply with all applicable standards, orders, or requirements issued under Section 306 of the Clean Air Act, 42 USC §7602; Section 508 of the Clean Water Act 33 USC §1368; Executive Order 11738 and Title 40 CFR, "Protection of Environment." The MPO further agrees to report violations to the Department.
- B. The MPO agrees to recognize standards and policies relating to energy efficiency that are contained in the State energy conservation plan issued in compliance with the Energy Policy and Conservation Act (Pub. L. 94-163).

**Article 29. Federal Reimbursement**

The MPO shall be responsible for any funds determined to be ineligible for federal reimbursement, and shall reimburse the Department the amount of those funds previously provided to it by the Department.

**Article 30. Control of Drug Use**

The MPO agrees to comply with the terms of the FTA regulation, "Prevention of Alcohol Misuse and Prohibited Drug Use in Mass Transit Operations," set forth in 49 CFR Part 655.

**Article 31. Lobbying Certification**

In executing this agreement, each signatory certifies to the best of that signatory's knowledge and belief, that:

- A. No federal appropriated funds have been paid or will be paid by or on behalf of the parties to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
- B. If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with federal contracts, grants, loans, or cooperative agreements, the

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signatory for the MPO shall complete and submit the Federal Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

- C. The parties shall require that the language of this certification shall be included in the award documents for all sub-awards at all tiers (including subcontracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and all sub-recipients shall certify and disclose accordingly. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 USC §1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

### **Article 32. Amendments**

Any change to one or more of the terms and conditions of this agreement shall not be valid unless made in writing and agreed to by the parties before the change is implemented.

### **Article 33. Distribution of Products**

- A. The MPO shall provide a number of copies to be specified by the Department of all information, reports, proposals, brochures, summaries, written conclusions, graphic presentations, and similar materials developed by the MPO and financed, in whole or in part, as provided in this agreement. All reports published by the MPO shall contain the following prominent credit reference to the Department, USDOT, FHWA, and FTA:  
*Prepared in cooperation with the Texas Department of Transportation and the U.S. Department of Transportation, Federal Highway Administration, and Federal Transit Administration.*
- B. Upon termination of this agreement, all documents prepared by the MPO or furnished to the MPO by the Department, shall be delivered to the Department. All documents, photographs, calculations, programs, and other data prepared or used under this agreement may be used by the Department without restriction or limitation of further use.

### **Article 34. Legal Construction**

In case any one or more of the provisions contained in this agreement shall for any reason be held to be invalid, illegal, or unenforceable in any respect, that invalidity, illegality, or unenforceability shall not affect any other provisions and this agreement shall be construed as if it did not contain the invalid, illegal, or unenforceable provision.

### **Article 35. Sole Agreement**

This agreement constitutes the sole and only agreement between the parties and supersedes any prior understandings or written or oral agreements between the parties respecting the subject matter of this agreement.

### **Article 36. Copyrights**

The Department and the USDOT shall, with regard to any reports or other products produced under this agreement, reserve a royalty-free, nonexclusive and irrevocable right to reproduce, publish, or otherwise use, and to authorize others to use the work for government purposes.

### **Article 37. Federal Funding Accountability and Transparency Act Requirements**



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- A. Any recipient of funds under this agreement agrees to comply with the Federal Funding Accountability and Transparency Act and implementing regulations at 2 CFR Part 170, including Appendix A. This agreement is subject to the following award terms: <http://www.gpo.gov/fdsys/pkg/FR-2010-09-14/pdf/2010-22705.pdf> and <http://www.gpo.gov/fdsys/pkg/FR-2010-09-14/pdf/2010-22706.pdf>
- B. The MPO agrees that it shall:
1. Obtain and provide to the Department a Central Contracting Registry (CCR) number (Federal Acquisition Regulation, Part 4, Sub-part 4.1100) if this award provides for more than \$25,000 in Federal funding. The CCR number may be obtained by visiting the CCR web-site at <https://www.sam.gov/portal/public/SAMI/>;
  2. Obtain and provide to the Department a Data Universal Numbering System (DUNS) number, a unique nine-character number that allows the Federal government to track the distribution of federal money. The DUNS number may be requested free of charge for all businesses and entities required to do so by visiting the Dun & Bradstreet on-line registration website at <http://fedgov.dnb.com/webform/>; and
  3. Report the total compensation and names of its top five (5) executives to the Department if:
    - i. More than 80% of annual gross revenues are from the Federal government, and those revenues are greater than \$25,000,000; and
    - ii. The compensation information is not already available through reporting to the U.S. Securities and Exchange Commission.

### **Article 38. Single Audit Report**

If federal funds are used:

- A. The parties shall comply with the single audit report requirements stipulated in 2 CFR 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.
- B. If threshold expenditures of \$750,000 or more are met during the fiscal year, the MPO must submit a Single Audit Report and Management Letter (if applicable) to TxDOT's Compliance Division, 125 East 11th Street, Austin, TX 78701 or contact TxDOT's Compliance Division by email at [singleaudits@txdot.gov](mailto:singleaudits@txdot.gov).
- C. If expenditures are less than the threshold during the MPO's fiscal year, the MPO must submit a statement to TxDOT's Compliance Division as follows: "We did not meet the \$\_\_\_\_\_ expenditure threshold and therefore, are not required to have a single audit performed for FY \_\_\_\_\_."
- D. For each year the Project remains open for federal funding expenditures, the MPO will be responsible for filing a report or statement as described above. The required annual filing shall extend throughout the life of the Agreement, unless otherwise amended or the Project has been formally closed out and no charges have been incurred within the current fiscal year.

### **Article 39. Notices**

All notices to any party by the other parties required under this agreement shall be delivered personally or sent by certified or U.S. mail, postage prepaid, addressed to the party at the following addresses:

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<b>MPO/Fiscal Agent:</b>	Mike Eastland, Executive Director North Central Texas Council of Governments 616 Six Flags Drive Arlington, Texas 76011
<b>MPO Policy Committee:</b>	Michael Morris, P.E. Director of Transportation 616 Six Flags Drive Arlington, Texas 76011
<b>Department:</b>	Director, Transportation Planning & Programming Division Texas Department of Transportation 125 E. 11 <sup>th</sup> Street Austin, Texas 78701

All notices shall be deemed given on the date delivered or deposited in the mail, unless otherwise provided in this agreement. Any party may change the above address by sending written notice of the change to the other parties. Any party may request in writing that notices shall be delivered personally or by certified U.S. mail and that request shall be honored and carried out by the other parties.

**Article 40. Signatory Warranty**

Each signatory warrants that the signatory has necessary authority to execute this agreement on behalf of the entity represented.

**THIS AGREEMENT IS EXECUTED** by the Department, the North Central Texas Council of Governments as the MPO and Fiscal Agent and the Regional Transportation Council as the MPO Policy Committee in triplicate.

**REGIONAL TRANSPORTATION COUNCIL**

*Michael Morris*  
\_\_\_\_\_  
Signature

Michael Morris P.E.

Director of Transportation

Title

9/28/18

Date

**NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS**

*Mike Eastland*  
\_\_\_\_\_  
Signature

Mike Eastland

Executive Director

9/28/18

Date

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 THE DEPARTMENT

Signature

Peter Smith

Typed or Printed Name

Director, Transportation Planning and Programming Division, Texas Department of Transportation

Title

9/24/2018

Date



125 EAST 11TH STREET, AUSTIN, TEXAS 78701-2483 | 512.463.8588 | WWW.TXDOT.GOV

September 28, 2018

Mr. Michael Morris  
Director  
Dallas-Fort Worth Metropolitan Planning Organization  
616 Six Flags Drive  
Arlington, Texas 76011

Dear Mr. Morris:

Please find enclosed two (2) fully executed original planning agreements. One of the documents should be forwarded to your fiscal agent for their records.

If you have any questions or concerns please contact Ms. Peggy Thurin at 512-486-5024.

Regards,



Peter Smith, P.E.  
Director, Transportation Planning & Programming Division

cc: Peggy Thurin, P.E., Transportation Planning and Programming Division, Interim Deputy Director, TxDOT  
Kelly Kirkland, Public Transportation Division, Business Operations Project Manager, TxDOT

OUR VALUES: *People • Accountability • Trust • Honesty*

OUR MISSION: *Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods.*

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STATE OF TEXAS §

COUNTY OF TRAVIS §

## AGREEMENT WITH METROPOLITAN PLANNING ORGANIZATION

**THIS AGREEMENT** is made by and between the State of Texas, acting through the Texas Department of Transportation, called the "Department," the Regional Transportation Council as the Metropolitan Planning Organization (MPO) Policy Committee, called the "MPO Policy Committee", and the North Central Texas Council of Governments which has been designated by the Governor of the State of Texas as the MPO of the Dallas-Fort Worth Arlington, Denton-Lewisville, and McKinney urbanized areas", called the "MPO", which also serves as the Fiscal Agent for the MPO.

### WITNESSETH

**WHEREAS**, 23 United States Code (USC) §134 and 49 USC §5303 require that MPOs, in cooperation with the Department and transit agencies, develop transportation plans and programs for urbanized areas of the State; and

**WHEREAS**, 23 Code of Federal Regulations (CFR) 450.314 requires the MPO, State, and public transportation operators within each metropolitan planning area to enter into a written agreement to clearly identify the responsibilities of the parties in carrying out the metropolitan planning process; and

**WHEREAS**, 23 USC §104(d) authorizes Metropolitan Planning funds and 49 USC §5305 authorizes funds to be made available to MPOs designated by the Governor to support the urban transportation planning process; and

**WHEREAS**, the Department participates in the Consolidated Planning Grant program in which federal transit planning funds authorized under 49 USC §5305 are transferred to the Federal Highway Administration, combined with additional federal funds, and distributed to the state as a single distribution; and

**WHEREAS**, the federal share payable for authorized activities using the Consolidated Planning Grant funds is eighty percent (80%) of allowable costs; and

**WHEREAS**, Texas Transportation Code §221.003 authorizes the Department to expend federal and state funds for improvements to the state highway system; and

**WHEREAS**, Texas Transportation Code §201.703 authorizes the Department to expend federal funds and to provide state matching funds for allowable costs necessary for the improvement of roads not in the state highway system; and

**WHEREAS**, this agreement outlines the requirements and responsibilities of the parties for federal reimbursement using Consolidated Planning Grant funds and other federal

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transportation funds that may be used for planning (e.g., Surface Transportation Program, National Highway System, Congestion Mitigation and Air Quality, etc.); and

**WHEREAS**, the Governor of the State of Texas and the North Central Texas Council of Governments have executed an agreement pursuant to the MPO designation; and

**WHEREAS**, an area equal to or larger than the above-mentioned urbanized area has been delineated in accordance with federal and state guidelines where required metropolitan transportation planning activities may take place; and

**WHEREAS**, 23 Code of Federal Regulations (CFR) §420.117(a) requires that in accordance with 49 CFR §18.40, the Department shall monitor all activities performed by its staff or by sub-recipients with Federal Highway Administration (FHWA) planning and research funds to assure that the work is being managed and performed satisfactorily and that time schedules are being met; and

**NOW THEREFORE**, it is agreed as follows:

## **A G R E E M E N T**

### **Article 1. Agreement Period**

- A. This agreement becomes effective when signed by the last party whose signing makes the agreement fully executed. The Department shall not continue its obligation to the MPO under this agreement if the Governor's designation of the MPO is withdrawn; if federal funds cease to become available; or if the agreement is terminated as provided below.
- B. This agreement expires on September 30, 2024. No fewer than one hundred and twenty (120) days before the expiration date, the Department may, at its sole discretion, exercise in writing an option to extend the agreement by a period of no more than two years. The Department may exercise this option no more than two times. If all terms and conditions of this agreement remain viable and no amendment to the existing agreement or new agreement is required, a letter from the Department to the MPO shall constitute renewal of this agreement subject to all terms and conditions specified in this agreement. However, an amendment or a new agreement may be executed, if necessary.

### **Article 2. Responsibilities of the Department**

The responsibilities of the Department are as follows:

- A. Assist in the development of the Unified Planning Work Program (UPWP), approve the format of work programs submitted by the MPO, and, where required by federal law or regulation, monitor the MPO's performance of activities and expenditure of funds under a UPWP. Where monitoring is not required, the Department is responsible for reviewing the MPO's activities and expenditure of funds, and will comment on and make suggestions relating to those activities and expenditures.
- B. Develop a time line for development of the UPWP by the MPO; and in consultation with the MPOs, shall develop a standard UPWP format to be used by all MPOs.
- C. Make available to the MPO its share of all federal metropolitan planning funds and provide the required non-federal match as authorized by the Texas Transportation Commission.

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The Department will distribute federal transportation planning funds to the MPO based on a formula developed by the Department, in consultation with the MPOs, and approved by FHWA, the Federal Transit Administration (FTA), and other applicable federal agencies.

- D. Provide to the MPO, as appropriate, technical assistance and guidance for the collection, processing, and forecasting of socio-economic data needed for the development of traffic forecasts, plans, programs, and planning proposals within the metropolitan area, including collecting, processing, and forecasting vehicular travel volume data in cooperation with the MPO, as appropriate.
- E. Jointly promote the development of the intermodal transportation system within the metropolitan area by identifying points in the system where access, connectivity, and coordination between the modes and inter-urban facilities would benefit the entire system.
- F. Share with the MPO information and information sources concerning transportation planning issues that relate to this agreement.
- G. Cooperatively develop and share information with the MPO related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS).

**Article 3. Responsibilities of the MPO**

The MPO is an organization created to ensure that existing and future expenditures on transportation projects and programs are based on a continuing, cooperative, and comprehensive planning process. The responsibilities of the MPO are as follows:

- A. Document planning activities in a UPWP to indicate who will perform the work, the schedule for completing it, and all products that will be produced. In cooperation with the Department and public transportation operators as defined by 23 CFR Part 450, the MPO must annually or bi-annually develop a UPWP that meets federal requirements.
- B. Prepare and submit to the Department an annual performance and expenditure report of progress no later than December 31 of each year. A uniform format for the annual report will be established by the Department, in consultation with the MPOs.
- C. Use funds provided in accordance with 43 Texas Administrative Code (TAC) §16.52 and Article 2 (Responsibilities of the Department) of this agreement to develop and maintain a comprehensive regional transportation planning program in conformity with the requirements of 23 USC §134, 49 USC §5303, and the Texas Comptroller of Public Accounts Uniform Grant Management Standards (UGMS).
- D. Develop a Metropolitan Transportation Plan (MTP), a Transportation Improvement Program (TIP), and a UPWP for the Metropolitan Planning Area (MPA), all of which are consistent with the Statewide Long-Range Transportation Plan (SLRTP), as required by the state and federal law. At a minimum, the MPO shall consider in their planning process the applicable factors outlined in 23 USC §134.
- E. Assemble and maintain an adequate, competent staff with the knowledge and experience that will enable them to perform all appropriate MPO activities required by law.
- F. Forecast, collect, and maintain appropriate socio-economic, roadway, and travel data on a timely basis, in cooperation with the Department.
- G. Prepare all required plans, programs, reports, data, and obtain required certifications in a timely manner.

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- H. Share information with the Department and information sources concerning transportation planning issues.
- I. Exercise sole responsibility to hire, supervise, evaluate, and terminate the MPO Transportation Planning Director.

**Article 4. Responsibilities of the MPO Policy Committee**

The MPO Policy Committee is the policy body that is the forum designated under 23 USC §134 with the responsibility for establishing overall transportation policy for the MPO and for making required approvals. The MPO Policy Committee is comprised of those governmental agencies identified in the original designation agreement and those agencies or organizations subsequently added to the membership of the committee. The responsibilities of the MPO, acting through its Policy Committee, are as follows:

- A. Ensure that requirements of 23 USC §§134 and 135 and 49 USC, Chapter 53, are carried out.
- B. Use funds provided in accordance with Article 2 (Responsibilities of the Department) of this agreement to develop and maintain a comprehensive regional transportation planning program in accordance with requirements of 23 USC §134 and 49 USC §5303.
- C. Develop and adopt an MTP for the MPA that is consistent with the SLRTP required by state and federal laws; a TIP and a UPWP; and other planning documents and reports that may be required by state or federal laws or regulations.
- D. Provide planning policy direction to the MPO Transportation Planning Director.

**Article 5. Responsibilities of the Fiscal Agent**

The Fiscal Agent for the MPO is the entity responsible for providing fiscal, human resource, and staff support services to the MPO. The responsibilities of the Fiscal Agent are as follows:

- A. Maintain required accounting records for state and federal funds consistent with current federal and state requirements.
- B. Provide all appropriate funding, as identified by fiscal year in the UPWP, to allow the MPO staff to effectively and efficiently operate the program.
- C. Provide human resource services to the MPO.
- D. Provide benefits for the MPO staff that shall be the same as the Fiscal Agent normally provides its own employees; or as determined through an agreement between the MPO and the Fiscal Agent. Costs incurred by the Fiscal Agent for these benefits may be reimbursed by the MPO.
- E. Establish procedures and policies for procurement and purchasing, when necessary, in cooperation with the MPO.

**Article 6. Responsibilities of the MPO Transportation Planning Director**

The responsibilities of the MPO Transportation Planning Director are as follows:

- A. Administer the MPO's UPWP. The Director shall serve in a full-time capacity and shall take planning policy direction from and be responsible to the designated MPO Policy Committee.
- B. Act as a liaison to the Department, relevant to the Department's transportation planning activities.
- C. Oversee and direct all MPO transportation planning staff work performed using MPO funds.
- D. Prepare and submit all required plans, programs, reports, data, and certifications in a timely manner.



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- E. Develop and present to the MPO Policy Committee an MTP for the MPA that is consistent with the SLRTP required by state and federal laws; a TIP and a UPWP; and other planning documents and reports that may be required by state or federal laws or regulations.
- F. Share with the Department information and information resources concerning transportation planning issues.

**Article 7. Unified Planning Work Program**

- A. Each year the MPO shall submit to the Department a program of work that includes goals, objectives, and tasks required by each of the several agencies involved in the metropolitan transportation planning process. This program of work is to be called the Unified Planning Work Program (UPWP), or any successor name. The UPWP shall be approved by the MPO Policy Committee, in accordance with 23 CFR §450.314.
- B. The UPWP will be prepared for a period of one (1) year or two (2) years unless otherwise agreed to by the Department and the MPO. The UPWP shall reflect only that work that can be accomplished during the time period of the UPWP, in accordance with TAC §16.52.
- C. The UPWP shall reflect transportation planning work tasks to be funded by federal, state, or local transportation, or transportation related (e.g. air quality) planning funds. The budget and statement of work will be included in the UPWP. The MPO may not incur costs until final approval of the UPWP is granted. The maximum amount payable will not exceed the budget included in the UPWP.
- D. The effective date of each UPWP will be October 1st of the initial year or the date of approval from the appropriate oversight agency, whichever occurs later. On that date, the UPWP shall constitute a new federal project and shall supersede the previous UPWP.
- E. The UPWP shall comply with all applicable federal and state requirements and will describe metropolitan transportation and transportation-related planning activities anticipated in the area.
- F. The use of federal metropolitan transportation planning funds shall be limited to transportation planning activities affecting the transportation system within the boundaries of a designated metropolitan planning area. If an MPO determines that data collection and analysis activities relating to land use, demographics, or traffic or travel information, conducted outside its boundaries, affects the transportation system within its boundaries, then those activities may be undertaken using federal planning funds, if the activities are specifically identified in an approved UPWP. Any other costs incurred for transportation planning activities outside the boundaries of a designated metropolitan planning area are not eligible for reimbursement.
- G. Travel outside the State of Texas by MPO staff and other agencies participating in the MPO planning process must be approved by the Department if funded with federal transportation planning funds. The MPO must receive approval prior to incurring any costs associated with the actual travel (e.g., registration fee). This provision will not apply if the travel is at the request of the Department. Travel to the State of Arkansas by the Texarkana MPO staff and travel to the State of New Mexico by the El Paso MPO staff shall be considered in-state travel.
- H. The cost of travel incurred by elected officials serving on the MPO Policy Committee is eligible for reimbursement with federal transportation planning funds in accordance with 43 TAC §16.52.

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- I. The use of federal transportation planning funds is limited to corridor/subarea level planning or multimodal or system-wide transit planning studies. Major investment studies and environmental studies are considered corridor level planning. Unless otherwise authorized by federal law or regulation, the use of such funds beyond environmental document preparation or for specific project level planning and engineering (efforts directly related to a specific project instead of a corridor) is not allowed.
- J. Failure to adhere to the time line developed by the Department may result in a delay in the authorization to the MPOs to proceed in incurring costs.
- K. A UPWP will not be approved if it is submitted in a format other than the standard format developed by the Department. The UPWP and subsequent amendments may be submitted electronically.
- L. The MPO shall not incur any costs for work outlined in the UPWP or any subsequent amendments (i.e., adding new work tasks or changing the scope of existing work tasks) prior to receiving approval from the Department. Any costs incurred prior to receiving Department approval are not eligible for reimbursement from federal transportation planning funds.
- M. Costs incurred by the MPO shall not exceed the total budgeted amount of the UPWP without prior approval of the MPO Policy Committee and the Department. Costs incurred on individual work tasks shall not exceed that task budget by 25 percent without prior approval of the MPO Policy Committee and the Department. If the costs exceed 25 percent of the task budget, the UPWP shall be revised, approved by the MPO Policy Committee, and submitted to the Department for approval.
- N. The MPO Policy Committee must approve the UPWP and any subsequent revisions, and shall not delegate the approval authority, except for corrective actions. Corrective actions do not change the scope of work, result in an increase or decrease in the amount of task funding, or affect the overall budget. Examples include typographical, grammatical, or syntax corrections.
- O. Should any conflict be discovered between the terms of this agreement and the UPWP, the terms of this agreement shall prevail.
- P. The MPO is not authorized to request payment for any work it may perform that is not included in the current UPWP.

**Article 8. Compensation**

The Department's payment of any cost incurred under this agreement is contingent upon all of the following:

- A. Federal funds are available to the Department in a sufficient amount for making payments.
- B. The incurred cost is authorized in the UPWP. The maximum amount payable under this agreement shall not exceed the total budgeted amount outlined in the UPWP in accordance with 43 TAC §16.52.
- C. The cost has actually been incurred by the MPO and meets the following criteria:
  - 1. Is verifiable from MPO records;
  - 2. Is not included as match funds for any other federally-assisted program;
  - 3. Is necessary and reasonable for the proper and efficient accomplishment of program objectives;
  - 4. Is the type of charge that would be allowable under 2 CFR 200 Revised, "Cost Principles for State, Local, and Indian Tribal Governments" and the state's UGMS; and

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5. Is not paid by the Department or federal government under another assistance program unless authorized to be used as match under the other federal or state agreement and the laws and regulations to which it is subject.
- D. After October 1st of each year, the Department will issue a work order to the MPO establishing the effective date of work and the total funds authorized. If the UPWP is subsequently revised, necessitating a revision to the original work order, or the Department deems a revision necessary, a revised work order may be issued at any time throughout the fiscal year. If the amount in the UPWP differs from the amount in the work order, the amount in the work order prevails.
- E. The MPO is authorized to submit requests for payment of authorized costs incurred under this agreement on a semi-monthly basis, but no more than twenty four (24) times a year and no less than monthly as expenses occur. Each request for payment shall be submitted in a manner acceptable to the Department, which includes, at a minimum, the following information:
  1. UPWP budget category or line item;
  2. Description of the cost;
  3. Quantity;
  4. Price;
  5. Cost extension; and
  6. Total costs
- F. The MPO shall submit the final bill from the previous fiscal year to the Department no later than December 31<sup>st</sup> of the calendar year in which that fiscal year ended. Any bills submitted after December 31 for a fiscal year in which the funds have been de-obligated will be processed against the current year's UPWP.
- G. Payment of costs is contingent upon compliance with the terms of Article 3 (Responsibilities of the MPO) of this agreement. Noncompliance may result in cancellation of authorized work and suspension of payments after a thirty (30) day notification by the Department to the MPO.

**Article 9. Reporting**

To permit program monitoring and reporting, the MPO shall submit reports as required in Article 3 (Responsibilities of the MPO) of this agreement. If task expenditures overrun or underrun a budgeted task amount by twenty-five percent (25%) or more, the annual performance and expenditure report must include an explanation for the overrun or underrun.

**Article 10. Indemnification**

- A. To the extent possible under state law, the MPO shall save harmless the Department and its officers and employees from all claims and liability that are due to activities of the MPO, its agents, or its employees performed under this agreement and that are caused by or result from error, omission, or negligent act of the MPO or of any person employed by the MPO.
- B. To the extent possible under state law, the MPO shall also save harmless the Department from any and all expense, including but not limited to, attorney fees that may be incurred by the Department in litigation or otherwise resisting claims or liabilities that may be imposed on the Department as a result of the activities of the MPO, its agents, or its employees.

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**Article 11. Inspection of Work and Retention of Documents**

- A. The Department and, when federal funds are involved, the U. S. Department of Transportation (USDOT), and their authorized representatives shall have the right at all reasonable times to inspect or otherwise evaluate the work performed or being performed under this agreement and the premises on which it is being performed.
- B. If any inspection or evaluation is made on the premises of the MPO or a subcontractor, the MPO shall provide or require its subcontractor to provide all reasonable facilities and assistance for the safety and convenience of the inspectors in the performance of their duties. All inspections and evaluations shall be performed in a manner that will not unduly delay the work.
- C. The MPO agrees to maintain all books, documents, papers, computer generated files, accounting records, and other evidence pertaining to costs incurred and work performed under this agreement, and shall make those materials available at its office during the time period covered and for seven (7) years from the date of final payment under the UPWP. Those materials shall be made available during the specified period for inspection by the Department, the USDOT, and the Office of the Inspector General of the USDOT and any of their authorized representatives for the purpose of making audits, examinations, excerpts, and transcriptions.
- D. The state auditor may conduct an audit or investigation of any entity receiving funds from the Department directly under this agreement or indirectly through a subcontract under this agreement. Acceptance of funds directly under this agreement or indirectly through a subcontract under this agreement acts as acceptance of the authority of the state auditor, under the direction of the legislative audit committee, to conduct an audit or investigation in connection with those funds. An entity that is the subject of an audit or investigation must provide the state auditor with access to any information the state auditor considers relevant to the investigation or audit under the state's UGMS.

**Article 12. Work Performance**

All work performed under this agreement shall be carried out in a professional and orderly manner, and the products authorized in the UPWP shall be accurate and exhibit high standards of workmanship.

**Article 13. Disputes**

The MPO shall be responsible for the settlement of all contractual and administrative issues arising out of procurement entered into in support of work under this agreement. In the event of a dispute between the Department and the MPO concerning the work performed under this agreement in support of the urban transportation planning process, the dispute shall be resolved through binding arbitration. Furthermore, the arbiter shall be mutually acceptable to the Department and the MPO.

**Article 14. Non-Collusion**

The MPO shall warrant that it has not employed or retained any company or person, other than a bona fide employee working for the MPO, to solicit or secure this agreement, and that it has not paid or agreed to pay any company or person, other than a bona fide employee, any fee, commission, percentage, brokerage fee, gift, or any other consideration contingent upon or resulting from the award or making of this agreement. If the MPO breaches or violates this

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warranty, the Department shall have the right to annul this agreement without liability or, in its discretion, to deduct from the agreement price or consideration, or otherwise recover the full amount of the fee, commission, brokerage fee, gift, or contingent fee.

**Article 15. Subcontracts**

- A. Any subcontract for services rendered by individuals or organizations not a part of the MPO's organization shall not be executed without prior authorization and approval of the subcontract by the Department and, when federal funds are involved, the USDOT. All work in the subcontract is subject to the state's UGMS. If the work for the subcontract is authorized in the current approved UPWP, and if the MPO's procurement procedures for negotiated contracts have been approved by the Department either directly or through self-certification by the MPO, the subcontract shall be deemed to be authorized and approved, provided that the subcontract includes all provisions required by the Department and the USDOT.
- B. Subcontracts in excess of \$25,000 shall contain all required provisions of this agreement.
- C. No subcontract will relieve the MPO of its responsibility under this agreement.

**Article 16. Termination**

- A. The Department may terminate this agreement at any time before the date of completion if the Governor withdraws his designation of the MPO. The Department or the MPO may seek termination of this agreement pursuant to Article 13 (Disputes) if either party fails to comply with the conditions of the agreement. The Department or the MPO shall give written notice to all parties at least ninety (90) days prior to the effective date of termination and specify the effective date of termination.
- B. The Department may terminate this agreement for reasons of its own, subject to agreement by the MPO.
- C. The parties to this agreement may terminate this agreement when its continuation would not produce beneficial results commensurate with the further expenditure of funds. In this event, the parties shall agree upon the termination conditions.
- D. Upon termination of this agreement, whether for cause or at the convenience of the parties, all finished or unfinished documents, data, studies, surveys, reports, maps, drawings, models, photographs, etc., prepared by the MPO shall, at the option of the Department, be delivered to the Department.
- E. The Department shall reimburse the MPO for those eligible expenses incurred during the agreement period that are directly attributable to the completed portion of the work covered by this agreement, provided that the work has been completed in a manner satisfactory and acceptable to the Department. The MPO shall not incur new obligations for the terminated portion after the effective date of termination.

**Article 17. Force Majeure**

Except with respect to defaults of subcontractors, the MPO shall not be in default by reason of failure in performance of this agreement in accordance with its terms (including any failure by the MPO to progress in the performance of the work) if that failure arises out of causes beyond the control and without the default or negligence of the MPO. Those causes may include but are not limited to acts of God or of the public enemy, fires, floods, epidemics, quarantine restrictions, strikes, freight embargoes, and unusually severe weather. In every case, however,

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the failure to perform must be beyond the control and without the fault or negligence of the MPO.

**Article 18. Remedies**

- A. Violation or breach of agreement terms by the MPO shall be grounds for termination of the agreement. Any costs incurred by the Department arising from the termination of this agreement shall be paid by the MPO.
- B. This agreement shall not be considered as specifying the exclusive remedy for any dispute, but all remedies existing at law and in equity may be availed of by either party and shall be cumulative.

**Article 19. Gratuities**

- A. Employees of the Department or the MPO shall not accept any benefits, gifts, or favors from any person doing business with, or who may do business with the Department or the MPO under this agreement.
- B. Any person doing business with, or who may do business with the Department or the MPO under this agreement, may not make any offer of benefits, gifts, or favors to Department or the MPO employees. Failure on the part of the Department or the MPO to adhere to this policy may result in termination of this agreement.

**Article 20. Compliance with Laws**

The parties to this agreement shall comply with all federal and state laws, statutes, rules, and regulations, and the orders and decrees of any courts or administrative bodies or tribunals in any matter affecting the performance of this agreement, including without limitation, workers' compensation laws, minimum and maximum salary and wage statutes and regulations, and licensing laws and regulations. When required, the MPO shall furnish the Department with satisfactory proof of its compliance.

**Article 21. Successors and Assigns**

No party shall assign or transfer its interest in this agreement without written consent of the other parties.

**Article 22. Debarment Certifications**

The MPO is prohibited from making any award or permitting any award at any tier to any party that is debarred or suspended or otherwise excluded from or ineligible for participation in federal assistance programs under Executive Order 12549, Debarment and Suspension. By executing this agreement, the MPO certifies that it is not currently debarred, suspended, or otherwise excluded from or ineligible for participation in Federal Assistance Programs under Executive Order 12549 and further certifies that it will not do business with any party that is currently debarred, suspended, or otherwise excluded from or ineligible for participation in Federal Assistance Programs under Executive Order 12549. The MPO shall require any party to a subcontract or purchase order awarded under this agreement as specified in 49 CFR Part 29 (Debarment and Suspension) to certify its eligibility to receive federal funds and, when requested by the Department, to furnish a copy of the certification.

**Article 23. Equal Employment Opportunity**

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The parties to this agreement agree to comply with Executive Order 11246 entitled "Equal Employment Opportunity" as amended by Executive Order 11375 and as supplemented in Department of Labor Regulations (41 CFR §60).

**Article 24. Pertinent Non-Discrimination Authorities**

During the performance of this Agreement, each party, for itself, its assignees, and successors in interest agree to comply with the following nondiscrimination statutes and authorities; including but not limited to:

- A. Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.
- B. The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of federal or federal-aid programs and projects).
- C. Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), as amended, (prohibits discrimination on the basis of sex).
- D. Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.) as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27.
- E. The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age).
- F. Airport and Airway Improvement Act of 1982, (49 U.S.C. Chapter 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex).
- G. The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the federal-aid recipients, subrecipients and contractors, whether such programs or activities are federally funded or not).
- H. Titles II and III of the Americans with Disabilities Act, which prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38.
- I. The Federal Aviation Administration's Nondiscrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex).
- J. Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures nondiscrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations.
- K. Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, the parties must take reasonable steps to ensure that LEP persons have meaningful access to the programs (70 Fed. Reg. at 74087 to 74100).
- L. Title IX of the Education Amendments of 1972, as amended, which prohibits the parties from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq.).

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**Article 25. Nondiscrimination on the Basis of Disability**

The MPO agrees that no otherwise qualified disabled person shall, solely by reason of his disability, be excluded from participation in, be denied the benefits of, or otherwise be subject to discrimination under this agreement. The MPO shall ensure that all fixed facility construction or alteration and all new equipment included in the project comply with applicable regulations regarding Nondiscrimination on the Basis of Disability in Programs and Activities Receiving or Benefiting from Federal Financial Assistance, set forth in 49 CFR Part 27, and any amendments to it.

**Article 26. Disadvantaged Business Enterprise (DBE) Program Requirements**

If federal funds are used:

- A. The parties shall comply with the Disadvantaged Business Enterprise Program requirements established in 49 CFR Part 26.
- B. The MPO shall adopt, in its totality, the State's federally approved DBE program.
- C. The MPO shall incorporate into its contracts with subproviders an appropriate DBE goal consistent with the State's DBE guidelines and in consideration of the local market, project size, and nature of the goods or services to be acquired. The MPO shall submit its proposed scope of services and quantity estimates to the State to allow the State to establish a DBE goal for each MPO contract with a subprovider. The MPO shall be responsible for documenting its actions.
- D. The MPO shall follow all other parts of the State's DBE program referenced in TxDOT Form 2395, Memorandum of Understanding Regarding the Adoption of the Texas Department of Transportation's Federally-Approved Disadvantaged Business Enterprise by Entity, and attachments found at web address [http://ftp.dot.state.tx.us/pub/txdot-info/bop/dbe/mou/mou\\_attachments.pdf](http://ftp.dot.state.tx.us/pub/txdot-info/bop/dbe/mou/mou_attachments.pdf).
- E. The MPO shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any U.S. Department of Transportation (DOT)-assisted contract or in the administration of its DBE program or the requirements of 49 CFR Part 26. The MPO shall take all necessary and reasonable steps under 49 CFR Part 26 to ensure non-discrimination in award and administration of DOT-assisted contracts. The State's DBE program, as required by 49 CFR Part 26 and as approved by DOT, is incorporated by reference in this Agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as a violation of this Agreement. Upon notification to the MPO of its failure to carry out its approved program, the State may impose sanctions as provided for under 49 CFR Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801 et seq.).
- F. Each contract the MPO signs with a contractor (and each subcontract the prime contractor signs with a sub-contractor) must include the following assurance: *The contractor, sub-recipient, or sub-contractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this Agreement, which may result in the termination of this Agreement or such other remedy as the recipient deems appropriate.*



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**Article 27. Procurement and Property Management Standards**

- A. The parties to this Agreement shall adhere to the procurement standards established in Title 49 CFR §18.36, to the property management standards established in 2 CFR 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, and to the Texas Uniform Grant Management Standards. The State must pre-approve the MPO's procurement procedures for purchases to be eligible for state or federal funds.
- B. The MPO agrees to comply with applicable Buy America requirements set forth in the Surface Transportation Assistance Act of 1978 (Pub. L. 95-599) §401 and the FTA's Buy America regulations in 49 CFR Part 661.
- C. The MPO agrees to comply with the cargo preference requirements set forth in 46 USC §55305 and Maritime Administration regulations set forth in 46 CFR Part 381.

**Article 28. Environmental Protection and Energy Efficiency**

- A. The MPO agrees to comply with all applicable standards, orders, or requirements issued under Section 306 of the Clean Air Act, 42 USC §7602; Section 508 of the Clean Water Act 33 USC §1368; Executive Order 11738 and Title 40 CFR, "Protection of Environment." The MPO further agrees to report violations to the Department.
- B. The MPO agrees to recognize standards and policies relating to energy efficiency that are contained in the State energy conservation plan issued in compliance with the Energy Policy and Conservation Act (Pub. L. 94-163).

**Article 29. Federal Reimbursement**

The MPO shall be responsible for any funds determined to be ineligible for federal reimbursement, and shall reimburse the Department the amount of those funds previously provided to it by the Department.

**Article 30. Control of Drug Use**

The MPO agrees to comply with the terms of the FTA regulation, "Prevention of Alcohol Misuse and Prohibited Drug Use in Mass Transit Operations," set forth in 49 CFR Part 655.

**Article 31. Lobbying Certification**

In executing this agreement, each signatory certifies to the best of that signatory's knowledge and belief, that:

- A. No federal appropriated funds have been paid or will be paid by or on behalf of the parties to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
- B. If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with federal contracts, grants, loans, or cooperative agreements, the

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signatory for the MPO shall complete and submit the Federal Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

- C. The parties shall require that the language of this certification shall be included in the award documents for all sub-awards at all tiers (including subcontracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and all sub-recipients shall certify and disclose accordingly. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 USC §1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

**Article 32. Amendments**

Any change to one or more of the terms and conditions of this agreement shall not be valid unless made in writing and agreed to by the parties before the change is implemented.

**Article 33. Distribution of Products**

- A. The MPO shall provide a number of copies to be specified by the Department of all information, reports, proposals, brochures, summaries, written conclusions, graphic presentations, and similar materials developed by the MPO and financed, in whole or in part, as provided in this agreement. All reports published by the MPO shall contain the following prominent credit reference to the Department, USDOT, FHWA, and FTA:  
*Prepared in cooperation with the Texas Department of Transportation and the U.S. Department of Transportation, Federal Highway Administration, and Federal Transit Administration.*
- B. Upon termination of this agreement, all documents prepared by the MPO or furnished to the MPO by the Department, shall be delivered to the Department. All documents, photographs, calculations, programs, and other data prepared or used under this agreement may be used by the Department without restriction or limitation of further use.

**Article 34. Legal Construction**

In case any one or more of the provisions contained in this agreement shall for any reason be held to be invalid, illegal, or unenforceable in any respect, that invalidity, illegality, or unenforceability shall not affect any other provisions and this agreement shall be construed as if it did not contain the invalid, illegal, or unenforceable provision.

**Article 35. Sole Agreement**

This agreement constitutes the sole and only agreement between the parties and supersedes any prior understandings or written or oral agreements between the parties respecting the subject matter of this agreement.

**Article 36. Copyrights**

The Department and the USDOT shall, with regard to any reports or other products produced under this agreement, reserve a royalty-free, nonexclusive and irrevocable right to reproduce, publish, or otherwise use, and to authorize others to use the work for government purposes.

**Article 37. Federal Funding Accountability and Transparency Act Requirements**

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- A. Any recipient of funds under this agreement agrees to comply with the Federal Funding Accountability and Transparency Act and implementing regulations at 2 CFR Part 170, including Appendix A. This agreement is subject to the following award terms: <http://www.gpo.gov/fdsys/pkg/FR-2010-09-14/pdf/2010-22705.pdf> and <http://www.gpo.gov/fdsys/pkg/FR-2010-09-14/pdf/2010-22706.pdf>
- B. The MPO agrees that it shall:
1. Obtain and provide to the Department a Central Contracting Registry (CCR) number (Federal Acquisition Regulation, Part 4, Sub-part 4.1100) if this award provides for more than \$25,000 in Federal funding. The CCR number may be obtained by visiting the CCR web-site at <https://www.sam.gov/portal/public/SAMI/>;
  2. Obtain and provide to the Department a Data Universal Numbering System (DUNS) number, a unique nine-character number that allows the Federal government to track the distribution of federal money. The DUNS number may be requested free of charge for all businesses and entities required to do so by visiting the Dun & Bradstreet on-line registration website at <http://fedgov.dnb.com/webform/>; and
  3. Report the total compensation and names of its top five (5) executives to the Department if:
    - i. More than 80% of annual gross revenues are from the Federal government, and those revenues are greater than \$25,000,000; and
    - ii. The compensation information is not already available through reporting to the U.S. Securities and Exchange Commission.

**Article 38. Single Audit Report**

If federal funds are used:

- A. The parties shall comply with the single audit report requirements stipulated in 2 CFR 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.
- B. If threshold expenditures of \$750,000 or more are met during the fiscal year, the MPO must submit a Single Audit Report and Management Letter (if applicable) to TxDOT's Compliance Division, 125 East 11th Street, Austin, TX 78701 or contact TxDOT's Compliance Division by email at [singleaudits@txdot.gov](mailto:singleaudits@txdot.gov).
- C. If expenditures are less than the threshold during the MPO's fiscal year, the MPO must submit a statement to TxDOT's Compliance Division as follows: "We did not meet the \$\_\_\_\_\_ expenditure threshold and therefore, are not required to have a single audit performed for FY \_\_\_\_\_."
- D. For each year the Project remains open for federal funding expenditures, the MPO will be responsible for filing a report or statement as described above. The required annual filing shall extend throughout the life of the Agreement, unless otherwise amended or the Project has been formally closed out and no charges have been incurred within the current fiscal year.

**Article 39. Notices**

All notices to any party by the other parties required under this agreement shall be delivered personally or sent by certified or U.S. mail, postage prepaid, addressed to the party at the following addresses:

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<b>MPO/Fiscal Agent:</b>	Mike Eastland, Executive Director North Central Texas Council of Governments 616 Six Flags Drive Arlington, Texas 76011
<b>MPO Policy Committee:</b>	Michael Morris, P.E. Director of Transportation 616 Six Flags Drive Arlington, Texas 76011
<b>Department:</b>	Director, Transportation Planning & Programming Division Texas Department of Transportation 125 E. 11 <sup>th</sup> Street Austin, Texas 78701

All notices shall be deemed given on the date delivered or deposited in the mail, unless otherwise provided in this agreement. Any party may change the above address by sending written notice of the change to the other parties. Any party may request in writing that notices shall be delivered personally or by certified U.S. mail and that request shall be honored and carried out by the other parties.

**Article 40. Signatory Warranty**

Each signatory warrants that the signatory has necessary authority to execute this agreement on behalf of the entity represented.

**THIS AGREEMENT IS EXECUTED** by the Department, the North Central Texas Council of Governments as the MPO and Fiscal Agent and the Regional Transportation Council as the MPO Policy Committee in triplicate.

**REGIONAL TRANSPORTATION COUNCIL**

  
Signature

Michael Morris P.E.


Director of Transportation

Title

9/28/18

Date

**NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS**

  
Signature

Mike Eastland

Executive Director

9/28/18

Date

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CFDA No.:	20.205-20.505
Not Research and Development	

 THE DEPARTMENT

Signature

Peter Smith

Typed or Printed Name

Director, Transportation Planning and  
Programming Division, Texas Department of  
Transportation

Title

9/24/2018

Date



# Item 14: Metropolitan Planning Organization Roles and Responsibilities

Ken Kirkpatrick | General Counsel

NCTCOG Executive Board

January 22, 2026

# Metropolitan Planning Organization Designation

## 23 United States Code Section (U.S.C.) §134 – Metropolitan Transportation Planning

### Metropolitan Planning Organization (MPO)

Defined as “the policy board of an organization established as a result of the designation process” in §134(d)

Responsible for carrying out the transportation planning process required by §134

### MPO Designation: 23 USC §134(d)(1)

An MPO must be designated as follows:

for each urbanized area greater than 50,000 based on the latest U.S. Census

by agreement between Governor and general purpose local governments representing at least 75% of the affected population (including the largest city) or in accordance with applicable state or local law



# MPO Designation in Dallas-Fort Worth Region

## Original MPO Designation

April 12, 1974 – NCTCOG designated by Governor Briscoe as the MPO for the DFW urbanized area subject to two conditions:

- 1) local governments concur (“signatories to Urban Transportation Planning agreements with the State”)
- 2) NCTCOG agrees that the Steering Committee\* approve the use of Section 112 funds (i.e., metropolitan transportation planning funds)

## Local Government Concurrence (April – August, 1974)

Arlington	Garland	Lake Dallas	Dallas County
Dallas	Grand Prairie	Mesquite	Tarrant County
Fort Worth	Irving	Richardson	

NCTCOG Designated as MPO for Denton-Lewisville urbanized area (1992) and McKinney urbanized area (2002), now known as the McKinney-Frisco urbanized area (2022)

\* The Steering Committee was reconstituted as the Regional Transportation Council in 1978





# MPO Designation in Dallas-Fort Worth Region

## MPO Designation Agreement (1974- Present)

**Parties:** NCTCOG, Governor's Office

**Term:** Initially one year terms

**1988 - agreement made effective until MPO designation changes**

**Formalizes the Governor's Designation of NCTCOG as the MPO**

**The MPO shall:**

- 1. Develop or assist in a multi-modal transportation planning process and obtain Steering Committee (RTC) approval for use of planning funds**
- 2. Ensure that transportation planning is integrated and coordinated with other comprehensive planning occurring in the NCTCOG region**
- 3. Use the Steering Committee (RTC) established pursuant to §134 as the MPO's policy committee**



# MPO Planning Agreement

MPO Planning Agreement (1974- Present)

Parties: TxDOT, NCTCOG, and RTC

2006 – RTC became a party to the MPO Agreement

Term: Initially one year terms, now 6-year terms with TxDOT option to extend

Current Term: Expires September 30, 2027 (no further option years)

Current agreement executed in September 2018

Purpose: Defines the roles of each party and serves as the mechanism by which NCTCOG/RTC receive formula metropolitan transportation planning funds to carry out MPO functions

TxDOT

NCTCOG as the MPO and Fiscal Agent

RTC as the MPO Policy Committee

Transportation Planning Director

Geographic Scope: Dallas-Fort Worth Metropolitan Area (12 Counties)

Covers the three urbanized areas



# Key Provisions

## Division of Responsibilities between NCTCOG/RTC Stem from Governor's Original Designation

### NCTCOG – MPO, Fiscal Agent

- Integrate and coordinate transportation planning with other comprehensive planning

- Assemble and maintain competent staff to perform all MPO activities

- Provide human resource, fiscal, staff support services for MPO activities

- Exercise sole responsibility to hire, supervise, evaluate, and terminate the MPO Transportation Planning Director

### RTC – MPO Policy Committee

- Establish overall transportation policy for the MPO

- Develop and adopts MTP, TIP, UPWP

- Provide policy direction to the MPO Transportation Planning Director

### MPO Transportation Planning Director

- Develop and present required planning and programming documents to MPO Policy Committee

- Take policy direction from and be responsible to the MPO Policy Committee

- Oversee and direct all MPO transportation planning work activities



# CONTACT US



Ken Kirkpatrick  
General Counsel

[kkirkpatrick@nctcog.org](mailto:kkirkpatrick@nctcog.org) | 817-695-9278



260265

## COUNCIL CHAMBER

January 21, 2026

**WHEREAS**, in February 2021, the city began development of a master plan for expansion of the Kay Bailey Hutchison Convention Center: and

**WHEREAS**, on November 8, 2022, Dallas voters approved a new two percent hotel occupancy tax to fund expansion of the Kay Bailey Hutchison Convention Center and improvement of certain facilities within Fair Park; and

**WHEREAS**, planned improvements at Fair Park following the November 8, 2022, election include renovations to Cotton Bowl Stadium and Fair Park Music Hall; and

**WHEREAS**, the city is currently examining expansion of the city's streetcar system including a connection to the M-Line Trolley and future connections to Fair Park, the Dallas Zoo, Deep Ellum, Trinity Groves, and Lower Greenville; and

**WHEREAS**, on March 6, 2024, City Council was briefed on major downtown transportation initiatives including the Eddie Bernice Johnson Union Station, high-speed rail, and expansion of the streetcar system; and

**WHEREAS**, City Council requested an economic impact study on the impacts of the Dallas to Fort Worth high speed rail alignment following the March 6, 2024 briefing.

**WHEREAS**, on June 12, 2024, City Council adopted Resolution No. 24-0876 stating that except for streetcar expansion projects currently under consideration, City Council does not support construction of any aboveground rail lines through the Downtown, Uptown, and Victory Park areas of Dallas; and

**WHEREAS**, the North Central Texas Council of Governments (NCTCOG) applied for Step 1 of the "Fort Worth to Houston High-Speed Rail Corridor" (Up to \$500,000) and was awarded the grant under the "FY22 Corridor Identification and Development Program Selections" as per Federal Railroad Administration's (FRA) announcement; and

**WHEREAS**, at the October 23, 2025 NCTCOG executive board meeting, the board voted to defer the decision to accept the grant with potential action during the January 22, 2026 meeting pending the city of Dallas' consideration of this item; and

**WHEREAS**, at the November 13, 2025 meeting, RTC requested that the NCTCOG executive board proceed with accepting step 1 of the Corridor ID program grant; and

**WHEREAS**, on January 8, 2026, The City of Dallas' Transportation and Infrastructure committee (TRNI) held a special-called meeting to discuss NCTCOG's step 1 of the FRA's Corridor ID program with a specific discussion about the Dallas to Fort Worth segment of the overall Fort Worth to Houston High Speed Rail (HSR) corridor

Now, Therefore,

**BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:**

**SECTION 1.** That the City Council reaffirms its position on aboveground rail lines as stated in Section 1 of Resolution No. 24-0876, approved by the City Council on June 12, 2024, which reads as follows:

That, at this time, except for streetcar expansion projects currently under consideration, City Council does not support construction of any aboveground rail lines through the Downtown, Uptown, and Victory Park areas of Dallas.

**SECTION 2.** That City Council supports NCTCOG’s acceptance of FRA’s grant of Corridor Identification and Development Program for Step 1: Scope of Work development for the Fort Worth to Houston High-Speed Rail Corridor subject to the following conditions:

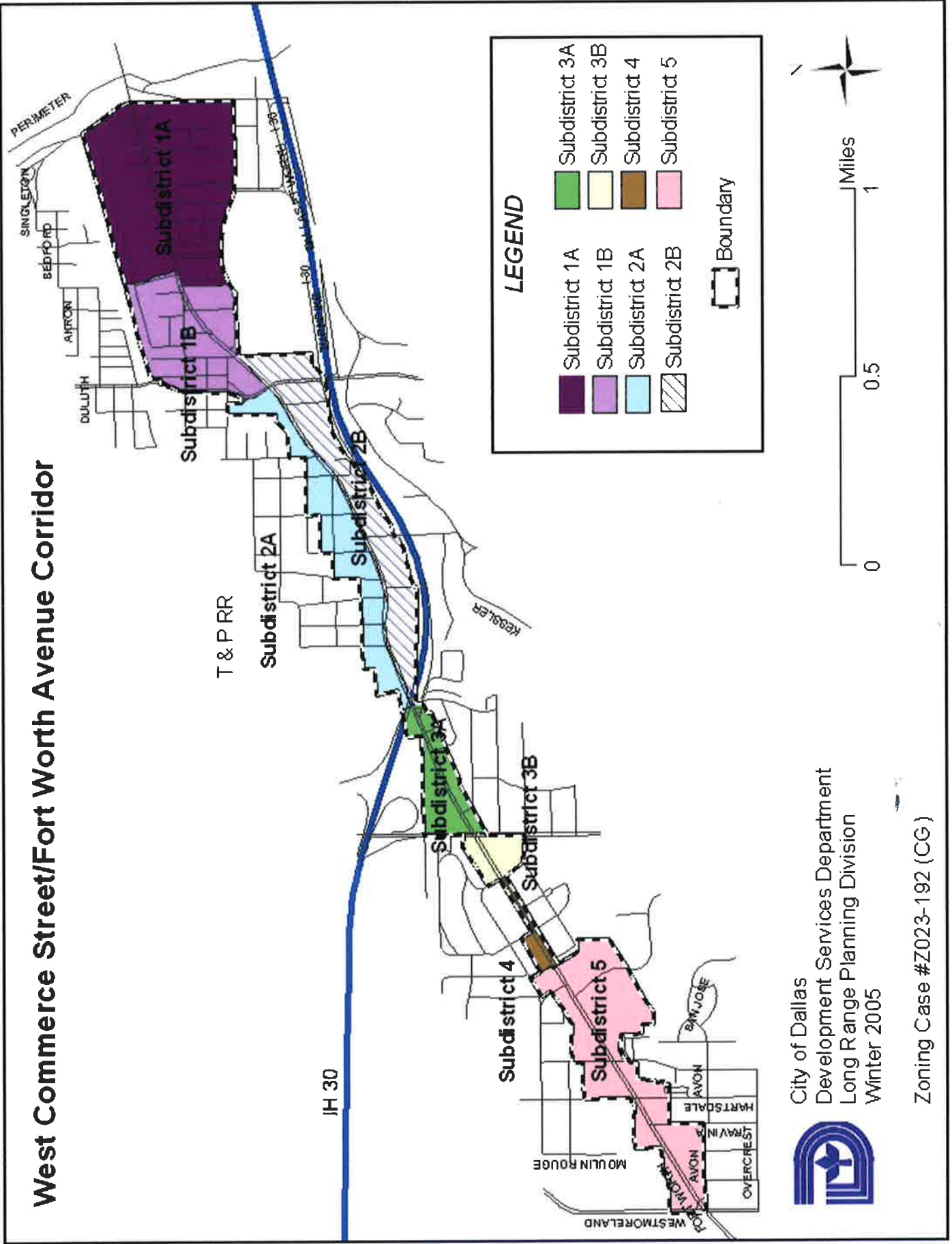
- a. The scope and associated step 1 work of the corridor ID study considers a family of multiple alignments that comply with Resolution No. 24-0876 dated June 12, 2024;
- b. That the upgrade to the Trinity Railway Express be considered as part of the evaluation; and
- c. That any aboveground rail alignments do not go through city park land or Subdistrict 1A of PD 714, as illustrated on the Exhibit A attached to this resolution, including the proposed site for the Harold Simmons Park.

**SECTION 3.** The phrase “Central Business District” in Resolution No. 24-0876 has the meaning of that phrase as defined in Dallas City Code Section 50-157 and is synonymous to the word “Downtown.”

**SECTION 4.** That this resolution shall take effect immediately from and after its passage in accordance with the Charter of the City of Dallas, and it is accordingly so resolved.



# West Commerce Street/Fort Worth Avenue Corridor



City of Dallas  
 Development Services Department  
 Long Range Planning Division  
 Winter 2005

Zoning Case #Z023-192 (CG)



Agenda Information Sheet

File #: 26-132A

Item #: 3.

**PILLAR:** Sustainable

**AGENDA DATE:** January 21, 2026

**COUNCIL DISTRICT(S):** 1, 2, 6, 14

**DEPARTMENT:** Department of Transportation and Public Works

**PRIORITY:** Infrastructure

**SUBJECT**

A resolution stating that the City Council: **(1)** reaffirms its position not supporting any construction of aboveground rail lines through the Central Business District, Uptown, and Victory Park areas of Dallas, except for streetcar expansion projects currently under consideration as stated in Resolution No. 24-0876 approved on June 12, 2024, **(2)** supports North Central Texas Council of Governments (NCTCOG) Regional Transportation Council’s (RTC) request to NCTCOG’s executive board to accept a \$500,000.00 grant from the Federal Railroad Administration’s Step 1 of the Corridor Identification and Development Program of the “Fort Worth to Houston High-Speed Rail Corridor” and that the Dallas to Fort Worth leg of this corridor is subject to **(a)** compliance with Resolution No. 24-0876 approved on June 12, 2024; **(b)** scope, schedule, and cost development to be based on multiple alternative alignments complying with Resolution No. 24-0876 approved on June 12, 2024; **(c)** requesting that the existing Trinity Railway Express line be studied for upgrading opportunities; and **(d)** that any aboveground rail alignments do not go through city park land - Financing: No cost consideration to the City

**BACKGROUND**

On June 12, 2024, the City Council passed a Resolution affirming that the City Council does not support construction of any above-ground rail lines through the Central Business District, Uptown, and Victory Park areas of Dallas, except for streetcar expansion projects currently under consideration by Resolution No. 24-0876.

The Infrastructure Investment and Jobs Act (IIJA) established the Corridor Identification and Development (ID) Program allowing the development of intercity passenger rail corridors. The Federal Railroad Administrator (FRA) was designated as the administrator of the Corridor ID Program.

The program includes three steps where each step has its own separate grant path. Step 1 is to develop scope, schedule and cost for a corridor. Step 2 covers the service development plan, and Step 3 covers the development of the Preliminary engineering and environmental process.



At the October 23, 2025 NCTCOG executive board meeting, the board voted to defer the decision to accept the grant with potential action during the January 22, 2026 meeting, pending the City of Dallas' consideration of this item (**initiating this action**).

NCTCOG applied for Step 1 of the "Fort Worth to Houston High-Speed Rail Corridor" (Up to \$500,000.00) and was awarded the grant under the "FY22 Corridor Identification and Development Program Selections" as per FRA's announcement.

At the November 13, 2025 meeting, the RTC requested that the NCTCOG executive board proceed with accepting Step 1 of the Corridor ID program grant.

On January 8, 2026, The City of Dallas' Transportation and Infrastructure Committee (TRNI) held a special-called meeting to discuss NCTCOG's Step 1 of the FRA's Corridor ID Program with a specific discussion about the Dallas to Fort Worth segment of the overall Fort Worth to Houston High Speed Rail (HSR) Corridor.

TRNI Committee members voted unanimously to develop a council resolution at a date prior to the January 22, 2026 NCTCOG's Executive Board meeting supporting the acceptance of Step 1 of the FRA Corridor ID grant, subject to the following conditions:

1. That the City Council reaffirms its position on above-ground rail lines as stated in Section 1 of Resolution No. 24-0876, approved by the City Council on June 12, 2024;
2. That the scope of the Corridor ID Study considers a family of multiple alignments that comply with Resolution No. 24-0876;
3. That the upgrade to the Trinity Railway Express be considered as part of the evaluation; and
4. That any above-ground rail alignments do not go through city park land.

The phrase "Central Business District" in Resolution No. 24-0876 has the meaning of that phrase as defined in the Dallas City Code, Section 50-157 and is synonymous to the word "Downtown."

### **PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)**

The City Council was briefed on major downtown transportation initiatives including the Eddie Bernice Johnson Union Station, high-speed rail, and expansion of the streetcar system. Following the same briefing, the City Council requested an economic impact study on the impacts of the Dallas to Fort Worth High Speed Rail Alignment Project on March 6, 2024.

On June 12, 2024, the City Council unanimously passed Resolution No. 24-0876 stating that the City Council does not support construction of any above-ground rail lines through the Downtown, Uptown, and Victory Park areas of Dallas, except for streetcar expansion projects currently under consideration.

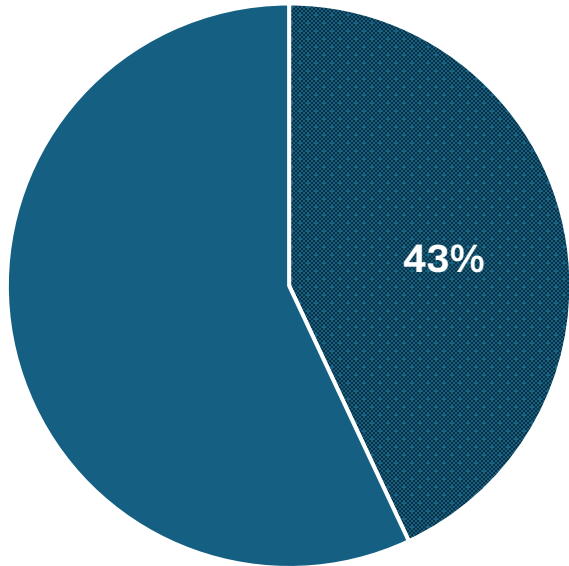
The Economic Development committee was briefed by Memorandum summarizing the results of the High-Speed Rail's economic impact for the City of Dallas on June 2, 2025,.

The TRNI Committee was briefed about the status of NCTCOG's HSR FRA's Corridor Identification and Development Grant on January 8, 2026,.

**FISCAL INFORMATION**

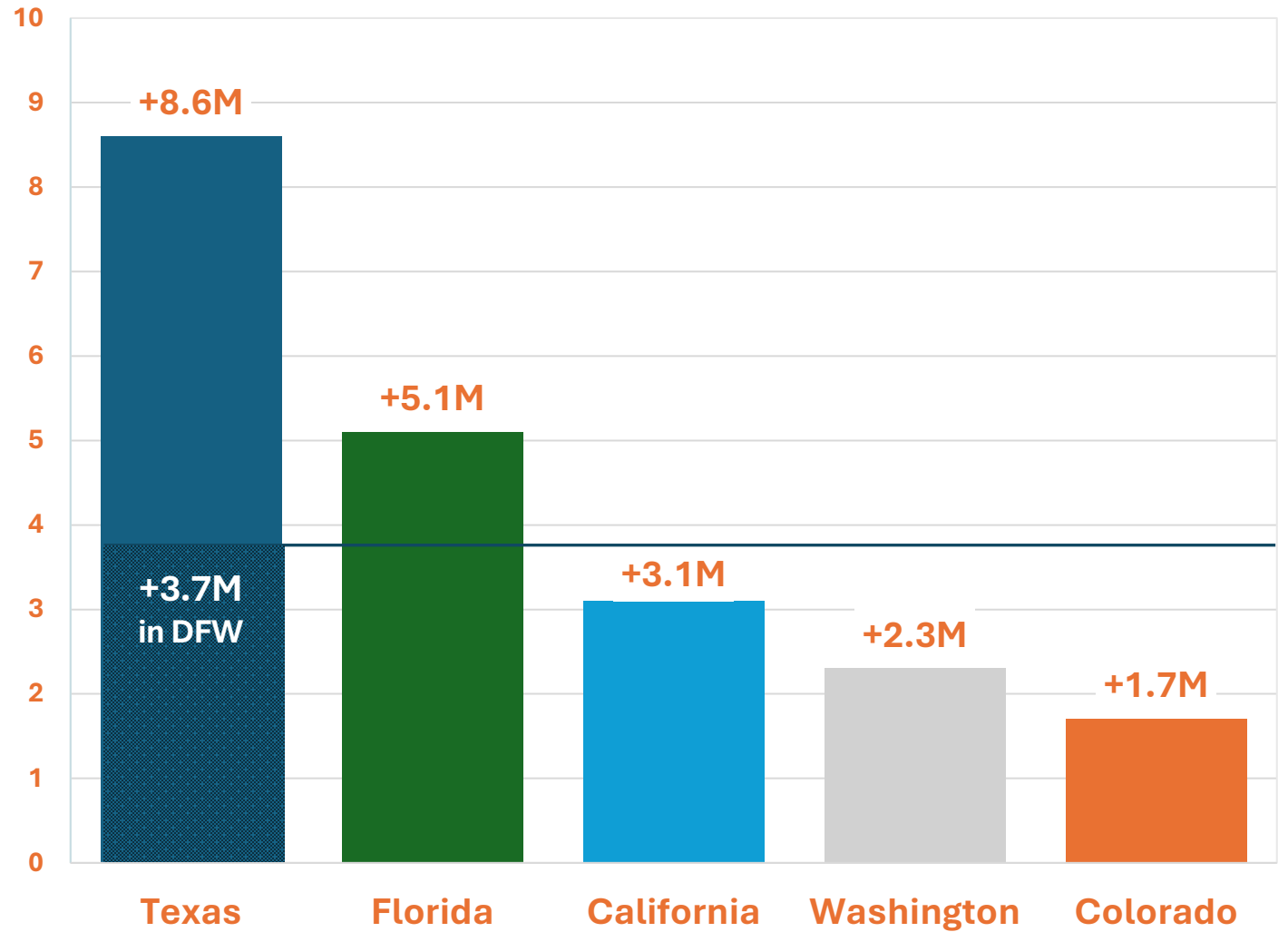
No cost consideration to the City.

### DFW Growth as a Share of TX Projected Growth



■ DFW ■ Everywhere Else


### Projected Population Change by 2050



# Background

1. A group of DART member cities (Plano, Irving, Addison, Farmers Branch, University Park, and Highland Park) have called for voter elections to leave DART.
2. Cities may like to provide some form of transit independently.
3. Two scenarios have been presented to the RTC Transit Vision Subcommittee in January, related to possible RTC assistance. The cancellation of elections must occur by February 23, 2026.
4. This item is being brought to the larger RTC committee for discussion and action at the February meeting. Selected DART Cities and DART are requesting assistance from RTC.

# DART – Member City Relationship

1. Board Voting
2. Lack of Partnership in Community Based Transit Service
3. Safety, Security, and Cleanliness Concerns
- 4 Funding Equity 

# RTC Workshop

DART cities have until February 23, 2026, to decide if they wish to withdraw from DART.

Several cities that have called withdraw elections have requested assistance from the RTC for information and funding support that may impact their decision.

They are negotiating with DART and DART has also requested information and funding assistance.

This is the last scheduled RTC meeting before the deadline.

# Overview of Workshop Agenda

1. What are Transportation Control Measures and why are they important to this discussion?
2. Scenario 1: Funding Elements if City Withdraws from DART
3. Scenario 2: Funding Support if City Elects to Stay in DART
4. RTC will have separate votes on Scenario 1 and Scenario 2

# Policy Implications of DART City Withdrawal

1. Significant Impact to Riders/Users
2. Focus on Federal Impacts
3. Focus on State Impacts
4. Focus on Regional Transportation Council Impacts
5. FIFA Slightly Impacted



# Transportation Control Measures (Response from RTC Letter)

Successful Withdraw Election Ceases Transit Operations

TCEQ has confirmed rail lines are TCM's in State Implementation Plan

Other Air Quality projects will need to be substituted; magnitude of air quality reductions, substitute actions and cost are not known at this time

Substitution of TCM's has occurred in our region in the past

Escalated impacts like roadway sanctions are possible with inaction but unlikely

RTC will be in the center of a TCM substitution process led by TCEQ

A TCEQ attorney said the federal government (maybe EPA) may not let the rail operations stop. Our staff and FTA staff have never heard that before. Has not occurred in the past regarding TCMs

# Scenarios

Scenario 1: Funding Elements if City Withdraws from DART  
(funds from formula)

Scenario 2: Funding Support if City Elects to Stay in DART

PART A: Cash for Equity (Pay something DART wants)

PART B: Pay for something cities want (e.g., rail station)

PART C: Legislative Commitment

Governance

Regional Rail (Regional Mobility Authority)

Other



# FTA Section 5307 Funding Formula

## Inputs and Calculation

Data Points	Formulas
Population	Population in service area x FTA-provided population unit value
Population Density	Population ÷ area x population x population density unit value
Low Income Population	Low-income population x low-income population unit value
Vehicle Revenue Mile	Vehicle revenue miles x bus or fixed guideway unit value
Incentive	Annual passenger miles <sup>2</sup> ÷ operating costs x incentive fund unit value
Directional Route Mile (fixed-guideway only)	Directional route miles x directional route mile unit value

### Key:

Data available, can calculate city shares

Cannot determine from FTA NTD data, not readily available by city



# Scenario 1 - Arlington as Comparator

Transit Provider	Population	Fair Share Average FYs 2022-2024	Amount Programmed Average FYs 2022-2024	Fair Share per capita in FY 2025
City of Arlington	413,955 (2025 Estimate)	\$5,582,753	\$7,291,921	\$13.4864
DART	2,477,037 (2020 Census)	\$68,958,558	\$72,976,113	\$27.8391
Trinity Metro	833,880 (2020 Census)	\$21,122,081	\$24,608,966	\$25.3299



# Scenario 1 – 5307 Formula Program

## Possible Funding Amounts

City	2025 Population Estimate	Per Capita Funding	Estimated Annual Funding
Plano	299,262	\$13.4864	\$4,035,967
Irving	266,162	\$13.4864	\$3,589,567
Farmers Branch	40,246	\$13.4864	\$542,774
University Park	25,574	\$13.4864	\$344,901
Addison	17,721	\$13.4864	\$240,557
Highland Park	8,793	\$13.4864	\$118,586

Assumes:

- On demand micro-transit and E&D service (similar to Arlington’s current service)
- Can easily be adjusted with city actual data over time



# Scenario 1 – 5307 Formula Program

## Possible Funding Amounts

City	Year 1*	Year 2*	Year 3	Year 4	Year 5	Year 6	Total
Plano	\$0	\$0	\$4,035,967	\$4,035,967	\$4,035,967	\$4,035,967	\$16,143,868
Irving	\$0	\$0	\$3,589,567	\$3,589,567	\$3,589,567	\$3,589,567	\$14,358,268
Farmers Branch	\$0	\$0	\$542,774	\$542,774	\$542,774	\$542,774	\$2,171,096
University Park	\$0	\$0	\$344,901	\$344,901	\$344,901	\$344,901	\$1,379,604
Addison	\$0	\$0	\$240,557	\$240,557	\$240,557	\$240,557	\$962,228
Highland Park	\$0	\$0	\$118,586	\$118,586	\$118,586	\$118,586	\$474,344

\*No funding can be awarded until cities become FTA Direct Recipients (typically takes 2-3 years)

\*Out year values could increase with actual transit services implementation in year 1 and year 2



# Scenario 1 – Constraints

Certification process required by FTA to become an FTA Direct Recipient takes 2-3 years

Applicants must demonstrate the following capabilities to FTA:

- Legal
- Financial, and
- Technical

Direct Recipients must also:

- Report annually to the National Transit Database (NTD)
- Undergo a thorough federal Triennial Review every three years

Operational funding is typically not available until 2-3 years after service begins due to NTD reporting and federal apportionment process

All recipients must report to NTD in order to receive federal funds (as the reporting ensures the region receive its share of the national funding)

RTC staff can help potential Direct Recipient Cities



# Scenario 1 – Policy Question

Does the RTC wish to recommend formula funds to withdrawing cities?

- Staff Recommendation: Yes, staff will assist local governments on Direct Recipient applications and update formula allocations on real National Transit Database Data.
- RTC approves baseline values by city and year.





# Potential Federal Interest/RTC Interest (“Clawback”) Associated with Member City Withdrawals

## 1. Federal Funds (FTA, and FHWA transferred funds) Awarded Directly to DART for Impacted Transit Service

A federal interest is retained in grant funded assets through useful life or disposition

FTA requires grant recipients to maintain satisfactory continuing control of grant funded assets through useful life or upon disposition

Grant recipients required to notify FTA of substantial change or premature withdrawal of use of grant funded assets

Funds must be returned to FTA in an amount equal to the remaining federal interest if the grant funded assets are prematurely withdrawn from appropriate use

The amount of federal interest is the greater of FTA’s original share based on either straight-line depreciation or current fair market value



# Potential Federal/RTC Interest (“Clawback”) Associated with Member City Withdrawals

## 2. Federal Funds (FTA, and FHWA transferred funds) Awarded to Member Cities via Subrecipient Agreements with NCTCOG

The same federal interest rules apply as discussed under item 1

## 3. Non-Federal Funds Awarded by RTC to DART or Member Cities

### *RTC Policy: Mobility 2050*

TR3-004 - Transportation authority members who receive funds for the implementation of projects that promote transit accessibility will be required to pay back funds, as determined by the Regional Transportation Council, should the entity choose to not continue as a member of that authority



# **Non-Federal Funds: TR3-004 (“Clawback”) Associated with Member City Withdrawals**

Does RTC want to receive back non-federal funds that were awarded to cities specifically for transit purposes?

- Staff Recommendation: Yes, those funds should be paid back to the region per RTC Policy.



# Scenario 2

TCM Substitution Need Eliminated and Assist in DART – Member City Partnership

PART A: Cash for Equity/RTC pays for DART Capital Projects

PART B: RTC pays for City Capital Projects (Need DART review)

(Part A is faster than Part B)

PART C: Legislative Requests: Governance Plus RTC Initiatives



# Potential RTC Revenue Sources and Amounts (\$ in Millions): Meets DART Request

	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
CMAQ				10	13.1	23.1
STBG				10	15	25.0
RTR		25				25.0
Reallocate Transit Transfers	1.9 <sup>1</sup>					1.9
<b>Total</b>	<b>\$1.9</b>	<b>\$25</b>		<b>\$20</b>	<b>\$28.1</b>	<b>\$75M</b>

Notes:

- 1 Transportation Alternatives Set Aside Funding for Grapevine Section of Cotton Belt Corridor – no longer to be built by DART, but funds already transferred to FTA for use by DART; only eligible for bicycle/pedestrian type improvements



# PART A: No Legislation Needed

TxDOT Delays reduction in CMAQ funds (Send letter to Texas Transportation Commission, \$20M)

TxDOT Helps fund transit capital projects with Texas Mobility Funds (Send letter to Texas Transportation Commission requesting formula allocation as in the past)

TCEQ helps with air quality TERP funding (Send letter to TCEQ for funding assistance of air quality transit projects)

RTC Supports Scenario 2 (achieves DART target request of \$15M/year or \$75M)



# PART C

Request Legislature to return air check Texas (LIRAP) funds from inspection fees ( $\approx$ \$100M)

Request RTC Vision Subcommittee to continue discussion creating a regional rail authority of commuter rail service (possible Regional Mobility Authority) (\$100M - \$150M impact to DART alone) (Excess Sales Tax Revenue and creates 4A/4B opportunity for DART cities)



## Scenario 2

Will RTC Direct \$75M over 5 years to meet DART target and assist local government request (Removes TCM Substitution Cost and process).

- Staff Recommendation: Yes, request RTC support plus other action in Part A and Part C.





**Regional Transportation Council Attendance Roster**  
**January 2025 - January 2026**

<b>RTC MEMBER</b>	<b>Entity</b>	<b>1/23/25</b>	<b>2/13/25</b>	<b>3/13/25</b>	<b>4/10/25</b>	<b>6/12/25</b>	<b>7/10/25</b>	<b>8/7/25</b>	<b>9/11/25</b>	<b>10/9/25</b>	<b>11/13/25</b>	<b>12/11/25</b>	<b>1/8/26</b>
Daniel Alemán Jr (01/22)	Mesquite	E(R)	P	P	P	P	P	P	P	P	P	P	P
Arfsten, Bruce (07/23)	Addison	P	P	P	P	P	P	P	P	P	P	E(R)	P
Steve Babick (06/22)	Carrollton	P	P	P	E(R)	P	P	P	P	P	P	P	P
Rick Bailey (07/22)	Johnson County	E(R)	P	P	P	P	P	P	P	P	P	P	P
Elizabeth M. Beck (08/21)	Fort Worth	E	P	P	P	A	P	A	A	A	P	P	P
Curtis Bergthold (07/25)	Richland Hills	--	--	--	--	--	P	P	P	P	P	P	P
Alan Blaylock (03/23)	Fort Worth	P	P	P	P	P	P	P	P	P	P	P	P
Lorie Blair (10/25)	Dallas	--	--	--	--	--	--	--	--	P	P	P	E(R)
Randall Bryant (11/25)	DART	--	--	--	--	--	--	--	--	--	P	P	P
Ceason Clemens (10/22)	TxDOT, Dallas	P	E(R)	P	P	P	P	P	P	E(R)	P	P	P
Bill Cox (07/25)	McKinney	--	--	--	--	--	P	P	E(R)	P	P	P	P
Michael Crain (06/22)	Fort Worth	P	P	P	E	E(R)	P	A	E	P	A	P	P
Theresa Daniel (11/18)	Dallas County	A	E(R)	P	P	A	E	E	P	P	P	P	P
Jeff Davis (11/19)	Trinity Metro	P	P	P	P	A	P	P	P	E	P	P	P
Pat Deen (07/24)	Parker	P	P	E	P	P	P	P	P	P	P	P	A
Andy Eads (1/09)	Denton County	E	E(R)	P	P	P	P	P	P	E	P	P	P
Michael Evans (2/23)	Mansfield	E(R)	P	P	P	E	P	A	P	P	P	P	P
Vernon Evans (4/24)	DFW Airport	P	P	P	A	P	A	P	A	P	E	P	P
Carlos Flores (07/25)	Fort Worth	--	--	--	--	--	A	P	E	P	P	P	P
T.J. Gilmore (06/25)	Lewisville	--	--	--	--	A	P	P	P	P	P	P	P
Raul H. Gonzalez (09/21)	Arlington	P	P	P	P	P	P	P	E(R)	P	P	P	P
Lane Grayson (01/19)	Ellis County	A	E	P	P	E	P	P	P	A	P	E	P
Mojoy Haddad (10/14)	NTTA	A	P	P	P	A	P	P	A	P	P	P	P
Clay Lewis Jenkins (04/11)	Dallas County	P	P	P	P	P	A(R)	E	P	P	P	P	P
Ron Jensen (06/13)	Grand Prairie	P	P	P	P	P	P	E(R)	P	E(R)	P	E(R)	P
Jill Jester (08/24)	Denton	P	E	E	P	P	P	P	P	E	P	P	P
Matt Krause (01/25)	Tarrant County	P	E	E	P	E	P	P	P	E	E(R)	P	P
Stephen Mason (05/24)	Cedar Hill	E	P	P	P	P	P	P	P	P	P	P	P
Cara Mendelsohn (07/20)	Dallas	A	P	P	P	P	P	P	P	P	P	P	P
Cesar Molina (08/24)	DCTA	E	P	P	P	A	P	A	P	P	P	P	P
Jesse Moreno (07/24)	City of Dallas	P	P	A	P	P	P	P	P	A	P	E(R)	P
Ed Moore (07/22)	Garland	P	P	P	P	P	P	P	P	P	P	P	P
Matthew Porter (07/24)	Wylie	E(R)	P	P	P	P	P	P	P	P	P	P	P
John Muns (6/23)	Plano	E	P	P	P	P	A(R)	P	P	P	P	P	P
Manny Ramirez (1/23)	Tarrant County	E	P	P	E	P	E	P	A	P	E	E	E
Paul Ridley (10/25)	Dallas	--	--	--	--	--	--	--	--	P	P	P	P

P= Present  
A= Absent  
R=Represented by Alternate  
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,  
jury duty, business necessity, or fulfillment  
of obligation arising out of elected service)

**Regional Transportation Council Attendance Roster  
January 2025 - January 2026**

<b>RTC MEMBER</b>	<b>Entity</b>	<b>1/23/25</b>	<b>2/13/25</b>	<b>3/13/25</b>	<b>4/10/25</b>	<b>6/12/25</b>	<b>7/10/25</b>	<b>8/7/25</b>	<b>9/11/25</b>	<b>10/9/25</b>	<b>11/13/25</b>	<b>12/11/25</b>	<b>1/8/26</b>
Jim R. Ross (07/21)	Arlington	P	P	P	P	P	P	P	P	P	P	P	P
David Salazar (10/22)	TxDOT, FW	P	P	P	P	P	P	P	E(R)	P	P	P	P
Kathy Stewart (10/25)	Dallas	--	--	--	--	--	--	--	--	A(R)	P	P	P
Bobby Stovall (07/24)	Hunt County	P	P	P	P	P	P	P	P	P	E	E(R)	P
Burt Thakur (08/25)	Frisco	--	--	--	--	--	--	P	P	P	P	P	P
Jeremy Tompkins (10/19)	Euless	P	P	P	E(R)	P	P	P	P	P	P	P	P
William Tsao (3/17)	Dallas	P	P	P	P	P	A	P	P	P	P	P	P
Webb, Dennis (08/25)	Irving	--	--	--	--	--	--	P	P	P	E	E	P
Webb, Duncan (6/11)	Collin County	E(R)	P	P	P	P	P	P	P	P	P	P	P

Note: Date in parenthesis indicates when member was 1st eligible to attend RTC meetings

P= Present  
A= Absent  
R=Represented by Alternate  
--= Not yet appointed

E= Excused Absence (personal illness, family emergency, jury duty, business necessity, or fulfillment of obligation arising out of elected service)

Surface Transportation Technical Committee Attendance Roster  
January 2025 - January 2026

STTC MEMBERS	Entity	01/24/25	02/28/25	03/28/25	04/25/25	05/23/25	06/27/25	07/25/25	08/22/25	09/26/25	10/24/25	12/04/25	01/23/26
Rifat Alam	Lancaster	P	P	*	*	*	*	P	*	P	P	A	*
Ahmed Alqaisi	DeSoto	--	--	--	--	--	--	--	--	--	P	P	*
Marah Aqqad	Bedford	--	--	--	--	--	--	--	*	P	P	P	*
Joe Atwood	Hood County	P	A	*	*	*	*	P	*	R	P	P	*
Melissa Baker	Irving	E	P	*	*	*	*	E	*	P	P	P	*
James Bell	Grand Prairie	P	A	*	*	*	*	P	*	P	P	P	*
David Boski	Grand Prairie	P	P	*	*	*	*	P	*	P	P	P	*
Brett Bourgeois	Lewisville	--	--	--	--	--	--	--	--	--	--	--	*
Shon Brooks	Waxahachie	P	P	*	*	*	*	P	*	P	P	A	*
Tanya Brooks	DART	P	P	*	*	*	*	R	*	P	R	P	*
Matt Bryant	City of Duncaville	A	A	*	*	*	*	A	*	A	A	A	*
Daniel Burnham	Arlington	P	P	*	*	*	*	P	*	P	P	P	*
Jeffrey Bush	TxDOT Dallas	--	--	*	*	*	*	P	*	P	P	P	*
Farhan Butt	Denton	P	P	*	*	*	*	P	*	P	P	P	*
Bryan Cabrera	Mesquite	--	--	--	--	*	*	A	*	A	A	A	*
Brenda Callaway	Rockwall County	P	P	*	*	*	*	P	*	P	A	P	*
Travis Campbell	TxDOT - Dallas	P	P	*	*	*	*	P	*	P	P	P	*
Aaron Ceder	Dallas County	P	P	*	*	*	*	A	*	P	E	P	*
John Cordary, Jr.	TxDOT FW	P	A	*	*	*	*	P	*	R	P	P	*
Tara Crawford	Trinity Metro	P	P	*	*	*	*	P	*	A	P	A	*
Clarence Daugherty	Collin County	P	P	*	*	*	*	P	*	P	P	A	*
Chad Davis	Wise County	P	P	*	*	*	*	P	*	A	A	A	*
Taylor Derden	Mansfield	--	P	*	*	*	*	P	*	P	P	E	*
Pritam Deshmukh	Richardson	P	P	*	*	*	*	P	*	P	P	E	*
Becky Diviney	Town of Addison	P	P	*	*	*	*	P	*	P	P	P	*
Phil Dupler	FWTA	P	A	*	*	*	*	P	*	P	P	P	*
Eric Fladager	Fort Worth	P	A	*	*	*	*	P	*	P	P	P	*
Chris Flanigan	Allen	P	P	*	*	*	*	A	*	P	P	P	*
Austin Frith	DCTA	P	P	*	*	*	*	P	*	A	P	P	*
Gary Graham	McKinney	R	R	*	*	*	*	P	*	P	P	P	*
Michael Haithcock	TxDOT - Fort Worth	--	--	--	--	--	--	--	--	--	P	P	*
Scott Hall	Tarrant County	A	P	*	*	*	*	A	*	A	A	A	*
Tom Hammons	Carrollton	P	P	*	*	*	*	P	*	A	P	A	*
Namoo Han	Garland	--	--	--	--	--	--	P	*	P	A	P	*
Craig Hancock	NTTA	P	P	*	*	*	*	p	*	P	P	P	*
Chris Harris	Greenville	A	A	*	*	*	*	A	*	P	P	P	*
Ron Hartline	The Colony	P	P	*	*	*	*	A	*	A	R	R	*
Sophia Harvey	Dallas	--	--	--	*	*	*	A	*	P	A	A	*
Barry Heard	Kaufman County	P	P	*	*	*	*	P	*	A	P	P	*
Duane Hengst	Hurst	A	P	*	*	*	*	A	*	P	P	P	*
Matthew Hotelling	Flower Mound	P	P	*	*	*	*	P	*	A	A	P	*

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Surface Transportation Technical Committee Attendance Roster  
January 2025 - January 2026

STTC MEMBERS	Entity	01/24/25	02/28/25	03/28/25	04/25/25	05/23/25	06/27/25	07/25/25	08/22/25	09/26/25	10/24/25	12/04/25	01/23/26
Jeremy Hutt	Cleburne	P	P	*	*	*	*	P	*	R	P	P	*
Thuan Huynh	McKinney	P	P	*	*	*	*	P	*	P	P	R	*
Joseph Jackson	Tarrant County	P	P	*	*	*	*	P	*	P	P	P	*
Joel James	NTTA	P	P	*	*	*	*	P	*	A	P	P	*
William Janney	Frisco	A	P	*	*	*	*	A	*	A	A	A	*
Major L. Jones	Eules	R	P	*	*	*	*	A	*	R	P	P	*
Wilson Kakembo	Midlothian	--	--	--	--	--	--	--	--	--	A	P	*
Gus Khankarli	Dallas	P	P	*	*	*	*	P	*	P	P	P	*
Lauren LaNeave	Southlake	--	A	*	*	*	*	A	*	A	A	P	*
Alonzo Liñán	Keller	A	A	*	*	*	*	A	*	A	A	A	*
Eron Linn	DART	E	P	*	*	*	*	P	*	P	E	P	*
Clay Lipscomb	Plano	P	P	*	*	*	*	P	*	P	R	P	*
Paul Luedtke	Garland	P	P	*	*	*	*	A	*	A	P	A	*
Stanford Lynch	Hunt County	A	P	*	*	*	*	P	*	P	R	P	*
Auro Majumdar	Dallas	--	--	--	--	--	--	--	--	P	P	P	*
Chad Marbut	Weatherford	P	P	*	*	*	*	P	*	P	P	P	*
Alberto Mares	Ellis County	P	P	*	*	*	*	P	*	P	A	P	*
John Mears	Mesquite	A	A	*	*	*	*	A	*	A	P	P	*
Brian Moen	Frisco	P	A	*	*	*	*	P	*	A	A	P	*
Mark Nelson	Richardson	P	R	*	*	*	*	P	*	P	P	P	*
Jim O'Connor	Irving	P	P	*	*	*	*	R	*	R	R	P	*
Alfredo Ortiz	Dallas	P	P	*	*	*	*	E	*	P	P	P	*
Cintia Ortiz	Parker County	P	P	*	*	*	*	P	*	A	A	A	*
Joyce Palmer	Arlington	--	--	--	--	--	--	--	--	--	--	--	*
Martin Phillips	Fort Worth	P	E	*	*	*	*	E	*	A	A	P	*
John Polster	Denton County	P	P	*	*	*	*	P	*	P	P	P	*
Kelly Porter	Fort Worth	P	P	*	*	*	*	E	*	E	E	P	*
Tim Porter	Wylie	R	R	*	*	*	*	A	*	R	R	P	*
Minesha Reese	Dallas County	P	A	*	*	*	*	P	*	P	P	E	*
Elizabeth Reynolds	Grapevine	P	A	*	*	*	*	P	*	P	P	A	*
Greg Royster	DFW Int. Airport	P	P	*	*	*	*	R	*	P	P	P	*
Brian Shewski	Plano	P	P	*	*	*	*	P	*	R	P	P	*
Jason Shroyer	Little Elm	--	--	--	--	--	--	A	*	A	A	A	*
Ray Silva-Reyes	Farmers Branch	P	P	*	*	*	*	P	*	R	P	P	*
Chelsea St. Louis	Fort Worth	P	P	*	*	*	*	P	*	P	A	P	*
Aaron Tainter	Coppell	P	P	*	*	*	*	P	*	R	P	P	*
Errick Thompson	Burleson	P	P	*	*	*	*	P	*	E	P	P	*
Caleb Thornhill	Plano	P	A	*	*	*	*	A	*	A	P	A	*
Jennifer VanderLaan	Johnson County	P	P	*	*	*	*	P	*	E	P	P	*
Gregory Van	Haltom City	R	A	*	*	*	*	P	*	P	R	R	*
Daniel Vedral	Irving	P	R	*	*	*	*	P	*	P	P	A	*
Caroline Waggoner	North Richland	P	R	*	*	*	*	A	*	A	P	A	*

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January 2025 - January 2026

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Jana Wentzel	Dallas	--	--	--	--	--	--	--	--	P	P	P	*
Robert Woodbury	Cedar Hill	P	P	*	*	*	*	P	*	P	P	P	*
Larry Wright	Colleyville	A	A	*	*	*	*	A	*	P	P	P	*
Jamie Zech	TCEQ	A	A	*	*	*	*	A	*	A	A	A	*

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## **MEETING SUMMARY**

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

The Surface Transportation Technical Committee (STTC) met on Friday, December 5, 2025, at 1:30 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Ahmed Alqaisi, Marah Aqqad, Joe Atwood, Melissa Baker, James Bell, Nathan Benditz, David Boski, Tanya Brooks, Daniel Burnham, Jeff Bush, Farhan Butt, Brenda Callaway, Travis Campbell, Aaron Ceder, John Cordary, Taylor Derden, Phil Dupler, Eric Fladager, Chris Flanigan, Ann Foss, Austin Frith, Gary Graham, Michael Haithcock, Namoo Han, Craig Hancock, Chris Harris, Barry Heard, Duane Hengst, Matthew Hotelling, Jeremy Hutt, Joseph Jackson, Joel James, Major L. Jones, Wilson Kakembo, Gus Khankarli, Lauren LaNeave, Eron Linn, Clay Lipscomb, Stanford Lynch, Brian McNulty (representing Ron Hartline), Auro Majumdar, Chad Marbut, Alberto Mares, John Mears, Brian Moen, Mark Nelson, Alfredo Ortiz, Autumn Permenter (representing Gregory Van Nieuwenhuize), Martin Phillips, John Polster, Kelly Porter, Greg Royster, John Ryan (representing Thuan Huynh), David Salmon, Brian Shewski, Ray Silva-Reyes, Chelsea St. Louis, Aaron Tainter, Errick Thompson, Jennifer VanderLaan, Jana Wentzel, Robert Woodbury, and Larry Wright.

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

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

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

2. **Consent Agenda:**

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

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

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

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

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

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

Requested Action – National Railroad Partnership Program Submittal Applications

Recommendation for RTC approval of:

- Submittal of the *East TRE Corridor Improvements* and *Prairie Creek Road Grade Separation* projects for funding consideration through the FY2024-2025 National Railroad Partnership Grant Program
- Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate the proposed project if selected for a FY2024-2025 National Railroad Partnership Grant award

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

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

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

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

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


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

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

**STTC recommendation of RTC approval of:**

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

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Call for Projects Funding Recommendations13




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

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

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

**Recommendation for RTC approval of:**

- Implementation of the **Technology Project Identification (TPI) Framework** as the new process for identifying and advancing Technology & Innovation projects.
- Adoption of the **evaluation criteria and eligibility requirements** established under the framework to guide project selection.
- Utilization of up to **\$8.7 million in Surface Transportation Block Grant (STBG) funds**, with **Transportation Development Credits** as local match, for eligible projects identified through this process.
- Administrative amendments to the Transportation Improvement Program (TIP) / Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate this new framework.

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


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

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

**Recommendation for RTC approval of:**

- Proposed MTP Policy Bundle Round 6 policy list and scoring framework.
- Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate the program.

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

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

Meeting adjourned at 3:06 p.m.