



for staff to conduct planning study activities including review of existing conditions and development of a funding plan, as well as to engage TWU students in developing surveys and corridor branding materials for the project.

Background: The TWU/Collard Street Improvements Study is a corridor planning study along Collard Street which connects from East Lancaster Avenue to East Rosedale Street in Fort Worth. The study will review safety conditions, potential streetscape enhancements, and multimodal transportation improvements that will better connect East Lancaster Avenue to East Rosedale Street, which have received over \$250 million in funding for transportation improvements over the last two decades and significant investment from the RTC. Improvements along Collard Street would provide a north-south connection between these two major corridors and ideally increase multimodal activity/opportunities that will support the university's goal of becoming a hub for activity and economic development. The project will include collaboration with TWU students on activities such as developing a survey, performing corridor walk audits, and creating corridor branding and marketing items. After this initial phase, North Central Texas Council of Governments staff will work with a consultant/engineer to conduct a feasibility analysis that will result in conceptual design plans for the corridor. Staff will then develop a funding plan that includes a cost/revenue matrix for project implementation. More information is available in [Electronic Item 3.1](#).

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

### 3.2. **North Tarrant Express Funding Request**

Presenter: Ken Bunkley

Item Summary: Staff will seek Regional Transportation Council (RTC) approval on a Texas Department of Transportation (TxDOT) request to utilize \$45 million in Regional Toll Revenue (RTR) funding for construction of northbound Interstate Highway (IH) 35 West to State Highway (SH) 121

frontage roads and reconstruction of the Sylvania Ave bridge over SH 121. TxDOT funding in the amount of \$97 million and RTR managed lane revenue of \$45 million from the North Tarrant Express (NTE) are proposed to fund the construction of this project.

Background: The project will reconstruct the frontage road along IH 35 West, the existing bridge over SH 121 at Sylvania Ave and associated ramps, and frontage roads between Sylvania Ave and Riverside Drive, aligning with the ultimate cross section for this corridor. The existing bridge structure has been hit numerous times due to the low vertical clearance (13.5 ft) and reconstruction will raise the vertical clearance increasing safety and reducing congestion delays at the underpass. TxDOT has identified a \$97 million credit from the 3C section of the NTE that has been held in escrow and can be used for this project. RTR revenue from the NTE managed lanes is recommended to fund the \$45 million balance. More details can be found in [Electronic Item 3.2](#).

Performance Measure(s): Air Quality, Safety

### 3.3. **Lyndon B. Johnson East Funding Request**

Presenter: Ken Bunkley, NCTCOG

Item Summary: Staff will seek Regional Transportation Council (RTC) approval on a Texas Department of Transportation (TxDOT) request to utilize Regional Toll Revenue (RTR) funding up to \$10 million for change orders on the Lyndon B. Johnson (LBJ) East project. RTR managed lane revenue in the amount of \$10 million from the LBJ East corridor is proposed to fund this request.

Background: The LBJ East corridor project from United States 75 to Interstate Highway (IH) 30 has \$1.6 billion in approved funding. Up to \$10 million is needed for improvements to the corridor, including lane striping, painting for beams, barriers, and walls, improvements to transitions at IH 30 and High-Occupancy Vehicle lanes, as well as drainage improvements. RTR revenue previously generated on this corridor is

recommended to fund the \$10 million request.  
More details can be found in [Electronic Item 3.3](#).

Performance Measure(s) Addressed: Roadway, Safety

**3.4. Clarification on Interstate Highway 35 Roadway Project**

Presenter: Ken Bunkley, NCTCOG

Item Summary: Regional Transportation Council approval of a clarification to the 2025-2028 Transportation Improvement Plan (TIP) entry for Control Section Job 0195-02-092 for Interstate Highway (IH) 35 from North of Rector to South of Farm-to-Market (FM) 455 will be requested, along with the ability to amend other planning/administrative documents, if necessary, with TIP-related changes.

Background: Texas Department of Transportation-Dallas has requested an update to the description of the IH 35 Freeway from North of Rector to South of FM 455 project to include 4 lanes discontinuous to 4/6 lane continuous frontage roads. This is an administrative update. The inclusion of frontage roads has always been an element of this project and is requested to be reaffirmed for the 2025-2028 TIP. This change will be reflected in the 2027-2030 TIP/Statewide TIP. The project is scheduled to let in November 2026.

Performance Measure(s) Addressed: Roadway

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

Action       Possible Action       Information      Minutes: 15

Presenter: Michael Morris, NCTCOG

1. Potential Outcomes from Workshop on Metropolitan Planning Organization Roles and Responsibilities and Related Agreements: March 2026 (Ken Kirkpatrick and Michael Morris) (See Agenda Item 10)
2. New Officers in June 2026
3. Propose Cancellation of Regional Transportation Council Meeting in July 2026
4. Bylaws Review by November 2026
5. Rebuilding American Infrastructure with Sustainability and Equity Fiscal Year 2022 Four Stations Grant Update ([Electronic Item 4.1](#))

6. Update on Existing and New Transit Funding for Fédération Internationale de Football Association ([Electronic Item 4.2](#))
7. Correspondence from February Regional Transportation Council Meeting (Handout)
8. Spring 2026 Traffic Incident Management Executive Level Course Announcement – May 7, 2026 ([Electronic Item 4.3](#))
9. Recent Correspondence to City Managers – Collaboration Opportunity Managing Heavy-Duty Vehicle Idling and Regional Air Quality ([Electronic Item 4.4](#))
10. Status Update on 2025 Transportation Conformity Determination ([Electronic Item 4.5](#))
11. Local Clean Air Project Spotlight ([Electronic Item 4.6](#))
12. Air Quality Funding Opportunities ([www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding))
13. Upcoming Dallas-Fort Worth Clean Cities Events ([www.dfwcleancities.org/events](http://www.dfwcleancities.org/events))
14. January - February Public Comments Report ([Electronic Item 4.7](#))
15. February Public Meeting Minutes ([Electronic Item 4.8](#))
16. March Public Meeting Notice ([Electronic Item 4.9](#))
17. Recent News Articles ([Electronic Item 4.10](#))
18. Recent Correspondence ([Electronic Item 4.11](#))
19. Recent Press Releases ([Electronic Item 4.12](#))

1:35 – 1:45 5.

**Fort Worth Heritage Park Regional Pedestrian Connection**

Action       Possible Action       Information      Minutes: 10

Presenter: Karla Windsor, NCTCOG

Item Summary: Regional Transportation Council (RTC) approval will be requested for the North Central Texas Council of Governments (NCTCOG) to assign \$8 million in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding matched with \$2 million local funding from the City of Fort Worth to construct the Heritage Park Regional Pedestrian Connection.

Background: The City of Fort Worth is improving the area around the historic Tarrant County Courthouse and public spaces including Paddock and Heritage Park to better connect downtown Fort Worth to the Trinity Trails and future Panther Island. The first Phase to improve safety at the four intersections of Belknap Street and Weatherford Street at Houston Street and Commerce Street was funded by RTC in August of 2020. At that time, it was proposed to fund the pedestrian and bicycle trail

connection when private funds for the park space were confirmed to be in hand (see [Electronic Item 5.1](#)). With the private funding now confirmed, NCTCOG staff is recommending Phase Two with CMAQ funding of \$8 million matched with \$2 million local funding from the City of Fort Worth to construct the Heritage Park Regional Pedestrian Connection. This pedestrian path would create an Americans with Disabilities Act (ADA)-compliant ramped connection down the 79-foot embankment to the Trinity River Trails from downtown streets. This fills an existing ADA pedestrian gap between downtown and the Trinity Trails and will be the future active transportation connection to Panther Island. Additional information is provided in [Electronic Item 5.2](#).

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

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 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 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: Air Quality, Safety

1:55 – 2:05

7. **2027–2030 Transportation Improvement Program Development**

Action       Possible Action       Information      Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: Regional Transportation Council (RTC) approval of the 2027-2030 Transportation Improvement Program (TIP) document will be requested.

Background: A new TIP is developed every two years through a cooperative effort between the North Central Texas Council of Governments (NCTCOG), the Texas Department of Transportation (TxDOT), local governments, and transportation authorities. The TIP is a staged, multi-year listing of transportation projects with committed funding from federal, State, and local sources within the Dallas-Fort Worth Metropolitan Area. [Electronic Item 7.1](#) contains an overview of the TIP. The resolution contained in [Electronic Item 7.2](#) affirms the RTC's approval of the 2027-2030 TIP listings and will be used to transmit the document to TxDOT. The financially constrained project listings and document are available at the following weblink: <https://www.nctcog.org/trans/funds/tip/transportation-improvement-program-docs/2027-2030-transportation-improvement-program>.

Performance Measure(s) Addressed: Roadway, Transit

**2:05 – 2:15**    8.    **Recommendations to the Texas Department of Transportation on the Texas Electric Vehicle Infrastructure Plan**

Action       Possible Action       Information      Minutes: 10

Presenter:      Lori Clark, NCTCOG

Item Summary: Staff will provide an update on the status of the Texas Department of Transportation's (TxDOT) implementation of the Texas Electric Vehicle Infrastructure Plan. Staff will also request approval of an approach to provide recommendations to TxDOT regarding grants that they will administer for additional electric vehicle charging stations within the Metropolitan Planning Area boundary.

Background: TxDOT developed the Texas Electric Vehicle Infrastructure Plan to create a statewide network of electric vehicle (EV) charging stations using National Electric Vehicle Infrastructure Formula Program funding. Implementation began in 2024, was paused in early 2025, then resumed after new guidance was issued by the Federal Highway Administration (FHWA) in August 2025. In January 2026, TxDOT received certification from the FHWA that the designated alternative fuel corridor highways in Texas are "fully built out," completing Phase I of the plan in Texas. This certification enables TxDOT to proceed to Phase II of the plan. As part of Phase II, TxDOT is requesting Metropolitan Planning Organizations provide input on charger type and location for additional grant funding rounds.

[Electronic Item 8](#) provides details on the proposed methodology to develop these recommendations. Surface Transportation Technical Committee input will be requested at its March 27 meeting. Staff will provide information on the final recommendations submitted to TxDOT at the April 2026 Regional Transportation Council meeting.

Performance Measure(s) Addressed: Air Quality

2:15 – 2:25

9. **Update on McKinney Passenger Rail Corridor Study**

Action       Possible Action       Information      Minutes: 10

Presenter: Dan Lamers, NCTCOG

Item Summary: Staff will provide a brief update on this study which the Regional Transportation Council (RTC) postponed in November 2025, due to issues that arose between Dallas Area Rapid Transit (DART) and its member cities. In light of the emerging partnership among DART, its member cities, and RTC, as well as the ongoing work of the RTC Transit Vision Subcommittee, staff will request RTC approval to resume the study.

Background: Following the positive results of the Collin County Transit Study in 2021, the RTC funded a study on the McKinney Passenger Rail Corridor (between Plano and McKinney) to serve as an extension of the DART rail system. Following the successful conclusion of the Transit 2.0 Study, staff had already begun the process of hiring consultants when work on the McKinney Passenger Rail Corridor Study was paused in November. With the work of the RTC Transit Vision Subcommittee toward the development of a regionwide authority to manage regional rail transit services and the decision by Plano and other cities to remain in DART, obstacles that would preclude further advancement of this corridor are receding. Additional information can be found in [Electronic Item 9](#).

Performance Measure(s) Addressed: Transit

2:25 – 2:35

10. **Approval of Proposed Letter to the Texas Department of Transportation Regarding Metropolitan Planning Organization/Fiscal Agent Agreement**

Action       Possible Action       Information      Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: There is a workshop scheduled for Ken Kirkpatrick and Michael Morris to explain North Central Texas Council of

Governments (NCTCOG)/Regional Transportation Council (RTC)/Texas Department of Transportation (TxDOT) agreements. This item may request information from TxDOT.

Background: TxDOT is a participant in relationships in federal laws, especially United States Title 23. These relationships impact the partnership between the State Department of Transportation and Metropolitan Planning Organization (MPO) Policy Committee. In addition, TxDOT is a participant in agreements that impact the fiscal agent – MPO Policy Committee relationship. RTC may request advice, direction or insight into the current disagreement between the NCTCOG Executive Board and RTC. This disagreement has occurred in other Texas regions with various resolutions. This inventory may help provide insight into TxDOT's authority.

Performance Measure(s) Addressed: Administrative

2:35 – 2:45

11. **Integrating Transportation and Stormwater Infrastructure Study Overview**

Action       Possible Action       Information      Minutes: 10

Presenter: Jeff Neal, NCTCOG

Item Summary: Staff will provide a brief overview of the Integrating Transportation and Stormwater Infrastructure (TSI) Study and highlight expected outcomes.

Background: Initiated in 2023, the \$10 million TSI Study is a proactive and comprehensive planning effort to identify projects that reduce future flood risk, along with other complementary and voluntary measures for averting flood impacts on community health, safety, and growth. Staff will briefly outline the study's purpose and explain essential components to the study's potential success. Opportunities remain to provide and obtain critical feedback on how/what concepts and policies pertaining to infrastructure- and nature-based solutions can be incorporated to address future flood prevention and mitigation. More details are provided in [Electronic Item 11](#).

Performance Measure(s) Addressed: Roadway, Safety

2:45 – 2:55

12. **Regional Roadway Safety Performance Targets Update**

Action       Possible Action       Information      Minutes: 10

Presenter: Sonya Landrum, NCTCOG

Item Summary: Staff will provide an update on the proposed 2026 Regional Roadway Safety Targets for federally required performance measures and actual performance of the 2024 Safety targets. Roadway Safety targets are focused on reducing serious injuries and fatalities for motorized and non-motorized travelers. In addition, a progress report on the \$57 million safety program is highlighted in [Electronic Item 12](#).

Background: As the Metropolitan Planning Organization for the North Central Texas region, the North Central Texas Council of Governments is required to set regional targets for Roadway Safety. These targets are used to track and report on the region's performance through existing documents such as the Metropolitan Transportation Plan, the Transportation Improvement Program, and the State of the Region report. In February 2023, the Regional Transportation Council approved the reduction schedule for the 2023–2027 regional Roadway Safety targets. Staff will provide the Council with an update on the proposed 2026 targets based on the approved reduction schedule and the actual performance of the 2024 targets. Additional information will be provided at the meeting.

Performance Measure(s) Addressed: Safety

13. **Progress Reports**

Action       Possible Action       Information

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

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

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

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

16. **Next Meeting**: The next meeting of the Regional Transportation Council will be held at **1:00 pm, Thursday, April 9, 2026**.

**MINUTES**

**Regional Transportation Council  
Thursday, February 12, 2026**

The Regional Transportation Council (RTC) met on Thursday, February 12, 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, Lorie Blair, Randall Bryant, Jeffrey Bush (representing Ceason Clemons), Jorga Clemson (representing Ron Jensen), Michael Crain, Theresa Daniel, Jeff Davis, Pat Deen, Andy Eads, Carlos Flores, T.J. Gilmore, Raul Gonzalez, Mojoy Haddad, Gerard Hudspeth (representing Jill Jester), Angela Hunt, Matt Krause, Stephen Mason, Cara Mendelsohn, Cesar Molina, Ed Moore, Jesse Moreno, John Muns, Jay Northcut (representing Bill Cox), Deborah Peoples (representing Alan Blaylock), Manny Ramirez, Paul Ridley, Jim Ross, David Salazar, Michael Schaeffer (representing Matthew Porter), Andy Sommerman (representing Clay Lewis Jenkins), Kathy Stewart, Bobby Stovall, Burt Thakur, Jeremy Tompkins, William Tsao, and Duncan Webb.

Others present at the meeting were: Jamie Adelman, Vickie Alexander, Susan Alvarez, Davis Arthur, Jay Barksdale, Carli Baylor, Taylor Benjamin, Cimajie Best, Natalie Bettger, Brandi Bird, Jon Blackmon, Alberta Blair, Lonnie Blaydes, Doug Burnett, Joel Burns, Farhan Butt, Daniel Byrd, Katherine Cadena, Byron Campbell, Angie Carson, Dixie Cawthorne, Meredith Cebelak, Priscilla Chambliss, Lori Clark, Nancy Cline, Cristina Criado, Paul Cristina, Rebecca Diviney, Emily Dryclen, Luke Easterling, Tom Flaherty, Andrew Fortune, Howard Freed, Matt Gauntt, Shala Geer-Smith, David Goins, Rebekah Gongora, Christie Gotti, Michael Haithcock, Tony Hartzel, Harris Hassan, Millie Hayes, Robert Hinkle, Chris Hoff, Curtis Hound, Mark Israelson, Matt Johns, Amy Johnson, Victoria Johnson, Vinnie Jolly, Jennifer Justice, Wilson Kakembo, Lilly Kersh, Dan Kessler, Gus Khankarli, Ken Kirkpatrick, Garry Kraus, Dan Lamers, Anette Landeros, Nadine Lee, Eron Linn, Todd Little, Aaron Long, Carlos Lopez, Paul Luedtke, Stanford Lynch, Terry Lynne, Dana Macalik, Clem Maddox, Gregory Masota, Monte Mercer, Sean Merrell, Kenna Mitchell, Brian Moen, Anthony Moffa, Joaquin Moreno, Michael Morris, Faith Morse, Mark Nelson, Jackie Nolasco, Amir Omar, Darla Payberah, Pablo Pena, Michael Peters, Caleb Polster, John Polster, James Powell, Ezra Pratt, Vercie Pruitt-Jenkins, Brintow Raena, Phedra Redifer, Jacob Reinig, Randy Richardson, Travis Ripley, William Roth, Charlie Salazar, Orlando Sanchez, Chris Sharp, Kay Shelton, Ashley Shroyer, Samuel Simmons, Gary Slagel, Randy Smith, Sidney Sonck, Feliz Stafford, Toni Stehling, Judith Takel, Stephen Tanner, Luke Tinker, Daniela Tower, Ariel Traub, Lauren Trimble, Caroline Vandergriff, Celina Vasquez, Dan Vedral, Elisa Villnave, Bernard Wade, Chris Wallace, Laura Weis, Glen Whitley, Julia Wicks, Brian Wilson, Chris Wright, and Sam Yaconb.

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. Victoria Johnson spoke on agenda item 1; Glen Whitley spoke on agenda item 7; Chris Wallace spoke on agenda item 8; Orlando Sanchez spoke on agenda item 8; and Dana Macalik spoke on agenda item 4.7. Written comments were provided and can be found in the Public Comments Report under the Director's Report agenda item.

2. **Approval of January 8, 2025, Minutes:** Approval of the January 8, 2025, meeting minutes contained in Electronic Item 2 was requested.

A motion was made to approve the January 8, 2026, meeting minutes as submitted in Electronic Item 2. Theresa Daniel (M); Paul Ridley (S). The motion passed unanimously.

### 3. **Consent Agenda**

- 3.1. **Endorsement to Receive Rider 7 PM2.5 Planning Funds from the Texas Commission on Environmental Quality and Approval to Use Funds for PM2.5-Related Regional Air Quality Activities:** Regional Transportation Council endorsement was requested to receive Rider 7 Local Air Quality Planning Grant – fine particulate matter (PM<sub>2.5</sub>) funds from the Texas Commission on Environmental Quality (TCEQ) for the Fiscal 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.
- 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:** Regional Transportation Council approval was requested 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.

A motion was made to approve Items 3.1 and 3.2 on the Consent Agenda. Manny Ramirez (M); Steve Babick (S). The motion passed unanimously.

4. **Orientation to Agenda/Director of Transportation Report:** Michael Morris briefly highlighted items 1 through 3, and 7.

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
4. Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery
5. Amanda Wilson's Service Recognition on the AMPO Policy Committee in 2025
6. Michael Morris is the ENR Texas and Louisiana's 2026 Legacy Award Winner
7. Future Discussion on Rockwall County/Partnership Program
8. Fiscal Year 2026 Appropriations Update and Fédération Internationale de Football Association Funding
9. Fiscal Year 2025 Transportation Development Credit Annual Report
10. 2027–2030 Transportation Improvement Program Development
11. Mobility Assistance Patrol Program
12. Engine Off North Texas Status Report
13. Status Update on 2025 Transportation Conformity
14. Quarterly High Occupancy Vehicle Carma Subsidy Report
15. Air Quality Funding Opportunities ([www.nctcoq.org/aqfunding](http://www.nctcoq.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
18. February Public Meeting Notice
19. Recent News Articles
20. Recent Correspondence
21. Recent Press Releases

A motion was made to move Item 8 (reflected below as Item 5) up on the agenda for presentation and action. Lorie Blair (R); Ed Moore (S). The motion passed unanimously.

5. **Regional Transportation Council Action on Scenario 1 and Scenario 2: City Requests Impacting Dallas Area Rapid Transit: Action from Workshop**: Prior to the Regional Transportation Council (RTC) meeting, a workshop was held on Scenario 1 and Scenario 2: Cities Impacting Dallas Area Rapid Transit (DART). At the RTC meeting, Michael Morris reiterated information from the workshop regarding DART cities that are considering withdrawing from DART and have requested action from RTC to have the latest information for their entities to make a final decision regarding withdrawal elections by February 23, 2026. Scenario 1 pertained to cities opting out of DART and Scenario 2 contained partnership opportunities resulting in cities not withdrawing from DART. A motion was made to approve Scenario 2, Funding Support if a City Elects to Stay in DART, with the Transportation Control Measure substitute need eliminated and assistance provided for a DART/Member City Partnership consisting of Part A, \$75 million over five years to meet DART's target and assist local government request; Part B, RTC pays for City Capital Projects and would need DART review; and Part C, Legislative requests, including Governance and other RTC Initiatives. Randall Bryant (M); John Muns (S).

Following much discussion regarding staff's recommended action and equity concerns regarding funding for DART and not Trinity Metro and Denton County Transportation Authority, an amendment to the motion was made to include funding in the amount of \$65 million for Denton County Transportation Authority for the expansion of rail and \$40 million for Trinity Metro for expansion of their service to the medical district, and a charge for Regional Transportation Council staff and Transit 2.0 to advance the Regional Rail Mobility Authority. Andy Eads (M); Elizabeth Beck (S). The motion to amend passed by a vote of 22 to 12. A substantive vote on the motion as amended was held and passed by a vote of 31 to 2.

A motion was made to table Scenario 1, Funding Elements if a City Withdraws from DART (funds from formula). Andy Sommerman (M); Lorie Blair (S). The motion passed unanimously.

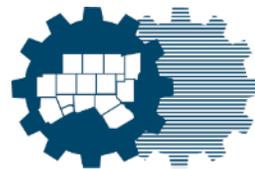
6. **Fiscal Year 2026 Better Utilizing Investments to Leverage Development Grant and Texas Off-System Rail Grade Separation State Fund Programs**: Karla Windsor requested Regional Transportation Council (RTC) approval to submit projects in the Fiscal Year 2026 Better Utilizing Investments to Leverage Development Grant Program. Applications are due to the United States Department of Transportation by February 24, 2026. RTC approval was also requested for \$30 million in Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality 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.

A motion was made to approve submission of the following projects for Fiscal Year 2026 Better Utilizing Investments to Leverage Development Grant funding consideration:

1) United States 287/Prairie Ridge Project (including proposed 50 percent Category 2/50 percent Category 4 funding and State match), 2) State Highway 183/Pumphrey Dr. Bettering Access, Safety, and Efficiency Project (BASE), and 3) Farm-to-Market 917/Burlington Northern Sante Fe Grade Separation Project; \$30 million in federal Surface Transportation Block Grant/ Congestion Mitigation and Air Quality Improvement Program funding and \$9 million in Regional Toll Revenue funding for Tarrant County's Bonds Ranch Road Segment #2 Project application to the Off-System Rail Grade Separation State Fund Program; and administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and update any administrative and/or planning documents as needed to incorporate the proposed projects if selected. Manny Ramirez (M); Jorga Clemson (S). The motion passed unanimously.

7. **Proposed Traffic Signal Program Funding**: This item was not presented due to time constraints.
8. **Status Report on Executive Board Items**: Ken Kirkpatrick provided a brief summary of Metropolitan Planning Organization roles and responsibilities, a similar presentation provided to the North Central Texas Council of Governments Executive Board on January 22, 2026.
9. **Progress Reports**: Regional Transportation Council attendance was provided in Electronic Item 9.1, and Surface Transportation Technical Committee attendance and minutes were provided in Electronic Item 9.2.
10. **Other Business (Old or New)**: There was no discussion on this item.
11. Future Agenda Items: There was no discussion on this item.
12. Next Meeting: The next meeting of the Regional Transportation Council is scheduled for 1:00 pm, Thursday, March 12, 2026.

Meeting adjourned at 3:03 pm.



# Texas Wesleyan University / Collard Street Improvements Study

Regional Transportation Council | March 12, 2026

Shawn Conrad, Program Manager

# Project Overview

## Goals:

- Establishing a safer north/south connection between E. Lancaster Ave. and E. Rosedale St.
- Activating the existing corridor for multimodal options
- Creating more activity hubs for TWU students, residents, and visitors
- Evaluating land use impacts and economic development opportunities

## Collaboration:

- Integrating with the City of Fort Worth's Main Street America project along nearby Vaughn Blvd.
- Coordinating with Union Pacific RR on the existing underpass
- Engaging students to participate in the planning process



*Existing cross-section and UP underpass and intersection along Collard St (images from Google Streetview)*



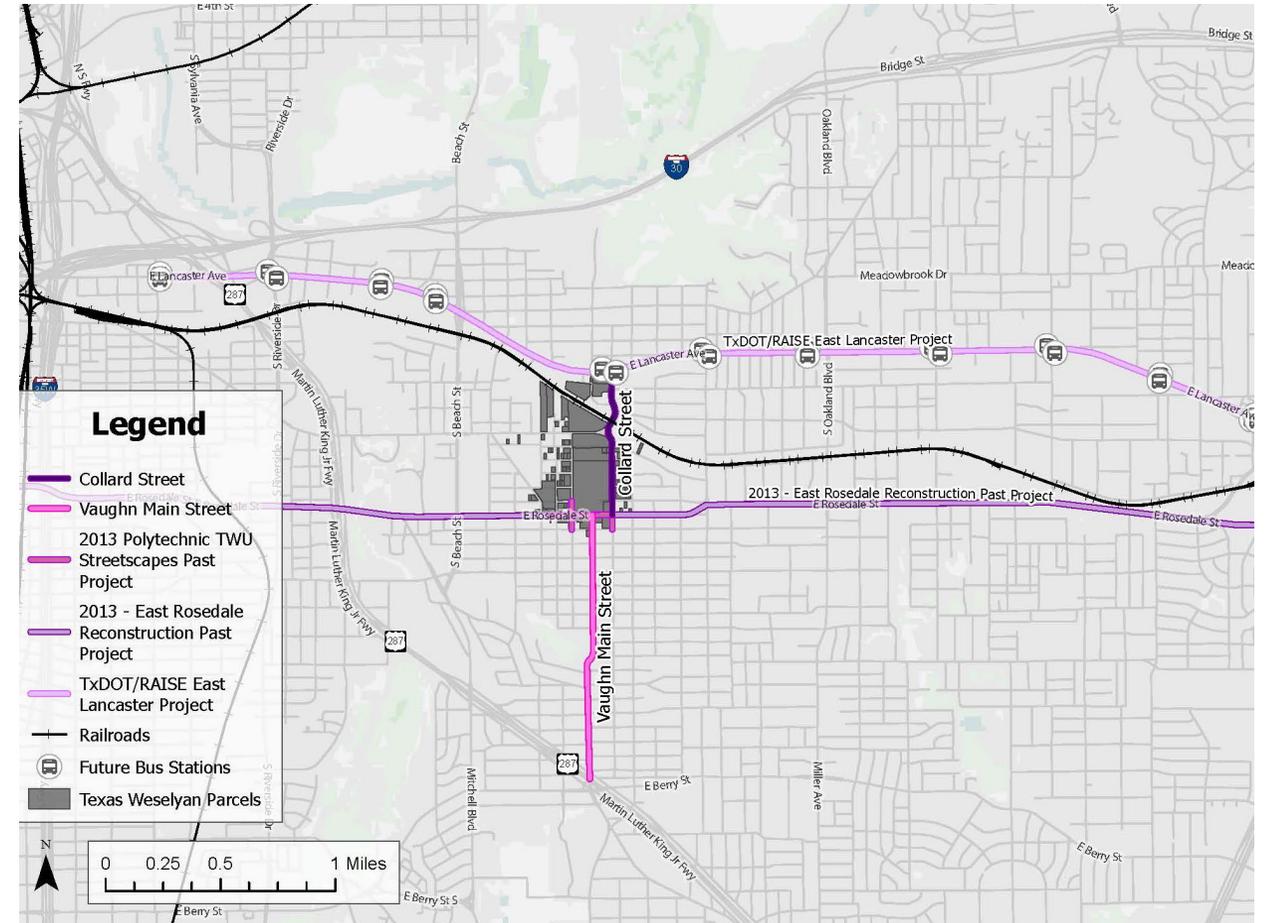
# Previous Funding in the Project Area

## East Rosedale Street:

- Approximately \$80 million in funding
- Streetscape enhancements
- Bike/ped facilities
- Intersection improvements

## East Lancaster Avenue:

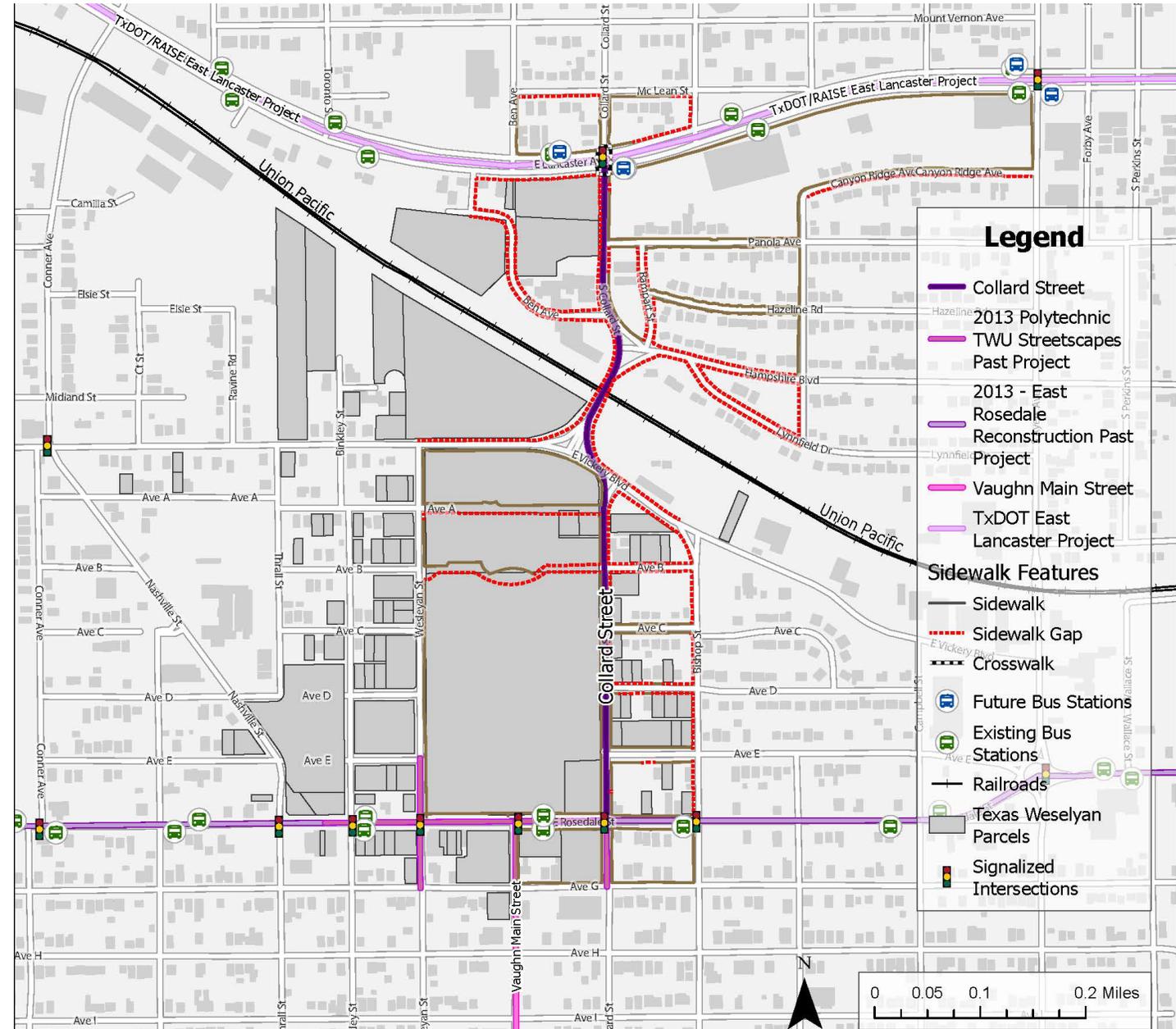
- \$182 million awarded from FY23 RAISE
- Corridor redevelopment project
- Increase multimodal access
- Intersection and signal improvements
- Transit station enhancements



# Existing Conditions Analysis

Staff will review and provide recommendations for:

- Potential multimodal transportation improvements
- Safety conditions
- Placemaking opportunities
- Potential economic development opportunities



# Project Phases and Tentative Schedule

## Phase 1: Project Identification/Collaborate with University Students on Activities

- Timeline: March 2026 to December 2026
- Tasks: Existing conditions analysis, development of student coursework materials, student projects

## Phase 2: Feasibility Study/Develop Conceptual Plans

- Timeline: December 2026 to December 2027
- Tasks: Hire consultant and coordinate on development of conceptual design plans for corridor

## Phase 3: Develop a Cost/Revenue Matrix Funding Strategy

- Timeline: March 2027 to December 2028
- Tasks: Coordinate internally to develop funding plan

**Anticipated project completion: Fall/Winter 2028**



# REQUESTED ACTION – Approval of RTC Local Funds for TWU/Collard Street Improvements Study

- RTC approval of:
  - \$150,000 of RTC Local funds for staff to facilitate Phases 1, 2, and 3 of the corridor planning study.
  - Administratively amending the Transportation Improvement Program/Statewide Transportation Improvement Program and updating any administrative and/or planning documents as needed to incorporate the TWU/Collard Street Improvements Study.

RTC Consent Agenda Item – March 12, 2026



# CONTACT US



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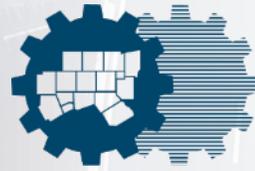


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NCTCOG PRESENTATION

# North Tarrant Express Funding Request

KEN BUNKLEY | REGIONAL TRANSPORTATION  
COUNCIL | 3.12.2026

# NORTH TARRANT EXPRESS (NTE) PROJECT DETAILS

## Project Scope & Limits

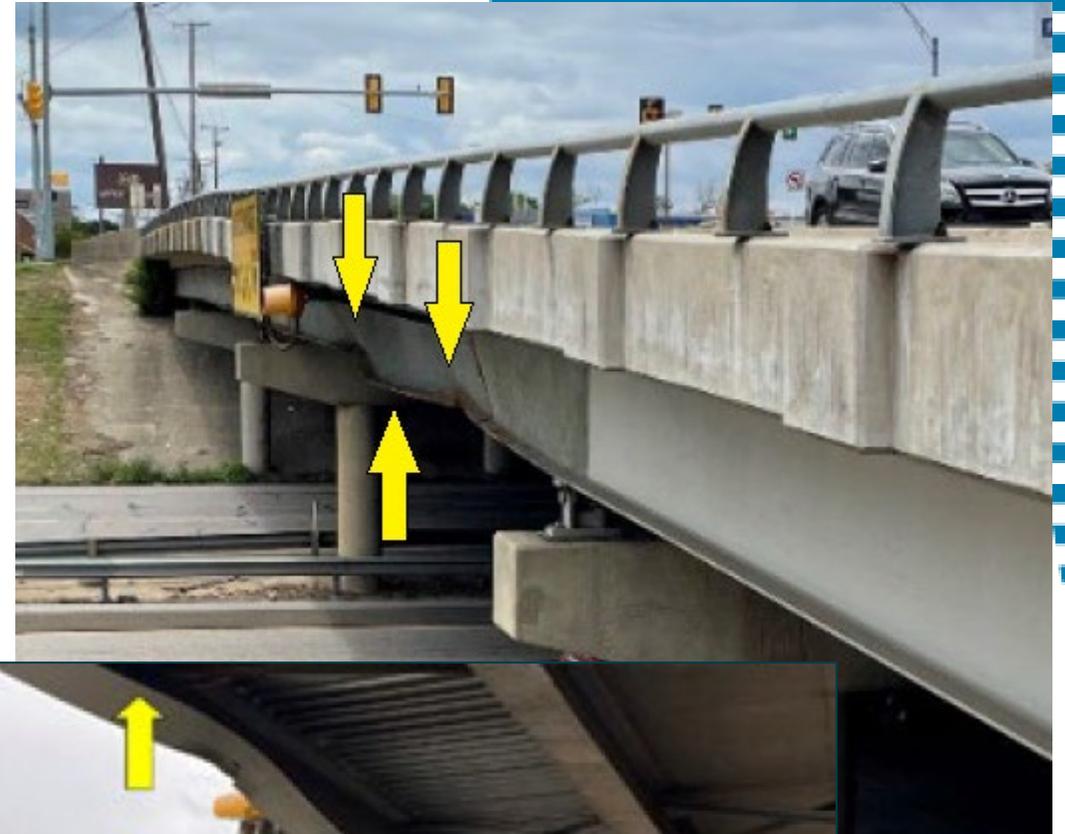
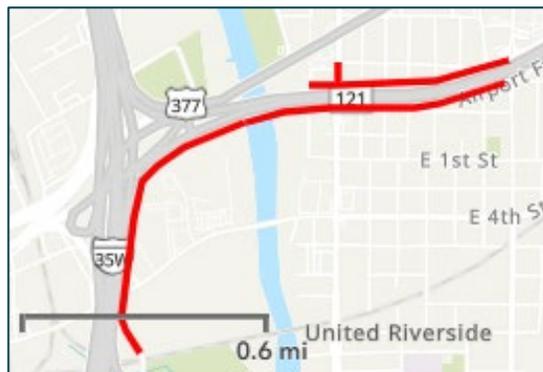
*Implementing Agency:* TxDOT Fort Worth

*Facility Name:* SH 121/IH 35W

*Limits:* from IH 35W to Riverside Drive

*Scope of Work:* Reconstruct Sylvania Rd Bridge, frontage roads, and associated

ramps



# FUNDING DETAILS

## Construction Cost:

~\$142 million

## Funding:

\$97 million from TxDOT (state funds) in escrow from prior  
NTE agreements

\$45 million from Regional Toll Revenue (RTR) (new)

\$142 million Total

RTR account NTE-3AB, balance remaining after request is \$30 million



# REQUESTED ACTION – NTE FUNDING REQUEST

Approval of:

- \$97M in escrowed funds and \$45M in RTR funds for IH 35W/SH 121/Sylvania Bridge project from the NTE RTR Account
- 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 programming increase.

RTC Action Item – March 12, 2026



# CONTACT US



Liza A. Cox

Transportation Planner III

[lacox@nctcog.org](mailto:lacox@nctcog.org) | 817-704-2503



Ken Bunkley

Principal Transportation Planner

[kbunkley@nctcog.org](mailto:kbunkley@nctcog.org) | 817-695-9288



Christie J. Gotti

Senior Program Manager

[cgotti@nctcog.org](mailto:cgotti@nctcog.org) | 817-608-2338





NCTCOG PRESENTATION

# Lyndon B. Johnson East Funding Request

KEN BUNKLEY | REGIONAL TRANSPORTATION  
COUNCIL | 3.12.2026



# FUNDING REQUEST

- TxDOT Dallas District has requested up to \$10 million in Regional Toll Revenue (RTR) funds from the LBJ East managed lane excess revenue account
- Original funding for the project was \$1.6 billion
- Request is less than 0.63% of construction funding

RTR account: LBJ EAST account, balance remaining after request is \$5 million



# REQUESTED ACTION - LBJ EAST FUNDING REQUEST

Approval of:

- Up to \$10 million for the LBJ East change order using LBJ East RTR funds
- 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 programming increase.

RTC Action Item – March 12, 2026



# CONTACT US



Liza A. Cox

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Christie J. Gotti

Senior Program Manager

[cgotti@nctcog.org](mailto:cgotti@nctcog.org) | 817-608-2338





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

March 5, 2026

The Honorable [First Last Name]  
U.S. House of Representatives  
[Address]  
Washington, DC 20515

Dear Representative [Last Name]:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) policy board for the Dallas-Fort Worth (DFW) area, thank you for your continued leadership on transportation issues in the United States Congress.

We were pleased to see that the 2026 Consolidated Appropriations Act included language extending the Fiscal Year 2022 Rebuilding American Infrastructure with Sustainability and Equity (RAISE), now Better Utilizing Investments to Leverage Development (BUILD), grant program obligation and expenditure deadline. This provision is essential in ensuring that the RTC can fully utilize previously awarded federal grant funds while also advancing key transportation initiatives in the DFW region, such as the South Dallas Improved Bicycle/Pedestrian Route to Rail & Transit Technology Upgrades Project. The project will improve safe walking, bicycling, and transit access to Dallas Area Rapid Transit's (DART) 8th & Corinth, Morrell, Illinois, and Kiest Stations in southern Dallas, enhancing access and safety concerns.

Thank you for working to extend the deadline, enabling this important project to proceed. If you have any questions, please contact Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments, at (817) 695-9241 or [mmorris@nctcog.org](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  
Johnson County Commissioner

JN:kw

cc: Members of the North Central Texas Congressional Delegation  
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)

March 5, 2026

The Honorable [First Last Name]  
U.S. Senate  
[Address]  
Washington, DC 20510

Dear Senator [Last Name]:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) policy board for the Dallas-Fort Worth (DFW) area, thank you for your continued leadership on transportation issues in the United States Senate.

We were pleased to see that the 2026 Consolidated Appropriations Act included language extending the Fiscal Year 2022 Rebuilding American Infrastructure with Sustainability and Equity (RAISE), now Better Utilizing Investments to Leverage Development (BUILD), grant program obligation and expenditure deadline. This provision is essential in ensuring that the RTC can fully utilize previously awarded federal grant funds while also advancing key transportation initiatives in the DFW region, such as the South Dallas Improved Bicycle/Pedestrian Route to Rail & Transit Technology Upgrades Project. The project will improve safe walking, bicycling, and transit access to Dallas Area Rapid Transit's (DART) 8th & Corinth, Morrell, Illinois, and Kiest Stations in southern Dallas, enhancing access and safety concerns.

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Rick Bailey, Chair  
Regional Transportation Council  
Johnson County Commissioner

JN:kw

cc: Members of the North Central Texas Congressional Delegation  
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)

March 5, 2026

The Honorable John Cornyn  
U.S. Senate  
517 Hart Senate Office Building  
Washington, DC 20510

Dear Senator Cornyn:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) policy board for the Dallas-Fort Worth (DFW) area, thank you for your continued leadership on transportation issues in the United States Senate.

We were pleased to see language in the 2026 Consolidated Appropriations Act allocating \$100.3 million for operational support for public transportation systems serving millions of spectators, workers, and residents during the World Cup, including \$10 million for the DFW region. The 2026 Fédération Internationale de Football Association (FIFA) World Cup will coincide with other nationally significant events such as America's 250th anniversary, further amplifying the need for robust transit preparedness. This dedicated federal support will ensure that our public transportation systems are equipped to deliver a world-class experience.

Thank you to you and your staff for your support and for enabling this important work to proceed. The RTC, with the entire Dallas-Fort Worth region, looks forward to welcoming FIFA World Cup participants and visitors in 2026. If you have any questions, please contact Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments, at (817) 695-9241 or [mmorris@nctcog.org](mailto:mmorris@nctcog.org).

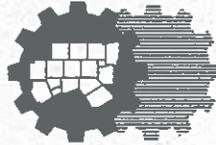
Sincerely,

A handwritten signature in black ink, appearing to read "Rick Bailey", written in a cursive style.

Rick Bailey, Chair  
Regional Transportation Council  
Johnson County Commissioner

JN:kw

cc: Members of the North Central Texas Congressional Delegation  
Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments



## North Central Texas Council Of Governments

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

**DATE:** March 1, 2026

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

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

As the Metropolitan Planning Organization for the Dallas-Fort Worth area, the North Central Texas Council of Governments (NCTCOG) developed Traffic Incident Management (TIM) Training courses to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce upstream traffic crashes, improve the efficiency of the transportation system, and improve air quality in the Dallas-Fort Worth region. In 2025, the 16-county Dallas-Fort Worth region experienced 123,106 total reportable crashes, of which 41,883 were injury crashes, and 718 were fatal crashes. These statistics prove that regional training for agencies responsible for managing and clearing traffic incidents continues to be extremely important and is needed to improve responder and motorist safety and to significantly reduce the length and size of roadway closures.

Since February 2003, 148 classes have been offered at the first responder level to 3,941 students in the areas of police, fire, department of public safety, towing, Emergency Medical Service (EMS), Mobility Assistance Patrol, transportation agencies, and media representatives. Additionally, since February 2005, 40 classes have been offered at the executive level to 1,502 decision and policy makers. It is important to note that the NCTCOG TIM Training Course is equivalent to the course offered by Federal Highway Administration (FHWA); However, the NCTCOG course content is specific to the North Central Texas region. NCTCOG TIM Training Course participants can also earn continuing education credit for Texas Commission on Law Enforcement (TCOLE), Track Type II Fire, and Texas Department of State Health Services for EMS. For your reference, summaries of the regional attendance levels for the NCTCOG's First Responder and Manager Course and the Executive Level Course can be found on NCTCOG's Traffic Incident Management Training Program web page at [www.nctcog.org/TIMTraining](http://www.nctcog.org/TIMTraining).

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

March 1, 2026

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

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

You are invited to attend the Traffic Incident Management Executive Level Course scheduled for Thursday, May 7, 2026, from 10 am to 12 pm. The course will be held at the DalTrans Building at the TxDOT District Office, 4625 E. Highway 80 in Mesquite, 75150. Texas Department of Transportation (TxDOT) – Dallas District staff are offering attendees a 30-minute tour of the Traffic Management Center (TMC) DalTrans immediately following the training course from 12 – 12:30 pm. There is no charge for either event. Once registered, you will receive a map to the DalTrans building, parking locations, and instructions how to gain entrance to the secure building.

Please register for the upcoming Executive Level Course at [www.nctcog.org/TIMTraining](http://www.nctcog.org/TIMTraining) or contact Charlene Collins of NCTCOG at [ccollins2@nctcog.org](mailto:ccollins2@nctcog.org) or 817/608-2330 by Friday, May 1, 2026. We look forward to your participation on May 7, 2026.



Michael Morris, P.E.

CF:cc

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



# EXECUTIVE LEVEL INCIDENT MANAGEMENT TRAINING OPPORTUNITY

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

**MAY 7, 2026 | 10AM - 12PM | IN-PERSON MEETING**

TxDOT Dallas Office (DalTrans Building) | 4625 E. Highway 80, Mesquite, TX 75150

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

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

## Goals of the Traffic Incident Management Executive Level Course:

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

Register at: [www.nctcog.org/TIMTraining](http://www.nctcog.org/TIMTraining)

Contact: [Ccollins2@nctcog.org](mailto:Ccollins2@nctcog.org) | 817-608-2330



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

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE								FIM Instructors (not included in total)	Total
	Police	Fire	Executive City Staff	Elected Officials	Public Works/Strategic Services/ Transportation	Medical Examiner Offices	Emergency Medical Services (EMS)	Other		
<b>CITIES/TOWNS</b>										
Town of Addison	1				1					2
City of Allen	4									4
City of Alvarado	3	5								8
City of Anna	2				1					3
Town of Argyle	1		1							2
City of Arlington	5	2	2		1					10
City of Azle	1	1								2
City of Balch Springs	6	1	1					1		9
City of Bedford	5				1					6
City of Benbrook	2	5								7
City of Burleson	2	1					1			4
City of Caddo Mills	1		1							2
City of Carrollton	2	2			1					5
City of Cedar Hill	3	1			2					6
City of Celina		1								1
City of Cleburne	5	1						1		7
City of Cockrell Hill		1								1
City of Combine	1									1
City of Commerce		1								1
City of Coppell	1	1			1					3
City of Corinth		3								3
City of Crowley	3									3
City of Dallas	4	6	3		13		2			28
City of Decatur		1								1
City of Denton	3							1		4
City of DeSoto	1	1								2
City of Duncanville	1	2	1							4
Town of Edgecliff Village		1								1
City of Elmo		1								1
City of Ennis	2	1	2		1					6
City of Euless	4	11	1				1			17
City of Everman		1								1
City of Farmersville	2	1								3
City of Farmers Branch				1	1					2
City of Ferris	5	5								10
Town of Flower Mound	4	3			1			1	4	13



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

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

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

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE								FIM Instructors (not included in total)	Total
	Police	Fire	Executive City Staff	Elected Officials	Public Works/Strategic Services/ Transportation	Medical Examiner Offices	Emergency Medical Services (EMS)	Other		
Collin County	2					1				3
Dallas County	43				2	2		3	25	75
Denton County				1						1
Ellis County								3		3
Erath County							2			2
Kaufman County							2			2
Rockwall County	9									9
Tarrant County	4				4	1				9
<b>OTHER AGENCIES</b>										
Dallas Area Rapid Transit	5									5
Dallas Love Field					1		2			3
DFW Airport	1						1			2
Fannin County (OEM)							2			2
FHWA					7					7
Kimley-Horn Associates								1		1
LBJ Express								3		3
Lee Engineering								1		1
Methodist Dallas Medical Center							2			2
NCTCOG					91				40	131
NTTA					4				1	5
Protect Environmental								44		44
Trinity Metro Services					6					6
TxDOT - Austin								4		4
TxDOT - Dallas					2			10		12
TxDOT - Fort Worth								34		34
TxDOT - Johnson								2		2
TxDOT - Waco								1		1
Wrecker Services									4	4
<b>Total</b>	<b>323</b>	<b>173</b>	<b>26</b>	<b>4</b>	<b>163</b>	<b>4</b>	<b>19</b>	<b>124</b>	<b>97</b>	<b>836</b>

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

SPONSORING AGENCY City, County, DOT, Transit Agency			AGENCY TYPE Police and Fire		TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency			AGENCY TYPE Police and Fire		TOTAL
City of Allen	Fire Department		0			City of Corinth	Fire Department		0		
	Police Department		23				Police Department		6		
City of Alvarado	Fire Department		0			City of Corsicana	Fire Department		1		
	Police Department		6				Police Department		0		
City of Amarillo	Fire Department		0			City of Cresson	Fire Department		1		
	Police Department		3				Police Department		0		
City of Argyle	Fire Department		0			City of Cross Roads	Fire Department		0		
	Police Department		3				Police Department		3		
City of Arlington	Fire Department		1			City of Dallas	Fire Department		8		
	Police Department		35				Police Department		8		
City of Aubrey	Fire Department		5			City of Decatur	Fire Department		0		
	Police Department		0				Police Department		3		
City of Azle	Fire Department		0			City of Denton	Fire Department		1		
	Police Department		1				Police Department		20		
City of Balch Springs	Fire Department		1			City of Desoto	Fire Department		0		
	Police Department		1				Police Department		1		
City of Bedford	Fire Department		0			City of Duncanville	Fire Department		3		
	Police Department		8				Police Department		4		
City of Benbrook	Fire Department		1			City of Ennis	Fire Department		0		
	Police Department		28				Police Department		4		
City of Boyd	Fire Department		0			City of Euless	Fire Department		3		
	Police Department		2				Police Department		9		
City of Bridgeport	Fire Department		0			City of Farmer's Branch	Fire Department		0		
	Police Department		1				Police Department		7		
City of Burleson	Fire Department		3			Town of Flower Mound	Fire Department		0		
	Police Department		7				Police Department		1		
City of Caddo Mills	Fire Department		0			City of Forest Hill	Fire Department		0		
	Police Department		1				Police Department		7		
City of Carrollton	Fire Department		3			City of Forney	Fire Department		18		
	Police Department		12				Police Department		14		
City of Cedar Hill	Fire Department		0			City of Fort Worth	Fire Department		0		
	Police Department		2				Police Department		19		
City of Celina	Fire Department		0			City of Frisco	Fire Department		2		
	Police Department		2				Police Department		2		
City of Cleburne	Fire Department		1			City of Garland	Fire Department		3		
	Police Department		6				Police Department		1		
City of Colleyville	Fire Department		0			City of Glenn Heights	Fire Department		2		
	Police Department		5				Police Department		11		
City of Coppell	Fire Department		0			City of Granbury	Fire Department		0		
	Police Department		11				Police Department		7		

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

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

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

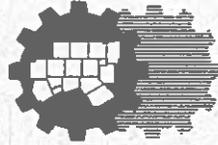
**Traffic Incident Management - First Responders and Manager Course  
Agency Attendance: August 2013 - January 2026**

<b>SPONSORING AGENCY</b> City, County, DOT, Transit Agency	<b>AGENCY TYPE</b> Police and Fire	<b>TOTAL</b>
City of Sachse	Fire Department	0
	Police Department	7
City of Sanger	Fire Department	9
	Police Department	21
City of Seagoville	Fire Department	1
	Police Department	7
City of Southlake	Fire Department	0
	Police Department	1
City of Springtown	Fire Department	0
	Police Department	1
Town of Sunnyvale	Fire Department	1
	Police Department	17
City of Terrell	Fire Department	0
	Police Department	3
City of University Park	Fire Department	0
	Police Department	2
City of Venus	Fire Department	0
	Police Department	19

<b>SPONSORING AGENCY</b> City, County, DOT, Transit Agency	<b>AGENCY TYPE</b> Police and Fire	<b>TOTAL</b>
City of Waxahachie	Fire Department	0
	Police Department	16
City of Weatherford	Fire Department	5
	Police Department	7
City of Willow Park	Fire Department	2
	Police Department	1
City of Wilmer	Fire Department	2
	Police Department	14

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

<b>SPONSORING AGENCY</b> City, County, DOT, Transit Agency			<b>AGENCY TYPE</b> Police and Fire		<b>TOTAL</b>	<b>SPONSORING AGENCY</b> City, County, DOT, Transit Agency			<b>AGENCY TYPE</b> Police and Fire		<b>TOTAL</b>
<b>COUNTIES</b>						<b>OTHER AGENCIES</b>					
Collin County	Fire Department	0				TxDOT - Dallas District	Mobility Assistance	19			
	Sheriff's Department	5									
Dallas County	Fire Department	180				TxDOT - Fort Worth District	Mobility Assistance	31			
	Sheriff's Department	9									
Erath County	Fire Department	0				Brownsville	Other	1			
	Sheriff's Department	1									
Hood County	Fire Department	0				Bryan	Police Department	2			
	Sheriff's Department	1									
Hunt County	Fire Department	0				Dallas/Fort Worth Int'l Airport	Fire Department	0			
	Sheriff's Department	2					Police Department	25			
							DPS	2			
Johnson County	Fire Department	1				LBJ Infrastructure Group	Other	31			
	Sheriff's Department	7									
Rockwall County	Fire Department	0				Lindsey Transportation	HOV	16			
	Sheriff's Department	45									
Tarrant County	Fire Marshal	1				Lockheed Martin Fire Department	Fire	1			
	Sheriff's Department	49									
	Mobility Assistance	42									
Wise County	Fire Department	0				MedStar	EMS	20			
	Sheriff's Department	2									
						NTE Mobility Partners	Other	49			
						North Texas Tollway Authority	Transportation	99			
						Protect Environmental	Other	3			
						State of Texas	DPS	134			
						Texarkana	Police Department	1			
						Trinity Metro	Other	5			
						Towing	Wrecker Services	31			



North Central Texas Council Of Governments

**TO:** City Managers

**DATE:** February 16, 2026

**FROM:** Chris Klaus, Senior Program Manager

**SUBJECT:** Collaboration Opportunity: Managing Heavy-Duty Vehicle Idling & Regional Air Quality

As North Central Texas expands, balancing freight transportation activity with residents' quality of life is fundamental. The North Central Texas Council of Governments (NCTCOG) invites you to partner with the Engine Off North Texas (EONT) program to help manage this growth by adopting a Heavy-Duty Motor Vehicle Idling Restriction—either via a local ordinance or a Texas Commission on Environmental Quality (TCEQ) Memorandum of Agreement (MOA).

The Regional Transportation Council (RTC) approved the Locally Enforced Motor Vehicle Idling Restrictions Resolution (R21-06) on October 14, 2021. A copy of this resolution, which may provide more flexibility to address idling issues within your jurisdiction, is enclosed.

**Why This Matters for Your Municipality:**

- **Resolve Resident Complaints:** Unnecessary idling causes noise and excessive engine exhaust in residential areas. An ordinance provides a specific tool for code enforcement to resolve these nuisance calls effectively.
- **Protect Federal Funding:** Proactive measures demonstrate our region's commitment to comprehensive air quality. This is essential for maintaining federal transportation funding given our current ground-level ozone non-attainment status.
- **Vehicle Type Defined:** This strictly involves Heavy-Duty Vehicles (over 14,000 lbs.), not passenger cars. Reducing motor vehicle idling lowers fuel costs for local fleets and reduces emissions.
- **Transportation Development Credits Opportunity:** By ensuring a motor vehicle idling restriction ordinance is in place, your municipality is a step closer to voluntarily meeting the policy adoption recommendations when the time comes to apply for Transportation Development Credits through the Metropolitan Transportation Plan Policy Bundle.

To minimize impact on staff time, NCTCOG provides a turnkey "toolkit" to make implementation cost-free:

- **Model Language:** Ready-to-use templates for Ordinances or MOAs.
- **Free Resources:** Metal regulatory signs, brochures, and posters provided at no cost.
- **Enforcement Support:** Field checklists and guidance for your officers.

To review the model ordinance or request materials, visit [www.EngineOffNorthTexas.org](http://www.EngineOffNorthTexas.org). Feel free to scan the QR codes below to identify a contact with whom we can communicate and to request Engine Off North Texas resources as highlighted above. Please contact Jason Brown at [jbrown@nctcog.org](mailto:jbrown@nctcog.org) or (817) 704-2514 for further information.

Engine Off North Texas  
Contact Form



Engine Off North Texas  
Materials Request Form



A handwritten signature in cursive script that reads "Chris Klaus".

---

Chris Klaus

TP:jls  
Enclosure

**RESOLUTION SUPPORTING LOCALLY ENFORCED MOTOR VEHICLE IDLING  
RESTRICTIONS IN NORTH CENTRAL TEXAS**

**(R21-06)**

**WHEREAS**, the North Central Texas Council of Governments (NCTCOG) is designated as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area by the Governor of Texas in accordance with federal law; and,

**WHEREAS**, the Regional Transportation Council (RTC), comprised primarily of local elected officials, is the regional transportation policy body associated with the North Central Texas Council of Governments, and has been and continues to be the regional forum for cooperative decisions on transportation; and,

**WHEREAS**, the Dallas-Fort Worth area is a federally designated nonattainment area for the pollutant ozone and air quality impacts the public and economic health of the entire region; and,

**WHEREAS**, the Regional Transportation Council is responsible for air quality conformity; and the Clean Air Act Amendments of 1990 require that in air quality nonattainment areas, transportation plans and improvement programs conform to the applicable air quality implementation plan; and,

**WHEREAS**, Locally Enforced Motor Vehicle Idling Restriction is a commitment that will be documented in the Dallas-Fort Worth Eight-Hour Ozone Attainment Demonstration State Implementation Plan (SIP) as Weight-of-Evidence; and,

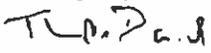
**WHEREAS**, the Regional Transportation Council has no regulatory authority to enforce idling restrictions; and recognizes that local governments have such authority by implementing an idling restriction ordinance or resolution, or by entering into a Memorandum of Agreement (MOA) with the Texas Commissions on Environmental Quality (TCEQ).

**NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:**

- Section 1.** The Regional Transportation Council endorses the implementation of a locally enforced motor vehicle idling restriction ordinance or resolution to aid in reducing mobile source emissions and as Weight-of-Evidence in the State Implementation Plan.
- Section 2.** The Regional Transportation Council encourages local government adoption of an idling restriction ordinance or resolution.
- Section 3.** The Regional Transportation Council commits to provide local governments assistance with development of applicable enforcement and education programs.
- Section 4.** The Regional Transportation Council may consider compliance with this resolution when considering future Regional Transportation Council funding action.

**Section 5.** This resolution will be transmitted to local governments in the ten county ozone nonattainment area.

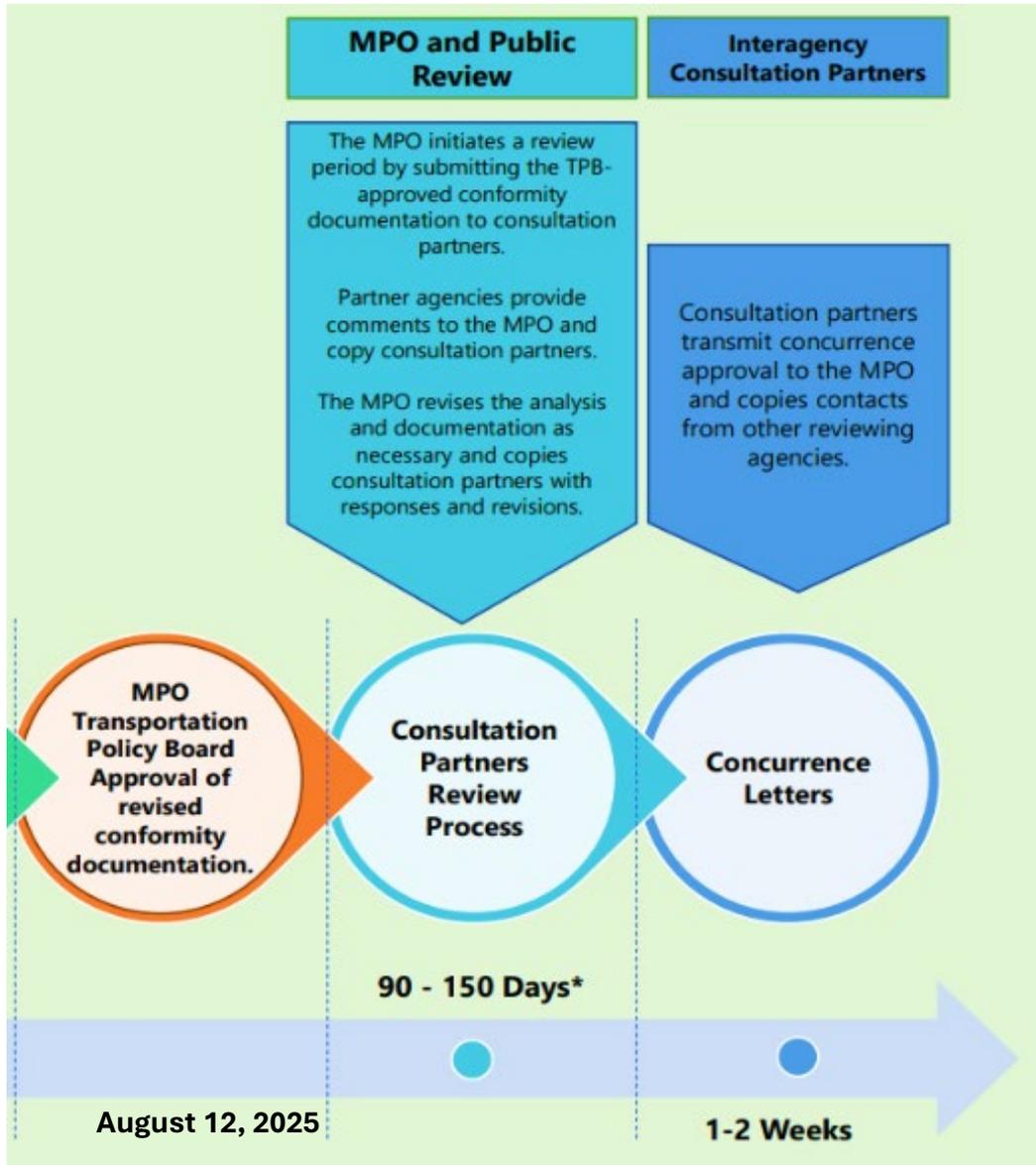
**Section 6.** This resolution shall be in effect immediately upon its adoption.

DocuSigned by:  
  
80DDF8422A0043A...  
\_\_\_\_\_  
Theresa M. Daniel, Ph.D., Chair  
Regional Transportation Council  
Commissioner, Dallas County

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on October 14, 2021.

DocuSigned by:  
  
80BCD0E0075548F...  
\_\_\_\_\_  
Cary Moon, Secretary  
Regional Transportation Council  
Councilmember, City of Fort Worth

# Texas Conformity Process and DFW Conformity Status Update



Partner Status as of March 5, 2026

EPA: Review Complete – October 24, 2025

TCEQ: Review Complete – November 20, 2025

TxDOT: Review Complete – February 17, 2026

FHWA: Review **Ongoing**

Concurrently:

- November 2025 STIP Revisions
- March 2026 CMAQ Annual Report
- Houston Transportation Conformity
- El Paso Transportation Conformity – Pre analysis

Current Review = **205 DAYS**

\*Timeframes are approximate and depend on the number of active conformity review processes



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

Regional Transportation Council

March 12, 2026

North Central Texas Council of Governments



# City of Lewisville Charging Smart Bronze Designation

## Charging Smart Overview:

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

## City of Lewisville awarded the Charging Smart Bronze Designation by completing these actions:

- Standardized and clarified the EV charging infrastructure permitting process
- Adopted an EV-Ready ordinance to their development code
- Tabled an EV booth at the Lewisville ColorPalooza event
- Performed a fleet analysis
- And more!

Visit [www.dfwcleancities.org/charging-smart](http://www.dfwcleancities.org/charging-smart) for more information!



Photo : City of Lewisville



# Contacts



Carolyn Burns  
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[cburns@nctcog.org](mailto:cburns@nctcog.org)  
817-704-5682



Jared Wright  
Principal Air Quality Planner  
[jwright@nctcog.org](mailto:jwright@nctcog.org)  
817-608-2374



Lori Clark  
Senior Program Manager  
& DFWCC Director  
[lclark@nctcog.org](mailto:lclark@nctcog.org)



North Central Texas  
Council of Governments



[dfwcleancities.org](http://dfwcleancities.org)



@NCTCOGTrans



[cleancities@nctcog.org](mailto:cleancities@nctcog.org)



[linkedin.com/dfwcleancities/](https://linkedin.com/dfwcleancities/)



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

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

**Purpose**

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

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

Additionally, comments can be submitted through Map Your Experience, the Transportation Department’s online mapping tool. This tool allows users to drop a pin on a location in the region and leave a detailed comment. The tool received 14 new comments related to bicycles, pedestrians, roadway and transit conditions. You can view these new comments as well as past comments by visiting <http://nctcogis.maps.arcgis.com/apps/CrowdsourcingReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

**Air Quality**

**LinkedIn -**

1. NCTCOG is offering \$58.6 million for rebates through the North Texas Zero Emission Vehicles (NTxZEV) Call for Projects! If you are a fleet with these types of vehicle operations in or around the NCTCOG region looking to get into the zero-emission vehicle space, this Call for Projects is for you! This program will fund the replacement of existing diesel, gasoline, natural gas, and propane Class 6 & 7 vehicles with battery-electric or hydrogen fuel cell electric vehicles. This program is for “vocational vehicles” including box trucks, step vans, refuse haulers, street sweepers, utility trucks, transit buses, etc. The application deadline is Friday, February 13, 2026 at 5 PM CT. To learn more, see the link in our comments below - NCTCOG Transportation Department.



And if you have questions on the truck, the vocations it fits, charging. Feel free to reach out. International will guide you along the way. – Joe Jenkins, Alternative Fuel Vehicle Systems Expert

## **Public Involvement**

### **Facebook –**

1. Growth within the region brings both new opportunity and transportation challenges. This week, our #TopicOfTheMonth series explores how growth impacts congestion, commutes and transit access across North Texas. As the region continues to expand, regional planners work toward solutions to increase efficiency of transit infrastructure and overall quality of life. Read more about growth's impact on transportation at the link in our comments below. - NCTCOG Transportation Department



Build high speed rail in the Texas triangle and regional rail systems around all our major metros ☑ - Sebastian Lecourt

How about design road projects with enough fore thought to where the project is not out of date when the construction is finished. - Paul Brockett

2. Please see attachment 1 for comments submitted via comment form.

### **Public Input –**

#### **1. Melissa Nielson, Citizen**

I would like to know if there were any plans in the works for a transportation resource that would transport residents from the Texoma area (and Wise and Montague counties) to Denton for life sustaining cancer treatments. The need is so great and, as the social worker at Texas Oncology in Denton, I have nothing to offer them. Is this a topic that has been discussed previously? Does anyone have any data that captures the number of people in those more rural counties that are unable to receive the care they need due to lack of transportation? Can the people with TAPS and the people with SPAN work something out? Thank you.

I have never attended one of these meetings before, so I am not experienced in the flow or protocol. I ask for grace as I stumble through this. I am not sure if the question I wrote in several weeks ago is visible to anyone in this hybrid meeting today. I also recognize that my question is not related to the specific projects being discussed today so I wonder if there is a better platform that I could be directed to?

### **Response by NCTCOG Transportation Staff**

Melissa, thank you for your comment. We have received it and will forward it to appropriate NCTCOG staff who will reply directly. Thank you for your patience.

### **Safety**

#### **Instagram –**

1. "Weather permitting, all lanes of east and westbound I-30 will be closed between the I-35E and I-45/US 75 interchanges from 10 p.m. Friday, Jan. 30 to 5 a.m. Monday, Feb. 2 as part of the ongoing I-30 Canyon corridor improvement project. • A signed detour will be in place to use the SH 366/Woodall Rodgers Freeway as an alternate east-west connection between I-35E and I-45/US 75 during this time. Other alternate routes may result in increased travel distance. • Significant delays can be expected; avoid unnecessary travel in the area if possible. Plan ahead for extra travel time and be alert to slower or stopped traffic. As a reminder, the following traffic impacts are in place as part of this project and are weather permitting: • All lanes of Cesar Chavez Boulevard are closed and detoured at I-30 through late 2028. • All lanes of Cadiz Street are closed and detoured at I-30. It will be rebuilt on a new alignment and reopen later in the project. • All lanes of Akard Street are closed and detoured at I-30 through summer 2028. • Good Latimer Expressway is narrowed to one lane in each direction at I-30 through early 2028. Signed detours to adjacent streets are in place for the closures at Cesar Chavez Blvd., Cadiz St. and Akard Street. Drivers should plan ahead for extra travel time. No pedestrian access is allowed inside the closed work zones. This is part of the \$888 million I-30 Canyon project between the I-35E and I-45 interchanges. Overall completion is expected in late 2030/early 2031, weather permitting. Future scheduled lane and ramp closures for this project will be posted in [www.DriveTexas.org](http://www.DriveTexas.org) as information becomes available. For everyone's safety, TxDOT urges drivers to use caution in work zones by setting aside distractions, following posted speed limits and being alert to slower traffic and crews in the area. For media inquiries, contact TxDOT Public Information Officer Lead Worker Kenna Mitchell at [Kenna.Mitchell@txdot.gov](mailto:Kenna.Mitchell@txdot.gov) or (214) 320-4404." - dalldot 🚫 From @txdotdallas:



Can you include information impacting cyclists? These routes are used for daily commutes and other transportation needs. – dallasbicyclecoalition

@dallasbicyclecoalition Hi, if you're looking for traffic information impacting cyclists, check out 511DFW.org for help reaching your destination. - NCTCOG Transportation Department

@nctcogtrans 📞 – dallasbicyclecoalition

**Roadway**

**Email -**

**Vy Dang, Citizen**

1. Hello, our neighborhood, Parks of Deer Creek along McPherson Boulevard, currently has only one way in and out, directly off I-35W. With TxDOT moving forward on plans to widen and reconstruct I-35W, we residents are extremely concerned about losing safe and reliable access to our homes during construction.

We are asking that the segment from I-35W to North Crowley Road be funded and constructed on an accelerated schedule and coordinated with TxDOT's I-35W project so that Parks of Deer Creek is not left with only a single, construction-impacted access point.

This is a matter of public safety, emergency response, and neighborhood security for hundreds of families.

Thank you for your consideration.

**Response by NCTCOG Transportation Staff**

Good afternoon,

Thank you for contacting the North Central Texas Council of Governments. We have received your comments.

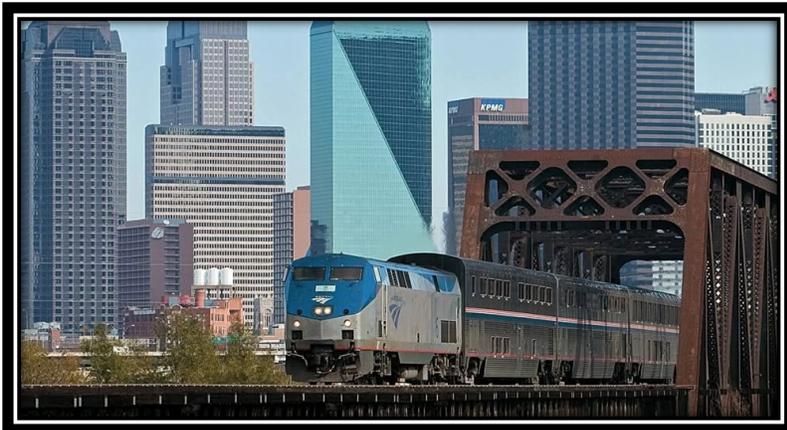
For questions related to local TxDOT projects, Mohammad Alhweil with the TxDOT district office would be a good point of contact. He can be reached at mohammad.alhweil@txdot.gov or by phone at 817-370-6710.

Please let us know if you have any additional questions or if we can be of further assistance.

## Transit

### Facebook –

1. Intercity rail extends beyond North Texas. As we continue February's #TopicOfTheMonth, this week we're spotlighting Amtrak's Texas Eagle. This service connects Texas and the Midwest, operating between Chicago and San Antonio. This long-distance rail takes passengers across the country, providing connections to jobs, schools and medical care, while opening the door to discovering new places and communities. Read more about the Texas Eagle route at our link in our comments below. - NCTCOG Transportation Department



Would y'all support an extension of the Flyer to Galveston? - Aléjandro Alegría

What about the continuation of the Heartland Flyer? - Don Rios

Why is so hard to link 🚶 the Rio Grand Valley, Corpus Christi, Victoria, San Antonio, Houston, Ft Worth, and Dallas with intercity passenger rail?? This is a no brainer for our state. 30 million Texans are forced to spend 4 to 6 hours between metros, for better jobs, better healthcare options, tourist attractions, school functions, etc. It's quite ridiculous Texas politicians have wasted 40 years of never executing the building out of an intercity passenger rail grid system that ties into the existing light rail system in the state. 99.9 percent of OUR transportation gas 🛢️ tax goes to highways- Who is going to step up and help pass legislation to start funding intercity passenger rail in our state? It's ridiculous we are left to only two modes of transportation in Texas. We need to be a multimodal transportation state by incorporating intercity passenger rail linking the above-mentioned metros. We will never be the "Greatest State" until we do. - Bobby Fisher

This places priority out of order. DFW is the major US metropolis with the lowest per-capita transit ridership, with the danger of sliding backwards. People don't use long-distance transit when they need a car at their destination. - P.M. Zuang

To view more comments on this post, visit: <https://www.facebook.com/share/p/1Frhw1PyfQ/>.

2. This week, our February #TopicOfTheMonth series highlights Amtrak's Heartland Flyer, a route that has provided safe, reliable transportation between Fort Worth and Oklahoma City for over 25 years. Last summer, NCTCOG's Regional Transportation Council approved \$3.5 million to help bridge a funding gap for the Heartland Flyer after losing state support. Continued and increased ridership is vital to ensuring the long-term success of this important service.

Learn more about the Heartland Flyer at the link in our comments below! - NCTCOG Transportation Department



My wife and I traveled to and from San Antonio to OKC. It was an enjoyable and relaxing trip due to the Heartland Flyer. During our stop in Fort Worth, many of the shopkeepers expressed their support for this route. The line infuses revenue into Texas. - Don Rios

I enjoyed the Heartland Flyer on trips originating in Gainesville to Fort Worth (and return trip) several times last year. I could have traveled by car but chose Amtrak. On the trips, I witnessed numerous elderly and disabled passengers use the Heartland Flyer to connect with loved ones across Oklahoma and North Texas. Shout out to NCTCOG for stepping up after the Texas Legislature failed to think about senior citizens and the disabled. - Kat F Lathen

I have taken several trips on the Heartland Flyer in 2025 from OKC to Fort Worth and to San Antonio. Please save the train. - Northern Flyer Alliance

### Instagram -

1. This week, our February #TopicOfTheMonth series highlights Amtrak's Heartland Flyer, a route that has provided safe, reliable transportation between Fort Worth and Oklahoma City for over 25 years. Last summer, NCTCOG's Regional Transportation Council approved \$3.5 million to help bridge a funding gap for the Heartland Flyer after losing state support. Continued and increased ridership is vital to ensuring the long-term success of this important service.

Learn more about the Heartland Flyer at the link in our comments below! - NCTCOG Transportation Department



I want to ride so bad, but I need round trip service from Fort Worth not just OKC 🙏 day trips would be so fun - greatvalue.exe

**Letters -**

1. Please see Attachment 2 for comments submitted via letter.
2. Please see Attachment 3 for comments submitted via letter.



North Central Texas  
Council of Governments

## Public Meeting Comment Form

### Instructions:

1. Please mark the box indicating whether you would like to make an oral comment, a written comment, or both oral and written comments.
2. Please fill in your name and affiliation as well as the date and location of meeting.
3. If you are submitting a written comment, please write your comment on this form.
4. Please return this form to an NCTCOG employee at the registration desk.

- I wish to make an oral comment at the public meeting  
 I wish to submit a written comment at the public meeting  
 I wish to make both oral and written comments at the public meeting

Name Sydney Claridge

Organization \_\_\_\_\_

Date 02/08/2026

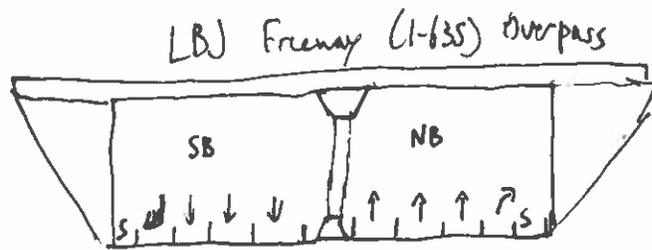
Meeting Location NCTCOG office

### Please provide written comments below:

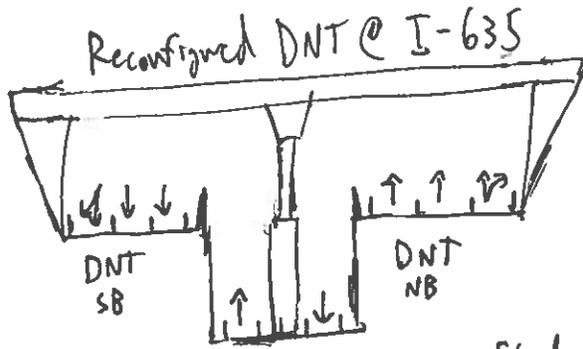
Exploring alternatives to eliminate weaving at the I-635/DNT cloverleaf interchange - I have invented a potential solution to potentially fix this outdated cloverleaf interchange at minimal cost and potentially with minimal infrastructure relocations. My innovative design could require as few as two new bridge structures, as one potential alternative to explore.

(I have included an additional document alongside this comment that includes an illustration of one embodiment of my invention.)

To submit comments or questions by mail, fax, or e-mail, please send to:  
 North Central Texas Council of Governments, Transportation Department  
 P.O. Box 5888, Arlington, TX 76005-5888 Phone: (817) 695-9240 Fax: (817) 640-3028  
 E-mail: [transinfo@nctcog.org](mailto:transinfo@nctcog.org) Website: <http://www.nctcog.org/trans>

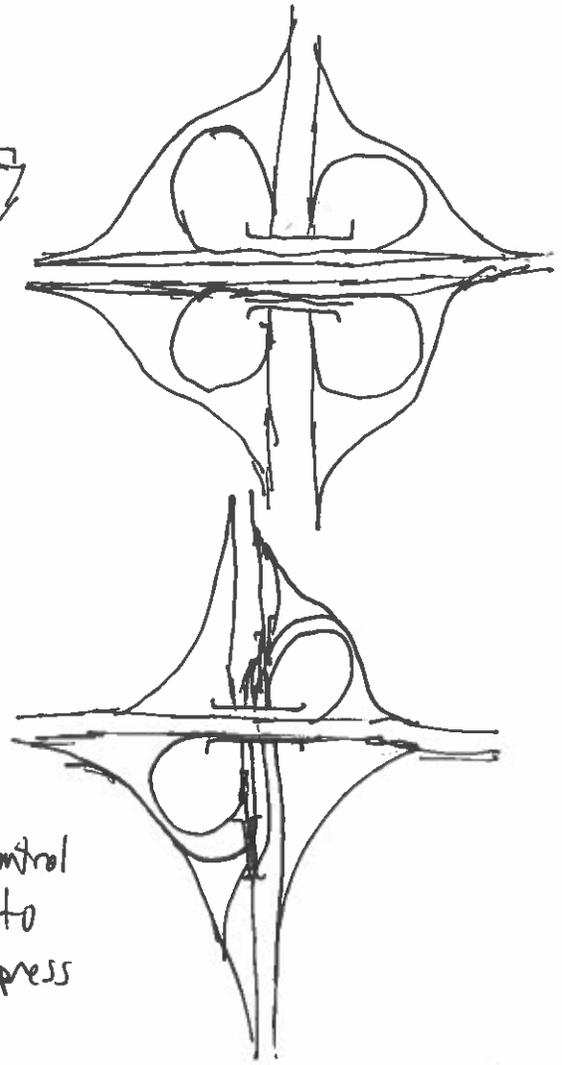


Existing Configuration  
of DNT



Contracross  
ramps  
in trench  
(due to  
space constraints  
w/ frontage road  
overpasses)

Flood control  
tied into  
LBJ Express



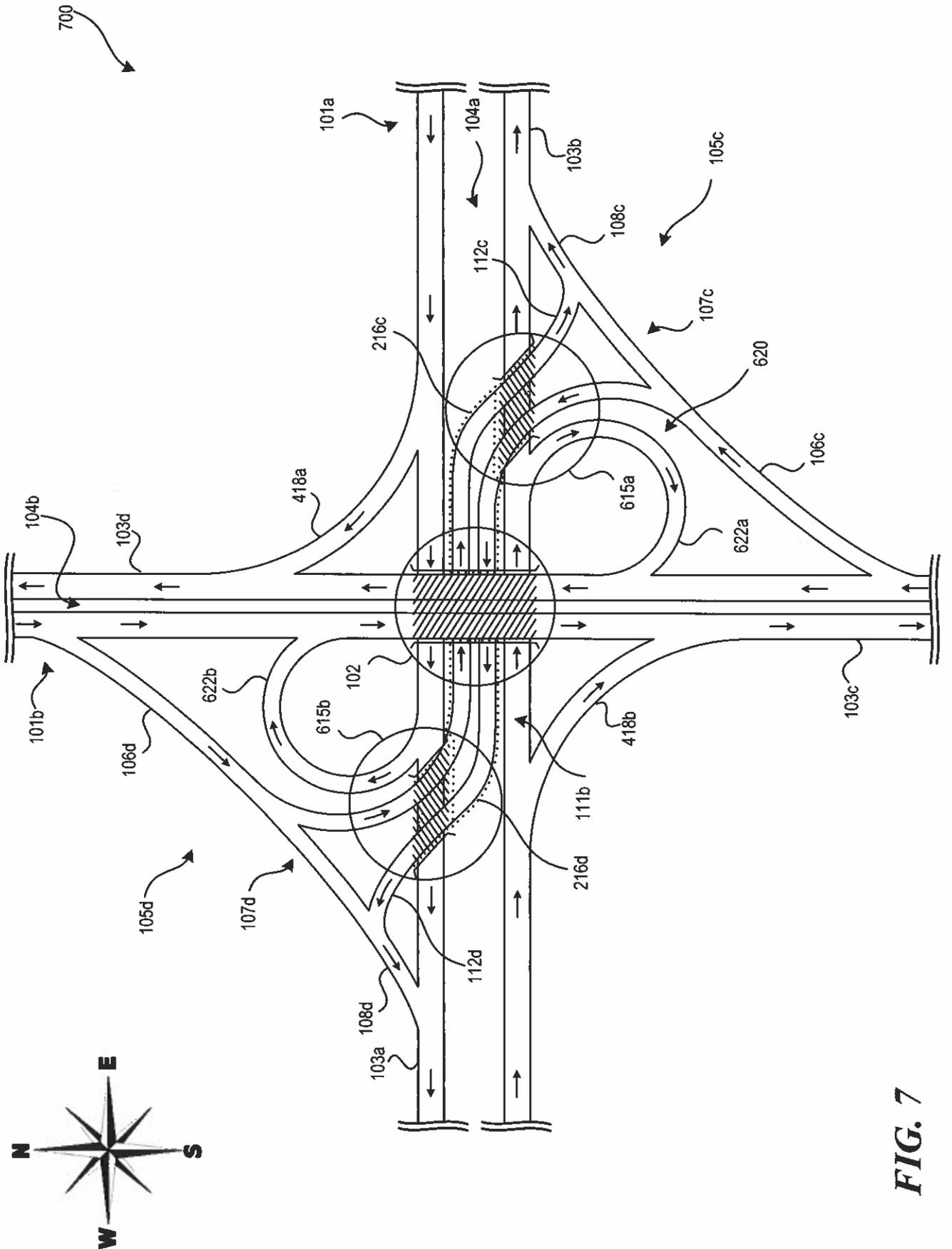


FIG. 7

Akin Gump Strauss Hauer & Feld LLP  
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Suite 1800  
Dallas, TX 75201

T +1 214.969.2800  
F +1 214.969.4343  
akingump.com

**Akin**

ERIC GAMBRELL  
214.969.2799/214.969.4343  
[egambrell@akingump.com](mailto:egambrell@akingump.com)

February 9, 2026

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

*Re: The otherwise stale environmental impact statement regarding possible future Dallas-to-Houston high-speed rail is completely incompatible with and would preclude construction of the planned Kay Bailey Hutchison Convention Center*

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").

For your information, on January 21, 2026, the Dallas City Council was provided a briefing and update regarding the planned Kay Bailey Hutchison Convention Center (the "KBHCC"). Included in the presentation materials was the "Overall Site Map," provided below, which depicts the currently planned geographic footprint and layout of the KBHCC.

## Component 1 - Overall Site Map



5

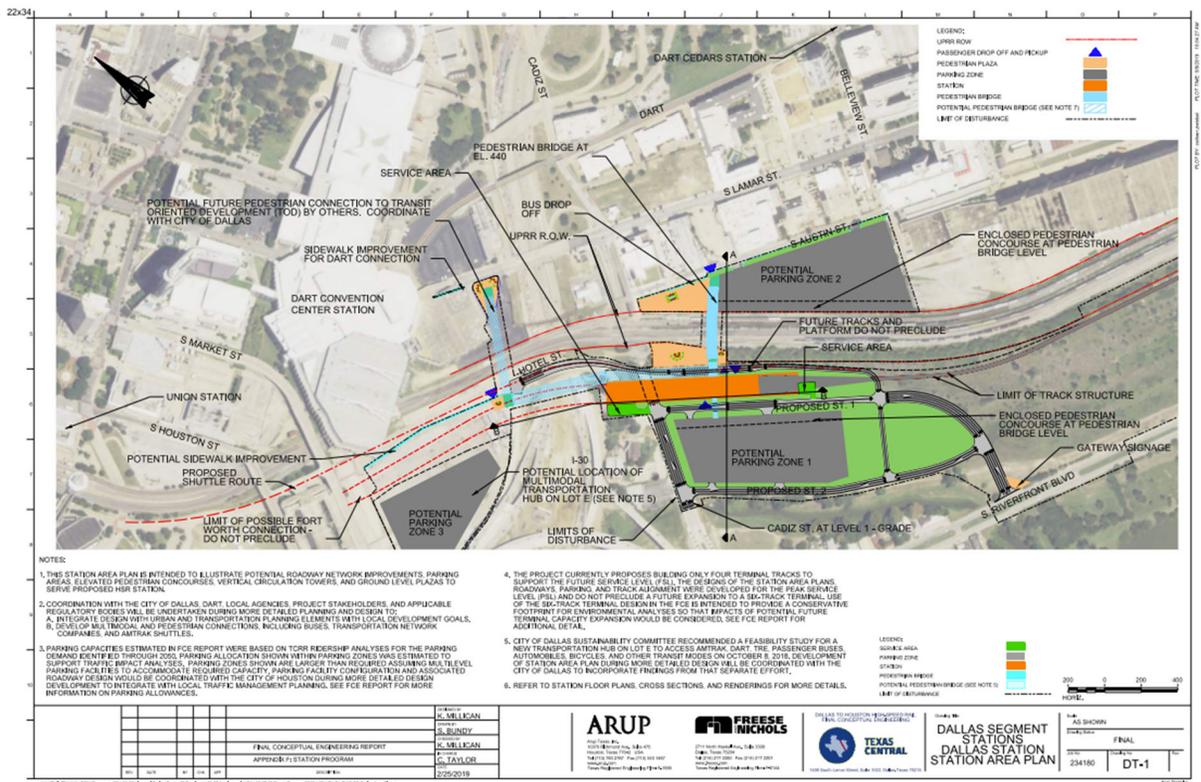


As is readily apparent, the KBHCC Overall Site Map illustrates a footprint for the KBHCC that expands onto and engulfs the area commonly known as "Lot E." This includes, as examples, plans for multiple buildings and other major and necessary infrastructure, including without limitation

the Loading Dock and Fire Station, to cover and envelope Lot E as critical components of the KBHCC.

The long since legally stale, expired and outdated six-year-old environmental impact statement relating to possible future Dallas-to-Houston high-speed rail (the "EIS") was approved in 2020 based on plans and specifications that would preclude the construction of the KBHCC as proposed. The KBHCC plans are in direct and discordant conflict with the EIS.

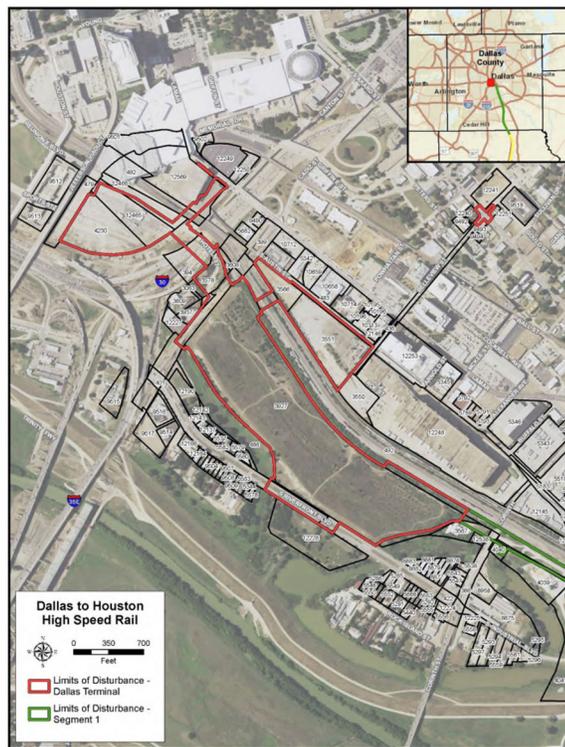
For example, as shown in the below map taken from the EIS, the EIS was approved based on Lot E being used as a necessary parking lot for a possible future Dallas high-speed rail station.



Ken Kirkpatrick  
General Counsel  
February 9, 2026  
Page 3

As detrimentally disqualifying to the EIS (even leaving aside for the moment its other numerous legal and procedural deficiencies, including those we have previously reported to you), it specifically finds and concedes that the preliminary location for a Dallas high-speed rail station would create an irreconcilable area of “Disturbance” for the entirety of Lot E. This admitted Disturbance, as shown in the below map taken from the EIS, would not only interfere with, but preclude and render impossible, the construction and operation of the KBHCC as planned by the City of Dallas.

Figure 2-21: Dallas Terminal



Source: AECON 2019

*Succinctly, the already legally and procedurally infirm EIS is completely, structurally and facially incompatible with and an open attack upon the plans, designs and operations of the KBHCC.*

**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 Resolutions passed unanimously by the City Council of the City of Dallas on, respectively, June 12, 2024 and January 21, 2026.**

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

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

Akin Gump Strauss Hauer & Feld LLP  
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Suite 1800  
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February 17, 2026

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

*Re: New ticket prices on the TRE between Dallas and Fort Worth are a small fraction of what the price would be for possible future Dallas-to-Arlington Entertainment District higher-speed rail (in addition to the TRE being as competitively fast following drastically cheaper upgrades, saving many billions of dollars)*

Dear Mr. Kirkpatrick:

The limited purpose of this correspondence is to courteously inform you that the price for an individual to travel from Dallas to Fort Worth on the Trinity Railway Express (the “TRE”) will *decrease* on March 1, 2026 to **\$4.50** (with a \$9.00 regional unlimited day pass).

<https://fortworthreport.org/2026/01/24/trinity-railway-express-fare-changes-begin-march-1/#:~:text=p%3E%20Although%20regional,standard%20used%20nationwide.%E2%80%9D%3C/>

*Of course, this is a tiny fraction of what any ticket would cost for possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail.*

We have previously notified you that the Boston Consulting Group, in its report that has been both cited and offensively relied upon by NCTCOG Transportation Director Michael Morris, finally concluded that the TRE could be upgraded to have a competitive travel time with any possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail (and at a small fraction of the expense reported to be required for the so-called alignment “2(b)").

<https://cityofdallas.legistar.com/View.ashx?M=F&ID=14256993&GUID=3EE3C465-3157-4938-9BB0-FAFF9976B879>

**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 Resolutions passed unanimously by the City Council of the City of Dallas on, respectively, June 12, 2024 and January 21, 2026.**

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

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

## MINUTES

### REGIONAL TRANSPORTATION COUNCIL PUBLIC MEETING

2027-2030 Transportation Improvement Program (TIP)

North Tarrant Express TEXpress Funding Request

Dallas Fort Worth Air Quality Improvement Plan Update

#### Meeting Date and Location

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting on Monday, Feb. 9, 2026, at noon in Arlington. Patrons could attend in person, via phone or view the live stream at [www.publicinput.com/nctcogFeb26](http://www.publicinput.com/nctcogFeb26). Christie Gotti, Senior Program Manager, moderated the meeting attended by 78 people.

#### Public Meeting Purpose and Topics

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

- 2027-2030 Transportation Improvement Program (TIP) – **presented by Cody Derrick**
- North Tarrant Express TEXpress Funding Request – **presented by Liza Cox**
- Dallas Fort Worth Air Quality Improvement Plan Update – **presented by Irlenia Hermosillo**

The public meeting was held to educate, inform and seek comments from the public. Comments were made from those attending who wished to speak for the record. The presentations made during the meeting as well as a video recording were posted online at: [www.publicinput.com/nctcogFeb26](http://www.publicinput.com/nctcogFeb26).

#### Summary of Presentations

**2027-2030 Transportation Improvement Program (TIP) presentation:**  
[2027-2030-Transportation-Improvement-Program.pdf](#)

The TIP is a funding and inventory document of transportation projects within the Dallas-Fort Worth metropolitan planning boundary. It is mandated by the federal and State

government and contains funding from federal, State and local sources. A new TIP is developed every two years and updated on a quarterly basis.

NCTCOG staff are currently reviewing existing projects, gathering information on additional locally funded projects, making needed revisions to existing project schedules and funding and developing revised project listings for Fiscal Years 2027 through 2030. The draft 2027-2030 TIP roadway and transit list includes approximately \$7.43 billion in funding and 1,291 roadway and transit projects.

The Regional Transportation Council (RTC) will take action on the 2027-2030 TIP in March 2026.

***North Tarrant Express TEXpress Funding Request presentation:***  
[North-Tarrant-Express-TEXpress-Funding-Request.pdf](#)

The Texas Department of Transportation (TxDOT) Fort Worth District is seeking funding for improvements along SH 121 between IH 35W and Riverside Drive. These improvements include reconstruction of the Sylvania Avenue Bridge and associated frontage roads as well as ramp modifications. The total construction cost is estimated at \$142 million, with \$97 million already available. TxDOT Fort Worth District is requesting the remaining \$45 million in regional toll revenue to fully fund the project.

The TxDOT Dallas District is requesting up to \$10 million in additional funding for the IH 635E (LBJ East) project to address lane striping, pavement markings, concrete barrier walls and drainage upgrades.

Both funding requests will be presented to the RTC for consideration.

***Dallas Fort Worth Air Quality Improvement Plan Update presentation:***  
[Dallas-Fort-Worth-Air-Quality-Improvement-Plan-Update.pdf](#)

The Dallas-Fort Worth Air Quality Improvement Plan, developed under the Environmental Protection Agency's Climate Pollution Reduction Grant Program, includes two main deliverables: a completed Priority Action Plan and a Comprehensive Action Plan (CAP). The CAP is a 25-year plan that includes emissions projections through 2050 and sets long-term reduction goals. The plan also addresses the region's nonattainment status for ground-level ozone and the expected population and economic growth that may worsen air quality. Criteria pollutants, particularly ozone and particulate matter, remain a concern for public health and the environment.

Regional projections show carbon dioxide equivalent (CO<sub>2</sub>e) emissions increasing by 123 percent from 2022 to 2050, driven by growth in the energy and transportation sectors. Transportation-related emissions alone are expected to rise by 55 percent during this period. The regional target aims to reduce NO<sub>x</sub>, CO<sub>2</sub>e and related pollutants by 25 percent by 2050.

Key transportation strategies under evaluation include:

- **Vehicle and Equipment Upgrades:** Transitioning to renewable and alternative fuels and improving emission standards compliance.
- **System Operations Improvements:** Enhancing infrastructure efficiency through optimized traffic signal timing and reduced delays.
- **Mode Shifts:** Promoting public transit, biking and other alternatives to single occupancy vehicle use.

Draft documents and a public survey are available online for review and comment through March 15, 2026.

## COMMENTS RECEIVED DURING THE MEETING

### 2027-2030 Transportation Improvement Program (TIP)

**James Gyunkovic, Director of Smart City Mobility**

#### A. TIP modifications for corridor projects

**Comment:** My name is James Gyunkovic. I am the director and founder of the Smart City Mobility Company and the newly formed Arlington Rapid Transit Corporation, a technology company devoted to developing the TX 180 corridor and the ATS Mobility corridor between Dallas and Fort Worth.

In collaboration with Trinity Metro, we are looking to partner with you all to determine the technology that is supposed to go into this technology corridor for Lancaster Boulevard/TX 180. The problem is that this is a regionally significant project and a regionally significant corridor. It is a one lane, 35-mile direct route between Downtown Dallas and Downtown Fort Worth, which intersects with the Arlington Entertainment District right on Division Street. Our goal is to get this study modified, adjusted and/or strategically paused, since autonomous technology had only advanced so far when this project was originally developed.

Also, the Stadler FLIRT was not studied along this corridor, though it is well-suited for the Arlington connection between Dallas and Fort Worth. The vehicle already has a shared-use agreement with Union Pacific and can operate alongside the existing line, and the twenty-foot median down the center of Lancaster provides an ideal location for this type of service. Incorporating the FLIRT into the corridor would also support a broader economic development strategy built on transit-oriented development policies already used by DART and Trinity Metro, which have generated more than \$20 billion in investment and stationary design improvements within a quarter-mile of transit since 2000. The corridor also includes five urban villages near East Side Oakland Corners, Stop Six, the National Historic District of Handley, Village Creek, and the Maverick Central

Station at UTA/Arlington Entertainment District and serves as the connector to the Great Southwest Parkway people mover running north-south near DFW Airport and meeting the planned DART Red Line extension at Hensley Field, as identified in the 2045 DART long-term corridor study.

Now, this is all about having a conversation. We know what the inter-city commuter rail corridor is, which is described in Mobility 2020 and Mobility 2025. It has also been included in the study for high-speed rail. However, we are missing a significant opportunity if we do not at least discuss the foundational corridor that will potentially activate \$30 billion in the next 20 years interconnecting every major commercial hub that is a long corridor and complete the mobility circuit here in the metroplex.

Those are my comments. We have one road sitting there that is a perfect sandbox for Smart City technology between Hensley Field, Arlington, UT Arlington and across the Lancaster corridor directly into TTI and the Fort Worth A&M Innovation District. That is our goal as we are meeting with Mr. Morris this month to open this up for discussion between myself and our partners, which include UT Arlington and three technology companies. Our goal is to explore this ATS technology and make this the very first fully deployed autonomous corridor in the world along the very first automobile corridor on the Bankhead Highway. We hope to get your support, and we hope to partner with you all and have a study.

**Summary of response by Christie Gotti:** Thank you for your comments. We are scheduled to meet with you soon on this topic. For those of you not aware, this is related to the East Lancaster corridor in Fort Worth, which has a substantial amount of funding already. It has been through a comprehensive public involvement process, including 20 or so public meetings. We will take your comments and integrate them in with other feedback we have received from the public.

### **North Tarrant Express TEXpress Funding Request**

#### **Phyllis Silver, Citizen**

##### **A. Terminology verification**

**Comment:** Liza Cox mentioned something about construction due to “strikes,” and I do not know what “strikes” means.

**Summary of response by Liza Cox:** The reference to “strikes” in the presentation relates to repeated vehicle impacts to the existing Sylvania Avenue Bridge. According to TxDOT, the structure has been hit numerous times over the years due to outdated design standards. The planned reconstruction will raise the bridge to the current standard clearance of approximately 16 feet, which is expected to significantly reduce future vehicle strikes, improve safety and prevent the congestion that occurs each time the bridge is hit.

## Dallas Fort Worth Air Quality Improvement Plan Update

### Phyllis Silver, Citizen

#### A. Impacts of compressed natural gas

**Comment:** Irlenia mentioned all the DART buses running on compressed natural gas (CNG). I wanted to know, at least in the Dallas area, if the pollution level is much less with CNG buses. There is so much misinformation on the part of the opponents of DART in Addison. It is very disheartening. Therefore, I want to better understand CNG.

**Summary of response by Savannah Nance:** Compressed CNG vehicles do emit less ozone precursors, which are a significant contributor to our non-attainment issues. Some manufacturers, however, can go above and beyond and get an additional certification for what is called a CARB Low NOx engine. To that extent, they are reducing emissions. Another benefit of compressed natural gas is the opportunity to use a renewable form of natural gas, which also reduces emissions. Many entities in our region, including DFW Airport, are already incorporating some amount of renewable natural gas into their operations. In general, I would say we are supportive of compressed natural gas, and it does, especially in the new engines, emit less than a diesel engine.

### Other

### Phyllis Silver, Citizen

#### A. DART concerns and NCTCOG's involvement

**Comment:** Is anything being done by NCTCOG to help save DART? I am very concerned about the future of DART. Several member cities—including Plano, Irving and now Addison—are discussing elections or policy changes that could significantly affect DART's structure and services. Even if cities remain in the system, many local leaders do not fully understand how transit operations work, and there is growing pressure to "dissect" or alter parts of DART without recognizing the implications. I'm hoping to learn whether NCTCOG is doing anything to help address these concerns because the uncertainty has become incredibly stressful for those of us who follow these issues closely.

**Summary of response by Christie Gotti:** NCTCOG staff have been actively working with both DART and the member cities considering withdrawal. These discussions have intensified in recent weeks, with leadership dedicating a significant amount of time to addressing the situation ahead of the upcoming elections. Some cities still have the option to reverse their withdrawal elections, and NCTCOG's goal is to help facilitate that outcome where possible. Policy recommendations related to these issues will be brought to the Regional Transportation Council this month, and additional updates will be shared as conversations move forward.

## Zach Freeman, Rambler Texas Media

### A. DART deadline for withdrawal election

**Comment:** I am seeking clarification on the deadline for cities to cancel the DART withdrawal election. I previously understood the cutoff to be March 18, but recent discussions suggest that, at least for Dallas County, the effective deadline may be earlier, possibly late February. I would appreciate confirmation regarding the correct date, so I can better understand the timeline.

**Summary of response by Christie Gotti:** While I do not have the exact date, we will bring items to our policy board this week to specifically align decisions some cities need to make around February 23. These council-level deadlines come before the larger statutory deadlines, which is why the timeline is moving so quickly.

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

### Email

#### Jan Buck, Citizen

I listened to the meeting where you gave an update on the reconstruction of the Sylvania Ave. bridge and surrounding access roads of Hwy 121. I did not hear anything about a timeline, is there a timeline for starting and/or finishing this project? I live on N. Sylvania Ave., so I have interest in this project. Thanks for any information. – Jan Buck

#### Response by Liza Cox

The project is being managed by TxDOT, and according to my colleague at TxDOT Fort Worth District, the SH 121/Sylvania Bridge construction is scheduled to begin as early as this summer, and they anticipate the project taking approximately three and a half years to be fully completed. I do not have a more definite timeline at this point. Once construction begins, TxDOT will have a page on their website ([www.txdot.gov](http://www.txdot.gov)) to report on project progress.

### Website

#### Melinda, Citizen

As a Grand Prairie resident, I've been really frustrated with how our main primary streets stayed icy and unclear for so long during the recent winter storm—schools and city offices closed for safety, but travel was dangerous anyway. I get that Public Works crews are humans with families and it was brutally cold/icy (safety first!), but if we couldn't get aggressive standing, bringing, or clearing on key roads like in some nearby cities, it raises

questions about our local response plan and priorities. I'm against the city seeking state reimbursement/funds for storm costs if we didn't fully deploy crews or provide the service with expected accountability matters, especially when residents dealt with unsafe conditions and closures. That's why I'm planning to attend. Topics like the 2027-2030 Transportation Improvement Program (TIP), Mobility 2050 revisions, and air quality plan updates are perfect spots to push for: Better funding/prioritization in the TIP for local street weather resilience (e.g., more ice mitigation tools, drainage improvements, or pre-treatment protocols for suburban cities like ours). Incorporating extreme weather lessons into Mobility 2050 (like faster/safer local road clearing without over-risking workers). Linking air quality goals to reduced idling/congestion from poor winter road conditions.

### **Response by NCTCOG Transportation Staff**

Melinda, thank you for your comment. We have received it and will forward it to the appropriate NCTCOG staff. We appreciate your patience, and a record of your comment will be maintained.

*AI Disclosure: This document was edited with the support of Artificial Intelligence.*



North Central Texas  
Council of Governments

# TRANSPORTATION PUBLIC MEETING

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

## PRESENTATIONS

### TEXAS EV INFRASTRUCTURE PLAN UPDATE

The Texas Department of Transportation's (TxDOT) Texas EV Infrastructure Plan is a comprehensive plan that spurs economic development and enables electric vehicle travel across Texas. Staff will present an update on the status of the plan and study area recommendations to be administered by TxDOT in North Central Texas.

### NORTH TEXAS ZERO EMISSION VEHICLE CALL FOR PROJECTS

Staff will present information on the North Texas Zero Emission Vehicle (NTxZEV) Call for Projects. On behalf of the region, NCTCOG was awarded \$60 million under the Environmental Protection Agency's (EPA) Clean Heavy-Duty Vehicles Program. NCTCOG will use this funding to award rebates to public and private entities to replace existing heavy-duty vehicles. For more information, visit [www.nctcog.org/NTxZEV](http://www.nctcog.org/NTxZEV).

### INTEGRATING TRANSPORTATION & STORMWATER INFRASTRUCTURE (TSI) STUDY

Initiated in 2023, the \$10 million TSI Study is a proactive planning effort to identify ways to reduce future flood risk and prevent negative impacts on community, health, safety and growth. Staff will present an update on the study's progress.

### TRAFFIC SIGNAL FUNDING

Staff will provide an overview of the Traffic Signal Funding Program and its seven funding categories. These categories were established based on previously approved traffic signal improvement types.

## RESOURCES + INFORMATION

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 Katherine Cadena at 817-695-9109 or [kcadena@nctcog.org](mailto:kcadena@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/nctcogmarch26](http://publicinput.com/nctcogmarch26) or participate via phone by dialing 855-925-2801 then code 3423.*

    @nctcogtrans

ADVOCATE MAGAZINE

## **MOCKINGBIRD, GREENVILLE PEDESTRIAN IMPROVEMENTS PROJECT MAKING PROGRESS**

By Madelyn Edwards

January 30, 2026

The [Mockingbird pedestrian improvements project](#) is gearing up for construction next year.

Before that can happen, Dallas Department of Transportation and Public Works will need to finalize environmental clearance. Then, the project leaders will move forward on plans, specifications and estimate development, plus right-of-way acquisition, which is scheduled for this spring.

Mockingbird Lane and Greenville Avenue are the focus of this project, which covers the area between US-75, Lovers Lane, Greenville Avenue and Mockingbird Lane, according to a presentation at a public meeting in January. Pedestrian facilities — like sidewalks and crosswalks at intersections — will be upgraded. Pavement markings approaching intersections will be refreshed, and traffic signals on Greenville at SMU and University Boulevards will be reconstructed.

This project dates back to 2018 when the North Central Texas Council of Governments signed off on funding for the pedestrian improvements, according to the presentation.

In 2021, Dallas City Council made an agreement with the Texas Department of Transportation to move forward on preliminary engineering. Design work started in 2023, and TxDOT approved the schematics last fall.

The *Lakewood/East Dallas Advocate* [previously reported](#) that the federal government is funding 80% of the (at the time) about \$4.6 million project, and the City will cover the rest.

That previous article also included an earlier timeline, including a construction start date of September 2025. Time will tell if construction will actually start in summer 2027 or if it will be delayed again.

For more information about this project, check out the [presentation](#) from the Jan. 14 public meeting.

ADVOCATE

## **MEET RANDALL BRYANT, THE YOUNGEST-EVER CHAIR OF THE DART BOARD**

By Austin Wood  
January 30, 2026



Photo by Lauren Allen

Seven days after Randall Bryant was sworn in as the youngest-ever chair of the Dallas Area Rapid Transit board, the city councils of Farmers Branch and Highland Park voted to call a withdrawal election from the transit agency.

A day later? Plano called its own exit election after a unanimous 8-0 decision by its city council. Irving and, most recently, University Park have since called withdrawal elections, threatening a catastrophic loss in funding for the agency as their exit would cut DART's sales tax revenue by close to a third.

Member cities have been locked in a tense and often standoff-ish fight over DART's governance structures and funding inequities in recent years. Officials say taxpayers are contributing far more than they're getting out and haven't been given a fair voice on DART's 15-member board, of which the City of Dallas holds seven seats. Legislative efforts supported by suburban member cities over the summer include House Bill 3187, the unsuccessful so-called "DART Killer" bill.

At just 38, Bryant's new role marks his fifth time serving on a board, commission or committee representing the City of Dallas. He's also previously served as the chairperson of the Dallas Black Chamber of Commerce and been a member of Dallas Citizens Council and the North Texas Commission. Since 2012, he's owned and operated Politics United Marketing, a political and policy strategy firm that has managed 75 candidate campaigns, political action committees and referendums at local, state and federal levels.

His call to civic responsibility goes back to his early years in Hamilton Park, where his mother served as the youngest-ever president of the neighborhood civic league — notice a trend? The first time he ever took a train came with the opening of the Red Line and Park Lane Station in June 1996, when he took advantage of free fares to visit the Dallas Zoo and see his grandmother in Oak Cliff. That same grandmother consulted for then-Dallas mayoral candidate Ron Kirk and staffed for the Clinton Administration.

He faces an uphill battle as he and the rest of the DART leadership team race to reach agreements with member cities before March 18, the deadline for municipalities to call off exit votes.

Out of nostalgia, Bryant chose to meet us at Park Lane Station, where his relationship with transit began. With the whistle of a southbound train overhead, here's what he had to say about the future of the second largest transit agency in the state.

### **Do you remember your first train ride?**

I remember opening day right here. We took the Red Line down to the Dallas Zoo on opening weekend and had the experience. Seeing it from a young age, how impactful it was, living with great-grandparents in their 70s and 80s and being able to use a service like this to alleviate the pressure of them having to drive across town — for me, that was very important.

We just opened the Silver Line two weeks ago, and it was almost the exact same feeling, a fresh experience. The train was completely clean. Every new rider has a new perspective for us, and I think it's important that we continuously keep up with the cleanliness and the safety and all those components that are very important to the first impressions of the rider's experience.

### **When were you called to civil service?**

My grandmother did a lot of that same work. She was a consultant for Ron Kirk when he first ran in 1995 and again, my grandmother lived in Oak Cliff. My great-grandparents, her parents, lived in Hamilton Park at the time. And at 7 years old, she walked into the house (where he lived) with a box of literature. And Hamilton Park is 750 homes, and she said, 'Have the whole neighborhood flagged by Sunday.' That was me at 7 years old.

I think for me, it really clicked when you could see how policy could be shaped and policy could be moved to impact the people that don't even know people exist that are working on their behalf. I fully understand the people that are impacted the most, and the people that need the outcomes that we vote on the most, don't even know a DART board exists. So for me, it is a true labor of love for the communities.

### **Cities like Plano and Irving have raised concerns over funding inequities, among other issues. Are they justified, in your eyes?**

I think all issues are justified. I've tried my best to have an attentive ear to those issues. Even prior to the withdrawal elections, the No. 1 thing I said I want to accomplish in these two years was fundamental changes to our governance and funding structures. It takes collaboration with both DART and all of our member cities, not just the ones that potentially have high-level issues. We have to be considerate of the cities that are also going to be impacted. And so we can't do things that try to solve issues for a number of cities, whether they're the majority or the minority, but then penalize those that have been allies or supporters at the same time.

So that's kind of a balancing effect. My approach has been to truly try to understand. I've met with the cities that have called for their withdrawal elections directly and am trying to continue that dialogue with them. Now, they've taken their measures, and they have said that they will rescind them prior to March 18, if some compromises are agreed upon. And I think right now, it's just ensuring that we fully understand what it is that they are looking to get out of the system going forward.

### **Certain cities have taken issue with Dallas' representation on the DART board. Is it time for a change?**

When DART was first established in 1983, the governing structure was actually 25 board members. At that time, Dallas was contributing 78% of the funds to DART, so the other 12 suburbs were contributing 22%, and the board composition was only 60% for Dallas, 40% for the 12 suburbs. We didn't hear anything about imbalancing of population inequities, of funding consummated to board governance and structure, and 42 years later, we are where those numbers have kind of leveled out a little bit more. DART had approved a resolution back during the session days to give more cities actual seats at the table. I actually wrote that one that the DART Board approved. So clearly, I'm showing some desire for a fundamental change, but ultimately, the state legislature has to enact that change.

### **Critics often point to crime as a major concern, What can DART do?**

Let me deal with that one for just a second. DART moves about 170,000 people per day across 700 square miles and throughout 13 cities. We are essentially a moving city of 170,000 people. So (in 2024), we had three murders. Per capita, that's less than any other city in DART, including Highland Park. When you look at those numbers, I get it, they are sensationalized at the moment. DART has riders, we don't have residents. And so I think we need to be working collaboratively together on addressing some of the more systemic issues that then create opportunities for crime. And we're going to continue to do our part, but it has to be more in collaboration with our cities where our riders originate from.

### **Where are you drawing your optimism from?**

I think I have to just believe that this will all work out for the benefit of the people that we serve. And so I think that our member cities, the council members and the mayors and the managers that represent them, are taking a hard look at sources of revenue. They explicitly state this within their resolutions. All of them said that the state's continual compression on their ability to grow their budgets is a fundamental element to why they are looking at these withdrawal elections. Nowhere in there do they say anything about ridership, crime, unhoused populations, the No. 1 thing that they pointed to is a funding source. I understand that. I'm cognizant of it, and I'm sensitive to it. I think right now, my focus is trying to figure out, how do we balance their

desires for needing more revenue without limiting our abilities to operate or financially plan for the future?

## **PALO PINTO COUNTY COMMUNICATIONS TAKE 'FIRST STEP' TO DIGITAL TRUNKING SYSTEM**

By Glenn Evans  
February 3, 2026

Emergency communications here are riding a wavelength to a modern model that promises more reliable links among emergency responders.

It's happening on two tracks — one to usher in a format that lets fire and police officers talk wherever they are in the county, and another focused on an Interstate 20 link from this area with regions west.

"We want to make everybody be able to talk with everybody," countywide radio communications consultant Mike Simpson said. "I want to get the cops in this county talking real good."

Simpson, a retired Metroplex radio systems manager — if you listen to Brad Sham covering Dallas Cowboys games on the radio, he was behind that before retiring to Gordon in 2012 — advises county fire and law enforcement as an unpaid volunteer.

He won approval Thursday morning for a "first step" toward digitalizing county over-the-air conversations.

That was when county commissioners OK'd an application for a Statewide Emergency Radio Infrastructure grant.

The SERI grant is administered regionally through the North Central Texas Council of Governments.

Simpson said the grant application is due to the council of governments by Feb. 6, and voting on competing bids will be on Feb. 11.

Palo Pinto County is asking for between \$1.5 million and \$1.8 million from the \$20 million state lawmakers put into the regional SERI fund.

"SERI is from a push to modernize the communication systems throughout the state," Simpson said, adding the grant will allow the county to digitalize communications. "You can cram more information into a digital signal. It can take three times as much as an analog signal.

"The SERI grant is intended to move analog, old-school users into digital users," Simpson said.

As a practical example, he said if 25 first responders need to communicate on the analog (non-digital) system now in place, it makes them wait for a channel to clear before sending messages.

"Somebody had to hang up before you could get an outgoing call," he said. "The bottom line is we're out of channels in every rural market. Everybody who's running around in a vehicle is using channels."

Also, as officers drive cross-county, they have to manually switch frequencies to pick up a new tower signal as they move from one area to another.

The improvement is called trunking.

“A trunking system does all of that (switching) for you,” Simpson said. “It knows where you are, and it automatically assigns you to the right channel.”

The radio technician also emailed a more in-depth description:

“The SERI grant will move Palo Pinto County public safety communications over to a mode known as P-25 trunking. Simply stated, it is a state-of-the-art, digital/trunked communications platform. P-25 systems render far greater efficient use of the available bandwidth for mission critical voice communications, allowing more users simultaneous access. P-25 provides enhanced interoperability (ability for different departments to understand each other) between emergency officials for both local and mutual-aid incidents where neighboring jurisdictions assist our responders or when we assist them. P-25 mode also typically increases operational range and clarity between responder radios and dispatch call centers.”

That last comment is particularly important in hilly Palo Pinto County, where signals can be frustrated by the terrain.

The second leg in Simpson’s recommendations brings the Texas Department of Transportation and neighboring councils of government into the plan.

“TxDOT has a great interest in covering every highway in this state with contiguous radio coverage,” he said, adding the highway department will help counties that put skin in the communications game.

“Once we’re in the game, here comes TxDOT,” he said. “They will make this communications system grow to the point where it becomes more than just two or three (tower) sites.”

The SERI grants are administered regionally through the multi-county North Central Texas Council of Governments.

The West Central Texas Council of Governments is next door, leading to the Permian Basin Regional Planning Commission before the Rio Grande Council of Governments.

“Parker/Palo Pinto county communications (will extend) almost to El Paso if all of these players can come together,” Simpson said.

Parker County also is using a SERI grant for a major upgrade to 700/800 megahertz.

That county’s emergency management coordinator, Jason Lane, said that project, which began with trunking in 2007, expanded many sites from the old 150/175 megahertz to 700/800 Mhz in 2010.

Parker County’s SERI grant will complete that upgrade, he said.

“We’re expanding that 700 to cover all of our radio sites,” Lane said. “And as part of that, we’ll have connectivity to systems in Tarrant County.”

Lane said the upgrade will be particularly useful in East Parker County with its fast-growing cities and the new University of Texas at Arlington campus about to come online.

He also said county officials are in preparations now for what is hoped will be a June switchover to the optimum system.

“We’ve got a (grant-mandated) hard deadline to get that done,” he said.

Once the Parker County upgrade is up and tested — and coverage areas that engineers have estimated check out — Simpson hopes commissioners in Weatherford will consider bequeathing unused radio frequencies to their neighbor to the west.

Frequencies leased from the Federal Communications Commission are a hot commodity in radio land.

Simpson said there are frequencies floating in the air that lessees don’t use anymore but could come in handy for smaller jurisdictions like Palo Pinto County where the sheriff’s office is on a single channel.

Lane said that frequency transfer would be completely up to commissioners in Parker County.

He also emphasized it could happen only if the SERI grant comes through — he’ll learn around June — and then after the planned upgrades are installed and time-tested.

“We want to help our neighbors as best we can,” Lane said. “Our main focus is to get through this upgrade. and once that happens, we’ll look into helping our neighbors.”

THE NEW YORK TIMES

## **TEXAS MAY BE LOSING ITS GRIP AS AMERICA'S FASTEST-GROWING STATE**

Long accustomed to rapid growth, Texas saw the overall number of people moving from other states sink to its lowest level in two decades, census estimates show

By J. David Goodman and Jeff Adelson  
January 30, 2026

Texas' gain in population from people moving in from other states has sunk to its lowest level in two decades, according to estimates that the Census Bureau released this week.

Net domestic migration into Texas has fallen for three straight years, and totaled around [67,000 in the 12 months ending in June 2025](#), a level lower than any seen since early 2005. The comparable figure three years earlier was nearly 219,000.

The state still attracts far more new residents than most other states do, at a time when places like California and New York are losing them.

But the new census estimates indicate that after years of strong inward migration from other states — which helped fuel the expansion of major Texas cities like Houston, Dallas and Austin — that growth has slowed considerably.

"It's so different from what we're used to," said Bill King, a fellow at the Baker Institute for Public Policy at Rice University in Houston who has been following the state's demographic trends. "It's just so foreign to our psyche."

The slowdown was more pronounced in Texas than in any other state except for Florida, where growth has also slowed sharply.

After two years in the top spot, Texas fell to second place for net inward domestic migration, behind North Carolina, where people moving in exceeded people moving out by more than 84,000 in the 12 months ending in June 2025, the Census Bureau estimates. Many considerations go into why Americans choose to move across state lines, including job opportunities, improved quality of life and more housing options. Texas has been drawing new residents in search of larger homes, work opportunities and a lower cost of living for quite some time. But there are signs that some of those advantages have diminished.

"Job creation is slowing down," said Vance Ginn, an economic consultant based in Texas and a former chief economist at the Office of Management and Budget during President Trump's first term. Housing affordability has also become an issue, he said, in part because of high property taxes.

"Texas has rested on its laurels for too long," Mr. Ginn said.

Lloyd Potter, the Texas state demographer and a professor at the University of Texas at San Antonio, said that domestic migration patterns suggest that "the pull factors for Texas aren't quite as strong as they have been." Even so, though the numbers may lead people to think that Texas isn't "hot" anymore, he said, "it's still hotter than most places."

From 2022 through 2024, the declining numbers of people moving to Texas from other states were obscured by a sharp rise in the number of immigrants arriving from abroad, fueling the state's explosive population growth.

But for the most recent 12-month period, through June 2025, the slowdown in domestic migration to Texas occurred alongside an even sharper reduction in immigration, which added only about 167,500 people to Texas' population last year — less than half as many as the year before.

That mirrors a plunge in immigration nationwide. [Net immigration to the country reached record highs](#) after the easing of pandemic restrictions, and peaked at 2.7 million in the 12 months ending in June 2024. But that was followed by a border crackdown late in President Joseph R. Biden's term, and then by President Trump's aggressive policies to restrict legal immigration and deport unauthorized residents.

Together, these policies drove net immigration figures down to less than 1.3 million nationwide, which helped make the period from July 1, 2024, to July 1, [2025, one of the slowest for growth](#) in the nation's history, according to the census estimates. The Census Bureau projects that the net immigration figure could fall to 321,000 this year in the U.S., which is less than the number of new international residents gained just by Texas in the comparable period ending in 2024.

Though migration patterns can fluctuate from year to year, the story of Texas has long been one of growth. Domestic migration to the state has remained high since late 2005, when Hurricane Katrina led to an influx of residents displaced from other affected states by the storm. The Covid-19 pandemic created another surge of interstate migration to Texas.

The new census estimates do not break down how many people moved to Texas and how many left. Previous surveys suggest that the drop-off is primarily driven by declines in the inflow of new residents, rather than a surge of people leaving. Arrivals from other states fell by more than 17 percent from 2022 to 2024, while departures stayed relatively stable.

Mr. King said that the trend had started to be evident in local statistics, like a flattening in the revenue from some toll roads. "We're in a situation where it's going to be a very level kind of trajectory going forward," he said.

That could have some benefits for the state, which has struggled in recent years to keep pace with a surge of new residents crowding roads, schools and neighborhoods, said Mr. Potter, the state demographer. "I'm of the opinion that lower migration is probably a good thing."

The dwindling number of people moving to Texas also mirrors a slowdown across the South, which had been attracting hundreds of thousands of new residents every year for decades. As with Texas, the region as a whole has seen slower growth since the waning of the pandemic.

Florida has seen an even steeper drop-off than Texas has. Only about 22,500 more people moved in to Florida from other states than moved out in the most recent 12-month period, down 93 percent from three years earlier, according to the census estimates.

At the same time, the Midwest, whose population had been steadily dwindling, saw more people from other states move in than out in the twelve months ending in June 2025 — the first time that has happened in more than two decades.

## **CITY OF DALLAS 2023 GREENHOUSE GAS EMISSIONS INVENTORY SIGNALS 11% REDUCTION**

By Staff report  
February 4, 2026

The City of Dallas' 2023 Greenhouse Gas Emissions Inventory shows progress towards the Comprehensive Environmental and Climate Action Plan (CECAP) greenhouse gas reduction goal with a community-wide emissions reduction of approximately 11% and a City/local government operations (LGO) reduction of approximately 29% since 2015, the baseline year for Dallas' greenhouse gas (GHG) reduction goals. Consistent with CECAP goals, Dallas aims to achieve net zero emissions by the Year 2050.

Greenhouse gases are gases that trap heat in the Earth's atmosphere and contribute to climate change. Reducing GHG emissions is one of the guiding principles behind CECAP, which is managed by the Office of Environmental Quality and Sustainability (OEQS).

To reduce the effects of GHGs, sixteen (16) City departments work diligently to implement CECAP actions through efforts such as energy efficiency upgrades, renewable energy procurement, and expanded waste diversion programs. These departments include Arts and Culture, Aviation, Code Compliance, Convention & Event Services, Dallas Water Utilities, Economic Development, Equipment & Fleet Management, Facilities & Real Estate Management, Housing & Community Empowerment, Bond & Construction Management, Parks & Recreation, Planning & Development, Procurement Services, Sanitation Services, Transportation & Public Works, and OEQS.

Although the City has conducted some form of a GHG inventory since 2006, the report for calendar year 2023 is the third comprehensive inventory. As in the 2015 baseline inventory and the 2019 inventory, the 2023 inventory calculates GHG emissions within the geographic boundary of the City of Dallas for both the community as a whole and for local government operations.

The inventory's calculations include GHGs emitted during energy consumption, transportation, waste generation and treatment, industrial processes, and land-use change. In order to quantify the City's own contribution to GHG through its local government operations, the inventory also tallied emissions from several key sectors including buildings, airport facilities, streets (lights, traffic signals), fleet, water and wastewater, and solid waste.

"Supportive technologies, stronger policies and keeping our eye on the metrics are critical to reach net-zero emissions by 2050. As this City continues to grow, the reduction noted in this report is significant. Dallas and its residents are resilient, and we will keep working to attain net-zero", said Council Member Kathy Stewart, District 10 and Chair of the Dallas City Council Parks, Trails and the Environment Committee.

"The city-wide inventory will definitively measure our progress toward our CECAP emissions-reduction goals and make the work ahead clearer. As staff develops the city's five-year priority climate action plan, these findings will help departments target investments, refine programs and focus resources where they can most effectively reduce emissions. As environmental advocates, it helps us promote understanding of the CECAP and its purpose and to encourage

practices within our communities that help us meet those goals.” said Kathryn Guerra, Chair of the City of Dallas Environmental Commission.

Results from each inventory are used to evaluate the City’s overall progress toward climate mitigation and to inform future strategies.

It provides a roadmap for the future, and everyone is invited to participate in the journey whether by generating less waste, reducing electricity and water usage at home, or by using mass transit. All these actions reduce GHGs and create a more resilient future.

“I’m encouraged by the results of this plan but note that we are just getting started. We’re five years into the 30-year plan mapped out by CECAP. OEQS is working diligently to identify ways in which we can better partner with our residents and businesses to encourage good environmental stewardship and to harness enthusiasm to make Dallas a cleaner, greener, and healthier city for everyone.

OEQS is also advancing strategies such as the Dallas Green Business Certification program, OEQS-sponsored urban agriculture infrastructure grants, and the installation of EV charging stations in collaboration with the North Central Texas Council of Governments. Mitigating and adapting to climate change remains at the forefront of our work”, said Angela Hodges Gott, Director of the Office of Environmental Quality and Sustainability.

The 2023 Greenhouse Gas Emissions Inventory can be found at [dallasclimateaction.com](https://dallasclimateaction.com).

## **DATA CENTERS ARE POWERING TEXAS' NEXT ERA OF GROWTH**

By Todd Little  
February 4, 2026

Texas is entering one of the most consequential periods of growth in its history, and recent extreme weather underscores why infrastructure investment matters. As freezing temperatures moved across the state in recent weeks, Texas avoided the kind of widespread power outages seen in past storms.

Governor Greg Abbott [pointed to](#) years of grid upgrades and private sector investment as key to that reliability. Those improvements were supported in part by long-term commitments from large power users, including modern data centers, which give utilities the certainty needed to strengthen generation, transmission, and overall grid reliability.

Our state is on track to add and attract several million new residents in the decades ahead. Meeting that growth will require a strategy that strengthens infrastructure, supports long-term economic development, and positions Texas to lead in the industries shaping the future.

A surprising force is helping to meet that challenge: modern data centers. These facilities have become the backbone of the digital economy, but in fast-growing regions across North Texas like Ellis County and Red Oak, they also play a much more immediate role.

Local leaders across the region increasingly recognize data centers as critical partners for preparing communities to absorb growth responsibly, not just through technology, but through infrastructure investment. They are emerging as one of the most effective levers for upgrading long-overdue infrastructure and preparing communities for the next chapter of Texas' development and prosperity.

Much of our state's critical infrastructure was built 50 to 60 years ago. Electric substations, water systems and transmission corridors were never designed for the population and economic footprint that exists today.

What our grid needs most is capital investment. Data centers can provide a dependable revenue base that helps unlock those investments. Large facilities provide utilities with financial certainty to build new generation, reinforce transmission, and upgrade the grid in ways that benefit all customers.

An [analysis](#) by the Lawrence Berkeley National Lab and The Brattle Group found that states with growing large-load demand have often seen more stable electricity prices, in large part because major users like data center operators help spread the fixed costs of maintaining an aging grid.

Already, this model is taking shape in our state. When major operators commit to building in Texas, their long-term, around-the-clock demand allows utilities and local governments to accelerate upgrades that have been postponed for years.

Increasingly, operators are turning to a bring-your-own-power approach, pairing new facilities with dedicated generation or battery storage that comes online alongside them. This ensures

that new demand is added to the system rather than drawn from existing capacity, reducing strain on the grid and shielding current ratepayers from the costs of growth.

The [recent announcement](#) from Google and Governor Abbott illustrates how this can work at scale. The company's plan to invest \$40 billion into new data centers, including projects in Ellis County, the Panhandle and West Texas, reflects the kind of long-term partnership communities are looking for.

Alongside new computing facilities, Google is funding solar and battery storage, investing in workforce training and supporting local infrastructure that will benefit communities for years to come. It is a model that demonstrates how private investment can align with public priorities.

Beyond energy, data centers are also strengthening local tax bases at a time when cities and counties face growing constraints on traditional revenue tools. For many communities, particularly in fast-growing and rural areas, these facilities generate reliable property tax revenue that helps fund hospitals, flood control projects, emergency services, and basic public infrastructure without shifting costs to homeowners.

Concerns around water use, air quality and environmental impact are often misunderstood. Modern data centers are increasingly designed to rely on reclaimed or non-potable water for cooling, significantly reducing overall water intensity.

Air quality is also a key consideration, particularly in non-attainment areas such as the Dallas Fort Worth region. Many new facilities are evaluating alternative cooling technologies, including air-based systems, that limit emissions and protect existing air quality standards. When thoughtfully sited, data centers can also minimize noise and light impacts, support stormwater management, and coexist responsibly with surrounding land use.

North Texas is growing quickly, and meeting the demands of that growth will require more than incremental fixes. Regional leaders, from mayors to county officials, consistently point to the importance of having industrial partners capable of supporting long-term infrastructure investment. Data centers have proven they can play this role by modernizing essential systems while driving economic development in the communities that host them.

Texas does not need to choose between growth and reliability, or between economic development and affordability. With thoughtful planning and strong public-private collaboration, data centers can help deliver all four. North Texas is already showing what that future can look like and providing a blueprint for how the rest of the state can prepare for the growth ahead.

*Todd Little is the Executive Director for North Central Texas Council of Governments (NCTCOG) and previously served as Ellis County Judge.*

KERA NEWS

## **DALLAS POISED TO ADD EV CHARGERS AT LIBRARIES, REC CENTERS FOLLOWING REGIONAL FUNDING APPROVAL**

By Emmanuel Valenzuela

February 5, 2026

Dallas is a step closer to expanding electric vehicle charging access across the city after regional transportation leaders recommended funding for 10 public charging sites.

The grant is part of the U.S. Department of Transportation's [Charging and Fueling Infrastructure Grant Program](#) totaling \$1.3 trillion dollars nationwide.

[Dallas submitted 16 city-owned locations](#) to the North Central Texas Council of Governments, which is managing the DOT grant, for approval. Ten sites were recommended for funding while four others were placed on a waitlist.

The recommended sites include the Hampton Illinois Branch Library, Pleasant Grove Branch Library, Juanita Craft Recreation Center, Thurgood Marshall Recreation Center and the Jaycee-Zaragoza Recreation Center, among others. The total estimated cost for the recommended projects is about \$645,600.

The council's electric vehicle infrastructure project focuses on installing stations on publicly owned land, prioritizing areas with limited access to existing charging infrastructure. Grant funding can cover up to 80% of installation costs and a portion of long-term operations and maintenance.

Dallas officials say the selected locations were chosen through a multi-step process that combined departmental input, data analysis and on-site feasibility reviews.

The approach aligns with the city's [Comprehensive Environmental and Climate Action Plan](#), which calls for installing 1,500 EV charging outlets by 2030.

During Monday's city council Parks, Trails and the Environment Committee meeting, city staff argued expanding EV infrastructure supports broader sustainability goals and helps reduce emissions tied to transportation.

"My understanding from them in just brief discussions is that (NCTCOG) are already moving with purpose to get these implemented and to get the sites built as soon as possible," said Angela Hodges Gott, director of the Office of Environmental Quality and Sustainability. "It is possible for some of the listed projects to start by the end of this calendar year."

Regional Transportation Council members approved the funding recommendations in January.

Final approval by the NCTCOG executive board is expected later this month.

Gott told the committee that a timeline will become clear after the city meets with the NCTCOG and the library and parks department this week.

If approved, Dallas departments that manage the selected properties will finalize project costs before seeking City Council approval to accept the grants.

## **HUDSON OAKS COUNCIL GETS FIRST OFFICIAL LOOK AT TRAFFIC PATTERN SHIFT**

By Melissa Winn  
February 5, 2026

A project consisting of restructuring Oakridge Road from US Highway 180 north to Mary Martin Elementary School is anticipated to start soon and it won't be without its traffic headaches, Hudson Oaks City Council was informed last week.

Jacob Holt, Parker County Precinct 2 Commissioner, explained to council on Jan. 22 that the first phase of the project will begin on either Feb. 9 or Feb. 16 with converting Oakridge to three lanes of concrete.

This is expected to take about 10 to 12 months and one of the anticipated issues is that traffic will be down to one lane, one-way with only the ability to travel northbound up to Red Eagle Trail from 180.

"[Southbound traffic] will have to use White Settlement or loop around," Holt said.

Mayor Tom Fitzpatrick asked if the community had been made aware this was happening and expressed some concern over the impact to the neighborhood of Silverstone and people using it as a pass-through.

"People will use the fastest way and what can be done to prevent cutting through there?" he asked.

Holt said it would be up to law enforcement to mitigate that part but that it wouldn't be without its "growing pains" and frustrations.

After the first 10 months, Holt added, the second phase will commence and provide relief to drivers with both phases being completed in 20 months, barring any delays.

The project is being funded by the \$130 million Parker County Bond Program, which was voted on and passed for by taxpayers in 2023.

"[We are] looking forward to this even though it will be painful," Fitzpatrick said. "[The community] voted for this."

Other projects allocated to be done using bond funds are in various stages of being designed and executed in coordination with TxDOT, local municipalities, and the North Central Texas Council of Governments.

Also at the meeting, council approved:

- A change in the deposit amount required for fire hydrant construction meters from \$750 to \$3,000 per hydrant to accommodate for changes in labor, materials, and replacement costs.
- Two Conditional Use Permits (CUPs), one for a Rossini Nail Bar and one for a Christian Brothers Automotive. The CUPs are required as stated in the City's ordinance to ensure the uses are compliant.

- Approved a resolution for the May 2 election for Mayor and places 1 & 3, if needed. A conditional contract was then entered into with the Parker County Elections Administration for that election. If there are no races that are contested, the contract and the election will be canceled at the February meeting.

The council next meets next on Feb. 19.

## **DART FACES PIVOTAL WEEK AS MEMBER CITIES WEIGH EXITS**

By Staff report  
February 9, 2026

Negotiations between DART and several suburbs over governance, funding, and service quality come to a head with key deadlines looming.

Leaders of the Dallas Area Rapid Transit (DART) agency and several of its member cities are engaged in high-stakes negotiations this week as key deadlines approach for cities to call elections to potentially withdraw from the regional transit system. Plano, Irving, Addison, Farmers Branch, and the Park Cities have all scheduled May 2 elections where voters will decide whether to leave DART, citing concerns over costs, service quality, and the distribution of power on DART's governing board.

### **Why it matters**

DART's future hangs in the balance as these negotiations come to a head. The departure of major member cities could severely undermine DART's financial stability and service footprint, while also raising questions about regional transportation coordination. The outcome of this week's discussions could reshape DART's governance structure and funding model, with broader implications for transit in the Dallas-Fort Worth metroplex.

### **The details**

This week, DART's board is scheduled to discuss proposals from member cities related to governance, funding, and legislative priorities. The Dallas City Council will also consider a resolution outlining principles for DART's board structure, including ensuring each member city has representation and that no single city holds a majority voting share. Meanwhile, the Regional Transportation Council will host a workshop to explore scenarios both with and without cities withdrawing from DART. Several suburbs are exploring microtransit alternatives to DART service, with Plano set to vote on a contract with the rideshare company Via.

- The deadline for cities to call a May 2 election to withdraw from DART is this Friday, February 14.
- Collin and Denton Counties finalize their ballots for the May elections on February 23, while Dallas County does so on February 27.
- Cities have until March 18 to rescind any withdrawal elections that have been called.

### **The players**

#### **Dallas Area Rapid Transit (DART)**

The regional public transportation system serving the Dallas-Fort Worth metroplex, funded by a one-cent sales tax from 13 member cities.

#### **Plano**

A Dallas suburb that has called a May 2 election for voters to decide whether to withdraw from DART.

## **Irving**

A Dallas suburb that has called a May 2 election for voters to decide whether to withdraw from DART.

## **Addison**

A Dallas suburb that has called a May 2 election for voters to decide whether to withdraw from DART.

## **Farmers Branch**

A Dallas suburb that has called a May 2 election for voters to decide whether to withdraw from DART.

## **Park Cities**

A group of affluent Dallas suburbs that have called a May 2 election for voters to decide whether to withdraw from DART.

## **What's next**

The Dallas City Council is scheduled to consider a resolution on Wednesday, February 11 that would outline principles for DART's governance, including ensuring each member city has representation on the board and that no single city holds a majority voting power.

## **The takeaway**

The future of DART hangs in the balance as the agency faces a pivotal week of negotiations with several of its member cities. The outcome could reshape DART's governance, funding, and service model, with broader implications for regional transportation in the Dallas-Fort Worth area.

## **DART HOLDING COMMUNITY MEETINGS STARTING THIS WEEK ON POTENTIAL SERVICE CHANGES**

By Autumn Pattison  
February 9, 2026



A passenger boards a DART train in the rain at Pearl/Arts District Station, Friday, Jan. 23, 2026, in Dallas. Chitose Suzuki / Staff Photographer

The Dallas Area Rapid Transit board is inviting riders and residents to a series of community meetings in several cities ahead of [possible withdrawal elections](#) in May. If those elections are successful, the agency predicts significant [service changes](#).

[Addison](#), Plano, Farmers Branch, Irving, Highland Park and [University Park](#) have scheduled 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.

In addition to the meetings, the transit agency is required by law to host a public hearing ahead of potential changes. The hearing will be held during the DART board meeting scheduled for March 24 at 6 p.m. at DART'S headquarters, 1401 Pacific Ave. in Dallas.

The slate of community meetings includes the following:

- **Wednesday, Feb. 11, 6-7:30 p.m.**

- University of Dallas – SB Hall Multipurpose Room, 2925 Gorman Drive, Irving
- **Thursday, Feb. 12, 6-7:30 p.m.**
  - Harvest Family Life Ministry, 1800 S. Hampton Road, Glenn Heights
- **Wednesday, Feb. 18, 6-7:30 p.m.**
  - Hill Chapel CME Church, 1113 I Ave., Plano
- **Thursday, Feb. 19, 6-7:30 p.m.**
  - Jaycee Zaragoza Recreation Center, 3114 Clymer St., Dallas
- **Monday, Feb. 23, 6-7:30 p.m.**
  - Texas A&M AgriLife Center at Dallas, 17360 Coit Road, Dallas
- **Thursday, Feb. 26, 6-7:30 p.m.**
  - Addison Station, 4925 Arapaho Road, Addison
- **Monday, March 2, 6-7:30 p.m.**
  - Crosby Recreation Center, 1610 E. Crosby Road, Carrollton
- **Thursday, March 5, 6-7:30 p.m.**
  - University Park Public Library 3rd Floor Community Meeting Room, 8383 Preston Center Plaza, Suite 200, Dallas
- **Monday, March 9, 6-7:30 p.m.**
  - Rowlett Community Center, 5300 Main St. Rowlett
- **Thursday, March 12, 6-7:30 p.m.**
  - Garland City Hall – City Council Chambers, 200 N. Fifth St., Garland
- **Monday, March 16, 6-8 p.m.**
  - Virtual meeting on Microsoft Teams. Visit [DART.org/meetings](https://dart.org/meetings) for the meeting link. Dial by phone: 469-676-0717. Passcode: 584 254 959#
- **Tuesday, March 17, 6-7:30 p.m.**
  - Huffhines Recreation Center – Meadows Room, 200 N. Plano Road, Richardson
- **Thursday, March 19, 6-7:30 p.m.**
  - Christ United Methodist Church, 2807 Valwood Parkway, Farmers Branch
- **Saturday, March 21, 10-11:30 a.m.**
  - DART Boardroom, 1401 Pacific Ave. (Akard Station), Dallas

## **DART NEGOTIATIONS ENTER CRUCIAL STRETCH**

By Bill Hethcock  
February 9, 2026



Dallas City Council members are preparing to vote on giving up the city's eight-seat majority on the Dallas Area Rapid Transit board as part of ongoing negotiations to keep other member cities from exiting the transit agency. Multiple suburban cities have called for May elections on whether to leave DART.

In addition to the DART issue, two consequential projects aimed at changing the fabric of Frisco are up for key votes this week. Expansion of a popular deck park and the potential construction of a new hotel will take center stage in Dallas. And big projects and incentives votes are on tap in Fort Worth, Plano and McKinney.

### **DART election deadline looms**

Six cities have scheduled May elections that would let voters decide whether to leave Dallas Area Rapid Transit, but much could change this week as an important Feb. 23 deadline approaches.

Leaders in Plano, Irving, Farmers Branch, Highland Park, University Park and Addison have set [May elections to let voters choose whether to leave DART](#) and stop sending as much money to the transit agency.

That could set off a public transit crisis, just weeks before the [start of the 2026 FIFA World Cup](#). Cities that vote to leave DART would see services end immediately, even though most of those cities would still be obligated to make debt payments for years.

City leaders have been negotiating on potential changes to DART, and a series of upcoming meetings will determine whether those discussions can prevent exit elections in half of the 42-year-old agency's member cities.

City managers of all 13 member cities and DART officials have been in talks for months on potential governance, funding and service delivery changes that could convince some or all of the cities to call off elections by Feb. 23.

DART's Committee of the Whole meets at 1:30 p.m. Feb. 10 followed later that day by a 6 p.m. special meeting of the DART board to discuss the latest updates in the negotiations, including potential agency reforms. Both meetings will be held at DART headquarters at 1401 Pacific Ave. in Dallas.

On Feb. 11, Dallas City Council is expected to vote on a resolution to give up the city's longstanding eight-seat majority on the DART board, dropping to a minimum of seven seats and 45% of total voting power.

The proposed resolution states in part: "The City of Dallas hereby expresses its position that no single member city should possess a majority vote share on the DART Board of Directors, and that the City of Dallas should hold a minimum of seven seats on the board with no less than 45% of the total voting power, reflective of its population, financial contribution, and service demands."

The meeting with a lengthy agenda is slated to start at 9 a.m. on the sixth floor of Dallas City Hall, 1500 Marilla St.

Then on Feb. 12, the Regional Transportation Council, part of the North Central Texas Council of Governments, is expected to hold a workshop and take action on possible funding scenarios for cities depending on whether they remain. That discussion will also cover state, federal and World Cup implications. The meeting is set for 1 p.m at the NCTCOG headquarters at 616 Six Flags Dr. in Arlington.

## **DART'S FUTURE IN NORTH TEXAS IN QUESTION AS CITIES WEIGH EXIT VOTES**

By Amelia Mugavero

February 9, 2026

Voters in six cities — Farmers Branch, Irving, Highland Park, University Park, Addison and Plano — are expected to decide whether to remain part of the regional transit system, following growing concerns from city leaders over rising costs and what they describe as low ridership.

If voters choose to withdraw, DART estimates the impact would be significant: roughly 800 bus stops, 13 GoLink zones, two Trinity Railway Express stations, two Silver Line stations and 10 DART light rail stations would be affected across the region.

In Plano, city leaders are already planning for what comes next — regardless of the outcome at the ballot box.

### **Plano explores on-demand transit as backup plan**

The Plano City Council is considering adding Via Rideshare, an on-demand transit service that would use buses and passenger vans to move riders within the city. Mayor John Muns has described the proposal as a "test run," saying it could operate alongside DART or potentially serve as an alternative in the future.

"If Plano votes yes on a new transit option tonight, the mayor says this would function as a dress rehearsal — a way to see whether another service can fill gaps left by DART," Muns said before Monday's meeting. At Monday night's meeting, the vote was tabled until Feb. 23.

For riders like Olufemi Payten, those decisions carry high stakes.

"It's my means to get to work. It's my means to get groceries, to go to family members," Payten said, describing DART as his primary mode of transportation after recently losing both of his jobs. He said he relies on the system to reach job interviews, meet with caseworkers and navigate daily life.

City leaders, however, argue that the cost has outweighed the benefits. Plano officials estimate the city has spent about \$130 million a year in sales tax on DART service, while ridership within the community has lagged.

"The key to DART is convincing people that getting to and from work is a better mode of transportation," Muns said. "Right now, I don't believe our community believes that."

The Via Rideshare proposal includes a six-month contract costing about \$4 million, with the option to expand to a full year for roughly \$8 million for the next three years. City officials say that even if Plano remains with DART, the new service would initially operate in conjunction with it to test coverage and efficiency.

DART, meanwhile, says it remains committed to working with all member cities.

Earlier this year, the agency said it would "continue to work with all member cities to ensure riders have access to the services they rely on to connect them to work, medical care, leisure and each other."

Negotiations between Plano and DART are ongoing, with a ballot deadline approaching at the end of the month. Supporters of the transit system say they plan to demonstrate outside Plano City Hall later today in support of keeping DART.

### **Key week ahead for DART**

The Plano meeting also marks the start of a pivotal week for the future of DART across North Texas.

On Tuesday, DART board members are scheduled to meet to discuss the latest developments in negotiations, including possible agency reforms.

On Wednesday, the Dallas City Council is expected to vote on a resolution that would reduce Dallas' longstanding majority on the DART board, lowering the city's voting power to 45%.

On Thursday, the Regional Transportation Council is expected to hold a workshop examining potential funding scenarios tied to DART participation, including state and federal considerations and implications connected to the 2026 FIFA World Cup.

For riders like Payten, the outcome remains uncertain — and deeply personal.

"To take it away from us," he said, "would be like taking away the Mavericks."

## **PLANO CONSIDERS MICRO TRANSIT OPTIONS TO REPLACE DART**

By Dan Godwin  
February 9, 2026

City leaders in Plano are exploring a public transit option as a possible alternative to Dallas Area Rapid Transit (DART).

North Texans don't know the exact details of the negotiations with DART, just that the City of Plano considers them moving in the right direction. Now the city wants more time to consider things before voting on an alternative transit option.



### **Plano DART negotiations**

The backstory:

On May 2, Plano voters will decide whether to opt out of DART services.

Plano is one of six DART member cities holding an election this spring to decide whether to leave DART because of inefficient services and high costs.

The city said if voters choose to exit DART, a new transit system will need to be "fully operational" within the city limits the next day. A city spokesperson says regardless of the outcome of the vote, it will look at implementing something to replace DART services.

Late last year, Plano formed a committee to look at potential alternatives.

### **Public transportation alternative**

What they're saying:

The committee is now recommending *Via*, an app-based micro-transit service used in Arlington.

It allows people to schedule a ride in a compact bus or van that might be shared with other passengers. The cost is usually under \$10 for the passenger.

At Monday night's city council meeting, council members were set to take action on a contract with *Via*, but instead, city employees shared that recent meetings with DART have been productive and there could be a potential offer on the table.

### **Plano community on changes**

Dig deeper:

Before the meeting, a small group of people gathered outside in support of DART in Plano.

"I think we can't fight for better public transit if there's no public transit that exists," said Plano resident, Alex Flores.

"It's something that the city has invested a lot of time, money, energy into and therefore to kind of end now would be quite silly," said Embher Chaffin, the director of Keep DART in Plano.

Those who spoke to FOX 4 were concerned that the *Via* contract would not meet the needs of the people in Plano.

They were hoping the city council would table the vote, which is exactly what happened.

"There are several actions that would need to happen over the next two weeks for that offer to really materialize, but those are very meaningful actions that would be taken," said Plano City Manager, Mark Israelson.

What's next:

If the election still happens and Plano voters decide to withdraw from DART, services will end the next day.

The *Via* contract the city is considering could cost the city up to \$8 million to operate for a year and the money would come from the city budget.

City council voted to hold the discussion until the next city council meeting, which is scheduled for Feb. 23.

## **PLANO LEADERS POSTPONE TRANSIT DECISION AFTER OFFER FROM DART**

By Pablo Arauz Pena  
February 9, 2026



Plano residents and transit advocates stand outside Plano City Hall to show their support for DART ahead of the upcoming May 2 election. The city council on Monday voted to table a vote on a contract with an alternative transit provider as negotiations continue with DART. Photo: KERA

Plano city leaders surprised residents and public transit advocates on Monday by announcing that they may have a deal with Dallas Area Rapid Transit ahead of a May withdrawal election.

During an evening city council meeting, city manager Mark Israelson asked the council to postpone a decision on an alternative transit option that would replace DART with a rideshare service provided by Via if voters choose to withdraw from the agency.

That service would work similarly to other rideshare options such as Uber, Lyft or DART's GoLink service. Via already operates services in other North Texas cities including Arlington and Denton.

"The city has been in active discussions with our transit provider DART for the last 6 or 7 months and really over the last several weeks talks have become more focused around a potential offer that we have heard from the chair of the DART board," Israelson said, though he did not provide specific details.

The council voted unanimously to table a vote on a contract with Via and instead make time to review DART's proposal. Plano [previously proposed keeping train and express bus service](#) but ending regular bus routes as a way to possibly prevent the May election; DART leaders will meet again Tuesday to consider potential agreements with some member cities.

Pro-DART residents who showed up to the meeting Monday to protest the Via option said they felt a sense of relief by the council's decision to delay a vote until later this month.

Embher Chaffin, director of the advocacy group Keep DART in Plano, said the announcement was unexpected.

"I think that it shows an effort of collaboration from both parties," Chaffin said. "For the city to acknowledge the DART is trying, gives me a lot of hope."

Alex Flores, a Plano resident and regular DART rider, said it's a sign the city council is finally listening to residents who want to keep DART in the North Dallas suburbs.

"Even if that means going through some complicated negotiations, we want to stay," Flores said. "The fact that they're willing to work with them is just, it's really nice to see."

Five other cities — Addison, Farmers Branch, Highland Park, Irving and University Park — are also holding withdrawal elections May 2 as a referendum on DART's service.

DALLAS OBSERVER

## **PLANO LINES UP ALTERNATIVE TRANSPORTATION PROVIDER, LOOKS BEYOND VOTE TO DROP DART**

Should voters decide to end its DART partnership in May, a new company will take over the public transportation for Plano

By Austin Wood  
February 6, 2026



Transportation advocates have been vehemently opposed to service changes. Illustration by 355A.

Plano's City Council will consider an agreement with a microtransit service at a meeting on Monday as the city weighs a future without the Dallas Area Rapid Transit system.

The largest of the [six member cities](#) that have called a withdrawal election from DART since early November, Plano has [had one of the loudest voices](#) in the ongoing debate over the future of mass transit in North Texas. While city leadership and DART officials [have engaged in negotiations](#) to potentially call off the May 2 election, Plano's idea of a future without the agency may be getting clearer.

If Plano voters choose to withdraw from DART, the agency could end all services within city limits the next day. In the event voters approve an exit, the city said it would "support alternative transit options that ensure continuity of service for residents who rely on public transportation,

including people with disabilities, seniors, and those living on fixed incomes,” in a November release announcing the election.

On-demand, technology-forward service provided by vehicles smaller than a conventional bus, or microtransit, [has been at the forefront](#) of cities like Plano and Irving’s plans for alternative service models.

At Monday night’s meeting, Council members will consider a [purchasing agreement](#) with Via, an app-based microtransit service that also operates in Arlington and Denton County.

The contract to be presented Monday night would see Plano pay Via just under \$4 million over six months for microtransit services and federally required paratransit within a 1.5-mile radius of city limits. It also gives Plano the option to renew the agreement three times for an annual rate of \$8 million. Plano allocated money from its general fund for microtransit in November.

Staff recommended Via after evaluating the input of Plano’s Collin County Connects Committee (C4), which formed in December to evaluate alternative models. The committee was divided on which service provider was best for Plano, the scope of the search and even the idea of leaving DART altogether. Only half of the committee ranked three prospective providers, with Spare, not Via, eventually being recommended by the body.

According to a council memo, staff have recommended Via based on continuity of service, scalability, safety, rider experience and flexibility.

Council members can still request changes to the contract or refuse it entirely. A timeline for microtransit implementation is also up in the air, though [a C4 update](#) from December outlined an early March launch.

If residents vote to remain in DART or an agreement is reached to call off the election, Plano’s director of government relations, Andrew Fortune, said the alternative service would still remain part of the city’s transit picture at a December C4 committee meeting. The council will also discuss potential names and logos for a potential city-led transit service at the meeting.

## **PLANO TABLES CONSIDERING ALTERNATIVE TRANSIT AFTER DART OFFERS ‘MEANINGFUL’ PROPOSAL**

Plano’s City Council indicated discussions with the agency are making headway as cities near May withdrawal elections

By Lilly Kersh  
February 9, 2026

In an indication that negotiations between Dallas Area Rapid Transit leaders and its member cities are making progress, Plano leaders postponed considering a contract with an [alternative transit provider](#) Monday night as deadlines to call off scheduled exit elections draw nearer.

Plano City Manager Mark Israelson told the city council that [DART Board Chair Randall Bryant](#) has offered the city a “meaningful” proposal after months of discussions in an attempt to reform the agency’s service, governance and funding structures.

“Over the last several weeks, [talks have become](#) much more focused around a potential offer that we’ve heard from the chair of the DART board,” Israelson told the council. “There are several actions that would need to happen over the next two weeks for that offer to really materialize. Those are very meaningful actions that would be taken.”

Plano leaders did not disclose details [about DART’s proposal](#) on Monday in their decision to postpone a decision on alternative transit.

Plano is one of six of DART’s 13 member cities that has called a May election to ask voters to [reconsider membership](#) in DART. But cities could [still call them off](#), and have until Feb. 23 to finalize ballots.

“We’ve had some productive conversations over the last couple of weeks with the chair of DART, and we hope that we have a structure of an agreement,” [Mayor John Muns](#) told *The Dallas Morning News* following the council meeting. “But a lot has to happen.”

Moving forward on an alternative transit option, he said, felt too soon.

Plano leaders were scheduled to consider a nearly \$4 million, six-month initial contract with transportation software company Via, the same company Arlington works with to provide [on-demand, rideshare-style](#) service.

The council tabled the decision to its Feb. 23 meeting “to allow more time to see if those actions actually come to fruition,” Israelson said of DART’s proposal, so the council can make a more informed decision.

The week ahead is [stacked with key turning points](#) in negotiations — including a DART board meeting Tuesday, a Dallas City Council meeting Wednesday and a Regional Transportation Council meeting Thursday, all of which will consider reforming the agency in attempts to appease dissatisfied member cities.

Nathan Adam, 24, lives and works in Plano and attended the city’s Monday council meeting as a member of the Dallas Area Transit Alliance, which advocates for DART. Adam was surprised Plano leaders tabled considering alternative transit.

“I am glad that [Plano is actually following through](#),” Adam said. “They’re showing willingness to actually negotiate with DART, rather than just blocking them off entirely.”

He hopes the compromise DART and Plano come to still includes retaining [bus service in Plano](#).

In cities whose [voters choose to cut ties](#) with DART, should elections remain scheduled for May, service will stop the day after votes are canvassed, but cities will continue giving sales tax to the agency to pay off debt associated with their contributions.

A 2024 report by the firm EY showed Plano contributed more than \$109 million in fiscal year 2023, though DART spent about \$44 million on services in the city. Plano staff have concluded that the city spends more on DART than police and economic development combined.

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. Options included Via and RideCo, an on-demand microtransit and paratransit software used in Houston, San Antonio and Round Rock.

Arlington, known as one of the [largest cities in the U.S.](#) without a mass transit system, has contracted with Via since 2017.

Until Monday night, Plano leaders were expected to follow Arlington’s lead. But Plano council members were not ready to make the call. [The suburb was the first city](#) to schedule an exit election last fall, an opportunity that comes once every six years per state law.

“All of us are hopeful ... that we can come to a resolution that can end this,” Muns said.

### **Key upcoming meetings**

Here are [important discussions](#) scheduled ahead of Friday, the last day a DART member city can call a May election to cut ties with the agency.

#### **Tuesday, Feb. 10**

- DART’s leaders are scheduled to meet and receive a briefing on [city and regional proposals](#) related to the agency’s governance, funding and service.
- Leaders will also consider what to prioritize in the next legislative session relating to DART’s governance. Some member cities have asked for more of a voice on the 15-member board, and have taken issue with Dallas’ share of voting power. The [state Legislature could step in](#) to reform DART’s leadership structure.
- Finally, DART leaders are slated to consider a “strategic local funding solution” after member cities have called for a [change to how DART is funded](#). Currently, 13 cities pay a one-cent sales tax to the agency.

#### **Wednesday, Feb. 11**

The Dallas City Council is scheduled to consider a resolution expressing support for principles [relating to DART’s governance](#), including that:

- Each DART member city should have representation through at least one seat on the DART board.
- No single member city should have a majority vote share on the DART board.
- Dallas should hold a minimum of seven seats on the board, with no less than 45% of the total voting power.

The principles, discussed by the Dallas transportation and infrastructure committee last month, could [fulfill some requests](#) from suburban member cities if approved by Dallas leaders.

#### **Thursday, Feb. 12**

The Regional Transportation Council, a transportation policy body of the North Central Texas Council of Governments, is scheduled to host a workshop and take action on two scenarios regarding city requests impacting DART — a [scenario if cities opt out of DART](#) and a scenario with partnership opportunities resulting in cities not withdrawing from DART.

The North Texas Commission and NCTCOG have convened a working group of DART and city leaders for weeks to facilitate discussions on how to solve DART's most acute challenges.

Follow updates on these key negotiations at [dallasnews.com](http://dallasnews.com).

## **THIS WEEK COULD DECIDE DART'S FUTURE. HERE ARE KEY NEGOTIATIONS LINED UP AS DEADLINES NEAR**

Nearly half of DART's member cities are seeking to leave the agency in May elections

By Lilly Kersh  
February 9, 2026

Negotiations between leaders of Dallas Area Rapid Transit and several of its member cities are coming down to the wire this week as [key deadlines for calling off](#) exit elections approach.

Plano, Irving, Addison, Farmers Branch and the Park Cities have [called May 2 elections](#) to ask voters whether to leave the transit agency, citing concerns with the cost of membership, the quality of its services and disparities in the suburbs.

Service would [stop the day after votes](#) are canvassed in cities that choose to leave, but cities would continue paying a one-cent sales tax to DART for years to pay off debt associated with their contributions. DART is inviting riders and residents to a series of [community meetings](#) in several cities ahead of elections.

Several cities are considering microtransit alternatives to DART, including rideshare services similar to Uber and Lyft platforms. The Plano City Council is scheduled to vote Monday night on a contract with Via, the company Arlington uses to supply rideshare transportation services.

Cities can still [call elections off](#). Collin County and Denton County finalize their ballots on Feb. 23 and Dallas County on Feb. 27, according to documents from the city of Dallas. Cities have until March 18 to rescind withdrawal elections.

Here are [important discussions](#) scheduled ahead of Friday, the last day a DART member city can call a May election to cut ties with the agency. Cities could still hold November elections, but state law allows pitching the question of membership in DART to voters only once every six years — an opportunity which falls in 2026.

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## **BURLESON POLICE ROLL OUT REAL-TIME BODY CAMERA TRANSLATION TECHNOLOGY AHEAD OF WORLD CUP**

By Michael Lozano  
February 10, 2026

With the FIFA World Cup just four months away from bringing international soccer matches to Texas, law enforcement and emergency agencies across North Texas are ramping up preparations for an expected surge of visitors — and languages.

The Burleson Police Department is rolling out a new body camera program officials say will help officers communicate more effectively. The technology, part of Axon's Body 4 camera system, allows for real-time translation of up to 50 languages and is among the first of its kind in the North Texas region.

North Texas officials expect fans, national teams and visitors speaking anywhere from 20 to 30 different languages to arrive in the region for the tournament. Arlington will host nine World Cup matches from June through July.

Burleson police officers can activate the translation feature with the push of a button, allowing the camera to automatically translate conversations in real time.

"It's a game-changer," said Officer Jay Davis of the Burleson Police Department.

Davis said the technology is designed to help officers keep pace with the region's growing diversity.

"Not everybody knows Mandarin-Chinese, not everybody knows Russian, not everybody knows Spanish, which is something that would help you here," Davis said.

Emergency communication centers are also preparing for an influx of multilingual calls. The North Central Texas Council of Governments recently approved \$1.2 million in funding tied to World Cup preparations. Of that amount, \$200,000 is being allocated to artificial intelligence software that can help 911 operators quickly identify the language a caller is speaking.

"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.

Officials say the added resources should help ensure smoother operations during the international event.

"We're expecting to see a higher usage in language translation services," said Rodger Mann of the North Central Texas Emergency Communication District.

For Burleson police, the new technology is part of a broader effort to adapt to changing times in North Texas.

"Even if we're not sure what they're speaking, we can put it on an auto-detect function and, hopefully, it will be one of the fifty different languages," Davis said.

Officials say those preparations could make a significant difference once the World Cup arrives this summer.

## **DALLAS DECIDES TO CEDE SOME DART POWER AS NEGOTIATIONS WITH SUBURBS PROGRES**

The City Council approved a resolution for an expanded board with increased representation for member cities

By Austin Wood  
February 10, 2026



DART could experience some major changes in 2026. Adobe Stock image

**Update, 2/11/2026, 2:20 p.m.:** *Council members voted 13-2 to approve the resolution on Wednesday to reconfigure the DART board. Council members Cara Mendelsohn and Chad West voted against. DART board members also expressed support for proposed governance and funding reforms at a Tuesday meeting.*

*Original article from Feb. 10 below.*

The Dallas City Council is set to consider ceding some of its influence on the Dallas Area Rapid Transit Board at a [Wednesday meeting](#) as negotiations with member cities appear to be progressing.

Council members will consider a resolution at the meeting calling for the city to give up its majority vote on the DART board. Dallas and DART leadership are currently navigating [negotiations](#) with discontented suburban member cities, [six of which have called withdrawal elections](#) from the agency since November. The votes can still be called off, with Collin County finalizing ballots on Feb. 23. March 18 is the deadline for cancelling the elections.

Officials appear to be making progress in the negotiations. At a Monday meeting, Plano's city council voted to table discussion on a [proposed contract](#) with microtransit provider Via until a Feb. 23 meeting. City Manager Mark Israelson [told](#) council members discussions with the DART board have grown "more focused" in recent weeks after staff received a proposal from the board. Israelson also said certain actions would need to be taken in the next two weeks for the proposal to move forward.

Cities like Irving and Plano criticized DART's funding mechanisms and return on investment in November [resolutions calling](#) for withdrawal elections. Officials have sought up to a 50% reduction in the one-cent sales tax contribution each city makes to DART's general fund.

Plano's tabling of the Via discussion comes as the DART Board is set to discuss [alternate funding models](#) at a Tuesday meeting, which may return sales tax dollars to member cities for general mobility programs geared toward city-specific transportation initiatives. The Regional Transit Council will also consider [potential partnerships](#) with member cities, should they remain, at a Thursday meeting.

While it hasn't garnered as much attention in negotiations as funding structures, proposed reforms to DART's governance also play a large part in discussions with member cities, which have grown dissatisfied with a perceived lack of representation stemming from sharing board members and the influence Dallas wields on the board.

Plano previously supported [Senate Bill 2118](#) in the last legislative session. The bill, which did not advance beyond the transportation committee, would have reduced the number of Dallas-appointed representatives on the board.

### **Dog or Tail?**

Dallas leadership currently appoints seven of the [DART board's](#) 15 members and shares an eighth seat with Cockrell Hill. The rest of the member cities — with the exception of Plano, Irving and Garland — are jointly represented with at least one other municipality. Richardson, University Park, Highland Park and Addison all currently share a single representative.

At Wednesday's meeting, the council will consider a [resolution](#) supporting a 20-person board structure in which no single member holds a majority of seats and each city has at least one dedicated representative. Dallas would still appoint up to five board members, with votes weighted by population. The resolution calls for Dallas' representatives to account for at least 45% of the weighted vote share.

Tyler Wright, the vice president of the [Dallas Area Transit Alliance](#), said progress on funding reforms likely played a large role in Plano's decision to table the Via vote, but that Dallas and the agency's openness to governance reform will also be important in avoiding May elections.

"If Dart pulls together the funding and kind of unites everybody around that says, 'Hey, let's work together on the governance based on the proposal,' that's another step in the right direction," Wright said. "We'll have to see what Dallas says. From what I hear, they may have the votes to pass it in support of something less than 50%."

At a Jan. 20 [meeting](#) of the transportation and infrastructure committee, members were divided on whether to give up their seats on the board. District 13 Council member Cara Mendelsohn questioned why Dallas should give up its simple majority given its contributions to the system.

“Why should the city of Dallas give up governance control when it contributes approximately half the revenue, half the service area and the majority of the ridership,” Mendelsohn asked at the meeting.

Other members signaled openness to relinquishing some of the city’s simple-majority rule.

“I don’t think we’re actually the dog or the tail, as I’ve listened to that part of the conversation, but we are obviously one of the biggest partners in the room, and part of the system. We are not all of it; we are a good portion of it,” District 10 Council member Kathy Stewart said. “But our goal is for the system to succeed, for the system to be healthy, for the system to be respectful, and to work together, not to take advantage of maybe being the biggest piece in the system.”

Council members narrowly approved the resolution by a 4-3 vote, sending it to the entire body ahead of Wednesday’s meeting.

The board was originally comprised of 25 members when first formed in 1983. After Coppell and Flower Mound voted to withdraw from the agency in 1989, the board slimmed down to its current 15-member structure in the 1990s. DART realigns the board’s composition every five years, as required by state law.

The body has [approved changes](#) to counteract Dallas’ unilateral decision-making ability in the past. In 2023, the board approved changes to its governance that require two-thirds of the board to vote to halt any services in a city, and in 2025, the board extended that rule to the addition of services.

Any proposed changes to the composition of the DART board must be approved by the state legislature. Consensus from DART and member cities, however, would likely clear the way for such reforms. The DART board will also discuss legislative priorities at the Tuesday meeting.

### **Negotiations progress**

It remains to be seen whether Dallas’s potential support for a one-city, one-vote structure with a minimum 45% voting share will placate suburban governance concerns and further negotiations. Addison’s city council recently [voted](#) to send a “letter of demands” to the DART board that stated the town’s preference for Dallas’ weighted vote to account for 45% or less of the total vote share, although some members advocated for a smaller percentage.

“I think it’s unreasonable for Dallas to have a 50% weighted vote,” Addison Mayor Pro Tem Marlin Wilson said at a council meeting. “I think that’s crazy. I think 40%, with the size of Dallas and the money and so forth, is reasonable.”

Even if cities remain in disagreement on the particulars of the board’s composition, Plano’s decision to postpone discussion of a DART alternative marks the most public progress in negotiations since November. The city has been a leader in the fight for agency reform, Wright said, which may prompt other cities to consider DART’s proposals.

“I would bet money on it,” Wright said. “Plano has been the ringleader. I think a lot of people are following Plano’s lead. I saw two Addison city council members who voted for the pullout election at Plano’s city council meeting last night.”

FOX 4 NEWS

## **DART CONSIDERS NEW GOVERNANCE STRUCTURE TO KEEP CITIES FROM LEAVING SERVICE**

By Amelia Jones  
February 10, 2026

DART officials met Tuesday to discuss organizational changes to try and prevent several North Texas cities from voting to leave their service in May.

What we know:

Several DART board members discussed the need for a region-wide solution as opposed to new plans for individual cities.

The proposal included a new governance structure where no city has a majority vote, and each city in DART's service area has a seat on the board.



A general view of a train at the Cypress Waters Station during the DART Silver Line Opening Ceremony on October 24, 2025 in Dallas, Texas. (Photo by Rick Kern/Getty Images for Dallas Area Rapid Transit)

Smaller changes like how to levy sales taxes on member cities were also included in the proposal. Those taxes could go back into city projects.

On Monday, Plano's city manager told city council that talks with DART were moving in the right direction. DART board chair Randall Bryant confirmed the proposal discussed Tuesday was the same one he discussed with Plano on Monday.

Plano, Farmers Branch, Irving and Addison said they could cancel their special May elections if DART approves these changes on how it serves and charges those cities.

Local perspective:

Most DART board members were in support of the changes.

"I felt that it would be best for both governance and for funding that we approach both problems with a regional solution," DART board chair Randall Bryant said during the meeting.

"I personally think DART needs to go further. That's my personal viewpoint, but I absolutely agree that we need to make this offer and see how the member cities respond," Anthony Ricciardelli, a DART board member from Plano, said.

There was some pushback from board members.

"I have no doubt in my mind that, except for some possible smaller exceptions, on election day DART will win," board member Enrique MacGregor, from Cockrell Hill and Dallas, said. "So now we're just handing money out to cities that threatened with this as a way to get money."

What they're saying:

"Today, the DART Board of Directors heard and discussed a proposal that addresses many of the concerns our member cities have raised in terms of funding and governance. Adoption of this proposal by all parties, including DART, the member cities, and NCTCOG helps provide a path forward for a stronger, more cohesive regional public transit system. Together, we have a greater chance of finding long-term sustainable solutions that provide the best transit service for North Texans," DART said in a statement following the meeting.

What's next:

The next steps in this process include the Regional Transportation Council meeting taking action and approving funding of the partnership program. The RTC is set to meet on Thursday.

Dallas city leaders plan on meeting Wednesday to symbolically give up its majority seat on the DART board. Any real change to the board structure would have to be approved by the legislature.

A DART special meeting may need to be called to discuss responses from cities and ensure changes can be made ahead of the deadline for cities to rescind the May elections.

## **PLANO PAUSES DART EXIT PLANS AFTER NEW PROPOSAL**

By Staff report  
February 10, 2026

City leaders to continue negotiations with transit agency over service levels, costs, and long-term role.

Plano city leaders have decided to pause their plans to withdraw from the Dallas Area Rapid Transit (DART) system after the agency presented a 'meaningful' new proposal. The city council voted to table further action as talks continue over service levels, costs, and Plano's long-term participation in the regional transit network.

### **Why it matters**

Plano has been considering exiting DART due to concerns that residents are paying more in sales taxes than the city receives in direct transit benefits. The city could redirect its DART sales tax revenue to fund alternative transportation options if it formally withdraws from the system. DART's latest proposal aims to address these concerns, prompting Plano to take more time to analyze the implications before making a final decision.

### **The details**

Under the new proposal from DART, the agency has outlined potential changes to service and financial commitments in an effort to address Plano's concerns. City leaders said the offer was substantial enough to warrant further review before deciding whether to move forward with withdrawing from the regional transit agency.

- On February 10, 2026, Plano city council members voted to table further action on exiting DART.
- In recent days, DART presented its latest proposal to Plano leaders.

### **The players**

#### **Plano**

A city in Texas that has been considering withdrawing from the Dallas Area Rapid Transit (DART) system.

#### **Dallas Area Rapid Transit (DART)**

The regional transit agency serving the Dallas-Fort Worth area, which has made a new proposal to Plano in an effort to address the city's concerns about its participation in the system.

[Got photos? Submit your photos here. >](#)

### **What's next**

Plano officials said they want more time to analyze DART's proposal and its long-term implications for commuters, businesses, and regional connectivity before making a final decision on withdrawing from the regional agency.

**The takeaway**

Plano's decision to pause its DART exit plans and continue negotiations with the transit agency highlights the complex and evolving nature of regional transportation planning. The outcome of these discussions could have significant consequences for commuters, businesses, and the broader Dallas-Fort Worth area.

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February 10, 2026

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Moving forward on an alternative transit option, he said, felt too soon.

Plano leaders were scheduled to consider a nearly \$4 million, six-month initial contract with transportation software company Via, the same company Arlington works with to provide [on-demand, rideshare-style](#) service.

The council tabled the decision to its Feb. 23 meeting. “to allow more time to see if those actions actually come to fruition,” Israelson said of DART’s proposal, so the council can make a more informed decision.

The week ahead is [stacked with key turning points](#) in negotiations — including a DART board meeting Tuesday, a Dallas City Council meeting Wednesday and a Regional Transportation Council meeting Thursday, all of which will consider reforming the agency in attempts to appease dissatisfied member cities.

Nathan Adam, 24, lives and works in Plano and attended the city’s Monday council meeting as a member of the Dallas Area Transit Alliance, which advocates for DART. Adam was surprised Plano leaders tabled considering alternative transit.

“I am glad that [Plano is actually following through](#),” Adam said. “They’re showing willingness to actually negotiate with DART, rather than just blocking them off entirely.”

He hopes the compromise DART and Plano come to still includes retaining [bus service in Plano](#).

In cities whose [voters choose to cut ties](#) with DART should elections remain scheduled for May, service will stop the day after votes are canvassed, but cities will continue giving sales tax to the agency to pay off debt associated with their contributions.

A 2024 report by the firm EY showed Plano contributed more than \$109 million in fiscal year 2023, though DART spent about \$44 million on services in the city. Plano staff have concluded that the city spends more on DART than police and economic development combined.

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. Options included Via and RideCo, an on-demand microtransit and paratransit software used in Houston, San Antonio and Round Rock.

Arlington, known as one of the [largest cities in the U.S.](#) without a mass transit system, has contracted with Via since 2017.

Until Monday night, Plano leaders were expected to follow Arlington’s lead. But Plano council members were not ready to make the call. [The suburb was the first city](#) to schedule an exit election last fall, an opportunity that comes once every six years per state law.

“All of us are hopeful ... that we can come to a resolution that can end this,” Muns said.

## **WILL ARLINGTON EVOLVE FROM NATION'S LARGEST CITY WITHOUT MASS TRANSIT TO REGIONAL HUB?**

By Eric Garcia  
February 9, 2026



Arlington intended to partner with Overair, an eVTOL startup, to supply the company's Butterfly aircraft for air taxi operations in the city. City leaders say Overair hasn't communicated with them, so finding another manufacturer will create another obstacle to launching flying taxis. (Courtesy image | Overair)

Arlington, the largest city in the United States without a mass public transportation system, is proposing a regional transit authority system that could oversee high-speed rail to unmanned systems.

Officials from the Tarrant County city with a population of more than 403,000 residents — and home to stadiums for the Dallas Cowboys and the Texas Rangers — want to create a North Texas agency that would initially oversee efforts such as high-speed rail, micro transit and autonomous systems, according to a Jan. 22 letter from Arlington City Manager Trey Yelverton.

The proposed transit authority could operate under the leadership of the Regional Transportation Council and its related Transit 2.0 subcommittee, both components of the Arlington-based North Central Texas Council of Governments.

“Arlington strongly supports the development of high-speed rail transportation between Fort Worth, Arlington, and Dallas with a regional connection to DFW International Airport, and we remain committed to working with regional partners to bring this project to fruition,” Yelverton wrote in his letter to the Regional Transportation Council leaders.

If established, the proposed technology-based transit authority would “serve as a platform to integrate and advance emerging mobility solutions across North Texas,” Yelverton said.

Arlington officials envision that the transit authority, once established, would expand over time to include additional technology-based initiatives, including electric vertical takeoff and landing systems, autonomous delivery vehicles, and real-time data and artificial intelligence-powered traffic congestion mitigation.

“The city of Arlington reaffirms its intent to participate financially in this project once state and federal clearances and a viable, approved business plan is in place,” Yelverton wrote. “A technology-based governance mechanism could facilitate Arlington’s financial participation while supporting the broader advancement of next-generation mobility solutions.”

Michael Morris, transportation director for the council of governments, is expected to discuss the regional transit authority proposal during the Regional Transportation Council’s Feb. 12 meeting, according to the agenda.

Arlington Mayor Jim Ross said city officials want to input from regional leaders on the idea.

“We’re just kicking it around with RTC and Michael Morris,” Ross said.

Ross said a technology-based transit authority would help with advancing high-speed rail in North Texas if that transportation option does move forward.

“We’re just trying to get ahead of the curve to let people know that it is certainly something we are interested in,” Ross told the Fort Worth Report. “One of the avenues that we can look at is a high-tech type of authority that is out there because we pride ourselves on some of the technological advances that we’re involved in.”

Ross said the issue warrants further discussion with regional transportation leaders.

“It’s not an Arlington-only thing,” Ross said. “It’s certainly expressing that our desire is to work collaboratively on this.”

Arlington voters have rejected proposals to create a public transit system three times since 1980.

While many oppose a bus system, a single bus route operated by Dallas Area Rapid Transit was in place between 2013 and 2017. The route was discontinued due to low ridership and replaced with [Arlington On-Demand ride-sharing service](#).

Arlington and Fort Worth officials want to advance a proposed high-speed rail corridor along Interstate 30 from Fort Worth to Dallas. The proposed bullet train by [Texas Central Railway](#) is led by Fort Worth businessman [John Kleinheinz](#), the principal investor.

Dallas City Council leaders, skeptical that the Fort Worth to Dallas high-speed route will be built, [voted in January](#) to expand [a 2024 resolution](#) that adds new restrictions near downtown but also advanced a \$500,000 federal grant to study the proposed system between Houston and Fort Worth, The Dallas Morning News reported.

Dallas leaders asked regional transportation officials to consider upgrades to the Trinity Railway Express as an alternative route. That rail line does not stop in Arlington. The service is jointly owned and operated by DART and Trinity Metro, Fort Worth’s transit agency.

Arlington, which is slated to host 2026 FIFA World Cup matches in the summer, previously announced a partnership with an electric air taxi company and allocated \$17.5 million for street, traffic and other improvements in the entertainment district that includes AT&T Stadium and Globe Life Field.

Flying taxis won't be available for the World Cup matches because the Federal Aviation Administration's regulations are not complete, KERA reported. Alicia Winkelblech, Arlington's director of transportation, [told KERA](#) in December that it could be 2027 when the first manufacturers of air taxis get FAA certification to move people.

Transportation options such as high-speed rail would benefit the region as a whole, Ross said.

"We're all in this big melting pot together here in North Texas," Ross said. "If we can find ways to help regionalize the transportation, whether it's through technological advancements, whether it's through centralized, collaborative effort among the existing transit authorities. This isn't just about benefiting Arlington, this is about doing those things that are beneficial to municipalities throughout North Texas."

## **ARLINGTON, LARGEST CITY WITHOUT MASS TRANSIT, FLOATS TRANSPORTATION AUTHORITY MEMBERSHIP**

A “transportation-based transit agency” was proposed to the Regional Transportation Council

By Sasha Richie  
February 10, 2026

Arlington has proposed a “technology-based” transit authority in a letter from city manager Trey Yelverton to the Regional Transportation Council.

The document asked for “exploratory discussions” for a transit agency under the leadership of the Regional Transportation Council, a committee of the North Central Texas Council of Governments, and its Transit 2.0 subcommittee.

Currently, Arlington — home to the Dallas Cowboys and the Texas Rangers — is the [largest American city without mass transit](#).

The idea will be discussed with Michael Morris, transportation director for the council of governments, and the Regional Transportation Council at a Feb. 12 meeting, according to its agenda.

“I think the days of fixed-route bussing is limited, and it’s not for every single community that’s out there. But that doesn’t mean we can’t be on the cutting edge of what’s available to people,” said Arlington Mayor Jim Ross.

“The purpose of this is to continue to explore a variety of different transportation options in the future,” he added.

“Is there going to be a *Jetsons* era where we’re going to have air taxis flying around out there, and if that happens, how does that look? Where does the North Texas region fit in something like that? Those types of things, I think, warrant an exploration of this technology-based authority.”

Arlington is one of several Metroplex cities not already part of a transit authority — DART, Trinity Metro and Denton County Transit Authority — [having voted down public transportation three times](#) between 1980 and 2002.

Cities are allowed to levy a 2% local sales tax, 1% of which typically goes toward a city’s general fund to pay for public safety and other programs. Member cities of DART pay in with the remaining 1%, while member cities of Trinity Metro and Denton County Transit Authority pay 0.5%.

Arlington, meanwhile, has used a portion of its local sales tax— in addition to hotel and rental car taxes — to fund its stadiums, AT&T Stadium, Globe Life Field and the former Globe Life Park.

While Globe Life Park and, [as of last summer](#), AT&T Stadium are paid off, the sales tax will remain to pay off Globe Life Field, which opened in 2020. This means Arlington likely couldn’t join one of the existing transit authorities as a full member, even if it wanted to.

However, Arlington does want to become a stop on a high-speed rail line connecting Dallas and Fort Worth, which would require membership in a transit authority. Ross said that the city has made a commitment to “become involved” with a transit authority “if and when” high-speed rail becomes reality in North Texas.

“We remain committed to working with regional partners to bring this project to fruition,” the letter echoed.

“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,” the document read.

“A technology-based governance mechanism could facilitate Arlington’s financial participation while supporting the broader advancement of next-generation mobility solutions.”

Ross said it’s still too early to think about a funding mechanism, sales tax or otherwise, for the proposed technology-based transit agency. Rather, the city was inviting discussion with other North Texas communities on how to bring next-generation transit solutions to the region.

Still, he said Arlington is likely to be restricted financially on what it can do for the time being. Though Globe Life Field is on track to be paid off 15 years early relative to its initial 30-year period, legal obligations and the voter-approved and -extended sales tax still remain.

“However, there’s more than one way to skin the cat, as the old saying goes, and given the right program at the right time, we can find ways to fund good ways of getting involved,” he continued.

Arlington has already pioneered public rideshare through a \$22 million contract with Via, and previously announced plans for flying taxis that use electronic vertical take-off and landing, though those have not received Federal Aviation Administration approval yet.

Meanwhile, a high-speed rail proposal between Dallas and Fort Worth is stuck in limbo, stemming from objections to where a route would connect in Dallas, [per KERA](#).

In the meantime, Arlington will host thousands for the nine FIFA World Cup games being played at AT&T Stadium this summer. [A transportation plan is in place](#) to facilitate visitors to the city’s entertainment district through collaboration with the Trinity Railway Express, North Texas World Cup organizing committee, Via and a network of charter buses.

## **DALLAS APPROVES DART GOVERNANCE OVERHAUL TO KEEP MEMBER CITIES FROM LEAVING REGIONAL TRANSIT SYSTEM**

By Briauna Brown

February 11, 2026

The Dallas City Council approved reforming the governance structure for [Dallas Area Rapid Transit](#) (DART) in an effort [to keep member cities from voting to sever ties](#).

The vote follows months-long negotiations among DART member cities that have been concerned over representation, rising costs and what they describe as low ridership.

Under the new proposed model, Dallas' voting power is lowered to 45% and seven board seats, while each member city retains representation on the DART board, and no single city controls a majority of the seats.

"These principles reflect Dallas' good-faith effort to preserve a strong, collaborative system for the entire region," the city said in a news release.

### **Cities considering leaving DART**

[Voters in six cities](#) — Farmers Branch, Irving, Highland Park, University Park, Addison and Plano — have been deciding whether to remain part of the regional transit system.

All six cities have planned withdrawal elections for May 2026.

If voters choose to withdraw, DART estimates the impact would be significant: roughly 800 bus stops, 13 GoLink zones, two Trinity Railway Express stations, two Silver Line stations and 10 DART light rail stations would be affected across the region.

### **City of Dallas fights for compromise**

City Manager Kimberly Bizer Tolbert said that Wednesday's vote "is a step in the right direction and reflects a decision made with the health of the entire system in mind. Dallas residents rely on DART to travel to work, school, and medical appointments throughout the region, and this action is a win-win for the City of Dallas, DART, and the entire region.

Tolbert also said the vote "affirms Dallas' commitment to ensuring regional transit not only remains strong but continues to thrive."

With the new governance agreement in place, on Thursday, the Regional Transportation Council is expected to hold a workshop examining potential funding scenarios tied to DART participation, including state and federal considerations and implications connected to the 2026 FIFA World Cup.

FOX 4 NEWS

## **DALLAS ENDORSES GIVING UP CONTROL OF DART BOARD IN ATTEMPT TO SAVE SERVICE**

By Lori Brown and Carter Freemon

February 11, 2026

Dallas approved of a new governance structure for DART as the service attempts to entice cities into canceling withdrawal elections scheduled for May.

What we know:

Dallas city council voted in favor of a resolution that would see the city giving up majority control of DART's board. Council members voted 15 to 2 to approve the resolution.

Under the new structure, no one city would have a voting majority and all 13 cities that use the service would have a seat on the board.

The resolution calls for Dallas to hold seven seats on the board and a 45% voting share. Presently, the city holds nine of the 15 seats on the board.

What they're saying:

The voting comes as six cities that currently use the service could vote to leave DART altogether in special elections due to be held in May.

Dallas city councilman Paul Ridley led the charge on approving the measure, saying the move shows Dallas is willing to cooperate with neighboring cities to save DART, even if the vote doesn't guarantee that cities with scheduled elections will cancel them.

"We also are motivated by the spirit of cooperation and collaboration with the other member cities," Ridley said during Wednesday's meeting. "There are two other significant issues that are not within our control that have been raised by those cities, which are the amount of sales tax revenue that they contribute to DART, and service issues."

Dallas mayor Eric Johnson said saving DART is something he wants to be a big part of his legacy.

"The most common question I get as mayor as it relates to me personally in this role is, what do you want your legacy to be?" Johnson said. "DART and its future and what it means to this region and what it means is these issues are tough."

"50 years from now, whatever, I'm telling you what your legacy is going to be. It'll be that council just got it done," Johnson continued.

The other side:

The two members of Dallas city council that voted against the measure warned that changing the board structure would disenfranchise Dallas residents who use the service the most.

"Dallas built DART, Dallas funds DART and Dallas rides DART. Our residents account for approximately 75% of the ridership," council member Cara Mendelsohn said. "If we're going to save DART, the answer can't be simply by reducing Dallas representation without securing

measurable reform, improve service delivery and accountability standards. Dallas taxpayers deserve governance proportional to their contribution."

"I will be voting no because I can't get over a gut feeling that our dance partners are not interested in making sure the City of Dallas residents have the best public transit system possible," said Chad West, the other council member to vote against the measure, said during Wednesday's meeting.

What's next:

The six cities that have called for the special DART withdrawal elections have until Feb. 23 to call them off.

## **DART CONSIDERS NEW GOVERNANCE STRUCTURE TO KEEP CITIES FROM LEAVING SERVICE**

By Amelia Jones  
February 10, 2026

DART officials met Tuesday to discuss organizational changes to try and prevent several North Texas cities from voting to leave their service in May.

### **What we know:**

Several DART board members discussed the need for a region-wide solution as opposed to new plans for individual cities.

The proposal included a new governance structure where no city has a majority vote, and each city in DART's service area has a seat on the board.

Smaller changes like how to levy sales taxes on member cities were also included in the proposal. Those taxes could go back into city projects.

On Monday, Plano's city manager told city council that talks with DART were moving in the right direction. DART board chair Randall Bryant confirmed the proposal discussed Tuesday was the same one he discussed with Plano on Monday.

Plano, Farmers Branch, Irving and Addison said they could cancel their special May elections if DART approves these changes on how it serves and charges those cities.

### **Local perspective:**

Most DART board members were in support of the changes.

"I felt that it would be best for both governance and for funding that we approach both problems with a regional solution," DART board chair Randall Bryant said during the meeting.

"I personally think DART needs to go further. That's my personal viewpoint, but I absolutely agree that we need to make this offer and see how the member cities respond," Anthony Ricciardelli, a DART board member from Plano, said.

There was some pushback from board members.

"I have no doubt in my mind that, except for some possible smaller exceptions, on election day DART will win," board member Enrique MacGregor, from Cockrell Hill and Dallas, said. "So now we're just handing money out to cities that threatened with this as a way to get money."

### **What they're saying:**

"Today, the DART Board of Directors heard and discussed a proposal that addresses many of the concerns our member cities have raised in terms of funding and governance. Adoption of this proposal by all parties, including DART, the member cities, and NCTCOG helps provide a path forward for a stronger, more cohesive regional public transit system. Together, we have a greater chance of finding long-term sustainable solutions that provide the best transit service for North Texans," DART said in a statement following the meeting.

**What's next:**

The next steps in this process include the Regional Transportation Council meeting taking action and approving funding of the partnership program. The RTC is set to meet on Thursday.

Dallas city leaders plan on meeting Wednesday to symbolically give up its majority seat on the DART board. Any real change to the board structure would have to be approved by the legislature.

A DART special meeting may need to be called to discuss responses from cities and ensure changes can be made ahead of the deadline for cities to rescind the May elections.

## **GYNA BIVENS, EAST FORT WORTH CHAMPION AND FORMER MAYOR PRO TEM, DIES AT 71**

By John Henry  
February 10, 2026



Photo by Richard Rodriguez

Gyna Bivens, a six-term Fort Worth City Councilmember whose blunt honesty and deep roots in Stop Six made her a defining voice for east Fort Worth neighborhoods, died after a battle with pancreatic cancer. She was 71.

"I'm completely heartbroken that we have lost such a light and force in this world," Mayor Mattie Parker said in a statement Monday evening. "Gyna Bivens truly personified love and service, and she was a champion for neighborhoods throughout east Fort Worth and the entire city for many years.

"Gyna's passion and love for all of District 5 and the Stop Six community was unwavering, and she worked tirelessly in her time on City Council and beyond as an advocate for economic development, neighborhood revitalization, and the senior citizen community."

Bivens, the former mayor pro tem who announced in October that she was ill, served on the City Council from 2013-25. She declined to run for a seventh term, saying she "felt comfortable leaving now," citing achievements over her years on the dais.

Her tenure was consequential.

Bivens was a leader in development advances in Stop Six, including Cavile Place, an affordable housing complex, and Hughes House, a mixed-used development named in honor of former Dunbar basketball coach Robert Hughes. Both of those projects were boosted by a \$35 million federal grant, essentially personally delivered by Ben Carson, then head of the Department of Housing and Urban Development.

The Trinity Lakes development is a sprawling development constructed by Ken Newell. It will also serve as a transit hub. Progress is being made and construction begun on Lancaster, a major thoroughfare long neglected in District 5.

District 5 includes Fort Worth's historic Stop Six and Handley neighborhoods and extends north to Mosier Valley, site of the settlement of the first freed slaves in Texas, and east to State Highway 10 and across State Highway 360.

"The city of Fort Worth, the District 5 family, and the Stop Six community lost an amazing champion today," said City Councilmember Deborah Peoples, who succeeded Bivens last year. "The bible tells us: 'When I am weak, then I am strong' (II Corinthians 12:10 NIV).

"Through her tireless dedication to our community, Councilwoman Gyna Bivens was a beacon of light. Throughout her illness, she carried herself as she always has, with grace and strength and love. I am most thankful for Councilwoman Bivens for all the work she did in District 5 and also for her support and kindness even during the past few months. May we all not be weak but strong for her family. Rest in power."

Tributes from her former council colleagues poured in.

Said Mayor Pro Tem Carlos Flores: "She served our city with class and distinction for 12 years. While we mourn her, let's celebrate her life by remembering what she meant to us all. My heartfelt condolences to her family and loved ones. God rest your soul, Gyna."

"I miss her common-sense approach [and] her nonpartisan viewpoints," District 4 Councilmember Charles Lauersdorf said on Facebook. "The world was a better place with Gyna and I'm going to miss my friend."

Gyna Machel Bivens was born on Oct. 16, 1954, to Rev. Roy W. Bivens and Betty Joyce Bivens.

Bivens came from a line of Baptist preachers. Her father, born near Palestine, founded Sweet Home Missionary Baptist Church in 1956 in the living room of the family home in Stop Six. Today the church is on Ramey Street. Roy Bivens was also a truck driver for Armour & Co.

Her grandfather, J.D. Green, was a preacher at True Light Missionary Baptist Church in Riverside. He later moved to Dangerfield, Texas, and was part of the city charter committee there.

She said last year as she prepared to leave public office that she brought her upbringing and her faith to the office, saying she prayed over every meeting agenda — "at least most of them anyway."

When she discerned over whether to seek another term, she turned to her faith.

“Well, in spite of me cursing like a sailor, I am a woman of faith, and I prayed to the Lord to let me know when it was time to go,” Bivens said from her now former office at new City Hall. “I had talked about leaving in 2021, and my mother — closer to God than I am, I guess — said, ‘No, you’re not done yet.’ So, I stayed another term.”

Bivens graduated from Dunbar High School in 1973. She earned a bachelor’s degree from University of North Texas in radio/TV/film. That career took to Lubbock, Dallas, and San Antonio.

It was in the Alamo City she got her first taste of City Hall as a television reporter for KMOL. She moved over to the other side as a public information officer for the city of San Antonio.

Bivens moved home to work for Oncor as a communications person. It was while there that then-District 5 Councilman Frank Moss asked her to serve on the Board of Adjustment. “The Board of Adjustment will change your life,” she said. Moss also appointed her to the board of Trinity Metro, which she eventually chaired.

Moss, Bivens said, “is the one who made me.” She eventually unmade Moss, challenging him for his council seat in 2013. She received 92 more votes than Moss in a three-way race in the May election and squeaked by him by literally a few votes in the runoff.

“Gyna was a tenacious advocate for southeast Fort Worth and a relentless voice for neighborhoods that too often felt unheard, whether she was working on economic development, public transportation, public safety or quality-of-life issues for the families she represented,” said District 3 Councilmember Michael Crain. “Her years of leadership on the Fort Worth City Council and in regional and national organizations reflected not only her deep knowledge of policy, but also her unwavering belief that government should open doors of opportunity for every resident.”

On the night she was sworn in for her first term, she introduced three speakers, including her mother and pastor.

“With that, mayor, I’m ready to go to work,” she said to then-Mayor Betsy Price.

Bivens quickly gained a reputation for blunt honesty, the kind that left no doubt where she stood, and no confusion about what she expected.

Said Lauersdorf, a U.S. Marine: “She always called me ‘Marine’ and would whisper ‘hoorah’ next to me on the dais when either of us dropped some heat.”

Parker added, saying Bivens “was always a refreshing voice of reason when we needed it the most, and she reminded us daily to ‘be impressive.’

“It was the honor of a lifetime to not only serve alongside her but to call her my dear friend and a mentor.”

At a forum during that first campaign against Moss in 2013, Bivens said she decided to run after repeatedly driving past boarded-up buildings that have sat vacant for years. She highlighted a proposal for a church-run pilot program that would serve as a local contact point for seniors who need help but lack nearby family support.

Promising to be a strong advocate for neighborhoods, Bivens said the city needed decisive leadership. “We don’t have to keep wandering around like folks in the wilderness,” she said. “You’ve got to have someone who’s not afraid — who’s not shy.”

She added for emphasis before closing: “I was born, raised, and will probably die here. But not until we get some things done.”

FORT WORTH REPORT

## **GYNA BIVENS, FORMER FORT WORTH CITY COUNCIL MEMBER, REMEMBERED FOR COLLEGIAL STYLE, BIG PERSONALITY**

By Scott Nishimura

February 10, 2026



Gyna Bivens, a former Fort Worth councilwoman, died Feb. 9 after a battle with cancer. Bivens, pictured here at a 2021 opening of the Reby Cary Youth Library, shared her diagnosis publicly in November. (Cristian ArguetaSoto | Fort Worth Report)

Friends remembered former Fort Worth City Council member Gyna Bivens, who died three months after announcing she had been diagnosed with pancreatic cancer, as a champion for her council district and city.

Bivens, an ex-broadcast journalist who went on to head the local nonprofit [North Texas LEAD](#) that connected employers to diverse employment candidates, served 12 years on the council. She [represented a large piece of southeast and east Fort Worth](#), including the historically black [Stop Six](#), where she lived in the Ramey Place addition across from Dunbar High School. Bivens, 71, stepped down from the council last spring, deciding against seeking reelection to a seventh term.

The city, friends, former council members and North Texas LEAD, where Bivens remained president and executive director, shared Monday that she had died. They remembered Bivens for her collegial and jocular style, big personality and fervid representation of her district.

“It is with profound sadness that North Texas LEAD shares the Bivens family’s announcement regarding the passing of our president and executive director, Gyna Bivens,” North Texas LEAD said in posts on its social media and website Monday.

“Gyna was a devoted leader and tireless champion for the Fort Worth community. Known for her warmth and ability to connect with everyone she met, her impact and legacy will be deeply felt. She will be greatly missed.”

Bivens announced in October that she had just been diagnosed with pancreatic cancer.

In an [interview with the Report](#) in early November, Bivens said she turned to “strong faith in God” in her fight.

“I am facing another health battle,” she said. “It is certainly not the first I’ve had. I have strong faith in God. I’ve seen him work and bring me through several battles deemed impossible in the past, and I’ll be leaning on that place for him to see me through this.”

“I’m completely heartbroken that we have lost such a light and force in this world,” Mayor Mattie Parker said in a statement Monday. “Gyna Bivens truly personified love and service, and she was a champion for neighborhoods throughout east Fort Worth and the entire city for many years.”

Parker choked up as she introduced a video honoring Bivens at the start of the council’s meeting Tuesday night.

Council member [Deborah Peoples](#), who now serves the district Bivens formerly represented, cited Scripture in referring to Bivens as a “beacon of light.” Bivens endorsed one of Peoples’ opponents in last year’s campaign.

“Throughout her illness, she carried herself as she always has, with grace and strength and love,” Peoples said in a social media post. “I am most thankful for Councilwoman Bivens for all the work she did in District 5 and also for her support and kindness even during the past few months.”

Council member [Elizabeth Beck](#) remembered Bivens’ pride in getting a blighted Dairy Queen demolished and her work on a [strict ordinance meant to protect trees](#).

“Gyna Bivens was all of 5’1,” but you wouldn’t have known it because her personality was giant,” Beck said in a social media post.

“Her determination to bring change to the things that mattered most to her was unparalleled. ... You knew if Gyna cared about it, something was going to happen.”

Bivens provided lessons, both public and personal, Beck said.

“Whenever I would try to do it all she would say to me ‘Elizabeth, they will still love over your grave and say ‘it wasn’t enough,’” Beck said.



Former council member Gyna Bivens, seen here at a 2024 meeting, represented much of east Fort Worth, including Stop Six. (Camilo Diaz | Fort Worth Report)

Council member [Charles Lauersdorf](#) said in a social media post Monday evening that Bivens was the lone council member he was “afraid of” when he took office in 2023.

Lauersdorf, an ex-Marine, said “but from the first moment I ever met her she was nothing but kind and genuine to me. She always called me ‘Marine’ and would whisper ‘hoorah’ next to me on the dais when either of us dropped some heat. She was greatly respected by all on the council and in the audience. Sure, she had a couple of the same standard issue haters, but she dealt with them with grace and humor, often shutting them down in a way only Gyna could.”

Former council member Kelly Allen Gray, who served with Bivens on the council and also represented an underserved district in southeast Fort Worth, said she was “still trying to process” Bivens’ loss.

“You never had to wonder what was on her mind because she said it into the microphone for everyone to hear,” Gray said in a social media post.

Bivens drew inspiration on a council trip the two took to Wisconsin, to tour a housing development, Gray said.

“As we looked around I said to her, ‘this is your Cavile,’” referring to District 5’s old [Cavile Place](#) housing project, which Fort Worth Housing Solutions and the city demolished and redistributed the units.

Gray said she “knew beyond a shadow of a doubt (Bivens) would pick the project up and carry it to the finish line.”

Former council member Sal Espino, who served four years with Bivens on the council, called his former colleague a “wonderful amiga” in a social media post.

“She was a remarkable person with strong advocacy, a servant’s heart, kindness and compassion,” Espino said.

Former Mayor Betsy Price, who served eight of her 10 years with Bivens on the council, called Bivens a “good friend” in a post.

“Gyna was there (on the council) through so much and was always open and compassionate,” Price said. “She served her community and all of Fort Worth so well. From her beautiful garden to her cowboy boots she loved, she was one of a kind.”

[Tobi Jackson](#), a longtime Fort Worth ISD trustee who represents part of east Fort Worth, remembered Bivens in a post for serving with “unwavering integrity, honor and consideration for everyone” and “steadfastness, elegance and strategic planning in all her endeavors.”

Bivens also represented the city at the county, state and national levels, “bringing immense respect and recognition to our city.”

Jackson added, “since Monday at 4:02 p.m., the room has less air, the buildings less shimmer, the days have been blah and yet, the sky has a brighter star, and God will be painting some immaculate sunsets. You can know Gyna packed for heaven, and she will continue to deliver improvements throughout the galaxy.”

Council member [Chris Nettles](#) called Bivens “a force to be reckoned with. ... I’m glad I was able to visit with her this past Friday, and the nuggets she shared with me will forever be engraved on my heart.”

Parker praised Bivens “as an advocate for economic development, neighborhood revitalization, and the senior citizen community. She was always willing to lend her knowledge and expertise where needed, serving on countless committees and boards throughout her life. Gyna was always a refreshing voice of reason when we needed it the most, and she reminded us daily to ‘be impressive.’”

Council member [Michael Crain](#) said, “Gyna was a tenacious advocate for east Fort Worth and a relentless voice for neighborhoods that too often felt unheard, whether she was working on economic development, public transportation, public safety or quality-of-life issues for the families she represented.

Her years of leadership on the Fort Worth City Council and in regional and national organizations reflected not only her deep knowledge of policy, but also her unwavering belief that government should open doors of opportunity for every resident.”

Bivens' family said in a social media post and on the North Texas LEAD site that they would soon issue information about services.

"Thank you for your continued prayers, love and support," the family said.

Bivens earned a Bachelor of Arts in radio, television and film in 1977 from North Texas State University, according to her [LinkedIn profile](#).

She started her career as a TV reporter in San Antonio and subsequently worked as a public affairs manager for the city of San Antonio.

Bivens subsequently moved to North Texas, where she worked as a reporter for KRLD and a bureau chief for Fox.

She left journalism again, working as an area manager for Oncor Electric Delivery and then for TXU Energy. She became president of North Texas LEAD in 2006.

Bivens served on more than 30 boards. Her service on the City Council included being elected by fellow council members as mayor pro tem.

## **DALLAS VOTES TO GIVE UP DART MAJORITY IN BID TO KEEP SUBURBS IN SYSTEM**

City Council overwhelmingly backs governance revamp to deter six suburbs from quitting regional transit agency. Critics see no guarantees

By Everton Bailey Jr.  
February 11, 2026

Dallas decided Wednesday to sacrifice some of its power to [keep the region's transit service alive](#).

The high-stakes move is aimed at stopping a half-dozen suburbs from bolting from the Dallas Area Rapid Transit.

The City Council, in a 13-2 vote, approved a proposed governance framework that would shrink the city's voting power on the DART board to at least 45%, marking the first time in the agency's more than 40-year history that Dallas would no longer hold majority control.

The plan also would guarantee each of DART's 13 member cities at least one board seat, replacing a structure that now gives only Dallas, Irving, Garland and Plano dedicated single-city representation, and would likely expand the current 15-member board.

"I'm in support of the resolution, not because it's going to solve the whole thing today, but because it's necessary," said Mayor Eric Johnson. "Not sufficient, but necessary."

The changes aren't final yet. The proposal still needs the Texas Legislature next year to amend state law before any changes take effect.

But the goal is to try to persuade six cities – Addison, Farmers Branch, Highland Park, Irving, Plano and University Park – to [scrap May elections that could let voters decide whether to withdraw from DART](#).

The six cities have until late February to finalize their special ballots and until March 18 to rescind their election plans altogether.

Most council members framed the move as a rescue effort for the transit agency and for bus and rail service in Dallas. But the vote exposed sharp divisions.

### **Dissenting views**

Council members Cara Mendelsohn and Chad West voted against the deal, saying it lacked tangible concessions from other cities or structural reforms within DART.

Mendelsohn said Dallas, as DART's largest financial contributor and ridership base, should not surrender majority control without concrete improvements in service, safety or accountability.

West questioned whether other cities are truly committed to building the strongest possible system for Dallas.

"I would rather move forward with just our city and just our municipal partners who want a strong public transit system, rather than potentially weaken the system to appease other priorities," West said.

## Is it enough?

Even supporters acknowledged the risk. Council member Paul Ridley warned that governance changes alone may not stop some cities from leaving.

“But this is an important expression of Dallas’ willingness to show that we are flexible,” he said. “We are willing to be collaborative with our neighboring cities in preserving the service area of DART at the 13 member cities, and hopefully will encourage new cities to join DART in the future.”

Randall Bryant, DART’s board chair and one of Dallas’ representatives, said the board on Tuesday agreed to advance a new funding structure that could reallocate money back to all 13 cities, including Dallas.

He urged the city to view governance concessions as part of a broader regional reset.

“This is not even about winners and losers,” he said. “This is about all of us coming together.”

City Manager Kimberly Bizer Tolbert said Dallas could change the terms of the governance proposal depending on whether cities actually vote to leave DART.

“This governance model is subject to change following the success of any pull out elections,” she said. “We wanted to ensure that we would have the ability to go back to the table if that’s what’s needed.”

Meanwhile, the North Central Texas Council of Governments’ Regional Transportation Council is expected to weigh proposed changes to DART funding Thursday, adding another layer to a regional debate that now hinges on whether compromise can outpace secession.

## DART power shift

- **What changed:** The Dallas City Council agreed to cut the city’s voting power on the DART board to at least 45%, ending majority control for the first time in more than four decades. The plan would give each of the 13 cities at least one seat and likely expand the board, pending legislative approval.
- **Why now:** The move is aimed at persuading Addison, Farmers Branch, Highland Park, Irving, Plano and University Park to cancel May elections that could pull them out of DART.
- **The split:** Supporters called the step necessary to protect transit service. Critics said Dallas should not give up leverage without firm improvements in service, safety or accountability.

## **DART JUST MIGHT STICK ITS LANDING**

A recently proposed deal could save DART from political peril, but only if the embattled transit agency can get everyone to agree

By Alex Wolford  
February 12, 2026



Shortly after 7 p.m. Monday night, something incredible happened at Plano City Hall. There were items on the agenda for the City Council to discuss regarding Dallas Area Rapid Transit, so that night, as is now usually the case, citizens came to speak. Specifically, the Council was to vote to approve [alternative transit services](#) from the company Via, in preparation for the city's possible [vote to leave its longtime transit partner](#), DART, in May.

When the general public comment period began, maybe a half-dozen people spoke in favor of DART and its services, with a handful speaking about other issues, as has been the case in many cities for months. That's not the incredible part.

The incredible part happened when, once the meeting progressed to the two items on the agenda regarding DART, Plano City Manager Mark Israelson took the mic and said, "Over the last several weeks, talks have become much more focused around a potential offer that we have heard from the chair of the DART board. There are several actions that would need to happen over the next two weeks for that offer to really materialize. But those are very meaningful actions."

He then recommended that the Council table the items while negotiations are ongoing. The Council unanimously agreed to do just that until it meets again on February 23. Plano Mayor John B. Muns told the crowd, “I know many of you had plans to speak, but these meetings that are forthcoming are essential to whether or not something different may happen, so ... we’ll see you on the 23rd.” The gavel came down. Just 30 minutes after it had started, the meeting ended.

The words “surprising” and “abrupt” came to mind. Plano has essentially been on an anti-DART crusade at the local and state level for the better part of two years. That all stopped Monday night. Could DART have actually just pulled this thing out of the ditch?

Almost half of DART’s 13 member cities have called for pullout elections. At the beginning of 2026, the agency arguably found itself in the worst position it had been in since the North Central Expressway [tunnel disputes](#) of the early 1990s or the [bond-vote failures](#) and withdrawal elections of the late 1980s. How could DART pull off a buzzer-beater of this magnitude? What exactly is in this offer that the Plano city manager referred to?

The DART board met Tuesday, and we [got the answer](#). Sort of.

First, there’s the board itself, how DART is governed. It currently has 15 board members, seven and a half of whom represent Dallas (Enrique MacGregor represents both Cockrell Hill and Dallas). Smaller municipalities share member seats: Addison, Richardson, University Park, and Highland Park share one seat, for instance.

There has long been a complaint from the suburbs that Dallas wields [too much power](#), able to act almost unilaterally with its majority on the board, but that appears to be changing. In an effort to give smaller cities more power, new proposals are being floated to restructure the board. They include increasing the number of seats from 15 to around 20, allowing each city to include a member by default, and leaving the remaining seats distributed by population. However, votes will still be weighted by a city’s population, meaning a smaller city might now get a seat on the board but will still have a relatively small amount of voting power.

On Wednesday, the Dallas City Council passed a resolution approving a restructuring that would give the city 45 percent of the voting share and seven board seats. Though any real change to the board’s structure would have to be made at the state level, it’s progress. Two council members—Cara Mendelsohn and Chad West—voted against the measure, saying they didn’t believe other cities were giving up as much as Dallas, and that working overtime to appease some disgruntled cities might actually weaken the transit system. Others on the horseshoe felt it was a step at keeping DART together.

“I’m in support of the resolution, not because it’s going to solve the whole thing today, but because it’s necessary,” Mayor Eric Johnson said. “Not sufficient, but necessary.” Councilmember Paul Ridley agreed, adding that it demonstrated the city’s willingness to be flexible. “Hopefully, it will encourage new cities to join DART in the future.”

But the real focus of Tuesday’s DART board meeting wasn’t on board restructuring. It was money. Since its inception, DART has been funded by a 1-cent-on-the-dollar sales tax. Everywhere across the service area, from Dallas to tiny Glenn Heights. That was the rate. Either you levy that tax, taking up half of what Texas cities are allowed to charge in sales tax, or no DART for you.

What DART is proposing would be de facto reimbursing all of its member cities a portion of the sales tax money they currently send to the agency annually, amounting to hundreds of millions of dollars spread over the course of the next six years. This would direct millions of dollars from the agency back into cities' coffers, similar to the previously passed [GMP program](#), but on a much larger scale, in hopes of easing the financial pressure that drove these Dallas suburbs into conflict with DART in the first place.

It would start by refunding cities 5 percent of the funding they send to DART for 2026, increasing over the next 6 years to the rate of 10 percent. DART would get some help in coming up with that money from the regional transportation council, or RTC, but it would still be a massive commitment of DART's financial resources, an estimated \$42,589,182 draining out to the cities in the fiscal year 2026, rising to \$78,392,446 by 2031.

Not only that, there would be a "shared responsibility between DART, NCTCOG, and member cities to collaboratively pursue additional, and ultimately replacement, funding equivalent to up to 25 percent of DART sales tax receipts."

Point One: "*Guaranteed base funding*"—Makes sense, getting a baseline of what DART can expect cities to pay to fund the system going forward.

Point Two: "*Transfer of the regional rail system [TRE, A-Train, TEXRail, and Silver Line] to an independent management authority*"—This would be a pretty radical change. It would take away service from existing transit agencies and hand the responsibility of running regional rail to a new region-wide transit body. That would be a massive change for DART operationally but potentially a load off its shoulders financially.

Point Three: "*New revenue streams [such as a] vehicle registration fee concept as an example.*" They want to do what? Getting new taxes passed in Texas with the approval of the Legislature? The Texas Legislature? Approving funding for transit? Not only that, but funding a transit system that does not seem to have a great standing with (at least some) state-level conservatives.

New taxes to fund transit—or the more polite term, "alternate funding mechanisms"—would be unprecedented for DART. But, more recently, talking about them hasn't been. It wasn't too long ago that, at a January RTC meeting, I couldn't believe my ears as Carrollton Mayor Steve Babick told me, dead serious, that the region should start considering transit funding from other sources, such as at the state level.

It was at the same meeting that the RTC discussed the idea of a regional transit agency for rail and bus services, leaving DART, Trinity Metro in Fort Worth, and DCTA in Denton to run their local services independently. Though the RTC saying something and that thing happening are very different propositions, it's hard not to be drawn into asking what exactly a regional transit agency could look like. Though that quickly evolves into a whole other subject with implications far beyond DART, veering into the horizon of what exactly we want the future of transportation, even the future of the entire region, to look like through the next half-century.

But for right now, in regard to this potential truce-to-be, it means that the involved parties are willing to stake their frontline plans and slim pocketbooks on a regional agency at least existing at some future date, even if they are only believing it to keep the peace and stop a city from doing something it might end up regretting come election day in May.

If a consensus can be reached over the coming weeks and cities call off their withdrawal elections by the March 18 deadline, then a regional body can begin to be seriously planned. Then, and only then, can all of the region's little transit hopes and dreams be printed out and dumped into a banker's box to be brought down to Austin in 2027 by a bunch of cities now skipping arm in arm, beaming about the local transit solution that they all came to. And then maybe, just maybe, they could convince the state to open enough funding spigots and change the DART bylaws enough so that we can put this conflict behind us.

But in the meantime, DART would still be responsible for bearing the burden of sending all of this money back to all of these cities, and there is still lots going on at the local level in the interim. Irving will meet on Thursdays to vote on the potential structure board changes. The RTC will also meet then, and the DART board is scheduled to meet again on February 24.

Back on Monday night, Muns told the [Dallas Morning News](#) that Plano is "hopeful ... that we can come to a resolution that can end this." Now knowing the deal he saw, his optimism makes sense. Call it negotiation, caving in, or an act of survival; the DART board put it all on the table.

There is real innovation in some of these proposals. Creating a transit agency for the whole DFW area is innovative. Looking to get approval for a new funding mechanism from the state is innovative. All that innovation can make the situation start to sound optimistic, like we are taking some steps forward. But it's in service of what? All of these changes are so money can flow through a transit agency, not to it.

Just this month, service cuts approved [last summer](#) went into effect, bus routes were cut, train frequencies were slashed. When do we get the innovation that fixes that, the innovation that improves and expands service for the people who actually use it? Even if the withdrawal elections are called off and at least a temporary peace is found, the system will still be worse for it in the near term.

There are a lot of "ifs" here: ifs around keeping member cities stratified in the long term, ifs around finding new funding sources for transit, and ifs around what a regional transit authority looks like. In the meantime, we're reworking the way transit is seemingly governed and funded for everyone but the people riding it.

Even if this is a resolution to years of conflict, we've still a long way to go.

WFAA

## **DART MOVES CLOSER TO APPEASING MEMBER CITY UNITY WITH REGIONAL FUNDING VOTE**

By Paul Livengood, Cole Sullivan, Kevin Reece

February 12, 2026

DART moved one step closer Thursday to avoiding votes that could kneecap the agency with a decision from the Regional Transportation Council to approve \$75 million in incentives for member cities to call off withdrawal elections and remain a part of the largest transit network in North Texas.

The RTC voted to approve a \$75 million funding support package to encourage cities to remain within the DART system – as well as another \$105 million toward the Denton County Transportation Authority (DCTA) and Trinity Metro in Tarrant County.

The initial resolution only included the \$75 million incentive for DART participants, but the Denton County judge advocated for other regions to be compensated, too, and the RTC agreed.

"You're asking us to bail out DART and your member cities so you don't face the voters," Judge Andy Eads said in advocating for the funding.

The move from the RTC comes after [Dallas City Council voted this week](#) to give up majority on transit board in an effort to "save DART" and after DART itself discussed major changes to its funding structure.

In its current state, Dallas occupies seven full seats and one partial seat on the board, while only Plano, Irving, and Garland also have a full seat on the board. With the new structure, all of the 13 member cities have at least one full seat on the board. Dallas would keep its seven full seats and maintain a 45% voting power on the board.

Both measures were made with intention of persuading six cities – Plano, Irving, Addison, Farmers Branch and the Park Cities – to cancel May 2026 elections that would let voters decide whether or not those cities should remain in the regional transit alliance.

The cities have to submit ballot language within the next two weeks in order for the election to be put on the May ballot, so they'll have up until that point to decide whether or not to cancel their elections.

Dallas City Manager Kimberly Bizzor Tolbert [said earlier this week](#) that more needs to be done to ensure the stability of DART moving forward, and that negotiations with the other member cities will continue.

This also comes months before the FIFA World Cup, which [DART plays a major role in the region's drafted transit plan](#), including a "bus bridge" from Dallas to Arlington and increased operations to its light rail services in the network for the 39-day tournament. The final version is due to be submitted to FIFA by March.

Thursday night the Irving City Council approved a resolution in support of reform to the Dallas Area Rapid Transit board of governance structure, including requesting legislative action to implement a new DART governance structure. The council did not make a decision whether to

cancel its planned DART withdrawal vote in May. But at an Irving City Council work session earlier Thursday, City Manager Chris Hillman reminded councilmembers that there is a February 27th deadline to consider: the date they have to know whether to print the DART question on the Irving ballot for voters to consider.

## **DART'S COMPROMISE GIVES MONEY BACK TO CITIES TO AVOID WITHDRAWAL ELECTIONS**

By Pablo Arauz Pena

February 12, 2026

Dallas Area Rapid Transit is a step closer to a compromise that could save the agency from being dismantled in elections this spring.

The DART board of directors on Tuesday voted on a resolution that proposes a new governance and funding model for its 13 member cities.

Under the new model, each city would get a seat on the board as opposed to some seats being shared by a single member. That would reduce the city of Dallas' majority on the board to 45%. It would also implement a program that would return sales tax contributions to member cities over the course of six years.

"For our organization to try to be a regional organization, and not just our services, but how we address the concerns of our 13 cities, I felt it would be best that for both governance and for funding that we approach both problems with a regional solution," said DART board chairman Randall Bryant.

The resolution on the new funding model passed in a 14 to 1 vote, with Dallas and Cockrell Hill representative Enrique Macgregor voting against it.

He told the board he's confident DART "will win" in the upcoming elections.

"What's happening is we're now just handing money out to cities that threaten with this as a way to get money," MacGregor said. "It's always been a money grab and they're going to get that money. It's not in good faith to give them that money."

Board director and Irving Mayor Rick Stopfer, whose city is one of the six that have called an election, refuted MacGregor's claim.

"[The election] was not set up because we were looking for dollars and cents," Stopfer said. "It was set up because we're trying to figure out how to provide a better service."

The vote comes after Plano's city manager announced Monday that the city is [considering DART's proposal](#). The Plano City Council tabled a decision on a rideshare service that would have replaced DART if voters chose to withdraw in the May 2 election.

"The City of Plano is encouraged by the meaningful conversations with DART. If an agreement is reached, City Council is prepared to act quickly," said Plano spokesperson Amanda McNew in a written statement Wednesday. "At the same time, Plano will keep exploring additional ways to strengthen and expand transportation choices across the city, regardless of the outcome."

The new proposal also calls for DART and the North Central Texas Council of Governments to create a new transit authority for all commuter rail lines in North Texas. That authority would then operate DART's Silver Line, Trinity Metro's Trinity Railway Express, TEXRail and Denton County Transit Authority's A-Train.

The Regional Transportation Council, which represents various local governments and entities on transportation matters, would also provide funding to cities under the new model.

DART is also going to seek additional funding through a local effort for a new vehicle registration fee, depending on state legislation. The board will vote on specific language in an interlocal agreement later this month.

The RTC is expected to vote on its participation in the new funding model with DART on Thursday.

Withdrawal elections in six member cities — Addison, Farmers Branch, Highland Park, Irving, Plano and University Park — are still scheduled for May 2. Cities have until March 18 to rescind the elections.

NBC DFW

## **PLANO, IRVING SIGNAL INTENT TO CALL OFF WITHDRAWAL ELECTION AFTER DART FUNDING VOTE**

By David Goins  
February 12, 2026

Leaders in Plano and Irving, the two largest DART member cities that have called elections to withdraw from the transit agency, indicated Thursday both plan to remain.

The Regional Transportation Council, a 45-member body composed of mayors, county judges, and city council members from municipalities around North Texas, approved \$75 million in funding for DART on Thursday.

The boost in funding is coupled with a plan from the DART board to redirect \$360 million in sales tax revenue back to its 13 member cities over the next several years.

The returned funding to the cities must be used on transportation or mobility projects, according to DART CEO Nadine Lee.

"That gives the cities a small pot of money that they can use to advance some of the programs that they feel like they need to advance to improve mobility," Lee said after the vote.

Plano Mayor John Muns, who [expressed optimism to NBC-5 on Wednesday about progress in DART negotiations](#), said the funding solution, coupled with Dallas' intent to surrender its majority on the DART board, is enough to stop a withdrawal election.

"This doesn't end the conversations that we have about ridership and efficiencies and data – and all these things," Muns told the RTC. "But, we feel like under the scenario we've talked about – and if the ILA (interlocal agreement with DART) can be executed by the 23<sup>rd</sup>, then we'll pull it off the ballot."

The RTC also approved an amendment to the original motion for DART financial support and added an additional \$105 million for Denton County Transportation Authority (DCTA) and Trinity Metro in Tarrant County to advance regional rail mobility initiatives.

Lee said DART will work over the next ten days to finalize the agreement with member cities.

"There's nobody who wants to improve services more than DART. We will endeavor to do that," Lee said.

"And if we can do that in partnership with the cities and cities are working with us in good faith, we think that can be accomplished."

Irving City Council member Dennis Webb read a statement from the city manager to the RTC, which indicated Irving would also move to call off its withdrawal election at its next city council meeting on February 26.

Farmers Branch, Addison, University Park and Highland Park also placed a withdrawal election on the May ballot.

Addison Mayor Bruce Arfsten said he will ask his city council to recall its scheduled election as well, [according to our partners at The Dallas Morning News](#).

## **WHY SEVERAL DALLAS SUBURBS MIGHT DITCH THE REGIONAL TRANSIT AGENCY**

The withdrawals could kneecap the DART system, starving it of funds at a time when transit agencies around the country are barely hanging on

By Jared Brey  
February 12, 2026

John Muns is the mayor of Plano, Texas, a city of about 300,000 people in the northern suburbs of the Dallas-Fort Worth region. Plano voted to join Dallas Area Rapid Transit (DART), the regional transit agency, in 1983.

At that time the city had around 70,000 people, but it was poised for growth, and, Muns says, its residents wanted to be part of the metro's maturation. Like all of DART's 13 member cities, Plano pays a 1 percent sales tax for transit service, which includes buses, paratransit and light rail lines, including a Plano station serving the port that opened just last year.

But in recent years, the city has begun to feel that it's getting the raw end of the deal.

"If you drove around Plano and saw the big buses making those routes, you'd see very few people are getting on the buses," Muns says. "Ridership is really low, and that's being kind."

Every six years, cities in DART's service area have the option to vote on whether to withdraw from the agency. This year, Plano and a handful of other northern suburbs — Addison, Farmers Branch, Highland Park, Irving, and University Park — are preparing to go that route.

If the elections are successful, DART would stop serving those communities right away, leaving thousands of suburban residents scrambling for transportation options. And they could kneecap the DART system itself, starving it of funds at a time when transit agencies around the country are barely hanging on.

The outcome of the elections is far from certain. But DART is working to negotiate changes with each of the cities considering withdrawal, in hopes that they will cancel the votes. That's the outcome that Muns says he wants too.

"I would love to work something out with the agency and not have to go through this election, but I do think we've made more progress since we did put it on the ballot than we did in the last six years," he says. "It has generated the discussion with DART that we've really never had before."

Last year the accounting firm EY produced a study showing that [Plano contributed](#) around \$109 million to DART in 2023, but that DART only spent around \$40 million on transit service in Plano. That imbalance has emboldened Plano and other cities to demand more from DART while fighting to claw back some of the sales tax revenue.

But their demands are not uniform. Plano is asking for more on-demand microtransit and less fixed-route bus service. Other cities say they want improvements to safety and [greater representation](#) on DART's governing board.

“Each city is different. They want to be able to move their people around differently,” says Jeamy Molina, a DART spokesperson. “What we have been doing in the last couple years is sitting with cities’ transportation and economic development folks to really understand what the cities envision when they think of a system that they would love to see. What are your dreams? How can we make sure that DART can be moving in that direction with you?”

Molina says some of the requests are contradictory, however — more and better service for less money. The parties are working through the specifics while preparing for all potential outcomes. Plano’s City Council recently considered a plan to adopt an alternate transportation provider in the event that its withdrawal election moves forward and voters approve it. The council [put off](#) making that decision as it was reportedly getting closer to a deal with DART.

While local leaders have complaints and frustrations about ridership and service, the primary thing the cities want is to pay less into the system. Several cities, including Plano, have previously lobbied the state Legislature to reduce their sales tax contribution to DART by a quarter of a percent or more. The Legislature essentially told them to “work it out at home,” Muns says.

That’s the request Plano and other cities are making now directly to DART, to keep a portion of the one-penny sales tax for their own use. Muns says the city needs more revenue for economic development and infrastructure projects. With [caps on property tax increases](#) and a movement at the state level to reduce property taxes, cities have limited options for raising additional revenue.

“Some are even saying, eliminate the property tax, which is really the nuts and bolts of most cities’ revenue,” Muns says. “With that being said, there’s a lot of pressure on municipalities to have enough revenue to pay for city services.”

Patrick Kennedy, a DART board member representing the city of Dallas since 2017, notes that suburban cities pushed for projects like the Silver Line commuter rail service over other more urban-oriented projects, like [the shelved D2 Subway plan](#). Now that the Silver Line is operating, some suburbs are saying they want to opt out of DART’s other services, like buses. Even if the cities vote to leave DART, they’ll still be on the hook for debt service for the Silver Line for years to come.

Kennedy thinks it’s unlikely that voters in the six cities considering elections will actually want to leave DART. It’s also unlikely that the DART board will approve any deal with the cities that significantly undermines its finances, he says. Recent reports suggest the DART board is considering sharing more governance power with suburban communities. The Dallas City Council [gave its approval](#) to that proposal this week, but the DART board hasn’t voted yet.

For cities, it may come down to dollars and cents.

“Cities have to grow or they’re going to have significant municipal finance problems,” Kennedy says. “If I was going to put my feet in their shoes, I would say, where’s the lowest hanging fruit to get revenue? It’s that sales tax that goes to DART.”

## **DART MAY AVOID EXODUS AFTER REGIONAL TRANSPORTATION COUNCIL VOTE**

By Austin Wood  
February 13, 2026



A [proposal](#) that could see DART avoid [withdrawal elections](#) by member cities moved closer to a reality Thursday, following a meeting of the Regional Transportation Council.

The council, a 45-member policy body under the North Texas Council of Governments, voted overwhelmingly to commit \$180 million in funding to DART, the Trinity River Metro and the Denton County Transit Authority at a meeting on Thursday afternoon. DART is set to receive \$75 million under the plan, which will help the agency return funds to member cities to encourage suburban officials to reconsider exit votes planned for May.

Since November, withdrawal elections have been called in six DART member cities: Plano, Irving, Farmers Branch, Addison, University Park and Highland Park. Negotiations have centered on funding, especially the 1-cent-on-the-dollar sales tax contribution required of member cities to fund DART services. Cities such as Plano have sought returns on their sales tax contributions to support transit-oriented mobility programs that provide residents with localized transportation options.

On Monday, the Plano City Council [voted](#) to table discussion on a [contract](#) with microtransit agency Via, which could have served as a replacement for DART services in the event of a pullout. The decision to table the agenda item came after City Manager Mark Israelson told council members the city had received a proposal from the DART board after increasingly “focused” discussion.

The proposal was presented to the DART board at a committee-of-the-whole [meeting](#) Tuesday afternoon. Under the plan, DART would return 5% of sales tax contributions to member cities in fiscal year 2026, increasing to 10% by 2031. The plan also calls for a collaborative effort to identify and implement a new funding structure that would return 25% of future sales tax contributions to cities. Board members expressed approval at the meeting.

Returns to member cities would initially be funded almost entirely by DART sales tax revenue. However, under the proposal, Regional Transportation Council dollars would increasingly help offset that cost, with a quarter of the 10% return in 2031 to be contributed by the RTC.

The plan also calls for an expanded DART board, with each member city appointing a dedicated representative and votes weighted by population. Dallas would appoint seven representatives, who would wield a 45% overall weighted vote under the plan.

RTC members voted overwhelmingly to fund the proposal on Thursday. Funds were also earmarked for the Denton County Transit Authority and Trinity River Metro after Denton County Judge Andy Eads called for an approach that funds all area agencies, not just DART.

### **Suburban Needs Met**

Following the meeting, Plano Mayor John Muns said that if the agreement holds, he plans to place a measure calling off the city’s planned May 2 withdrawal election on a Feb. 23 council meeting agenda.

“We felt good about it, and we felt good that the governance issue was agreed upon, and that that’ll go to the legislature next year, and and we felt like the funding structure was fair, and at the same time, was one that we could live with,” Muns said.

Muns said the return of sales taxes will enable the city to improve intracity connectivity for residents and give Plano greater flexibility in the future. He also said that while transit leaders still have work to do in creating a more balanced and efficient system, he’s grown more optimistic about the future of transit in North Texas.

“It’s in a lot better shape than it was yesterday,” Muns said. “So I think we’ve made some real progress today. As I said earlier, I think we need to continue to work on our service levels, our ridership and understand who’s riding and why are they riding, and how can we improve that?”

Irving Mayor Rick Stopfer, who also represents the city on the DART board, has said he will also ask his City Council to reconsider a May withdrawal election, [according](#) to *The Dallas Morning News*. Plano and Irving have played a leading role in the suburban coalition as the largest member cities with scheduled withdrawal elections.

Cities have until March 18 to call off elections, although Collin County finishes creating ballots on Feb. 23.

Several points of the proposed plan, including governance reforms and securing additional funding through potential avenues such as vehicle registration fees, will require approval from the Legislature. Muns, whose city led several unsuccessful legislative [efforts](#) in recent sessions to reform the system, said effecting change in Austin will likely come easier with consensus found under the plan.

“Even just last spring, we had several cities that were united, and we made a lot more progress as we became more united,” Muns said. “If we, as a group of member cities, or even member and non-member cities, go to Austin in 2027 as a united front, I think we’re going to get a lot more accomplished.”

The path to governance reform, a sticking point for suburban cities, some of which share representatives with up to three other municipalities, became clearer Wednesday after the Dallas City Council voted 13-2 to [approve](#) the expanded, “one city, one vote” board structure.

District 14 council member Paul Ridley, who chairs the council’s transportation committee, said that he supported the new governance framework and thinks it will help make the agency more accountable to member cities, which he believes is key to avoiding another potential exodus.

“They need to do a better job of listening to their member cities and including them in their decisions about their priorities with regard to service, funding, etc.,” Ridley said. “I heard even today at the RTC meeting that member city representatives were unhappy with the way that they have been requesting things from DART for years and never got any kind of response from them. So they need to be more responsive.”

### **Transit for North Texas**

Regional considerations have become a major theme in negotiations. In addition to answering questions surrounding future funding and governance structures, the agreement calls for the creation of a regional transit authority to operate commuter rail lines, including the DCTA A-Train, TEXRail and Silver Line.

The creation of an independent regional transit authority, as outlined in the plan and supported by an RTC subcommittee, would be a first for North Texas, an area projected to have nearly 12 million people by 2050, according to a NTCOG [report](#). It would also need legislative approval to become a reality.

A regional scheme would have on-demand services provided by individual cities, with each city able to select the desired services from transit agencies. That flexibility may help a potential regional transit agency or DART expand services into newer areas, something the agency has failed to do over the past three decades and has been criticized for by cities like Plano.

“We need to continue to be able to create an à la carte menu for cities, because we’re not all the same, we don’t have all the same needs,” Muns said. “And if we can get to a formula that works for cities to our north, south, east and west, then that connectivity is going to really promote ridership, and we’re really hopeful that by creating that regional rail transit, that that’s going to be the start of being able to create a connectivity throughout the metroplex.”

Muns said that connectivity will be vital in one of the fastest-growing metropolitan areas in the U.S.

“I think we’re all aware of the growth that’s going on and the metroplex, and we’re running out of time, and we certainly can only build so many roads, right? So the reliance on transit authorities throughout Dallas and Fort Worth is essential, and so I think we’ve always been aware of that,” Muns said. “I think we disagreed on what’s a fair price to pay for those services. I think this was a first step in being able to compromise on what we think is fair.”

## **REGIONAL COUNCIL VOTES TO FUND PUBLIC TRANSIT AS PART OF PLAN TO SAVE DART**

By Pablo Arauz Pena

February 13, 2026

Regional leaders have agreed to help fund Dallas Area Rapid Transit in an effort to save the agency from withdrawal elections that could fracture public transit in North Texas.

During a Thursday meeting of the Regional Transportation Council, leaders from various cities, counties and transit agencies approved \$180 million in funding to transportation projects.

“I think it was a really great day for the region,” regional transportation director Michael Morris told KERA after the meeting. “I’m very pleased with the leadership everyone exercised today.”

The vote means that DART now has backing from the regional body on a new funding model that will [give money back to cities](#) in the hopes that they will call off elections to withdraw from the public transit system.

Plano Mayor John Muns, who sits on the council, said the vote is a pathway to keep public transit running in his city. The return of sales tax contributions was the same request the city made last year through failed legislative efforts. Plano is one of six cities set to hold withdrawal elections in May.

“We’re very happy that we’ve come and been able to negotiate with DART on a deal that hopefully helps us through the next five or six years be able to make sure we’re operating the transit authority in Plano in a way that really provides a benefit to our citizens,” Muns said.

DART CEO Nadine Lee said funding will still be an issue because much of the agency’s revenue will now be going back to cities. The agency [has already had to make service cuts](#) in recent months.

“Obviously it’s money that’s coming out of DART’s funds, and so DART is going to have to scramble to figure out how we make that revenue available,” Lee said.

In coordination with DART, the regional plan will provide \$75 million to the agency to help pay for transit projects. It will also begin the process of creating a new rail authority that could create a seamless connection between commuter lines including DART’s Silver Line, Denton County Transit Authority’s A-Train and Trinity Metro’s Trinity Railway Express and TEXRail.

That could mean creating a regional “rail freeway system” similar to TXDoT’s Transportation Commission for highways, Morris said. The RTC would collaborate with planning and funding the North Texas rail authority.



"I think there's lots of levers, the regional transportation subcommittee that's working on a vision could go," Morris said. "If in fact Plano and Irving do withdraw their request for an election, then I think you'll see the RTC speed up that conversation in the spring."

Prior to the RTC vote, leaders from non-DART member areas wanted to make sure the plan was equitable to residents outside of Dallas to include transit in Tarrant and Denton counties.

"Let's say next year, North Richland Hills or Grapevine or the City of Fort Worth no longer are satisfied with the level of service that we receive from Trinity Metro," Fort Worth City Council member Elizabeth Beck asked. "Are we going to get a guarantee that we also are going to get a subsidy to our taxpayers that they are going to get bailed out by the RTC so that we can continue regionalism?"

An amended motion added another \$105 million to also help fund transit projects for Trinity Metro and DCTA. The measure passed 31 to 2.

Plano Mayor John Muns said his city still needs to review an interlocal agreement from DART before he calls off the May withdrawal election, but he's optimistic.

"I'm very happy that we can kind of close the book on this and go on down the road. We still wanna talk about ridership and service needs and things like that," he said. "In regards to the funding and the governance issue, those are big issues that hopefully we have behind us."

## **TRANSPORTATION LEADERS SUPPORT ‘HAIL MARY’ PLAN TO SAVE DART, SIGNALING ELECTION RECALLS**

Irving, Plano indicated they'd seek to call off DART withdrawal elections as leaders approved \$180m in a commitment to regional transit

By Lilly Kersh  
February 12, 2026



Plano Mayor John Muns (left) talks with Denton County Judge Andy Eads as the Regional Transportation Council meets for a workshop to discuss the future of DART in Arlington on Thursday, Feb. 12, 2026. Stewart F. House / Special Contributor

The Regional Transportation Council voted Thursday to commit funds to [DART's plan](#) to give some resources back to cities, a proposal some suburban leaders said could [persuade them to cancel](#) May elections on cutting ties with the public transportation agency.

The 45-member transportation policy body of the North Central Texas Council of Governments approved committing \$180 million to [Dallas Area Rapid Transit](#), the Denton County Transportation Authority and the Trinity Railway Express. Of the commitment to regional transit, \$75 million would go to DART's funding plan.

DART Board Chair Randall Bryant presented the plan to the agency's board of directors Tuesday, a proposal to save the regional transit system as Plano, Irving, Farmers Branch, Addison, [University Park](#) and Highland Park — six of DART's 13 member cities — [near a deadline to call off](#) withdrawal elections.

Cities are running out of time to finalize their ballots, with deadlines as early as Feb. 23.

## Leaders support DART's funding plan

The plan includes giving money for transportation back to cities to use on mobility and transportation, creating a new rail authority and adding a new revenue stream to fund DART. The plan would need action from state lawmakers to come to fruition.

DART is funded by a one-cent sales tax contributed by each member city — a price some smaller, suburban cities say far exceeds the service they receive from the agency.

The Regional Transportation Council's approval is one piece of the puzzle in a multifaceted proposal that [leaders in Plano](#) and Irving, the two largest cities that have called exit elections, said is a plan they could get behind.

If Plano receives the agreement discussed with DART and the Regional Transportation Council, [Plano Mayor John Muns](#) said he'd seek to put the recall of the scheduled May election up to a vote on his City Council.

"I still want to have those conversations about ridership and service levels and being able to be more specific to the needs of our community," said Muns, who also serves on the Regional Transportation Council. Those are things he hopes they can work through.

"We're glad that we will still be a [partner of DART's](#) going forward," he said.

Irving leaders expressed their support at Thursday's meeting, too, and Addison [Mayor Bruce Arfsten](#) said he also plans to ask his council to consider recalling its scheduled election.

## Council steps in to help

In their vote, the Regional Transportation Council also agreed to support asking a subcommittee to continue discussion of creating a regional authority of commuter rail service and to go to the state Legislature with unified requests on improving the region's transit.

Regional Transportation Council member and Denton County Judge Andy Eads called the plan a "Hail Mary" pass at [solving DART's crisis](#), but he and others asked the council to consider offering funds to other agencies in the region as a commitment to regionalism.

His amendment to broaden the plan to include other parts of Dallas-Fort Worth's public transportation systems passed and added \$105 million to the original partnership the Regional Transportation Council considered — funds for the Denton County Transportation Authority and Trinity Railway Express to expand rail mobility in North Texas.

"In the spirit of true regionalism here in the D-FW area, we need to not just address one of the agencies," Eads said after the vote. "But at the same time demonstrate that same level of commitment to all three agencies."

Michael Morris, director of transportation at the North Central Texas Council of Governments, said the region's transportation relationships were like "a bad marriage," without [communication or agreement](#) between parties. But now DART and city leaders have taken leadership to solve regional issues.

"This financial partnership is a stepping stone to a whole new institutional structure [to deliver transit](#)," he said. Morris called the Regional Transportation Council's vote one of the most important days of his nearly five-decade career in transportation.



Micahel Morris, director of transportation for the North Central Texas Council of Governments, speaks as the Regional Transportation Council meets for a workshop to discuss the future of DART in Arlington on Thursday, Feb. 12, 2026. Stewart F. House / Special Contributor

## Seeking compromise

A group of DART and city leaders has sought for months to seek agreement on [reforms to the agency's governance](#), funding and service — three aspects of DART some member cities find most irreconcilable.

On the governance front, [Dallas city leaders voted](#) Wednesday to support conceding power on DART's board, which some cities say doesn't give a fair voice or vote to smaller suburbs represented by the 15-member governing body.

The City Council, in a 13-2 vote, approved a framework that would shrink the city's voting power on the DART board to at least 45%, marking the first time in the agency's more than 40-year history that Dallas would no longer hold majority control.

On Tuesday, DART's board tackled funding. The chair outlined the most detailed plan yet on reforming the issue in the [tug-of-war between the agency](#) and dissatisfied members. Bryant proposed a three-pronged framework:

- DART, with funding support from the Regional Transportation Council, would start giving cities some sales tax back — up to 10% of their contributions over the next six years. Cities could use this money for [transportation-related projects](#).

- DART and other authorities would transfer their regional rail systems — including the Denton County Transportation Authority’s 21-mile A-train commuter rail line, Trinity Metro’s Trinity Railway Express and [DART’s Silver Line](#) — to an independent management authority. This idea has previously been recommended by a subcommittee of the Regional Transportation Council. It would require action in the state Legislature to become a reality.
- DART would pursue a new revenue stream in coordination with member cities and regional stakeholders, such as a vehicle registration fee. This would also need action by state lawmakers to come to fruition.

“The work is still before us, as we need to now go to Austin and carry our message in unity there,” said Bryant, DART’s board chair.

Several leaders thanked the chair for his work on the funding plan that has dug the agency from its hole.

“There are still steps that have to be taken,” DART CEO Nadine Lee told reporters following the meeting. “I think DART has exercised good faith in extending this olive branch to our cities, and I hope that our cities will actually follow through with the commitments.”

Morris said there’s lots of homework for the council.

“We were able to ... bring the family back together,” Morris said. “This is a big deal to be able to go back to the Legislature as a united region. ... I think it sets the right message back to our federal partners. We have our act together.”

WFAA

## **PLANO MAYOR DISCUSSES WHETHER CITY WILL REMAIN WITH DART AFTER TRANSPORTATION LEADERS MAKE SIGNIFICANT CONCESSIONS**

By Michael McCardel  
February 13, 2026

There has been significant movement over the past week in the attempt to save mass transit in North Texas.

Six member cities are scheduled to hold a vote within a couple of months to let their residents decide if they want to walk away from Dallas Area Rapid Transit (DART).

Plano is one of them.

So, we asked Plano Mayor John Muns if he thinks that, based on what's transpired over the last several days, Plano will cancel its withdrawal election.

"After [yesterday's meeting with the RTC \(Regional Transportation Council\)](#), that was almost the last hurdle to get over to really have an opportunity to take it back to the council and rescind the item on the ballot," Mayor Muns told us on Inside Texas Politics.

In the political world, that's as close as you're going to get to a yes, before any movement has actually happened.

And Mayor Muns tells us it could all happen very fast, within the next 10 to 12 days.

But several things had to happen over the last few days to get us here.

The [RTC approved \\$75 million in incentives for member cities](#) to call off withdrawal elections and remain a part of DART. DART itself also tentatively agreed to major concessions on its funding.

The city of Plano pays one penny of every dollar collected through sales tax to DART. An original member since 1983, Plano has contributed more than \$2.2 billion in local sales-tax revenue since then. But an independent analysis by Ernst & Young found that in 2023, Plano taxpayers paid \$109 million to DART, while only \$44 million was spent within the city.

So, the city wanted to lower the amount it paid to DART to half a penny. Mayor Muns says the funding decisions by the RTC and DART would get them close.

"They will kind of partner in being able to bring that penny down to .75 of a penny. And by doing that, we're also going to do a stair step for the next five years. So, this will not all happen in year one. It will work its way to year five," the Mayor explained.

The city of Dallas has also agreed to [give up its majority control of the DART board](#).

In its current state, Dallas occupies seven full seats and one partial seat on the board, while only Plano, Irving, and Garland also have a full seat on the board. With the new structure, all of the 13 member cities have at least one full seat on the board. Dallas would keep its seven full seats and maintain a 45% voting power on the board.

Mayor Muns recognizes it was a major decision on Dallas' part.

"So, this week has been pretty significant. For all the things to have occurred and really, just this week, it's been amazing," Muns said with a smile. "I think what we'll see is the continuance of DART as a whole. So, we'll have the buses. We'll have the express. We'll have paratransit. We'll have our rails."

It's all an attempt to persuade the six cities - Plano, Irving, Addison, Farmers Branch and the Park Cities - to cancel their May 2 withdrawal elections.

The cities have to submit ballot language within the next two weeks in order for the election to be put on the May ballot, so they'll have up until that point to decide whether or not to cancel their elections.

## **WHAT TO KNOW ABOUT THE PLAN THAT MIGHT STAVE OFF DART EXIT ELECTIONS**

DART and regional transportation leadership showed support for a plan that gives money back to cities, considers a new rail authority and more

By Lilly Kersh  
February 14, 2026



The Regional Transportation Council held a well attended meeting after a workshop to discuss the future of DART in Arlington on Thursday, February 12, 2026. Stewart F. House / Special Contributor

In a high-stakes gambit to stop six cities from quitting [Dallas Area Rapid Transit](#), North Texas transportation leaders last week [offered a sweeping reset](#) — with Dallas surrendering majority board control of DART, a third agency lining up \$180 million in regional funding and DART promising to return a slice of sales tax dollars to member cities.

Suburban leaders indicated the mix of power sharing and new money could be enough to persuade the [likes of Plano and Irving](#) to scrap looming withdrawal elections in the nick of time, with just days before some counties finalize May ballots.

But the proposal still needs support from lawmakers and critics are concerned the compromise will gut the regional transportation system's service.

It's still the clearest picture yet of a lifeline for the [imperiled public transportation agency](#) that has faced a gloomy outlook after nearly half of its 13 members — Plano, Irving, Addison, Farmers Branch and the Park Cities — threw their future with DART to the ballot box.

### **Negotiations make progress**

A group of DART and city leaders, convened by the North Texas Commission and the North Central Texas Council of Governments, has met for months to consider reforms to the [agency's governance, funding and service](#) — three aspects of DART some member cities find most irreconcilable as they seek a path to cut ties with the agency.

On the governance front, Dallas leaders voted Wednesday to [support shrinking the city's power](#) to at least 45% on DART's board, which some cities say doesn't give a fair voice or vote to smaller suburbs represented by the 15-member governing body.

On Tuesday, DART Board Chair Randall Bryant outlined the [most detailed plan yet](#) on reforming the agency's funding, one of the most challenging hurdles to overcome as member cities say they pay too much for the service they receive.

The proposal Bryant presented intends to use three different methods to reach the equivalent of giving roughly 25% of DART sales tax back to cities — a [threshold several cities](#) supported previously.

DART's 13 member cities pay a one-cent sales tax to the agency. Cities [not in DART can use that penny](#) on things like economic development and public safety.

Plano, for example, contributed more than \$109 million to DART in fiscal year 2023, according to a 2024 report by the firm EY, though DART spent about \$44 million on services in the city. Plano staff say the city spends more on DART than on police and economic development combined.

### **A look at the funding plan**

Bryant proposed a three-pronged framework Tuesday to reform [DART's funding plan](#):

First, DART, with funding support from the Regional Transportation Council of the NCTCOG, would start giving cities some sales tax back — up to 10% of their contributions over the next six years. Cities could use this money for transportation-related projects.

“That gives the cities a small pot of money that they can use to advance some of the programs that they feel like they need to advance to improve mobility,” said DART CEO Nadine Lee. “We're all in on that. ... We want to work together.”

The agency will [still have to “scramble,”](#) she said, to make the money available. She said she hopes cities will use funds to improve sidewalks, access to bus stops and improve transportation services within cities so that the region can leverage resources to “get things done in a better way than we're doing today.”

Second, DART and other authorities would transfer their regional rail systems — including the Denton County Transportation Authority's 21-mile A-train commuter rail line, Trinity Metro's Trinity Railway Express and [DART's Silver Line](#) — to an independent management authority. This idea has previously been recommended by a subcommittee of the RTC. It would require action in the state Legislature to become a reality.

“The subcommittee is creating a vision of what the future is going to be,” said Michael Morris, director of transportation at the NCTCOG. “It may be ... integrating all the commuter rail, so that regional rail is like the freeway system of transit.”

The committee will need to find out how to fund and govern the authority and how its assets are handled, he said.

Third, DART would pursue a new revenue stream in coordination with member cities and regional stakeholders, such as a vehicle registration fee. This would also need [action by state lawmakers](#) to come to fruition.

The fee that would fund DART's proposed new revenue stream would also apply to cities not in DART. Mark Enoch, who represents Rowlett, Garland, and Glenn Heights on DART's board of directors, said he supports [sharing the cost of public transportation](#) with neighbors who benefit from DART's role in reducing traffic and air pollution in North Texas. He called Bryant's proposal "excellent work."

"Some of the cost ... ought to be fairly shared by cities who are not now members of transit," he said at Tuesday's DART meeting. "I like the idea of fairly charging those folks who are gaining the benefits."

### **Dollars and sense**

The funding plan's phased return of sales tax from DART would mean giving more than \$360 million back to member cities over six years for transportation projects and asks the RTC — the 45-member transportation policy body of the NCTCOG — to contribute more than \$74 million over the same timeframe to help bail DART out.

The RTC voted Thursday to approve the \$75 million contribution — in addition to another \$105 million for the Denton County Transportation Authority and Trinity Railway Express in an effort for "true regionalism," RTC member and Denton County Judge Andy Eads said.

"We need to not just address one of the agencies, but at the same time demonstrate that same [level of commitment](#) to all three agencies," Eads said. "It is a project that outlives us, and it is a project for future generations," he said of the investment in the region's rail system.

Plano stands to gain more than \$61 million back from DART through 2031 under the proposed terms, and Irving could see nearly \$54.5 million in returns. In total, DART's 13 member cities would see more than \$434 million returned over the next six years, contributed by DART and the RTC.

The six-year time frame includes [three legislative sessions](#) to seek action on the proposed reforms and allows cities to call a withdrawal election in 2031 if the plan does not work, Bryant told the board Tuesday. State law allows cities to call an election to leave DART once every six years, an opportunity that falls in 2026 and again in 2031.

Morris said the efforts have brought "the family back together."

"This is a big deal to be able to go back to the Legislature as a united region," Morris said. "I think it sets the right message back to our federal partners. We have our act together."

Bryant pulled the plan together in just a few months; he stepped into the chair role last October, the day before cities announced their plans to seek an exit from DART.

"It's the [culmination of a lot of work](#) in a very short period of time," Bryant said of his plan's progress. "And the evidence of what true collaboration can be."

## Is it enough?

[Plano Mayor John Muns](#) said if his city receives the agreement discussed with DART and the RTC, he'd seek to put the recall of the scheduled May election up to a vote on his City Council.

"I still want to have those conversations about ridership and service levels and being able to be more specific to the needs of our community," said Muns, who also serves on the RTC. Those are things he hopes they can work through.

"We're glad that we will still be a partner of DART's going forward," he said.

"The city of Irving believes in a strong regional transit system," said Assistant City Manager Orlando Sanchez to the RTC on Thursday. If DART's plan moves forward, he said his city plans to consider "to withdraw our request to pull out from DART."

[Irving Mayor Rick Stopfer](#) defended his city earlier in the week, telling other DART board members on Tuesday that the city's intention was to improve public transportation in the region.

"I get a little frustrated when people say that we're after a money grab," Stopfer said at Tuesday's DART meeting. "[Riders] are concerned. They don't want us to leave DART. But it's not because they think DART's doing a great job. They still feel they do not have the services that they need."

[Addison Mayor Bruce Arfsten](#) said following the RTC's meeting he also plans to [ask his council](#) to consider recalling its scheduled election and hopes his city follows through with canceling the vote.

"We had a common goal, and the regional aspect of it is a great goal to have," said Arfsten, also an RTC member. "We just have to figure out how to get there."

Farmers Branch Mayor Terry Lynne also said he'd recommend his council recall their May election.

[University Park](#) plans to move forward with their election, "allowing voters to determine the best path forward," the city released in a statement.

"The [city of University Park](#) continues to engage in ongoing discussions with DART regarding the value of transit services within the community and the City's overall sales tax contribution," the statement said.

Highland Park's Town Administrator Tobin Maples did not respond to phone calls and emails requesting comment by 5 p.m. Friday.

Several transportation leaders thanked the board's chair for the creative thinking as the region seeks to address the needs of [an expected population boom](#) — D-FW's population is expected to grow from 8 million to 12 million residents by 2050.

Some admitted they disliked what the proposal will do to the agency but supported the compromise it seeks to accomplish. Roy Lopez represents Dallas on the DART board and said Bryant's proposal is the only way to save the agency.

“I really hate this. Who gives up the most? My [beautiful city of Dallas](#),” Lopez said. “This vote is to save this agency ... from decentralization. ... This, to me, is DART bending over absolutely backwards. The fact that I hate this should really empower our suburban friends.”

### **DART still dealt a blow**

DART’s CEO said the plan would mean a significant [financial blow to the system](#). While Lee said she understands the context of the agreement, she worries the cuts will “undermine confidence that people have” in the agency’s services and only make complaints worse.

“DART is going to have to scrub our entire budget to find out how we can make room for the \$60 million a year without impacting our riders as much as ... we fear,” Lee said.

Patric Morgan, a member of transit advocacy group Dallas Area Transit Alliance, said the proposal is creative and thanked Bryant for the work to draft it. But he said the plan is not perfect.

“It looks like it requires some [pretty heavy service cuts](#) for DART, which we can’t accept,” Morgan said, who spoke on his perspective but not on behalf of DATA as an organization. “It does have potential, but I think we can negotiate more.”

In a statement, DATA described “grave concerns about potential service cuts to fund member city handouts,” but recognized Dallas and the RTC’s work to help DART negotiations advance. The group asked DART to supply the estimated dollar amount of service cuts required if the plan advances, to “understand who or what must be sacrificed to pay off” member cities.

The [outlook of a mass exodus](#) from DART is also bleak. If all six cities were to leave the agency, its service area, funding and the services DART provides North Texas would reduce significantly.

Service would end the day after votes are canvassed in cities whose voters choose to leave DART, but cities would continue paying sales tax for years to cover debt associated with their contributions.

Some suburbs are considering microtransit alternatives to DART, similar to [the on-demand system Arlington](#) uses in lieu of mass transit. Plano postponed its vote on a vendor Monday when negotiations with DART started looking up.

Morris said the RTC’s move to support DART’s funding plan and regional rail projects was one of the most important days of his nearly five-decade career in transportation.

“This financial partnership is a stepping stone to a whole new institutional structure to deliver transit,” he said. “We got this across the goal line ... now we have a little more homework to do.”

### **Key upcoming dates**

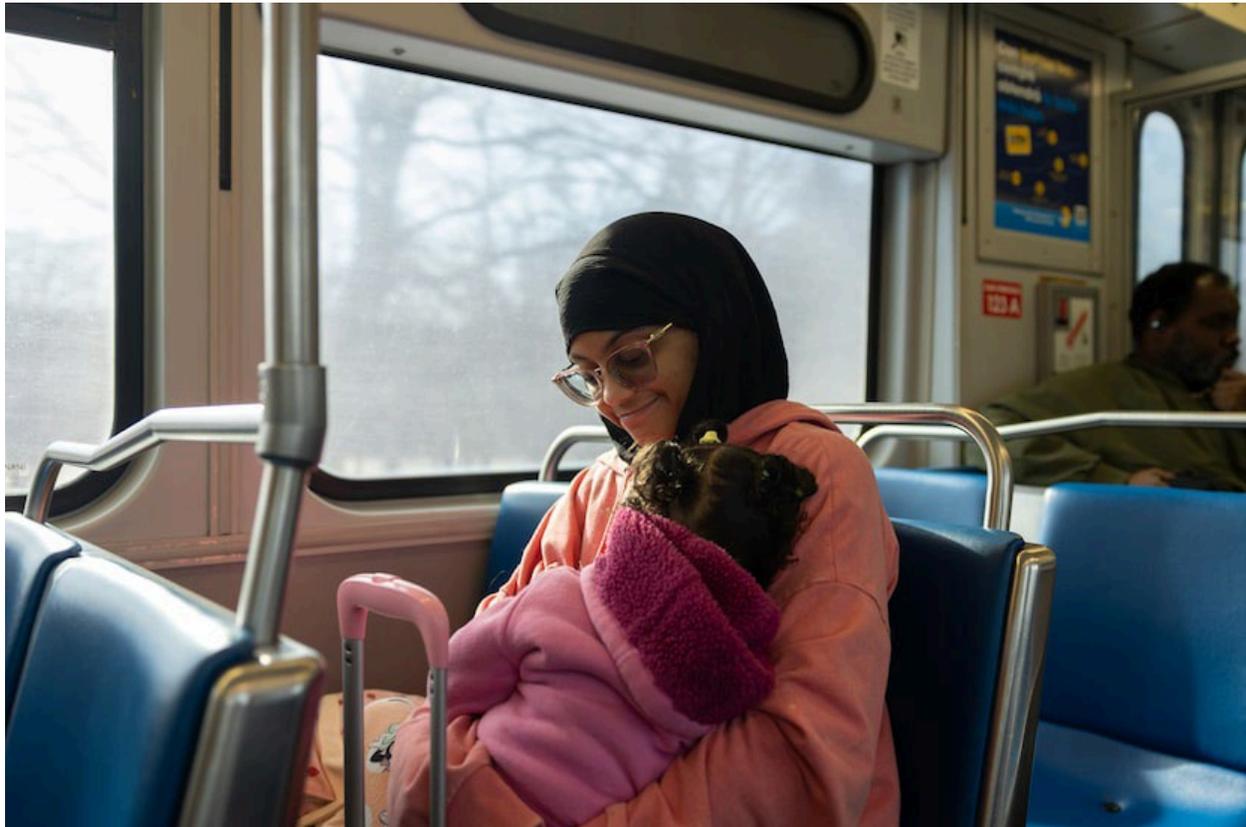
- Feb. 20 - DART’s board will meet to vote on the funding plan and on an agreement with member cities
- Feb. 23 - Deadline for Collin and Denton counties to finalize ballot language for May elections
- Feb. 23 - Plano City Council meets and could vote on recalling their May election

- Feb. 24 - Addison City Council meets and could vote on recalling their May election
- Feb. 26 - Irving City Council meets and could vote on recalling their May election
- Feb. 27 - Deadline for Dallas County to finalize ballot language for May elections
- March 18 - Deadline for cities to call off May elections
- May 2 - Scheduled elections to reconsider membership in DART in Irving, Plano, Farmers Branch, Addison, Highland Park and University Park

## **WHAT DO DART RIDERS THINK ABOUT EXIT ELECTIONS?**

Some see the value in the public transportation agency. Some see its flaws

By Lilly Kersh  
February 17, 2026



Dallas resident LaCora Clayton-Allen rides the DART with her two-year-old daughter, Lahna, on her way to drop her off at daycare after working a night shift Feb. 9, 2026 in Dallas. Photo: Azul Sordo

The bustle on a Monday morning at a downtown [Dallas Area Rapid Transit](#) station is full of screeching trains, long stares from windows and corporate suits in headphones, scrolling their phones as they wait for their line.

The train seats both young and old, retired and working, students and homeless. The Red Line roars as it [zips from Dallas to Plano](#), deafening above quiet commuters that sway with the train car.

The dynamic flow, to and from, boarding and disembarking, waiting and moving, is full of energy, but reveals little of the turmoil that's threatened to derail the public transportation system.

Nearly half of the cities belonging to DART, the transit system serving North Texas for more than four decades, have [threatened to leave](#) the agency.

[Progress in negotiations](#) has signaled some suburbs could cancel May elections to cut ties with DART, but there's still a way to go to change the agency's funding, governance structure and service, believed by some cities to be too expensive for its quality.

In cities that do put membership in DART to a vote, service will end immediately in broad and sweeping cuts to the system. Exiting cities would continue to pay the one-cent sales tax they contribute to DART to pay off debt, and some cities are considering on-demand microtransit services similar to Uber or Lyft in lieu of mass transit, as Arlington has done for years.

Some DART riders have never heard of the threat to the system they use weekly, but many have [thoughts on the bus and train](#) services that help them get around. Here's what some North Texans have to say about DART and threats to shrink it.

### **Patricia Wedemeier — 'amazingly wonderful'**

Wedemeier, 77, moved to Denver from North Texas over a decade ago but still takes public transportation around the region when visiting her adult sons, who live in Fort Worth. She has vision problems and can't drive, but the train gives her the ability to visit friends and family across several cities.



Colorado resident Patricia Wedemeier rides the DART in Dallas, Texas on Feb. 9, 2026. She frequently uses the DART to get to and from the airport when visiting her sons. Azul Sordo

"It's fantastic to be able to just take the train and go see them," she said on DART's Red Line on a Monday morning. "It makes travel amazingly wonderful."

She lands at DFW International Airport and takes the Trinity Railway Express to and from Fort Worth or DART to Plano and Richardson, where she has friends from her time as a teacher in

the suburbs. She appreciates that unlike on-demand services, which often have wait times, she can plan around a [predictable train schedule](#) to get where she needs to go in D-FW.

“I think leaving this wonderful train system would be a huge mistake,” she said. “We need to expand it, not abandon it.”

### **Precious Love Johnson — ‘It should expand’**

Johnson, 24, lives in the Oak Cliff area and takes DART almost every day to get to work at NorthPark Center.

“I was in a crash two years ago, and I’ve been having scary thoughts about driving again,” Johnson said. “I just can’t afford a vehicle right now.”

Johnson uses GoLink, DART’s on-demand service, now and then.

“Sometimes the drivers are not able to pick up their riders in time,” Johnson said. “Whereas with trains and buses, they have a more reliable schedule.”

Johnson hopes to see train lines expand.

“Bus routes have been [getting erased in my area](#), so I had to also plan around different routes just to get to work,” Johnson said. “It should expand and it should be more rider-friendly.”

### **LaCora Clayton-Allen — en route to day care**

Clayton-Allen, 25, settled into a seat on the Red Line with 2-year-old daughter Lahna, both dressed in pink and toting a colorful suitcase. The young mother was on the way to day care, dropping Lahna off in Garland after working a night shift. DART is their main form of transportation.

[She can’t afford a car](#) and hopes cities who choose to leave will keep commuters without cars in mind.

“Especially in places like Addison and Plano, they’re already hard to get around in, even with DART,” Clayton-Allen said. “If you just take away DART, and then it takes forever for there to be any alternatives, or they don’t come up with any good alternatives, then that would really be a step backward.”

[The Dallas resident](#) also sees why some cities are reconsidering membership in the system.

“I also understand why they may not want to be a part of DART anymore,” she said. “I know there’s budgeting stuff, maybe they think that it’s run inefficiently.”

### **Vignesh Ramesh — student commuter**

Ramesh, 19, lives in Forney and takes DART five days a week to get to the University of Texas at Dallas. He catches a ride with his dad, who commutes to work in downtown Dallas by car. Then he takes the train to Plano and the bus to get to campus.

Trains avoid traffic and are faster, he said.

“A lot of students do take the train, most of them are international students, because they don’t have a car,” he said. “I don’t have a car either. That’s why I’m taking the train.”

He said if the agency can enforce bans on smoking at DART stations, it would improve the system.

### **Steve Murphy — Plano resident concerned**

Murphy is an engineer who [has lived in Plano](#) for about 15 years. At a coffee shop in downtown Plano, he said he's "middle of the road" when it comes to DART. As a homeowner, he pays a lot in property taxes and understands residents have high expectations on how their taxes are used.

"I see benefits, but then I also know that there's issues of homelessness and things like that that need to be addressed," Murphy said. "I have daughters, and I'd like them to be safe when they go from point A to B."

He hopes the [microtransit alternative Plano](#) is considering is safer than DART.

"We're trying to figure out how to pay for things," he said. "I guess maybe Plano feels like they need to cut back."

### **Michael Holmes — 'This is affordable'**

Holmes, 52, lives in Garland and takes the bus to work at Goodwill. He uses the bus system four times a week to save gas and because he prefers it to driving.

"I think they should leave it like it is, if not make it bigger, because people don't have money," Holmes said. "This is affordable and it helps. You can go further and throughout the city."

On-demand services cost more if you need to make multiple stops, he said, since riders pay by trip. He thinks DART should offer some rides for free for those who can't afford a fare.

"A lot of people depend on this [DART bus system](#)," he said. "[I'm] happy for reliable transportation."

### **Dave Brady — 'vitality of the region'**

Brady, 84, lives in Garland and has used [DART for its entire history](#). He remembers the bus system that existed before DART was established in 1983.

Brady uses a motorized wheelchair and relies on DART for almost all [his transportation needs](#).

"Some of these cities simply are not able to balance their own budgets," he said at a train station in Garland. "They're trying to get into DART's pocketbook, and that's not good for the region. ... It's very important that we keep the regional concept for the economic vitality of the region."

He sees some benefits to microtransit alternatives but said it's a more expensive model than other modes.

### **Shontia Brown — 'That's really gonna hurt'**

Brown, 49, lives in Garland and takes DART to work.

"I'm in the process of getting a car now," she said. "If DART leaves, man, that's really gonna hurt."



Garland resident Shontia Brown rides the DART Feb. 9, 2026 in Dallas. She just moved back from Louisiana, where public transportation was free for her. Azul Sordo / Staff Photographer

She also wants to [see the DART system expand](#) and wishes it was more affordable.

“Mesquite — they really need it, because there’s a lot of jobs that are out there that people can’t get to because there’s no DART,” she said. “Or they’ll have to get to the closest city and then walk, and that’s hard on a lot of people.”

### **Dr. Micah Nishigaki — ‘a lifeline’**

Nishigaki is a family medicine [doctor in Dallas](#) and worries what a shrunken DART system could do for patients. Not only do North Texans rely on the system to get to medical appointments, she said, more difficult transportation hurdles could hurt access to healthy groceries, lifestyles and preventative care.

“It is a lifeline,” Nishigaki said. “It is part of preventative health.”

She worries that microtransit could make it harder to get from city to city if suburbs pick different vendors and the system is no longer seamless — especially for patients who don’t have access to phones or who are not technically savvy enough to switch between multiple apps.

“I still do worry that with this lack of mobility ... from suburb to suburb,” she said. “This will still interrupt their lives, especially if they’re heavily public transit-dependent.”

ADVOCATE OAK CLIFF

## **OAK FARMS TRANSPORTATION CORRIDORS STUDY PRESENTATION TONIGHT**

By Victoria Hernandez

February 17, 2026

If you missed out on the opportunity in [August](#), there's another chance to hear about the Oak Farms Transportation Corridors Study tonight.

The study, which focuses on portions of North Oak Cliff, [the former Oak Farms Dairy site](#) and surrounding areas, was conducted by [The North Central Texas Council of Governments \(NCTCOG\)](#) in collaboration with the City of Dallas [to evaluate existing traffic operations, identify potential transportation improvements and develop multimodal strategies to enhance the safety, connectivity and mobility in the area.](#)

Working in two parts, the City of Dallas Transportation and Public Works Department analyzed the key corridors to assess the extension of the DART Streetcar system, infrastructure, and rehabilitation to projects surrounding the street grid.

NCTCOG focused on the Houston Street and Jefferson Street Viaducts, which explored a range of options for travel by foot, vehicle, public transit, or cycling. This portion also included the evaluation of connecting regional transit and improving the role of the bridges to address future transportation demands, [according to the NCTCOG website.](#)

The presentation begins Tuesday, Feb. 17, at 5:30 p.m. in the Oak Cliff Cultural Center.

## **PANTHER ISLAND BYPASS PROJECT MOVES FORWARD AFTER TRINITY RIVER DAMS, FLOOD STORAGE DELAYS**

By Nicole Lopez  
February 17, 2026



The West Fork of the Trinity River will be rerouted to create flood control and riverfront development on the future Panther Island near downtown Fort Worth. (Rodger Mallison | Fort Worth Report)

The first half of the bypass channel that will reroute the Trinity River as part of a [\\$1.16 billion project](#) is moving forward after federal funding disputes caused delays last year.

Construction on the northern part of the bypass will begin late this year, Kate Beck, Tarrant Regional Water District program manager, said during a [Feb. 12 meeting](#).

Despite project delays, the overall flood control initiative will finish by its original completion date of 2032, according to documents from the Trinity River Vision Authority's [board meeting](#). The Trinity River Vision Authority is a product of the water district and tasked with educating the public about the river's flood control projects.

The bypass channel will be broken up into northern and southern portions, which will create the appearance of a natural island. [Panther Island](#) will make up hundreds of acres between downtown and the predominantly Hispanic Northside neighborhood.

Last year, the north bypass was estimated to break ground this spring, but the project saw delays because of [federal construction contract disputes](#).

Military construction [projects underwent reviews](#) in mid-2025 by the U.S. Department of Defense to determine which of those may or may not require the use of project labor

agreements. Through those agreements, the federal government exclusively awards public construction projects to unionized firms.

The reviews came in response to a unionized construction organization that sued after Defense Secretary Pete Hegseth removed such agreements from construction contracts valued at \$35 million or more.

The U.S. Army Corps of Engineers is designing and constructing Fort Worth's 1.5-mile bypass.

The central city flood-control project finally was issued an exception from Hegseth's mandate, Beck said, allowing the Corps of Engineers to move forward with construction contracts.

The issuance of a contract for the construction of the south channel is contingent on the amount of funds remaining from the north channel, Beck added. However, the water district plans to finalize a contract for the second half of the channel by next year.

### **Fort Worth to fill delays**

The water district requires \$543 million in federal dollars to fully fund remaining flood control projects, Beck said. Pending projects include the installation of three sluice gates in the river — moveable gates that will allow water to flow under — relocation of utilities, dams and flood storage.

Fort Worth officials are responsible for the central city's utility projects. They must be completed in order for the Corps of Engineers to move forward with construction.

The relocation of storm drains in the north bypass' direction will now be completed by July, pushed back from its original April date, said Clair Davis, who oversees the city's work on the project. The relocation of water, sewer and electric utilities for the south bypass will be finalized through the end of the year, he added.

Jay Chapa, board member and Fort Worth city manager, and board chair G.K. Maenius expressed concerns about the timeline for completing storm drains.

Now those relocations would finish a month before the Corps of Engineers is expected to award a construction contract in August.

Davis said city officials are focusing on "critical" portions of relocating utilities to ensure the project is finalized before the Corps of Engineers steps in. Water district general manager Dan Buhman urged board members to request funding prioritization from the Corps of Engineers.

The water district has received funds through the Corps of Engineers' annual civil works budget. The budget allows the agency to allocate money to various initiatives, such as navigation, flood control, and rehabilitating dams.

With a letter of support from U.S. Rep. Craig Goldman, R-Fort Worth, the water district is seeking \$20 million from the Corps of Engineers' [2026 budget](#), Buhman said.

Water district officials say they are hopeful the money, along with remaining funds from the north bypass, would fully cover the costs of the southern portion of the channel.

"We're trying to get ourselves in a position where we have the money to build the entire bypass channel," Buhman said.

## **DALLAS AUTHORIZES \$42M FOR DECK PARKS TO RECONNECT DOWNTOWN WITH SOUTHERN DALLAS**

The funding will go to proposed deck parks on Lamar Street and near Old City Park from East Ervay to Harwood streets

By Devyani Chhetri  
September 11, 2024

The Dallas City Council [authorized \\$42 million for the next phase of deck parks](#) over Interstate 30, which supporters say will transform the southern half of the city.

The vote on Wednesday authorized payments from the convention center construction fund to amend an agreement with the Texas Department of Transportation for a deck park on Lamar Street and for the city's portion of building a deck park near Old City Park.

City officials, in tandem with the North Central Texas Council of Governments and Texas Department of Transportation, identified locations near Old City Park and on Lamar Street, from East Ervay to Harwood streets, to build deck parks similar to Klyde Warren Park to bridge the gap between downtown Dallas and southern Dallas.

"These deck caps are more than just infrastructure. They are the embodiments of the project's theme that is connecting communities," said Carlos Aguilar, CEO of Inspire Dallas, ahead of the Wednesday vote. Inspire Dallas, associated with developer and investor Jack Matthews, is the project management company leading the \$3 billion Kay Bailey Hutchison Convention Center project.

Others, like Ken Benson with the Hotel Association of Texas, said the deck caps will be a key component of the convention center that will open neighborhoods to tourism opportunities and increase economic development and mobility options.

The federal government has already awarded grants to the tune of \$31 million for the Old City Park deck park. The money will be used to place caps and abutments over segments of the highway.

These structures are positioned to reconnect areas in downtown's Historic District, the Dallas Farmers Market, the Cedars, Heritage Park and neighborhoods in southern Dallas, pulled apart by freeways built decades ago. For years, city officials and planners have been vying to revitalize the area around City Hall and the convention center.

The lots behind City Hall will give way to a residential and commercial district that will spur economic growth in what has been a rather sleepy part of the city center, city officials envision.

Council member Jesse Moreno, who represents the area, said the deck park will provide a green space that will balance out all the concrete from the convention center.

"We need some greenspace, we need some trees, we need some shady areas, some grass to combat some of that heat island," he said during the meeting.

So far, the city has awarded \$113.5 million in contracts for various planning phases and the first design contract for the deck caps.

The council also approved a \$141.5 million design contract to jump-start architectural designs for the first chapter of the convention center's master plan, which means the city has now awarded \$300 million in contracts to bolster infrastructure in the area.

## **HILLWOOD ADDING SPECULATIVE INDUSTRIAL SPACE, LEADING ALLIANCE TEXAS LEASING**

By Bob Francis  
February 17, 2026

There is more industrial space coming to AllianceTexas as Hillwood continues to see demand from the manufacturing sector.

Hillwood is scheduled to begin construction on Alliance Westport 12, a 1.2 million-square-foot industrial building within the [newly established](#) Alliance Logistics District.

The new building will be located at the northwest corner of Mobility Way and Distribution Drive. Construction is scheduled to begin this month with completion expected in early 2027.

The Alliance Logistics District — officially designated and approved by the Fort Worth City Council on Nov. 11 — will span nearly 1,400 acres and allow companies the right to deploy semi- and fully autonomous vehicles along roadways in the freight corridor, supporting next-generation logistics and automation, according to Hillwood.

Construction on Hillwood's private bridge connecting Alliance Westport to BNSF's Alliance Intermodal Facility, a key component of the district, begins this month, with completion expected by 2027.

"Alliance Westport 12 advances the logistics efficiencies and features set in our speculative industrial program," said Samuel Rhea, vice president of Hillwood, in a statement. "The demand we are seeing has reaffirmed the need for million-square-foot-plus facilities."

The announcement comes as the Dallas-Fort Worth area remained the strongest industrial market in the U.S. for both supply and demand in 2025, according to a report from JLL.

Speaking at the 2026 Tarrant County Real Estate Forecast on Jan. 22, Rhea said that the tariff-related turmoil of 2025 created a new demand for manufacturing space.

"We were not prepared for what we started to see firsthand: the resurgence of U.S. manufacturing in AllianceTexas and across DFW," he said. "What has historically been, especially in AllianceTexas, a logistics and distribution market, truly started to shift."

Rhea said Hillwood began to see 75% to 85% of all inquiries now being related to manufacturing, production and assembly by the midpoint of 2025. Historically, that had been inquiries from logistics, distribution and e-commerce-related businesses.

"By the end of the year, we had our second-best leasing square footage year in the history of AllianceTexas," he said.

Hillwood in August announced two speculative industrial buildings — Alliance Westport 15, a 798,494-square-foot facility at Mobility Way and Intermodal Parkway, and Alliance Gateway 34, a 310,036-square-foot building at Westport Parkway and Independence Parkway.

Hillwood is currently under construction on four speculative industrial buildings totaling more than 3.4 million square feet at AllianceTexas.

These projects follow several recent leases at AllianceTexas.

“Landman” producer Taylor Sheridan’s SGS Studios, in partnership with Hillwood, launched a 450,000-square-foot film and television production campus — now the largest operating studio facility in Texas — at the previously named Alliance Center East 2 & 3 speculative sites. Also, Wistron, one of the world’s largest electronics manufacturers, announced plans for two AI supercomputing facilities within AllianceTexas, including Hillwood’s Alliance Westport 14 speculative project.

And more could be on the way. [Earlier this month](#), the Fort Worth council approved economic incentives designed to attract a company that manufactures equipment used to cool data centers. If Fort Worth is selected for the plant, Stellar Energy would invest nearly \$80 million at an industrial site in the AllianceTexas development that would bring more than 1,400 jobs.

Westport 24 is designed by GSR Andrade Architects with civil engineering services provided by Westwood Professional Services, and Hillwood Construction Services will serve as the general contractor with financing by Bank of America.

## **IRVING TO CONSIDER CALLING OFF DART WITHDRAWAL ELECTION AS TRANSIT AGENCY WEIGHS KEY CHANGES**

By Andy Lusk  
February 18, 2026

Irving officials said [they'll discuss the withdrawal election](#) that would determine the future of Dallas Area Rapid Transit services in the city at their Feb. 26 council meeting.

It comes after DART [got the green light on a major funding boost](#) from the North Central Texas Council of Governments (NCTCOG) Regional Transportation Council, which leads transportation policy and planning in the area.

Irving Mayor Rick Stopfer and Council Member Dennis Webb expressed support for the transit system in a letter to the Regional Transportation Council.

"The City of Irving believes in the value of a strong regional transit system and applauds the efforts of all stakeholders who have come together to propose a path forward that maintains our regional mobility partnership," the pair wrote.

The Irving City Council also [voted unanimously to express support](#) for a proposed DART governance model, in addition to calling for legislative action to implement it.

The resolution supports reforms which would "provide no less than one vote per city and a weighted vote for cities who make up a larger portion of the DART service population."

### **A busy week for DART, member cities**

DART and its member cities considering breaking away had a whirlwind week, as some of them may be considering calling off withdrawal elections.

DART has been barreling toward [a scenario where voters in up to six cities choose to leave](#) the public transit system. Plano, Irving, Highland Park, University Park, Farmers Branch and Addison have all called elections to determine the future of DART in their cities, with leadership citing poor return on investment as a key motivation.

But on Feb. 9, after potentially striking a deal with DART, the Plano City Council [deferred a decision](#) on an alternative microtransit option through Via.

The next day, the agency's Committee of the Whole voted in favor of a proposal that would [alter DART's governance and funding models](#) as an olive branch to frustrated member cities. Under the proposed model, millions of dollars in sales tax contributions would be given back to the cities over the course of multiple years.

The full DART Board will [hold a special meeting Feb. 20](#) to vote on the proposal.

On Feb. 11, the Dallas City Council [moved to reduce the city's voting power](#) on the DART board, giving up its majority.

At an NCTCOG meeting Feb. 12, both Irving and Plano signaled a willingness to reconsider their May 2 referenda. They did so on the condition that the transportation council [approve \\$75 million in funding for DART](#), which it did.

The DART funding, which allows for the return of sales tax contributions to member cities, is part of a larger funding package aimed at boosting transportation projects across North Texas.

That same evening, the Irving City Council held its regular meeting. Multiple attendees spoke in favor of the city remaining in DART.

Dallas resident Rhanda Hasley told the council she wants to see the member cities and DART work together on a solution.

She said she uses DART to get around the Metroplex, including Irving, for shopping, dining and visiting friends.

"I really appreciate the fact that DART has been a part of Irving so far," Hasley said. "I trust that you will not only consider the paratransit system, but how the buses, trains, GoLink — all of that would be affected."

One speaker pointed to the impact of recent DART service cuts, like the [end of bus routes 225 and 255](#).

Stopfer said at the meeting that those bus route cuts were DART's decision, not the city's.

"Because [the routes] were canceled and because we know the concerns of the residents, that was one of the things that we wanted to get put back in," he said.

In a press release sent out after the Irving council vote, city officials said they will work with DART to reinstate those routes "as soon as possible."

"The City of Irving expects the DART Board to rapidly reinstate all canceled bus services or provide funding for the city to contract with another entity to do so," the release said.

City officials added that they're "encouraged by those discussions and the recent actions taken by the DART Board, the Dallas City Council and the North Central Texas Council of Governments (NCTCOG)."

## **OPINION: NORTH TEXAS CAN SALVAGE DART, WITH COMPROMISE**

A plan to keep the transit agency intact is moving forward

By Dallas Morning News Editorial Board  
February 18, 2026



A DART train enters the Pearl/Arts District Station on Wednesday, Nov. 19, 2025, in Dallas. Christine Vo / Staff Photographer

When nobody's happy but everyone can live with the outcome, that's called a compromise.

For a while, it was unclear whether Dallas Area Rapid Transit would be able to reach that unhappy-but-acceptable medium in its bitter dispute with member cities. Last week, however, a plan to salvage the agency cleared a major hurdle, creating a path for DART to stay intact.

The plan is meant to address the key concerns unhappy cities have raised about DART's funding, governance and service. On Thursday, the Regional Transportation Council voted to support the plan financially. We encourage local leaders to work together and with state officials to push it across the finish line.

Our newsroom colleague Lilly Kersh [outlined the details of the plan](#). Among other elements, it includes sending money back to each member city and reforming DART's board of directors so that Dallas would no longer control a majority, a measure the Dallas City Council [recently voted to support](#).

DART CEO Nadine Lee stressed that this arrangement is not sustainable for DART without finding new revenue sources and said it still presents trade-offs for the agency and its riders.

“It is a big hit,” she said. “There are trade-offs to this, and so everyone has to understand that, we’re giving something up right now to save our cities. But it comes at a cost.”

But successful withdrawal elections would mean a fractured, and ultimately broken, system. That would be a much worse long-term outcome for regionalism. Hopefully, it won’t come to that, at least not for the most part.

Plano, Irving, Addison, Farmers Branch, Highland Park and University Park have called elections allowing residents to decide whether to remain part of the transit agency.

University Park appears set on moving forward with its withdrawal election, Kersh reported. But leaders from Irving and Plano, truly vital cities in the system, have said they will consider canceling their elections if DART’s proposal moves forward. The mayors of Addison and Farmers Branch said they would ask their city councils to reconsider as well.

This outcome is not perfect for anyone, but it creates more space for DART, its member cities and the region at large to work toward a better future for transit.

DART Board Chair Randall Bryant deserves recognition for bringing us to this point in so little time. He [assumed his leadership role](#) only a day before member cities [began talking](#) about withdrawal elections.

The debate over DART’s future has been ugly, and it isn’t over. Even if this plan works, there are still many hurdles to clear and wrinkles to iron out. But for the first time in a while, we’re seeing the region come together and talk about transit in a serious way, and that’s a win.

OFFICE OF UTA

## **UTA EMERGES AS HUB FOR NEXT-GEN AIR TRAVEL**

From flying vertiports to safety systems, researchers lay groundwork for flying taxis in North Texas

By Press release  
February 18, 2026



Stock image

As the flying taxi industry begins to take shape, researchers at The University of Texas at Arlington are helping lay the groundwork for urban air mobility in North Texas, from infrastructure planning to safety and flight systems.

Over the last several years, UTA researchers have received grants to explore where these aircraft will take off and land, how they will navigate safely, how they can be manufactured at scale, and how they withstand the punishing wear and tear of frequent short trips. Taken together, that body of work reflects a growing research portfolio focused on the real-world challenges that must be solved before flying taxis can operate reliably in urban environments.

“New technology takes time, from earning public trust to working out the kinks in the infrastructure and routes to bringing down operational costs,” said [Jinzhu Yu](#), an assistant professor in the [Department of Civil Engineering](#).

Dr. Yu is one of the researchers who has been tapped to help make flying taxis a reality in North Texas. The North Central Texas Council of Governments tasked Yu with identifying the best locations for vertiports, specialized hubs for aircraft that take off and land vertically.

Yu and his team are using advanced data analytics, modeling and optimization techniques to evaluate potential sites. Their analysis considers key factors like population density, socioeconomic conditions, traffic demand, accessibility to major event venues and environmental impact.

“Our goal is to identify locations that maximize convenience and efficiency while minimizing impacts on existing transportation networks and communities,” Yu said.

To start, Yu said vertiports will likely be located at major airports across DFW, as these sites already have the infrastructure to support aircraft operations, including maintenance, fueling and passenger services. However, he acknowledged that widespread adoption of flying taxis will take time.

Demand for flying taxis is being driven by growing congestion in major metropolitan areas and the search for faster, more flexible transportation options that can operate above ground traffic rather than adding to it.

But like any new technology, flying taxis undergo extensive testing to ensure public safety.

Recently, Xin (Jeffrey) Liu, an assistant professor in the [Department of Mechanical and Aerospace Engineering](#) who also holds a joint appointment in the Institute of Predictive Performance Methodologies at the UTA Research Institute in Fort Worth, received a NASA MUREP grant to develop a new class of impact-resistant materials designed to protect next-generation aircraft during extreme landing or collision events.

“This project is trying to improve the safety of advanced air mobility aircraft,” Dr. Liu said. “Before we implement these new transportation technologies, we have to ensure that the structures, pilots and passengers are all safe.”

Liu’s team is developing a lattice metamaterial—a man-made structure fabricated through additive manufacturing—designed to dissipate impact energy in multiple stages. The material first absorbs energy through elastic deformation, allowing it to return to its original shape after normal landings. If a landing exceeds a certain load threshold, a second energy-dissipation phase activates to prevent catastrophic structural damage.

“The first step allows the material to recover its shape during soft landings,” Liu explained. “If there is a hard landing or collision, the second step dissipates a large amount of energy to reduce damage to the airframe and impact loads on passengers and pilots.”

### **Paving the way forward**

Before Yu and Liu received their most recent grants, UTA had already been pioneering research in this field.

Even if the aircraft, autonomy stack and vertiports are ready, a flying taxi ecosystem will still stall if manufacturing can’t deliver high-performance airframes efficiently and cost-effectively.

UTA is addressing that challenge through research into automated composite manufacturing for smaller unmanned aerial vehicles (UAVs) and urban air mobility vehicles. In a UTA project funded by the Air Force Research Laboratory, Paul Davidson, assistant professor in the Department of Mechanical and Aerospace Engineering, is leading efforts to bring automation to

small composite structures—a task more difficult than working with large-aircraft composites because smaller vehicles often have complex shapes and higher curvature.

Dr. Davidson’s project combines automated composite manufacturing with traditional molding to increase output and improve structural performance. The work focuses on challenges such as shearing and wrinkling in composites for smaller UAV and urban air mobility platforms—issues that can drive overdesign and reduce performance.

In other words, UTA’s research portfolio is not only asking “can this aircraft fly?” but also, “Can we build enough of them, reliably, to matter?”

Advanced air mobility will ultimately depend on industry adoption, meaning research must translate into deployable systems and partnerships that bring real aircraft, real sensors and real operating constraints into the lab.

UTA’s work includes a partnership with Galaxy Unmanned Systems LLC to develop controls that enable autonomous flight systems, with an eventual objective tied to urban air mobility. In that effort, UTA researchers are equipping an airship with algorithms, software and sensors—such as lidars, vision cameras and air data sensors—to provide situational awareness, along with sensor-fusion and guidance and control systems aimed at enabling autonomous navigation and collision avoidance.

The project’s long-term possibilities include moving cargo or passengers, reflecting how autonomous flight research can serve multiple pathways into the broader advanced air mobility ecosystem.

In all, UTA is emerging as a research hub for the next mode of transportation.

## **DALLAS PROPOSES VEHICLE-FREE ZONES DOWNTOWN FOR 2026 FIFA WORLD CUP CROWDS**

By Lori Brown  
February 18, 2026

The City of Dallas is laying out a plan to capitalize on the thousands of visitors who will pour into North Texas for the FIFA World Cup in June.

This week, city leaders discussed a plan to make room for pedestrians and vendors where streets are now.

### **Vehicle-free zones in Dallas**

Even though the World Cup games will be played in Arlington, Dallas is preparing for crowds of their own. The city is planning to create vehicle-free zones in Downtown Dallas on one or more weekends during the tournament.

So the plan to open up downtown Dallas streets... is to close them. It's a concept the city tested during Halloween, with 71,000 people buying in. City staff say the event ran smoothly, with effective barricade placement and logistical management.

The city is now proposing either four Sunday closures during the World Cup, or one weekend.

### **Dallas City Council on downtown traffic**

Dallas city councilwoman Cara Mendelsohn urged the city to open the streets to pedestrians as much as possible, especially 4th of July weekend.

"Let's celebrate America 250 and show our international visitors how we really celebrate July 4th and our birthday," said Mendelsohn.

The city is proposing closing main street between the streets of Ervay, Field and Akard, between Elm and Commerce.

Mendelsohn suggested the city collaborate with Downtown Dallas Inc to have different themes in different parks.

"One can be obviously about our founding fathers, but also civil rights era, space age, like different parts of our history that you can be like, oh, let's go over to Main Street Garden, they're doing this. Oh, let's go over to this park, they are doing that. I think there's just a huge opportunity here to get people out in the streets, have a very significant police presence, not a significant homeless presence, and really change that narrative from what people think downtown is," said Mendelsohn.

### **Other concerns ahead of the World Cup**

The concept of filling downtown streets with pedestrians on weekends is one becoming popular around the country with events like Viva Calle in San Jose.

Councilman Bill Roth suggested the city also open up free parking downtown.

"People are still going to be trying to drive. And I think that one of the biggest impediments that people have when coming downtown for events is they got to figure out if they're going to spend a lot of money on parking," said Roth.

Councilman Zarin Gracey said the push should be for public transportation.

"The point is so we can shut it down so that we can have fewer cars, have more walkability. And I think we would, if we haven't... I want us to consider ways we can include incentives for taking dark," said Gracey.

It's a concept that the city could continue long after the FIFA World Cup.

"Frankly, I'd like to see it happen one weekend a month going forward," said Paul Ridley of the Dallas City Council.

**What's next:**

The city did not present how much the proposed closures would cost for barricades and public safety.

Street closures normally require special event permits where organizers pay the bill for costs involved.

The city is also exploring fees for vendors to rent space in the streets.

THE TEXAN

## **DART CITIES WORKING ON FUNDING AND GOVERNANCE RESOLUTION, MIGHT NOT LEAVE TRANSIT NETWORK**

By Kim Roberts  
February 19, 2026



Perhaps the ice is thawing in the Dallas Area Rapid Transit (DART) network as cities that previously indicated a desire to leave are now reconsidering their stance.

Plano, Irving, Highland Park, University Park, Farmers Branch, and Addison have called [elections](#) for May 2 to determine whether the cities will remain members of DART.

Starting in 2024, these cities expressed concerns that they were contributing more to the DART system than they were receiving in services.

However, on February 9, Plano deferred its decision about an alternative transit option through rideshare while the cities and DART work on a possible solution to their differences.

“The city has been in active discussions with our transit provider DART for the last [six] or [seven] months and really over the last several weeks talks have become more focused around a potential offer that we have heard from the chair of the DART board,” Plano City Manager Mark Israelson said.

“We’re very happy that we’ve come and been able to negotiate with DART on a deal that hopefully helps us through the next five or six years be able to make sure we’re operating the transit authority in Plano in a way that really provides a benefit to our citizens,” Plano Mayor John Muns said.

On [February 10](#), the DART board voted 14 to 1 to approve a resolution that would change the governance and funding of the DART member cities. Board Member Enrique MacGregor, who represents Cockrell Hill and Dallas on the board, opposed the resolution

According to the resolution, each city would get a seat on the board, which would reduce the City of Dallas' majority on the board to 45 percent. It would also implement a program that would return sales tax contributions of about \$435 million to member cities over the course of six years

Starting in Fiscal Year (FY) 2026, DART would return \$42.5 million to all 13 member cities. That amount would grow to \$78.4 million by FY 2031, for a total of \$360 million over six years.

The Regional Transportation Council of the North Central Texas of Governments (NCTCOG) also [agreed](#) to contribute \$75 million to the return of sales tax allocations.

To make up some of the lost funding, DART Board Chairman Randall Bryant suggested new revenue streams, such as a vehicle registration fee to apply to some or all of the seven million cars in the NCTCOG region, many of which aren't in cities that are part of DART.

The Dallas City Council voted on February 11 to approve reducing its share of the members of the DART board.

"This is an important expression of Dallas's willingness to show that we are flexible, that we're willing to be collaborative with our neighboring cities in preserving the service area of DART at the 13 member cities, and hopefully, will encourage new cities to join DART in the future," Council Member Paul Ridley said.

On February 12, the Irving City Council passed a resolution as part of its consent agenda in support of the DART proposed plan.

DART Board Member Rick Stopfer, who represents Irving, said that the city never raised the issue in order to facilitate a "money grab," but rather because its leaders wanted to get more services for its residents who need the transit system.

Another vote by the DART board on the strategic funding solution and interlocal agreement is [scheduled](#) for Friday, February 20 at 3 p.m.

## **CLOSED LANES AND FRUSTRATED MOTORISTS: WHY FORT WORTH ROAD WORK TAKES SO LONG**

By Matthew Adams

February 19, 2026

Road construction abounds in and around Fort Worth, a testament to modernization and the area's unprecedented growth. And while that growth is often celebrated, few appreciate the sight of orange construction cones and striped barriers barring progress on their daily commute. That's especially true when lanes are blocked, but workers are nowhere to be seen.

A recent midday tour of road project sites around Fort Worth showed that to be the case in places like the intersection of Marine Creek Parkway and Cromwell-Marine Creek Road and the intersection of South Hulen Street and Risinger Road. And on Camp Bowie Boulevard, where a water line was being repaired between Ridglea Avenue and Hilldale Road, Camp Bowie was down to one lane, creating gridlock while a single worker went about his business with a shovel.

Beyond the optics of having one or no workers present at a project site in the middle of a pleasant day (it was approximately 70 degrees and sunny), there's the question of why road projects seem to take so long in Fort Worth. Is it just perception? Or is there more to it?

Lara Ingram, a spokesperson for Fort Worth's Transportation and Public Works department, said there's more to road projects than meets the eye.

When a roadway is widened, for instance, the city has to acquire the right-of-way from property owners. This, Ingram said, can greatly affect how long a project takes.

Another obstacle is utility placement. In many cases, buried utilities have to be relocated before the bulk of work can begin on road projects. In some instances, especially with older roadways, there might be buried infrastructure that dates back decades and was long forgotten. These surprise pipes and lines force contractors to extend project timelines.

In these cases, Ingram said, city departments have to work with utility providers — the gas company, internet and phone providers, etc. — to move the buried infrastructure, and timing is outside the city's control.

Ingram said the work at Marine Creek Parkway and Cromwell-Marine Creek Road is part of a \$45 million project that began in 2024 to widen the road, improve drainage, modify the roundabout and add pedestrian walkways, streetlights and traffic signals and construct a new bridge over Marine Creek.

As of Feb. 11, Ingram said, the contractor was paving the road, and the [project page](#) on the city's website says underground utility work is complete, and the project is 60% finished. Most of the work is scheduled to wrap up in the fall.

Some of the road and lane closures you see around the city are so workers can [replace aging cast iron water mains](#), the type that are prone to burst during a freeze. A lengthy water main replacement project recently wrapped up on Trail Lake Drive, and that work has continued in that area along Alton Road near the Westcliff Shopping Center.

Mary Gugliuzza, spokesperson for Fort Worth Water, said some of the same things Ingram said about the placement of buried infrastructure causing delays. Gugliuzza added that when you see cones and barriers up but no workers present, it's sometimes because crews are rotating among multiple projects. Fort Worth uses outside contractors, not city employees, for large-scale projects.

The water main replacement project that's happening now on West Lancaster Avenue near Summit Avenue consists of 12 phases, Gugliuzza said. Phases two, three and six are ongoing and required crews to tunnel underneath Lancaster Avenue. That created delays, Gugliuzza said, because they had to cut through stone to create the tunnel.

Gugliuzza said that project is a difficult one, and work will have to pause this summer for the World Cup so as not to create additional congestion during what's expected to be a busy time in Fort Worth. Work will be further complicated because crews have to time things so as not to disrupt water flow during the high-demand warm months.

The next phases of that water main replacement work will continue up Summit Avenue to West Fifth Street, Gugliuzza said. Construction will then go east along West Fifth Street to North Henderson Street, up Henderson Street to West Second Street and along Second Street to Burnett Street.

### **TxDOT projects**

Some of the work you see in Fort Worth is overseen by TxDOT. That's the case at Jacksboro Highway and North University Drive/West Northside Drive where lanes were closed in early February (and no workers were present the day the Star-Telegram drove through).

There's another TxDOT project at North Main Street and East Northside Drive that, according to satellite images, has been ongoing since at least 2018. Work concluded in 2021, then recommenced last summer.

Val Lopez, a TxDOT spokesman, said the work on Jacksboro Highway is part of a larger effort to improve intersections along that corridor. Lopez said work is progressing "as material availability and scheduling allow."

Like the city's spokespeople, Lopez said utility relocation can change a TxDOT project's timeline, and he mentioned other factors that affect how long it takes to complete work.

"The duration of construction on any project reflects complex coordination and a deliberate balance between safety, maintaining access and mobility for the traveling public, and giving the contractor the time and space needed to complete the work safely and efficiently within those parameters."

The next phase of the North Main Street and East Northside Drive project is traffic signal installation, Lopez said, which will be completed in the spring.

### **Who keeps Fort Worth road projects on track?**

Ingram said project managers and city inspectors oversee progress and safety at road work sites. And, as in the case of the project on Cromwell-Marine Creek Road, city teams meet with neighborhood associations and City Council members to provide status updates. Contractors are also obligated to keep things moving.

“The project contracts require the contractor to maintain project schedules,” Ingram said. “Project managers are required to track construction progress and to act if progress is slow and causing the project to fall behind schedule. Additionally, contracts include a clause that assesses liquidated damages for every day that completion is delayed.”

District 3 City Council Member Michael Crain said road and infrastructure projects are planned far in advance, but work crews can encounter unforeseen challenges once ground is broken.

“Those unexpected findings can extend the timeline, particularly when replacing aging water and sewer lines that haven’t been touched in decades,” Crain said. “It’s a priority for me to limit how much these projects affect residents’ daily routines, and I closely monitor them to promote efficiency and accountability in how taxpayer dollars are spent. While delays can be frustrating, the end result is modern infrastructure — water mains, sewer systems and roadways — that will serve our fast-growing city safely and reliably for many years to come.”

The Star-Telegram reached out to all of Fort Worth’s council members, but Crain was the only one to respond.

Indeed, the growth Crain mentioned is driving much of the construction you see around Fort Worth. According to the most recent TxDOT figures, there are 2.4 million registered vehicles in this area, and drivers travel roughly 53 million miles per day on TxDOT-managed roadways in the Fort Worth district.

With the region’s population increasing, those numbers will likely continue to rise, meaning we’ll need to construct more and larger roads to handle the traffic. At the same time, those roads will deteriorate faster resulting in more frequent maintenance work.

According to a city website used to [track bond projects](#), there have been 439 transportation projects funded by bonds since 2014 with a total cost exceeding \$840 million. Over that span, more than 64% of bond projects were focused on transportation improvements. There will be another \$845 million bond package for voters to consider on the May ballot, with \$511 million set to go toward street and mobility infrastructure improvements.

Looking at past bond projects from 2018 and 2022, some are still ongoing. A \$15 million project approved in 2022 to [rehab streets in the Bluebonnet Hills neighborhood](#) is still in the early phases. According to the city, a pre-construction meeting is scheduled for April 8.

TxDOT is developing a [Transportation Master Plan](#) for this area to account for population growth and an increase in traffic. According to the project website, TxDOT officials are conducting a needs analysis now. Beginning in the spring, they’ll start prioritizing corridors for expansion and improvement work, meaning there’s more orange barrels and striped barriers in our future, with no end in sight.

## **DART CITIES COULD CANCEL WITHDRAWAL ELECTIONS AFTER AGENCY APPROVES 'HAIL MARY' DEAL**

By Pablo Arauz Pena

February 23, 2026

Dallas Area Rapid Transit could dodge elections that would have torn the agency apart after finalizing a deal with member cities.

During a special called meeting Friday, DART's board of directors approved a new funding structure that will return funds to each of its 13 member cities.

DART made the deal after months of intense negotiations with several cities that had called elections to leave the agency. The deal will give millions of dollars back and also restructure DART's board of directors to give each city a full seat at the table.

"I hope that we can continue with that harmony amongst us because that is what this agency needs," said DART board chair Randall Bryant. "Success for us is having all of our cities and all of our stakeholders work together for the benefit of this agency."

DART CEO Nadine Lee told KERA in a previous interview that the new deal is a sacrifice for the agency, but a necessary one in order to keep public transit running in the six member cities that called for withdrawal elections.

"Providing resources to all cities is much more equitable than to only provide resources to six cities who are holding withdrawal elections, actually to seven cities," Lee said. "I think it's really important to make these resources available to everyone so that everyone can benefit equally from that."

Lee added that DART will need to "scramble" to find additional funding, potentially with state legislation or advertising revenue.

With Irving and Plano, DART's largest member cities, now saying they'll reconsider holding withdrawal elections, it's not clear what happens next. But Irving officials said in a press release they'll discuss the election at their next city council meeting.

### **What DART riders are saying**

Some public transit advocates say DART leadership lacks transparency in its proposal for a new funding structure. Members of Dallas Area Transit Alliance said in a statement Wednesday the plan doesn't include how riders will be impacted by funding cuts.

"We are gravely concerned by the prospect of these extreme financial commitments from DART in exchange for nothing but loose, speculative, and easily-broken promises to find new funding sources for DART," the statement read.

"The riders are the reason for DART. We deserve a seat at the table. We cannot stand by while the future of our mobility is being traded away in backroom deals."

Under the new structure, DART will return at least 5% of its sales tax collections to cities to use "to fund city projects that support local mobility needs." The agency [has already had to make service cuts](#).

Speaking ahead of Friday's vote, rider Alexander Dunn said he isn't optimistic about the proposed interlocal agreement, which was only made public Friday morning.

"It looks like capitulation," he said. "Your ridership, your key stakeholders have been left completely in the dark."

Tyler Wright, vice president of advocacy group Dallas Area Transit Alliance, said following the vote that DART and cities should have taken their concerns into account.

"I genuinely think many of the board members think this will save the agency. I hope they're right," Wright said. "It would be nice if there were stronger protections in the [plan] that actually focus on transit needs."

### **How member cities are responding**

Of the six member cities that called elections, four are scheduled to vote this week to possibly rescind them.

Plano City Council will vote Monday to repeal its ordinance calling for an election.

In a statement to KERA, Plano spokesperson Amanda McNew said city leaders are "encouraged" by the new deal with DART. Mayor John Muns previously said he's "pleased that there's a real structure for an agreement with DART."

"We're very happy that we've come and been able to negotiate with DART on a deal that hopefully helps us through the next five or six years be able to make sure we're operating the transit authority in Plano in a way that really provides a benefit to our citizens," he said.

Addison and Farmers Branch are also set to vote Tuesday to possibly cancel their withdrawal elections.

"The Town of Addison has been in discussions with DART and regional partners regarding funding and service considerations, and those discussions remain ongoing," said city spokesperson Mary Rosenbleeth.

Irving officials indicated last week they're also considering a deal. The city council plans to discuss the proposal during a meeting this Thursday.

Two other cities are still set to hold elections this May: Highland Park officials say they'll be issuing a statement this week on the called election. University Park leaders say they still plan to let voters decide if they should stay with DART.

"What we're mainly concerned with is how much money we've paid into DART," Mayor Tommy Stewart said during his State of the City address. "When we started in DART, we had ten routes. We've got one now. And we haven't paid less money."

If voters there do decide to leave the agency, the city would lose its only bus route.

FORT WORTH REPORT

## **GROUP FEARS NORTH TEXAS ROAD CONSTRUCTION COULD BE DELAYED IF CONGRESS DOESN'T PASS FUNDING BILL**

By Eric Garcia  
February 21, 2026

Construction is nearly complete on a new bridge to connect westbound traffic from Interstate 820 to Interstate 30.

The \$267 million mobility project, which includes multiple bridges at the intersection of the two highways, will improve traffic flow for travelers headed west from Fort Worth to Aledo, officials said.

But contractors are worried that road improvements could stop — and potentially hamper growth in Texas — if Congress does not pass the Surface Transportation Bill to expand funding before the current funding expires at the end of September.

The Associated General Contractors of America launched a \$2 million nationwide campaign called America's Moving Forward to educate the public about transportation funding.

"Improving highways and transportation systems makes it easier for companies to thrive and expand by lowering shipping costs, accelerating deliveries and connecting firms to clients and investors," said Ken Simonson, chief economist for the contractors organization.

Without a long-term transportation bill in place, Simonson said, "it is hard to see how the DFW area will be able to sustain its meteoric job growth."

Between December 2020 and December 2025, 47,100 construction jobs — a 22% increase — were added to the North Texas economy.

Construction has allowed North Texas to grow faster than 14 other metro areas in the country over the past five years, according to data from the contractors organization.

In June 2025, a [long-range regional transportation plan](#) outlining \$217.3 billion in needs for North Texas road, rail and air quality improvements through 2050 was approved by the Regional Transportation Council, an independent policy group of the North Central Texas Council of Governments.

Fort Worth city officials are also developing a [Moving a Million](#) comprehensive mobility plan to prioritize road projects and align them with state and regional 2050 plans.

Clint Henson, director of special projects for Zachry Construction Corp. and president of the Associated General Contractors of Texas, said highway projects like the one at I-30 and I-820 "represent growth for workers, businesses and the communities that surround projects like this."

The funding bill is needed later this year as contractors and transportation officials begin planning road projects years in advance, Henson said.

## **CONSTRUCTION FOR \$63M HISTORIC SOUTHSIDE URBAN VILLAGE COULD START IN SUMMER**

By Eric Garcia  
February 23, 2026



The planned urban village at Evans Avenue and East Rosedale Street will be built north of the Ella Mae Shamblee Library and Evans Avenue Plaza. (Courtesy | Royal Capital)

Construction for a long-awaited Historic Southside urban village could begin this summer, according to the project's developer.

Kevin Newell, president and CEO of Milwaukee-based developer Royal Capital, told residents that the transformative [\\$63 million mixed-use residential and commercial project](#) is months away from the start of construction north of the intersection of East Rosedale Street and Evans Avenue.

"You all have been patient over the last 25 years. ... Things are moving more aggressively," he told members of the [Historic Southside Neighborhood Association](#) at a Feb. 16 meeting. "Hope y'all are excited. This thing's coming."

Newell made his comments as part of a panel discussion moderated by Fernando Costa, former Fort Worth assistant city manager.

"2026 promises to be a year of action for the Historic Southside," Costa said, referring to decades of delays for the project.

The Historic Southside, an area smaller than a square mile, has more than 2,500 residents with a median income of \$51,899 and an unemployment rate of 8%, which is more than double the rest of the city. Most work in the health care industry, according to [North Texas Community Foundation](#) data.



Apartment buildings, including one for seniors, would be built near Interstate 35W as part of the Evans and Rosedale urban village. (Courtesy | Royal Capital)

About 53.6% of residents own their homes, but about 1,400 households live below the poverty level and about a quarter receive food assistance, according to the demographic information compiled by the foundation.

About \$20 million of the city's investment in the village includes tax increment financing for roads and infrastructure as well as grants, tax exemptions and land.

Newell, along with city and police officials, are still seeking input from residents on ways to improve the neighborhood, including curbing the amount of homeless people who camp nearby. Restaurants and a grocery store top the wish list of amenities that residents said they want to see as part of the urban village.

A firm construction start for the urban village has not been scheduled, city spokesperson Andrea Duffie said.

"No official groundbreaking date has been set yet, but we're continuing to work with Royal Capital to move the project forward," Duffie said via email.

Royal Capital plans to build a mix of up to 181 affordable housing units with income restrictions to help the Historic Southside's older residents.

City officials are working to attract businesses to the project, including a [grocer or market to sell healthy food](#). New commercial live-work units will be built along Evans north of Rosedale.

The urban village will be complemented by the [National Juneteenth Museum](#), which will be built at the site of the Southside Community Center, 959 E. Rosedale St. A ground breaking for the museum is also expected later this year after the community center is demolished.

More than \$52 million of the \$70 million goal has been raised for the museum.

Jarred Howard, CEO of the museum, said he was excited about planning educational programs and amenities for the museum, including a 250-seat theater, galleries and a food hall that would feature local businesses.

“Those things existed in the Historic Southside,” he said.

The neighborhood is expected to be the epicenter of Black culture for Fort Worth, but will also be inclusive of other cultures as well, he said.

Residents said they want the city to focus on diminishing the chronic presence of homeless people although local services remain centered around East Lancaster Avenue and Interstate 35W.

Fort Worth police Cmdr. Rob Stewart, who leads the department’s Central Division, urged residents to report “everyday problems,” including incidents involving homeless people, so resources can be allocated to the Historic Southside.

“We’re policing the area the way it wants to be policed,” he said.

He added that the police department is researching to determine the best spots for surveillance cameras after the city received dozens of requests.

“Cameras are coming. It just takes a while,” Stewart said.

Tara Perez, manager of Fort Worth’s Homeless Strategies department, said the city is committed to helping homeless people through psychiatric and counseling services as well as transitional housing programs. Four areas, including East Lancaster, are among the targeted areas.

Federal funding changes to homeless services means the city will focus more on transitional services, she said.

Diversion tactics also help homeless people “who get stuck here,” Perez said.

For example, within a two-week period, the city purchased bus tickets for 25 people to return to their home cities, Perez said.

Officials said the city’s homeless crisis won’t be fixed within five years, but work is continuing.

The city is establishing new rules that limit overnight parking on Evans Avenue from Rosedale to East Terrell Avenue near the urban village site. Residents have complained about people sleeping in cars, although that is not illegal, Stewart said.

Diminishing the presence of homeless people in the Historic Southside will aid in economic redevelopment, residents and panelists said.

Newell said he and his company’s team worked hard to build relationships with residents to ensure that their voices are heard while developing the urban village. He said he hopes the

project will address residents' concerns about health care, education and affordable housing while providing a safe environment to live, work and shop.



A site for a casual dining restaurant is included in the planned Evans and Rosedale urban village. (Courtesy | Royal Capital)

Costa said he believes the redevelopment will be impactful.

"I'm confident we will make great progress," he said.

WFAA

## **IS DART'S FUTURE SECURED? PLANO VOTES TO STAY, OTHER CITIES UP NEXT**

By Richard Solomon

February 24, 2026

After months of uncertainty over its future with [Dallas Area Rapid Transit](#), Plano has voted to remain in the regional transit system.

The Plano City Council voted Monday night to rescind a planned May withdrawal election and instead adopt a new interlocal agreement with DART, a move city leaders say reflects compromise and cooperation.

For many riders, the decision brings relief.

"I use it about four to six days a week," said Tyler Wright, a frequent rider and vice president of the Dallas Area Transit Alliance.

Wright said recent negotiations between DART and several member cities created concern among riders who depend on the system daily.

"There is some concern, but also some reason to be excited," Wright said. "The silver lining is that Plano does seem to be moving in the direction of cooperation."

Under the new interlocal agreement, DART will return 10% of member cities' one-cent sales tax contributions in phases over the next six years.

The phased structure is intended to provide cities with additional funding flexibility while keeping them in the regional transit system. Plano Mayor John Muns acknowledged the agreement does not fully reflect the city's original funding goals but described it as fair.

Muns said public feedback played a significant role in the council's decision.

"It wasn't just Plano or Irving, it was all 13 of us that are going to benefit from this agreement," Muns said.

Plano is not the only city considering the revised agreement. Farmers Branch and Addison have scheduled meetings to vote on whether to adopt the same funding structure on Tuesday evening.

The negotiations follow months of [tension between DART and some of its 13 member cities](#), several of which had explored holding elections to determine whether to continue funding the transit agency.

Transit advocates argue the system remains essential to the region's mobility.

"We need to figure it out, because traffic's already bad enough," Wright said.

For riders who rely on DART multiple days a week, the outcome is about more than the policy. It's about staying connected to work, school and daily life.

City leaders now hope other member cities will approve the agreement, solidifying what they describe as a renewed partnership between DART and the communities it serves.

WFAA

## **PLANO CITY COUNCIL APPROVES NEW DART FUNDING AGREEMENT, RESCINDS MAY WITHDRAWAL ELECTION**

By Paul Wedding  
February 24, 2026

Days after Dallas Area Rapid Transit introduced a [new funding plan](#) intended to address concerns, Plano City Council has approved the agency's new funding agreement.

With this approval, council members also voted to rescind the [May election](#) where voters would consider withdrawing the city from DART membership.

Plano Mayor John Muns said the actions tonight reflect Plano's persistence and compromise.

"Plano pushed for meaningful change, and we achieved it," Muns said in a statement. "This agreement guarantees a minimum funding return and creates a stronger framework moving forward. While it is not everything we initially proposed, it represents real progress for our community and the region."

If the plan is approved by each city council of DART's 13 member cities, DART says it would provide requested funding to the cities from DART. The transportation agency would send some of its 1% sales tax revenue to member cities. Each member city would receive 5% in the first year, with that number increasing gradually to a maximum of 7.5% in six years.

"This solution is a victory for North Texans," DART Board of Directors Chairman Randall Bryant said. "When the DART Board, DART staff, member cities, and regional partners work together to find common ground, we are able to focus on solutions."

This comes after the Regional Transportation Council of the North Central Texas Council of Governments met [earlier this month](#) to approve 75% million in funding for transportation-related projects in the member cities. With this and DART's contribution, each member city would receive 10% in funding by the sixth year.

The city of Plano said the agreement also allows member cities to replace or exchange some local transit services, while DART continues to provide paratransit service.

Also during the meeting, council members approved a contract with Via Transportation to provide microtransit service this spring. The contract reportedly won't exceed \$4 million.

## **ANOTHER CITY JOINS PLANO IN CANCELING DART WITHDRAWAL ELECTION WHILE 3 OTHERS KEEP VOTE**

By Lilly Kersh  
February 25, 2026

Farmers Branch decided Tuesday night to [join Plano in calling off](#) an election to cut ties with Dallas Area Rapid Transit — but Addison and the Park Cities are going forward with their plans to put membership in DART on the May ballot.

[Plano leaders voted](#) Monday to cancel their referendum and Irving will decide on Thursday. Highland Park announced Tuesday it will keep its May election to let voters decide the town's future with DART, joining University Park in the decision.

[Negotiations to find compromises](#) to DART's funding, governance and service have succeeded in convincing two of six cities with scheduled votes to cancel their elections just days away from deadlines to finalize ballot language.

Proposed deals to convince its member cities include giving smaller cities more representation on DART's governing board and returning some sales tax back to cities for transportation-related uses.

"No one's going to walk away from this happy," Farmers Branch Mayor Terry Lynne said before his council voted 4-1 to cancel its election. "Both sides have to give ... it gives us a starting point that we've never had before."

More than 50 people packed the Farmers Branch council chambers and dozens of speakers addressed City Council members, with most in favor of keeping DART.

In Addison, more than 30 people addressed the council, many in favor of keeping DART but many in favor of letting town voters decide the city's future with the transit agency.

The Park Cities did not consider an ordinance to cancel elections.

Nearly half of DART's 13 member cities — six total — had scheduled an election this spring to leave the system after citing concerns with its [funding, governance and subpar services](#) compared to the cost of a one-cent local sales tax that each member pays to the agency.

The [opportunity to hold an election](#) to leave DART comes every six years, per state law.

### **Addison asks: To vote or not to vote?**

In Addison, public comment lasted nearly two hours Tuesday night before leaders voted 5-2 to proceed with their May election on cutting ties with DART. Leaders cited concerns that compromises did not go far enough, that deals were not firmly defined or guaranteed and that voters should choose the outcome.

Some residents urged city leaders not to put a complex question on the ballot.

“That’s why we elected you, to make decisions,” said Neil Resnik to the Addison City Council, urging them not to throw the question to voters. “I hope you will consider all the benefits DART brings to Addison and to the region.”

Addison resident Jane Frances Robinson and several others disagreed and asked the council to keep the choice in the hands of constituents. “The right to vote is a privilege and a blessing,” she said.

“Let us vote,” Addison resident Robert Kantner said to his council.

Addison’s council originally considered scheduling an election to leave DART in December but couldn’t come to an agreement on the matter until [a second meeting in January](#).

Addison Mayor Bruce Arfsten said DART’s compromises weren’t perfect but he celebrated the agency’s proposed funding agreement that would refund cities a chunk of sales tax.

Addison council member Howard Freed said he was still concerned about agency’s governance and funding, even with DART’s proposed agreements.

“I think this decision is too big for this board to make,” Freed said. “The right to vote is important ... I am on this board for Addison.”

Council member Randy Smith said many of the reforms on the table are not guaranteed and still have to get approval in the Legislature. He disagreed with taking the measure off the ballot.

Addison plans to consider [other transportation vendors](#) and possibly four transit options in other cities this spring to consider an agreement for mobility services contingent on election results.

“We will not leave people hanging,” council member Dan Liscio said.

Addison now joins Highland Park and University Park in their plans to put DART membership to a vote despite efforts to reform the agency in time to stave off elections.

“Discussions with DART regarding the value of transit services and the Town’s overall sales tax contribution are ongoing,” Highland Park said in a statement Tuesday. “A May election is planned in which voters will decide whether continued participation in DART aligns with community priorities.”

University Park announced the same earlier in February.

“The city of University Park continues to engage in ongoing discussions with DART regarding the value of transit services within the community and the city’s overall sales tax contribution,” the city’s statement reads. “At this time, the city plans to move forward with a May election, allowing voters to determine the best path forward for our community.”

### **Farmers Branch in bitter battle**

In Farmers Branch Tuesday, residents, leaders and transit advocates debated [DART withdrawal elections](#) for hours in respective meetings in debates on regional connectivity, investments and accountability.

Some criticized the council for discussing their vote in private. Others urged the council to let voters decide DART’s fate in the city.

Christian Gomez, 31, lives in Farmers Branch and has used the buses and trains since he was a kid who used DART to get to school. He asked his council to cancel the May election.

“This station doesn’t belong to one person. It belongs to the community,” Gomez said of the DART stop near his house. “It connects our city to the region. This isn’t about nostalgia, it’s about staying connected.”

Former Mayor John Dodd led the city when it first joined DART and spoke to the current council members Tuesday. “To have a world class city, you must have world class transportation,” he said. “Forget the vote.”

Dallas County Commissioner Andy Sommerman spoke to the Farmers Branch council and encouraged them to rescind the vote.

DART Board Chair Randall Bryant told the Farmers Branch council his agency is committed to continued efforts on working with the city. He later in the evening addressed the Addison City Council before its members voted on the proposal.

“The residents of Addison have given the greatest perspective on how valuable DART is to them or not,” he said after several other speakers had expressed their opinions.

Not everyone thought DART’s last-minute plan to compromise with cities is a good deal.

“DART [put us in a predicament](#) ... and we can’t let them do that,” Farmers Branch resident David Koch told the council, urging them not to accept the agency’s agreement. “They forced our hand and put us in a corner.”

But at the end of the day, Koch said he thinks his council made the right call in cancelling the vote.

Farmers Branch leaders called for accountability from DART and were concerned the compromises presented weren’t firm, thorough or adequate — some said it felt like an ultimatum or a threat. The debate among the city’s council grew heated in a nearly five hour meeting.

“I still have a lot of doubts with DART,” Farmers Branch council member David Reid said before voting to keep the May withdrawal election, the sole no-vote. “There’s a lot of trust issues ... We’ve been reaching out to them for years to improve the service, to work on the financials ... It is important for our residents to have a voice.”

### **The deal on the table**

In cities whose voters decide to cut ties with the agency, [DART service would stop](#) almost immediately, but cities would continue paying the one-cent local sales tax that funds DART for years to pay off debt associated with their contributions. The feared cuts to service and connectivity if cities leave have concerned residents and transit advocates for weeks.

To prevent shrinking its system, DART has presented a [multifaceted plan](#) that includes pursuing several reforms through the state Legislature and asks for help from other agencies, including a new revenue stream for DART and an independent management authority for regional rail.

Plano was largely convinced to call off the vote by a [funding reform agreement](#) that gives 10% of sales tax contributions back to cities over six years with the help of the Regional

Transportation Council — \$75 million from the RTC and \$360 million from DART — for cities to use on their own transportation projects.

Individual cities have not yet announced which specific [transportation projects](#) they'd use their funds for.

Farmers Branch stands to gain nearly \$11.7 million over the next six years through the sales tax [refunds DART has proposed](#). The City Council has not yet voted to agree to accept the funds. The city of more than 37,000 residents paid about \$23.5 million in sales tax to DART in the 2023 fiscal year, according to the agency's data.

[Addison stood to gain](#) \$8.2 million over the next six years through the sales tax refunds DART has proposed. But if voters choose to remain in DART at the ballot box in May, Addison would not be eligible to participate in the agreement, according to the city's presentation Tuesday.

The city of more than 17,000 residents paid about \$16.7 million in sales tax to DART in the 2023 fiscal year, according to the agency's data.

The [Plano City Council](#) voted Monday to accept those funds, cancel their election, contract with a separate on-demand transportation provider to fill in the service gaps they say DART has not filled and support a new governance structure for DART's 15-member board of directors.

Some smaller, suburban cities, including Farmers Branch and Addison, have decried the agency's governing structure, which gives only Dallas, Irving, Garland and Plano at least one board member all to themselves. [Dallas leaders voted earlier](#) this month to agree to give up power on the board to ensure no one city has majority representation over DART.

Mayor Lynne outlined in a letter late last year several conditions for [what he said it would take](#) to call off the election. On the list were requests to improve safety at DART stations, reform the agency's board structure, increase transparency on debt and ridership data, and return some of the city's sales tax.

Addison had similar requests, including reforming the governance structure of the DART board, addressing safety and cleanliness concerns, changing service, returning some sales tax and more.

While the funding proposals proved convincing enough for Plano and Farmers Branch to cancel elections to leave DART, residents and transit advocates are concerned it gives up [too much for DART and its riders](#).

DART leaders have said [the funding loss](#) from refunding cities will still deliver a significant financial blow to the agency that already faces budget concerns, potentially rendering the system more ineffective.

Irving considers recalling their DART withdrawal election on Thursday evening.

KERA NEWS

## **AS SOME CITIES CANCEL DART WITHDRAWAL ELECTIONS, ADDISON MOVES AHEAD**

By Avery Escamilla-Wendell, Pablo Arauz Pena

February 25, 2026

Voters in Addison will decide this spring whether the city stays in or leaves Dallas Area Rapid Transit after city leaders voted to move forward with a planned withdrawal election.

The city council on Tuesday voted 5-2 not to rescind the election, even as Plano and Farmers Branch canceled theirs.

Addison is one of six cities that called for a withdrawal election amid concerns with DART's funding and governance structure. The vote came after months of negotiations between DART and the several member cities looking to leave the system over funding and governance.

In a [deal struck between the agency](#), city leaders and the Regional Transportation Council, DART will give \$360 million to member cities over the next six years to use on transit-related projects — if they sign onto the agreement.

Addison would receive \$8 million back.

The DART board of directors is also set to be restructured for each member city to have a representative on the board. This reduces voting power for the city of Dallas.

Council member Chris DeFrancisco said the deal isn't perfect, but "it represents progress."

Plano on Monday approved its agreement with DART; Farmers Branch City Council voted Tuesday to cancel its election.

Elections are still scheduled in Highland Park, Irving and University Park.

Addison leaders said the question of whether to stay in DART should go to voters.

"The poison pills that DART puts in their agreements are absolutely unacceptable and ... take away the right of the people voting," council member Randy Smith said.

After a failed vote in December, council members voted 5-2 last month [to call the election](#), citing DART's financial accountability.

Ahead of Tuesday's discussion, residents urged council members to protect DART in the city. Addison's only light rail station is on the newly opened Silver Line.

Dallas resident Rhanda Hasley, who has been blind her whole life, comes to Addison often and said she relies on public transit.

"Without it, I would not have the measure of independence that I do now to go to work, to involve myself in other social activities," she said.

DeFrancisco, who had previously voted against calling an election, said DART benefits the city.

"It attracts employers, it boosts our local economy, and allows us to have sustained economic development," he said. "That's why I support canceling the May election."

## **Farmers Branch rescinds election**

In Farmers Branch, a split city council voted during a special called meeting to rescind its election after hours of discussion.

"I'm confident we're moving in the positive direction," council member Elizabeth Villafranca said ahead of Tuesday's vote. "Is this the perfect deal? No. Is it progress? Absolutely."

Mayor Terry Lynne said if the city were to hold an election, it would lose out on \$11 million over the next several years under the proposal put forward by DART.

"That's a very expensive gamble," he said.

Numerous residents at Tuesday's meeting urged the council to "take the deal."

Some council members said the proposal before the board didn't feel like a compromise.

"I just personally feel like it's an ultimatum, you telling us that we need to accept this deal or we get nothing at the end," council member Lupe Gonzalez said.

Council member David Reid agreed, calling it a "threat." He said voters should be given the decision to stay in or leave DART.

"If it's that important, it's going to impact that many people, then perhaps the people should have a voice," he said.

Villafranca said the council would be "naive" to continue with the election.

"In a negotiation, nobody gets everything that they want," she said. "It's offensive to call it an ultimatum, a threat, a coercion. This is a negotiation."

Any city that holds a successful withdrawal election will lose all train and bus service as soon as the election was canvassed. Resident Pamela Silver said moving to a local transportation alternative would be more affordable than DART. She urged the council to let the election move forward and not wait until the next opportunity in six years.

"The citizens deserve the right to have a say in continuing to participate in this failing poorly managed program," she said. "The potholes are behind us, but the sinkhole is ahead of us."

Mayor Terry Lynne acknowledged issues with DART, but said he believes the agency is making changes.

"If Farmers Branch elects to stay, I will be a hawk to make sure promises are delivered," he said.

Irving will meet on Thursday [to address its DART withdrawal election](#).

## **PANTHER ISLAND GETS TAXING DISTRICT TO PAY FOR IMPROVEMENTS, SERVICES**

By Scott Nishimura

February 24, 2026

Fort Worth's Panther Island will receive a financial infusion for amenities as redevelopment begins under a Northside public improvement district that City Council members approved Tuesday.

Estimated costs of proposed improvements and services to be provided in the 407-acre district will total about \$2.2 million for the first five years of the district's life between 2027 and 2031, according to city staff projections.

"We've been trying to get some development going there on the island," City Council member Carlos Flores said, speaking of the importance of the public improvement district. "In order to do that, we need some buy-in from owners."

The board of the Tarrant Regional Water District, a major Panther Island property owner, is expected to authorize a contract this spring to begin construction on the east-west canal that will serve as an urban waterfront in the district.

"We have the upcoming canal work that's fast approaching, but we also need some improvements," said Flores, whose Council District 2 includes much of Panther Island.

[Earlier in the month](#), the council voted to call the Feb. 24 public hearing. At the hearing, members unanimously approved the public improvement without discussion. No speakers appeared.

In a petition to the city, the vast majority of property owners in the district supported creation of the taxing district, city staff told council members. State law requires a minimum [50% threshold](#).

Under the district, property owners will pay an extra assessment that will help pay for Panther Island's operations, maintenance, security and various improvements, such as upgrades to landscaping, streets and sidewalks.

There are three extra assessment levels under the public improvement district, also known as a PID.

The first is 2 cents per \$100 of assessed property value, which will be imposed until the TRWD board authorizes the construction contract. Construction would begin this summer or fall.

However, no assessments would occur under the 2-cent rate, officials have said.

The next level is 5 cents per \$100 of valuation, which would be imposed until the area has \$50 million in new private improvements. Currently, the proposed district has a zero value of private improvements.

The third level is 16.5 cents per \$100 of valuation. That would kick in after that \$50 million in private improvements are complete.

The board of TRWD committed in November to pay the maximum assessment starting this year, even though it's tax-exempt as a public entity. Other property owners' assessments would begin in 2027.

"All property within the Panther Island PID will be assessed annually for the improvements and services" that the taxing district will provide, according to a city staff report.

The city of Fort Worth also "intends to participate in the assessments," according to the report. The City Council will consider the public improvement district's initial budget and plan later this summer.

Flores said the taxing district didn't encounter significant opposition.

"During our initial efforts to notify folks, we started getting some questions," he said. "It wasn't so much opposition but, 'How does it affect me?' and 'What is it that we're paying for?'"

The city will administer the district, and TRWD will manage the PID's revenue. As the taxing district matures, an entity similar to the Downtown Fort Worth Inc. economic development organization will likely be formed to take on those duties, officials have said.

The PID became effective Tuesday and will remain in place until the council dissolves it.

## **ALLIANCE TEXAS SEES \$12.9B JUMP IN ECONOMIC IMPACT, BIGGEST IN FIVE YEARS**

By Harrison Mantas

February 24, 2026

The 27,000-acre business hub in north Fort Worth says it generated \$12.9 billion in economic impact in 2025 and roughly \$50 billion in the last five years.

That accounts for more than a third of the hub's \$142.9 billion impact to the North Texas region since its inception in 1990.

"The economy here is stronger than I've ever seen it," Hillwood president Mike Berry said, speaking at a Fort Worth City Council work session Tuesday. Dallas-based Hillwood is the developer of AllianceTexas.

He acknowledged national and global issues have created economic uncertainty, but said that uncertainty appears to be driving business to North Texas.

Berry credited the development's long-term partnership with the city, which started with the [creation of the world's first solely industrial airport](#), as key to its success.

He pointed to other partnerships, including a 10-year tax abatement for [artificial intelligence parts manufacturer Wistron Technologies](#), that helped bring a new manufacturing plant to the Alliance business district.

That deal helped bring three other companies working on advanced manufacturing related to AI, creating a combined 4,400 jobs in the last six months, Berry said.

Across the business district, AllianceTexas now supports roughly 73,000 jobs, according to Berry's presentation.

It's also generated around \$904 million in property taxes for the city of Fort Worth, three times the amount the \$319 million that the city has invested in the district, according to a [Hillwood economic impact report](#).

Berry also referenced [a 2025 Texas Comptroller report](#) that calculated the district had a roughly \$16 billion impact on the state's economy in 2024

Moving forward, Berry credited the city for creating the [14,000 acre Alliance Logistics District](#), which paved the way for innovations in self-driving truck and smart port technology.

"It may not sound very cool, but it will be one of the most unique inland ports in the country," Berry said.

In a press release announcing Hillwood's economic impact report, Mayor Mattie Parker praised the development's impact on the city.

"Fort Worth continues to be one of the fastest-growing cities in the country, and AllianceTexas is playing a significant role in shaping our opportunity potential," Parker said in the press release.

## **DART WITHDRAWAL ELECTIONS: WHICH CITIES HAVE CALLED THEM OFF?**

By Perry Maiidi and Lilly Kersh

February 26, 2026

Cities across North Texas are taking different directions on their future with Dallas Area Rapid Transit, with some backing away to leave the transit system, one still weighing its options and others moving forward with elections that could [reshape regional transportation](#).

In total, six of DART's 13 member cities had scheduled elections to cut ties with the agency. Here's where things now stand as negotiations progress and Irving prepares to vote on calling off its election Thursday night.

### **Cities that have called off elections**

Over the last few days, [Plano](#) and [Farmers Branch](#) canceled their May withdrawal elections after DART [proposed funding and governance reforms](#), including returning a portion of sales tax revenue to the cities.

This funding will give Plano more than \$60 million of its sales tax back over six years, which gave Council member Bob Kehr some hope.

"Let's be honest, this is a compromise. This isn't at all what we asked for," Kehr said at Monday's council meeting in Plano. "But I believe this is a step forward, and I think that we're going to continue to get there by working together."

While DART's proposed funding plan would return approximately \$11.7 million in sales tax revenue to Farmers Branch over the next six years, the city has not yet voted to accept the funds.

Former Farmers Branch Mayor John Dodd, who was in office when the city first joined DART, spoke at Tuesday's City Council meeting.

"To have a world class city, you must have world class transportation," he said. "Forget the vote."

### **Cities going forward with elections**

[Addison](#), [University Park](#) and Highland Park plan to let voters decide their transportation future at the ballot box.

Addison leaders voted 5-2 to proceed with the May election. Even with DART's proposal, council member Howard Freed said he was still worried about funding and governance reforms.

"I think this decision is too big for this board to make," Freed said at Addison's City Council meeting Tuesday night. "The right to vote is important."

According to statements from Highland Park on Tuesday and University Park earlier in the month, they both plan to proceed with the May election.

“Discussions with DART regarding the value of transit services and the Town’s overall sales tax contribution are ongoing,” Highland Park said in a statement Tuesday. “A May election is planned in which voters will decide whether continued participation in DART aligns with community priorities.”

“The city of University Park continues to engage in ongoing discussions with DART regarding the value of transit services within the community and the city’s overall sales tax contribution,” the city’s statement reads. “At this time, the city plans to move forward with a May election, allowing voters to determine the best path forward for our community.”

### **Cities still deciding on DART’s future**

Irving is still considering its options and is expected to make a decision Thursday night. Irving leaders have expressed support for DART’s proposed funding and governance reforms.

CBS NEWS

## **GOVERNMENT SHUTDOWN STALLS WORLD CUP SECURITY FUNDING AS NORTH TEXAS PREPARES FOR FIRST MATCH IN 108 DAYS**

By Bo Evans  
February 26, 2026

Sunday, June 14, will mark the first [FIFA World Cup](#) match ever played in [North Texas](#), when the Netherlands and Japan meet at AT&T Stadium. The game is now 108 days away, and preparations that have been underway for years are entering their final stretch.

Those preparations come with a significant price tag – and the ongoing federal government shutdown may directly affect safety planning across the country. The \$625 million FEMA grant designated for World Cup security has not been released because FEMA is part of the Department of Homeland Security, which is currently shut down. That includes money earmarked for North Texas.

### **Officials raise alarms**

The funding delay has officials nationwide warning of potential consequences.

"You're going to see another Boston bombing if we don't get that money out the door," said Rep. Mike McCaul (R-Texas).

Members of Congress expressed frustration that the shutdown is holding up millions of dollars intended for host cities.

"The Senate is playing politics with this and has decided to shut down the federal government. I would argue it's going to be on their head if they don't get this government back open and get this money directly to your fusion centers and state and locals here," McCaul said.

### **Host cities press for clarity**

Officials from other host regions echoed the urgency.

"When is the drop-dead date to start having to cancel things if you don't get that money in?" Rep. Andrew Garbarino (R-New York) asked during a hearing.

"Generously, I say within the next 30 days is a drop-dead date," said Ray Martinez, chief operating officer for the 2026 FIFA World Cup Miami host committee.

"Drop dead date is immediate. We need commitments from mutual aid partners to help supplement our officers just because of the scope, scale, and duration of games," said Joseph Mabin, Kansas City's deputy chief of police.

### **North Texas says it's ready**

North Texas will host more matches than any other U.S. city, and local officials say preparations remain on track.

The North Texas FWC organizing committee said in a statement: "Last summer, Congress dedicated security funding to support the United States host cities, and support from the

administration was critical in securing those funds. We continue to work with our federal partners to ensure timely release of the funds so that all security preparedness activities will proceed on schedule."

Dallas' Fair Park is also preparing to host a large fan festival for thousands of visitors without match tickets.

Dallas police added: "We are continuing our operational planning and preparations for fifa, and we remain fully committed to executing our public safety strategy at the highest level. We have been actively coordinating resources, personnel, logistics, and interagency partnerships to ensure we are ready."

### **Concerns persist as shutdown continues**

But until the FEMA grants are released, some officials remain uneasy.

"Without receiving this money, it could be catastrophic for our planning and coordination," Martinez said.

The Department of Homeland Security shutdown is now in its 12th day, and CBS News reports both sides remain far apart on a deal.

## **IRVING CITY COUNCIL VOTES TO CANCEL DART EXIT ELECTION**

The city joined Plano and Farmers Branch in staying with the transit agency

By Angela Mathew  
February 27, 2026

The Irving City Council voted 7-2 Thursday night to cancel the May 2 election it had scheduled to ask city residents if they wanted to withdraw from Dallas Area Rapid Transit.

Dozens of residents at the meeting who spoke about the importance of transit in their city exchanged smiles and breathed sighs of relief after the council decision.

The Irving vote came two days after the Farmers Branch City Council opted to scrap its election as well even as Irving council members voted later in the same evening to go forward with their pullout election.

The Irving vote also followed a DART-proposed [compromise](#) that would return some sales tax contributions to cities in exchange for them staying with the agency.

Irving council member Luis Canosa, who along with City Councilman John Bloch, voted against cancelling the election, said he hoped that DART would continue to take the complaints of its suburban members seriously.

“Do we lose all the negotiating power we have?” Canosa asked.

Irving was among six DART member cities that had called an election to withdraw from the transit agency last year, upset over concerns about funding, government, transit safety and the return on investment for the suburban cities contributing revenue to the transit agency.

Irving officials had cited declining ridership, reduced bus service and the expense of turning over 1 cent of its sales tax revenue as reasons to withdraw from DART.

But last week DART, proposed a compromise that would return sales tax contributions to cities. The agency said it would give refunds to its 13 member cities over six years, starting at 5% of annual sales tax collections in the 2026 fiscal year and gradually increasing to 7.5%. Cities would have to use that money for local mobility needs. Irving could see nearly \$54.5 million in returns under that plan.

Irving had initially wanted DART to refund 25% of its sales tax contributions. Mayor Rick Stopfer, who also represents the city on the DART board, struck a collaborative tone and said he hoped the two bodies could work towards that goal in the future.

“Our work is really ahead of us,” he said.

All residents who spoke about DART at Irving’s Thursday night council meeting urged council members not to split from the transit agency.

Liz Mendoza, 34, who uses the Orange Line light rail to commute to her job in Dallas said she thought Irving should accept DART’s compromise and rescind the withdrawal election.

“We do not want this on the ballot,” Mendoza said. “We want to keep DART in Irving.”

Mendoza also spoke in favor of restoring bus routes 225 and 255 that were suspended on Feb. 2 because of a DART budget shortfall. The routes that passed by homeless day center and low-income apartments have impacted residents' ability to go to work, doctors appointments and the grocery store, Mendoza said.

"Without these routes, we are cutting lifelines," Mendoza said.

Council member Abdul Khabeer said he voted for the compromises with DART expecting that the transit agency will be a good partner and restore the service.

"My support will be ... based on a belief that we are going to work hard in getting those two routes back," Khabeer said.

Canosa, who opposed canceling the exit election, said he hoped the transit agency would work on giving suburban cities more governance power. The [Dallas City Council approved](#) a proposed governance framework earlier this month that would shrink the city's voting power on the DART board to at least 45%, giving other cities more control.

"We will have to keep working with them to ensure that the governance model is addressed," Canosa said.

## **TEXAS FACES FUTURE LANDFILL OVERFLOW CONCERNS AS POPULATION GROWS**

By Lauren Rangel

February 26, 2026

At Fort Worth's drop-off station in Haslet, there's never a slow day.

"Fort Worth is just growing exponentially every year," said Mario Jacobo, the site manager.

The city hit a milestone last year, surpassing 1 million people. Northern Fort Worth, where the drop-off site is located, is one of those areas growing fast.

"We see people from out-of-state moving into Texas every day," said Jacobo.

On average, Texans throw away seven pounds of trash a day. That's two more pounds than the rest of the country.

The drop-off site in Haslet helps take in that trash and gives people other options to recycle or reuse. People can bring everything from cardboard boxes to construction materials for new homes and more.

"We recycle everything and anything to divert as much material from landfills as possible," said Jacobo.

Keeping these materials out of landfills is critical, especially as the Texas Commission on Environmental Quality (TCEQ) estimates the Fort Worth Southeast Landfill has about a decade or less left before it's full.

"There's a significant amount of pressure coming from all angles that can cause landfills to close earlier," said Cassidy Campbell with the North Central Texas Council of Governments (NCTCOG).

Among population growth, she also points to natural disasters as a major reason for expedited landfill closures. But Fort Worth isn't the only city facing upcoming landfill closures.

According to data released in 2025 by the TCEQ, Bexar County's Tessman Road Landfill has about 32 years left.

Texas Disposal Systems' landfill in Travis County has six years left, and Austin's community recycling and disposal site has 2.5 years.

If nothing changes with the current rate of disposal and no more landfills are created, NCTCOG said the state has roughly 50 years of remaining landfill capacity.

However, capacity is not distributed evenly among regions of the state. In North Texas, NCTCOG said the region has 37 years of landfill capacity left.

"It will affect everybody's daily lives if we don't take measures to address these challenges," said Campbell.

Trash services could cost more as trucks will have to haul waste further to other disposal sites. That could also mean more damage to roads and poorer air quality.

“This is something that is going to take a regional effort,” said Campbell. “There really is no silver bullet. This is a battle we’re going to have to fight on multiple fronts.”

That’s why recycling at drop-off sites like the one in Haslet is so important. Fort Worth even recently received a more than \$4 million grant from the Environmental Protection Agency to launch a reuse program.

“We have appliances that are dropped off to our drop-off stations that have the opportunity for a second life,” said Jordan Balusek, environmental supervisor for the City of Fort Worth.

The money will also be used to improve recycling infrastructure and education.

“This gives us such an amazing opportunity to educate our public and to do that physical diversion from the landfill using our drop-off stations. Using what we already have,” said Balusek.

One reason experts say discussing this issue now is so important is that it can take 10 to 15 years to open a new landfill. It’s a process Fort Worth said it’s doing now for when its Southeast Landfill inevitably closes.

In 2024, developers looked at building a new landfill in Tarrant County near the Silver Creek neighborhood but ultimately withdrew the application after opposition from the community.

In the meantime, NCTCOG said Texans should look at not just recycling and reducing the amount of trash thrown out but also composting waste.



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

February 16, 2026

The Honorable Sean Duffy  
Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Duffy:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) policy body for the Dallas-Fort Worth area, I am pleased to support Dallas Area Rapid Transit's (DART) application for discretionary funding under the Better Utilizing Investments to Leverage Development (BUILD) Program to complete platform leveling improvements at nine Dallas stations along DART's Red and Blue Lines.

Platform leveling is a critical investment that will enable DART to achieve universal accessibility as it replaces an aging fleet of light rail vehicles, many of which have exceeded their 30-year useful life. These improvements will eliminate vertical and horizontal gaps between platforms and vehicles, significantly reducing trip-and-fall hazards, improving boarding reliability, and enhancing overall system safety for passengers and operators alike.

DART's light rail system serves approximately 1.8 million passenger trips each month and plays a vital role in the mobility and economic vitality of the North Texas region. Safe, secure, and reliable transit service is essential for families, workers, seniors, and individuals with disabilities who depend on transit to access employment, healthcare, education, and other critical destinations. The proposed project will enhance community connectivity, improve passenger safety, and support a more secure transit environment while improving quality of life and economic competitiveness in multiple South Dallas Opportunity Zones. In addition, by modernizing station infrastructure and reducing wear on vehicles, this project will protect prior public investments by lowering long-term operations and maintenance costs and improving system resiliency.

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 DART's BUILD application for DART's platform-leveling improvements in Dallas. 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)

February 18, 2026

The Honorable Sean Duffy  
Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Duffy:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) policy body for the Dallas-Fort Worth (DFW) area, I am pleased to support Denton County Transportation Authority's (DCTA) application for discretionary funding under the Better Utilizing Investments to Leverage Development (BUILD) Program for the A-Train Extension to Downtown Carrollton Project.

Extending the DCTA A-Train rail line from Trinity Mills Station to the Dallas Area Rapid Transit (DART) Downtown Carrollton Silver Line Station represents a logical and necessary advancement in the continued buildout and integration of our regional transportation network, consistent with adopted metropolitan transportation planning priorities. The proposed extension will eliminate transfer barriers and significantly reduce travel times to key destinations, including DFW International Airport and major employment centers throughout the region. The project will increase system connectivity in all directions, network efficiency, and the overall performance and resilience of the region's multimodal transportation system by directly connecting the DCTA A-Train to DART's Green and Silver Lines.

In addition to mobility improvements, the extension will support coordinated land use and transportation planning efforts by reinforcing Downtown Carrollton as a multi-modal regional hub and encouraging long-term transit-oriented development. Expanded access to jobs, services, and commercial centers will strengthen local economies, broaden labor market access, and contribute to improved quality of life across multiple jurisdictions.

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 DCTA's BUILD application for the A-Train Extension to Downtown Carrollton 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 over a light blue horizontal line.

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)

February 24, 2026

The Honorable Sean Duffy  
Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Duffy:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) policy body for the Dallas-Fort Worth area, I am pleased to support the City of Denton's application for discretionary funding under the Better Utilizing Investments to Leverage Development (BUILD) Program for the Comprehensive Brush Creek Road Corridor & Union Pacific Railroad (UPRR) Crossing Improvement Program, a project of high strategic importance for the North Texas region.

As our area continues to grow, so does the demand for robust connectivity between our major interstate arteries, Interstate 35E (I-35E) and I-35W. Currently, the south Denton transportation grid is missing a critical link, and this project is the solution. It connects distinct phases of design and planning into a cohesive whole, resulting in a seamless east-west corridor. This connection is essential for facilitating commerce and supporting the growing volume of traffic on U.S. Highway (US) 377 and the UPRR line.

Beyond connectivity, this project represents a modernization of our critical assets. The plan to raise US 377 to mitigate the current "humped" crossing profile is an essential step toward modernizing our freight and commuter corridors. By consolidating and strengthening these crossings, we not only address a local traffic issue but also enhance the reliability of the freight network that operates on the UPRR lines. The City of Denton's Mobility Plan demonstrates a clear goal, and this project is the next logical step toward that objective. Federal funding through the BUILD grant program would accelerate this critical development, resulting in high value returns in the form of reduced congestion and increased regional mobility.

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 the City of Denton's BUILD application for Brush Creek Road Corridor & UPRR Crossing Improvement Program. Thank you for your time and consideration. If you have any questions, please contact me at (817) 695-9241 or [mmorris@nctcog.org](mailto:mmorris@nctcog.org).

Sincerely,

A handwritten signature in black ink that reads "Michael Morris". The signature is written in a cursive, flowing style.

Michael Morris, P.E.  
Director of Transportation  
North Central Texas Council of Governments

JN:kw



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

February 16, 2026

The Honorable Sean Duffy  
Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Duffy:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) policy body for the Dallas-Fort Worth area, I am pleased to support the Fiscal Year (FY) 2026 Better Utilizing Investments to Leverage Development (BUILD) application submitted by the North Central Texas Council of Governments (NCTCOG) for the FM 917-BNSF Grade Separation Project in the City of Joshua.

The proposed project is a grade separation of the BNSF Railway at-grade crossing on FM 917. The FM 917/BNSF crossing is designated as Department of Transportation (DOT) number 020452P. BNSF operates two rail lines at the crossing, resulting in significant train movement throughout the day. In addition, there are numerous at-grade rail crossings in the vicinity of the FM 917 at-grade rail crossing, contributing to traffic and safety concerns. The primary element of the proposed project is the construction of a bridge over the two BNSF tracks where they intersect FM 917. Located near downtown Joshua and several restaurants, this grade separation would eliminate challenges, including blocked crossings and rail/roadway incidents.

This grade separation will reduce congestion and emissions while improving roadway/railroad efficiency and mobility. Most importantly, this initiative will increase safety for pedestrians and motor vehicles traveling through the area. Furthermore, this initiative will facilitate bicycle and pedestrian travel while reducing traffic congestion around nearby restaurants and neighborhoods.

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 NCTCOG's BUILD application for the FM 917-BNSF 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)

February 16, 2026

The Honorable Sean Duffy  
Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Duffy:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) policy body for the Dallas-Fort Worth area, I am pleased to support the City of Arlington's application for Fiscal Year (FY) 2026 Better Utilizing Investments to Leverage Development (BUILD) Planning funds to advance evaluation of grade-separated crossing solutions at Cooper Street and Collins Street.

The RTC recognizes the complexity of modifying infrastructure in an active rail and urban environment. We appreciate Arlington's commitment to a data-driven, technically sound planning process that considers constructability, operations, community access, and coordination among affected stakeholders. We understand the proposed study will evaluate multiple overpass and underpass configurations, support environmental review, and develop planning-level cost and implementation information necessary for future investment decisions. This approach will help position the project for efficient advancement into subsequent design and construction phases.

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 the City of Arlington's BUILD application for grade-separated crossing solutions. 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  
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)

February 9, 2026

The Honorable Sean Duffy  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Duffy:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) policy body for the Dallas-Fort Worth (DFW) area, I am pleased to support the City of Dallas' Fiscal Year (FY) 2026 Better Utilizing Investments to Leverage Development (BUILD) grant application for the **Southwestern Medical District Transformation Project**.

As the MPO for the DFW region, the North Central Texas Council of Governments (NCTCOG) represents a 16-county area encompassing major urban employment centers, fast-growing suburban communities, and rural counties that depend on efficient transportation access for jobs, healthcare, and commerce. From this regional perspective, we view the Southwestern Medical District Transformation Project as a strategic infrastructure investment that advances national, state, and regional transportation priorities.

The Southwestern Medical District is one of North Texas's most significant employment and healthcare hubs, serving patients, workers, residents, and freight movements from across the region, including rural communities where access to specialized medical services is limited. Improving safety, reliability, and multimodal access within the Medical District will directly benefit regional workforce mobility, emergency response, freight efficiency, and overall system performance.

This project strongly aligns with U.S. Department of Transportation (USDOT) priorities by:

- Improving safety and operational efficiency in a high-activity employment and medical center that serves regional and statewide travel demand
- Strengthening access to jobs and essential services, particularly for rural and suburban communities that rely on the Southwestern Medical District for advanced healthcare and employment opportunities
- Supporting freight movement and economic productivity by improving reliability along corridors critical to goods movement, medical logistics, and emergency services
- Maximizing return on federal investment through a coordinated, phased approach that leverages state, local, and philanthropic funding to deliver long-term transportation and economic benefits
- Enhancing system resilience and asset performance, ensuring infrastructure investments remain durable and functional in the face of extreme weather and growing demand

February 9, 2026

NCTCOG places a high priority on transportation projects that deliver measurable benefits, improve regional competitiveness, and support economic growth across both urban and rural communities. The Southwestern Medical District Transformation Project reflects these values and represents the type of cost-effective, partnership-driven investment that the BUILD program was designed to advance. For these reasons, NCTCOG supports this application and encourages USDOT to give it full consideration for Fiscal Year 2026 BUILD Grant funding.

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 the City of Dallas' BUILD application for the Southwestern Medical District Transformation 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)

February 16, 2026

The Honorable Sean Duffy  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Duffy:

On behalf of the Regional Transportation Council (RTC), the policy body for the Dallas-Fort Worth (DFW) area's Metropolitan Planning Organization (MPO), the North Central Texas Council of Governments (NCTCOG), I am pleased to support this Fiscal Year 2026 (FY26) Better Utilizing Investments to Leverage Development (BUILD) Grant Program application for the **State Highway (SH) 183 and Pumphrey Drive: Bettering Access, Safety, and Efficiency (BASE) Project** in Westworth Village, Texas.

This project will significantly improve multimodal access to and from the front gate of the Fort Worth Naval Air Station/Joint Reserve Base, North Texas' largest military asset, through replacement of an aging and unsafe pair of SH 183 intersections at Pumphrey Drive and Roaring Springs Road. The connecting roadways will be aligned into a consolidated intersection providing substantial operational efficiency, as well as surplus right-of-way that can be opened for potential redevelopment opportunities. Additionally, the project will add new sidewalks and a 10-foot-wide shared-use path where no bicycle or pedestrian facilities currently exist. Most notably, a grade-separated SH 183 crossing near Pumphrey Drive will not only close a gap in the regional Veloweb network but also connect to and from Tarrant County's largest natural waterfall at Airfield Falls Conservation Park.

This project's comprehensive design upgrades and multimodal enhancements to safety, mobility, and connectivity will directly benefit corridor travel reliability, economic development, quality of life, asset management, and environmental sustainability. Proposed SH 183 improvements are recommended through an extensive multi-year public agency outreach process and ongoing environmental analysis conducted by the Texas Department of Transportation, and they are incorporated through consistency with collective goals across multiple local, regional, and State planning and programming documents, including NCTCOG's Mobility 2050: The Metropolitan Transportation Plan for North Central Texas. If the project is selected to receive funds, the RTC will update its entry in the 2027-2030 Transportation Improvement Program for North Central Texas.

Thank you for your full and fair consideration of the FY26 BUILD Grant Program application submitted by NCTCOG for the **SH 183 and Pumphrey Drive: Bettering Access, Safety, and Efficiency (BASE) Project**. If you have any questions about the project, please contact Michael Morris 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)

February 16, 2026

The Honorable Sean Duffy  
Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Duffy:

On behalf of the Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG), serving as the Metropolitan Planning Organization for the Dallas-Fort Worth area, I am pleased to support this Fiscal Year 2026 (FY26) Better Utilizing Investments to Leverage Development (BUILD) Grant Program application for the **U.S. Highway (US) 287/Prairie Ridge Freeway Breakout Project** in Grand Prairie, Texas.

This project expedites the planned freeway conversion of the US 287 corridor between State Highway (SH) 360 and US 67 in northwestern Ellis County, specifically through construction of new access ramps, parallel frontage roads, and grade-separated/signalized intersections at Farm-to-Market Road (FM) 661/Lakeview Drive and Prairie Ridge Boulevard. Proposed improvements also include construction of a buffer-separated six-foot sidewalk along the southbound frontage road, ten-foot shared-use path along the northbound frontage road, and ten-foot shared-use paths in each direction across US 287 at both cross-streets. The project will address multimodal safety, mobility, and connectivity demands in a fast-growing and flood-prone area, while also supporting State initiatives to accelerate freeway conversion on a National Highway System (NHS) corridor targeted as a future Interstate Highway.

This project's comprehensive design upgrades and multimodal enhancements to safety, mobility, and connectivity will directly benefit corridor travel reliability, goods movement, economic development, quality of life, asset management, and environmental sustainability. Proposed US 287 improvements are recommended through an extensive multi-year public/agency outreach process and ongoing environmental analysis conducted by the Texas Department of Transportation (TxDOT), and they are incorporated through consistency with collective goals across multiple local, regional, and State planning and programming documents, including NCTCOG's Mobility 2050: The Metropolitan Transportation Plan for North Central Texas. If the project is selected to receive funds, the RTC will update its entry in the 2027-2030 Transportation Improvement Program for North Central Texas.

Thank you for your full and fair consideration of the FY26 BUILD Grant Program application submitted by NCTCOG for the **US 287/Prairie Ridge Freeway Breakout Project**. If you have any questions about the project, please contact Michael Morris 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  
Commissioner, Johnson County

JN:bw

cc: Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments



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

February 10, 2026

Mr. Rick Bailey, Chair  
Regional Transportation Council  
County Commissioner, Johnson County  
P.O. Box 5888  
Arlington, Texas 76005

Dear Commissioner Bailey:

Thank you for your correspondence to Acting Chairman Alvin New regarding ongoing discussions about transit services in the Dallas-Fort Worth (DFW) region, air quality conformity under federal and state requirements, and potential implications to the State Implementation Plan (SIP). I apologize for not providing a response sooner; however, TxDOT does not have a record of having received the referenced letter.

I am responding on behalf of the agency and will coordinate with Acting Chairman New regarding any additional response he may wish to offer on behalf of the Commission. TxDOT is willing to work with all relevant stakeholders regardless of the vote outcome.

The matter in question relates to air conformity under federal and state requirements which must follow a defined process for evaluation. These steps include technical analyses, Motor Vehicle Emission Budgets, interagency review, and demonstration of consistency with the SIP. This prescribed, sequential, and lengthy process requires formal analysis and approvals. To ensure compliance with all applicable requirements and allow the appropriate agencies to complete their work, this process cannot be expedited without jeopardizing legal sufficiency.

As we have with prior updates and changes to the regional air quality conformity, TxDOT will work in coordination with the North Central Texas Council of Governments (NCTCOG), the Texas Commission of Environmental Quality (TCEQ), and the appropriate federal agencies to address the issues involved.

Please feel free to contact us with any further questions. You may contact me at (512) 305-9515 or your primary contact on this issue, Ceason Clemens, P.E., TxDOT Dallas District Engineer at (214) 320-6200 or [Ceason.Clemens@txdot.gov](mailto:Ceason.Clemens@txdot.gov).

Sincerely,



Marc D. Williams, P.E.  
Executive Director

cc: Michael Morris, P.E., Director of Transportation, NCTCOG  
Commissioner W. Alvin New, Acting Chair  
Brian Barth, P.E., Deputy Executive Director  
Ceason Clemens, P.E., TxDOT Dallas District Engineer



**PRESS RELEASE**  
Contact: Brian Wilson  
(817) 704-2511  
[bwilson@nctcog.org](mailto:bwilson@nctcog.org)

## **NCTCOG INVITES PUBLIC INPUT ON TRANSPORTATION INITIATIVES, FUNDING AT MARCH 9 PUBLIC MEETING**

Public comments will be accepted through April 7

**March 4, 2026** (Arlington, TEXAS) – The North Central Texas Council of Governments (NCTCOG) invites the public to provide input on recent zero emission and electric vehicle transportation initiatives, stormwater infrastructure planning and traffic signal funding during a hybrid public meeting at noon on Monday, March 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/nctcogMarch26](https://PublicInput.com/nctcogMarch26). Residents can also participate by calling 855-925-2801 and entering code 3423. Public comments will be accepted until April 7.

The meeting will include a staff presentation on the North Texas Zero Emission Vehicle (NTxZEV) Call for Projects. On behalf of the region, NCTCOG was awarded \$60 million under the Environmental Protection Agency's (EPA) Clean Heavy-Duty Vehicles Program. NCTCOG will use this funding to award rebates to public and private entities to replace existing heavy-duty vehicles. For more information, visit [NCTCOG.org/NTxZEV](https://NCTCOG.org/NTxZEV).

Staff will also provide an update on the status of the Texas Department of Transportation's (TxDOT) Texas Electric Vehicle Infrastructure Plan. This comprehensive plan aims to spur economic development and enable electric vehicle travel across Texas. Staff will present recommendations to be administered by TxDOT in North Texas.

Additionally, the meeting will include a staff update on the Integrating Transportation & Stormwater Infrastructure (TSI) Study. Initiated in 2023, the \$10 million TSI Study is a planning effort to identify ways to reduce future flood risk and prevent negative impacts on communities, health, safety and growth.

Finally, staff will provide an overview of the Traffic Signal Funding Program and its seven funding categories. These categories were established based on previously approved traffic signal improvement types.

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 accommodation related to disabilities or language interpretation, call 817-695-9109 or email [kcadena@nctcog.org](mailto:kcadena@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).

###



**PRESS RELEASE**  
Contact: Brian Wilson  
(817) 704-2511  
[bwilson@nctcog.org](mailto:bwilson@nctcog.org)

## **Funding Agreement Provides Transit Member Cities a New Path Forward**

Regional Transportation Council contributes \$75 million toward plan to return some sales tax money to DART cities

**Feb. 27, 2026** (Arlington, Texas) – Dallas Area Rapid Transit cities are expected to see a portion of the sales tax they pay returned as part of a deal to head off withdrawal elections in key cities. Farmers Branch, Irving and Plano were among six cities to schedule elections that would have given voters the chance to withdraw from the transit system. However, they canceled the ballot measures after DART and the Regional Transportation Council reached a funding agreement that will result in member cities signing on being refunded 10% of their sales tax contributions in the fifth year of the deal.

“The RTC continues to identify innovative funding opportunities to meet the needs of all transportation users today and in the future,” said Johnson County Commissioner Rick Bailey, who serves as chair of the RTC. “With close collaboration with one another and our valued partners, we can leverage this success to ensure the transportation system operates efficiently and effectively for decades to come, even with the brisk population growth we are experiencing.”

DART will contribute 5% of the sales taxes to cities the first year and an additional 0.5% each year for a period of five years. On Feb. 12, the Regional Transportation Council (RTC) approved a plan to provide \$75 million over five years to help fund DART capital projects. With DART contributing 7.5% to cities and the RTC providing an additional 2.5% in the final year of the agreement, member cities will receive the equivalent of 10% of their sales tax contributions in the last year for other transportation-related needs.

“This agreement is the result of multiple partners working together to develop a solution that will allow DART to deliver the services our member cities and customers deserve, while positioning us to respond to the demands that will come with future population growth,” said DART Board Chair Randall Bryant, who also serves on the RTC. “We are thankful for all the work of the DART staff, DART Board, member cities and the Regional Transportation Council for making this result possible.”

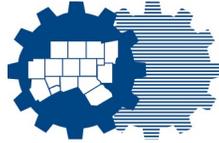
Most of the funding approved by the RTC would come from a combination of Congestion Mitigation and Air Quality and Surface Transportation Block Grant funding.

The RTC Transit Vision Subcommittee will be requested to accelerate the development of a legislative proposal intended to improve regional transit through 2050. The transit subcommittee was formed last summer to help reshape the region’s public transportation system for the next 25 years. For more on Regional Transit 2.0, visit [NCTCOG.org/transit2.0](https://NCTCOG.org/transit2.0).

**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

February 26, 2021

Mr. Andy Taft  
President  
Downtown Fort Worth Inc.  
777 Taylor Street, Ste 100  
Fort Worth, TX 76102

Dear Mr. Taft:

On August 13, 2020, the Regional Transportation Council (RTC) approved an item to support the North Main Street and Heritage Park project (see attachment). This funding was to support work to enhance the intersection and street improvements adjacent to the Tarrant County Courthouse and Paddock Park.

The RTC was also provided information that staff would be returning to request additional funding for elements of the bicycle/pedestrian facilities in Heritage Park in the future, contingent on private sector commitments being realized. The Americans with Disabilities Act Access and Canopy Walk Ramp system which had a cost estimate of approximately \$8 million was of particular interest to staff to provide ease of access to the river and Trinity Trails for area residents.

NCTCOG staff look forward to coordinating with Downtown Fort Worth Inc. and the City of Fort Worth as fund raising continues on this important community project.

Sincerely,

*Karla Weaver*

Karla Weaver, AICP  
Senior Program Manager

TL:bw  
Attachment

cc: Michael Morris, NCTCOG  
Chad Edwards, City of Fort Worth  
Christie Gotti, NCTCOG

**COVID-19 Infrastructure Program  
Draft Funding Recommendations**

COVID-19 ID#	Implementing Agency	City	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding							Comments	
								Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	Regional Toll Revenue (RTR)	RTC/Local	State	Local	Private		Total Proposed Funding
#005	Aledo ISD	Annetta	"Drive A" (Stub-out)	From FM 5 to the new elementary school	Construct stub-out road to allow access to new elementary school	2021	C	\$0	\$0	\$1,000,000	\$0	\$0	\$1,500,000	\$0	\$2,500,000	Aledo ISD paying local match and donating ROW; RTR Regional West Set Aside Account
<b>Subtotal</b>								<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,500,000</b>	<b>\$0</b>	<b>\$2,500,000</b>	
#006	Parker County	Fort Worth Extraterritorial Jurisdiction (FW ETJ)	Old Weatherford Road	From FM 3325 to E of Coder Dr.	Realign 2 lane to 2 lane (ultimate 4 lanes) including turn lanes at intersections and pedestrian side path	2020	E	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000	Morning Star Development has committed \$3.5 million (\$1.1M for design and \$2.4M for construction to be repaid in approximately 4 years); RTR Regional West Set Aside Account
						2021	R	\$0	\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000	
						2022	C	\$0	\$0	\$10,000,000	\$0	\$0	\$0	\$0	\$10,000,000	
<b>Subtotal</b>								<b>\$0</b>	<b>\$0</b>	<b>\$10,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,000,000</b>	<b>\$12,500,000</b>	
#007	TxDOT-Fort Worth or Fort Worth	Fort Worth	Heritage Park Improvements on Main Street	On Main Street (Bus 287) from the Trinity River to Weatherford St.	Traffic calming and curb extensions (crosswalk bulb outs) to reduce traffic lanes; adjust turning radius of Main St; and eliminate bail out lane	2021	E	\$0	\$0	\$0	\$0	\$0	\$0	\$775,000	\$775,000	Tarrant County contributing \$1M; Downtown Fort Worth Inc. (DFWI) to contribute \$775,000; Includes 5 years of inflation for construction; Intend to request RTC to fund related bike/ped facility in the future contingent on private sector commitments begin realized
						2024	C	\$4,000,000	\$2,640,000	\$0	\$0	\$660,000	\$1,000,000	\$0	\$8,300,000	
<b>Subtotal</b>								<b>\$4,000,000</b>	<b>\$2,640,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$660,000</b>	<b>\$1,000,000</b>	<b>\$775,000</b>	<b>\$9,075,000</b>	
#008	TxDOT Dallas or Dallas	Dallas	IH 35E Pedestrian Crossing	From the Dallas Design District to the DART Victory Station	Construct pedestrian walkway under IH 35E including lighting, crosswalks, traffic signal, and landscaping	2021	E	\$0	\$0	\$0	\$0	\$350,000	\$0	\$0	\$350,000	Includes 2 years of inflation for construction; Dallas County RTR funds
						2022	C	\$0	\$0	\$2,800,000	\$0	\$0	\$400,000	\$300,000	\$3,500,000	
<b>Subtotal</b>								<b>\$0</b>	<b>\$0</b>	<b>\$2,800,000</b>	<b>\$0</b>	<b>\$350,000</b>	<b>\$400,000</b>	<b>\$300,000</b>	<b>\$3,850,000</b>	
#009	NCTCOG Dallas	Dallas	Bachman Lake Area Planning Study	Bounded by Mockingbird Lane to the South, IH 35E to the West, Inwood Road to the East, and Royal Lane to the North	Conduct planning study to identify safe pedestrian access/facilities along major roadways to create connections to nearby trails and the DART Bachman Station, and evaluate Love Field access; project will involve NCTCOG staff time and consultant assistance	2021	E	\$0	\$800,000	\$0	\$200,000	\$0	\$0	\$0	\$1,000,000	May need to utilize TDCs in lieu of local match if RTC/Local is needed to kick off study before federal funding is available
<b>Subtotal</b>								<b>\$0</b>	<b>\$800,000</b>	<b>\$0</b>	<b>\$200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>	
#010	TxDOT Dallas or Terrell	Terrell	FM 429	From North of US 80 to approximately 1 mile south of US 80	Realign FM 429 with at-grade crossing in order to construct UPRR siding track nearby and to remove offset intersection of US 80 and FM 429	2023	C	\$0	\$8,000,000	\$0	\$0	\$2,000,000	\$0	\$0	\$10,000,000	
<b>Subtotal</b>								<b>\$0</b>	<b>\$8,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,000,000</b>	
<b>Grand Total</b>								<b>\$4,000,000</b>	<b>\$11,440,000</b>	<b>\$14,300,000</b>	<b>\$200,000</b>	<b>\$3,010,000</b>	<b>\$2,900,000</b>	<b>\$3,075,000</b>	<b>\$38,925,000</b>	

Bold or strike through text represents changes made since the Surface Transportation Technical Committee approval.



NCTCOG PRESENTATION

# Fort Worth Heritage Park Regional Pedestrian Connection

Regional Transportation Council | 3.12.2026



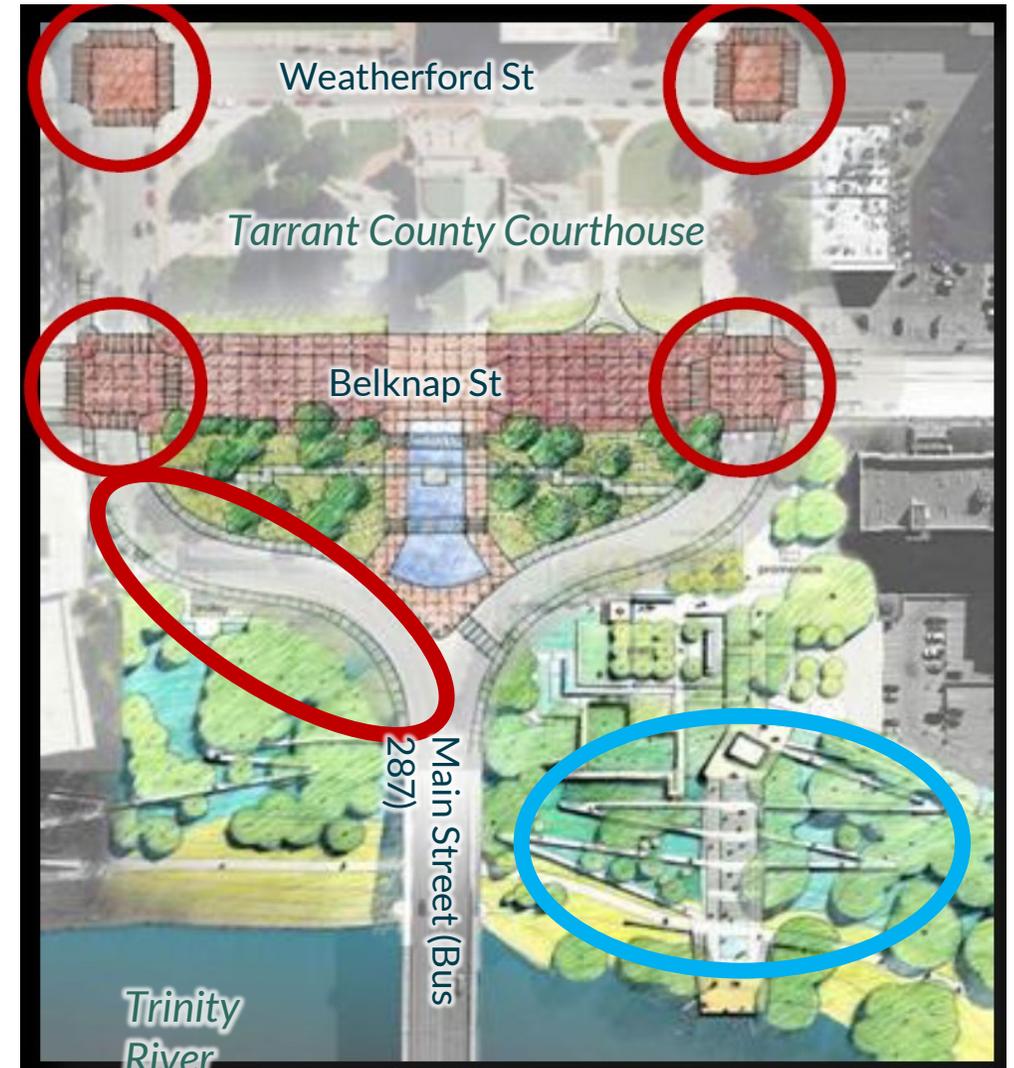
# Background

**Project Goal:** Improve pedestrian safety, accessibility, and connectivity from downtown Fort Worth through park space to Trinity River Trails.

**Phase 1: Intersections** - August 2020, RTC approved funding for intersection and road alignment safety improvements around Tarrant County Courthouse (areas in red). Currently at 60 percent design, it will be 90 percent designed by fall 2026.

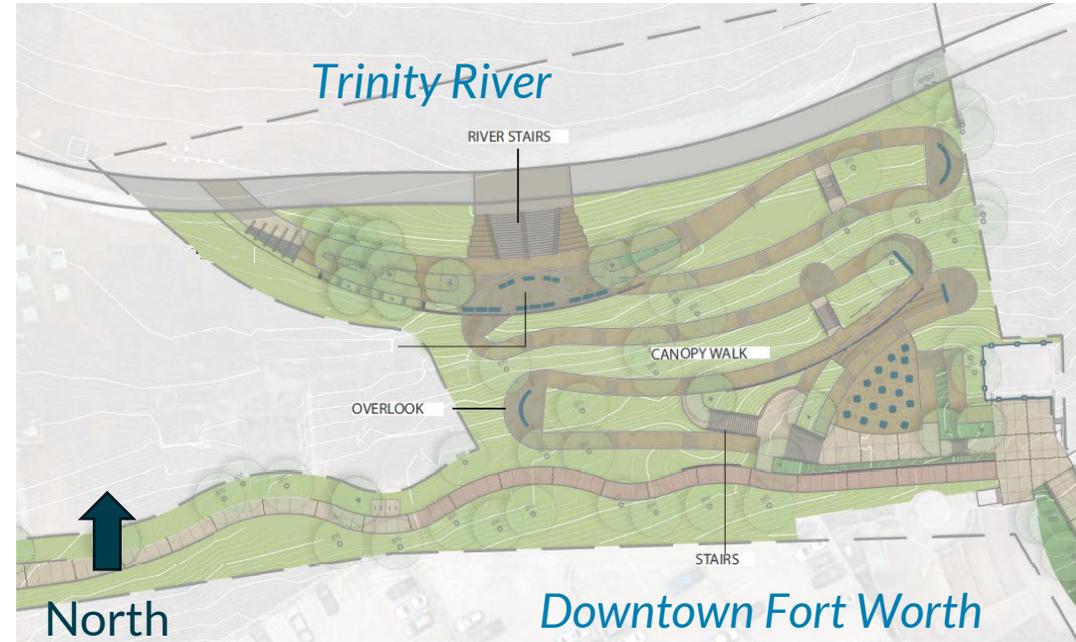
RTC action included consideration of the active transportation facility (blue area) in the future, contingent on private sector commitments being realized.

**Phase 2: Pedestrian Connection** - December 2025, City of Fort Worth confirmed private funds are committed for the park project connecting streets and path to the Trinity Trails.



# Proposed Project

- 1,236 feet of pedestrian path
- 79 -foot grade change from downtown Fort Worth streets to Trinity Trails
- Meets Americans with Disabilities Act (ADA) slope standards
- Total project cost: \$10 million
- Fills an ADA connectivity gap between existing sidewalks downtown to the regional Trinity Trails network

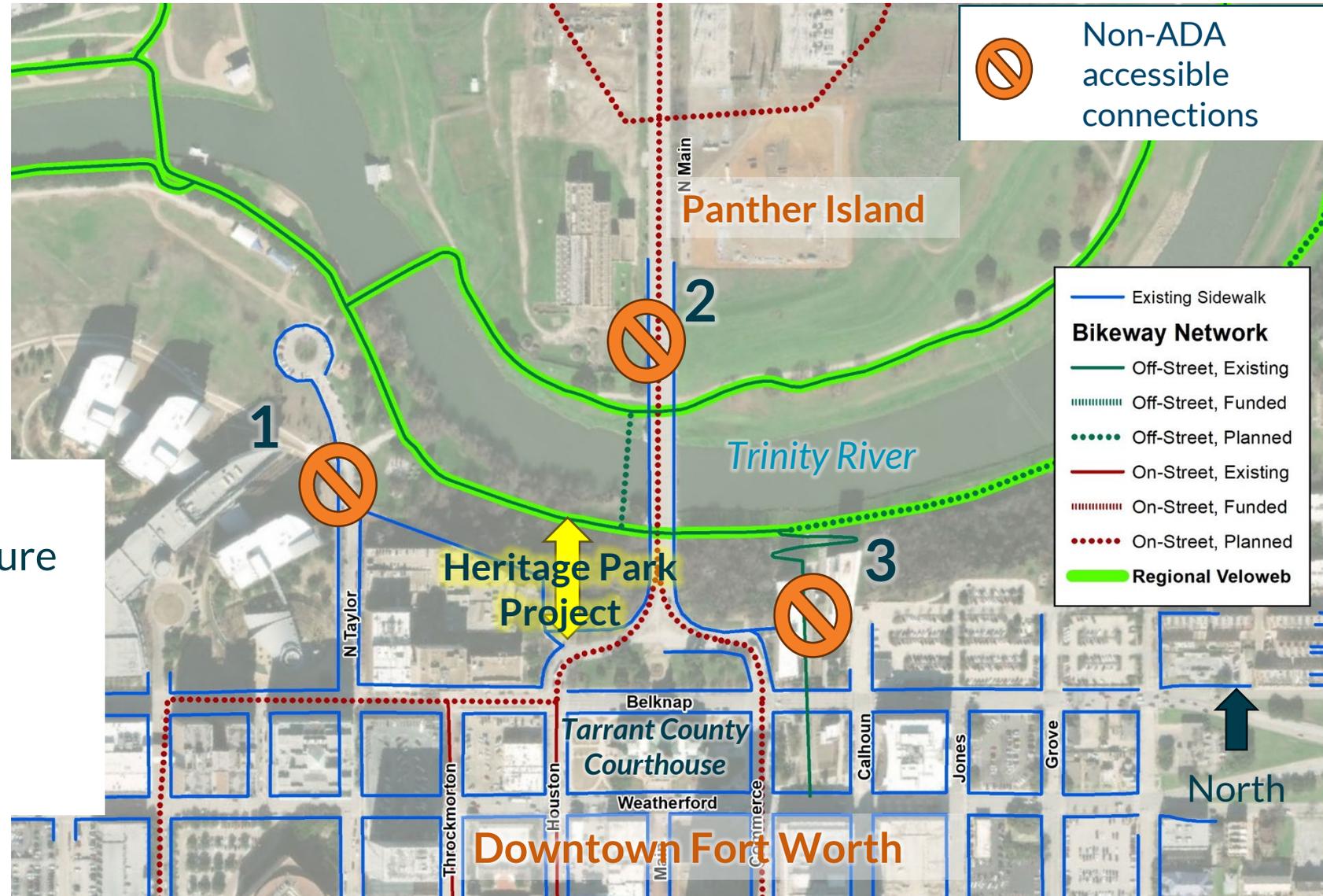


# Project Location and Regional Existing Connections



1. Non-ADA slope
2. Non-ADA slope/stairs. Future Panther Island connection
3. Elevator access only

Limited direct pedestrian or bicycle facility connections



# REQUESTED ACTION – Heritage Park Regional Pedestrian Connection

## RTC approval of:

- \$8M Congestion Mitigation and Air Quality Improvement Program funding matched with \$2M local funding from the City of Fort Worth to construct the Heritage Park Regional Pedestrian Connection.
- Administratively amending the Transportation Improvement Program/ Statewide Transportation Improvement Program and updating any administrative and/or planning documents as needed to incorporate the project/change.
- The requirement of City of Fort Worth and RTC executing a Memorandum of Understanding.

RTC Action Item – March 12, 2026



# CONTACT US



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Program Manager

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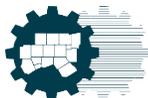


# PROPOSED TRAFFIC SIGNAL FUNDING PROGRAM

REGIONAL TRANSPORTATION COUNCIL  
March 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.



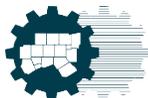
# IMPROVEMENT TYPES AND FUNDING CATEGORY

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



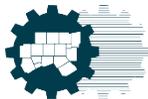
# IMPROVEMENT TYPES AND FUNDING CATEGORY

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	Federal/Local	0/100
17	Mid-Block Crossing	Federal/Local	0/100
18	Backplate	Federal/Local	0/100
19	Cabinets / Foundations	Federal/Local	0/100
20	LEDs	Federal/Local	0/100
21	Signal Head Replacement	Federal/Local	0/100
22	Span Wire to Mast Arm / Poles	Federal/Local	0/100



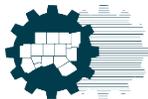
# PROPOSED PROGRAM FUNDING TABLE

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>



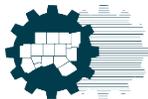
# STEPS WITHIN THE PROGRAM

- ✓ **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



# REQUESTED ACTION – TRAFFIC SIGNAL FUNDING PROGRAM

- **RTC approval of:**
  - Approve the allocation of \$36 million in total program funding (\$28.8 million federal plus required State and/or local match) for the Traffic Signal Funding Program.
  - Approve the use of a combination of Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and State and/or local matching funds to support the program, subject to funding availability.
  - Administratively amending the Transportation Improvement Program (TIP), Statewide Transportation Improvement Program (STIP), and other planning/administrative documents, as necessary, to implement the approved funding.

**RTC Action Item – March 12, 2026**



# CONTACT US



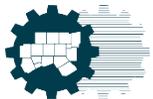
Natalie Bettger  
Senior Program Manager

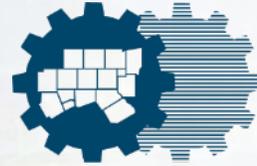
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NCTCOG PRESENTATION

# 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DOCUMENT

Regional Transportation Council | March 12, 2026

# WHAT IS THE TIP?

- The Transportation Improvement Program (TIP) is an inventory of funded transportation projects within the metropolitan planning organization (MPO) boundary.
- It is mandated by the federal and state governments and contains regionally significant projects funded with federal, state, and local sources.
- A new TIP is developed every two years and updated on a quarterly basis.



# DEVELOPMENT PROCESS

- Review existing projects and gather information on additional locally funded projects
- Make needed revisions to existing project schedules, funding, and/or scope
- Develop revised project listings
- Financially constrain project programming based on estimated future revenues
- Conduct Mobility Plan and Air Quality conformity review
- **Solicit public and Committee/Council input**
- **Finalize project listings and submit to the Texas Department of Transportation (TxDOT) and Federal Highway Administration (FHWA)/Federal Transit Administration (FTA)**



# SCOPE OF PROGRAMMING

- \$7.42 Billion in the 2027-2030 TIP (Roadway and Transit)
  - \$3.67 Billion in Federal Commitments
  - \$1.98 Billion in State Commitments
  - \$0.19 Billion in Regional Commitments
  - \$0.96 Billion in Local Commitments
  - \$0.62 Billion in Transit Formula Commitments
- 1,290 Active Projects (Roadway and Transit)
  - 838 Active Projects in 2027-2050
- 91 Implementing Agencies (Roadway and Transit)



# PROJECT PROGRESS SINCE 2025-2028 TIP DEVELOPMENT\*

- Projects that have let since the development of the 2025-2028 TIP:
  - 143 have let (\$4.05 Billion)
    - 106 Local Lets (\$0.98 Billion)
    - 37 State Lets (\$3.07 Billion)
- Projects that have been completed since the development of the 2025-2028 TIP:
  - 118 have been completed (\$2.57 Billion)
    - 65 Local Completions (\$0.68 Billion)
    - 53 State Completions (\$1.89 Billion)

\*As of 3/2/2026



# TIMELINE/ACTION

Meeting/Task	Date
Solicit updates from Implementing Agencies	April-October 2025
Development of TIP Listings and Document	April-October 2025
Draft Listings - STTC Information	December 2025
Draft Listings - RTC Information	January 2026
Public Meeting - Draft Listings and Document	February 2026
Final Listings and Document - STTC Action	February 2026
Deadline for Providing Public Comments	March 10, 2026
<b>Final Listings and Document - RTC Action</b>	<b>March 2026</b>
Initial Submittal to TxDOT	March 2026
Final Submittal to TxDOT	May 2026
Anticipate TxDOT Approval (STIP)	July 2026
Anticipate Federal/State Approval (STIP)	August/September 2026



# REQUESTED ACTION

- RTC approval of:
  - The 2027-2030 TIP document, including the final TIP listings to be included in the Statewide Transportation Improvement Program (STIP)
  - Amending the Unified Planning Working Program (UPWP) and other planning/administrative documents as needed



# QUESTIONS/COMMENTS



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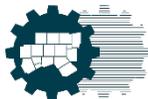
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DRAFT

**RESOLUTION ADOPTING THE  
2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM  
FOR NORTH CENTRAL TEXAS  
(R26-01)**

**WHEREAS**, the North Central Texas Council of Governments (NCTCOG) is designated as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area by the Governor of Texas in accordance with federal law; and,

**WHEREAS**, the Regional Transportation Council (RTC) serves as the MPO policy committee, comprised primarily of local elected officials, and is the regional transportation policy body associated with the North Central Texas Council of Governments, and has been and continues to be the regional forum for cooperative decisions on transportation; and,

**WHEREAS**, under 23 United States Code (USC) 134, the MPO is responsible for carrying out the metropolitan transportation planning process, in cooperation with the State and operators of publicly owned transit services; and,

**WHEREAS**, under 23 USC 134, the MPO is responsible for developing and maintaining the Metropolitan Transportation Plan (MTP) and metropolitan Transportation Improvement Program (TIP) and their periodic updates; and,

**WHEREAS**, under 23 USC 134, the Metropolitan Transportation Plan and metropolitan Transportation Improvement Program are required to include a financial plan to demonstrate how the MTP and TIP can be implemented; and,

**WHEREAS**, the Dallas-Fort Worth area is a federally designated nonattainment area for the pollutant ozone, and air quality conformity of the MTP and TIP shall be determined by the MPO as required by the Environmental Protection Agency's (EPA) Transportation Conformity Regulations found in 40 Code of Federal Regulations (CFR) 93; and,

**WHEREAS**, the EPA has designated the 10-county area of Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise counties as severe nonattainment under the 2008 8-hour ozone National Ambient Air Quality Standard (NAAQS) effective November 7, 2022; and designated the nine-county area of Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Tarrant, and Wise counties as serious nonattainment under the 2015 8-hour ozone NAAQS effective July 22, 2024; and,

**WHEREAS**, all regionally significant ground transportation improvements, regardless of funding source, within the Dallas-Fort Worth ozone nonattainment area must be inventoried and included in the MTP and TIP, and Statewide Transportation Improvement Program (STIP) for the conformity analysis requirements of the Clean Air Act Amendments of 1990; and,

**WHEREAS**, the 2027-2030 Transportation Improvement Program for North Central Texas was developed in cooperation with local governments, the Texas Department of Transportation, Dallas Area Rapid Transit, Fort Worth Transportation Authority (Trinity Metro), Denton County Transportation Authority, North Texas Tollway Authority, Collin County Toll Road Authority, and other transportation agencies; and,

**WHEREAS**, all projects in the 2027-2030 Transportation Improvement Program for North Central Texas were developed in conjunction with Mobility 2050 in a manner consistent with the federal regulations found in 23 CFR 450, 49 CFR 613, and 40 CFR 93; and,

**WHEREAS**, the planning process used in development of the 2027-2030 Transportation Improvement Program for North Central Texas was conducted in accordance with NCTCOG's approved public involvement procedures required under 23 USC 134, and Transportation Conformity Regulations, including presentation at public meetings and the allowance of a 30-day comment period prior to Regional

Transportation Council approval of the TIP; and,

**WHEREAS**, the air quality conformity review has indicated that the 2027-2030 Transportation Improvement Program for North Central Texas meets the transportation conformity-related requirements of the State Implementation Plan, the Clean Air Act as amended on November 15, 1990, and the Transportation Conformity Regulations; and,

**WHEREAS**, the Civil Rights Act of 1964 mandates that no person shall on the grounds of race, color, or national origin be excluded from participation in, be denied benefits of, or otherwise be subjected to discrimination in programs and activities receiving federal financial assistance; and,

**WHEREAS**, the RTC's policy is to evaluate the benefits and burdens of transportation policies, programs, and plans to prevent disparate treatment and improve the decision-making process; and,

**WHEREAS**, NCTCOG's Surface Transportation Technical Committee has recommended Regional Transportation Council approval of the 2027-2030 Transportation Improvement Program for North Central Texas project listings.

**NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:**

- Section 1.** The Regional Transportation Council affirms that the 2027-2030 Transportation Improvement Program for North Central Texas has been developed and found to be in compliance with 23 USC 134, the Clean Air Act, and corresponding regulations.
- Section 2.** The Regional Transportation Council affirms that the 2027-2030 Transportation Improvement Program for North Central Texas is consistent with the recommendations of Mobility 2050 and the air quality conformity results.
- Section 3.** The Regional Transportation Council adopts the 2027-2030 Transportation Improvement Program for North Central Texas.
- Section 4.** The 2027-2030 Transportation Improvement Program for North Central Texas will be submitted for inclusion in the 2027-2030 Statewide Transportation Improvement Program.
- Section 5.** The Regional Transportation Council hereby directs staff to amend the Unified Planning Work Program (UPWP), and any other planning/administrative documents, to the extent necessary to incorporate changes associated with the adoption of the 2027-2030 Transportation Improvement Program for North Central Texas.
- Section 6.** This resolution will be transmitted to the Federal Highway Administration, Federal Transit Administration, Texas Department of Transportation, Dallas Area Rapid Transit, Fort Worth Transportation Authority (Trinity Metro), Denton County Transportation Authority, North Texas Tollway Authority, Collin County Toll Road Authority, and all impacted local governments, as well as posted on the NCTCOG website.
- Section 7.** This resolution shall be in effect immediately upon its adoption.

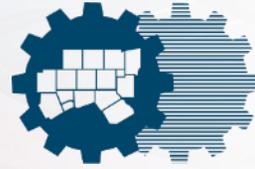
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Rick Bailey, Chair  
Regional Transportation Council  
Commissioner, Johnson County

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on March 12, 2026.

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Stephen Mason, Vice Chair  
Regional Transportation Council  
Mayor, City of Cedar Hill



# Recommendations to TxDOT Texas Electric Vehicle Infrastructure Plan

**Lori Clark**  
Senior Program Manager & DFW Clean Cities Director

**Regional Transportation Council**

**March 12, 2026**

# Texas EV Infrastructure Plan Implementation

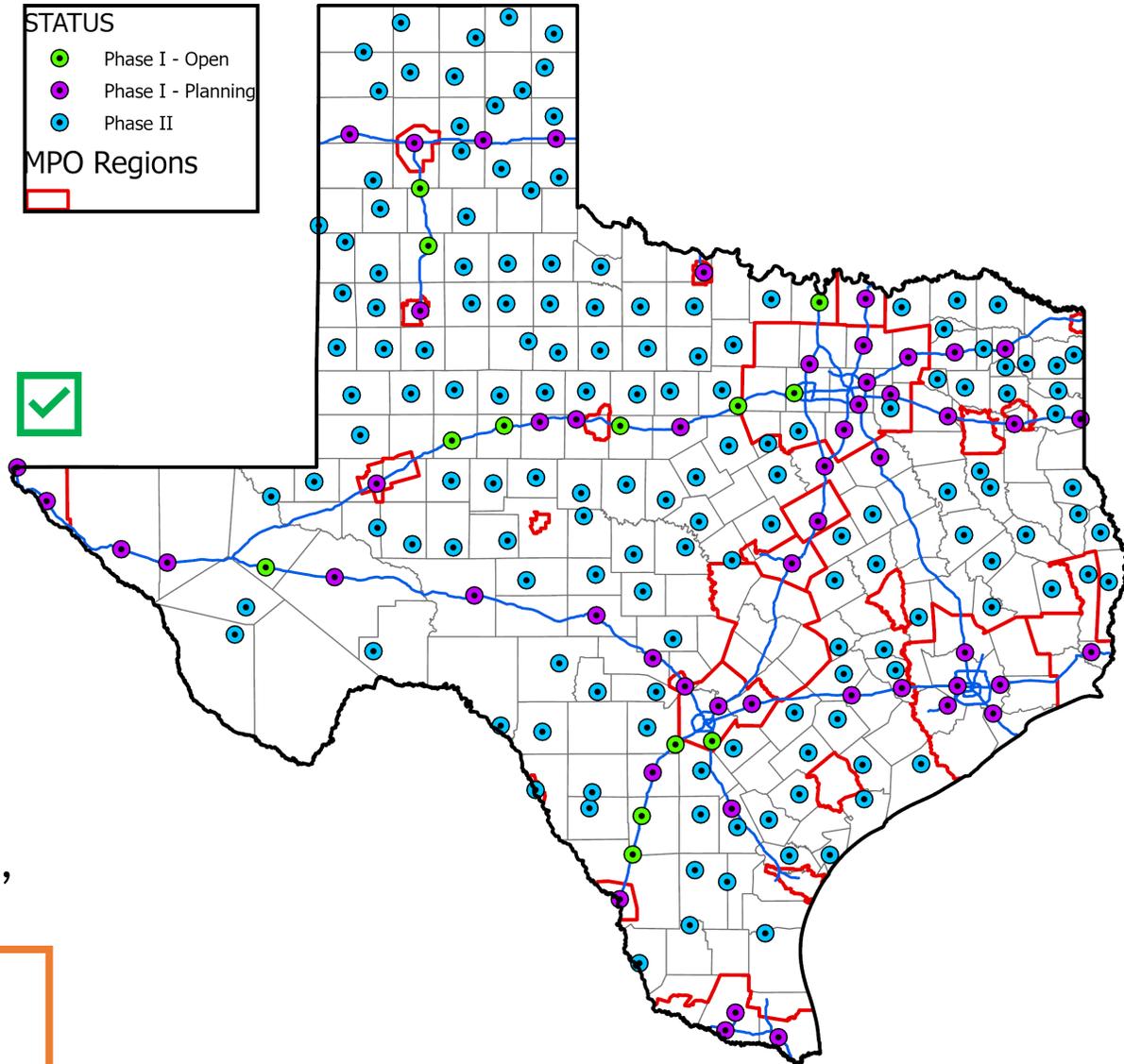
Texas plan to implement National Electric Vehicle Infrastructure (NEVI) funding

## Phase I: Along Alternative Fuel Corridors (complete)

- January 2026: FHWA certified that designated alternative fuel corridors are “fully built out”
  - 13 sites open as of February 2026

## Phase II: Advanced to Additional Location Types (beginning May 2026)

1. Rural county seats
  - NCTCOG counties potentially impacted: Erath, Johnson, Kaufman, Palo Pinto, and Somervell
2. Areas Recommended by Metropolitan Planning Organizations (MPOs)

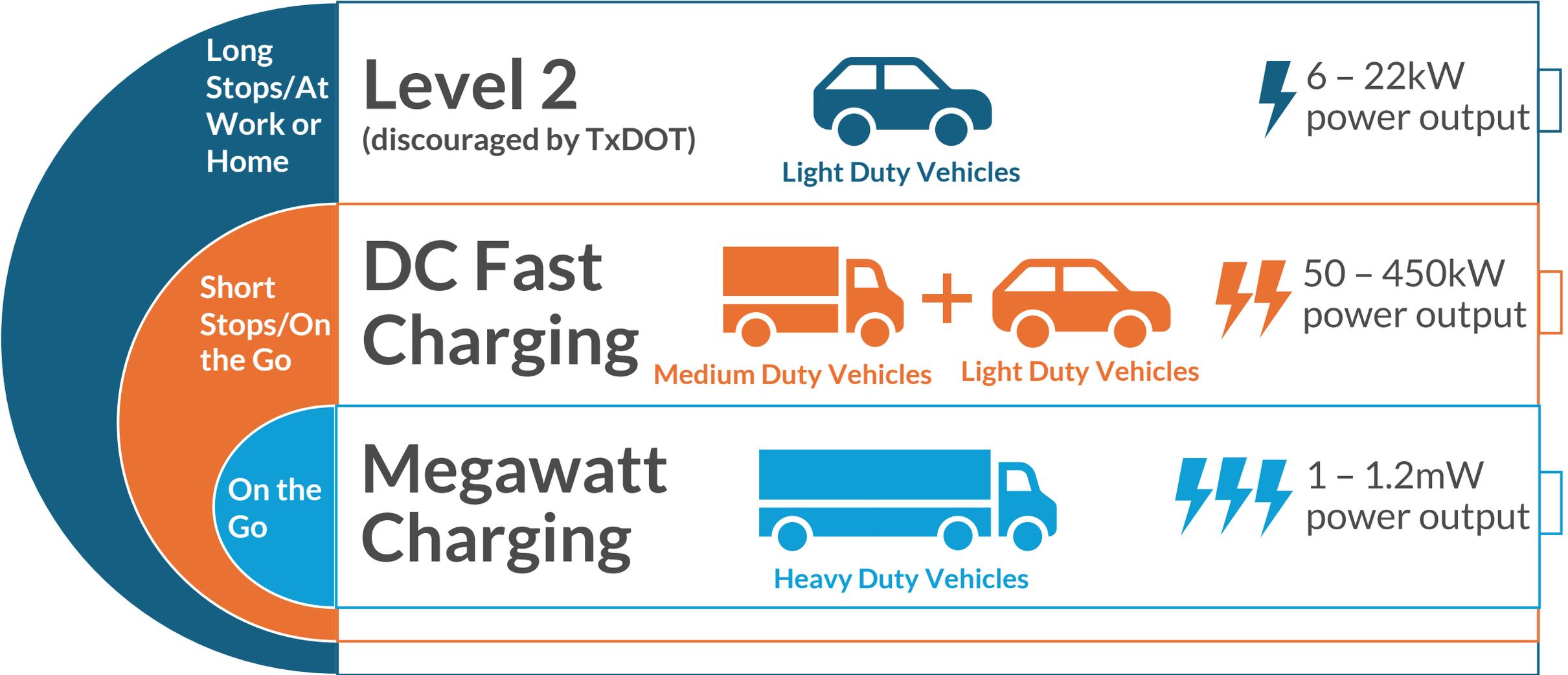


# TxDOT Phase II MPO Area Approach

## Administer funds through competitive grant program

- Stations must meet federal NEVI standards
- Charger type may be recommended by MPO
- One award expected per geographic “study area”
- Anticipated schedule
  1. May 2026
    - MPOs with entire boundary as a study area
    - MPOs with study areas ready
  2. Late summer/early fall 2026
    - Remaining MPOs with study areas

# TxDOT Phase II Eligible Charger Types



# Impact to NCTCOG Region

## TxDOT Plan Vision

*The Statewide EV plan for Texas is a multi-year plan to enable current and future drivers of electric vehicles to confidently travel across the state for work, recreation, and exploration<sup>1</sup>*

## TxDOT Allocation to NCTCOG MPO<sup>1</sup>

- Up to \$60 million, could fund approximately<sup>2</sup>:

100 DC Fast Charging  
Locations (4 ports)



8 Megawatt Charging Standard  
Locations (12 ports)

**Propose Recommending a Mix of Site Types**

## NCTCOG proposed approach: submit study areas to achieve

1. Sufficient DC Fast Charging placement along secondary highways to mimic NEVI minimum density
2. Additional DC Fast Charging density along both designated corridors and secondary highways
3. Basic network of Megawatt Charging locations for medium/heavy-duty trucks



# Proposed Methodology for Phase II: DC Fast Charging

**NCTCOG Proposal:** Use GIS to optimize placement of EV charging station study areas across both “secondary highways” and designated corridors

## Criteria to assess appropriate density

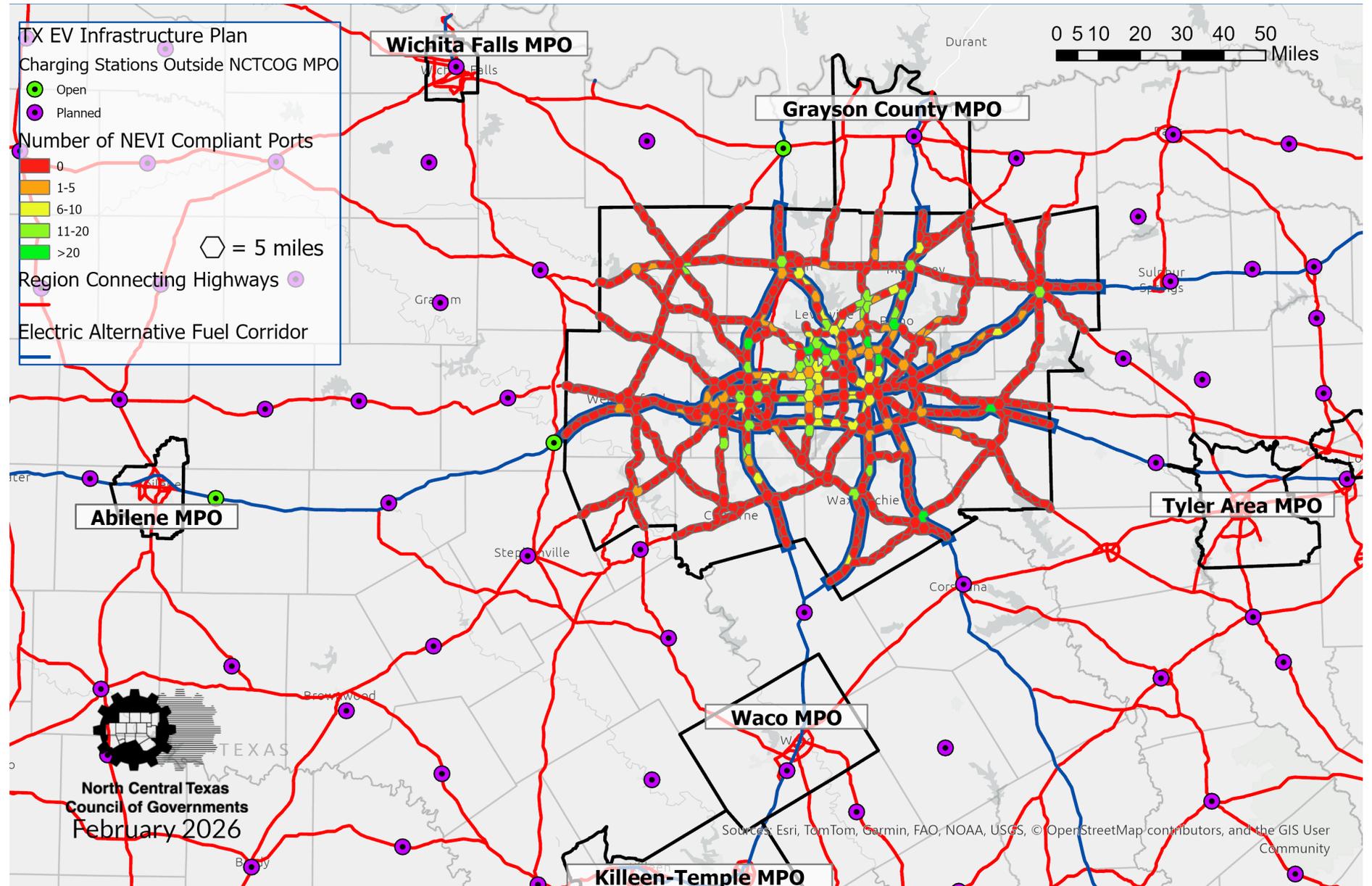
- Incorporate ratio of existing vehicles to existing/planned charging stations
- Avoid existing/planned stations that meet NEVI standards
- Incorporate public input on charging station locations

## Criteria to identify “secondary highways”

- Corridors previously recommended for nomination by the RTC (US 287 and US 380)
- Hurricane evacuation routes (IH45, IH20, and US 175)
- Highways within the Strategic Highway Network (US 287)
- Corridors that connect to other urban areas or adjacent County seats
- Corridors with high traffic volume

# Proposed NCTCOG Phase II Approach: DC Fast Charging

Network of Highways Under Consideration

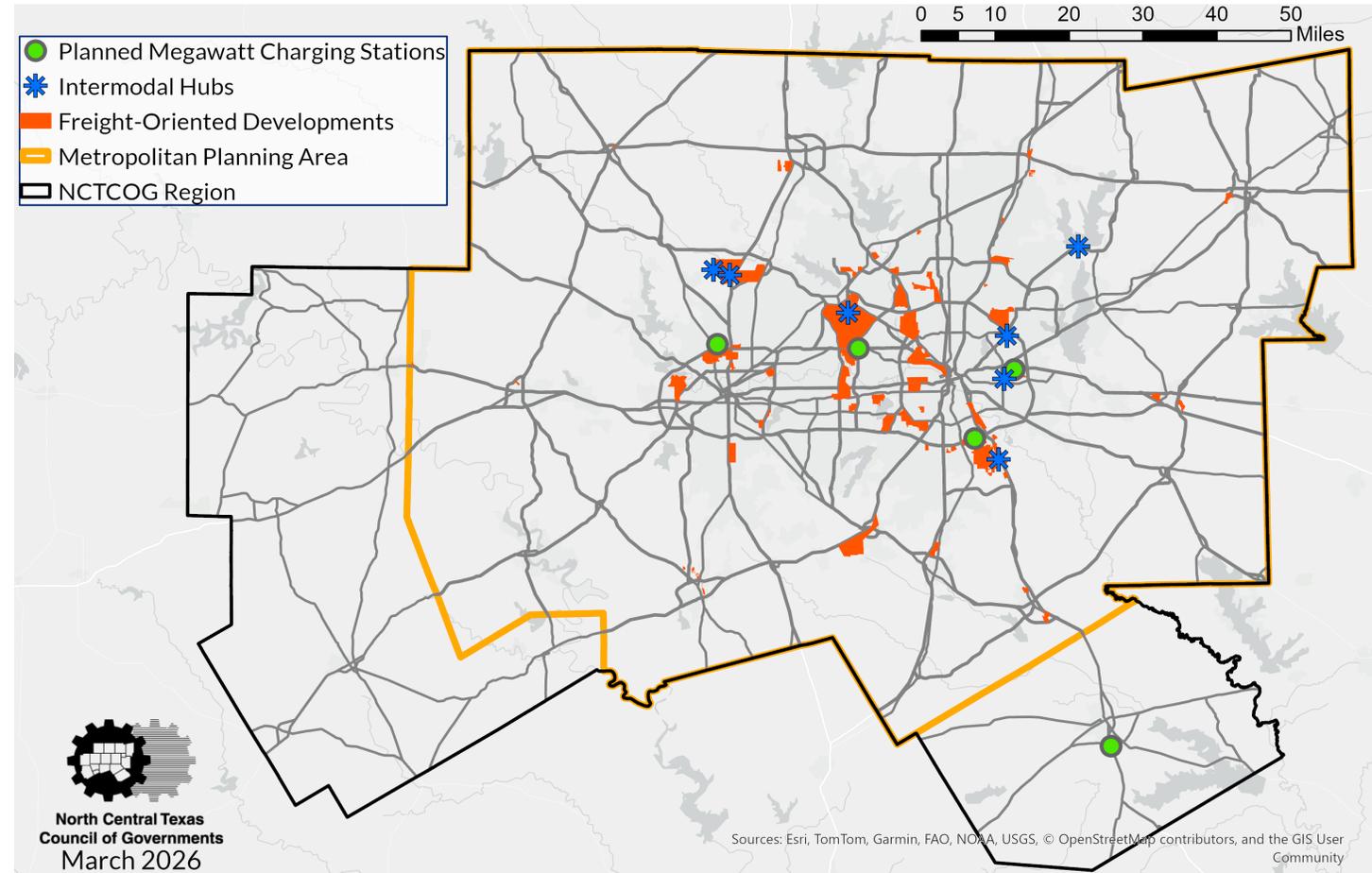


# Proposed Methodology for Phase II: Megawatt Charging

Recommend study areas near major freight hubs

Criteria to identify megawatt charging study areas

- Locations of existing truck stops
- Truck traffic data around freight facilities and inland ports
- Corridors with high truck/trailer traffic
- Avoid announced charging hubs for medium- and heavy-duty EVs



# Requested Action – Recommendations to Texas Electric Vehicle Infrastructure Plan

## RTC approval of:

- Submittal of study areas for NEVI Phase II to TxDOT in April 2026
- Methodology proposed for DC fast charging and Megawatt charging station locations, subject to adjustments recommended by STTC at March 27, 2026 meeting
- Additional submittals using the approved methodology to subsequent funding rounds if funding remains available
- Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate the project.

RTC Action Item – March 12, 2026



# Contacts



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North Central Texas  
Council of Governments



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NCTCOG PRESENTATION

# MCKINNEY PASSENGER RAIL CORRIDOR STUDY

DAN LAMERS, P.E.

REGIONAL TRANSPORTATION COUNCIL

3.12.2026

# McKinney Passenger Rail Study Context

McKinney Passenger Rail Corridor Study

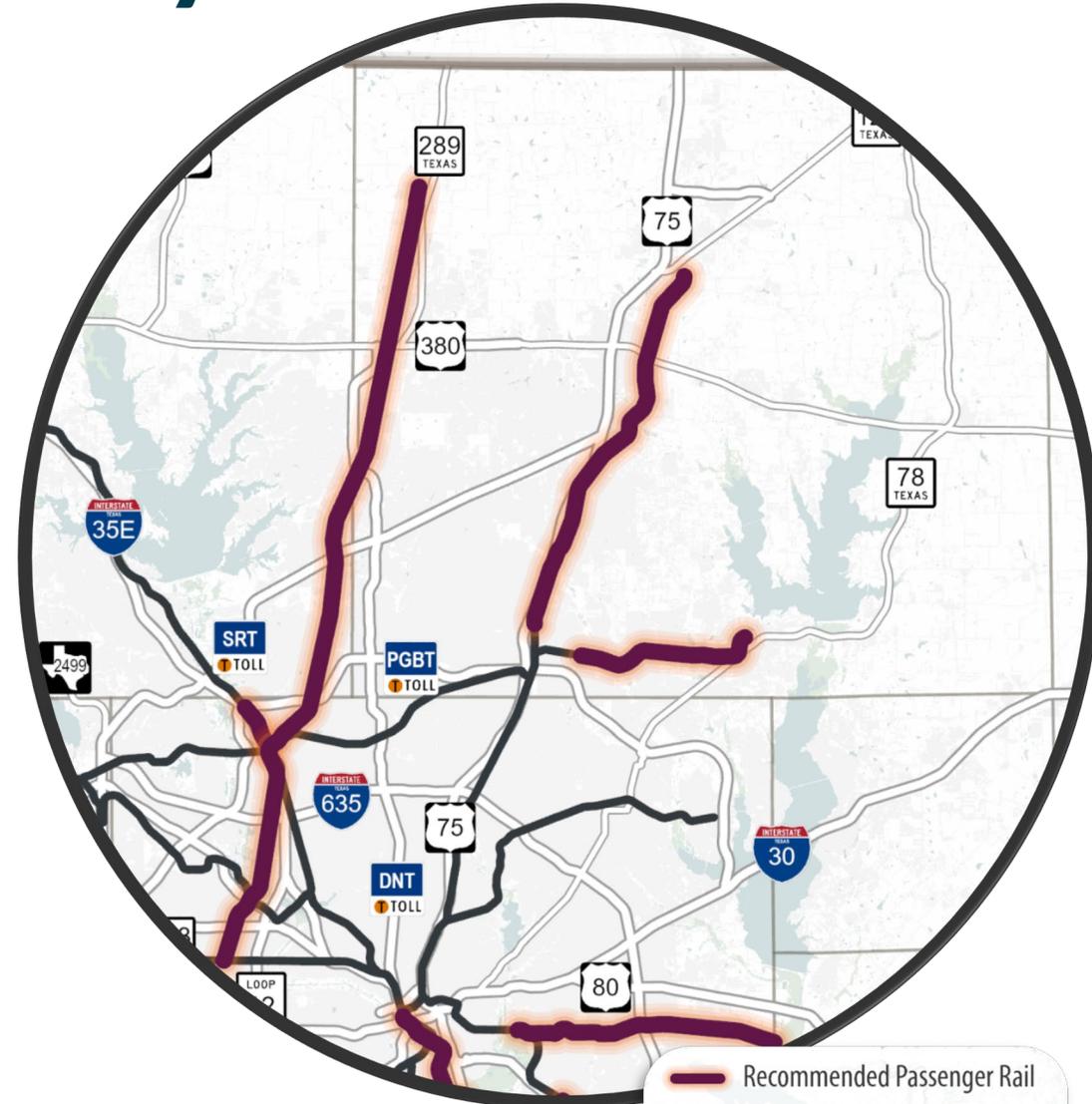
Focus: Transit need, mode, and service options

RTC Transit Vision Subcommittee

Focus: Governance structure to advance regional rail (Regional Mobility Authority)

RTC postponed study in November 2025

Recent DART/Member City/RTC partnership provides foundation for study to advance



Excerpt from Mobility 2050:  
Passenger Rail Recommendations Map



# Project Schedule

January 13, 2022	Collin County Transit Study Results Presented to RTC
May 2025	Transit 2.0 Final Report Published
September 22, 2025	Preproposal Conference held for McKinney Corridor Study
October 24, 2025	STTC Information
November 13, 2025	RTC Information (resulted in study pause)
February 27, 2026	STTC Information
March 12, 2026	RTC Action (request to unpaue)
May 28, 2026	Executive Board execution of Consultant Contract
June/July 2026	Study Kickoff with Project Advisory Committee

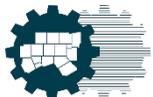


# Requested Action – McKinney Passenger Rail Corridor Study

RTC approval of:

Staff to resume activities related to the McKinney Passenger Rail Corridor Study

RTC Action Item – March 12, 2026



# CONTACT US



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Principal Transportation Planner

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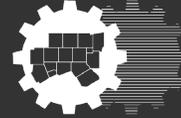


Dan Lamers, P.E.

Senior Program Manager

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North Central Texas  
Council of Governments

# Integrated Transportation and Stormwater Infrastructure (TSI) Study: Overview and Expectations

**Regional Transportation Council Information Item – March 12, 2026**

**Presented by: Jeff Neal, Senior Projects Manager**



Funded by the Texas General Land Office,  
Community Development Block Grant,  
Disaster Recovery Program.



Also Funded by the Texas Water Development Board  
and Texas Department of Transportation.

# Historic events led to improvements in flood control infrastructure during the last century. New needs are developing in this century...



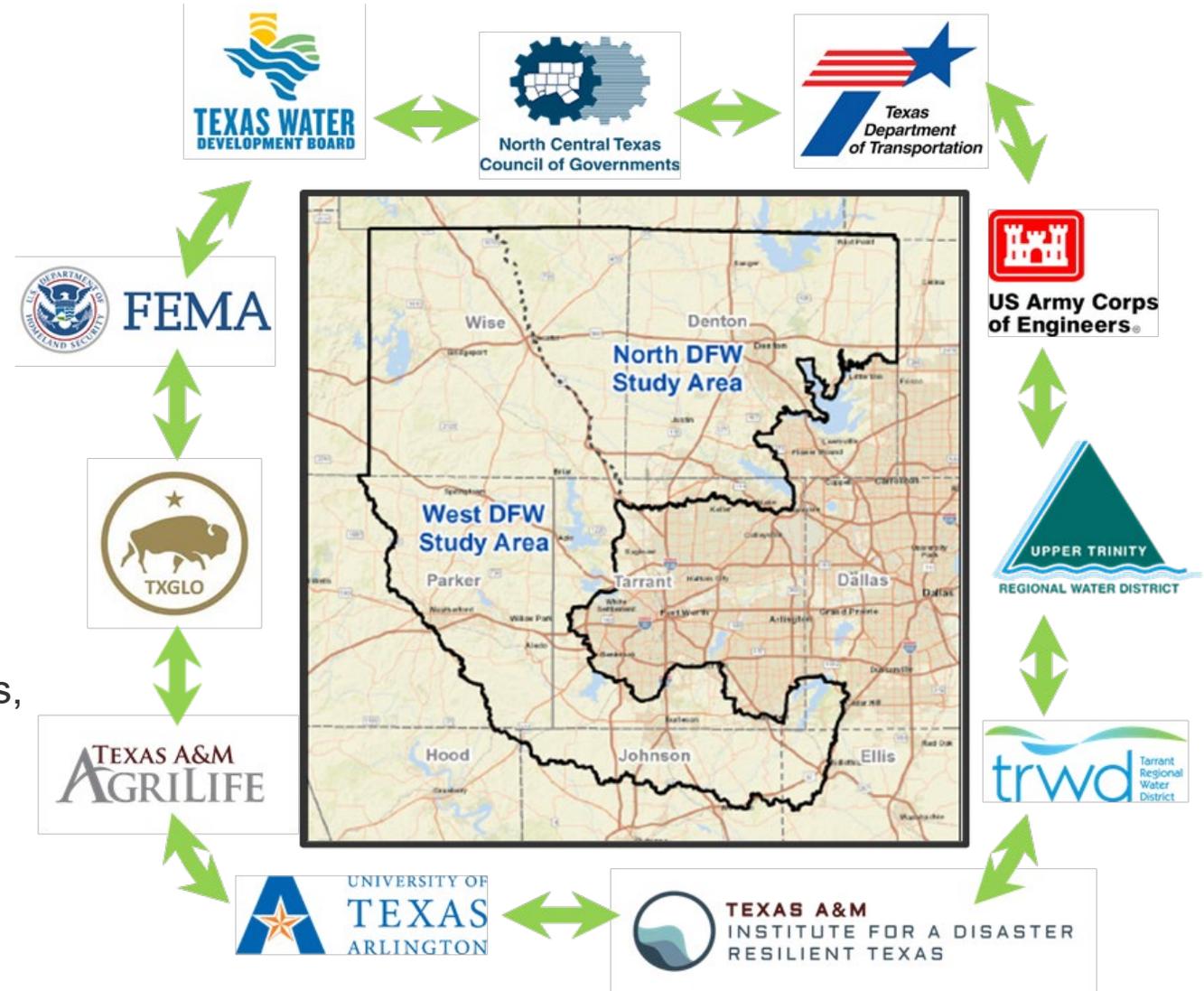
Rhome, May 2015  
Courtesy Tarrant Regional Water District

# WHAT: TSI Study Partners & Objectives

**TSI STUDY – \$10 million comprehensive planning effort to address flood risk upstream of the Dallas-Fort Worth urban cores:**

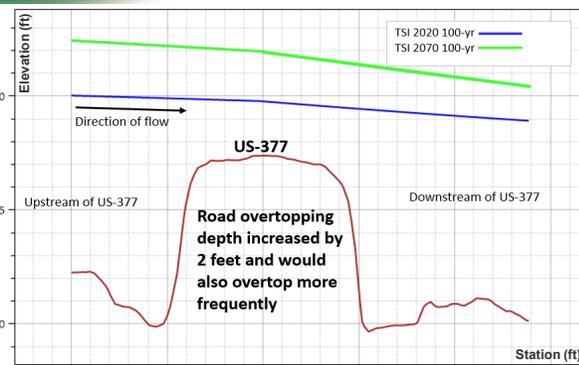
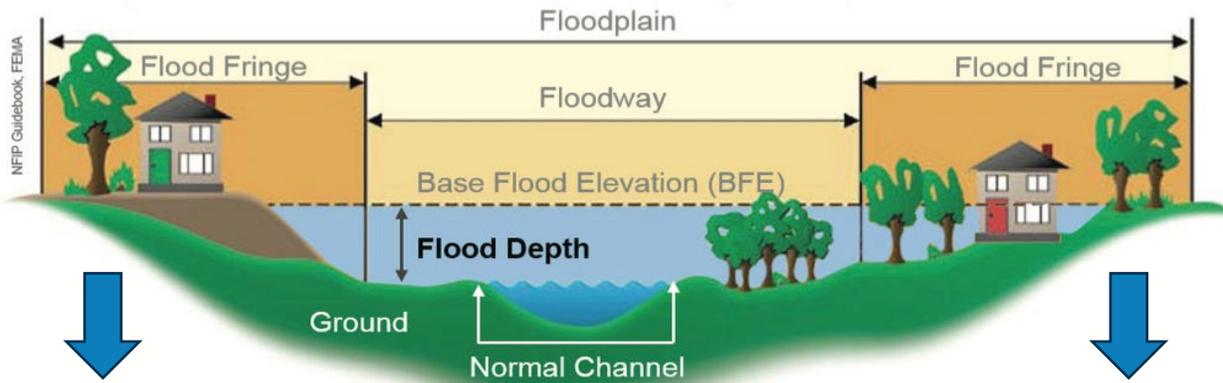
- Proactive planning (*planning-level designs*)
- Collaborative partnership between stormwater, environmental, and transportation infrastructure
- Safety of residents, property, and infrastructure
- State-of-the-art flood hazard area models
- Flood warning system framework
- Innovative infrastructure, nature-based solutions, and regulatory approach resources
- Tools, literature, and data/methodologies

**EXPECTED COMPLETION – Fall 2026**

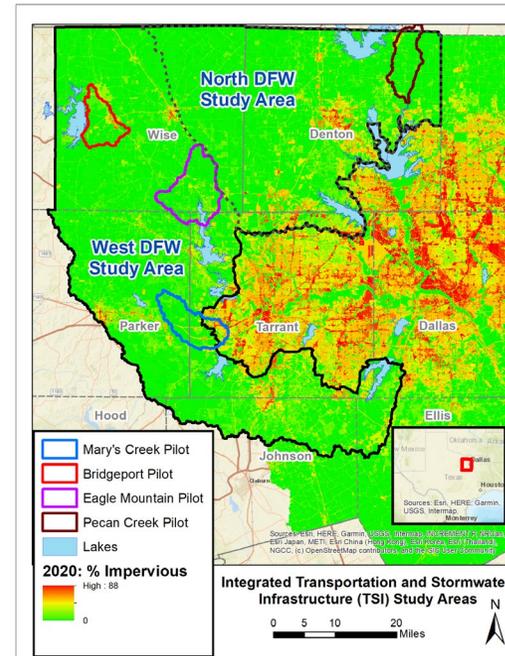
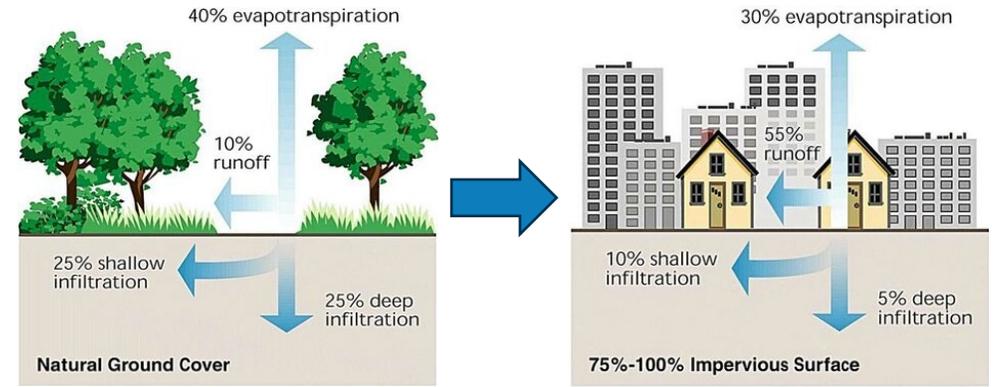


# WHY: Urbanization Increases Flood Risk

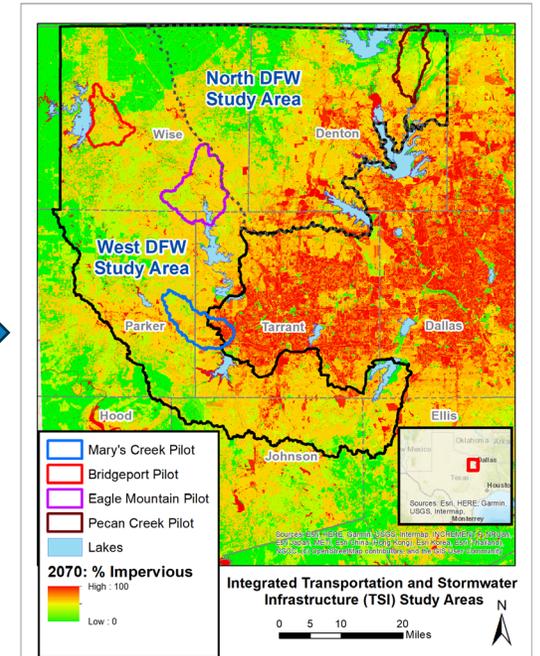
- Floodplains are among Earth's most valuable ecosystems, but also among the most threatened
- Effects of urbanization on floodplains:
  - ▢ Adds impervious cover (see right; runoff  $\leq 10\%$  more)
  - ▢ Depletes valley storage (see below; runoff  $\leq 30\%$  more)



## More Impervious Surface = More Runoff



6.4% Impervious (2020)



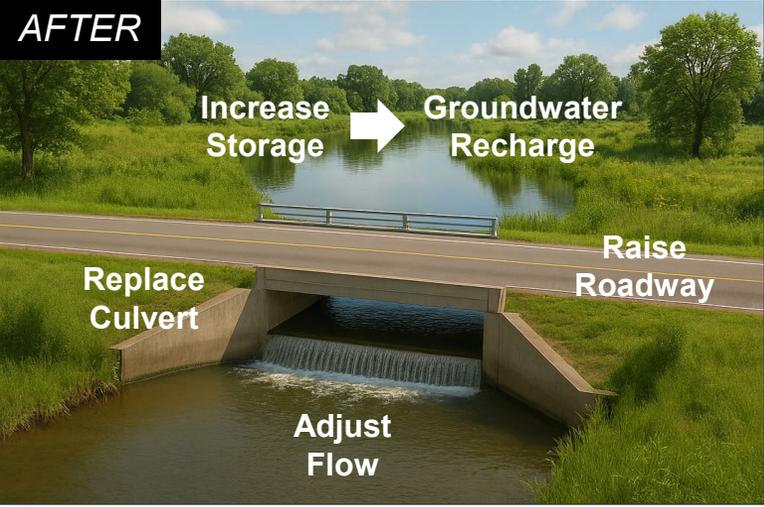
35.2% Impervious (2070)

# WHY: *Criticality of Transportation/Stormwater Integration*

- Most flood fatalities occur at roadway drainage crossings and other flow/storage bottlenecks
- Transportation/stormwater infrastructure costs among the most substantial in flood events
- Transportation failures impact access and reliability, and stormwater failures affect system adaptability
- Upstream development has rendered downstream road crossings and drainage systems inadequate
- TSI Study applies enhanced drainage models to determine options for increasing water storage and reducing peak flows to 2020 conditions at transportation junctions and/or stream reaches:
- Examples:
  - Detention/Retention
  - Buyouts
  - Valley Storage Preservation
- Contributions:
  - Flood Early Warning System (FEWS)
  - Policy Considerations



# EXAMPLES: *Detention/Retention (Sarra Lane – Parker County)*



**BEFORE**

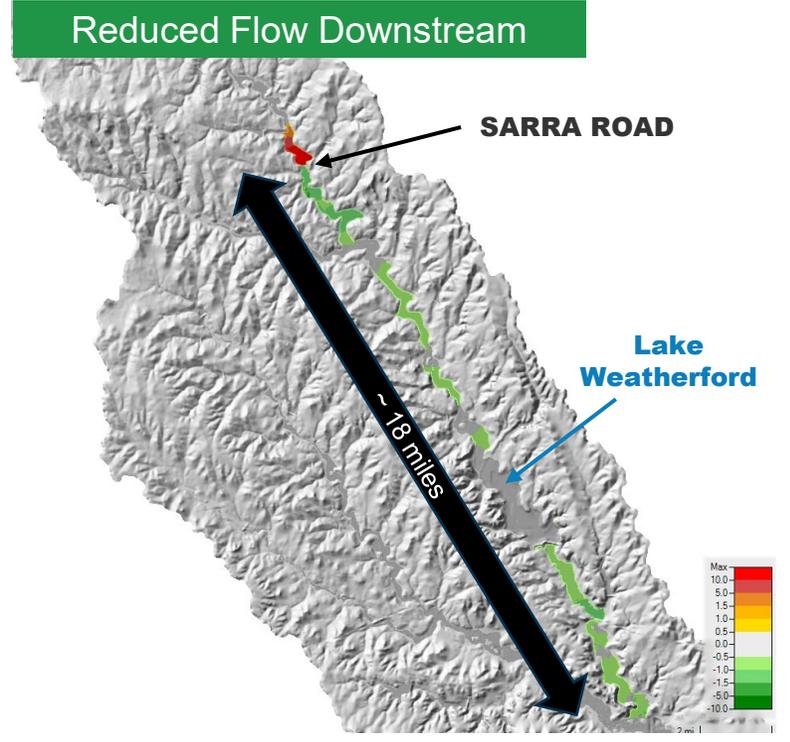
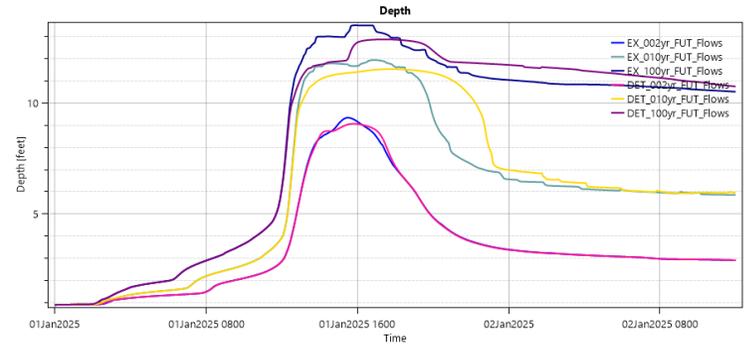
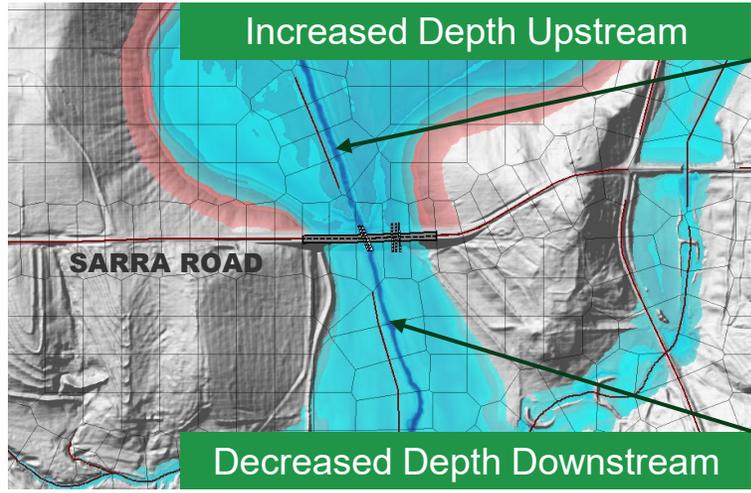
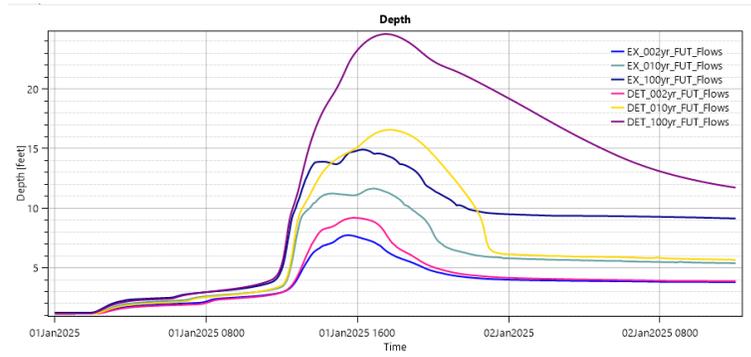
**AFTER**

Increase Storage → Groundwater Recharge

Replace Culvert

Raise Roadway

Adjust Flow

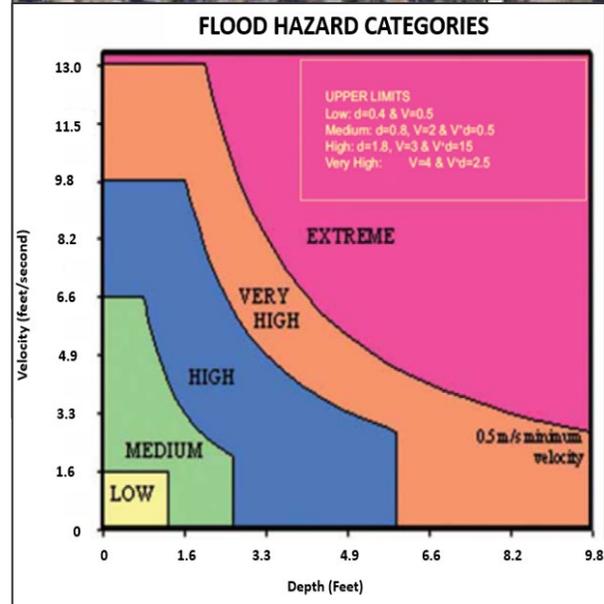
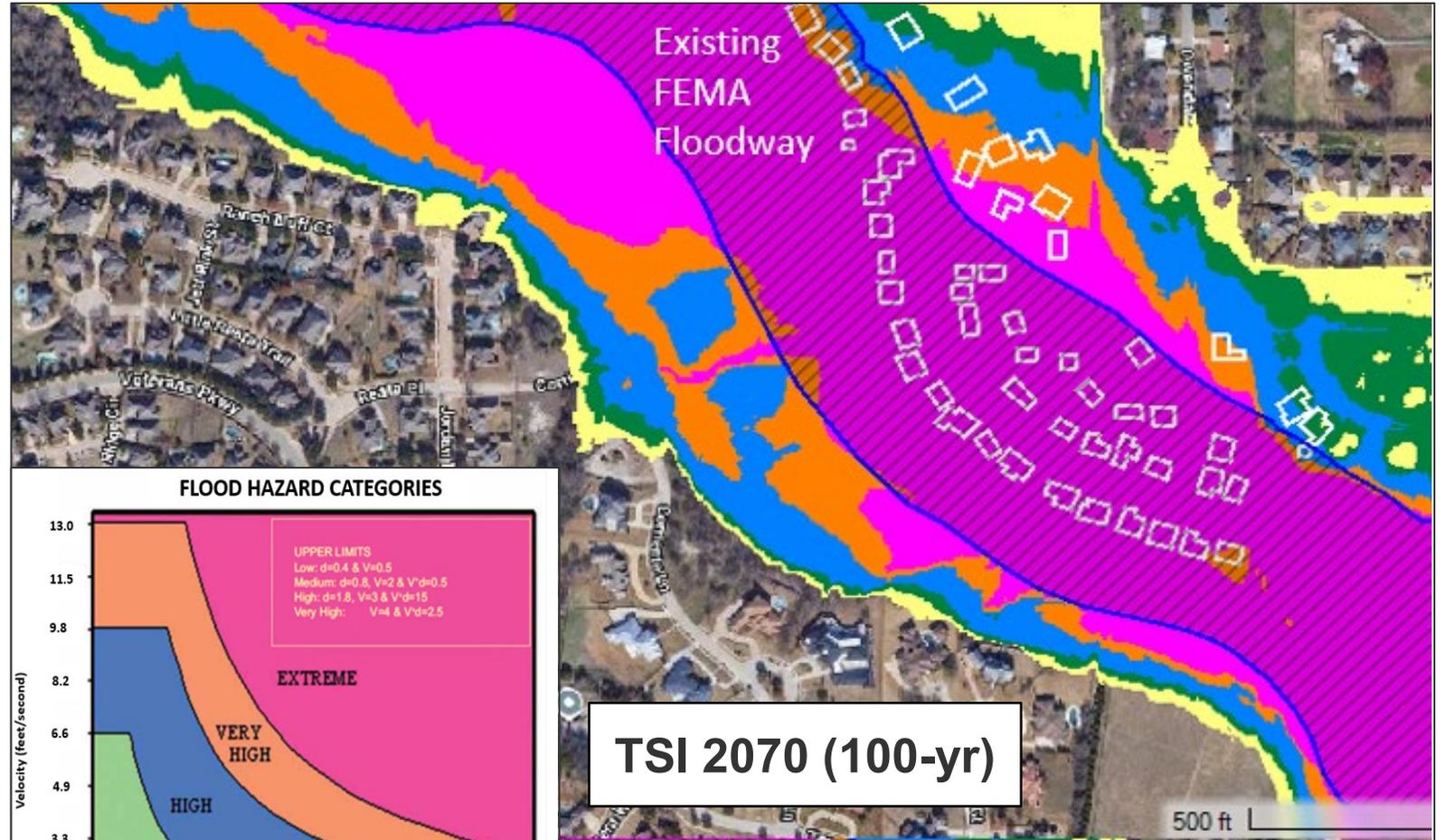


## Key Summary Statistics – 2070

- **100-year Conditions (upstream):**
  - Valley Storage: + 2,000 acre-ft
  - Flow Rate: - 3,000 ft<sup>3</sup>/sec
- **10-year Conditions (downstream):**
  - Flow Rate: - 1,000 ft<sup>3</sup>/sec
  - Elevation Reduction: 0.5-1.0 ft

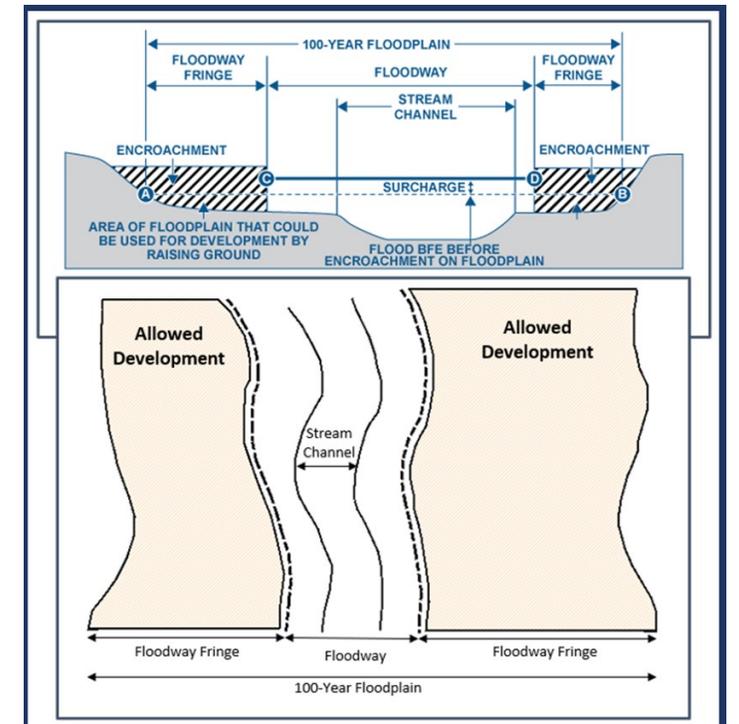
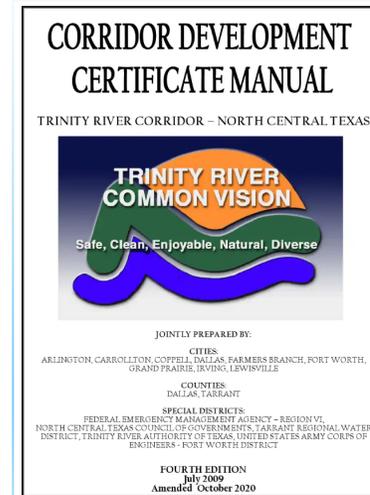
# EXAMPLES: *Buyouts (Mary's Creek – Benbrook)*

- “Flashy” watershed like Texas Hill Country
- History of flooding and projected increases from enhanced models and storm shifting scenarios
- Federal Emergency Management Agency (FEMA) Flood Hazard Categories link flood depth and velocity
- Homes built within the FEMA floodway, with some structures in the “Extreme Flood Hazard Area”

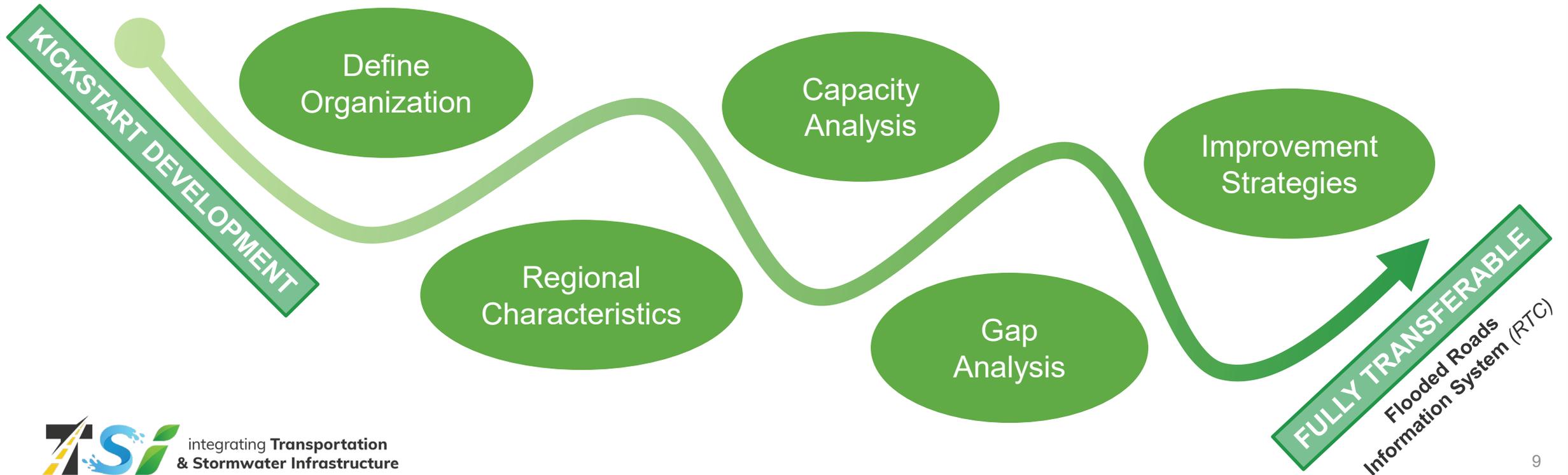


# EXAMPLES: *Valley Storage Preservation*

- **Definition** – Volume of water in a river’s floodplain during a flood event
- **Function** – Flood water storage...like a reservoir
- **Regulation** – FEMA National Flood Insurance Program (NFIP)
- **Downstream Impacts of Valley Storage Loss:**
  - Peak flow and water surface elevation increases
  - Deeper and more frequent/damaging roadway overtopping
  - Shorter flood response times and greater life safety threats
- **TSI Study calculates economic benefits for preserving valley storage**
- **Policies for Preserving Valley Storage:**
  - Prevent new development within the floodplain
  - Adopt compensatory volume ordinance to allow development – **Corridor Development Certificate (CDC) Program**

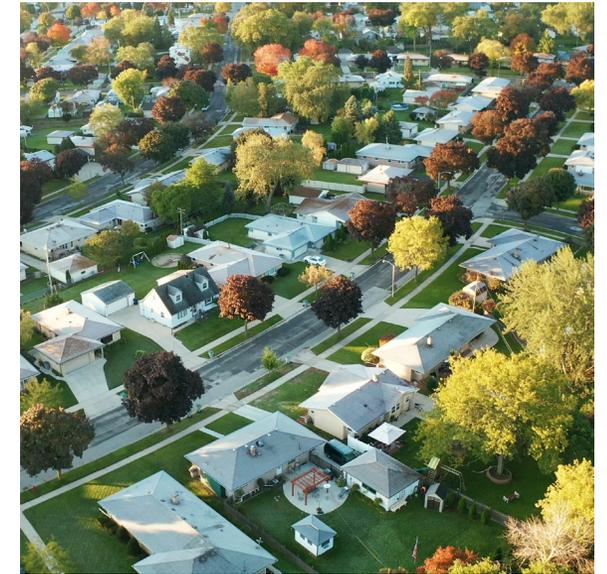
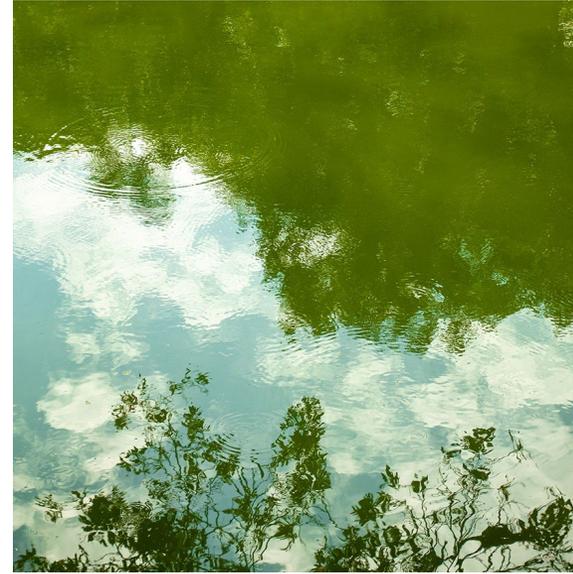


# CONTRIBUTIONS: *Flood Early Warning System (FEWS)*

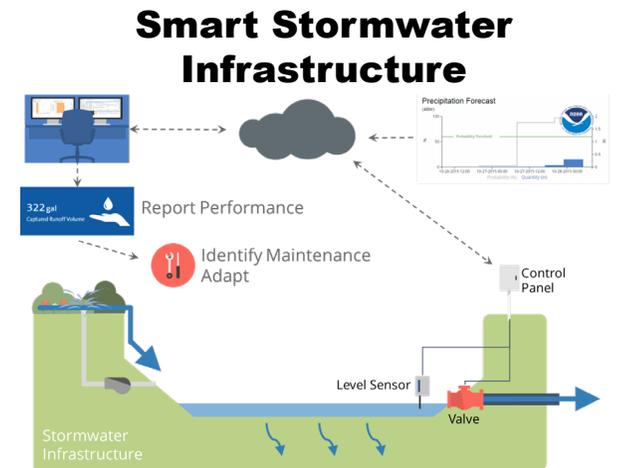
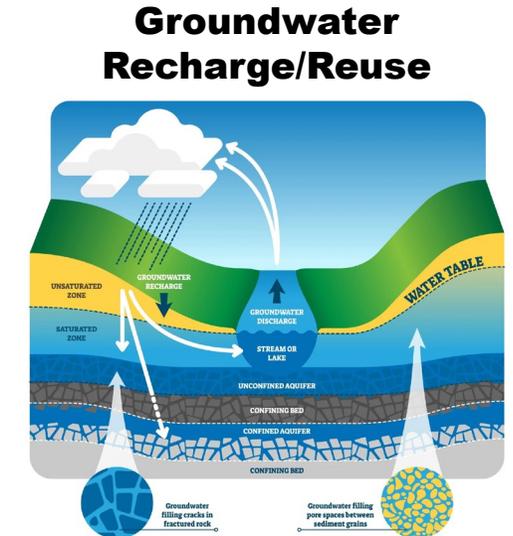
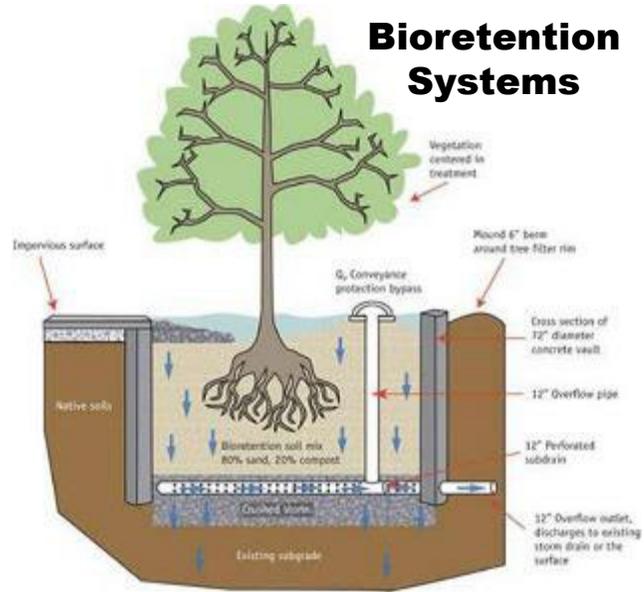


# CONTRIBUTIONS: *Policy Considerations*

- Identify template development codes and floodplain ordinances that support reduced flood risk and integration of transportation, stormwater, and environmental planning.
- Identify enabling/supportive state codes.
- Receive and incorporate feedback from stakeholders on code/ordinance elements, constraints, and effectiveness.
- Local governments may choose to use resources for regulatory updates to prevent/mitigate future floods through:
  - Higher construction standards and incentive zoning
  - Grey and nature-based infrastructure (*see right*)
  - Open space creation/preservation/maintenance
  - Matching pre-development flood flows/elevations
  - Setbacks to alleviate erosion



# INTEGRATION: *Blending Innovative Assets/Regulations*



# ENGAGEMENT: *View Interactive TSI Results/Products*

## TSI Website

**Featured Items**

- January 15, 2026 Flood Warning System Pre-Workshop Meeting (Virtual)
- January 29, 2026 Model Development Code & Floodplain Ordinances Workshop (Hybrid)
- February 17, 2026 Flood Warning System Workshop (Hybrid)
- December 5, 2025 Technical Advisory Group Meeting Materials
- Stakeholder Subarea Meetings- Round 4, Meeting Materials
- Local Government FAQ

The screenshot shows a website interface with a 'Featured Items' list at the top. Below the list are seven navigation cards, each with an icon and a 'Learn More' button. The cards are: Events (calendar icon), Technical Advisory Group (people icon), Outreach Documents (document icon), Contract Documents (document icon), Map Your Watershed! (map icon), StoryMap (document with checkmark icon), and Stakeholder Engagement (megaphone icon). An arrow points from the StoryMap card to the right.

[nctcog.org/tsi](https://nctcog.org/tsi)

## TSI Story Map

The screenshot shows a 'TSI Flood Warning System Planning' story map. It features a navigation bar with 'History and Context', 'What We're Doing', and 'Results and Resources'. The main content area has a title and a description: 'This task aims to develop a fully transferrable "roadmap" to develop or strengthen Flood Early Warning System (FEWS) understanding and capacity, including a transferable and scalable Standard Operating Procedure (SOP) and masterplan.' Below this is a Gantt chart timeline from August 2025 to July 2026. The timeline includes tasks like 'Project Management', 'Quality Control', 'SOP', 'Draft SOP', 'Finalize SOP', 'Final SOP', 'Objectives', 'Objectives Memo', 'Coordination', 'Characteristics', 'Region Characteristics Memo', 'Coordination', 'Capacity', 'Capacity Analysis Memo', 'Coordination', 'Gaps', 'Gap Analysis Memo', 'Coordination', 'Framework', 'Draft Framework', 'Finalize Framework', 'Final Masterplan', and 'Executive Summary'. There are also icons for 'Major Meetings' and 'Kick-Off'.

### INCLUDES:

- History and Context
- What We're Doing
- Results and Resources

# CONTACTS



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[jneal@nctcog.org](mailto:jneal@nctcog.org)

# \$57 Million Regional Transportation Council Safety Program (DFW Region)

Category	Final
Speed Enforcement <sup>1</sup>	\$7 Million
Speed Education <sup>2</sup>	\$2 Million
Bicycle/Ped Education <sup>2</sup>	\$2 Million
Bicycle/Ped Engineering <sup>3</sup>	\$10 Million
Freeway Operations Engineering and Intercity Connections <sup>3</sup>	\$25 Million
Youth Safety Program	\$4 Million
Edge Pavement Program	\$3 Million
Other	\$4 Million
<sup>1</sup> Increased Law Enforcement Presence <sup>2</sup> Enhance Existing Education Campaigns – Drive Aware North Texas and Look Out Texans <sup>3</sup> Identify through Roadway Safety Audit and Regional Safety Plans	<b>Totals</b> <b>\$57 Million</b>

**Regional Transportation Council Attendance Roster**  
**February 2025 - February 2026**

<b>RTC MEMBER</b>	<b>Entity</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>	<b>2/12/26</b>
Daniel Alemán Jr (01/22)	Mesquite	P	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	E(R)	P	P
Steve Babick (06/22)	Carrollton	P	P	E(R)	P	P	P	P	P	P	P	P	P
Rick Bailey (07/22)	Johnson County	P	P	P	P	P	P	P	P	P	P	P	P
Elizabeth M. Beck (08/21)	Fort Worth	P	P	P	A	P	A	A	A	P	P	P	P
Curtis Bergthold (07/25)	Richland Hills	--	--	--	--	P	P	P	P	P	P	P	P
Alan Blaylock (03/23)	Fort Worth	P	P	P	P	P	P	P	P	P	P	P	E(R)
Lorie Blair (10/25)	Dallas	--	--	--	--	--	--	--	P	P	P	E(R)	P
Randall Bryant (11/25)	DART	--	--	--	--	--	--	--	--	P	P	P	P
Ceason Clemens (10/22)	TxDOT, Dallas	E(R)	P	P	P	P	P	P	E(R)	P	P	P	E(R)
Bill Cox (07/25)	McKinney	--	--	--	--	P	P	E(R)	P	P	P	P	E(R)
Michael Crain (06/22)	Fort Worth	P	P	E	E(R)	P	A	E	P	A	P	P	P
Theresa Daniel (11/18)	Dallas County	E(R)	P	P	A	E	E	P	P	P	P	P	P
Jeff Davis (11/19)	Trinity Metro	P	P	P	A	P	P	P	E	P	P	P	P
Pat Deen (07/24)	Parker	P	E	P	P	P	P	P	P	P	P	A	P
Andy Eads (1/09)	Denton County	E(R)	P	P	P	P	P	P	E	P	P	P	P
Michael Evans (2/23)	Mansfield	P	P	P	E	P	A	P	P	P	P	P	E
Carlos Flores (07/25)	Fort Worth	--	--	--	--	A	P	E	P	P	P	P	P
T.J. Gilmore (06/25)	Lewisville	--	--	--	A	P	P	P	P	P	P	P	P
Raul H. Gonzalez (09/21)	Arlington	P	P	P	P	P	P	E(R)	P	P	P	P	P
Lane Grayson (01/19)	Ellis County	E	P	P	E	P	P	P	A	P	E	P	A
Mojoy Haddad (10/14)	NTTA	P	P	P	A	P	P	A	P	P	P	P	P
Angela Hunt (02/26)	DFW Airport	--	--	--	--	--	--	--	--	--	--	--	P
Clay Lewis Jenkins (04/11)	Dallas County	P	P	P	P	A(R)	E	P	P	P	P	P	E(R)
Ron Jensen (06/13)	Grand Prairie	P	P	P	P	P	E(R)	P	E(R)	P	E(R)	P	E(R)
Jill Jester (08/24)	Denton	E	E	P	P	P	P	P	E	P	P	P	E(R)
Matt Krause (01/25)	Tarrant County	E	E	P	E	P	P	P	E	E(R)	P	P	P
Stephen Mason (05/24)	Cedar Hill	P	P	P	P	P	P	P	P	P	P	P	P
Cara Mendelsohn (07/20)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
Cesar Molina (08/24)	DCTA	P	P	P	A	P	A	P	P	P	P	P	P
Jesse Moreno (07/24)	City of Dallas	P	A	P	P	P	P	P	A	P	E(R)	P	P
Ed Moore (07/22)	Garland	P	P	P	P	P	P	P	P	P	P	P	P
Matthew Porter (07/24)	Wylie	P	P	P	P	P	P	P	P	P	P	P	E(R)
John Muns (6/23)	Plano	P	P	P	P	A(R)	P	P	P	P	P	P	P
Manny Ramirez (1/23)	Tarrant County	P	P	E	P	E	P	A	P	E	E	E	P
Paul Ridley (10/25)	Dallas	--	--	--	--	--	--	--	P	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  
February 2025 - February 2026**

<b>RTC MEMBER</b>	<b>Entity</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>	<b>2/12/26</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	E(R)	P	P	P	P	P
Kathy Stewart (10/25)	Dallas	--	--	--	--	--	--	--	A(R)	P	P	P	P
Bobby Stovall (07/24)	Hunt County	P	P	P	P	P	P	P	P	E	E(R)	P	P
Burt Thakur (08/25)	Frisco	--	--	--	--	--	P	P	P	P	P	P	P
Jeremy Tompkins (10/19)	Euless	P	P	E(R)	P	P	P	P	P	P	P	P	P
William Tsao (3/17)	Dallas	P	P	P	P	A	P	P	P	P	P	P	P
Webb, Dennis (08/25)	Irving	--	--	--	--	--	P	P	P	E	E	P	E
Webb, Duncan (6/11)	Collin County	P	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  
February 2025 - February 2026

STTC MEMBERS	Entity	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	02/27/26
Rifat Alam	Lancaster	P	*	*	*	*	P	*	P	P	A	*	P
Ahmed Alqaisi	DeSoto	--	--	--	--	--	--	--	--	P	P	*	R
Marah Aqqad	Bedford	--	--	--	--	--	--	*	P	P	P	*	R
Joe Atwood	Hood County	A	*	*	*	*	P	*	R	P	P	*	P
Melissa Baker	Irving	P	*	*	*	*	E	*	P	P	P	*	R
James Bell	Grand Prairie	A	*	*	*	*	P	*	P	P	P	*	P
David Boski	Grand Prairie	P	*	*	*	*	P	*	P	P	P	*	P
Brett Bourgeois	Lewisville	--	--	--	--	--	--	--	--	--	--	*	R
Shon Brooks	Waxahachie	P	*	*	*	*	P	*	P	P	A	*	A
Tanya Brooks	DART	P	*	*	*	*	R	*	P	R	P	*	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	*	A
Farhan Butt	Denton	P	*	*	*	*	P	*	P	P	P	*	P
Bryan Cabrera	Mesquite	--	--	--	*	*	A	*	A	A	A	*	P
Brenda Callaway	Rockwall County	P	*	*	*	*	P	*	P	A	P	*	P
Travis Campbell	TxDOT - Dallas	P	*	*	*	*	P	*	P	P	P	*	P
Aaron Ceder	Dallas County	P	*	*	*	*	A	*	P	E	P	*	A
John Cordary, Jr.	TxDOT FW	A	*	*	*	*	P	*	R	P	P	*	P
Tara Crawford	Trinity Metro	P	*	*	*	*	P	*	A	P	A	*	P
Clarence Daugherty	Collin County	P	*	*	*	*	P	*	P	P	A	*	P
Chad Davis	Wise County	P	*	*	*	*	P	*	A	A	A	*	A
Taylor Derden	Mansfield	P	*	*	*	*	P	*	P	P	E	*	A
Pritam Deshmukh	Richardson	P	*	*	*	*	P	*	P	P	E	*	P
Becky Diviney	Town of Addison	P	*	*	*	*	P	*	P	P	P	*	P
Phil Dupler	FWTA	A	*	*	*	*	P	*	P	P	P	*	P
Eric Fladager	Fort Worth	A	*	*	*	*	P	*	P	P	P	*	A
Chris Flanigan	Allen	P	*	*	*	*	A	*	P	P	P	*	P
Austin Frith	DCTA	P	*	*	*	*	P	*	A	P	P	*	P
Gary Graham	McKinney	R	*	*	*	*	P	*	P	P	P	*	R
Michael Haithcock	TxDOT - Fort Worth	--	--	--	--	--	--	--	--	P	P	*	P
Scott Hall	Tarrant County	P	*	*	*	*	A	*	A	A	A	*	A
Tom Hammons	Carrollton	P	*	*	*	*	P	*	A	P	A	*	P
Namoo Han	Garland	--	--	--	--	--	P	*	P	A	P	*	P
Craig Hancock	NTTA	P	*	*	*	*	p	*	P	P	P	*	P
Chris Harris	Greenville	A	*	*	*	*	A	*	P	P	P	*	P
Ron Hartline	The Colony	P	*	*	*	*	A	*	A	R	R	*	A
Sophia Harvey	Dallas	--	--	*	*	*	A	*	P	A	A	*	P
Barry Heard	Kaufman County	P	*	*	*	*	P	*	A	P	P	*	P
Duane Hengst	Hurst	P	*	*	*	*	A	*	P	P	P	*	P
Matthew Hotelling	Flower Mound	P	*	*	*	*	P	*	A	A	P	*	P

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Surface Transportation Technical Committee Attendance Roster  
February 2025 - February 2026

STTC MEMBERS	Entity	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	02/27/26
Jeremy Hutt	Cleburne	P	*	*	*	*	P	*	R	P	P	*	P
Thuan Huynh	McKinney	P	*	*	*	*	P	*	P	P	R	*	P
Joseph Jackson	Tarrant County	P	*	*	*	*	P	*	P	P	P	*	P
Joel James	NTTA	P	*	*	*	*	P	*	A	P	P	*	P
William Janney	Frisco	P	*	*	*	*	A	*	A	A	A	*	P
Major L. Jones	Eules	P	*	*	*	*	A	*	R	P	P	*	E
Wilson Kakembo	Midlothian	--	--	--	--	--	--	--	--	A	P	*	P
Gus Khankarli	Dallas	P	*	*	*	*	P	*	P	P	P	*	P
Lauren LaNeave	Southlake	A	*	*	*	*	A	*	A	A	P	*	A
Alonzo Liñán	Keller	A	*	*	*	*	A	*	A	A	A	*	A
Eron Linn	DART	P	*	*	*	*	P	*	P	E	P	*	P
Clay Lipscomb	Plano	P	*	*	*	*	P	*	P	R	P	*	P
Paul Luedtke	Garland	P	*	*	*	*	A	*	A	P	A	*	A
Stanford Lynch	Hunt County	P	*	*	*	*	P	*	P	R	P	*	R
Auro Majumdar	Dallas	--	--	--	--	--	--	--	P	P	P	*	P
Chad Marbut	Weatherford	P	*	*	*	*	P	*	P	P	P	*	P
Alberto Mares	Ellis County	P	*	*	*	*	P	*	P	A	P	*	P
John Mears	Mesquite	A	*	*	*	*	A	*	A	P	P	*	P
Brian Moen	Frisco	A	*	*	*	*	P	*	A	A	P	*	P
Mark Nelson	Richardson	R	*	*	*	*	P	*	P	P	P	*	P
Jim O'Connor	Irving	P	*	*	*	*	R	*	R	R	P	*	P
Alfredo Ortiz	Dallas	P	*	*	*	*	E	*	P	P	P	*	P
Cintia Ortiz	Parker County	P	*	*	*	*	P	*	A	A	A	*	A
Joyce Palmer	Arlington	--	--	--	--	--	--	--	--	--	--	*	P
Martin Phillips	Fort Worth	E	*	*	*	*	E	*	A	A	P	*	E
John Polster	Denton County	P	*	*	*	*	P	*	P	P	P	*	P
Kelly Porter	Fort Worth	P	*	*	*	*	E	*	E	E	P	*	P
Tim Porter	Wylie	R	*	*	*	*	A	*	R	R	P	*	P
Minesha Reese	Dallas County	A	*	*	*	*	P	*	P	P	E	*	P
Elizabeth Reynolds	Grapevine	A	*	*	*	*	P	*	P	P	A	*	P
Greg Royster	DFW Int. Airport	P	*	*	*	*	R	*	P	P	P	*	P
Brian Shewski	Plano	P	*	*	*	*	P	*	R	P	P	*	R
Jason Shroyer	Little Elm	--	--	--	--	--	A	*	A	A	A	*	A
Ray Silva-Reyes	Farmers Branch	P	*	*	*	*	P	*	R	P	P	*	A
Chelsea St. Louis	Fort Worth	P	*	*	*	*	P	*	P	A	P	*	P
Aaron Tainter	Coppell	P	*	*	*	*	P	*	R	P	P	*	P
Errick Thompson	Burleson	P	*	*	*	*	P	*	E	P	P	*	P
Caleb Thornhill	Plano	A	*	*	*	*	A	*	A	P	A	*	A
Jennifer VanderLaan	Johnson County	P	*	*	*	*	P	*	E	P	P	*	P
Gregory Van	Haltom City	A	*	*	*	*	P	*	P	R	R	*	P
Daniel Vedral	Irving	R	*	*	*	*	P	*	P	P	A	*	E
Caroline Waggoner	North Richland	R	*	*	*	*	A	*	A	P	A	*	P

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Jana Wentzel	Dallas	--	--	--	--	--	--	--	P	P	P	*	P
Robert Woodbury	Cedar Hill	P	*	*	*	*	P	*	P	P	P	*	P
Larry Wright	Colleyville	A	*	*	*	*	A	*	P	P	P	*	P
Jamie Zech	TCEQ	A	*	*	*	*	A	*	A	A	A	*	A

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## **MEETING SUMMARY**

### **SURFACE TRANSPORTATION TECHNICAL COMMITTEE Friday, January 23, 2026**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, January 23, 2026, at 1:30 pm by videoconference. The Regional Transportation Council Bylaws and Operating Procedures establish that the Technical Committee approved membership in attendance at a meeting shall constitute a quorum for action to be taken, therefore individual attendance was not taken for committee members or other attendees.

1. **Approval of the December 5, 2025, Meeting Summary:** Approval of the December 5, 2025, meeting summary contained in Electronic Item 1 was requested.

The Meeting Summary of the December 5, 2025, meeting was approved as submitted in Electronic Item 1. Mark Nelson (M); Chad Marbut (S).

2. **Consent Agenda:** There were no items on the Consent Agenda
3. **Director of Transportation Report on Selected Items:** Michael Morris provided an overview of current transportation items.
  1. Partnership Program to Reduce the Possibility of Roadway Sanctions
  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. Regional Transportation Council Transit Vision Subcommittee Presentation – Karla Windsor
  6. Need Feedback on Transportation Improvement Program Listings
  7. Mobility Assistance Patrol Program
  8. Triennial Federal Transit Administration Review Will Be Conducted in 2026
4. **Endorsement to Receive Rider 7 Fine Particulate Matter Planning Funds from the Texas Commission on Environmental Quality:** Daniela Tower provided an overview of the Rider 7 Local Air Quality Planning Grant – fine particulate matter program administered by the Texas Commission on Environmental Quality available for the Fiscal Year 2026-2027 biennium and requested endorsement of the receipt of funds for local air quality planning under this program and authorization to enter into agreements with subrecipients to assist with work to be conducted.

The Committee approved staff's recommendation as illustrated below. John Polster (M); Joe Atwood (S).

## Requested Action: Receiving and Using Rider 7 Funds for 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.

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5. **Approval to Receive Rider 7 Ozone Planning Funds from the Texas Commission on Environmental Quality:** Daniela Tower provided an overview of the Rider 7 Local Air Quality Planning Grant - Ozone program administered by the Texas Commission on Environmental Quality available for the Fiscal Year 2026-2027 biennium and requested a recommendation for Regional Transportation Council approval of the receipt of funds for local air quality planning under this program and to enter into agreements with the City of Granbury to assist with work to be conducted.

The Committee approved staff's recommendation as illustrated below. Kelly Porter (M); Joe Atwood (S).

## Requested Action: Receiving and Using Rider 7 Ozone Funds for Local Air Quality Activities

STTC 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

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6. **Fiscal Year 2026 Better Utilizing Investments to Leverage Development Grant and Off-System Rail Grade Separation State Fund Programs:** Jeff Neal requested the Committee's recommendation for Regional Transportation Council (RTC) approval to submit projects in the Fiscal Year 2026 Better Utilizing Investments to Leverage Development Grant Program, dedicated for surface transportation infrastructure projects that will have a significant local or regional impact. Applications are due to the United States Department of Transportation by February 24, 2026. A recommendation for RTC approval was also requested for \$30 million in Surface Transportation Block Grant Program/ Congestion Mitigation and Air Quality Improvement Program funding to leverage State, local, and private funds on the Bonds Ranch Railroad Grade Separation near the Business 287 intersection, which was submitted by Tarrant County for the Texas Off-System Rail Grade Separation State Fund Program.

The Committee approved staff's recommendation as illustrated below. Robert Woodbury (M); Alberto Mares (S).

**Requested Action –  
FY2026 BUILD Grant & Off-System Rail Grade Separation Programs**

**Recommendation for RTC approval of:**

- Submitting the following projects for 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**
- \$20M 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 (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate the proposed projects if selected

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7. **Status Report on Commercial Vehicle Compliance:** Anthony Moffa provided an update on Commercial Vehicle Enforcement (CVE) efforts in the region and highlighted observations from recently attended CVE events along with other relevant information.
8. **Proposed Traffic Signal Program Funding:** Gregory Masota presented the proposed traffic signal funding program based on the recently approved Regional Transportation Council traffic signal improvement types and associated funding categories.
9. **Integrating Transportation and Stormwater Infrastructure Study Overview:** Jeff Neal provided a brief overview of the Integrating Transportation and Stormwater Infrastructure Study and announced a Model Development Code/Floodplain Ordinance Workshop scheduled for January 29, 2026, in the North Central Texas Council of Governments offices.

**Fast Facts:** These items were not presented due to time constraints:

1. Dylan Niles – Fiscal Year 2025 Transportation Development Credit Annual Report
2. Braulio Bessa – Technology Project Identification Call for Ideas Workshop (February 2, 2026)
3. Jason Brown – Engine Off North Texas Status Report
4. Jesse Brown – Quarterly High Occupancy Vehicle Carma Subsidy Report
5. Hannah Thesing – Multimodal Delivery Project Update
6. Hannah Thesing – Air Quality Funding Opportunities ([www.nctcog.org/AQfunding](http://www.nctcog.org/AQfunding))
7. Hannah Thesing – Upcoming Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
8. Written Progress Reports:
  - Partner Progress Reports
  - November Public Meeting Minutes
  - December Public Meeting Minutes
  - October-November Public Comments Report
  - November-December Public Comments Report
  - February Public Meeting Notice

10. **Other Business (Old or New):** No items were provided.

14. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for ***1:30 pm on February 27, 2026, in the NCTCOG offices.***

Meeting adjourned at 3:14 p.m.