

AGENDA

Regional Transportation Council

Thursday, September 11, 2025

North Central Texas Council of Governments

10:30 am- RTC Transit Vision Subcommittee Workshop
12:30 pm

1:00 pm Full RTC Business Agenda
(NCTCOG Guest Secured Wireless Connection Password: rangers!)

Pledge to the United States and Texas Flags

1:00 – 1:10 1. Opportunity for Public Comment on Today's Agenda

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

1:10 – 1:15 2. Approval of August 7, 2025, Minutes

Action Possible Action Information Minutes: 5
Presenter: Rick Bailey, RTC Chair
Item Summary: Approval of the August 7, 2025, meeting minutes contained in [Electronic Item 2](#) will be requested.
Background: N/A

1:15 – 1:20 3. Consent Agenda

Action Possible Action Information Minutes: 5

3.1. Transportation Paid Education Campaigns for Fiscal Year 2026

Presenter: Whitney Vandiver, NCTCOG
Item Summary: Staff will seek Regional Transportation Council (RTC) support of a recommendation to the North Central Texas Council of Governments (NCTCOG) Executive Board for the approval of funding up to \$1,849,500 for Transportation Paid

Campaigns that will initiate in Fiscal Year (FY) 2026.

Background: Since 2014, the NCTCOG Executive Board has authorized annual advertising purchase and placement initiatives for the Transportation Department. The education campaigns are for public involvement for multiple projects: safety campaigns of Drive Aware North Texas, Bicycle/Pedestrian Safety (Look Out Texans), and Unmanned Aircraft Safety; congestion relief campaigns (Try Parking It and 2026 Federation Internationale de Football Association World Cup Partnership); and air quality campaigns of Car Care Awareness and Ozone Season Emissions Reduction (Air North Texas). Flexible Funding for public involvement/notifications is for possible unanticipated costs that may arise. Efforts will be funded by a combination of Surface Transportation Block Grant (STBG) Program funds, Transportation Planning Funds (TPF), Congestion Mitigation and Air Quality (CMAQ) Program funds, Environmental Protection Agency (EPA) funds, Regional Toll Revenue (RTR), RTC Local funds, private funds, Federal Highway Administration (FHWA) funds, and RTC Transportation Development Credits (TDCs) in lieu of cash match. Education campaigns will be in multiple languages and may be presented through out-of-home advertising, print, screen, social media, digital, and audio platforms.

[Electronic Item 3.1](#) provides more detail.

Performance Measure(s) Addressed: Administrative, Safety

3.2. Transitional Funding to Support Land Use and Transit Station Development

Presenter: Michael Morris, NCTCOG

Item Summary: Regional Transportation Council (RTC) approval will be requested for \$400,000 in RTC Local transition funding to support land use, transit-oriented development, bike-pedestrian, safety, and other active transportation initiatives for North Central Texas Council of Governments staff. This action includes directing staff to administratively

amend the Transportation Improvement Program (TIP) and other administrative/planning documents to implement this project.

Background: The North Central Texas Council of Governments (NCTCOG) is working with the Texas Department of Transportation to access approved funding for the Land Use/Transportation and Bike/Pedestrian Initiatives Program (Transportation Improvement Program # 11647.2) which funds NCTCOG staff expenses to advance these RTC priorities. The funding agreement has been executed; however, the timeline for receipt of federal authorization to begin spending funds under the agreement is unknown. Interim funding may be needed to continue program activities. Staff requests approval of \$400,000 in RTC Local funds to support this project until the federal funding authorization is received.

Performance Measure(s) Addressed: Administrative, Safety

3.3. GoCarma Integration with Managed Lane Toll System Upgrades

Presenter: Michael Morris, NCTCOG

Item Summary: The Texas Department of Transportation (TxDOT) is upgrading the toll collection software on the managed lanes that are not part of the P3 agreements. Staff will seek approval for integration improvements needed to continue to support the High-Occupancy Vehicle (HOV) discount on the managed lanes and funding to support system updates.

Background: The Regional Transportation Council (RTC) has adopted a Managed Lane policy to provide a 50 percent discount during peak-travel periods for HOV users on the managed lane system. Since February 2020, the North Central Texas Council of Governments (NCTCOG) has a partnership with TxDOT, the North Texas Tollway Authority and Lyndon B. Johnson/North Tarrant Express to provide the HOV discount. This requires multiple systems to be integrated and as system improvements are implemented, software updates are required by partner agencies. TxDOT is planning to update the Interstate Highway 35 East

tolling software over the next several months with a plan to update all TxDOT operated managed lane tolling system through 2027. This update requires adjustments to the GoCarma system, this system verifies the number of occupants in the vehicles to provide the 50 percent discount. This change will require GoCarma to operate on two systems simultaneously. GoCarma has provided an estimated cost of \$1,250,000 to set up the new system, continue to operate the existing system, and maintain the existing and new system through 2030. Staff is requesting RTC approval of \$250,000 in RTC Local funds to cover the one-time cost of the initial setup and \$1,000,000 in Regional Toll Revenue waterfall funding to pay for the annual Software as a Service fee for the gantry support.

Performance Measure(s) Addressed: Air Quality

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

Action Possible Action Information Minutes: 15
Presenter: Michael Morris, NCTCOG

1. Moment of Silence for the 24th Anniversary of 9/11
2. Summary of RTC Transit Vision Subcommittee Meeting
3. Regional Transportation Council Member Orientation in October (10:30 a.m., October 9, 2025)
4. 2024 Regional Safety Measures Performance Reports ([Electronic Item 4.1](#))
5. West/East Equity Update ([Electronic Item 4.2](#)) ([Electronic Item 4.3](#))
6. Additional Correspondence from Hunt-Related Entities on High-Speed Rail ([Electronic Item 4.4](#))
7. Local Clean Air Spotlight ([Electronic Item 4.5](#))
8. 2025 Ozone Season Update ([Electronic Item 4.6](#))
9. Air Quality Funding Opportunities (www.nctcoog.org/aqfunding)
10. Upcoming Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org/events)
11. August Public Meeting Minutes ([Electronic Item 4.7](#))
12. July – August Public Comment Report ([Electronic Item 4.8](#))
13. Recent News Articles ([Electronic Item 4.9](#))

14. Recent Correspondence ([Electronic Item 4.10](#))

15. Recent Press Releases ([Electronic Item 4.11](#))

1:35 – 1:45 5. New Regional Transit Safety Performance Measure Targets

Action Possible Action Information Minutes: 10

Presenter: Ezra Pratt, NCTCOG

Item Summary: Regional Transportation Council (RTC) approval will be requested for updated federally required Public Transit Agency Safety Plan (PTASP) regional performance measure targets for Fiscal Year (FY) 2026-2029.

Background: In 2021, the RTC adopted targets to cover FY 2022-2025 for the federally required performance measures under PTASP. PTASP includes measures related to transit safety for passengers, transit workers, and those who share the road with transit vehicles. The North Central Texas Council of Governments now has an opportunity to adjust or reaffirm the previously adopted targets, and adopt several new targets required by the Federal Transit Administration. [Electronic Item 5](#) provides more information.

Performance Measure(s) Addressed: Safety, Transit

1:45 – 1:55 6. 2025 Public Participation Plan Update

Action Possible Action Information Minutes: 10

Presenter: Rebekah Gongora, NCTCOG

Item Summary: Staff will present an overview of the 2025 Public Participation Plan (PPP) and outline proposed revisions, which are necessary to reflect federal policies and Infrastructure Investment and Jobs Act (IIJA) requirements.

Background: In accordance with federal law, the PPP defines public involvement procedures, comment periods, and outlines strategies to inform the public on the transportation and air quality planning process. [Electronic Item 6.1](#) contains the current PPP that was approved by the Regional Transportation Council in November 2018 and amended in November 2022. The 2025 PPP Update addresses IIJA requirements, new federal policies, and reflects the use of technology in the public involvement process. A 45-day comment period began with public meetings in July. The draft 2025 PPP is provided in [Electronic Item 6.2](#). A presentation containing additional information

on the proposed revisions is included as [Electronic Item 6.3](#).

Performance Measure(s) Addressed: Administrative

1:55 – 2:05 7. Fiscal Year 2025 Public Transportation Funding: Programs of Projects

Action Possible Action Information Minutes: 10

Presenter: Brian Dell, NCTCOG

Item Summary: Regional Transportation Council action on the Fiscal Year 2025 Public Transportation Funding Programs of Projects will be requested.

Background: As the designated recipient for Federal Transit Administration funds in the Dallas-Fort Worth-Arlington, Denton-Lewisville, and McKinney-Frisco Urbanized Areas, the North Central Texas Council of Governments has developed Programs of Projects to suballocate approximately \$211.4 million in Sections 5307, 5310, 5337, and 5339 federal funding to public transit providers in the region. Approximately \$15.2 million in funding remains to be programmed in the future. [Electronic Item 7.1](#) includes additional information. [Electronic Item 7.2](#) contains the proposed Programs of Projects.

Performance Measure(s) Addressed: Safety, Transit

2:05 – 2:15 8. Rail Crossing Improvement Program

Action Possible Action Information Minutes: 10

Presenter: Michael Johnson, NCTCOG

Item Summary: Staff will brief the Regional Transportation Council (RTC) on the Rail Crossing Improvement Program and request approval for funding of the program, to administratively amend the North Central Texas Council of Governments and State Transportation Improvement Programs, as well as other planning and administrative documents. The Rail Crossing Improvement Program is to improve safety near at-grade rail crossings.

Background: As part of the RTC's 2024 Strategic Transportation Funding Program, approved in February 2024, \$12.5 million (\$10 million Regional Toll Revenue funds plus \$2.5 million in local match) was approved for railroad crossing safety program projects. Using data collected from railroad crossing site visits and other available information provided by cities, railroads, and the Texas

Department of Transportation, two corridors are recommended – one in southeast Fort Worth and one in west Dallas. These corridors were identified by reviewing annual average daily traffic (AADT), crossing incidents, number of trains per day, and site-specific safety equipment (gates, lights, pavement markings, etc.). The Fort Worth project coincides with a city-led project for a quiet zone from Kellis Street to Jessamine Street. The completion of this project will improve safety and quality of life by upgrading the corridor and installing a quiet zone. The second project, located in West Dallas, will provide safety and quality of life improvements at Manila Road and East Jefferson Street and will eliminate an at-grade crossing at Vilbig Street. [Electronic Item 8](#) includes more information, as well as the proposed action requested.

Performance Measure(s) Addressed: Goods Movement, Safety

2:15 – 2:25 9. Funding for Transportation Improvements in Cleburne Near Amazon Facility

Action Possible Action Information Minutes: 10
Presenter: Michael Morris, NCTCOG

Item Summary: Regional Transportation Council (RTC) approval of up to \$3 million in RTC Local funding will be requested for roadway improvements to provide safe access to a new Amazon facility at United States (US) 67 and Chisholm Trail Parkway. The request includes \$362,000 in grant funding and up to \$2,638,000 in funds to be loaned to the City of Cleburne. This action includes directing staff to administratively amend the Transportation Improvement Program (TIP) and other administrative/planning documents to implement this project.

Background: A new Amazon facility is under construction at US 67 and Chisholm Trail Parkway. Johnson County and later Texas Department of Transportation (TxDOT) requested that the North Central Texas Council of Governments (NCTCOG) review safer options than the originally proposed/planned signal, which would be located too close to the highway intersection thereby causing significant truck/car conflicts. As a result, Johnson County, the City of Cleburne, Texas Department of Transportation, North Texas Tollway Authority, NCTCOG, and Amazon developed a more permanent

expedited access for anticipated truck traffic. NCTCOG staff recommends that the RTC contribute the cost of the temporary connection as a regional commitment (\$362,000) to the project and loan the City of Cleburne the balance of funding needed (\$2,638,000) to enable the City and Amazon to build the permanent improvement from the beginning. [Electronic Item 9](#) contains additional details on the proposed improvements and funding.

Performance Measure(s) Addressed: Roadway, Safety

2:25 – 2:35 10. 2025 Regional Transportation Council Priorities for Federal Surface Transportation Authorization

Action Possible Action Information Minutes: 10

Presenter: Rebekah Gongora, NCTCOG

Item Summary: Staff will provide an overview of recent Federal actions related to the development of the next surface transportation authorizing legislation and will present the draft 2025 Regional Transportation Council (RTC) Federal Surface Transportation Authorization Priorities.

Background: The current authorization for Federal surface transportation programs, the Infrastructure Investment and Jobs Act (IIJA), is set to expire on September 30, 2026. Congress is currently in the process of crafting the next surface transportation bill. In preparation for the next reauthorization bill, staff will present for comment the draft 2025 RTC Federal Surface Transportation Authorization Priorities in [Electronic Item 10.1](#) and foundational principles in [Electronic Item 10.2](#). The presentation can be found in [Electronic Item 10.3](#).

Performance Measure(s) Addressed: Administrative

2:35 – 2:45 11. 2025 Texas Department of Transportation Surveys in the Dallas-Fort Worth Metropolitan Planning Area

Action Possible Action Information Minutes: 10

Presenter: Arash Mirzaei, NCTCOG

Item Summary: Staff will provide information on the Texas Department of Transportation (TxDOT) travel surveys being conducted in the Dallas-Fort Worth Metropolitan Planning Area beginning in 2025.

Background: For over three decades, North Central Texas Council of Governments (NCTCOG) has conducted periodic travel

surveys to monitor changing travel patterns in the Dallas-Fort Worth region. In partnership with NCTCOG, TxDOT will conduct Household, Workplace, and Commercial Vehicle surveys across the 12-county metropolitan planning area beginning in August 2025. The two-year data collection will support updates to the regional travel model and help guide transportation planning.

Performance Measure(s) Addressed: Goods Movement, Roadway

2:45 – 2:55 12. **Strategic Traffic Signal Program**
 Action Possible Action Information Minutes: 10
Presenter: Natalie Bettger, NCTCOG
Item Summary: Staff will present a proposed funding process for the traffic signal program. The process will outline agency eligibility requirements, the evaluation criteria for funding requests, and the categorization of traffic signal improvements. It will also include recommendations for cost-sharing between agencies and North Central Texas Council of Governments.
Background: The Regional Transportation Council has funded traffic signal projects across the region over the years. This effort continues in response to ongoing requests from local agencies. The proposed initiative aims to establish a structured process for evaluating and funding traffic signal projects as requests are received. Additional information is provided in [Electronic Item 12](#).

Performance Measure(s) Addressed: Transit

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, October 9, 2025.**

MINUTES**Regional Transportation Council**
Thursday, August 7, 2025

The Regional Transportation Council (RTC) met on Thursday, August 7, 2025, at 1:00 pm at the Irving Convention Center. The following RTC members or representatives were present: Daniel Alemán, Bruce Arfsten, Steve Babick, Rick Bailey, Adam Bazaldua, Curtis Bergthold, Alan Blaylock, Ceason Clemens, Jorga Clemson (representing Ron Jensen), Bill Cox, Jeff Davis, Pat Deen, Andy Eads, Vernon Evans, Carlos Flores, T.J. Gilmore, Raul Gonzalez, Lane Grayson, Mojy Haddad, Jill Jester, Stephen Mason, Cara Mendelsohn, Ed Moore, Jesse Moreno, John Muns, Matthew Porter, Manny Ramirez, Jim Ross, David Salazar, Gary Slagel, Bobby Stovall, Burt Thakur, Jeremy Tompkins, William Tsao, Dennis Webb, and Chad West.

Others present at the meeting were: Rifat Alam, Vickie Alexander, Rich Andreski, Micah Baker, Berrien Barks, Jeff Basly, Cimajie Best, Natalie Bettger, Brandi Bird, Lori Blair, Lonnie Blaydes, Chris Bosco, Jackie Branson, Farhan Butt, Carlos Calle, Dixie Cawthorne, Derek Chatham, Lori Clark, Dina Colarossi, Kenneth Cole, Matt Craig, Paul Cristina, Erin Deck, Rebecca Diviney, Chad Edwards, Jared Elad, Amber Ellis, Tom Flaherty, Brian Flood, Austin Frith, Eric Gallt, Carmen Garcia, Amber Gaudet, Gypsy Gavia, Jillian Giles, Rebekah Gongora, Jesus Gonzalez, Christie Gotti, Gary Graham, Elisa Greenberg, Eric Greenman, Tom Hammons, Tony Hartzel, Brad Hernandez, Robert Hinkle, Doug Hobacek, Kristina Holcomb, Caroline Horner, David Hosseiny, John Hudspeth, Chad Humphrey, Joel James, Elaine Jin, Amy Johnson, Tim Karnegay, Travis Kelci, Dan Kessler, Gus Khankarli, Kavan Khosla, Ken Kirkpatrick, Chris Klaus, Andrea Klocinski, Mert Kurtums, Dan Lamers, Anette Landeros, Rich Larkins, Tom LeBeau, Peter LeCody, Nadine Lee, Eron Linn, Todd Little, Aaron Long, Dee Long, Paul Luedtke, Stanford Lynch, Terry Lynne, Chad Marbut, Dillon Maroney, Malcolm Mayhew, Kate Milner, Brian Moen, Michael Morris, Jenny Narvaez, Mark Nelson, Brian O'Neill, Linda Parere, David Parwell, Sam Piland, Ryan Plasse, Theresa Poer, John Polster, Kelly Porter, James Powell, Ezra Pratt, Vercie Pruitt-Jenkins, Maribel Randel, Dev Rastogi, Alexandra Renteria, Travis Reynolds, Angela Robinson, Ricky Rodriguez, Shawna Russell Jones, Maya Salvans, Robert Saucedo, Mike Schneider, Kay Shelton, Tom Shelton, Brian Shewski, Devon Skinner, Chelsea Smith, Dave Springob, Toni Stehling, Rick Stopher, Stephen Tanner, Lisa Taylor, David Tran, ,Shane Tully, Dan Vedral, Elisa Villhave, Eric Webb, Laura Weis, Brendon Wheeler, Amanda Wilson, Brian Wilson, Karla Windsor, Gionnis Woolridge, and David Yaqubian.

1. **Opportunity for Public Comment on Today's Agenda:** Rick Bailey, Regional Transportation Council Chair and Johnson County Commissioner, asked if there were any public comments. Chair Bailey noted that no members of the public chose to speak at the meeting or provide written comments.
2. **Approval of July 10, 2025, Minutes:** Approval of the July 10, 2025, meeting minutes contained in Electronic Item 2 was requested.

A motion was made to approve the July 10, 2025, meeting minutes as submitted in Electronic Item 2. Steve Babick (M); Matthew Porter (S). The motion passed unanimously.

3. Consent Agenda

- 3.1. **Air Quality Funding Recommendations Related to the Environmental Protection Agency National Clean Diesel Funding Assistance Program:** Regional Transportation Council (RTC) approval was requested of funding recommendations for Dallas Fort Worth International Airport and Delta Air Lines, through the North Texas Diesel Emissions Reduction Project 2024 Call for Projects (CFP) utilizing Environmental Protection Agency (EPA) funds.
- 3.2. **Federal Functional Classification System Amendments:** Regional Transportation Council (RTC) approval of 14 amendments to the currently approved Federal Functional Classification System (FFCS) was requested.
- 3.3. **Funding for McKinney Amphitheater Transportation Improvements:** Regional Transportation Council approval of \$2 million in Regional Toll Revenue funding for improvements in proximity to a future amphitheater/event venue in the City of McKinney was requested.

A motion was made to approve Items 3.1, 3.2, and 3.3 on the Consent Agenda. Pat Deen (M); Jim Ross (S). The motion passed unanimously.

4. **Orientation to Agenda/Director of Transportation Report:** Michael Morris briefly highlighted items 1 and 2.
 1. Regional Transportation Council (RTC) Member Orientation in October)
 2. Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery
 3. Electric Vehicle Charging Grant – Communication to Relevant Departments Within Cities, Counties, School Districts, Universities, and other Governmental Agencies
 4. 2027-2030 Transportation Improvement Program Development
 5. Update: Air Quality Handbook
 6. Additional Correspondence from Hunt-Related Entities on High-Speed Rail
 7. High Occupancy Vehicle Quarterly Report
 8. Air Quality Funding Opportunities
 9. Upcoming Dallas-Fort Worth Clean Cities Events
 10. July Public Meeting Minutes
 11. June–July Public Comment Report
 12. August Public Meeting Notice
 13. Recent News Articles
 14. Recent Correspondence
 15. Recent Press Releases

5. **Disadvantaged Business Enterprise Program – Fiscal Year 2026-2028 Goal Update:** Ken Kirkpatrick requested Regional Transportation Council (RTC) approval of the proposed Disadvantaged Business Enterprise Participation Goal for Fiscal Year (FY) 2026-FY2028 for United States Department of Transportation contracting opportunities.

A motion was made to approve the 8.6 percent Disadvantaged Business Enterprise Participation Goal for Fiscal Years 2026-2028 for United States Department of Transportation contracting opportunities, subject to any final public comment, and administratively amend the Transportation Improvement Program (TIP)/Statewide

Transportation Improvement Program (STIP) and update any administrative and/or planning documents as needed to incorporate the change. Adam Bazaldua (M); Gary Slagel (S). The motion passed unanimously.

6. **2026 Unified Transportation Program and Regional 10-Year Plan Update**: Christie Gotti briefed the Council on Category 12 funds proposed for approval by the Texas Transportation Commission and requested Regional Transportation Council (RTC) approval on the proposed changes for the Regional 10-Year Plan Update.

A motion was made to approve the Regional 10-Year Plan project listings, including the proposed changes on the “Let and Completed Projects” listing, and administratively amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and update any administrative and/or planning documents as needed to incorporate these changes. Ed Moore (M); Pat Deen (S). The motion passed unanimously.

7. **Dallas-Fort Worth High-Speed Rail Update and Proposed Fiscal Year 2026 House Appropriation Bill**: Brendon Wheeler briefed the Regional Transportation Council in response to proposed language in the Fiscal Year 2026 House Transportation, Housing and Urban Development (THUD) Appropriations bill, which may have the unintended consequences of prohibiting federal funds for North Central Texas Council of Governments’ (NCTCOG) high-speed rail development efforts. RTC approval to send a letter requesting reconsideration of language included in this bill was requested. Additionally, staff provided an update on study progress, including advancement of downtown Dallas alignments, status of high-speed rail economic studies, and leadership update for the Dallas-to-Houston corridor.

A motion was made to authorize staff to send a letter from the Regional Transportation Council Chair to the North Texas Congressional Delegation in the United States House of Representatives and Congressional leadership opposing the current language in the Fiscal Year 2026 House Transportation, Housing and Urban Development appropriations bill regarding federal funds for high-speed rail corridor identification projects in Texas. Jim Ross (M); Adam Bazaldua (S). Cara Mendelsohn and Burt Thakur opposed. The motion passed.

8. **Acceptance of Transit 2.0 Information and Request of the Formation of a Regional Transportation Council Transit Subcommittee**: Michael Morris requested Regional Transportation Council (RTC) approval to accept the Transit 2.0 information. In addition, he requested the formation of an RTC Transit Subcommittee to focus on two items. The first item would be to review the Transit 2.0 recommendation impacting RTC, and the second item would be to create a vision on how to advance transit in the region. All Subcommittee items will need the approval of the full RTC.

A motion was made to acknowledge receipt of Consultant Transit 2.0 information, form an Regional Transportation Council (RTC) Subcommittee to review transit elements impacting the RTC for later RTC action, develop a transit vision to meet the needs of a 12+ million persons region by 2050, and to administratively amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and update any administrative and/or planning documents as needed to incorporate the project. Steve Babick (M); Matthew Porter (S). John Muns and Dennis Webb opposed. The motion passed.

9. **Updates Regarding Metropolitan Planning Organization-Selected Funding and Texas Department of Transportation Cost Overrun Funds**: Christie Gotti briefed the Regional Transportation Council on the latest updates about Metropolitan Planning Organization-selected funding categories and Texas Department of Transportation Change Order and Cost Overrun funds received for regional projects.
10. **89th Texas Legislature Final Actions**: Rebekah Gongora presented final actions of the 89th Texas Legislature related to transportation issues affecting the Dallas-Fort Worth area.
11. **New Regional Transit Safety Performance Measure Targets**: Ezra Pratt provided draft updated federally required Public Transit Agency Safety Plan (PTASP) regional performance measure targets for Fiscal Year 2026-2029.
12. **Update on Regional Air Quality and Dallas-Fort Worth Air Quality Improvement Plan - Transportation Elements**: Jenny Narvaez provided an update on current air quality initiatives, including development of the Dallas-Fort Worth Air Quality Improvement Plan, a comprehensive plan to improve air quality, and latest trends regarding ground level ozone.
13. **Progress Reports**: Regional Transportation Council attendance was provided in Electronic Item 13.1 and Surface Transportation Technical Committee attendance, and minutes were provided in Electronic Item 13.2.
14. **Other Business (Old or New)**: There was no discussion on this item.
15. **Future Agenda Items**: There was no discussion on this item.
16. **Next Meeting**: The next meeting of the Regional Transportation Council is scheduled for **1:00 pm, Thursday, September 11, 2025**.

Meeting adjourned at 2:56 pm.



Transportation Paid Education Campaigns for Fiscal Year 2026

WHITNEY VANDIVER | REGIONAL TRANSPORTATION
COMMITTEE | 9.11.2025

THE THREE E'S FOR EDUCATION CAMPAIGNS

Engineer – Develop initiative

Educate – Inform the audience on the initiative

Enforce – Make sure initiative is being implemented



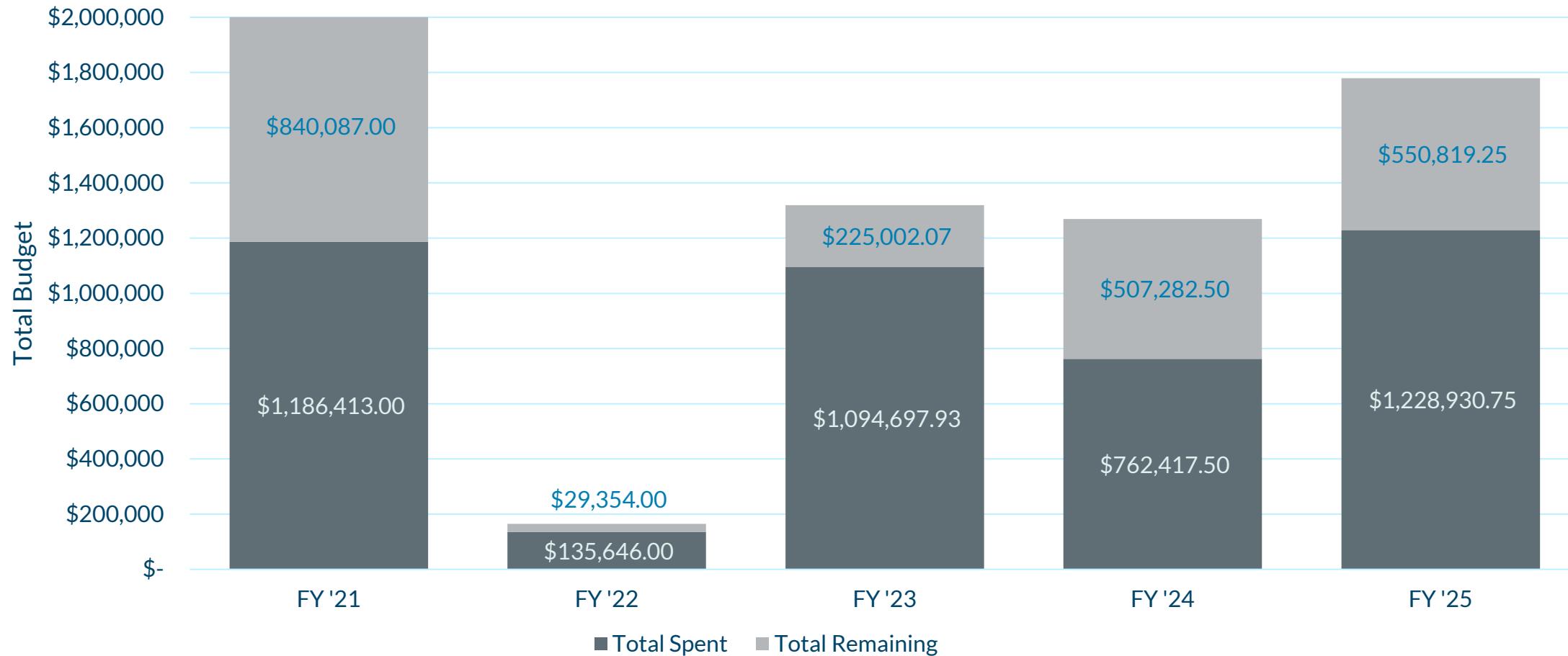
EDUCATION CAMPAIGNS OVERVIEW

Education campaigns for Transportation Initiatives allows for:

- Lower media buy rates
- Increased and targeted audience reach
- Increased website traffic and engagement
- Greater public participation
- Cross communication for campaigns
- Improved efficiencies with media outlets



2021 - 2025 EDUCATION CAMPAIGN BUDGET OVERVIEW



FY '25 current through July 25, 2025. Additional dollars are planned for FY '25 campaigns.

EXAMPLE EDUCATION CAMPAIGN PERFORMANCE MEASURES SUMMARY

Program: Drive Aware North Texas

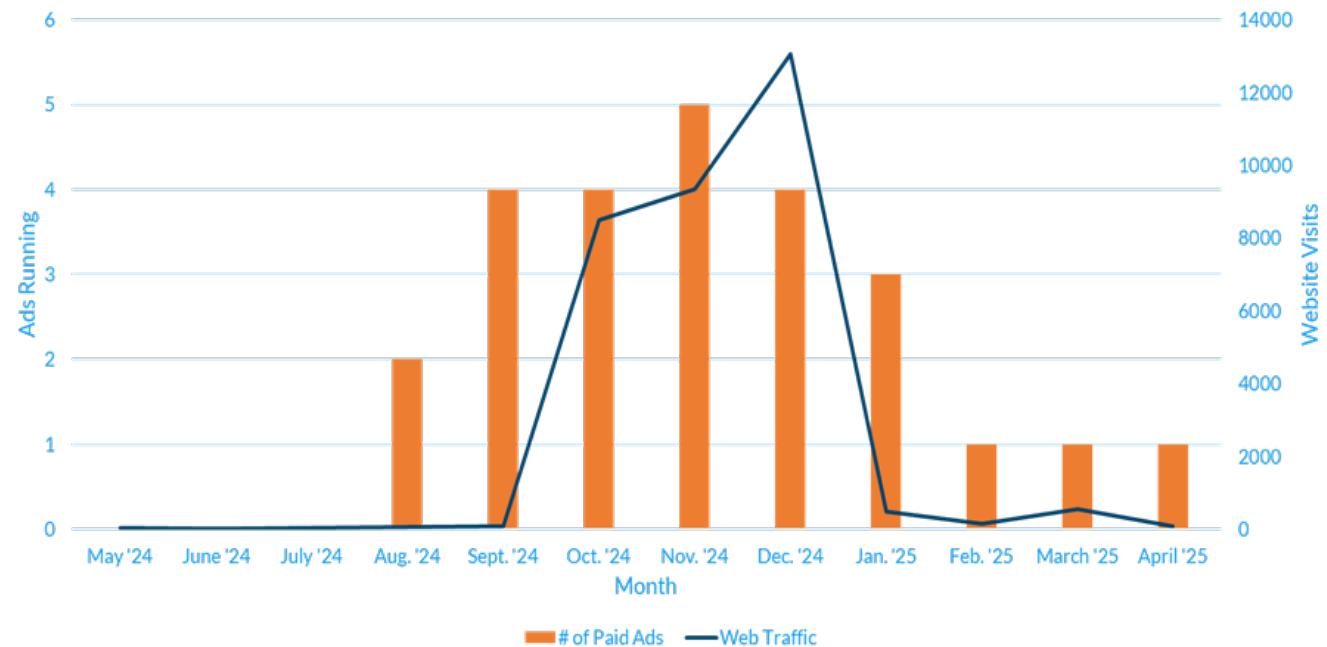
FY24 Budget: \$300,000

Goal: Increase awareness and understanding of the dangers of distracted driving and/or speeding in correlation with fatal and serious injuries. Provide tips to improve negative driver behavior and actions. Reduce fatal and serious injury crashes.

Target Audience: North Texas drivers, with an emphasis on male drivers ages 18-24

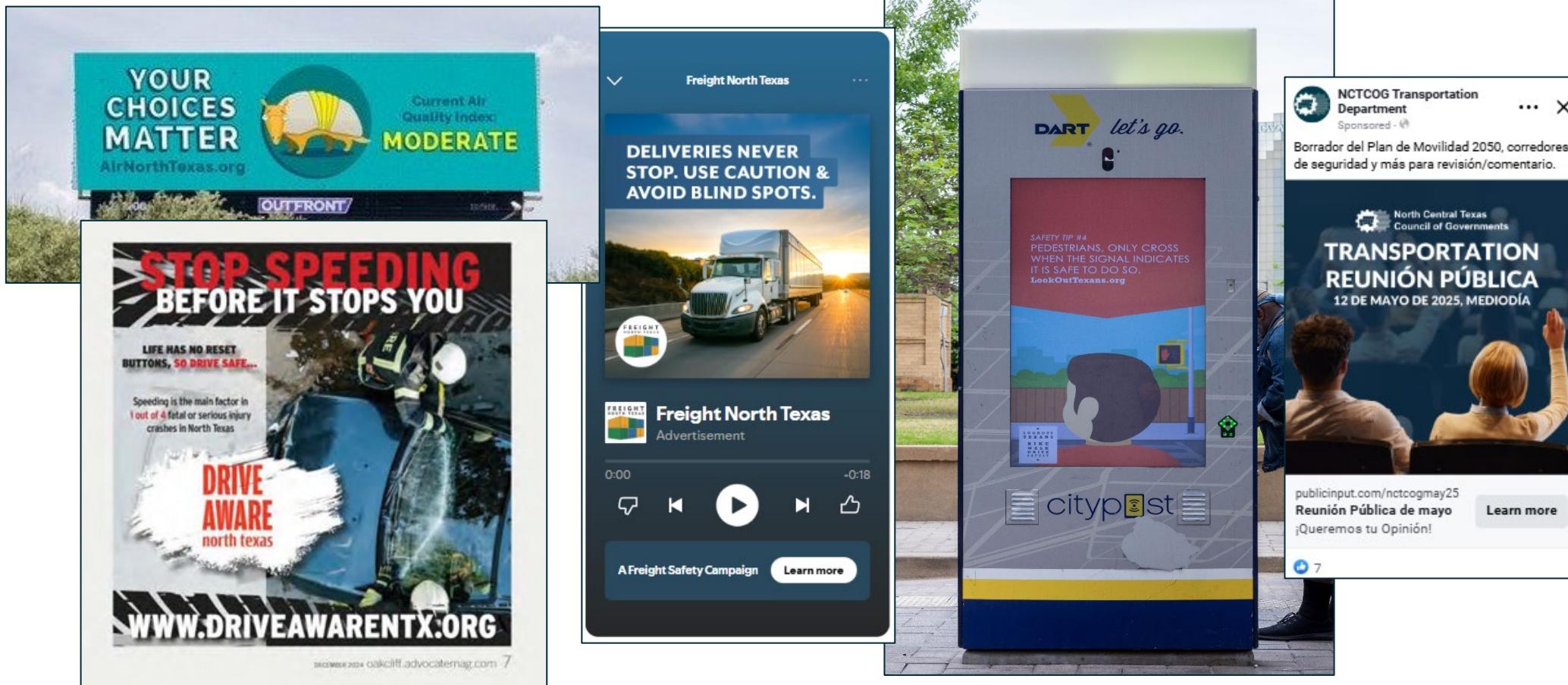
Future Recommendations:

- Increase investment in YouTube, especially targeting Spanish-speaking drivers.
- Double-down on young male drivers (18-24) – e.g., via college-specific content and creators.
- Geo-target messaging by area to make it more relevant and visible.
- Launch interactive campaigns like driving behavior quizzes, polls, or user challenges.



EDUCATION CAMPAIGN STRATEGY AND EXAMPLES

Media procurements and placements are monitored and adjusted based on the current market environment and a campaign's key message(s) and target audience.



TRANSPORTATION EDUCATION CAMPAIGN OVERVIEW

Purchase and Placement of Education Campaigns for Transportation Initiatives for FY2026					
Program Name	Funding Source	Funding Amount	Match Source	Match Total	Total
Public Involvement	TPF/STBG/CMAQ/ EPA/RTR/RTC Local/FHWA/ Private	\$ 160,300	TDCs/Local/ Private	26,500	\$ 160,500
Drive Aware North Texas (SAFETY)	STBG	\$ 300,000	TDCs	60,000	\$ 300,000
Bicycle/Pedestrian Safety (Look Out Texans) (SAFETY)	STBG	\$ 495,000	TDCs	99,000	\$ 495,000
Unmanned Aircraft Safety (SAFETY)	RTC Local	\$ 4,000	N/A	-	\$ 4,000
Congestion Management Program (CONGESTION RELIEF)	STBG	\$ 325,000	TDCs	65,000	\$ 325,000
2026 FIFA World Cup Partnership (CONGESTION RELIEF)	RTC Local	\$ 280,000	N/A	-	\$ 280,000
Car Care Awareness (AIR QUALITY)	STBG	\$ 40,000	TDCs	8,000	\$ 40,000
Ozone Season Emissions Reduction Campaign (Air North Texas) (AIR QUALITY)	CMAQ & STBG	\$ 205,000	TDCs	41,000	\$ 205,000
Flexible Funding*	STBG/CMAQ/ TPF/FTA/RTR/ LOCAL/RTC LOCAL/ FHWA	\$ 40,000	TDCs/TBD	8,000	\$ 40,000
OVERALL TOTAL		\$ 1,849,300		307,500	\$ 1,849,500

Total up to \$1,849,500 to cover paid education campaign expenses for approval.

Campaigns in the table are included in the FY2026 and FY2027 Unified Planning Work Program, which was approved by the RTC and Executive Board.

*Specific funding source, including match source, will be determined by the project(s) using the Flexible Category, and could also include RTC Local.

FY2026 PURCHASE AND PLACEMENT OF EDUCATION CAMPAIGNS FOR TRANSPORTATION INITIATIVES

Purpose	Share
Public Involvement	9%
Congestion Relief	33%
Safety	43%
Air Quality	13%
Contingency	2%

Larger paid advertising request for FY2026 is due to additional funding requests in safety and congestion relief campaigns and additional public involvement projects.

REQUESTED ACTION – FY26 Transportation Paid Education Campaigns

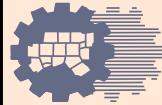
- RTC approval of:
 - Recommendation to NCTCOG Executive Board to Approve Funding up to \$1,849,500 for Education Campaigns for Transportation Initiatives that will initiate in FY2026, such as:
 - Public Involvement, Drive Aware North Texas, Look Out Texans, Unmanned Aircraft Safety, 2026 FIFA World Cup Partnership, Try Parking It, Ozone Season Emissions Reduction Campaign (Air North Texas), and Car Care Awareness.
 - Funding Sources include TPF, STBG, CMAQ, EPA, RTR, RTC Local, FHWA, and Private.
 - Match Sources include TDCs, Local, and Private.

RTC Action Item – September 11, 2025

CONTACT US



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NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

2024 Safety Program Performance Measures

NCTCOG's Support of Federal Safety Performance Targets

- NCTCOG Safety Position: Even one death on the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel.

Safety Performance Targets	2023 TxDOT Targets	2023 NCTCOG Targets	2024 TxDOT Targets	2024 NCTCOG Targets	**2025 TxDOT Targets	2025 NCTCOG Targets
* Fatality - 3.4% Serious Injury – 2%		* Fatality - 3.6% Serious Injury – 2%		* Fatality - 3.6% Serious Injury – 2%		
No. of Fatalities	3,159	590.4	3,046	598.5	3,046	576.9
Fatality Rate	1.20	0.767	1.14	0.760	1.14	0.733
No. of Serious Injuries	17,819	3,711.5	18,242	3,637.3	18,242	3,564.5
Serious Injury Rate	6.77	4.615	6.77	4.53	6.77	4.432
No. of Non-motorized Fatalities and Serious Injuries	2,340	637.7	2,360	634.7	2,360	611.8

*Percentage reductions for the number of fatalities and the fatality rate apply to NCTCOG's targets only.

** TxDOT maintained its 2024 Safety targets for 2025.

Fatality and fatality rate targets represent a 50% reduction by 2035. Serious injury and serious injury rate targets represent a two percent reduction from the trendline each year.

Actual Safety Performance Reporting for 2023 Targets

Safety Performance Measures	Original 2023 Target	PY2023 Actual Performance	PY2017-2021 Baseline Performance	Met Target?	Better than the Baseline?	Met or Made Significant Progress?
Number of Fatalities	590.4	651	614	No	No	No
Rate of Fatalities	0.767	0.788	0.791	No	Yes	
Number of Serious Injuries	3,711.5	4,359	3,636.6	No	No	
Rate of Serious Injuries	4.615	5.217	4.843	No	No	
Number of Non-Motorized Fatalities and Serious Injuries	637.7	706	569.2	No	No	

- Actual Performance reporting of Safety Performance Targets is completed on a two-year delay.
- Reporting of 2023 Actual Performance was conducted in June of 2025.
- An agency is determined to have met or made significant progress toward meeting its targets when at least four of the five established performance targets are either: a) met or b) the outcome for a performance measure is less than a five-year rolling average baseline. The baseline performance is established as the five-year period of data available at the time the target was established. For Performance Year (PY) 2023, that data period was 2017-2021.

NCTCOG's 12 - County MPA Crash and Fatality Data 2020 - 2024

NCTCOG receives regional crash data from TxDOT's Crash Records Information System annually. The performance measures below highlight reportable crashes and fatalities that occurred in the NCTCOG 12-county Metropolitan Planning Area (MPA) from 2020 to 2024. The data below indicates that in 2024 the NCTCOG region experienced **one crash every five minutes** and **one fatality every 10 hours**. The regional fatality rate for 2024 was 1.035.

2020-2024 Crashes						
County	2020	2021	2022	2023	2024	% Change 2023-2024
Collin	10,273	12,384	13,831	14,856	15,475	4.17%
Dallas	48,293	55,361	54,543	52,133	46,028	-11.71%
Denton	9,557	11,409	11,968	12,266	12,388	0.99%
Ellis	2,842	3,303	3,231	3,403	3,884	14.13%
Hood	709	804	812	842	840	-0.24%
Hunt	1,362	1,782	1,604	1,714	1,762	2.80%
Johnson	2,191	2,776	2,737	2,786	2,733	-1.90%
Kaufman	1,956	2,226	2,282	2,356	2,612	10.87%
Parker	2,035	2,639	2,525	2,646	2,594	-1.97%
Rockwall	1,422	1,748	1,859	2,155	2,418	12.20%
Tarrant	27,431	30,727	29,014	29,076	28,038	-3.57%
Wise	901	1,022	1,148	1,151	1,118	-2.87%
Total	108,972	126,181	125,554	125,384	119,890	-4.38%

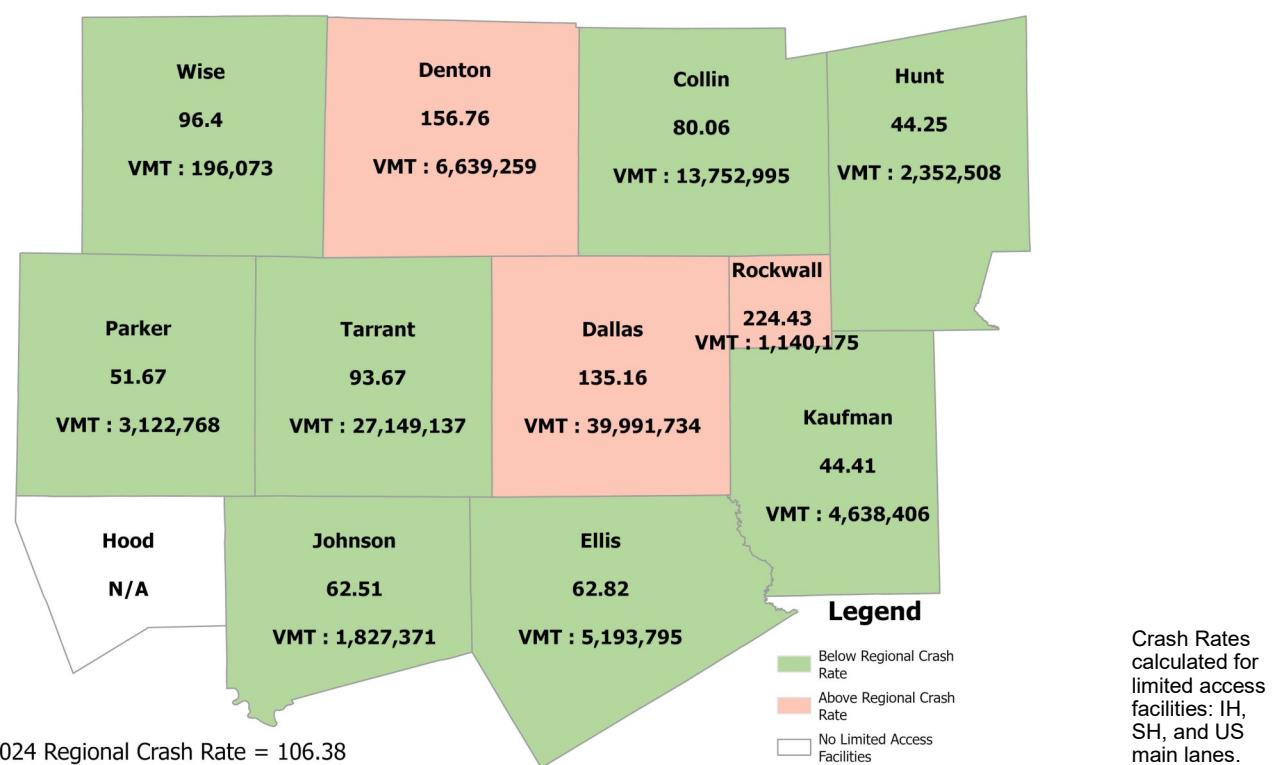
2020-2024 Fatalities						
County	2020	2021	2022	2023	2024	% Change 2023-2024
Collin	64	50	76	62	73	17.74%
Dallas	333	352	354	336	328	-2.38%
Denton	59	66	49	52	51	-1.92%
Ellis	49	36	33	37	42	13.51%
Hood	10	12	10	8	10	25.00%
Hunt	26	38	15	35	24	-31.43%
Johnson	20	39	36	31	20	-35.48%
Kaufman	33	36	26	23	23	0.00%
Parker	21	28	15	24	33	37.50%
Rockwall	7	10	6	12	5	-58.33%
Tarrant	189	227	210	217	205	-5.53%
Wise	11	21	23	22	35	59.09%
Total	822	915	853	859	849	-1.16%

Data Source: TxDOT Crash Records Information System (CRIS) current as of 4/2/2025 - All TxDOT disclaimers apply to this information.

Note: A reportable motor vehicle crash is defined by TxDOT as: "Any crash involving a motor vehicle in transport that occurs or originates on a traffic way, results in injury to or death of any person, or damage to property of any one person to the apparent extent of \$1,000."

2024 Crash Rates by County

NCTCOG calculates crash rates on limited access facilities for counties within the NCTCOG 12-County MPA. The map below displays these crash rates by county in comparison to the regional crash rate of 106.38. This represents a decrease from the 2023 rate of 123.76 crashes per 100 million vehicle miles traveled (VMT). Dallas, Denton, and Rockwall Counties were the only counties with a crash rate above the regional average in 2024.



2024 Contributing Factors for Serious Injury and Fatality Crashes

Top Ten Contributing Factors — Limited Access Facilities Only		2023	2024
1	Speeding - (Overlimit / Unsafe Speed / Failed to Control Speed)	30.54%	32.51%
2	Driver Related (Distraction in Vehicle / Driver Inattention / Road Rage / Drove Without Headlights / Followed Too Closely / Cell/Mobile Device Use - Texting/Other - [0.58%])	15.19%	13.56%
3	Impaired Driving (Intoxicated - Alcohol / Drug / Had Been Drinking / Fatigued or Asleep)	9.30%	10.50%
4	Failed to Drive in Single Lane	10.36%	10.20%
5	Changed Lane When Unsafe	8.54%	9.18%
6	Faulty Evasive Action	8.54%	7.87%
7	Pedestrian Failed to Yield Right of Way - To Vehicle	4.76%	4.08%
8	Disabled in Traffic Lane	4.31%	3.21%
9	Wrong Way Driving (One Way Road)	1.06%	1.31%
10	III	1.13%	1.17%

Note: The Contributing Factor Analysis above includes Primary, Secondary, and Tertiary Contributing Crash Factors on limited access facilities in the NCTCOG 12-County MPA only. Speeding has been the number one contributing factor for all analysis done from 2010-2024. For more information on contributing factor trends for previous years, please visit the [NCTCOG Safety Program](#) webpage.

Safe Streets For All Grant Funding



In December 2023, the North Central Texas Council of Governments (NCTCOG) received a \$4 million Safe Streets and Roadways for All (SS4A) planning grant from the U.S. Department of Transportation to conduct Roadway Safety Audits (RSAs) and prepare Safe Routes to School (SRTS) plans in targeted high injury roadway corridors located in Collin, Dallas, Denton, and Tarrant Counties. The SS4A competitive program was established by the Infrastructure Investment and Jobs Act with the intent of addressing roadway fatalities and serious injuries.

In mid-2024, NCTCOG staff initiated coordination with local governments to study and provide recommendations addressing safety issues in various high injury corridors identified within the Regional Safety Plan and the Pedestrian Safety Action Plan. In collaboration with local government representatives, thirty (30) roadway corridors in thirteen (13) municipalities were selected to conduct safety audits focused on pedestrian, bicycle, and motor vehicle safety. In addition, twenty (20) safe routes to school plans will be conducted within these corridors to address walking and bicycling safety for children traveling to/from school.

Using a multi-disciplinary consultant team and incorporating feedback from local government stakeholders, each safety audit and plan will provide deliverables including, but not limited to, a final report with traffic and safety observations, recommended safety countermeasures, recommendations for implementation, and opinions of probable construction costs. The audits, plans, and final deliverables are anticipated to be completed by spring 2026.

NCTCOG Crash Pyramid and Regional Struck-By Stats

2024 Regional Crash Pyramid — NCTCOG 12-County MPA

The crash pyramid represents the high volume of crashes in the region, equating to four injury crashes every hour. There is an obvious need for highly effective training for those agencies responsible for managing and clearing traffic incidents. Traffic incident management training promotes consistency among agency responders, significantly improves responder and motorist safety, and reduces the duration of traffic incidents.



On average, each injury crash requires

2 Law Enforcement
4 Fire/Rescue
2 Emergency Medical Services
1 Towing and Recovery
9 Responders

Potentially 45 responders “working in or near moving traffic” every hour 24/7/365.

*Crash pyramid does not include “Unknown Injury Crashes”.

First Responder Struck-By ‘Fatality’ Stats (2023 - 2024)

Every day, firefighters, EMTs/paramedics, state troopers, police officers, sheriff's deputies, tow operators, and department of transportation responders are exposed to the grave hazards inherent in emergency responses on the nation's highways and roadways. Below is a breakdown of the fatality statistics at the regional, statewide, and national level, broken down by discipline.

Discipline	2023 National	2024 National	2023 Statewide	2024 Statewide	2023 Region	2024 Region
Police	14	26	0	4	0	1
Fire/EMS	8	3	3	0	0	0
Towing	20	12	1	4	1	2
Roadside Assistance Patrol	3	4	0	0	0	0
Total Responder Fatality Struck-bys	45	45	4	8	1	3

“Between January — August 2025, nationwide seventeen responders have been struck and killed by vehicles, including 3 in Texas.”

www.ResponderSafety.com

NCTCOG Roadside Assistance Patrol Struck-By Non-Fatality Stats

Roadside Assistance Patrol	Dallas County	LBJ Express	NTE Express	NTTA	Tarrant County	NCTCOG Region
2021	18	0	10	19	2	39
2022	34	3	0	16	0	50
2023	15	7	6	*	0	15
2024	5	17	11	*	0	32*

Data was collected directly from regional mobility assistance patrol providers.

*Information pending from reporting agency.

NCTCOG Traffic Incident Management Program

NCTCOG First Responder and Manager's Course Attendance — Breakdown By Agency

Cities and Counties Represented (102): August 2013 - December 2024

Allen	Corsicana	Greenville	Midlothian	Springtown
Alvarado	Cresson	Hickory Creek	N. Richland Hills	Sunnyvale
Amarillo	Cross Roads	Highland Park	Northlake	Terrell
Argyle	Dallas	Hurst	Oak Point	University
Arlington	Decatur	Hutchins	Pantego	Park
Aubrey	Denton	Irving	Plano	Venus
Azle	DeSoto	Josephine	Ponder	Waxahachie
Balch Springs	Duncanville	Joshua	Princeton	Weatherford
Bedford	Ennis	Keene	Prosper	Willow Park
Benbrook	Euless	Keller	Reno	Wilmer
Boyd	Farmers Branch	Kennedale	Rhome	
Bridgeport	Flower Mound	Krum	Richardson	
Burleson	Forest Hill	Lake Cities	Richland Hills	
Caddo Mills	Forney	Lake Worth	Rio Vista	
Carrollton	Fort Worth	Lavon	Roanoke	
Cedar Hill	Frisco	Lewisville	Rockwall	
Celina	Garland	Little Elm	Sachse	
Cleburne	Glenn Heights	Mansfield	Sanger	
Colleyville	Granbury	Maypearl	Seagoville	
Coppell	Grand Prairie	McKinney	Southlake	
Corinth	Grapevine	Melissa		
		Mesquite		

Counties: **Collin, Dallas, Erath, Hood, Hunt, Johnson, Rockwall, Tarrant, Wise**

Notes:

1. Agencies shown in **bold text** have attended both the First Responder and Manager's Course and the Executive Level Course.
2. A complete list of Agency Attendance from 2003 is available upon request.

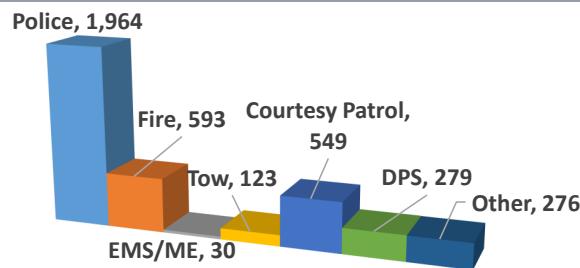
NCTCOG TIM First Responder and Manager's Course

The Traffic Incident Management (TIM) training series was developed in February of 2003 and first offered in December of 2003. The goal of the TIM training course is to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce upstream traffic accidents, improve the efficiency of the transportation system, and improve the air quality in the Dallas-Fort Worth region. The **First Responder and Manager's Course**, geared towards those with daily involvement in responding to traffic incidents, is offered six times per year. The training is eligible for TCOLE Credits, Fire Commission Credits, and Emergency Medical Services Continuing Education Units.

Course Registration Link — <https://www.nctcog.org/training-development-institute/public-safety-academy>

NCTCOG First Responder and Manager's Course Attendance		
2003 - 2023	2024	Total
3,596	218	3,814

NCTCOG First Responder and Manager's Course Attendance - Breakdown By Discipline



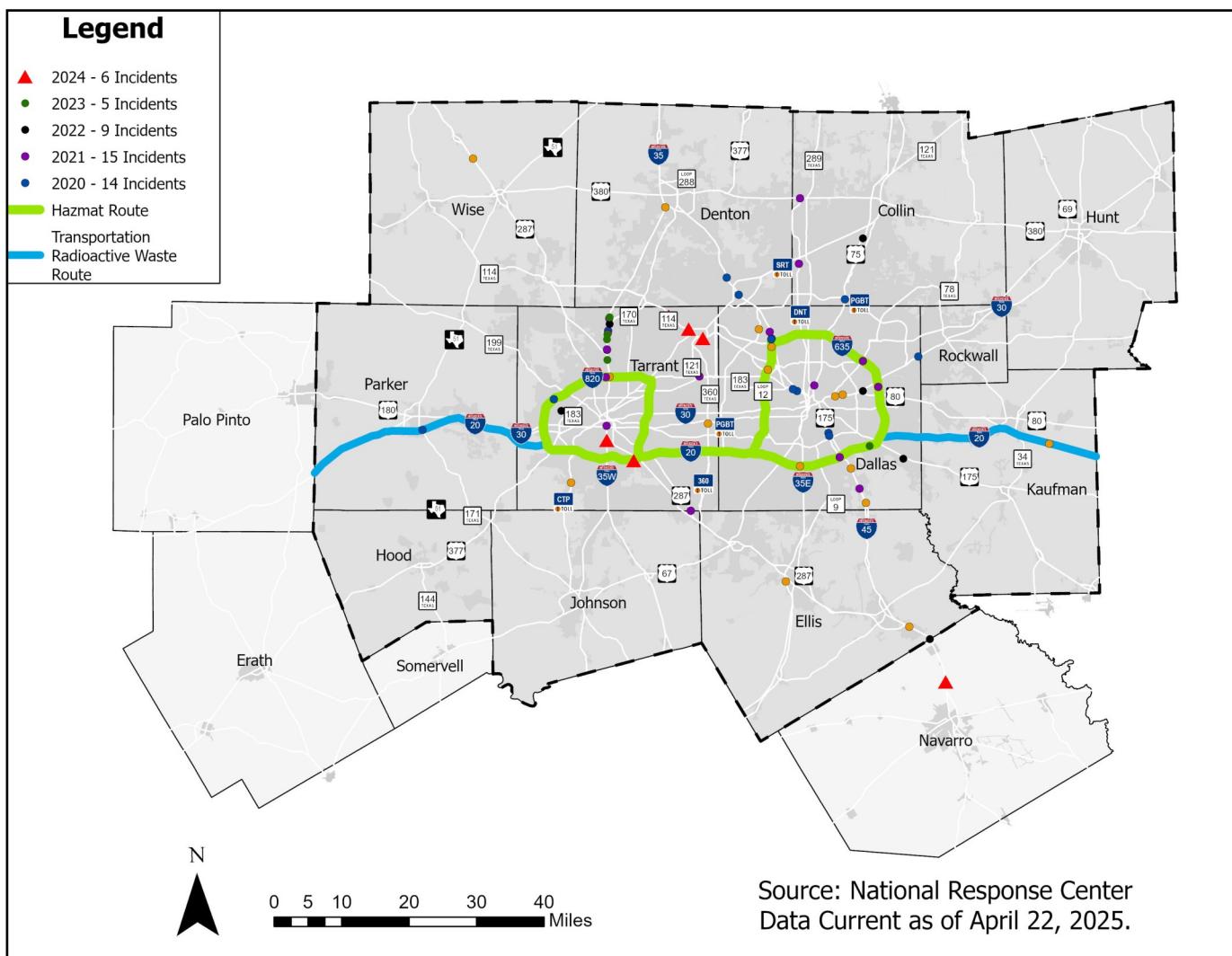
NCTCOG TIM Executive Level Course Attendance

The **Executive Level Course** introduced in 2005 & is geared towards agency decision and policy makers and provides a high-level overview of the topics discussed in the 1st Responder and Manager's Course. The Executive Level Course is offered twice a year.

Police	Fire	City Staff	Elected Officials	Public Works/ Strategic Services Transportation	Medical Staff	Other	Total (February 2005 - November 2024)
535	250	43	16	74	24	327	1,269

2024 NCTCOG 16-County HazMat Incidents

NCTCOG continues to monitor major hazardous material spills on limited access facilities using data obtained from the National Response Center. This analysis helps identify roadway corridors which have been impacted by incidents involving a hazardous material. Currently, the IH 20 corridor and the regional loops IH 820 and IH 635 up designated as radioactive waste routes. In 2024, there were 6 significant HazMat spills within the 16-county region. This is up from the previous year, which had 5 such incidents.



County	2020	2021	2022	2023	2024	Total
Collin	0	2	2	0	0	4
Dallas	8	6	4	1	0	19
Denton	2	0	0	0	0	2
Ellis	0	0	1	0	0	1
Erath	0	0	0	0	0	0
Hood	0	0	0	0	0	0
Hunt	0	0	0	0	0	0
Johnson	0	0	0	0	0	0
Kaufman	0	0	0	0	0	0
Navarro	0	0	0	0	1	1
Parker	1	0	0	0	0	1
Palo Pinto	0	0	0	0	0	0
Rockwall	0	0	0	0	0	0
Somervell	0	0	0	0	0	0
Tarrant	3	7	2	4	5	21
Wise	0	0	0	0	0	0
Total	14	15	9	5	6	49

Roadside Assistance Program

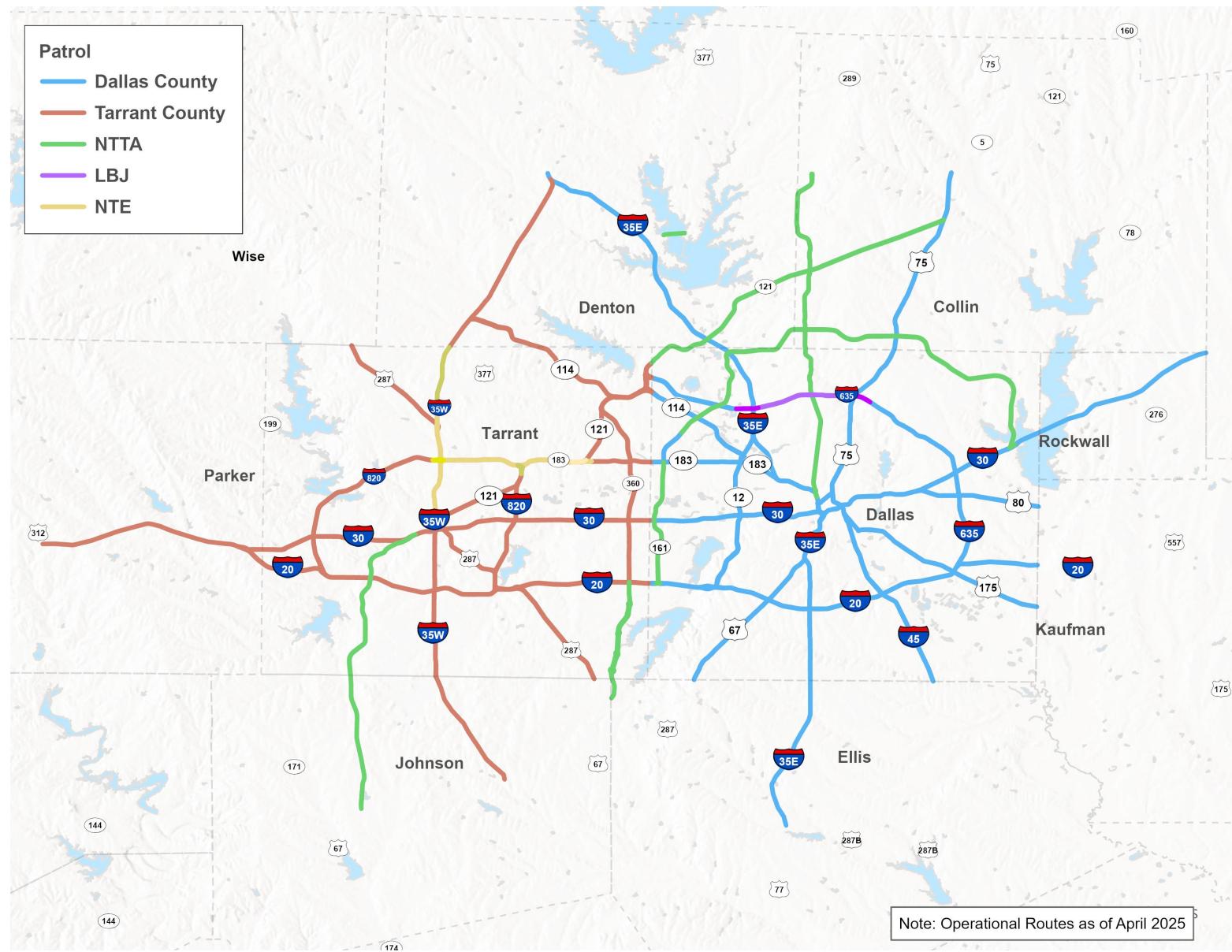
The Roadside Assistance Program (RAP) is a crucial part of incident response and traffic safety efforts in North Texas. Area RAP programs help alleviate congestion and prevent secondary crashes on busy highways/freeways and toll roads by providing free assistance to stalled and stranded motorists by either getting the vehicles operating again or moving them off the facility completely. Patrols also provide protection to other first responders, and give advance warning to motorists approaching the scene of a crash. Patrol coverage has focused on congested highways in Dallas and Tarrant Counties but also extends into portions of Collin, Denton, and Johnson Counties. Further expansions into Parker, Ellis, Johnson, and Rockwall Counties are in development.

Patrols are currently operated by the Dallas County Sheriff's Office, Tarrant County Sheriff's Office, North Texas Tollway Authority (NTTA), LBJ Express, and North Tarrant Express (NTE) Mobility Partners. Each agency's coverage area is shown in the map below.

Roadside Assistance Program Performance Measures

Agency	2023 Assists	2024 Assists
Dallas County Operations	50,207	56,816
Tarrant County Operations	24,617	25,798
NTTA	50,265	46,045
NTE Express	4,806	3,998
LBJ Express	3,501	2,622

Patrol Routes



In 2024, Dallas/Fort Worth Area Roadside Assistance Patrols

provided:



83,608

Driver Assistance /
Stalled Vehicle



12,800

Courtesy Check /
Directions



2,789

Crash
Assistance



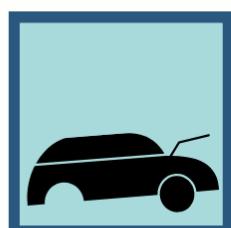
13,175

Debris
Removal



13,782

Protection to
First Responders



7,173

Abandoned
Vehicle Check

Total Combined Assists: 135,279*

Notes:

Data includes Dallas County, Tarrant County, NTTA, North Tarrant Express and LBJ Express assists combined.
1,952 assists were either not found or were cancelled before a patrol vehicle arrived..



Hours of Operation

Dallas County



Mon - Fri
Sat - Sun

5 AM - 9:30 PM
11 AM - 7:30 PM



(214) 320-4444

Tarrant County



Mon - Sun

6 AM - 10 PM



(817) 884-1213

NTTA



Mon - Sun

24 Hours a Day



(214) 224-2203
or #999

**NTE and
LBJ TEXpress**



Mon - Sun

24 Hours a Day



(972) 661-8693
or #789

Phone Number



Highway Safety Improvement Program

The TxDOT Highway Safety Improvement Program (HSIP) Call for Projects (CFP) is a funding opportunity for highway safety projects that decrease the number of fatalities and serious injuries on all public roadways. Funds are provided for construction and operational improvements that address crash types outlined in the Texas Strategic Highway Safety Program. TxDOT updated the 2025 HSIP CFP for FY28. The 2024 TxDOT HSIP CFP resulted in the following projects for our region:

- The Dallas District received approval on 21 projects for a total of \$35,453,618.72.
- The Fort Worth District received approval on 15 projects for a total of \$17,618,343.

Statewide TxDOT and Metropolitan Planning Organization Safety Performance

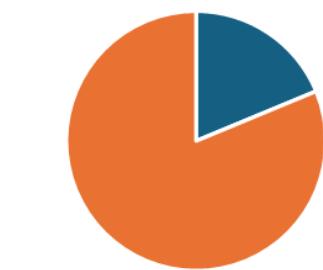
The table below identifies performance measures that TxDOT and MPOs will report on annually. NCTCOG Safety staff will survey partners once a year to collect information on regional safety-related & safety education related programs and efforts, in order to better report on and support the safety efforts within the region. Updates will be provided in future reports.

2024 Annual Performance Measures	Statewide Safety Task Force	Total or Status
No. of Fatalities	TxDOT/MPO	849
Fatality Rate	TxDOT/MPO	1.035
Number of Law Enforcement Encounters During Grant-Funded or MPO Funded Activities	TxDOT/MPO	7 *
Number of Safety Related Programs	TxDOT/MPO	12 *
Number of Education Related Programs	TxDOT/MPO	6 *

* Specified quantity is based on the responses from the agencies that responded to the survey question.

NCTCOG Regional Safety Survey — Partner Updates

Agencies that have an Existing Roadway Safety Plan



■ Yes
Dallas
Mesquite
Trinity Metro

■ No
Arlington
Frisco
Garland
Grapevine
Keller
McKinney
Waxahachie
Weatherford
Cleburne Police Department
Flower Mound
University of North Texas

Agencies that Plan on Creating a Regional Safety Plan



■ Yes
Arlington
Frisco
Grapevine
McKinney
Weatherford
Cleburne Police Department

70 agencies were surveyed and 56 agencies have not responded at the time of this publication.

Regional Roadway Safety Plan

The NCTCOG Regional Roadway Safety Plan was developed to help eliminate all fatalities on our roadways by 2050. Eight emphasis areas were identified as part of the plan: speeding, distracted driving, impaired driving, intersection safety, bicyclist and pedestrian safety, roadway and lane departures, occupant protection (seatbelts), and motorcycles.

The regional Roadway Safety Plan will serve as a guide for the implementation of future systemic safety projects and programs throughout the NCTCOG region as we work towards a goal of zero fatalities on our region's roadways by 2050.

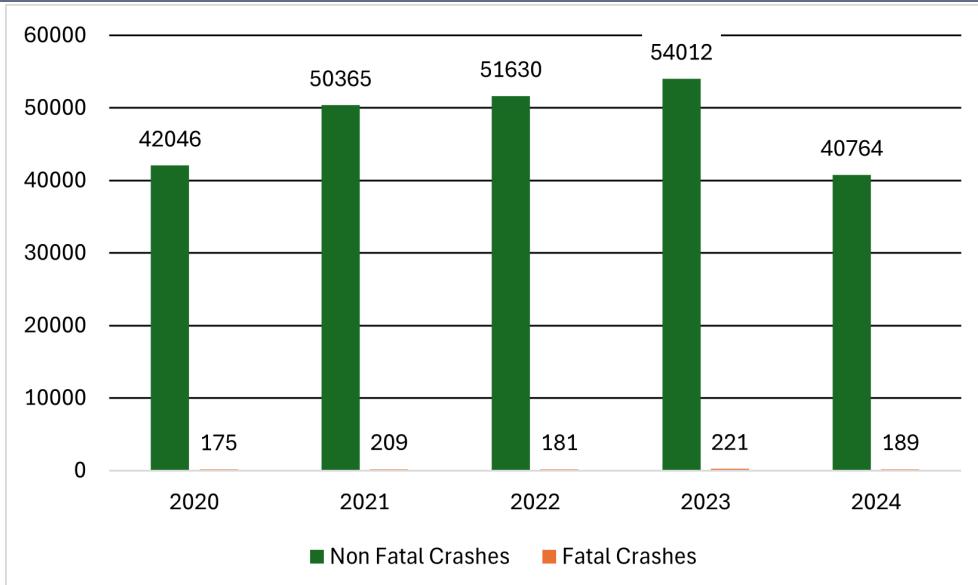
Regional Roadway Safety Plan Goals:

1. Eliminate fatal crashes from all modes of travel by 2050.
2. Prioritize safety in roadway project selection and provide guidance on countermeasure development to partner agencies.
3. Work with partners to foster a culture of safety that utilizes the safe systems approach; and develop behavioral and educational countermeasures to address dangerous driving behaviors.
4. Fund and implement safety projects and policies equitably to ensure safe transportation access for all road users.
5. Implement a proactive approach to roadway safety to identify problems before they occur.
6. Work with police to effectively enforce traffic rules and traffic management professionals to improve quick clearance strategies.

Updates to the data analysis from the Regional Safety Plan is included below.

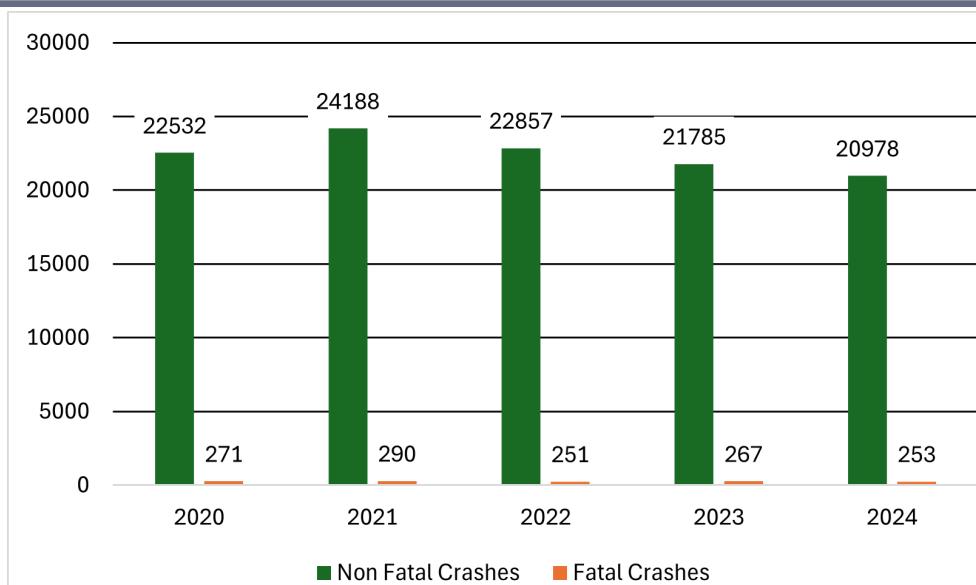
12-County MPA - Intersection Related Crashes: 2020 - 2024

Intersection related crashes are those that occur within the boundaries of an intersection or at an approach to or an exit from an intersection. Intersection related crashes decreased by 24 percent from 2023 to 2024 with a decrease of 13,280 total crashes in 2024.



Roadway and Lane Departure Crashes: 2020 - 2024

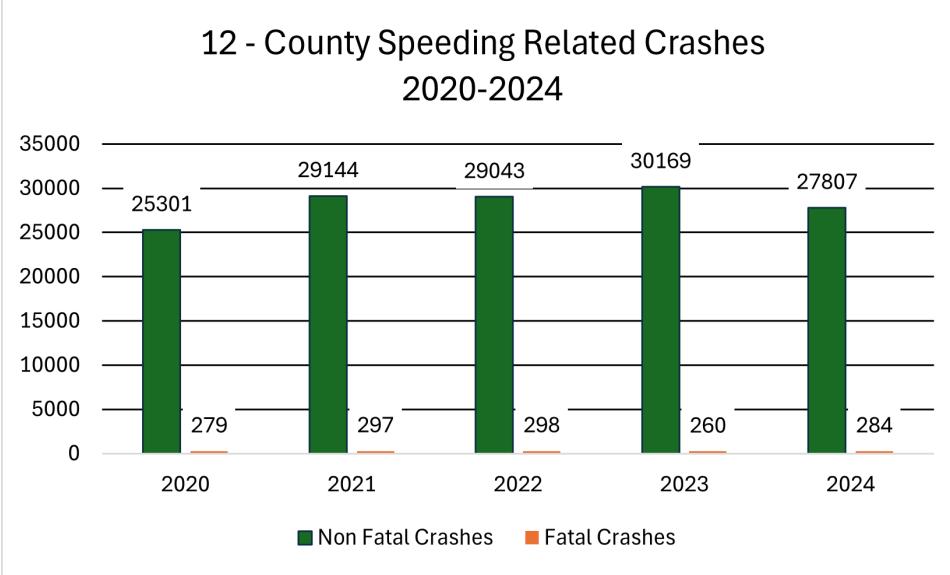
Roadway and Lane Departure crashes are those that occur either off the road, on the shoulder, or in the center median and only involved one motor vehicle. There was a 3.7 percent decrease in Roadway and Lane Departure crashes from 2023 to 2024 and 821 fewer crashes in 2024.



Speeding Related Crashes: 2020 - 2024

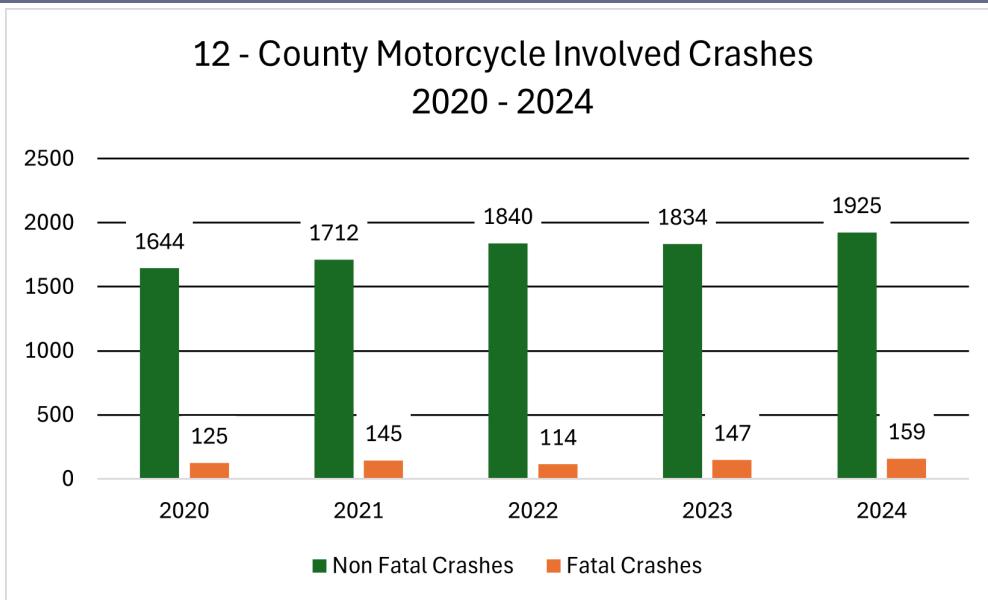
Speeding related crashes are those where at least one driver was travelling well above the posted speed limit or too fast for current roadway conditions. Vehicle speed is proven to have a direct correlation to crash severity. From 2023 to 2024, the number of crashes on all roadways where speeding was cited as a contributing factor decreased by 2,338 total crashes.

Note: Speeding Related crashes include those where speeding were cited either as a primary, secondary, or tertiary contributing factor to the crash.



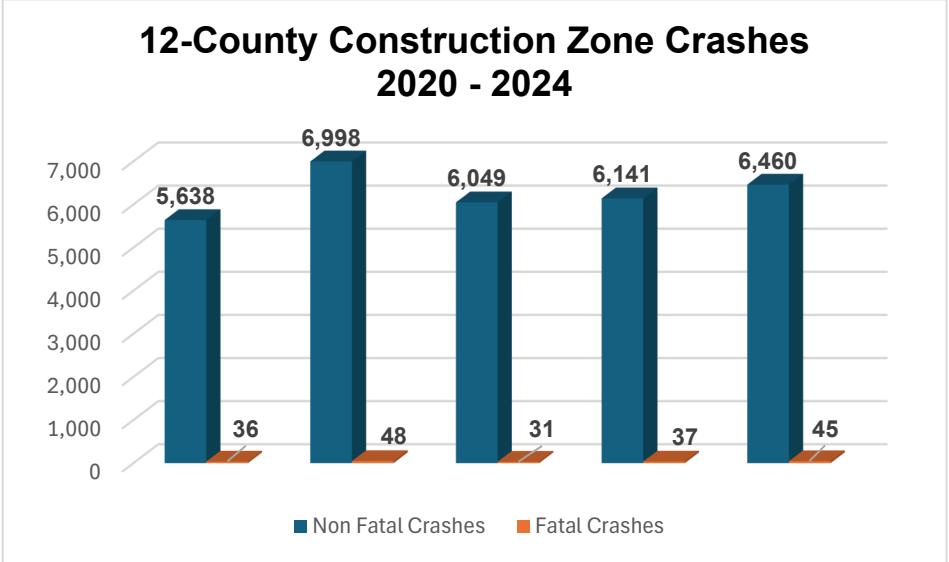
Motorcyclist Involved Crashes: 2020 - 2024

Like bicyclists and pedestrians, motorcyclists are vulnerable roadway users due to the lack of protection provided by a vehicle. Helmet usage for motorcyclists, like restraint usage has a significant impact on injury severity. There was an increase of 103 total crashes involving motorcyclists from 2023 to 2024.



Construction Zone Crashes: 2020 - 2024

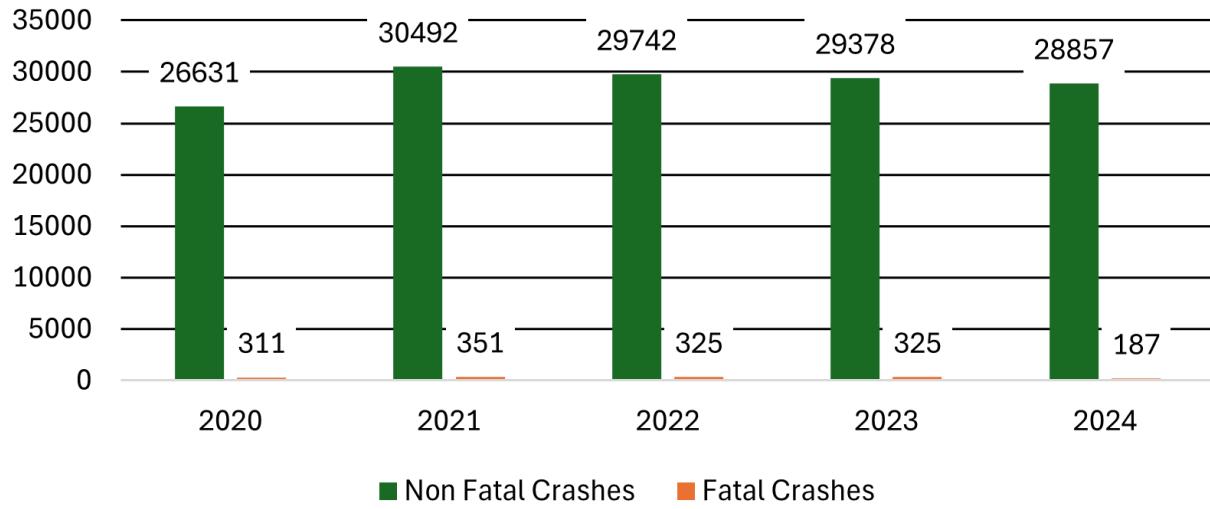
In 2024, over 6,000 traffic crashes occurred in work zones in the 12-county MPA, resulting in 45 deaths and another 175 serious injuries.



Younger Roadway User Crashes: 2020 - 2024

Younger roadway users are drivers who are 24 years of age and younger. From 2023 to 2024, Younger Roadway User crashes decreased by 2.2 percent, with a decrease of 659 total crashes in 2024.

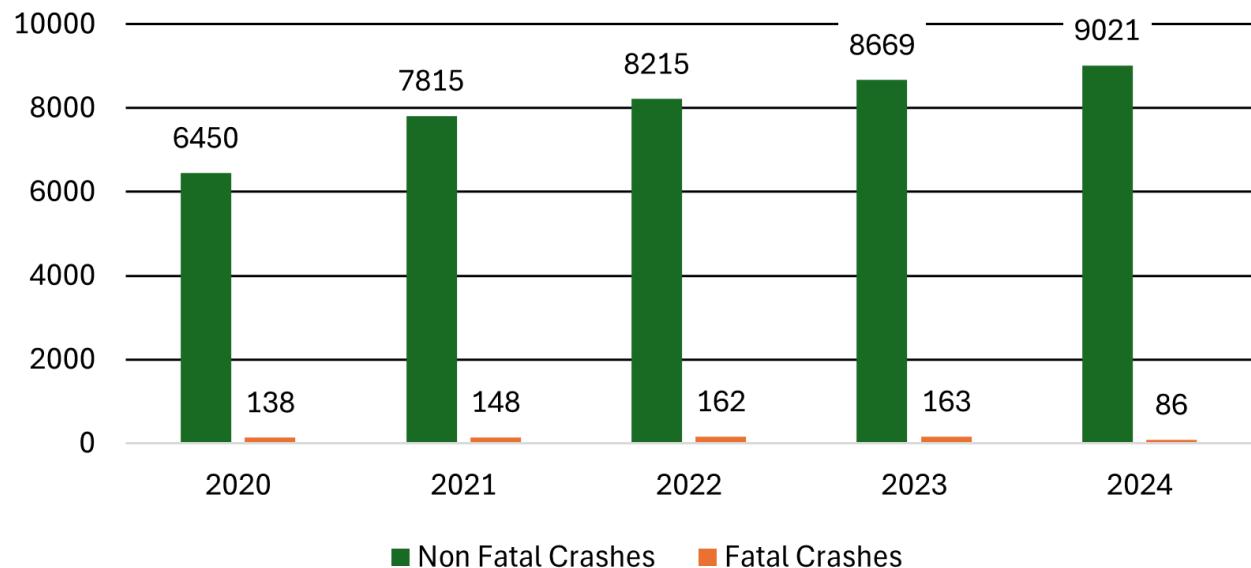
12 - County Younger Roadway User Crashes 2020 - 2024



Older Roadway User Crashes: 2020 - 2024

Older Roadway Users are drivers that are of the age 65 and older. From 2023 to 2024, Older Roadway User crashes increased by 3.1 percent, with an increase of 275 total crashes in 2024.

12 - County Older Roadway User Crashes 2020 - 2024

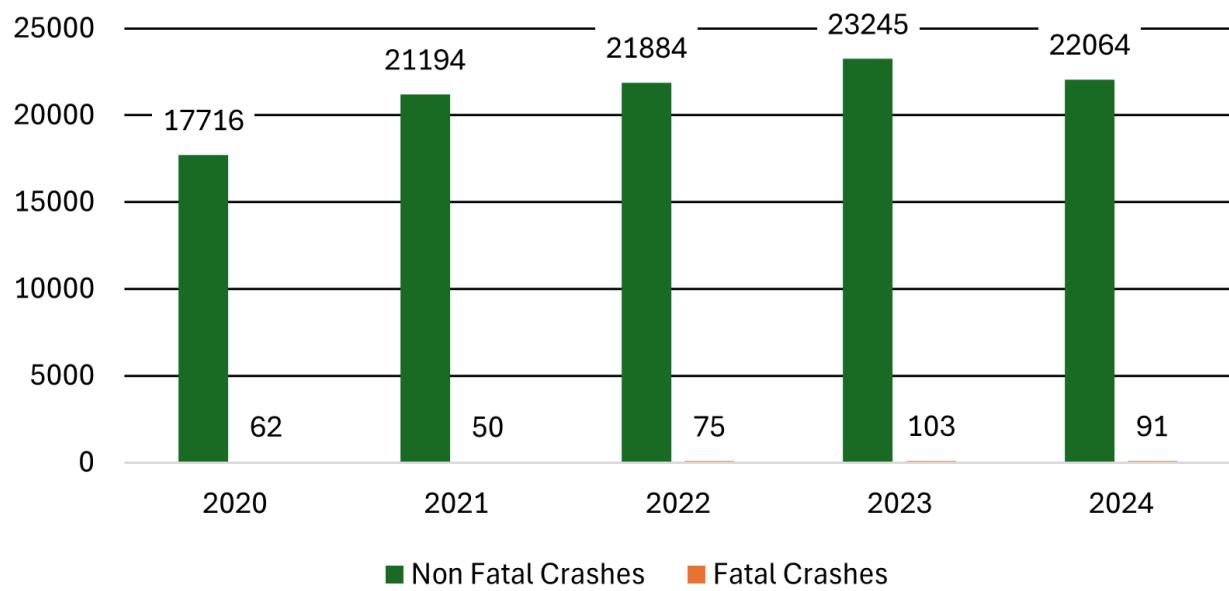


Distracted Driving: 2020 - 2024

From 2023 to 2024, the number of crashes on all roadways caused by a distracted driver decreased 5.1 percent within the 12-county MPA. The total number of crashes caused by a distracted driver decreased by 1,193 from 2023 compared

Note: Distracted Driving crashes include those where driver inattention, distraction in the vehicle, or cell phone/mobile device use

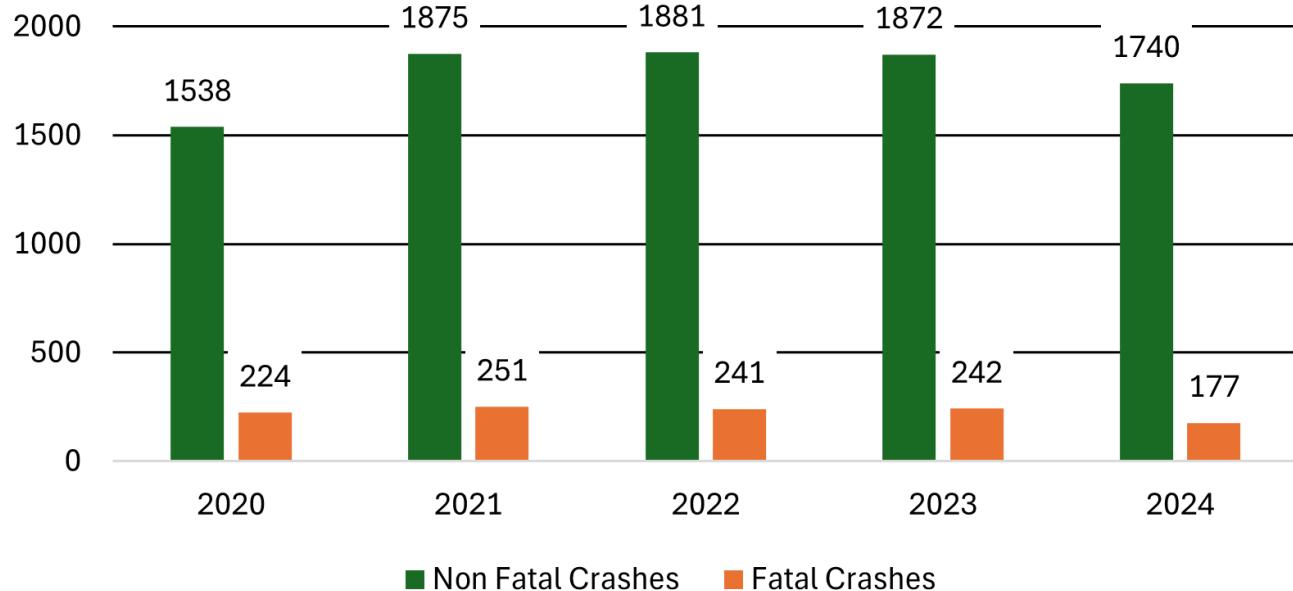
12 - County Distracted Driving Crashes 2020 - 2024



No Restraint Used Crashes: 2020 - 2024

No Restraint Used crashes involve drivers or occupants of the vehicle who were not wearing seatbelts at the time of the crash. These crashes are characterized as dangerous crash types and usually tend to result in more severe injuries for the persons involved.

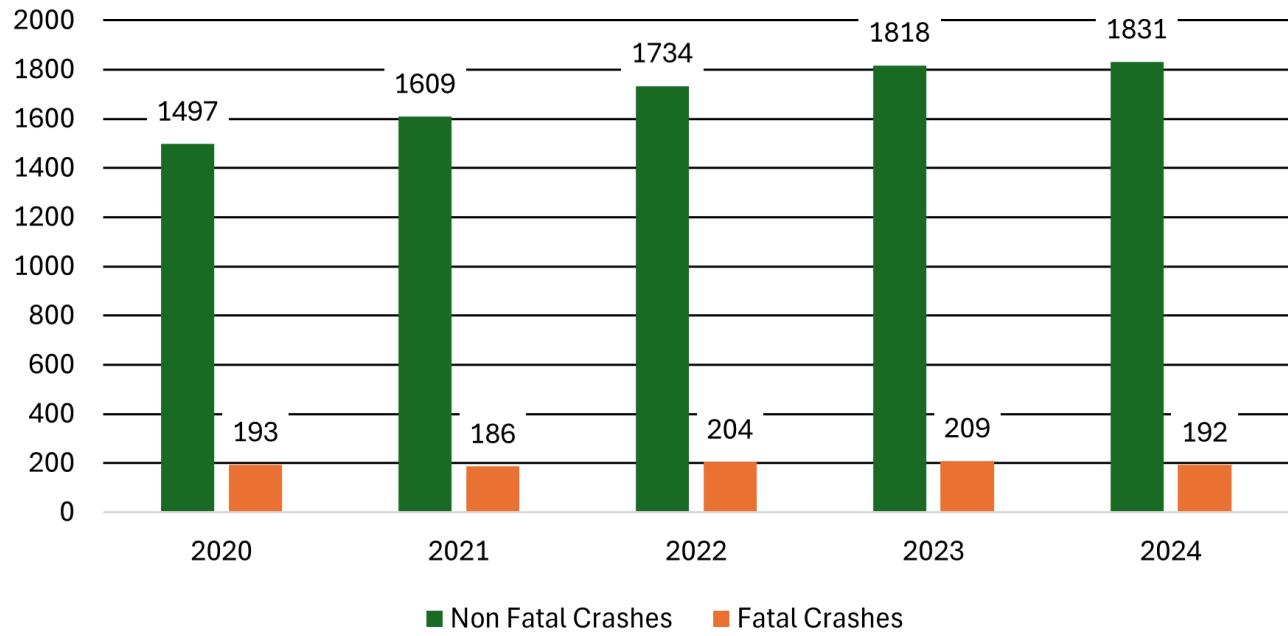
12 - County No Restraint Used Crashes 2020 - 2024



12-County MPA - Bicyclist and Pedestrian Crashes: 2020 - 2024

A bicyclist and pedestrian crash involves a crash where a vehicle strikes either a bicyclist or a pedestrian. From 2023 to 2024, the total number of crashes involving a bicyclist or a pedestrian decreased by 0.20% with a decrease of 4 total crashes. Crashes involving bicyclists and pedestrians typically tend to have more severe injuries.

Bicyclist and Pedestrian Crashes 2020 - 2024



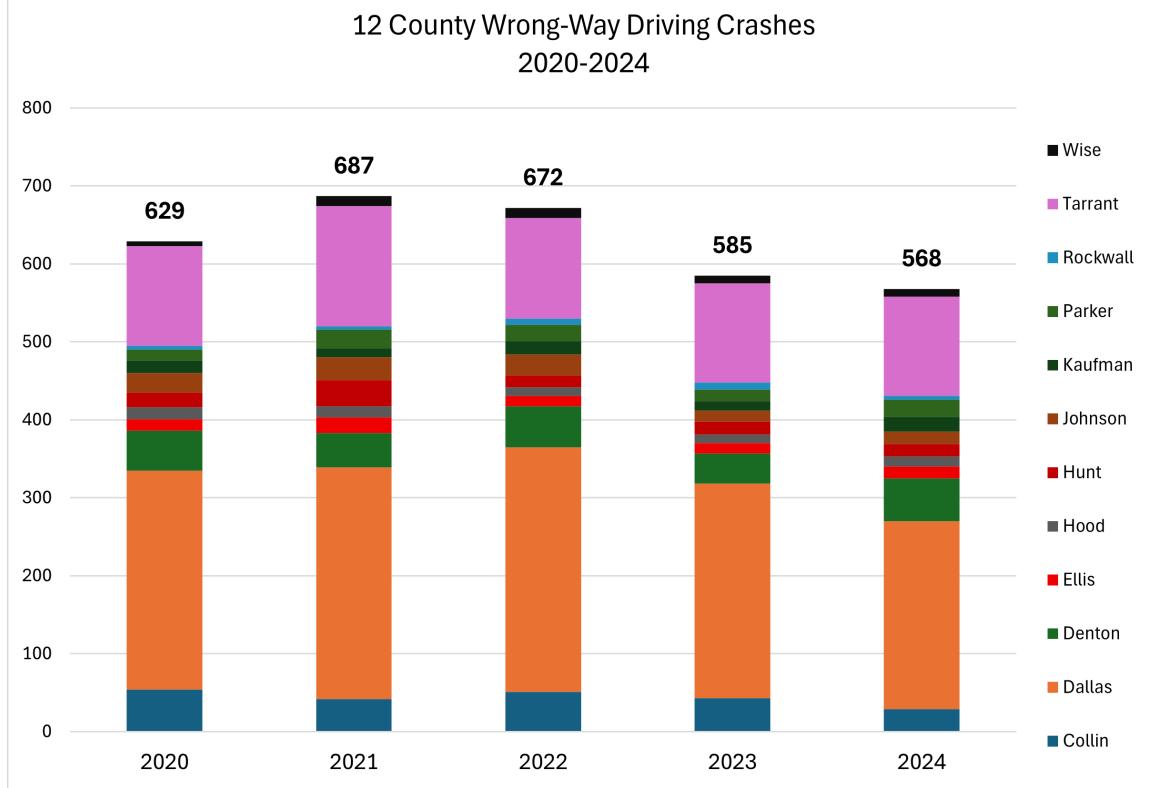
2024 Bicyclist and Pedestrian Crashes by County

County	Pedestrian Involved	Bicyclist Involved	Total
Collin	97	79	176
Dallas	784	187	971
Denton	104	70	174
Ellis	19	5	24
Hood	5	2	7
Hunt	19	6	25
Johnson	19	10	29
Kaufman	18	4	22
Parker	19	8	27
Rockwall	6	1	7
Tarrant	389	163	552
Wise	6	3	9
Total	1485	538	2023

Wrong Way Driving Crashes: 2020 - 2024

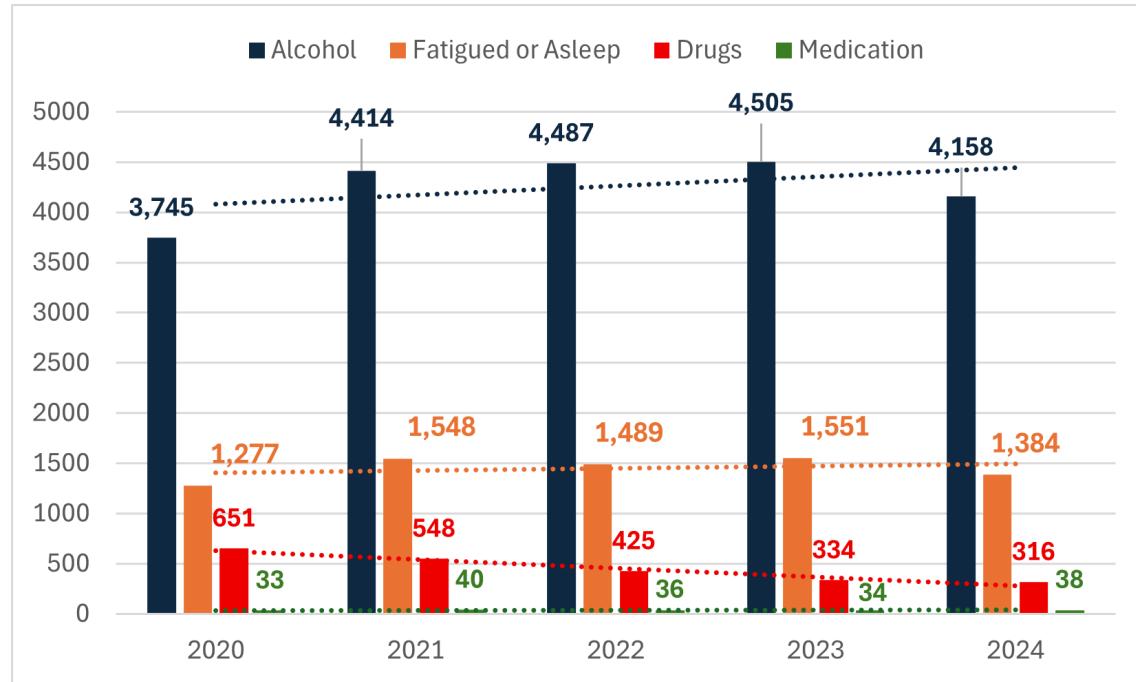
From 2020 to 2024, the number of crashes on all roadways caused by a wrong way driver decreased 9.7% within the 12-county MPA. The total number of crashes caused by a wrong way driver decreased by 17 from in 2024 compared to 2023.

Note: WWD crashes include those where wrong way driving was identified as either a primary, secondary, or tertiary contributing factor to the crash.



Crashes Involving Impaired Drivers: 2020 - 2024

Crashes involving a driver impaired by alcohol, illegal drugs, legal medication, or fatigue have remained one of the top ten contributing factors in both the state of Texas and NCTCOG region. The graph below highlights these crashes in the North Central Texas 12-county region from the past five years. During this time period, the number of crashes involving an impaired driver has increased close to 3.3 percent overall.



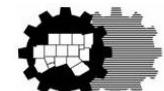
Note: The Impaired Driving Analysis includes TxDOT crash records where the primary, secondary, or tertiary contributing factors were cited as "Had been drinking", "Taking medication", "Under influence — alcohol", "Under influence — drugs", or "Fatigued or Asleep". Motor vehicle crash within the NCTCOG 12-County area are included.

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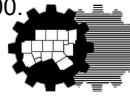
North Central Texas
Council of Governments
Transportation Department

NCTCOG Regional Crash Fact Sheet (Calendar Year 2024)

1. The fatality rate on North Central Texas (12-county) roadways for 2024 was 1.035 deaths per hundred million vehicle miles traveled.
2. The North Central Texas (12-county) Region experienced a decrease in the number of motor vehicle traffic fatalities. The 2024 death toll of 849 was a decrease of 1.16% from the 859 deaths recorded in 2023.
3. There were 3,534 serious injury crashes in the North Central Texas (12-county) Region in 2024 with 4,215 people sustaining a serious injury.
4. Fatalities in traffic crashes in rural areas of the North Central Texas (12-county) Region accounted for 20.14% of the region's traffic fatalities in 2024. There were 171 deaths in rural traffic crashes.*
5. Single vehicle, run off the road crashes resulted in 270 deaths in 2024. This was 32% of all motor vehicle traffic deaths.
6. In 2024, there were 196 people killed in crashes occurring at or related to an intersection.
7. There were 93 people killed in head-on crashes in 2024.
8. Based on reportable crashes in 2024:
 - 1 person was killed every 10 hours and 19 minutes.
 - 1 person was injured every 8 minutes 49 seconds
 - 1 reportable crash occurred every 4 minutes 23 seconds
9. Of all persons killed in vehicles where restraint usage was applicable and usage was known in 2024, 23% were reported as not restrained when the fatal crash occurred.
10. 59,569 persons were injured in motor vehicle traffic crashes in 2024.
11. There were 157 motorcyclists (operators and passengers) killed in 2024. About 26% of motorcyclists killed were not wearing helmets at the time of the crash.
12. Pedestrian fatalities totaled 173 in 2024. This is an 11.73% decrease from 2023.
13. Pedalcyclist fatalities totaled 3 in 2024. This is a 70% decrease from 2023.
14. In 2024, there were 214 people killed in motor vehicle traffic crashes where the use of alcohol was cited by police as a crash contributing factor. This is 25% of the total number of people killed in motor vehicle traffic crashes.
15. During 2024, 51.5% of alcohol-related crashes were reported from between 10:00 PM and 3:59 AM. Also, 47.6% of alcohol-related crashes occurred on weekends.
16. In 2024, there were 34 people killed in crashes involving distracted driving. This is a 6.25% increase from 2023.

*Rural is defined as a geographical location having a population of less than 5,000.

For reference, the **TxDOT Statewide Crash Summary Fact Sheet** is located at [TxDOT.gov/data-maps/crash-reports-records/motor-vehicle-crash-statistics.html](https://www.txdot.gov/data-maps/crash-reports-records/motor-vehicle-crash-statistics.html)



North Central Texas
Council of Governments



NCTCOG PRESENTATION

WEST/EAST EQUITY UPDATE

Regional Transportation Council
September 11, 2025

BACKGROUND

- Policy P10-03 adopted in February 2010 by the Regional Transportation Council (RTC)
- Instructed staff to inventory non-formula funds received from the Texas Department of Transportation (TxDOT) in the Western and Eastern subregions and provide periodic updates to the RTC
- Federal competitive grants not included in this inventory
- Examples of funding being tracked include Category 12 and Transportation Alternatives Set-Aside awarded by the Texas Transportation Commission
- Summaries of transactions are maintained for each federal transportation funding bill



ASSESSMENT OF WEST/EAST DISTRIBUTION

- Last four transportation funding bills were assessed to determine whether funding came in at the established West/East splits
- Amounts needed to bring the distribution into balance were calculated
- Notable changes to tracking included:
 - Adding Category 12 Clear Lanes funding to the inventory after confirming with TxDOT staff that these are not formula allocated to the region
 - Removing or reversing several transactions, such as:
 - Transactions pertaining to Category 2 as those are being tracked separately
 - Shifted \$468 million of Category 12 from the Southeast Connector funding exchange from the West to the East to reflect where the Category 12 was awarded



SUMMARY OF WEST/EAST NON-FORMULA FUNDING

	West Funding ¹	East Funding ¹	West Percentage	East Percentage
SAFETEA-LU				
Final Equity Share (Should be 31%/69%)	\$649.76	\$1,553.28	29.49%	70.51%
Final Equity Balance	\$33.18	-\$33.18		
MAP-21				
Final Equity Share (Should be 32%/68%)	\$320.98	\$847.62	27.47%	72.53%
Final Equity Balance	\$52.97	-\$52.97		
FAST Act				
Final Equity Share (Should be 32%/68%)	\$1,129.19	\$3,177.89	26.22%	73.78%
Final Equity Balance	\$249.08	-\$249.08		
IIJA				
Current Equity Share (Should be 31%/69%) ²	\$519.56	\$2,584.20	16.74%	83.26%
Current Equity Balance ²	\$442.60	-\$442.60		
Cumulative Equity Balance	\$777.83	-\$777.83	24.29%	75.71%

1: Funding in millions

2: As of August 2025



TAKEAWAYS/NEXT STEPS

- Overall, the Eastern subregion has received more non-formula funds from TxDOT in each of the last three transportation funding bills, as well as the current one
- The RTC has occasionally approved transactions to help balance these differences
- Staff will continue to track funding awards to the region from TxDOT and report to the Committee and RTC periodically



QUESTIONS?



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WEST/EAST EQUITY TRACKING FOR DFW REGION: SUMMARY OF NON-FORMULA FUNDING

	West Funding	East Funding	West Percentage	East Percentage	Comments
SAFETEA-LU					
Final Equity Share (Should be 31%/69%)	\$649,760,000	\$1,553,280,000	29.49%	70.51%	Eastern subregion received more funding than it would have under formula allocation
Final Equity Balance ¹	\$33,180,000	-\$33,180,000			
MAP-21					
Final Equity Share (Should be 32%/68%)	\$320,980,000	\$847,620,000	27.47%	72.53%	Eastern subregion received more funding than it would have under formula allocation
Final Equity Balance ¹	\$52,972,000	-\$52,972,000			
FAST ACT					
Final Equity Share (Should be 32%/68%)	\$1,129,188,859	\$3,177,887,075	26.22%	73.78%	Eastern subregion received more funding than it would have under formula allocation
Final Equity Balance ¹	\$249,075,440	-\$249,075,440			
IIJA					
Current Equity Share (Should be 31%/69%)	\$519,563,080	\$2,584,207,072	16.74%	83.26%	Thus far, Eastern subregion has received more funding than it would have under formula allocation
Current Equity Balance ^{1,2}	\$442,605,667	-\$442,605,667			
Cumulative Equity Balance¹	\$777,833,107	-\$777,833,107	24.29%	75.71%	

1: Positive number indicates an amount needed to bring the West/East funding into balance

2: As of August 2025

Overview of Actions Affecting Western/Eastern Funding Shares

IIJA

(\$ in Millions, as of August 2025)

Date	Projects/Programs	Relevant Actions		Cumulative Total	
		West	East	West	East
Aug-22	Category 12 Strategic Priority and Texas Clear Lanes funding for various projects in the East (US 75 in Collin County, Spur 399 in Collin County, IH 30 in Dallas County, US 80 in Dallas County, and IH 35W in Denton County) and in the West (IH 20 in Tarrant County) as approved in the 2023 Unified Transportation Program (UTP)	\$100.00	\$473.81	\$100.00	\$473.81
Aug-22	Category 12 Strategic Priority funding for projects as part of the Southeast Connector Category 2/Category 12 Funding Exchange, which allowed part of the SE Connector project to advance, benefiting the Western subregion	\$468.00	\$0.00	\$568.00	\$473.81
Oct-22	<u>Category 12 Strategic Priority and Texas Clear Lanes funding for various projects in the East (IH 30 in Rockwall County and IH 30 in Hunt County) to cover cost overruns at letting</u>	<u>\$0.00</u>	<u>\$34.76</u>	<u>\$568.00</u>	<u>\$508.57</u>
Jul-23	<u>Move Category 12 Strategic Priority funding for projects as part of the Southeast Connector Category 2/12 Funding Exchange (US 380 in Collin County and IH 35E in Denton County) from the West to the East to reflect where the funding actually was awarded (accounting for this separately in Category 2 tracking)</u>	<u>-\$468.00</u>	<u>\$468.00</u>	<u>\$100.00</u>	<u>\$976.57</u>
Jul-23	<u>Category 12 Texas Clear Lanes funding for a project in the East (IH 30 in Rockwall County) to cover cost overrun at letting</u>	<u>\$0.00</u>	<u>\$28.44</u>	<u>\$100.00</u>	<u>\$1,005.01</u>
Aug-23	<u>Category 12 Strategic Priority and Texas Clear Lanes funding for various projects in the East (US 75, Spur 399, and US 380 in Collin County, IH 30 and US 80 in Dallas County, IH 35 and IH 35E in Denton County, and IH 30 in Hunt County) and West (SH 199, SH 360, and US 287 in Tarrant County) as approved in the 2024 UTP</u>	<u>\$318.00</u>	<u>\$539.59</u>	<u>\$418.00</u>	<u>\$1,544.60</u>
Oct-23	<u>Transportation Alternatives (TA) Set-Aside funding for projects in the East (City of Dallas, Dallas Area Rapid Transit, City of Denton, City of Farmers Branch, City of Greenville, and City of Quinlan) and West (City of Colleyville, City of Keller, City of Weatherford) awarded through the TA Set-Aside Calls for Projects as approved by the Texas Transportation Commission in October 2023 (Minute Order #116575)</u>	<u>\$1.56</u>	<u>\$43.76</u>	<u>\$419.56</u>	<u>\$1,588.36</u>
Jul-24	<u>Category 12 funding for projects in the East (US 80 and IH 635/US 80 interchange in Dallas County) to cover cost overruns at letting</u>	<u>\$0.00</u>	<u>\$60.98</u>	<u>\$419.56</u>	<u>\$1,649.34</u>

Red text indicates changes since last report

Overview of Actions Affecting Western/Eastern Funding Shares

IIJA

(\$ in Millions, as of August 2025)

Date	Projects/Programs	Relevant Actions		Cumulative Total	
		West	East	West	East
Aug-24	Category 12 Strategic Priority and Texas Clear Lanes funding for various projects in the East (Spur 399, US 380) as approved in the 2025 UTP	\$0.00	\$654.27	\$419.56	\$2,303.61
Aug-25	Category 12 Strategic Priority and Texas Clear Lanes funding for various projects in the East (IH 345 and US 80 in Dallas County) and West (IH 20 in Tarrant County) as approved in the 2026 UTP	\$100.00	\$280.60	\$519.56	\$2,584.21
Updated IIJA Equity Percentage Share as of August 2025		\$519.56	\$2,584.21	16.74%	83.26%
	Total Funding	\$3,103.77			
	Funding for Each Subregion if Following Formula Allocation (31%/69%)	\$962.17	\$2,141.60	31%	69%
	Current Equity Balance	\$442.61	-\$442.61		
Cumulative East-West Equity Share		Cumulative Total			
		West	East		
Cumulative Total		\$519.56	\$2,584.21		
Cumulative Percentage Shares		16.74%	83.26%		
RTC Approved Target Shares		31%	69%		

Red text indicates changes since last report

RTC Director's Report
September 11, 2025

Overview of Actions Affecting Western/Eastern Funding Shares

(\$ in Millions)

Date	Projects/Programs	Relevant Actions		Cumulative Total	
		West	East	West	East
Dec-16	FY 2017-2026 Regional 10-Year Planning Effort - Category 2 Funds (Transfer from the East to the West)	\$100.00	(\$100.00)	\$100.00	(\$100.00)
Mar-17	<u>Category 12 Clear Lanes funding for various projects in the East (IH 635 East and SH 352 in Dallas County) and the West (DFW Connector in Tarrant County) as approved in the March Revision to the 2017 Unified Transportation Program (UTP)</u>	\$370.00	\$444.13	\$470.00	\$344.13
Oct-17	Transportation Alternatives Set-Aside funding for a project in Hunt County (City of Quinlan) awarded through the Statewide TA Set-Aside Call for Projects as approved by the Texas Transportation Commission in October 2017 (Minute Order #115076)	\$0.00	\$0.30	\$470.00	\$344.43
Dec-17	Category 12 funding for various overpass reconstruction projects along the IH 30 corridor in Hunt County as approved in the December 2017 update to the UTP	\$0.00	\$102.00	\$470.00	\$446.43
Sep-18	Category 12 funding for the construction of an interchange at IH 45 and FM 664 in Ellis County as approved in the 2019 UTP	\$0.00	\$34.00	\$470.00	\$480.43
Sep-18	<u>Category 12 Clear Lanes funding for various projects in the East (Irving Interchanges, SL 9, IH 30 Canyon, IH 30 East in Dallas County) and the West (SE Connector in Tarrant County) as approved in the 2019 UTP</u>	\$340.20	\$470.00	\$810.20	\$950.43
Dec-18	Transfer of Regional Toll Revenue (RTR) funds from the East to the West as approved by the RTC in December 2018 through the CMAQ/STBG: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDC Program	\$5.80	(\$5.80)	\$816.00	\$944.63
Aug-19	<u>Category 12 Clear Lanes funding for various projects in the region was awarded 69% East/31% West instead of being split 68% East/32% West, which gave the East a small amount of additional revenue compared to the West (below transaction includes this funding)</u>	\$0.00	\$33.59	\$816.00	\$978.22
Aug-19	<u>Category 12 Clear Lanes funding for various projects in the East (IH 30 and IH 35E in Dallas County, IH 35 in Denton County, IH 30 in Rockwall County) and the West (Southeast Connector in Tarrant County) as approved in the 2020 UTP</u>	\$89.40	\$714.36	\$905.40	\$1,658.99
Aug-19	Category 12 Strategic Priority funding for various projects in the East (IH 30 in Dallas County, IH 35 in Denton County, and IH 30 in Hunt County) and in the West (Southeast Connector in Tarrant County and SH 170 in Denton/Tarrant Counties) as approved in the 2020 UTP	\$208.33	\$1,018.85	\$1,113.73	\$2,677.83
Jan-20	Transportation Alternatives (TA) Set-Aside funding for projects in Dallas County (City of Balch Springs) and Parker County (City of Hudson Oaks) awarded through the Statewide Safe Routes to School (SRTS) and TA Set-Aside Calls for Projects as approved by the Texas Transportation Commission in January 2020 (Minute Order #115662)	\$2.13	\$0.96	\$1,115.86	\$2,678.80

RTC Director's Report

September 11, 2025

Red text and strikethroughs indicate changes since last report

Overview of Actions Affecting Western/Eastern Funding Shares
(\$ in Millions)

FAST Act

Date	Projects/Programs	Relevant Actions		Cumulative Total	
		West	East	West	East
Aug-20	Transfer of Regional Toll Revenue funds from Denton County to the Western Subregion in exchange for an equal amount of Surface Transportation Block Grant funds as approved by the Regional Transportation Council through the COVID-19 Infrastructure Program (Round 2)	\$30.00	\$30.00	\$1,145.86	\$2,708.80
Aug-20	Category 12 Strategic Priority funding for the IH 30 Canyon project in Dallas County as approved by the Texas Transportation Commission in the 2021 UTP	\$0.00	\$112.00	\$1,145.86	\$2,820.80
Sep-20	Additional Transportation Alternatives (TA) Set Aside funding awarded to the Eastern subregion through the 2020 TA Set Aside Call for Projects as approved by the RTC; Western subregion will receive an equal amount of CMAQ and/or STBG funding as part of a future project selection initiative to offset this extra funding.	(\$1.86)	\$1.86	\$1,144.00	\$2,822.66
Aug-21	Category 12 Strategic Priority and Texas Clear Lanes funding for various projects in the East (US 380 in Collin County, IH 30 in Dallas County, US 80 in Dallas County, IH 30 in Hunt County, and Regional Mobility Assistance Patrol) and in the West (IH 20 in Parker County, IH 30 in Tarrant County, and Regional Mobility Assistance Patrol) as approved in the 2022 UTP	\$83.59	\$255.23	\$1,227.59	\$3,077.89
Oct-21	Transportation Alternatives (TA) Set-Aside funding for projects in Parker County (City of Aledo & City of Weatherford) awarded through the 2021 Statewide TA Set-Aside Calls for Projects as approved by the Texas Transportation Commission in October 2021 (Minute Order #116126)	\$1.60	\$0.00	\$1,229.19	\$3,077.89
Aug-25	<u>Reversal of December 2016 transaction transferring \$100 million of Category 2 funds from the East to the West (Category 2 funding is being tracked separately)</u>	<u>-\$100.00</u>	<u>\$100.00</u>	<u>\$1,129.19</u>	<u>\$3,177.89</u>
Final FAST Act Equity Percentage Share		\$1,129.19	\$3,177.89	26.22%	73.78%
		Total Funding	\$4,307.08		
		Funding for Each Subregion if Following Formula Allocation (32%/68%)	\$1,378.26	\$2,928.81	32%
		Final Equity Balance	\$249.08	-\$249.08	
Cumulative East-West Equity Share			Cumulative Total		
			West	East	
			Cumulative Total	\$1,129.19	\$3,177.89
			Cumulative Percentage Shares	26.22%	73.78%
			RTC Approved Target Shares	32%	68%

Red text and strikethroughs indicate changes since last report

RTC Director's Report
September 11, 2025

Overview of Actions Affecting Western/Eastern Funding Shares

MAP-21

(\$ in Millions)

Date	Projects/Programs	Relevant Actions		Cumulative Total	
		West	East	West	East
Jan-13	Additional MAP-21 Funds (US 67 [Cleburne bypass]) ¹	\$30.00	\$0.00	\$30.00	\$0.00
Mar-13	Statewide Allocation to the Region of Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for TxDOT Congestion Management Program ²	\$3.40	\$6.60	\$33.40	\$6.60
Aug-13	Category 12 funds for SH 183 (including part of NTE), SH 114, and Loop 12	\$183.89	\$416.11	\$217.29	\$422.71
Feb-14	NTE/LBJ HOV 2/3+ Subsidy ³	\$6.85	-\$6.85	\$224.14	\$415.86
Jun-14	IH 345 from IH 30 to SP 366 over IH 30, US 75, and DART Railroad	\$0.00	\$185.00	\$224.14	\$600.86
	IH 35W (Skinny) from US 81/287 Split to SH 114	\$115.84	\$24.16	\$339.98	\$625.02
	SH 114 from Trophy Lake Drive to Kirkwood Blvd.	\$4.00	\$4.00	\$343.98	\$629.02
	SH 170 from west of Parish Rd to west of SH 114 Interchange	\$0.00	\$10.50	\$343.98	\$639.52
	Dallas Area Rapid Transit (Dallas and Fort Worth Districts) ⁴	\$0.00	\$60.00	\$343.98	\$699.52
Aug-14	IH 35E from US 77 South of Waxahachie to US 77 North of Waxahachie (In Ellis County)	\$0.00	\$120.00	\$343.98	\$819.52
Jul-15	Repayment of \$20M loan to the West (for IH 35W) from the East (SH 183) is considered to be repaid from the \$600M in Cat 12 funds noted above in August 2013 TTC approval. This entry reflects an adjustment of \$20M from the Western ledger to the Eastern ledger.	-\$20.00	\$20.00	\$323.98	\$839.52
Jul-15	Repayment of \$10M loan to the West (for IH 35W) from the East (SL 9) using CMAQ funds	-\$10.00	\$10.00	\$313.98	\$849.52
Jul-15	SH 360 Interchange Partnership (\$7M Regional Tollroad Revenue (RTR) to come from Eastern RTR allocation) ⁵	\$7.00	-\$7.00	\$320.98	\$842.52
Jan-16	TxDOT Congestion Relief Program ⁶	\$0.00	\$5.10	\$320.98	\$847.62
Final MAP-21 Equity Share		\$ 320.98	\$ 847.62	27.47%	72.53%
Total Funding		\$1,168.60			
Funding for Each Subregion if Following Formula Allocation (32%/68%)		\$373.95	\$794.65	32%	68%
Final Equity Balance		\$52.97	-\$52.97		

Overview of Actions Affecting Western/Eastern Funding Shares (\$ in Millions)

MAP-21

NOTES:

- 1) FM 2499 and SH 121 Section 13 projects excluded from calculation due to their location with Dallas, Denton, and Tarrant Counties.
- 2) CMAQ funding allocation previously changed to reflect new funding distribution approved by the RTC on September 12, 2013.
- 3) \$6.85M in RTR funds transferred to the West, funds will not be sent back to the East from the West as this action helps to achieve the desired RTC approved distribution.
- 4) \$40M for the Western Subregion to be identified in the future and reflected in the West/East tracking once approved (\$60M for DART reaffirmed in February 2015).
- 5) SH 360 action for \$300M (SH 360 from Sublett/Camp Wisdom to Ellis County Line) - Will not be reflected as it is a loan.
- 6) The TxDOT Congestion Relief Program funding was allocated using the 69% East/31% West (\$364M/\$163.8M) funding split. The current MAP-21 funding split for mobility projects is 68% East/32% West. The \$5.1M difference in funding shares is reflected.
- 7) \$80M for the TEX Rail project in the West will not be reflected as it is a loan.

Overview of Actions Affecting Western/Eastern Funding Shares (\$ in Millions)

SAFETEA-LU

Date	Projects/Programs	Relevant Actions		Cumulative Total	
		West	East	West	East
Start	Over-Obligation on North Tarrant Express (Category 2)	\$156.60	\$0.00	\$156.60	\$0.00
Jan-10	FM 1187 in Mansfield (ARRA)	\$11.10	\$0.00	\$167.70	\$0.00
Mar-10	Send Western SH 161 RTR Funds to Eastern Subregion (as part of SH 161 & Southwest Parkway Agreement)	\$0.00	\$2.39	\$167.70	\$2.39
Apr-10	IH 35E Bridge over Trinity River (Bridge Program)		\$75.00	\$167.70	\$77.39
Apr-10	Mountain Creek Parkway Bridge (Bridge Program)		\$5.20	\$167.70	\$82.59
May-10	SH 26 in Grapevine (ARRA)	\$17.50		\$185.20	\$77.39
May	Various Locations in the DFW Region (Safe Routes to School Program)	\$3.40	\$6.90	\$188.60	\$84.29
Jun-10	US 75, IH 30, SH 114, SP 348, IH 35W, SH 360 (Proposition 12 - Engineering)	\$39.00	\$58.50	\$227.60	\$142.79
Jun-10	SH 26 in Colleyville (Pass Through Finance)	\$19.10		\$246.70	\$142.79
Jun-10	IH 30 HOV/Managed (Pass Through Finance)		\$63.13	\$246.70	\$205.92
Jun-10	FM 1171 in Denton County (Pass Through Finance)		\$41.40	\$246.70	\$247.32
Jun-10	SH 34 in Terrell (Category 12)		\$19.00	\$246.70	\$266.32
Jul-10	Send \$5M STP-MM savings from SH 26 in Grapevine from Western to Eastern Subregion		\$5.00	\$246.70	\$271.32
Jul-10	2010 Statewide Transportation Enhancement Program	\$8.27	\$10.58	\$254.97	\$281.90
Aug-10	FM 1641 in Kaufman County (ARRA)		\$3.24	\$254.97	\$285.14
Aug-10	SH 121 from DART/Cotton Belt to FM 2499 (ARRA)	\$5.40		\$260.37	\$285.14
Oct-10	IH 35E at FM 407 Interchange and North Tarrant Express (Proposition 14)	\$135.00	\$30.00	\$395.37	\$315.14
Nov-10	Move RTC/Local from East to West for US 287 at Berry/Vaughn (RTC Local)	\$1.25	-\$1.25	\$396.62	\$313.89
Feb-11	Move STP-MM from West to East as a result of the US 287 at Berry/Vaughn swap (STP-MM)	-\$1.25	\$1.25	\$395.37	\$315.14
Apr-11	Advanced funding to FY 2011 Using Category 12 Funds	\$22.07	\$28.32	\$417.44	\$343.46
May-11	US 380 from West of FM 156 to IH 35E (Prop 14)		\$20.50	\$417.44	\$363.96
Sep-11	Strategic Partnership with TxDOT/Proposition 12 Allocation	\$99.00	\$757.45	\$516.44	\$1,121.41
Jun-12	Additional Revenue from the TxDOT \$2 Billion Funding Initiative	\$101.34	\$405.34	\$617.78	\$1,526.75
Jun-12	\$30M contingency loan from Dallas County (from SH 183 & SL 9) to Tarrant County (for IH 35W)	\$30.00	-\$30.00	\$647.78	\$1,496.75
Oct-12	Fiscal Year 2013 Earmark Funding from FHWA/TxDOT reallocation	\$1.98	\$0.53	\$649.76	\$1,497.28
Mar-13	Category 12 Funding for US 287 Ennis Bypass	\$0.00	\$56.00	\$649.76	\$1,553.28
Final SAFETEA-LU Equity Percentage Share		\$ 649.76	\$1,553.28	29.49%	70.51%
Total Funding		\$2,203.04			
Funding for Each Subregion if Following Formula Allocation (31%/69%)		\$682.94	\$1,520.10	31%	69%
Final Equity Balance		\$33.18	-\$33.18		

Red text and strikethroughs indicate changes since last report

RTC Director's Report
September 11, 2025

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August 4, 2025

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

Re: Department of Transportation pulls \$4 Billion in Funding from California High-Speed Rail Project, calling it a “colossal boondoggle” and “train to nowhere”

Dear Mr. Kirkpatrick:

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

The limited purpose of this correspondence is to direct your attention to both the attached *Wall Street Journal* and *Sacramento Bee* articles regarding the United States Department of Transportation’s recent decision to pull four billion dollars (\$4,000,000,000.00) in federal funding from the embattled, delayed and cost overrun-laden California high-speed rail project. You may consider taking the time to read and distill these articles in their entirety. You also may appreciate (or even recall) the referenced prior quote from the California Governor that there “simply isn’t a path” for the high-speed rail project as it “would cost too much and take too long.”

You might also contemplate that the Secretary of Transportation, in “turn[ing] off the spigot of federal funding for California’s high-speed rail” described the action as “pull[ing] the plug on this outrageous waste of taxpayer resources.” The Department of Transportation further determined that the California project is a “train to nowhere,” a “colossal boondoggle” and that “[i]t’s time for this boondoggle to die.”¹ It also warned that – beyond stripping any further federal subsidy support – it was assessing “potentially clawing back funding” already barreled out for that high-speed rail project.²

¹ See [https://www.transportation.gov/briefing-room/trumps-transportation-secretary-sean-p-duffy-pulls-plug-4b-california-high-speed#:~:text=Duffy%20today%20announced%20the%20Federal-Speed%20Rail%20Authority%20\(CHSRA\)](https://www.transportation.gov/briefing-room/trumps-transportation-secretary-sean-p-duffy-pulls-plug-4b-california-high-speed#:~:text=Duffy%20today%20announced%20the%20Federal-Speed%20Rail%20Authority%20(CHSRA))

² *Id.*

Ken Kirkpatrick
General Counsel
August 4, 2025
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It certainly cannot be lost or ignored that California is not the only high-speed rail project to linger for more than a decade without laying a single track. The Secretary of Transportation took the time in the *Sacramento Bee* article to specifically harpoon taxpayer dollars for the Dallas to Houston high-speed rail project, stating without reservation:

“Texas is no stranger to trains to nowhere, and I did not hesitate to pull funding for the red state’s failure.”

The Transportation Secretary continued in noting that, specifically regarding Dallas to Houston high-speed rail, that:

“I saved taxpayers more than \$60 million by terminating the grant with Amtrak for the Texas Central Railway project. A capital cost projection of more than \$40 billion for a 240-mile train makes delivering taxpayer dollars to the rail network government malpractice at best.”

Secretary Duffy concluded by bluntly stating:

“No honest leader can examine these massive rail projects and continue to pump them with additional resources in good faith. If private industry supports high-speed rail, then the private industry can pay for it.”

I have been uniformly and consistently straightforward in objectively reporting to you the massive waste of millions of dollars funded off the backs of our citizens in the reckless continuation of the so-described “environmental assessment” application regarding the legally precluded and admitted impossible alignment “2(b)” relating to possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail. I remind you once again of your actual strict legal and fiduciary duties, in your capacity as the chief lawyer for the NCTCOG, to be uniformly and consistently straightforward in objectively reporting to the Members of the RTC the multiple legal and procedural problems and preclusions relating to that legally invalid supposed “environmental assessment,” and more generally, alignment “2(b).”

Ken Kirkpatrick
General Counsel
August 4, 2025
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NCTCOG has a binary choice regarding alignment “2(b)”:

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

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

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

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

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

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

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

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

California's Bullet Train Is a Model of Progressive Governance

WSJ wsj.com/opinion/californias-bullet-train-boondoggle-keeps-chugging-along-rail-spending-594dc5d9

Allysia Finley

July 20, 2025

821



One of the elevated sections of the high-speed rail under construction in Fresno, Calif., Dec. 6, 2017. Photo: Rich Pedroncelli/Associated Press

California Gov. Gavin Newsom has shown he's politically flexible. He's also shown an ability to turn rotten grapes into wine. So why isn't he using the excuse that President Trump handed him to pull the plug on his state's bullet train boondoggle?

The Trump Transportation Department last week rescinded \$4 billion in funds for the project, noting the state's cost-overruns, delays and funding shortfalls. "The Railroad we were promised still does not exist, and never will," President Trump wrote on Truth Social. "This project was Severely Overpriced, Overregulated, and NEVER DELIVERED."

The president is right, and Mr. Newsom surely knows it. At the current construction rate, the 500-mile choo choo between San Francisco and Orange County won't be completed in the governor's lifetime. The state as of last month hadn't begun to lay tracks on the first 119-mile

segment between Madera (pop: 68,079) and Shafter (pop: 21,915).

This first leg should have been relatively easy since the state's rural Central Valley is lightly developed and populated. No need to raze strip malls and housing developments. A private company built a 235-mile high-speed train from Orlando to Miami in 11 years for about \$6 billion. Yet it has taken California more than a decade merely to bulldoze permitting barriers and clear lawsuits.

If all goes according to Mr. Newsom's plans, the first leg might be done by the end of his second presidential term in 2036. Might. The state last week sued to restore the federal funds, which could mean years of litigation and more delays. "Trump wants to hand China the future and abandon the Central Valley," he declared. "We won't let him."

Under the Chinese economic model, the government spurs unproductive growth by subsidizing wasteful investment, whether it be in real estate, electric vehicles or public works. China has borrowed some \$1 trillion to build nearly 30,000 miles of high-speed rail lines, many of which connect lightly populated towns and carry few passengers.

That's the future of Mr. Newsom's bullet train to nowhere. Companies routinely cancel and write off bad investments. Why won't Mr. Newsom and his Democratic Legislature? Because they fear voters will realize they were conned.

In 2008 Democrats sold the train to voters with fanciful promises—the same sort they make about free, universal healthcare. Democrats claimed the train would cost a mere \$33 billion and be complete by 2020. The 500-mile train trip from San Francisco to Anaheim would supposedly take only 2½ hours and cost less than flying. Yippee.

Democrats also assured voters the train wouldn't need to be subsidized because it would draw masses of riders. The state high-speed rail authority at the time projected 65.5 million annual riders by 2030, about five times as many passengers who take Amtrak's trains in the more densely and heavily populated Northeast Corridor.

Despite such deceptions, Democrats could have extricated themselves from their big dig had they focused early train investments on electrifying commuter rail in the Bay Area and Los Angeles, as many legislators wanted. But the Obama administration required the state to build the first leg in the Central Valley as a condition for \$3.5 billion in grants. Why?

To help Rep. Jim Costa, a longtime champion of the bullet train. The Blue Dog Democrat faced a tough race in 2010 owing to his unpopular vote for ObamaCare, but he was able to ride the subsidy train to victory.

Federal dollars, state bonds and cap-and-trade revenue have since kept the project chugging along. But the rail authority is at least \$7 billion short of what it needs to complete the first segment and needs more than \$90 billion to build all 500 miles. Couldn't Democrats

have spared some change in the \$321 billion budget they just passed?

Yes. But heaven forfend they take money from their government union friends or pare back healthcare for undocumented immigrants (estimated to cost \$12 billion this year). This raises the obvious question: If Democrats in Sacramento won't pay for their vanity project out of their own coffers, why should taxpayers in Cleveland or Atlanta?

Fresh off inauguration in 2019, Mr. Newsom admitted there "simply isn't a path" to finish the 500-mile train, which "would cost too much and take too long." He promised to impose more spending accountability. No more blank checks. Yet the blank checks have continued, for the bullet train and everything else in the state.

Democrats spent \$24 billion to combat homelessness, yet the result was more homelessness. State K-12 spending has risen by 50% since 2018, but student test scores have fallen. Electric rates have surged yet power has become less reliable.

California's bullet train, whether or not it ever carries passengers, is a monument to the colossal failures of modern progressive government. From welfare programs to public schools, Democrats make illusory promises as they shovel out money without regard to the results. When will California voters decide they're tired of getting taken for a ride?

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Amid speculation of a presidential run in 2028, California Governor Gavin Newsom has urged Democrats in ruby-red South Carolina to spend more time in Republican-leaning counties, in an effort to 'repair the Democratic Party brand' and 'move from a defensive posture to an inspiring vision.'

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Appeared in the July 21, 2025, print edition as 'California's Bullet Train Is a Model of Progressive Governance'.

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MUST READ: Secretary Sean P. Duffy Op-Ed: Gov. Newsom is suing me to build a multi-billion dollar train to nowhere

Wednesday, July 30, 2025

THE SACRAMENTO BEE



Op-Ed

The Sacramento Bee

Gov. Gavin Newsom has no clue what functional government looks like. California just spent 16 years and \$15 billion to develop a high-speed rail network that has yet to lay a single track and he's still defending the project. In fact, he's suing to protect this multi-billion-dollar train to nowhere.

Recently, as transportation secretary, I turned off the spigot of federal funding for California's high-speed rail. This move saved taxpayers \$4 billion, officially rescinded from what has become a humiliating emblem of government waste. In response, Newsom filed a lawsuit as if California hasn't burned enough money already.

What was supposed to be a line from Los Angeles to San Francisco for \$33 billion (already an inflated price tag) completed by 2020 has morphed into a colossal boondoggle projected to cost over three times the original estimate. Years later, there is still no train on the horizon after planners trimmed their ambition from connecting California's largest cities to building a 170-mile track between Merced and Bakersfield.

California's bullet train project is now estimated to cost \$135 billion. Let's put that figure into perspective: For the same amount of money, Newsom could buy every San Francisco and Los Angeles resident almost 200 round trip flights between cities. The federal government could also build 10 aircraft carriers or overhaul our air traffic control system three to four times over.

While running for governor in 2018, Newsom conceded, "The project is years and years behind, the project is wildly over budget."

"That doesn't mean it's a bad idea," he added.

That was seven years ago. And, actually, any project that is both "years and years behind" and "wildly over budget" is, in fact, a "bad idea." That's why after an exhaustive review of the project's mismanagement, delays and cost overruns, I officially pulled the plug on this outrageous waste of taxpayer resources.

Newsom characterized my decision as "another political stunt to punish California." But this isn't a blue state issue. Texas is no stranger to trains to nowhere, and I did not hesitate to pull funding for the red state's failure.

In April, I saved taxpayers more than \$60 million by terminating a grant with Amtrak for the Texas Central Railway project. A capital cost projection of more than \$40 billion for a 240-mile train makes delivering taxpayer dollars to the rail network government malpractice at best. No honest leader can examine these massive rail projects and continue to pump them with additional resources in good faith. If private industry supports high-speed rail, then the private industry can pay for it.

President Donald Trump and I are committed to building big, beautiful infrastructure for the future — not trains to nowhere. But that's what these bullet train projects have become: bureaucratic shams blowing big money from the taxpayer.

As transportation secretary, I want Americans to have access to high-speed rail more than anyone. Too often, however, government is a barrier rather than a partner. Money meant for construction gets gobbled up by consultants fed by a steady stream of government grants.

We must make sure American tax dollars are spent effectively today so we can use additional resources for projects that will have a real impact tomorrow.

The Hoover Dam took five years to build. The Golden Gate Bridge took four. Both were built when the federal government was a fraction of its size today. The president and I are eager to build big, beautiful things again. No more trains to nowhere.



U.S. DEPARTMENT OF TRANSPORTATION

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August 11, 2025

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

*Re: Misleading Presentation to RTC Members Regarding U.S. House Appropriations Bill
Precluding Funding for High-Speed Rail in Texas*

Dear Mr. Kirkpatrick:

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

The limited purpose of this correspondence is to memorialize the grossly misleading presentation¹ on August 7, 2025 to Members of the Regional Transportation Council (the “RTC”) and the public prepared and presented by certain representatives of the North Central Texas Council of Governments (the “NCTCOG”), including Brendon Wheeler and his supervisor Michael Morris, regarding a United States House of Representatives appropriations bill, which, according to the official Appropriations Committee Report: “prohibits funds from being used for a high-speed rail project in the State of Texas.” See July 21, 2025 House Appropriations Committee Report, p. 65.

Mr. Wheeler pushed for approval of a letter to be sent by the RTC to certain Members of Congress, requesting “the House of Representatives reconsider the proposed transportation funding cuts to high-speed rail corridor development projects in Texas . . .” See draft July 25, 2025 RTC Letter, attached to RTC Agenda Items Packet.

First, Mr. Wheeler’s soliciting plea to RTC Members to send a letter attempting to undo the portion of a bill prohibiting funding for “a high-speed rail project in the State of Texas” relied primarily (including prominently in his presentation slides) upon a carefully selected *portion* of a single statement in the “2016 Memorandum of Understanding between Texas Central and NCTCOG” (the “Texas Central MOU”). That lone (and only partial) reference related to alleged

¹ With assuredness, this letter does not extend to raise each of the misleading statements from the August 7, 2025 presentation, which may be raised in future correspondence.

Ken Kirkpatrick
General Counsel
August 11, 2025
Page 2

general conceptual, contingent, and conditioned RTC support (from nine years ago) regarding future possible development of various high-speed rail ideas.²

Of course, neither Mr. Wheeler nor Mr. Morris provided a copy of the actual Texas Central MOU to the RTC Members at the August 7, 2025 RTC meeting and did not include it in the meeting's Agenda Packet. If they had, the RTC Members would have been advised, as required, that in the Texas Central MOU, Texas Central expressly agreed that it would "In]not accept public grants for construction or operational subsidies for its planned North Texas to Houston service."

Perversely, Mr. Wheeler, as supervised by Mr. Morris, sought to gain RTC support to send a letter asking to reverse a proposed ban on Texas Central receiving federal funding by relying on an agreement which contains a provision in which Texas Central expressly agreed to not accept federal funding. Making it brazenly abusive, Mr. Wheeler concealed that obvious material fact regarding this contractual prohibition from the RTC Members.

Second, neither Mr. Wheeler nor Mr. Morris disclosed to the RTC the growing wave of slashed federal funding for high-speed rail projects across the United States. As we have reported to you – but Messrs. Morris and Wheeler shielded from the RTC Members in attempting to garner their vote – the Secretary of Transportation recently “pulled the plug” on the California high-speed rail “colossal boondoggle.” This preceded the very recent July 28 defunding of the Baltimore to Washington, D.C. high-speed rail project.

Even more disconcerting is the lack of any disclosure of the Secretary of Transportation’s clear public excoriating criticisms regarding high-speed rail in the State of Texas, including that “Texas is no stranger to trains to nowhere, and I did not hesitate to pull funding for the red state’s failure.” Secretary Duffy emphatically concluded that “[i]f private industry supports high-speed rail, then the private industry can pay for it.” I reported these clear directives from the Department of Transportation to you on August 4, 2025 – days prior to the August 7, 2025 RTC meeting. My letter – and those inarguably relevant comments by the Department of Transportation – were glaringly absent from the remarkably misleading presentation.

Third, Mr. Morris attempted to coax RTC Members into sending the proposed letter to certain Members of Congress by essentially arguing that Congress did not grasp what they were doing – that the bill prohibiting funding would supposedly lead to “unintended consequences.” He inferred that the sponsors and supporters of the appropriations bill may not have been aware that Amtrak had already withdrawn from its role in the Dallas to Houston project and that if they had known that, they might not have forwarded the bill. That is instantly shown as temporally illogical.

² The citation of only a portion of the quote was undeniably misleading in itself.

Ken Kirkpatrick
General Counsel
August 11, 2025
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Amtrak was publicly pulled off of the Dallas to Houston project (along with \$64 million in funding) in April. Three months *after* that, on July 17, 2025, the Committee on Appropriations of the U.S. House voted in favor of the bill, and a Committee Report regarding that approval was issued on July 21, 2025. As a matter of established fact, the Appropriations Committee had actual knowledge of Amtrak's exit prior to it moving forward as a committee to approve the bill that "prohibits funds from being used for a high-speed rail project in the State of Texas." Of course, none of this was disclosed to the RTC Members.

It also certainly cannot be lost that Mr. Wheeler and Mr. Morris specifically discussed in detail the July 22, 2025 article by the "majority investor" in the Dallas to Houston project (including devoting an entire presentation slide for various quotes and reprinting the article in its entirety in the meeting Agenda Packet), but conveniently did *not* disclose to the RTC Members the Appropriations Committee's vote the day before on July 21 – affirming the ban on "funds [] being used for a high-speed rail project in the State of Texas."

The misleading presentation, upon which RTC Members relied, proximately led to an action by the RTC. The misleading presentation infected and tainted the statutory governance process. You are charged, as the General Counsel of the NCTCOG, with the knowledge of your fiduciary and other legal duties in relation to the extremely troubling comportment conclusively shown herein.

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:

Ken Kirkpatrick
General Counsel
August 11, 2025
Page 4

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

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

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

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

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

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August 18, 2025

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

Re: Texas Transportation Code Precludes Use of State of Texas Funds to Promote High-Speed Rail

Dear Mr. Kirkpatrick:

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

The limited purpose of this correspondence is to observe the continuing legal enforceability of Texas Transportation Code § 199.003(b) regarding restrictions on the use of State of Texas dollars for the promotion of high-speed rail. That statute, in effect since 2017, states in pertinent part:

- (1) the legislature may not appropriate money to pay for a cost of planning, facility construction or maintenance, or security for, promotion of, or operation of, high-speed rail operated by a private entity; and
- (2) a state agency may not accept or use state money to pay for a cost described by Subdivision (1).

(d) This section is not intended to preclude or limit the execution of the department's responsibilities under federal law or other state law, including:

- (1) regulatory responsibilities;
- (2) oversight of transportation projects;
- (3) environmental review;
- (4) policy development;
- (5) communication with public officials; or

Ken Kirkpatrick
General Counsel
August 18, 2025
Page 2

- (6) coordinating with a private entity that operates or proposes to operate high-speed rail in the same manner that the department coordinates with other entities that operate transportation projects.

Tex. Trans. Code § 199.003(b) (2017).

First, it is *NCTCOG* that states that the proposed alignment “2(b)” is designed to run through and on miles of Interstate 30, including between the Arlington Entertainment District and Downtown Dallas. It would not be possible for various state agencies, including the Texas Department of Transportation (“TxDOT”), to comply with this prohibitory statute while using state funds, state-funded staff and state resources to participate in, for example, discussions and/or negotiations relating to the transfer and/or use of I-30 property in the promotion of possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail.

Second, Michael Morris, as an authorized representative of NCTCOG, has repeatedly discussed “swaps” of various appropriated dollars with multiple government agencies. It is not clear whether any audit or investigation has been commenced or completed to determine the original source of various “swapped” appropriated funds, including whether they originally emanated (prior to various “swaps”) from the State of Texas. Mr. Morris has relatedly revealed the receipt of various transportation credits from the State of Texas, but we are not aware of any explanation from him as to how such pecuniary benefits from the state do not implicate Tex. Transp. Code § 199.003.

As the chief lawyer for NCTCOG, you have certain fiduciary responsibilities to ensure compliance with the laws of the State of Texas.

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

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

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

Ken Kirkpatrick
General Counsel
August 18, 2025
Page 3

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

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

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

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

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

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

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August 25, 2025

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

Re: Heartland Flyer: Remarkable Misdirection Regarding Dallas FIFA World Cup '26

Dear Mr. Kirkpatrick:

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

The limited purpose of this correspondence is to focus your attention on yet another instance of affirmative misdirection and material omissions by Michael Morris, in his capacity as the Transportation Director for the North Central Texas Council of Governments (the “NCTCOG”), at the July 10, 2025 meeting of the Regional Transportation Commission (the “RTC”).

At that meeting, Michael Morris exerted a strong push for Members of the Regional Transportation Commission (the “RTC”) to spend \$3.5 million (\$3,500,000.00) of taxpayer dollars to subsidize Amtrak’s Heartland Flyer for service between Fort Worth and Oklahoma City.

Mr. Morris actually led his presentation with the argument implying that bailing out this massively unprofitable once per day round trip train to Oklahoma was supposedly critical to a “successful FIFA World Cup” in Dallas next year. According to Mr. Morris, the Heartland Flyer service to Oklahoma would cater to those “families” who “will be visiting multiple U.S. cities in regard to their U.S. experience” but “will not be traveling by airplane.” It is simply not credible that there will be a groundswell of families coming to Dallas for the FIFA World Cup ‘26 who are dead-set on travelling to Oklahoma and getting there on a decades-old Amtrak train. That the fate of FIFA World Cup Dallas rests on a once per day train from Fort Worth to Oklahoma City is ridiculous.

As a separate consideration, FIFA World Cup Dallas encompasses nine matches on nine days. That leaves 356 days for which the Heartland Flyer is being subsidized that has nothing to do with the FIFA Dallas World Cup matches. From a financial standpoint, this means that the \$3,500,000.00 check to Amtrak amounts to an over \$388,000.00 per day subsidy. Even assuming there was more than statistically insignificant interest, the Heartland Flyer’s limited

Ken Kirkpatrick
General Counsel
August 25, 2025
Page 2

capacity could only accommodate an additional 100 or so additional passengers to Oklahoma City. This calculates to nearly \$400,000 per day to cater to about 100 theoretical passengers.

Setting aside Mr. Morris' spurious FIFA World Cup Dallas argument to the RTC Members, what he omitted from his presentation and disclosures regarding the Heartland Flyer bailout is just as disturbing.

For context, the Heartland Flyer averages just under 220 passenger rides each day, or about 110 daily passengers each way. The \$3.5 million payment to Amtrak means that the region is subsidizing each round-trip rider to the tune of approximately \$87.50 per person. Given that the State of Oklahoma also provides a subsidy, each round-trip ride is subsidized approximately \$175.00 per passenger to Amtrak.

Roughly 20% of these people do not ride the entire route, but rather get off at one of the several stops along the way. That leaves around only 88 daily passengers each day actually reaching Fort Worth from the start of their journey in Oklahoma City.

As to those limited few, according to Mr. Morris, only approximately “a third” of them actually stop in Dallas-Fort Worth, versus transferring via the Trinity Railway Express for a trip “east” of the metroplex or a ride south to “San-Antonio-Austin.” That leaves only about 29 passengers a day who travel from Oklahoma City on the Heartland Flyer with their ultimate destination in the Dallas-Fort Worth area.

Focused on those remaining roughly 29 passengers actually coming to stay and ostensibly spend money in the NCTCOG region, that amounts to a staggering \$330.66 subsidy per ride. Surely Mr. Morris would concede that even if there is no Heartland Flyer, those few daily riders would simply find alternative transportation to Dallas, such as in an automobile or on the multiple airplane flights and buses available each day – each of which provide quicker trips than the Heartland Flyer.

Finally, it cannot be left aside that Mr. Morris acknowledged that “state” monies (through an “RTR” account) would be used to write the \$3,500,000.00 check to Amtrak. It was the “[S]tate” of Texas, through its elected legislators, who flatly rejected this massive bailout on the backs of Texans.

Ken Kirkpatrick
General Counsel
August 25, 2025
Page 3

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

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

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

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

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

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

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

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

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

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Akin

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September 2, 2025

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

Re: The City of Arlington touts its payoff of AT&T Stadium loan using sales tax receipts not used to pay its fair share for membership in a regional transportation authority – another Michael Morris-admitted legal block to alignment “2(b)”

Dear Mr. Kirkpatrick:

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

The limited purpose of this correspondence is to reflect upon the City of Arlington’s recent announcement that it would pay off its debt for AT&T Stadium this summer.

<https://www.arlingtontx.gov/News-Articles/2025/August/Touchdown-City-of-Arlington-Pays-Off-ATT-Stadium-Debt-10-Years-Early>. The City of Arlington further reports it has paid over \$490 million in principal, interest and other expenses relating to AT&T Stadium.

The City of Arlington used a half-cent sales tax in completing these payments. The City of Arlington states it will continue to use this half-cent sales tax in further development of the Arlington Entertainment District, including for Globe Life Field, as part of a strategy to lure consumers and their wallets away from Dallas and other neighboring communities to the restaurants and other venues in the Arlington Entertainment District.

Meanwhile, the City of Arlington continues to refuse to join a regional transportation authority pursuant to Section 452 of the Texas Transportation Code. Membership in Trinity Metro, for example, would require payment by the City of Arlington of a half-cent sales tax. Even Michael Morris, as Transportation Director for the North Central Texas Council of Governments (the “NCTCOG”), equates Arlington’s “non-subscriber” status as Arlington *not* being a “partner with the rest of the [transportation] system” in North Texas and *not* being “in the big leagues” in regional transportation.

For perspective, the City of Dallas has, for decades, been an undeniable true “partner” with the North Texas regional transportation system, funding several billions of dollars in payments to DART, including over \$400 million per year. You would readily agree that Dallas has paid more than its fair share.

Ken Kirkpatrick
General Counsel
September 2, 2025
Page 2

From a legal standpoint, Michael Morris, as NCTCOG Transportation Director, concedes that Arlington's decades-long and continuing shunning of "joining one of the existing transit agencies" prohibits any "stop" or station in Arlington for possible future Dallas-to-Fort Worth higher-speed rail. This legal preclusion has existed at all relevant times. The City of Arlington's above-referenced press release confirms it will continue in the future to use the half-cent sales tax on Globe Life Field/Arlington Entertainment District and, by logical extension given the state statutory sales tax cap, not to join a regional transit authority.

Nonetheless, Michael Morris has shepherded the undeniable waste of significant taxpayer funding in pursuing possible higher-speed rail station designs and locations in the Arlington Entertainment District. This fiscal squander persists with the supposed "environmental assessment" of so-called alignment "2(b)," which incorporates an Arlington Entertainment District stop as one of its core and fundamental components.

Setting aside for the moment the long list of well-established legal, procedural, economic, environmental, and practical bars to possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail, there can be no rational basis for the dissipation of government funds for an admittedly legally impossible project. Politely, if there can be no Arlington Entertainment District station, there is no basis to spend taxpayer dollars assessing the design or location of an Arlington Entertainment District station.

Beyond the NCTCOG admissions that alignment "2(b)" is "fatally flawed" and not "possible," and the thick stack of reasons legally precluding that beleaguered theoretical "route," the attempted inclusion of a station in the City of Arlington in the "environmental assessment" provides yet another instant disqualification of alignment "2(b)." Even solely relying on the quoted admissions of Michael Morris, the continued use of taxpayer funds to push alignment "2(b)" is gross fiscal irresponsibility.

Ken Kirkpatrick
General Counsel
September 2, 2025
Page 3

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Sincerely,

/s/ Eric Gambrell

Eric Gambrell



NCTCOG PRESENTATION

Local Clean Air Project Spotlight

Regional Transportation Council

September 11, 2025

North Central Texas Council of Governments

Project Spotlight – Lazer Spot

Awarded Project	Three All-Electric Class 8 Terminal Tractors
Technology Replaced	Three Diesel Class 8 Terminal Tractors
Project Geographic Area	Haslet (Tarrant County), Wilmer (Dallas County)
Implementation Date	August 2024
Awarded Amount	\$448,947
Total Project Cost	\$997,662
Call for Projects	North Texas Emissions Reduction Project
Funding Source	Environmental Protection Agency



Project Spotlight – Lazer Spot



All-Electric Terminal Truck EV Label



Contact Us



Trey Pope
Air Quality Planner
TPope@nctcog.org | 817-695-9297

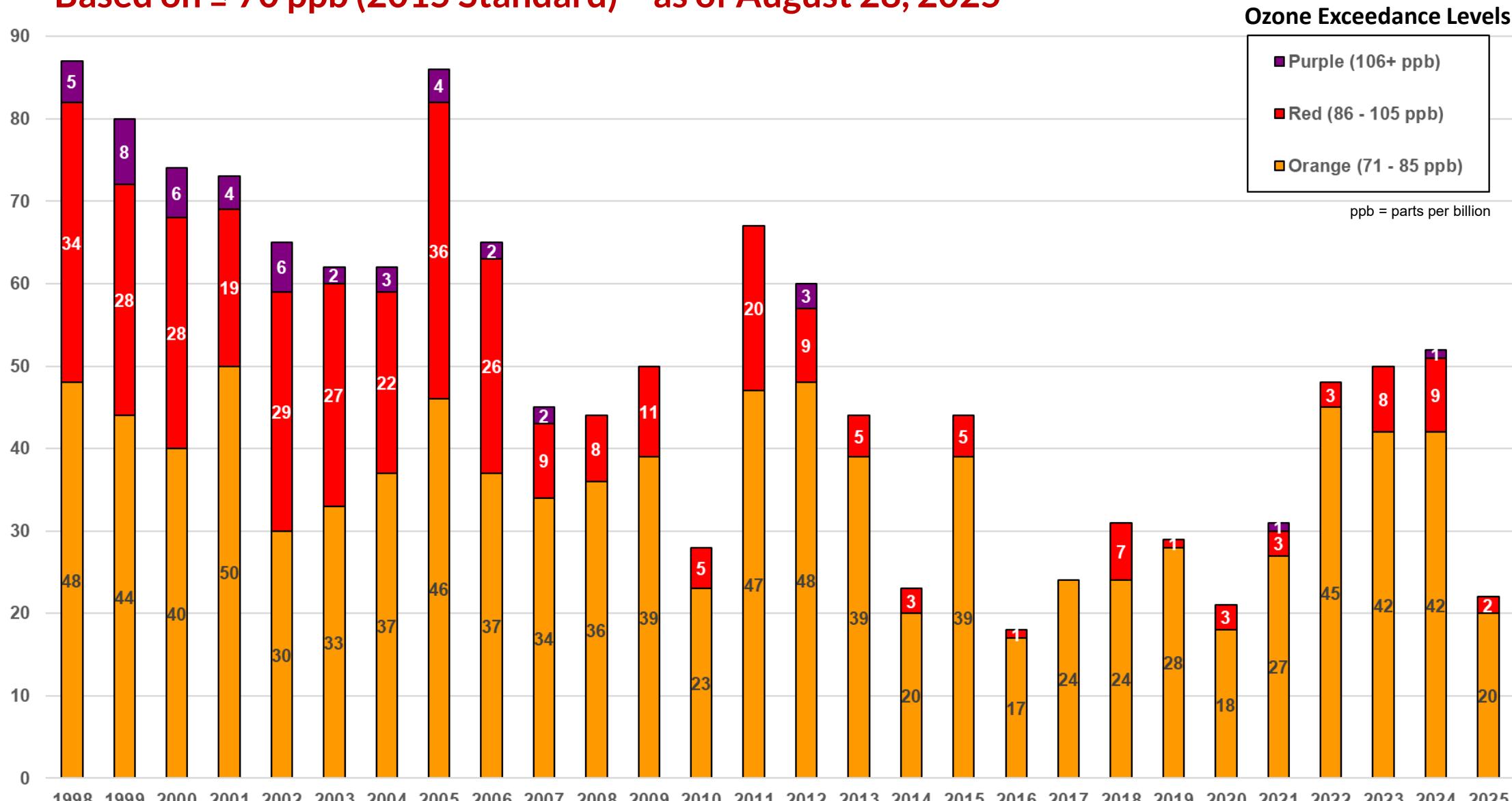


Jason Brown
Program Manager
JBrown@nctcog.org | 817-704-2514



8-hour Ozone NAAQS Historical Trends

Based on ≤ 70 ppb (2015 Standard) – as of August 28, 2025

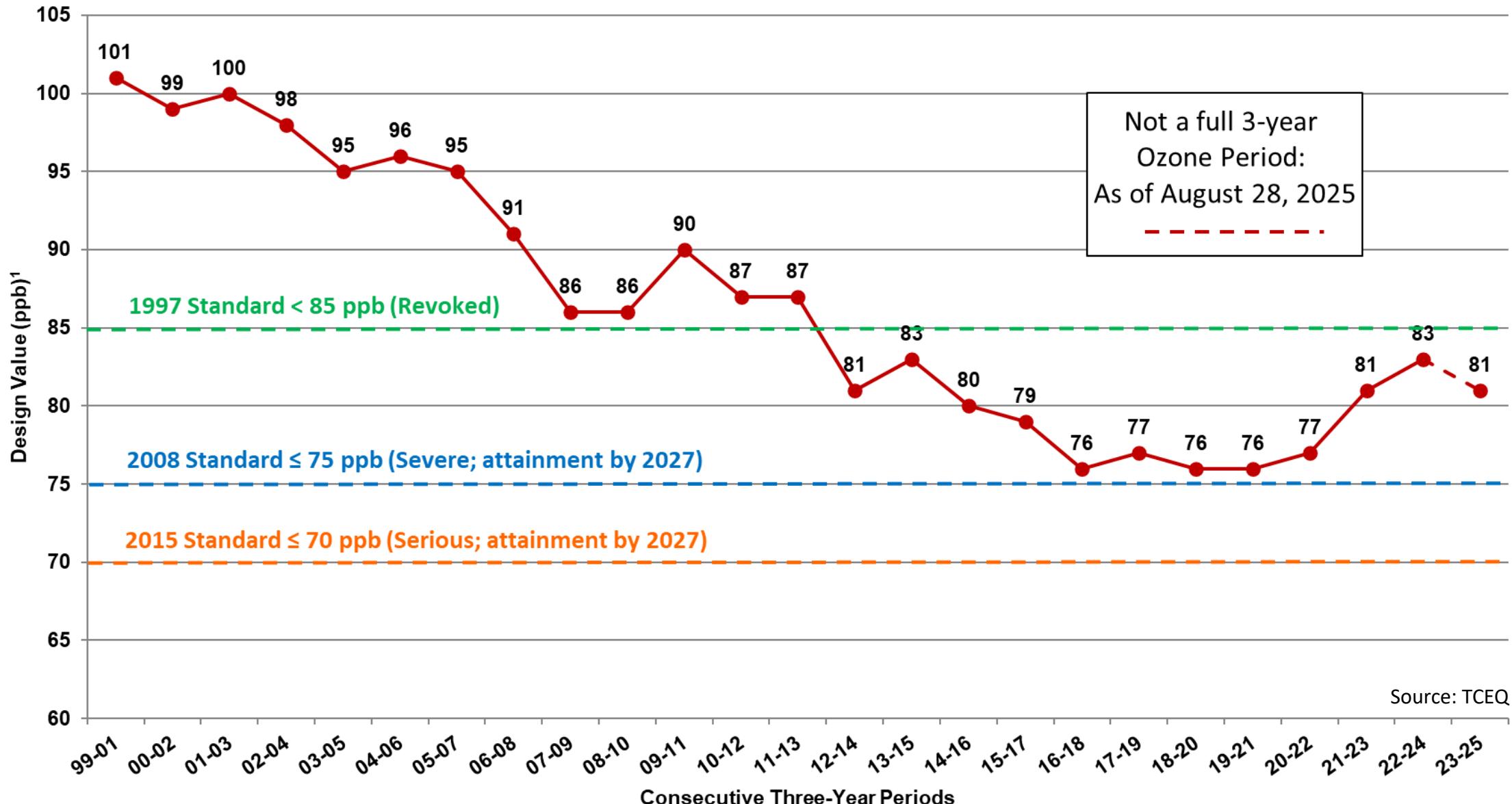


Exceedance Level indicates daily maximum eight-hour average ozone concentration.

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

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

8-hour Ozone NAAQS Historical Trends



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

For More Information

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MINUTES**REGIONAL TRANSPORTATION COUNCIL
PUBLIC MEETING****Heartland Flyer Funding for One Year****Safe Routes to School Regional Action Plan****Multimodal Delivery Project****Fiscal Year 2025 Public Transportation Funding Programs of Projects****Proposed Modifications to the List of Funded Projects****Meeting Date and Location**

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting on Monday, August 11, 2025, at noon in Arlington. Patrons could attend in person, via phone or view the live stream at <http://www.publicinput.com/nctcogAug25>. Karla Windsor, Senior Program Manager, moderated the meeting attended by 136 people.

Public Meeting Purpose and Topics

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

- Heartland Flyer Funding for One Year – **presented by Michael Morris**
- Safe Routes to School Regional Action Plan – **presented by Kyle Hoener**
- Multimodal Delivery Project – **presented by Ernest Huffman**
- Fiscal Year 2025 Public Transportation Funding Programs of Projects – **presented by Nathaniel Potz**

The public meeting was held to educate, inform and seek comments from the public. Comments were solicited from those attending who wished to speak for the record. The presentations made during the meeting as well as a video recording were posted online at: <http://www.publicinput.com/nctcogAug25>.

Summary of Presentations

Heartland Flyer Funding for One Year presentation: <https://www.nctcog.org/getmedia/6b7768c4-b710-44d4-860c-e8cd8d1e7397/Heartland-Flyer.pdf>

NCTCOG staff proposed \$3.5 million in funding for one year's worth of Heartland Flyer service. This service is essential for transportation during the 2026 Fédération Internationale de Football Association (FIFA) World Cup.

Funding for the Heartland Flyer was approved by the Texas Transportation Commission at the August 21 hearing. NCTCOG staff are encouraging residents of the region to provide input and ideas to promote the Heartland Flyer's funding, usage and potential ridership campaign.

Safe Routes to School Regional Action Plan presentation:

<https://www.nctcog.org/getmedia/30c4d9b1-369c-4c65-a68e-75755220abcb/Safe-Routes-to-School.pdf>

The Safe Routes to School Regional Action Plan is a strategy aimed at making it safer and easier for students to walk and bike to school. The plan includes data analysis, surveys and recommendations for improving access to existing schools and better planning for new school sites, especially in the face of rapid regional growth. Key goals of the plan include supporting local planning efforts, promoting early coordination between cities and school districts, improving school placement strategies and raising awareness about funding opportunities. Since 2014, NCTCOG has provided approximately \$42 million for Safe Routes initiatives, including technical assistance and programs like Walk to School Day. A regional GIS analysis identified the top 20 schools most in need of improvement, many of which are in urban areas and are charter schools, underscoring the need for broader inclusion in planning.

Moving forward, NCTCOG plans to refine its analysis, expand local support and strengthen coordination between Safe Routes and onsite school efforts to address safety and accessibility as the region continues to grow.

For more information, visit www.nctcog.org/srts.

Multimodal Delivery Project presentation:

<https://www.nctcog.org/getmedia/a96204e8-bc32-4c72-9341-b42698cbc013/Multimodal-Delivery-Project.pdf>

As part of a pilot initiative to test autonomous electric delivery vehicles, two demonstrations were conducted in East Arlington in September 2024 and May 2025. The goal was to improve last-mile delivery of essential food items in mobility-challenged communities while improving service reliability and reducing emissions.

Over 300 food boxes were successfully delivered to residents in a neighborhood selected for its high mobility challenges. The demonstration involved autonomous ground vehicles from Clevon and Mozee as well as aerial drones from Aerialoop. Airspace Link assisted with route planning, avoiding residential zones and major roadways.

Staff shared post-demonstration feedback, results and takeaways. For more information, visit www.arlingtontx.gov/multimodal.

Fiscal Year 2025 Public Transportation Funding Programs of Projects presentation:

<https://www.nctcog.org/getmedia/cbec9cbf-4eb5-45f0-b706-bc721ffd5bf1/Programs-of-Projects.pdf>

FY24 Public Transportation Funding: Programs of Projects attachment:

<https://www.nctcog.org/getmedia/2d8917f0-e640-4808-a60d-77d2fae0a146/Programs-of-Projects-Handout.pdf>

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

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

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

Public transportation providers in the region are proposed to receive approximately \$206.3 million in Fiscal Year (FY) 2025 Federal Transit Administration formula funds and an estimated \$5.1 million in FY 2024 funds through this award cycle. Of these funds, approximately \$182.1 million goes to the transit authorities, including Dallas Area Rapid Transit (DART), Trinity Metro and Denton County Transportation Authority (DCTA). An additional \$10.4 million in FY 2025 and \$4.8 million FY 2024 funds will be programmed in future cycles.

For a complete list of federal funding allocations for transit providers in North Central Texas, visit: www.publicinput.com/nctcogAug25.

Summary of Online Review and Comment Topics***Proposed Modifications to the List of Funded Projects handout:***

<https://www.nctcog.org/getmedia/9468021d-0acc-4f95-a3fb-88fee8667d97/TIP-Modifications.pdf>

A comprehensive list of funded transportation projects through 2028 is maintained in the Transportation Improvement Program (TIP), with committed funds from federal, State and local sources. To maintain an accurate project listing, this document is updated on a regular basis.

The current modification cycle includes project updates and funding adjustments for transportation initiatives in Dallas, Denton, Tarrant and Wise Counties. Additionally, financial adjustments related to public transportation services managed by the Denton County Transportation Authority (DCTA) are also included.

COMMENTS RECEIVED DURING THE MEETING**Heartland Flyer Funding for One Year**

Peter LeCody, Texas Rail Advocates

A. Heartland Flyer funding

Comment: I want to thank all of the presenters and staff for the great job you do, working on all sorts of transportation functions here in North Texas. I want to talk about last year's funding of the Heartland Flyer's daily single round trip that carried 80,000 passengers. It's been running since 1999. It's a service that increased ridership and revenue. It has been able to get college students back and forth across the border at the Red River, not only to colleges and universities in Oklahoma, but here in Texas. Unfortunately, it was very shortsighted by the Texas Senate this year, and they failed to fund the Heartland Flyer.

This is something both the Texas Department of Transportation (TxDOT) and the Texas Transportation Commission (TTC) had requested. Apparently, our organization and the public have failed to make our elected officials aware and educate them properly with information related to this critical service. We do appreciate the North Texas legislators who tried to get funding for this: Fort Worth, Gainesville, Denton County and even folks in Oklahoma. Thank you to the North Central Texas Council of Governments (NCTCOG) and the Regional Transportation Council (RTC) for your emergency funding for this one year. We really need a second round trip service to make this functional for business travel as well. There's only one train that leaves from Fort Worth after 5:00 p.m., and the morning run comes back from Oklahoma City at 8:30 a.m.. I know there have been some studies done in the past. I think this should be reopened as well to look for a second round trip. We do not have a State vision for rail corridors. Our cities are disconnected. Yes, we have great service here in North Texas. We have DART, Trinity Metro and DCTA, but the State has not figured out yet how to connect other major metropolitan and mid-size cities together with transportation. There are a few bus services. You have some Amtrak service, but we don't have the rail corridors that we need in this very busy and bustling State.

In 2009, TxDOT and the TTC looked at travel demand and they ranked the corridors in Texas. Ten to or 12 corridors had been looked at for passenger rail service. If you look at the 2025 map, you're going to see it's still blank. There's a lot of work that needs to be done. We do urge the TTC and TxDOT to come up with a vision ahead of the 2025 legislative session, which includes additional service for the Heartland Flyer. There is bipartisan support for this. The Texas House, if you recall back from this legislative session, passed a CDA. I believe it was, House Bill 483 and that was supposed to create high-speed rail in the IH 35 corridor between Dallas-Fort Worth, Austin and San Antonio. It did pass out of the House Transportation Committee, but it was late in the session and was unable to get to the house floor.

What we really need is a good rail coalition, which hopefully we're going to help build, and we would like to get everyone involved as much as possible. If you go to the Texas Rail Advocates website, texasrailadvocates.org/get-involved, we are going to be putting together some information to get not only our elected officials involved but the public too.

And again, thank you to all of you here at NCTCOG for the work you do. Congress received an economic impact study this past month from the State Amtrak Interstate Passenger Rail Committee. And basically, what it says is State-supported trains matter. They are engines of local and regional prosperity. The State-Amtrak Intercity Passenger Rail Committee (SAIPRC) estimated that State supported routes produce approximately \$4.4 billion in annual economic impact, and they support roughly 43,000 jobs nationwide. That translates into \$2.7 billion in wages that circulated through local economies. For every dollar the State of Texas had invested in

the Heartland Flyer, it returned a minimum of \$5 in economic benefits to the cities and the towns. That is where the dollars go. Thank you.

Summary of response by Karla Windsor: Thank you very much for your comment. We appreciate your feedback.

Cal Silverberg, One Track Mind Consulting

A. Heartland Flyer campaign recommendations

Comment: Mr. Morris, thank you very much for your work on the Heartland Flyer funding. I thank the RTC for putting forth the money, and I hope the Texas Transportation Commission approves it as well.

I see two things the Heartland Flyer needs—one is advertising. In the 26 years it has run, I don't recall seeing any advertising for the Flyer on any of the normal channels I use to obtain information, whether that be TV, radio, newspaper or email. Having that would be a great benefit. I also suggest that not only is it looked at in the DFW Metroplex and along the route of the Heartland Flyer but also other cities in Texas –Austin, San Antonio, Temple, Longview, Texarkana – because there are 109 passengers a day each way on average on the Flyer and not all end up in Fort Worth. Letting people know about the service will be an easy way to not only add revenue to the Heartland Flyer, but also to add more revenue to the existing inner-city passenger service within Texas.

Second, there are two station stops that desperately need to be added to the Heartland Flyer from day one. One is a stop in North Tarrant County somewhere. I don't have a good suggestion where. My initial thought was Saginaw due to its location to IH820, meaning people in North Tarrant County would not have to drive all the way to downtown Fort Worth and 30 minutes or an hour later go right by their neighborhoods on their way to Oklahoma City.

Second, there is no stop in Denton County, which if I recall correctly in the 2020 Census, has a population of over 800,000. Not to mention colleges in Denton—University of North Texas, Texas Woman's University and so forth. College students are ripe markets for rail transportation. It's easy, it's cheap and it's a good use. And if you get them started young, they will continue to ride throughout their lifetime. It would be a great benefit to the Heartland Flyer to add those positions. I would like to see—maybe the RTC can do something that Amtrak never could—two additional station stops and advertising at colleges and along the route of the Texas Eagle.

Summary of response by Michael Morris: You start to blur the lines when a region moves from 8.5 to 12 million people. When does regular commuter rail in Tarrant County and Denton County blend with inner-city Amtrak service? If there were two, three or four trips a day, and not every train necessarily went all the way to Oklahoma City, maybe one train could come back from Gainesville. You start to blur the lines between what is regional rail service and what is inner-city service.

Comment: I appreciate your comments in defense of my suggestion. I point to Glenview, Illinois on the Empire Builder, Deerfield Beach, Delray Beach in South Florida on the Silver Star and Silver Meteor Service. There are other situations in the United States where a long-distance train serves a suburban area to pick up people who are going a long distance rather than being part of a commuter system. That was the purpose of the suggestions for people in Denton County who

want to head down to South Texas and for people in North Tarrant County who want to go north but don't want to drive down to Fort Worth. It's a competitive piece for the larger market.

Summary of response by Karla Windsor: Thank you for your comments.

Safe Routes to School Regional Action Plan

Phyllis Silver, Citizen

A. Pedestrian safety funding cuts

Comment: Regarding the Safe Routes to School Regional Action Plan, I don't know if anybody saw that the school bus system is cutting back on several routes in Plano ISD. The school district's children are going to have to walk between a mile and a mile and a half. It's not so much the distance, although the youngsters were complaining about having to walk. There are very dangerous intersections. And even though the city has put in some push-button lights for walking, some of them are six lanes of traffic, and parents are very concerned about safety. I realized from the presentation and from past experience that it's really up to the cities to make intersections safer. I was hoping NCTCOG could get more involved because apparently these were related to funding cutbacks. They say the reasons for the cutbacks are related to the price of fuel labor, and they gave a few other justifications. I believe this will be the case for other independent school districts also. This could create a safety issue. I'm a major pedestrian myself, although I'm not going to a grade school, but a lot of these intersections are not very pedestrian-friendly. I'm hoping NCTCOG, even though they're not directly involved with it, can encourage cities to make these intersections safer. I believe to go to certain schools, children have to go through six lanes of traffic twice, even in one direction. This is quite a hardship, and I just hope there's some assistance in this process.

Summary of response by Karla Windsor: We will take a look at the locations you mentioned. We have several Safe Routes to School initiatives coming up, where we'll conduct roadway safety audits in various communities throughout the region. This may be one of those that's on the list. If not, we can evaluate it and see if it needs to be added. We can also reach out to city staff and the school district to see what sort of mediation they're looking at. You correctly flagged it. This is a larger, regional issue. We have safety components in the plan that look at intersection speeds and enforcement needs within certain communities. We'll continue to take that message to our local communities and work with them on resources and tools to help make some of those improvements. Thank you for your comments.

Other

Diane Beck, Citizen

A. Public transportation system

Comment: I'm just one of millions, unfortunately, who have been trafficked for decades on Lyft, DCTA, Amtrak and in stores. Police and government are all in on it, and they're all trying to silence freedom, rights and privileges in this nation. Every single person is under attack, especially if you're conventional and conservative like I am. They're trying to flip it so the victim looks like the perpetrator. They're wrong. I'm going to call it out and I'll continue until the day I die. I am not in

the wrong and that will be proven in the end because I have faith. There is a conspiracy. It's not just a theory anymore. People think this is funny, but you have got to repent and turn back because this is wrong. I'm in a spiritual war of my life and people don't realize that. People think it's a joke. They're flipping mileage. Yes, I have proof of that too. If I don't go a normal route, it's only four dollars. They flip it up to six if I go a set route. I kid you not. Almost everyone has their consciences dulled. You've got to stand up and fight as an American. I am standing up. I say take back America. Too many people are doing the P.R.E.Y. instead of the P.R.A.Y. I say pray and take back this nation. This is a mess they created, not me. I am not in the wrong here, and I'm being targeted. It must stop!

Summary of response by Karla Windsor: We appreciate the feedback.

Other

Online

Mineen Fallavoillita, Citizen

A. Arlington public transit planning

Question: What are we doing about public transportation in Arlington?

Summary of response by Karla Windsor: We currently partner with the City of Arlington in a variety of ways. They're part of the team that gets evaluated for the Programs of Projects that was presented today. They are a direct recipient of Federal Transit Administration (FTA) funding. They have micro mobility options within the city, and we meet with them periodically to evaluate scope and need. In fact, Arlington is currently evaluating long-term needs related to transit, and we recently had a Transit 2.0 Study that looked at connections between systems and how riders can commute to different parts of the city.

Bill Burgan, Citizen

A. Public transportation expansion

Question: What are the plans to expand and improve public transportation?

Summary of response by Karla Windsor: We have several initiatives happening throughout the metroplex. We're bringing together cities, Collin County commissioners, appropriate transit agencies and smaller transit providers to talk about whether we need a rural transit designation.

We're examining how Arlington and Grand Prairie can connect seamlessly into the DART and Trinity Metro systems. I would encourage the public to take a look at our website. We're also happy to work with folks and connect them with appropriate contacts. There are usually different options for people, depending on their commute and circumstances. There are also programs that provide service to the elderly and disabled.

Comment by Bill Burgan: Thank you. I live in North Fort Worth, and it takes 17 minutes to walk to the stop, then 1 hour and 36 minutes to downtown (2 changes) and only a quarter of a mile from City Hall. In China you can travel 40 miles in 12 minutes on the train.

Donald Turner, Citizen

A. DART service

Question: How can DART avoid the drastic service cuts and fare increases that are being proposed?

Summary of response by Karla Windsor: There are a lot of conversations happening right now about the DART system and potential changes to funding and what that might mean. I encourage members of the public to provide input during the DART public meetings, as they're evaluating ridership. There are some locations where ridership may be so high that they will not propose any changes. DART may also be reevaluating capital projects and construction of certain facilities. They're open to suggestions and feedback. NCTCOG staff is partnering with them on long-term integration with other systems. Maybe there are resources we can save when it comes to procurement. In the next couple of months, we'll dive deeper into relationships between the cities and transit authorities. DART has made some big changes related to city participation, and they've changed some policies that have been in place for 60 years. So, it's kind of a new day. I would encourage members of the public to take an active role and make sure their voices are heard.

B. Reinstating RAPID self-driving service in Arlington

Comment: How can the RAPID self-driving service at UT Arlington and Downtown Arlington be reinstated as it was very popular system and was a lifeline for those who had to manage their budget carefully.

Response by NCTCOG Transportation:

The Arlington RAPID Autonomous Vehicle Service was established as a pilot, funded by the FTA for the first year, and then by NCTCOG AV 2.2/2.3 program for an additional two years. At this time, competitive grant funding has ended and additional federal and local funding would need to be secured to sustain services.

C. On-demand service

Comment: How could Trinity Metro's on-demand service in Mansfield be reinstated or could VIA take over that service? Also, could UT Arlington be served by Mansfield's on-demand service if it is reinstated? I know that Grand Prairie's on demand service goes to UT Arlington.

Response by NCTCOG Transportation:

Trinity Metro's Mansfield on-demand service was awarded as a pilot, funded partially by NCTCOG's Transit Strategic Partnerships Program. It was in partnership with the City of Mansfield, which provided local funding as a match. Each city designs their service area to meet needs and manage costs. City of Grand Prairie designated UT Arlington as a connection point and uses their local funds to support the service.

D. Possibility of Parker, Texas joining DART

Comment: Is it possible to convince Parker, Texas to join DART since they are eligible and have not allocated their sales tax yet? Parker is also where Southfork Ranch is located.

Response by NCTCOG Transportation:

Cities are eligible to join DART upon approval to dedicate 1 cent of local sales tax to fund DART. The city would need to hold a voter referendum to dedicate the sales tax to DART and then the city council and DART Board would need to approve the membership. In 2023, Parker elected to dedicate the remaining one cent rate to street maintenance and repair costs. This sales tax portion would thus have to be reallocated for the city to join DART as a full member.

E. Texas Eagle stop additions

Comment: Could a Texas Eagle stop be added in Downtown Arlington since it passes through Downtown Arlington?

Response by NCTCOG Transportation:

The Texas Eagle does not run through downtown Arlington any longer. While Amtrak regularly utilized the Union Pacific (UP) tracks through central Arlington to get between Dallas and Fort Worth in the past, it has been running on the TRE tracks to the north of Arlington since late 2015 to avoid the high level of freight traffic on the UP main line.

Please read this article for more information:

<https://www.railwayage.com/passenger/intercity/amtrak-reroutes-texas-eagle-as-senate-confirms-board-members/>

Comment: What towns could have stops added on the Texas Eagle between Dallas and Mineola?

Response by NCTCOG Transportation:

NCTCOG is not aware of any planning that communities between Dallas and Mineola may have had on adding Amtrak stations. Within the NCTCOG 12-county boundary (Kaufman County being the easternmost county along this particular rail line), the region's long-range transportation plan, Mobility 2050, does not include recommendations for additional stops east of Downtown Dallas for intercity passenger rail service. We do receive requests from communities, such as Terrell, to review opportunities for future regional rail recommendations as part of our planning process. These are reviewed against several factors to determine high-level ridership demand and feasibility; while Mobility 2050 does not currently recommend extending regional (commuter) passenger rail through Kaufman County, review is ongoing for future opportunities where such an extension might be warranted.

F. Transportation and development complex

Comment: Could a transportation and development complex similar to Grapevine Main Station be constructed in Downtown Arlington or Downtown Garland?

Response by NCTCOG Transportation:

The Grapevine Main Station, being a transit-oriented development project, received funding from various sources. Public-private partnerships were formed (including Trinity Metro, The City of Grapevine, and others) to secure funding for different elements of the project (ex. Train station, nearby infrastructure). Interest in proposing similar projects for other cities should start with reaching out to local government leadership to gauge interest and determine project feasibility. Each city has unique history and context, so

development projects will look very different in each city. The City of Garland has already used public-private partnerships for several projects in its downtown such as 5th Street Crossing at City Station and 5th Street Crossing DART rail station:

<https://www.garlandtx.gov/CivicAlerts.aspx?AID=3531>. The City of Arlington's 101 Center, located in downtown, is also the result of public private partnership: <https://downtownarlington.org/do-business/economic-development/development-incentives>. *Disclaimer: This response includes information researched with the assistance of artificial intelligence.*

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

Other

Mail

Phyllis Silver, Citizen

Please see Attachment 1 for comments submitted via postal mail.

August 11, 2025 Public Meeting

Before I address the printed material for August, I would like to make some general comments:

- ① It would be helpful if the meeting moderator introduced herself at the beginning of the presentations. The August moderator was terrific, however I do not know who she was.
- ② As I mentioned in my meeting comments on August 11, some of the presentations, specifically Michael Morris' and Kyle Hoener's were cut out for a few seconds in the midst of the presentations. Hopefully, the technical issues can be resolved.
- ③ After the presentations, a participant made a comment about reductions in bus service. Someone from COG responded saying that frequency reductions are better than elimination of routes. While I agree with this response 100%, please bear in mind that reductions in frequency contribute to making bus connections more complicated and time-consuming. Many riders are traveling to their second job. This can require taking more than one bus. If they miss their connection, it can make them late. They have strict schedules for both jobs, so the rider has less flexibility.

North Central Texas Council of Governments

August 11, 2025 Public Meeting

Comments and Questions

Heartland Flyer Funding for One Year

Comments-

It is unfortunate that a train providing transportation between Oklahoma City and Fort Worth was being considered for suspension of service. It is my understanding that the Texas State Legislature did not earmark funds in this year's Session. I am pleased that COG and the RTC has come forth to provide funding for one year. I would imagine that college students and business people depend on this service. I trust that further funding will continue the service beyond one year.

Safe Routes to School Regional Action Plan

Comment:

Pg 42- I agree with the fair points on this page. (Pg. 2)
+3
Something that is not mentioned is that parents and students, especially in more suburban areas, need to change ^{their mindset} to make this work. Many people in suburban areas are accustomed to driving, even if their destination is a few short blocks away. On the CBS local news recently they showed a mock walk to school in an area formerly served by a school bus. Teenage students were shown complaining about the walk even as they started their walk. Granted, disabled students need to have accommodations, however fit students, as the ones shown in the news story, need to realize that walking is healthy.

Pages 7, 11, and throughout the presentation the initiatives mentioned imply that safe pedestrian

intersections and sidewalks need to be developed with cities' assistance. Perhaps the initiative of getting cities involved can be spelled out in the project plans.

By creating more pedestrian-friendly areas (sidewalks, crosswalks, etc.) for students, these walkable areas will encourage adults and children to walk to their destinations more. The benefits of this would be similar to the benefits outlined on page 2.

Multimodal Autonomous Delivery Project

Comments - This sounds like a beneficial program if done safely. Hopefully the flying delivery devices will not interfere with people on the ground.

I was in downtown Dallas recently and I observed a few young men picking up an autonomous "robotic" delivery device. The device had become stuck in the middle of the road. This could lead to cars colliding with these devices. The delivery devices are so low to the ground that they would be difficult to see from a passenger vehicle.

The only pages that were numbered in this presentation were pages 9 and 10. I ^{markedly} placed numbers on the remaining pages.

On page 5, there are three pie charts with individual color legends. It was difficult to differentiate between green and the dark blue. For example, the first chart shows very satisfied and neutral with similar colors. Chart shows very satisfied and neutral with similar colors. Similarly, the second chart shows very unlikely and neutral with similar colors, and the third chart shows very uncomfortable and neutral with similar colors. Perhaps another color that is not so similar can be used to help differentiate the categories.

Fiscal Year 2025 Public Transportation

Funding: Programs of Projects

and packet of the listing of Programs of Projects

Comment

I would like to see more 5310 Programs go to DART to enhance mobility for Seniors who are not disabled and do not qualify for Paratransit.

Regular fixed route Service can be too rigid for some Seniors, especially when the headway signs on buses are inaccurate, so easier to use Services would be more appropriate for some Seniors.

I see on page 4 of 15 of the Project listing under DART, Funding Programs 5307, 5337, and 5339 are mentioned.

Draft November 2025 TIP Modifications for Public Review

Comment page 9 - I am not that familiar with the specific TIP Code 14083.9 area, but I sometimes take a bus in Richardson, that I know stops in the area of this project. As I understand it, there will be a Silverline stop at UTD in this area. It is vital that pedestrian and bus stop improvements be implemented.

Comment page 16 - TIP Code 21014.1 - This is a great idea to expand DCTA R-Tain service for special events and also coordinate this with DART

page 22 - Comment TIP Code 11684.1 - I don't know if we are ready for automated electric vehicle service, especially since the DART Love Link goes on some city streets.

Question - I don't understand under "Request" what review scope to develop and deploy advanced

Passenger information and Precision docking technology means.
I would be in favor of passenger information on the Love Link Shuttle. I don't know what the reason of scope refers to and I would also like to know what Precision docking technology means. What does revised limits to Dart Love Link Shuttle mean?

Page 24 -

TIP Code 25017 -

Comment - I am very much in favor of the CNG Bus Fleet Replacement - Dart needs to replace many of its aging buses. My wish is ^{that} this would occur at a more accelerated rate.

Phyllis Silver
8/25/2025

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

Purpose

The public comments report is in accordance with the NCTCOG Transportation Department Public Participation Plan, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and amended on Nov. 10, 2022.

This document is a compilation of general public comments submitted from Sunday, July 20 through Tuesday, August 19, 2025, via website, email, social media and in person at NCTCOG's monthly Regional Transportation Council (RTC) meeting. This month, comments related to public involvement and freight were in the majority.

Additionally, comments can be submitted through Map Your Experience, the Transportation Department's online mapping tool. This tool allows users to drop a pin on a location in the region and leave a detailed comment. The tool received 0 new comments related to bicycle and pedestrian, roadway and transit conditions. You can view these new comments as well as past comments by visiting

<http://nctcoggis.maps.arcgis.com/apps/CrowdsourceReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

High-Speed Rail

X.com (Formerly Twitter) –

1. Congressman Jake Ellzey puts bad language in the surface transportation reauthorization bill for DFW-Houston high speed rail. North Texas transportation leaders want it gone

<https://tinyurl.com/yeucdf6r> @NCTCOGtrans @RailPassengers @TexasCentral – Peter J LeCody (@railadvo)



Bicycle/Pedestrian/Sustainable Development

Facebook –

1. Back-to-school season is in full swing and this month we're highlighting back-to-school safety for our #TopicOfTheMonth series. We're kicking things off by sharing some reminders for safe habits for pedestrians, cyclists and drivers. If you're walking or biking to school, stay alert! Always use crosswalks, follow traffic signals, wear bright clothing and make eye contact with drivers. For drivers, remember to slow down in school zones, watch for pedestrians and be aware during early morning and afternoon hours. Read more back-to-school safety tips at the link below in the

comments! Read more: : <https://www.nctcog.org/.../about/educate/topic-of-the-month>. — NCTCOG Transportation Department



Would y'all ever do a bike bus event? That would be great! — Trini Vasquez

Trini Vasquez Thank you for sharing your idea! We'll pass that along. — NCTCOG Transportation Department

BlueSky —

1. Back-to-school season is in full swing and this month we're highlighting back-to-school safety for our #TopicOfTheMonth series. We're kicking things off by sharing some reminders for safe habits for pedestrians, cyclists and drivers. — NCTCOG Transportation Department (@nctcogtrans.bsky.social)



If you're walking or biking to school, stay alert! Always use crosswalks, follow traffic signals, wear bright clothing and make eye contact with drivers. For drivers, remember to slow down in school zones, watch for pedestrians and be aware during early morning and afternoon hours. — NCTCOG Transportation Department (@nctcogtrans.bsky.social)



Drivers should pay attention to the road. Expecting every pedestrian to wear only bright clothing to please the almighty automobile is the stupidest thing I've ever seen. – Zander  (@kohiwonomu.bsky.social)

Public Involvement

Facebook –

1. NCTCOG Transportation Department shared: Your input is important! TxDOT is updating its 10-year transportation plan, and we want to hear from you. Join us next week on Wednesday, July 23 for a virtual public hearing. Get information on the plan and how to join here: bit.ly/3gywpfX – Texas Department of Transportation



We need legislation passed to fund the TxDOT Rail Division using a percentage of our gas  tax to make us eligible for federal funding for intercity passenger rail projects. 20 million Texans live in the eastern half of our state, and there's no viable intercity passenger rail passenger rail. We need Houston to the Rio Grande Valley, Rio Grande to Corpus Christi/San Antonio, passenger rail service. This is a dead zone for intercity passenger rail service, and it could be the most ridden route. The Rio Grande Valley is 2.5 million people on both sides of the border, and a huge market for traveling workers that needs to be tapped with passenger rail. – Bobby Fisher

Nextdoor –

1. NCTCOG is seeking input on transportation planning initiatives during an upcoming hybrid public meeting at noon on Monday, August 11. This month's presentation topics include the Heartland Flyer Funding, Safe Routes to School Regional Action Plan, Multimodal Delivery Project, and FY 2025 Public Transportation Funding Programs of Projects. The session will be held at NCTCOG's Arlington offices, located at 616 Six Flags Drive. For those unable to attend in person, the meeting will be streamed live at publicinput.com/nctcogAug25. Participants can also join the discussion by calling (855) 925-2801 and entering code 11270. A video recording will also be made available afterward. Public comments will be accepted until Tuesday, September 9, 2025, at 11:59 p.m. Residents planning to use transit to attend the meeting can take advantage of \$6 roundtrip rides from the CentrePort/DFW Airport Station to NCTCOG via the Arlington Transportation app. To download the app, go to arlingtontx.gov/ondemand. For special accommodations related to disabilities or language interpretation, please contact 817-573-1719 or email hwitcher@nctcog.org. For more information and details on this month's presentation topics, visit <https://www.publicinput.com/nctcogAug25>. – NCTCOG Transportation Department

What is NCTCOG? – Kw R.

NCTCOG stands for the "North Central Texas Council of Governments." We are the transportation department of NCTCOG, which serves as the Metropolitan Planning Organization for the 12-county DFW region. We hold monthly public meetings to inform and gather input from our neighbors about transportation and air quality policies, programs and plans for North Central Texas. If you'd like to learn more, here is our website: nctcog.org/trans.

Thanks for the info. — Kw R.

Will there be discussion about Hood County at this meeting? — Tina B.

Well, this is notice after the fact. Shows up on Aug 14th. — R. Denice B.

Freight

Facebook –

1. Recuerda que las vías del tren no son para caminar, puedes esperar que el tren pase por cualquier riel a cualquier hora. www.freightntx.org **Translation:** Remember railroad tracks are not for walking, you can expect a train on any track at any time.



Dios lo Bendiga siempre, amen. **Translation:** God bless you all always, amen. — De León Garza Elena

Situaciones adversas pueden ocurrir en cualquier momento, tenemos que prepararnos físicamente igual espiritualmente, Amen. **Translation:** Situations can happen at any time, we need to be prepared physically and spiritually, Amen. — Irene Borges

¡¡¡Hay que, tener respeto con estas máquinas!!! **Translation:** We need to respect these types of machinery!!! — Teresa Puga



Dice la regla del reglamento de transporte los trenes corren a cualquier hora en cualquier vía y en cualquier dirección de acuerdo a la regla 99. **Translation:** Railway regulations state that trains run at any time on any track and in any direction according to rule 99. — Antonio Bautista

Aire aparte de estúpida repulsiva y fea para acabarla de chingar. **Translation:** The air besides being bad and nasty, its disgusting, to top it off. — Jose Marban

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



Tengo 2 camioneros mi hijo y mi esposo. Ellos, tienen muchos testimonios de lo que sucede en carretera. Los Camioneros, mueven la economía del País. Ellos arriesgan sus Vidas, con tanta gente irresponsable en la carretera. Por favor tomen conciencia y cuídenlos. **Translation:** My son and my husband are truck drivers. They have many stories of what happens on the road. Truck drivers are very important to the country's economy. They risk their lives with so many irresponsible people on the road. Please be more aware and look after them. — Milly Santana

Amén  Dios los bendiga siempre el y que regresen con bien a su hogar  **Translation:**
Amen  May God bless you always, and may you make it home safely.  — Manuela Najera

ESACTO. **Translation:** Exactly. — Alexia Slzr

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



Make blind spot cameras and sensors like they've mandated on cars. — T.J. Mahan

So, then they will need more mirrors and cameras on their vehicles, today's technology provides all kinds of safety devices, no excuses the driver is responsible for every single move of the vehicle. — Rod Dey

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



So true! — Diane O'Donnell

5. Recuerden que los camiones no pueden frenar en seco, los camiones de carga pesada necesitan más tiempo. **Translation:** Remember Trucks can't stop on a dime, big rigs need more time. — NCTCOG Transportation Department



Ya miraron simios no se metan en frente de un camión de carga no le corten el paso y ellos dejan un espacio considerable entre un camión y otro por si debe frenar lo pueda hacer con seguridad sin accidentes así k ya lo saben **Translation:** Don't get in front of a truck to cut them off. In case you need to brake leave a considerable space between a truck and another, so you can do it safely without accidents. Now you know. — Medina Ortiz

Safety

Facebook –

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

To view the short video on this post, visit:

<https://www.facebook.com/NCTCOGtrans/videos/1431295311332504/>



K BONITO GESTO D LA MAESTRA. **Translation:** What a nice gesture from the teacher. — El Chavo De Matamoros

Transit

Facebook -

1. As July's Topic of the Month focus on transit comes to an end, we're wrapping up by looking ahead at the future of transportation. Transit is evolving in our rapidly growing region. Alongside projects such as the DART Silver Line, NCTCOG's Transit 2.0 next generation transportation planning initiative is driving a more connected, transit-focused future. Read more about the future of transit in North Texas in the link below. Read more: <https://www.nctcog.org/.../about/educate/topic-of-the-month> — NCTCOG Transportation Department



Always looking to the future...never the present. — Sammy Allen

Sammy Allen Live in the present, look and plan the future. — Frank Parnel

NO MORE HIGHWAY LANES! MORE TRAINS!!! — BulletTrainsUSA.com

BulletTrains USA.com train down middle of divided highways along with solar panels!!!! Less eminent domain, less relocation and \$100s billions saved. — Frank Parnel

PLEASE, PLEASE, PLEASE!!! Convince Frisco, Prosper and Celina to expand DART through DNT all the way to 380!!!! Potential stops: Love Field Airport, Legacy East & West, the Star District, Universal Theme Park, PGA, Frontier Park... Bus routes are welcome! — Cesar Bonilla

Cesar Bonilla No, you don't want it. Go get your own company. — Sonja Cleek Oonk

Website -

1. As someone who lives in Euless and works in Arlington, I want to express my full support for the creation and funding of public transportation in the area. We need to do everything we can to provide people with more options for mobility through buses, light rail, and cycling infrastructure.

Especially with the sharp demand for transportation that will be coming to the area in 2026 with the world cup and the Grand Prix, not to mention the traffic that already persists every time there's any event in the AT&T or rangers stadium. People need to be able to get to these events or even commute to work without necessarily having to clog the roads with more car traffic. The more people who decide to leave their car behind in favor of fast reliable transit, will make the roads better for those who cannot. Additionally, I don't care how much this costs, functionality and service to the people needs to come first. Transit only works when it's well funded and faster than sitting in traffic. — Kyle Gardner

Thank you for your comment.— NCTCOG Transportation Department

Other

Facebook –

1.Can't believe it's almost back-to-school season! NCTCOG Transportation Department shared: The first day of school is creeping up! Here's when kids will get back to class. — WFAA



Could we maybe start looking into starting a bike bus?? https://youtu.be/rKBRXcU9MYk?si=bG_AR6vVTWoVHSr9 — Trini Vasquez

Hi Trini. Bike buses would be great, but instead of pressuring the children, let's pressure the grown-ups first. Children will want to emulate the grown-ups.
<https://youtu.be/L8CmXc7dNb?si=QNamx5Qym00G87Jq> — Rob Dentremont

X.com (Formerly Twitter) –

1.Michael Morris, P.E., Director of Transportation for the @NCTCOGtrans, provided an overview of transportation improvements in Denton County, the fastest growing part of the U.S., as part of the April meeting of the Denton County Mayors Council. — Andy Eads (@Andy_Eads)



It's great to see leaders really focusing on projects like this for the progress of the country. @Andy_Eads — Stacey Wilson (@Stacey_lifes)

KERA NEWS

DART ASKS CITIES TO COMMIT TO FUNDING AGENCY – OR LOSE ADDITIONAL MONEY

By Megan Cardona

August 1, 2025

Dallas Area Rapid Transit could forego reallocating funds for several member cities if they support legislation to defund the agency.

In a letter sent last month, DART Board of Directors Chairman Gary Slagel gave seven cities a deadline of Aug. 31 to adopt city council resolutions requesting General Mobility Program funds and committing to ceasing support for legislation that would reduce or divert DART funding.

Those seven cities – Addison, Carrollton, Farmers Branch, Plano, Richardson, University Park, and the town of Highland Park – were found [to pay more into the DART system](#) via a one-cent sales tax than they receive in services. The DART board approved a new program in March that will return 5% of its annual sales tax revenue to those cities through a new General Mobility Program to fund non-DART transit projects.

Though less than the 25% cut proposed during the recent regular legislative session, the 5% reduction would still severely impact DART's most vulnerable riders, Slagel said in his letter. He said DART is investigating all options to mitigate the effects of the GMP allocation.

"We took this step because we listened and responded to the issues they raised," Slagel told KERA News in a statement, "with the hope and belief that our locally passed GMP would bring an end to efforts at the state legislature that threaten the agency's ability to deliver services to our riders through an uncompromising 25% reallocation of sales tax revenues."

But after the mayors of some of those cities – Carrollton, Farmers Branch, Highland Park and Plano, along with Irving – [sent a letter in late June to Gov. Greg Abbott](#) asking to revive legislation that would cut funding for DART by 25%, Slagel wrote it would not be "appropriate" to move forward with the GMP.

"Due to these conflicting actions, we ask you to clarify your position on receiving the GMP by committing not to pursue any further legislation against DART," he wrote.

The University Park City Council had not considered or taken any formal action regarding the letter from DART as of Thursday, a city spokesperson said in a statement.

Greg Sowell, Richardson communications and engagement director, said in a statement the city appreciates DART's effort to open a "constructive dialogue" about the future of regional transit and shared challenges. In February the Richardson City Council [approved a resolution in support of full funding for DART](#).

Sowell added the city is committed to working in good faith with DART leadership.

"We believe any path forward should strengthen public transit, respect the diverse needs across the DART service area, and ensure transparency and accountability in decision-making," he said. "We welcome continued conversations on how best to achieve these shared goals."

KERA reached out to all seven cities listed in the letter and will update this article with additional response.

Although Irving isn't eligible for GMP funds, Mayor Rick Stopfer, who signed the initial letter to Abbott calling for legislation to reduce DART funding, addressed Slagel's response during a council work session Thursday.

He said he was bothered by the tone of the letter and frustrated with DART's use of funds.

"To get a letter like this that basically says if I agree that they're going to give some money back that I can't go to the legislature next year," Stopfer said, "to me that's, you know, it's disingenuous."

COMMUNITY IMPACT

PROJECTS UNDERWAY, COMPLETED AT MCKINNEY NATIONAL AIRPORT

By Shelbie Hamilton
August 1, 2025

In addition to work on a 46,600-square-foot [commercial service passenger terminal](#) on the east side, other projects at McKinney's city-owned airport include new facilities as well as infrastructure improvements.

Check out details on 3 projects underway or recently completed at McKinney National Airport. This list is not comprehensive.

Projects underway

1. Taxiway A realignment and rehabilitation

Project: Realignment of the taxiway to widen a portion of Taxilane A, rehabilitation of concrete along the taxiway and creation of new connectors between Taxiways A and B.

Update: The first phase of the project is in the midfield runway area, and has seen concrete pouring completed. Work on drainage, light and construction of the midfield wind indicator is underway. Taxiway A3 will be opened following completion of that work, and Taxiway B3 will be permanently closed. The project's second phase on the south end of the runway area will commence in spring 2026.

- **Timeline:** Sept. 2024-Oct. 2025 (phase one); March 2026-March 2027 (phase two)
- **Cost:** about \$18.5 million (all phases)
- **Funding source:** [Texas Department of Transportation](#) grant funds

2. North runway extension

Project: Extension of the airport's roughly 7,500-foot runway by an additional 500 feet on the north end.

Update: Grading and earthwork is underway, including drains to accelerate soil settlement. Following a 9-month soil settlement period, construction on the extension will begin.

- **Timeline:** Feb. 2025-Oct. 2026
- **Cost:** \$30.45 million
- **Funding source:** [Collin County, North Central Texas Council of Governments](#)

Completed projects

3. Two airport west side buildings

Project: A new U.S. Customs and Border Protection facility in the airport's midfield portion and a new corporate hangar at the south end of the airport.

Update: A certification of occupancy has been issued for the custom's building, and U.S. Customs officials are finalizing a move-in date. A certificate of occupancy has also been issued for the hangar, and it is currently occupied.

- Timeline: March 2024-April 2025
- Cost: about \$22.99 million (combined single project)
- Funding source: [City of McKinney](#) certificate of obligation bond funds

WYTEC ANNOUNCES SALES KICKOFF OF ITS AI SAFETY SOLUTION UNDER NCTCOG GOVERNMENT CONTRACT

By Staff
August 1, 2025

Wytec International (“Wytec”), **OTCQB: WYTC**, is excited to announce its sales kick-off for its “Integrated Public Safety Solution” (IPSS), combining AI-powered **In-Building Cellular, Gunshot Detection, and Drug Sensing technologies**. Initiated through a tri-party alliance, the **IPSS** offers an innovative approach to public safety initiatives.

Wytec is the architect of the IPSS in response to the outbreak of gun and drug violence across America. Wytec’s multi-patent portfolio includes small cell technology in support of numerous IOT solutions including Wytec’s IPSS solution for the safety of our cities and schools. Installation and maintenance will be managed by Wytec with product sales delivered through a network of experienced global telecom independent channel agents.

Funding for the IPSS product is assisted by FEMA’s 2025 **\$98 Billion “Public Safety Grant Program”** further supporting Wytec’s four-year Revenue Forecast projected to reach more than **\$149 Million** by year four.

High volume sales are supported by Wytec’s recent RFP Contract supported by a **Master Service Agreement (MSA)** with the **North Central Texas Council of Governments** (NCTCOG) and the TXShare Cooperative involving over 200 cities, counties, transportation authorities, police departments and ISDs.

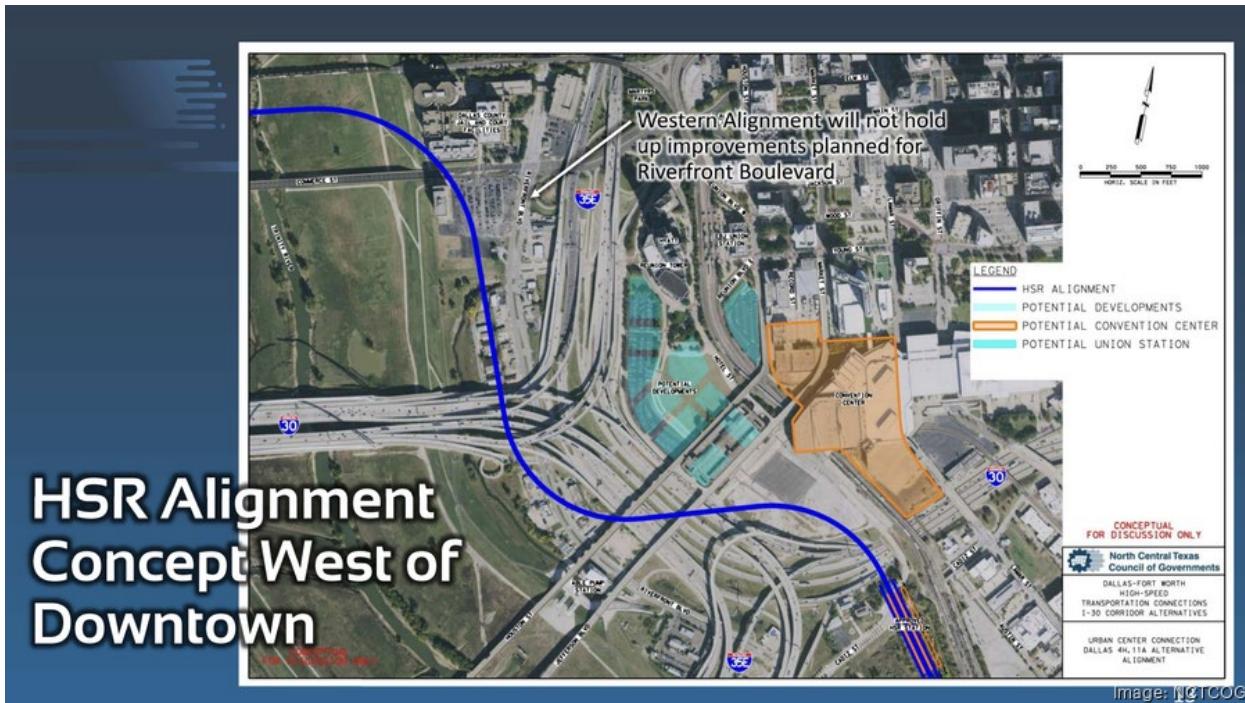
Due to pricing flexibility within Wytec’s IPSS, we have great latitude in offering significant discounts as well as “**no-cost trials**.” Upon completing Wytec’s high quality video presentation (80% complete), Wytec will begin its marketing campaign through its telecom channel partners and agents.

To learn more about Wytec’s IPSS, our Independent Channel Partner/Agent Program and its proposed uplisting to Nasdaq, Wytec has scheduled a Public Safety/Investor Seminar at the **Intercontinental Riverwalk Hotel** in San Antonio, Texas on September 2nd, 2025. To learn more about the Seminar Event and how to reserve a seat, please click on [Wytec Riverwalk Seminar.](#)

CONTROVERSIAL BULLET TRAIN PROPOSAL WILL GET ANOTHER REVIEW

By Plamedie Ifasso

August 4, 2025



An alternate Dallas route for a proposed high-speed train to Fort Worth would not cut through downtown, as was seen in previous plans, but instead swing west before cutting across Houston Street and I-35E to the Cedars.

A long-proposed but controversial bullet train will get yet another review by an intergovernmental agency.

The Regional Transportation Council will receive an update on the proposed Dallas-to-Fort Worth bullet train during its Aug. 7 meeting. The North Central Texas Council of Government staff will [present the latest progress](#) on the project including an examination of an alternative, more westerly alignment near downtown Dallas, as well as economic studies.

The COG has been studying an alternative train line that would run west of downtown Dallas between Trinity River and South Riverfront Boulevard, then cut across Houston Street and I-35E to reach a station in the Cedars since August 2024, following pushback from nearby landowners concerned by the original, elevated route.

Transportation officials will also hear concerns about the proposed Fiscal Year 2026 House Transportation, Housing and Urban Development Appropriations bill, which according to the agency might have “unintended consequences of prohibiting federal funds for North Central Texas Council of Governments’ (NCTCOG) high-speed rail development efforts.”

The meeting is scheduled for 1 p.m. at the Irving Convention Center at 500 West Las Colinas Blvd.

The Dallas-to-Fort Worth high-speed rail project has been long-pitched in the Metroplex but plagued with challenges including the termination of \$63.9 million in federal funding, the loss of [its early operator](#) and continued opposition to the proposed elevated train line.

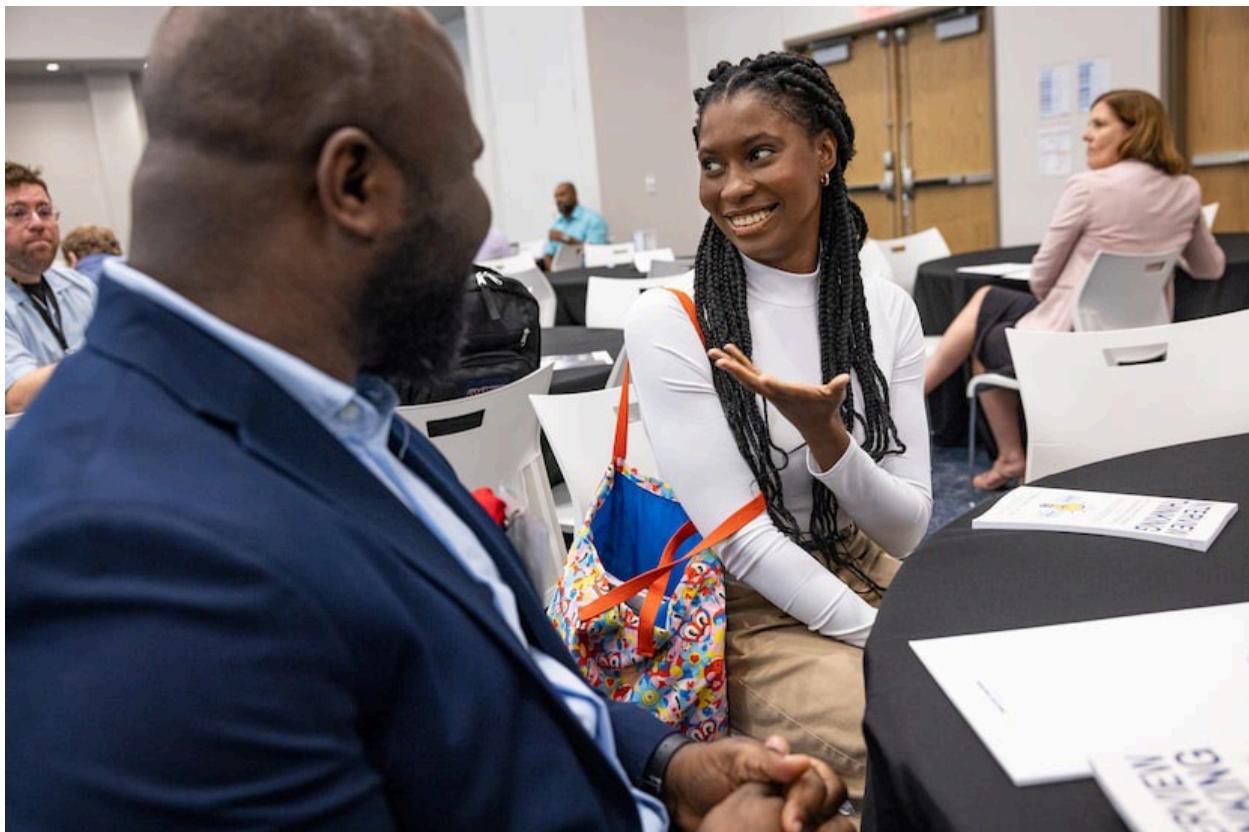
THE DALLAS MORNING NEWS

HOW IS TEXAS HELPING DALLAS-AREA STUDENTS, COMPANIES BRIDGE THE WORKFORCE GAP?

Texas Workforce Commission co-hosts networking event at Dallas College

By Wilborn P. Nobles III

August 1, 2025



Dallas College Brookhaven student Emmanuella Iwuji practices interviewing with Ebenezer Allen, with Westlink Academy, during an internship conference at Dallas College's Cedar Valley campus on Thursday, July 31, 2025, in Lancaster. Angela Piazza / Staff Photographer

Most rising high school seniors are busy considering college options, preparing for standardized tests and planning graduation parties.

Richard Hewitt wanted an internship, leading him to approach schools in the Lancaster area about jobs in their administration.

Working with school administrators would give the 17-year-old an opportunity to develop his professional skills, Hewitt said. The aspiring agricultural consultant didn't get an internship, but he said it gave him an opportunity to put his face in front of a potential employer.

"They don't open applications until the semester starts, so I gotta wait," Hewitt said. "But this helps."

Hewitt's initiative mirrored other students' enthusiasm at the Dallas College Cedar Valley campus on Thursday, where he and over 100 students and company representatives attended a [conference](#) to network and explore career opportunities on National Intern Day.

Texas is investing heavily in workforce development efforts to build upon its standing as the world's eighth-largest economy. While about 47% of Texas jobs require postsecondary skills training, only 32% of Texas workers possess those qualifications, according to a report from the Texas Workforce Commission's [Labor Market Information Department](#).

By 2031, 63% of Texas jobs will require education beyond high school, according to a report by [Georgetown University](#). That's due in part to population growth, especially in North Texas, which is expected to grow from over 7.9 million residents to more than 9.1 million by 2035, according to the [North Central Texas Council of Governments](#).

In an effort to address this gap, the workforce commission co-hosted the conference with Workforce Solutions Greater Dallas and Dallas College.

The event also featured the Texas Economic Development Corporation and the [Texas Intern Network](#), along with TXWORKS — a collaborative between the Texas Higher Education Coordinating Board and the workforce commission that reimburses [eligible companies](#) for a portion of wages paid to [interns](#).

The students took career headshots, held mock interviews with employers, learned tie-tying techniques and interacted with employers at several company exhibition tables. The conference series will continue with events throughout the state to encourage more connections between interns and employers.

Describing it as a "reverse job fair" for students to interview employers, Joe Esparza, the commissioner representing employers for the workforce commission, said the event helps employers identify potential candidates with diverse perspectives from underutilized talent pipelines.

"With the increasing population in the state of Texas, we're pulling businesses," Esparza said. He pointed out how Dallas-Fort Worth alone has 21 of the state's [Fortune 500 companies](#).

"That means education and training that was needed 10, 15 years ago is more advanced," he said, "so we're trying to funnel more of the workforce into capturing resources that give them better training that move them into more technical structure."

Students also obtained career-building advice from [Micah Autry](#), an entrepreneur who owns Aume Media, Autry & Stanley Real Estate Investments and the *Secrets of Silent Success* podcast.

Autry urged students to develop discipline in college, to educate themselves in skills such as financial literacy and to practice delayed gratification.

"If you want 'Dr.' in front of your name one day, if you want an MBA at the end of your name one day, that's going to take some sacrifices of some of those instant gratifications," Autry said.

Joseph Seabrooks, president of Dallas College's Cedar Valley campus, said he wants to do "everything short of breaking the law" to provide his students annual networking events at his campus. Doing so gives students opportunities to find the industry they want to work in, he said.

“The best social service program that’s ever been created in history was a high-paying job,” Seabrooks said.

The International Rescue Committee joined the conference to find interns to support its decadeslong refugee resettlement work in North Texas. Employment specialist Adriana Martinez, who graduated a year ago, said she wished she had access to similar networking events during her student years.

Zahid Kabir, a refugee cash assistance specialist at the International Rescue Committee, advised students to visit online platforms to find employment opportunities as well.

“This is good for students to get their opportunity for an internship... and also good for us, so we can find a lot of students at one time,” Kabir said.

Walid Yusuf and Meron Weldselase, two graduates of Dallas College with associate’s degrees in computer science, also attended the conference for work opportunities.

Weldselase, who is pursuing her bachelor’s degree in computer science at The University of Texas at Dallas, urged aspiring computer science students and information technology professionals to obtain internships as soon as possible amid their studies.

Yusuf echoed her remarks.

“The job market is getting a little bit crazy,” Yusuf said, “so they gotta push themselves and apply for internships until they get their job.”

THE CITY OF ARLINGTON

ARLINGTON EARNS CHARGING SMART BRONZE DESIGNATION FOR EV READINESS

By City of Arlington staff
August 5, 2025



The City of Arlington has been awarded a Bronze designation from the national *Charging Smart* program for achieving policies that facilitate the expansion of electric vehicles (EVs) and EV charging infrastructure. Arlington is the first municipality in both Texas and the continental southern half of the United States to achieve this national recognition.

“This recognition demonstrates Arlington’s commitment to planning for a more sustainable, accessible future,” the City’s Transportation Director Alicia Winkelblech said. “By preparing our city for the growth of electric vehicles, we’re supporting environmental goals, economic development, and the evolving needs of our residents.”

Charging Smart is led by partners including the Interstate Renewable Energy Council (IREC), the North Central Texas Council of Governments, and the Dallas-Fort Worth Clean Cities Coalition, hosted at NCTCOG. Funded by the U.S. Department of Energy Vehicle Technologies Office, Charging Smart offers no-cost technical assistance to local governments to help accelerate the deployment of EVs and expand access to EV charging for residents, businesses, and visitors.

"We are thrilled to see Arlington's efforts culminate in this well-deserved Bronze designation," said Lori Clark, senior program manager for the Alternative Fuels & Energy Program at the North Central Texas Council of Governments. "As the first designee in the Southern U.S. to receive this award, Arlington is setting a powerful example and paving the way for electric vehicle readiness across Dallas-Fort Worth."

To receive the Charging Smart Bronze designation, Arlington completed a series of actions that reduce barriers to EV adoption and make it easier, faster, and more affordable for residents and businesses to install EV infrastructure. At a minimum, Bronze designees must standardize permitting processes, review zoning codes, and collaborate with utility providers.

"Arlington's Charging Smart Bronze designation is the result of this community's hard work to reduce costs and increase access to EV charging infrastructure, benefiting residents, businesses, and the environment," said Ed Gilliland, Senior Director, Strategic Initiatives at IREC. "Arlington is making significant strides in electric transportation."

Arlington exceeded those requirements by documenting numerous additional accomplishments, including:

- **Planning:** Developing a community-wide EV vision.
- **Regulation:** Reviewing zoning ordinances to identify restrictions on EV charging infrastructure; adopting a standard permit application process for both residential and nonresidential EV charging; creating and publishing permitting checklists; and enabling online permit submission with electronic signatures.
- **Utility Engagement:** Hosting coordination meetings with utility providers to explore future EV infrastructure and collaboration.
- **Education & Incentives:** Launching a dedicated EV resource page on the City's website; promoting available City and utility programs; and sharing digital tools that help users locate charging stations in the area.
- **Government Operations:** Electrifying at least one light-duty municipal vehicle and training public safety personnel on EV-related emergency response procedures.
- **Shared Mobility:** Partnering with the local transit operator to assess and adopt goals for transitioning to electric transit and paratransit services.

The City's Transportation Department led the initiative, but Arlington's success depended on collaboration from staff across several departments, all working together to position the community for a cleaner, more efficient transportation future.

HOODLINE

HEARTLAND FLYER SECURES CRUCIAL \$3.5M FOR FORT WORTH-OKLAHOMA ROUTE AHEAD OF FIFA WORLD CUP

By Nate Simmons
August 6, 2025

The future of the Heartland Flyer, a rail service that has connected Fort Worth and Oklahoma City since 1999, was recently secured with a \$3.5 million lifeline from the Regional Transportation Council (RTC).

As reported by [City of Fort Worth News](#), the RTC's allocation of Regional Toll Revenue funds will support Texas' share of the costs for another year. This emergency funding comes as a response to the lack of inclusion of the Texas Department of Transportation's (TxDOT) funding request in the state's final budget, potentially halting the 206-mile route's operation.

Funding issues are nothing new for the Heartland Flyer, which faced a similar situation earlier this year. In January, the RTC had to approve up to \$100,000 in funds to cover a potential shortfall until the end of the fiscal year. Despite the challenges, the service has demonstrated a significant increase in ridership, with Fiscal Year 2024's numbers jumping to more than 80,000 passengers – a steady climb from the 63,000 a couple of years prior in FY 2022.

The RTC's decision is not only about preserving an existing service; it's about planning for future demands, particularly with the 2026 FIFA World Cup on the horizon. Large crowds are expected to travel between Texas and Oklahoma, potentially congesting the I-35 corridor. The Heartland Flyer could play a vital role in easing traffic movement for this international event.

In addition to keeping the trains running, the North Central Texas Council of Governments is actively working on a strategy that includes seeking reimbursement from the state and launching a ridership campaign, aimed at reducing the need for subsidy.

The RTC's goal with this interim funding is to maintain service while developing a sustainable plan for the following year, in hopes that the Texas Legislature will revisit the funding issue during its 2027 session. This stopgap measure ensures the Heartland Flyer remains a transportation option for the foreseeable future, particularly as the World Cup approaches.

TEXAS HIGH-SPEED RAIL UPDATE AS ALTERNATIVE ROUTE PROPOSED

By Theo Burman
August 5, 2025

The [Dallas–Houston high-speed rail](#) system is set to receive an update from local officials that could change the layout of the troubled construction project.

The North Central Texas Council of Governments is set to present an examination of an alternative route for the project at a Regional Transportation Council meeting on Thursday.

Why It Matters

The Houston–Dallas bullet train has been pitched for more than a decade as a transformative infrastructure project that could cut travel time between the two major metros to about 90 minutes. However, it has faced [consistent resistance from landowners](#), lawmakers and local officials over eminent domain use, environmental concerns and the project's viability.

What To Know

The Regional Transportation Council is scheduled to review progress on the Dallas–Fort Worth bullet train at its August 7 meeting.

North Central Texas Council of Governments' staff members are expected to present updates, with an examination for a more westerly rail alignment near downtown Dallas.

The alternative was considered after nearby landowners opposed the original elevated route, leading officials to begin exploring different options last August.

Officials will also discuss possible effects of the fiscal year 2026 House Transportation, Housing and Urban Development Appropriations bill, which may prohibit federal funding for high-speed rail development in the region. The train project has previously lost \$63.9 million in federal grant funding and the withdrawal of its operator.

A separate Boston Consulting Group study commissioned by the city of Dallas forecast that a Dallas–Houston line would [boost Dallas County's gross domestic product](#) by \$5 billion annually from 2029 through 2050 and create more than 28,300 new jobs.

The study predicted the route could attract 3 million to 6.5 million riders within its first year of operations, which is expected as early as 2035 if planning is completed this year.

What People Are Saying

Republican state Representative Cody Harris, a long-standing critic of the project, previously told Newsweek: "We will not hand over Texas taxpayer money or land for a project the voters did not choose. In 2017, Texas Central Railroad asked cities and counties to agree to pay for maintenance on its proposed system, despite the fact they would not even pay property tax on land they acquired through eminent domain."

Texas Central, the developer of the Dallas–Houston bullet train, told Newsweek in June: "No other state can match Texas' healthy, 'can-do' business environment—or better

understands how to meet the needs of its people. The project will improve mobility and safety for Texans, create significant new jobs, and accelerate economic growth in the Lone Star State."

What Happens Next

The environmental and engineering review process for the Dallas–Fort Worth high-speed rail project is expected to continue through at least 2025, overseen by local and federal agencies.

THE BUSINESS PRESS

TEXAS HEALTH SOUTHWEST ANNOUNCES NEW TOWER, RENOVATIONS

By Staff
August 6, 2025



Rendering of new Texas Health Southwest patient tower.

Texas Health Harris Methodist Hospital Southwest Fort Worth is expanding to provide more services and higher complexity care for patients with the construction of a new 5-story patient tower with shell space to accommodate future community growth and additional campus renovations.

The bed tower will be constructed on the current site of the Virginia Clay Dorman Breast Care Center, which will continue to care for women and their breast health in a new location inside Pease Tower with a convenient entrance from the lobby of the new tower.

Two of the patient floors in the new tower, which will add 64 beds to the hospital, are expected to open in 2028. The tower will include shell space for additional beds and will also be designed for future vertical expansion.

The renovation and expansion, an estimated \$223 million investment, also includes the modernization of six original operating rooms to enhance surgical services for our patients.

“Southwest Fort Worth and the surrounding communities of Benbrook, Crowley, Aledo and Granbury have grown by leaps and bounds since Texas Health Southwest first opened our doors in 1987 and Texas Health is committed to keeping pace with their growing healthcare needs,” said Ajith Pai, PharmD, FACHE, president of Texas Health Southwest. “With this new tower and renovations, we’ll have the capacity to serve even more residents and a more

modernized surgical department to better accommodate robotic and other surgeries, providing patients higher complexity care.”

The 2014 opening of the Chisholm Trail Parkway, the tolled highway connecting Fort Worth to Cleburne, has continued to spur a surge of economic and population growth in Southwest Fort Worth. According to the North Central Texas Council of Governments, Southwest Fort Worth is projected to add roughly 90,000 people by 2045.

“As a healthcare provider of choice for more North Texans than any other health system, Texas Health is dedicated to providing consumers with accessible, quality care close to home,” said Kirk King, COO of Texas Health’s Hospital Channel. “To achieve this, we not only invest in new access points like ambulatory and virtual care offerings but also on improving consumer experiences through enhancements to our existing facilities and services offered.”

The project at Texas Health Southwest follows the hospital’s completion in 2024 of an electrophysiology (EP) and cardiac catheterization expansion and renovation project to meet the growing demand for cardiovascular services. Last year, the hospital also refurbished its cafeteria, creating a user-friendly, modern space for visitors and staff. In recent years, the hospital also renovated its neonatal intensive care unit (NICU), doubling its capacity.

Texas Health Southwest’s expansion is part of the health system’s larger growth initiative, which includes the construction of a new eight-story tower at Texas Health Presbyterian Hospital Plano and the building out of the seventh floor of Texas Health Hospital Frisco that will add 20 new patient rooms to the hospital’s medical/surgical unit. Construction also recently started on Texas Health Hospital Forney, the city’s first acute care hospital.

Texas Health Southwest was recently ranked in the top ten of Dallas-Fort Worth’s best hospitals by U.S. News & World Report, rated as High Performing in back surgery (spinal fusion), chronic obstructive pulmonary disease (COPD), diabetes, heart attack, hip fracture, hip replacement, kidney failure and knee replacement.

“We are continually exploring innovative enhancements at our facility that enable us to expand services and improve patient outcomes and experience,” Pai said. “This latest expansion and renovation further reflect Texas Health Southwest’s continued dedication to providing exceptional care and becoming an even stronger ally in the health and well-being of the community.”

FORT WORTH INC.

TEXAS HEALTH SOUTHWEST TO ADD 5-STORY PATIENT TOWER IN \$223M EXPANSION

By Staff
August 7, 2025

Texas Health Harris Methodist Hospital Southwest Fort Worth is embarking on a major expansion and renovation project that will bring a new five-story patient tower, enhanced surgical facilities, and upgraded services to meet the needs of a fast-growing region.

The \$223 million project includes the construction of a new bed tower on the site of the current Virginia Clay Dorman Breast Care Center, which will relocate to the Pease Tower with a new entrance through the lobby of the planned facility. The tower will add 64 new beds upon its anticipated 2028 opening and include shell space for future growth, including vertical expansion.

The investment also includes modernization of six of the hospital's original operating rooms to accommodate advanced procedures, including robotic surgeries.

"Southwest Fort Worth and the surrounding communities of Benbrook, Crowley, Aledo, and Granbury have grown by leaps and bounds since Texas Health Southwest first opened our doors in 1987 and Texas Health is committed to keeping pace with their growing healthcare needs," said Ajith Pai, president of Texas Health Southwest, in a statement. "With this new tower and renovations, we'll have the capacity to serve even more residents and a more modernized surgical department to better accommodate robotic and other surgeries, providing patients higher complexity care."

The Chisholm Trail Parkway has fueled population and economic growth across the area. The North Central Texas Council of Governments projects southwest Fort Worth will add 90,000 residents by 2045.

"As a healthcare provider of choice for more North Texans than any other health system, Texas Health is dedicated to providing consumers with accessible, quality care close to home," said Kirk King, COO of Texas Health's Hospital Channel.

The project follows recent upgrades at Texas Health Southwest, including an EP/cardiac cath lab renovation, NICU expansion, and cafeteria remodel. It is part of a larger systemwide growth initiative that includes expansions in Plano, Frisco, and the new Texas Health Hospital Forney.

Texas Health Southwest was recently ranked in the top ten of Dallas-Fort Worth's best hospitals by *U.S. News & World Report*, rated as "high performing" in back surgery (spinal fusion), chronic obstructive pulmonary disease (COPD), diabetes, heart attack, hip fracture, hip replacement, kidney failure, and knee replacement.

"We are continually exploring innovative enhancements at our facility that enable us to expand services and improve patient outcomes and experience," Pai said.

WFAA

TEXAS HEALTH SOUTHWEST TO EXPAND WITH \$233M PATIENT TOWER

By Seth Bodine

August 7, 2025

Texas Health Harris Methodist Hospital Southwest Fort Worth, part of Texas Health Resources, is planning a \$223 million renovation and expansion. Plans call for building a new five-story patient tower with space for growth.

The tower will be built at the Virginia Clay Dorman Breast Care Center at 6100 Harris Pkwy. in southwest Fort Worth. Two of the patient floors of the new tower will add 64 beds and are expected to open in 2028. The rest of the floors will be shell space for additional beds.

Part of the reason for expansion comes down to growth, said Ajith Pai, president of Texas Health Southwest. The opening of Chisholm Trail Parkway in 2014 and the toll road connecting Fort Worth to Cleburne has spurred booming population growth. By 2045, southwest Fort Worth is expected to add about 90,000 people, according to the North Central Texas Council of Governments.

Texas Health Southwest completed an electrophysiology and cardiac catheterization expansion and renovation project to meet the demand for cardiovascular services last year, refurbished its cafeteria and renovated its neonatal intensive care unit to double capacity.

WHAT'S NEXT FOR SELF-DRIVING VEHICLES IN ARLINGTON? HERE'S A LOOK AFTER THE END OF RAPID

By Chris Moss

August 7, 2025

For four years running, Arlington's self-driving rideshare project displayed what the future of transportation across the globe could look like.

The funding for the Rideshare, Automation and Payment Integration Demonstration — or RAPID — program officially ended in May. Now, the city is without an autonomous vehicle service for the first time since the tail end of the COVID-19 pandemic.

For Ann Foss, the planning and programming manager for the city's transportation department, seeing the program she looked over for four years end was bittersweet.

"We knew they were time-limited," Foss said. "From the get-go, we made sure to call it a pilot. Personally and professionally, I was a little sad as it wrapped up."

While the program has driven off into the sunset, Foss said it will have a lasting impact on transit in North Texas.

Finding their feet

Arlington was the first U.S. city to integrate an autonomous shuttle when that service, known as Milo, launched in 2017.

At that time, officials were exploring ways to improve travel in the largest city in the United States [without mass public transit](#).

A report from a resident advisory committee called for using such shuttles along with demand-response rideshares, bus rapid transit and personal rapid transit, such as the [Ultra Pod PRT](#) in London's Heathrow Airport.

Milo was already in place when the report came out and was taking riders from parking lots in the entertainment district to larger venues using EasyMile vehicles.

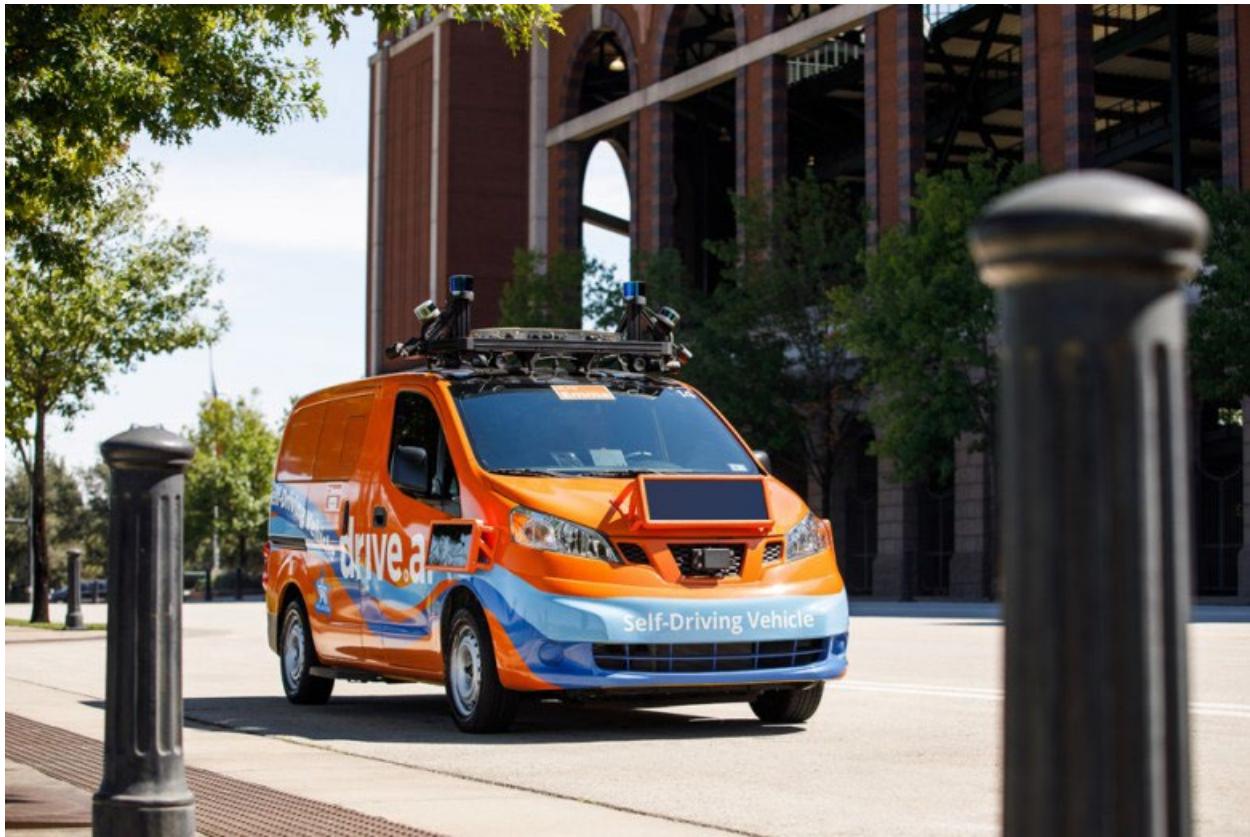
As that service ended the following year, the city partnered with Drive.ai to bring the autonomous vehicles to the road.

"I think the EasyMile vehicle works well in low-speed settings, but it wasn't really designed to be on-street or driving with traffic," Foss said. "So, we were excited to move on to the Drive.ai pilot and be able to be on the street."

The Drive.ai program was easy to drop into the existing foundation set by Via, the city's human-driven, on-demand service established just a year before, Foss said.

Once again, the program ended after one year of operations. The service provided a total of 760 rides without incident, according to a city [press release](#).

Drive.ai was [bought](#) by Apple after the program ended and folded into the company's failed [Project Titan](#).



The Drive.ai program in Arlington was the city's first on-street autonomous vehicle program. It ran from 2018 to 2019. (Courtesy photo | City of Arlington)

Ditching the training wheels

In 2019, city leaders caught wind of a new federal grant that could allow them to run an expanded pilot program using knowledge gained from Milo and Drive.ai.

Officials made their case for what would become RAPID alongside representatives from Via, the University of Texas at Arlington, and May Mobility, a Michigan-based autonomous vehicle company.

"It just kind of clicked," Daisy Wall, the director of business and policy at May Mobility, said.

In 2020, the city of Arlington struck gold as it received a \$1.7 million grant from the U.S. Department of Transportation under the Integrated Mobility Innovation program, which awarded more than \$20 million nationwide.

The North Central Texas Council of Governments, or NCTCOG, also helped foot the bill through [a program aimed at](#) spurring automated vehicle usage in the area.

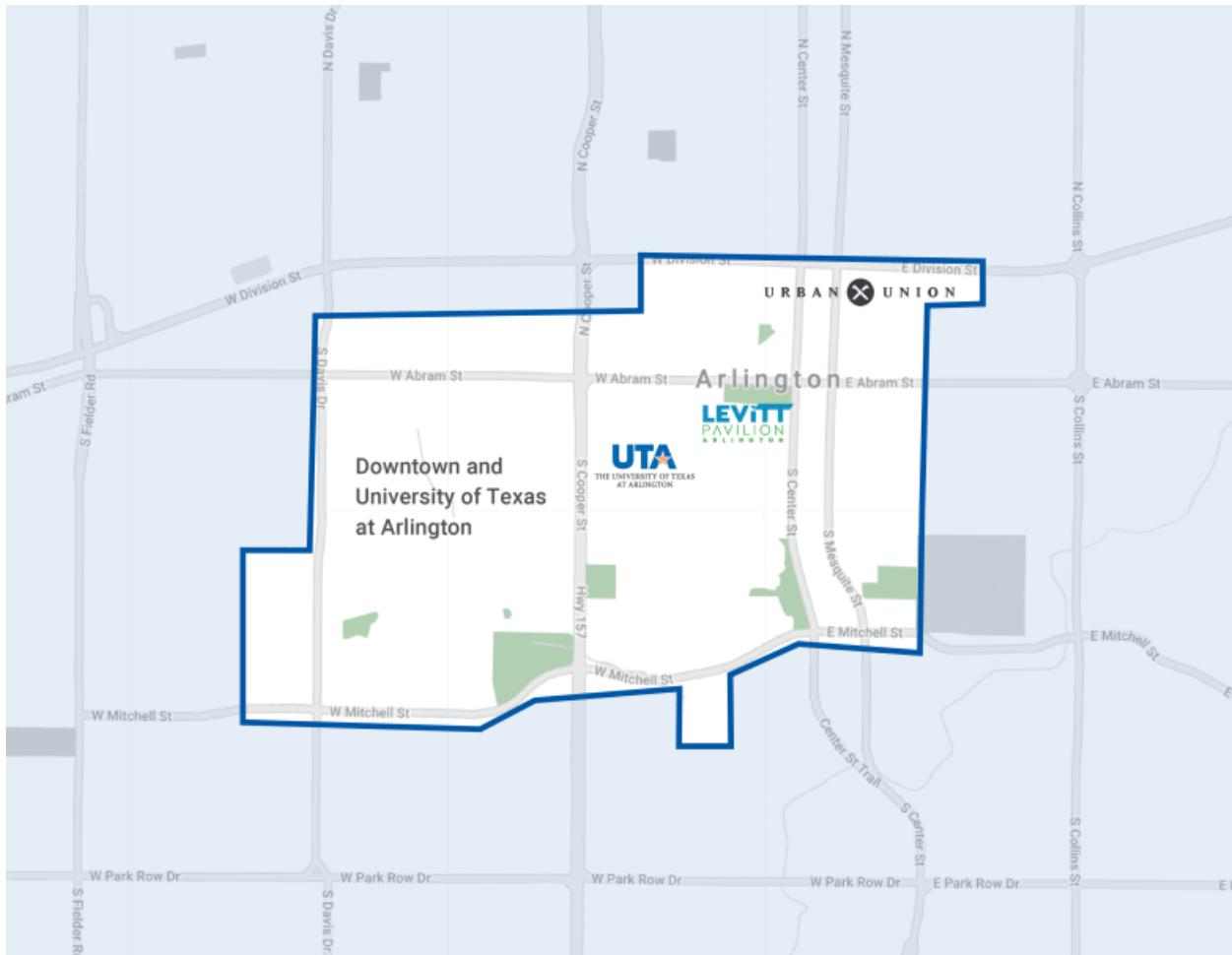
Nearly \$1.2 million of RAPID's initial funding was from nonfederal sources, according to a [fact sheet](#) from the Federal Transportation Authority.

By March 2021, the May Mobility fleet used for the newly funded project departed and began the RAPID pilot program.

RAPID's deployment

The initial deployment included [five vehicles](#) — four Lexus RX450s and one Polaris GEM electric vehicle, which was used for those who needed wheelchair accessibility.

Each car was deployed in a defined area near the UT-Arlington campus and downtown. The rideshare service was free for UTA students.



RAPID vehicles were confined to an area around the UT-Arlington campus and downtown. (Courtesy photo | City of Arlington)

The city added RAPID as an option to its Arlington Transportation app as it integrated it with other on-demand services.

"If you booked a ride, and the parameters of the ride matched with the RAPID service, you would get a standard human-driven option and the autonomous RAPID option," Foss said.

Generally, more than 75% of riders chose the RAPID option if available, Foss said.

After two years of federal funding, the NCTCOG became the sole grantor for the program. During the same timeframe, May Mobility swapped its original RAPID fleet out for four Toyota Sienna vans.

The program officially ended on May 30.

Lessons learned and the future of autonomous transportation in Arlington

RAPID helped not only the city but the nation take a step forward with autonomous vehicle technology and understanding, officials said.

UT-Arlington tracked various data for the program, from ride usage to survey responses. Overall, more than 95% of passengers said the vehicle felt safe, Foss said.

While the vehicles were self-driving, they still had a driver who would take control of the vehicle when needed. RAPID itself had an 80% autonomous rate, according to Natalie Bettger, NCTCOG's congestion management and system operations project manager.

RAPID gave roughly 113,000 rides in its four years, Bettger said.

"Arlington RAPID was an important step in advancing autonomous vehicle deployment in real-world conditions while building public understanding and trust," Bettger said in the statement.

While the RAPID pilot program has ended, autonomous vehicles will return to Arlington soon.

Uber and May Mobility [announced plans](#) to offer an autonomous vehicle ride service sometime during the fall.

Wall said a formal announcement on the timing of the new private partnership will come in the future.

Both Bettger and Foss pointed to completely autonomous vehicles as something their two respective organizations were looking at.

"I still think we are a little bit away from getting to that point on a large scale," Foss said. "But all of the services we've had and the testing we've done have helped us move in that direction."

City officials are committed to finding out how to use new technology to improve transportation in Arlington, Foss said. That includes possibly incorporating it into long-term plans for on-demand services.

"The goal is, as autonomous technology continues to mature, that we're able to start incorporating autonomous vehicles in a more substantive way into that fleet," she said.

BULLET TRAIN STUDIES NEAR COMPLETION, INCLUDING EXAMINATION OF ALTERNATIVE ROUTE THROUGH DALLAS

By Plamedie Ifasso

August 8, 2025

The North Central Texas Council of Governments is nearly done with an initial study of an alternative route near Dallas for a proposed high-speed train, nearly a year after receiving approval.

Brendon Wheeler, senior program manager at the NCTCOG, told the Regional Transportation Council during an Aug. 7 meeting that the agency has advanced preliminary engineering on 95% of the western train line and studied additional connectivity opportunities for an elevated downtown alignment.

The RTC in August 2024 approved [roughly \\$1.65 million in funding](#) for NCTCOG to study and bring the alternative western route for the potential Dallas-to-Fort Worth train to the same engineering design and planning levels, after a different proposed elevated alignment stirred backlash from some city officials and business leaders. The western alignment would run west of downtown Dallas, between the Trinity River and South Riverfront Boulevard. While the controversial seven-story elevated rail would move through the southwest portion of downtown Dallas.

With the engineering study nearly done, transportation leaders are getting a better idea of how the train route could look and interact with other infrastructure components.

"Including crossing I-30, you could potentially create connectivity across the at-grade rail district, which has about seven tracks at the widest between Union Station and the Hyatt," Wheeler told the council. "You could also use the elevated system to cross the barrier at 35, Riverfront Boulevard and the Trinity River as well as the [Union Pacific] main line going to the west."

The updates represent a small step in this long-proposed project. NCTCOG plans to continue studying both alignments, coordinating with stakeholders and present findings from a range of economic impact studies once Fort Worth completes its report later this fall.

No action was taken related to the updates during the meeting of the RTC, a transportation policy body for the 12-county region. But the RTC did approve sending a letter to the North Texas congressional delegation raising concerns about language in the fiscal 2026 budget in the House Transportation, Housing and Urban Development Appropriations Bill that, according to the COG, could have "unintended consequences of prohibiting federal funds for high-speed rail development efforts."

A bullet train linking cities in North Texas and other parts of the state has been proposed for more than a decade. A Dallas-to-Houston train could generate an average annual impact to gross domestic product of \$5 billion, along with 28,000 new jobs and \$8.6 billion in economic output from 2029 to 2050, according to a report by Boston Consulting Group. That could include \$6 billion in economic output and create at least 20,400 jobs in Dallas alone.

But the train project has run into obstacle after obstacle. More recently, railway company Renfe [shut down its American subsidiary](#), Renfe of America, and put it into liquidation. The Spain-based railway business had been tapped as the early operator of the high-speed rail project in 2021, but its subsidiary accumulated a loss of about \$5 million, according to media reports in Spain.



An image from July 2024 of how alternate Dallas route for a proposed high-speed train to Fort Worth would look if shifted west of downtown, cutting across Houston Street and I-35E to the Cedars. Image courtesy of NCTCOG.

The project also saw the termination of \$63.9 million in federal funding and faced consistent opposition from opponents, including rural landowners worried about the route. In Dallas, attorneys for Hunt Consolidated have sent many letters to NCTCOG since October voicing objection over a proposal that would route the train near its Reunion Tower and Hyatt Regency Dallas.

In a Dallas Morning News op-ed, lead investor John Kleinheinz wrote that the project is "shovel ready" and could be a "[model for sustainable infrastructure](#)" that will help reduce highway congestion and emissions while generating thousands of construction and long-term operations jobs. Kleinheinz became the top investor of the bullet-train project after he bought out the long-time lead Japanese investor in January.

"The future of high-speed rail across the U.S. can commence with this landmark project that, after 10 years of pre-construction progress and without a dime of federal funding spent to date, is ready to go," Kleinheinz wrote. "With the support of the Trump administration and collaboration from the world's greatest engineering and infrastructure minds, groundbreaking is within easy reach. Innovation to bring high-speed rail to Texas and connect this major corridor is at the ready."

IS CONGRESSIONAL SUPPORT FOR DALLAS-HOUSTON BULLET TRAIN DEAD? NORTH TEXAS LEADERS WEIGH IN

By Pablo Arauz Pena / KERA News

August 8, 2025

North Texas transit planners are asking federal representatives for support for a proposed Dallas to Houston high speed rail project, but doubts remain among some local leaders.

The Regional Transportation Council on Thursday voted to send a letter to congressional representatives asking them to oppose language in an appropriations bill that would prohibit federal funding to high-speed rail development in Texas.

A section in the [Transportation, Housing and Urban Development Appropriations Bill](#) states “none of the funds appropriated under this Act or any other Act may be provided to the State of Texas for a high-speed rail corridor development project that is the same or substantially similar to the Amtrak Texas High Speed Rail Corridor previously known as the Texas Central Railway Project.”

“Only two projects were named in this bill, and this is one of them,” RTC staffer Brendon Wheeler told the council. “We believe that this, unfortunately, may have unintended consequences for your efforts for high speed rail, which is why we’re flagging it here today.”

The letter says the rail project will “alleviate congestion on the roadway and provide a faster and safer alternative” as Texas’ population grows.

“As the bill proceeds to the full House, the RTC hopes you will advocate for a funding bill that does not prohibit appropriating funds to high-speed rail corridor … development projects in Texas,” the letter reads.

Dallas City Council member Cara Mendelsohn, who has consistently questioned the project, was one of the two RTC members to oppose sending the letter. She called the bill a “very specific action” by Congress not to fund the bullet train.

“I don’t think there’s been an unintended consequence,” she said. “It was led by one of our own regional congressmen who publicly declared ‘high-speed rail in Texas dead.’”

Mendelsohn was referring to Republican North Texas-area Congressman Jake Ellzey, who in April praised a U.S. Department of Transportation decision to [terminate a nearly \\$64 million planning grant](#) for Amtrak for Texas’ high-speed rail line. He [called the project a “boondoggle”](#) that would threaten to seize land from rural Texans using eminent domain.

Ellzey told KERA in a written statement he will “always stand on the side of private property rights.

“Under the Biden Administration, Texas Central secured a \$64 million grant to study the legitimacy of their project,” Ellzey wrote. “I am pleased to say that both the President and Secretary Duffy agreed with me that this is not an effective use of taxpayer dollars. Shortly after the Secretary took office, I worked with the him to rescind this grant.”

Kleinheinz Capital Partners, a private Fort Worth-based company and a lead investor in Texas Central, took the lead on the project after Amtrak's grant was terminated.

"Mr. [Kleinheinz] requested he wanted the ball in the private sector," said regional transportation director Michael Morris. "He believes he can deliver Dallas to Houston [bullet train] faster without Amtrak."

Earlier this year, Dallas completed a study into the bullet train showing a \$5 billion economic impact.

Arlington Mayor Jim Ross told the council he still wants to move forward with a separate study his city is funding along with the city of Fort Worth [into the economic impact of a Dallas-Fort Worth high speed rail line](#).

"Congressman Ellzey is entitled to his opinion. We're entitled to say: 'You're full of crap,'" Ross said. "If it's a privately funded project and has the potential of moving forward, us local leaders are going to do what's best for our communities."

Ellzey responded to Ross' statement, saying that the bullet train is not a privately funded project.

"Over the past five years, Texas Central has sought millions of dollars from both the state and federal governments," he said. "Elected officials who support this project are supporting the use of eminent domain to take Texans' land, and I will always stand on the side of private property rights."

IS CONGRESSIONAL SUPPORT FOR DALLAS TO HOUSTON BULLET TRAIN DEAD? LOCAL LEADERS WEIGH IN

Pablo Arauz Pena

August 8, 2025

North Texas transit planners are asking federal representatives for support for a proposed Dallas to Houston high speed rail project, but doubts remain among some local leaders.

The Regional Transportation Council on Thursday voted to send a letter to congressional representatives asking them to oppose language in an appropriations bill that would prohibit federal funding to high-speed rail development in Texas.

A section in the [Transportation, Housing and Urban Development Appropriations Bill](#) states "none of the funds appropriated under this Act or any other Act may be provided to the State of Texas for a high-speed rail corridor development project that is the same or substantially similar to the Amtrak Texas High Speed Rail Corridor previously known as the Texas Central Railway Project."

"Only two projects were named in this bill, and this is one of them," RTC staffer Brendon Wheeler told the council. "We believe that this, unfortunately, may have unintended consequences for your efforts for high speed rail, which is why we're flagging it here today."

The letter says the rail project will "alleviate congestion on the roadway and provide a faster and safer alternative" as Texas' population grows.

"As the bill proceeds to the full House, the RTC hopes you will advocate for a funding bill that does not prohibit appropriating funds to high-speed rail corridor ... development projects in Texas," the letter reads.

Dallas City Council member Cara Mendelsohn, who has consistently questioned the project, was one of the two RTC members to oppose sending the letter. She called the bill a "very specific action" by Congress not to fund the bullet train.

"I don't think there's been an unintended consequence," she said. "It was led by one of our own regional congressmen who publicly declared 'high-speed rail in Texas dead.'"

Mendelsohn was referring to Republican North Texas-area Congressman Jake Ellzey, who in April praised a U.S. Department of Transportation decision to terminate a nearly \$64 million planning grant for Amtrak for Texas' high-speed rail line. He [called the project a "boondoggle"](#) that would threaten to seize land from rural Texans using eminent domain.

KERA News has reached out to Ellzey's office for comment on the letter and will update with any response.

Kleinheinz Capital Partners, a private Fort Worth-based company and a lead investor in Texas Central, took the lead on the project after Amtrak's grant was terminated.

"Mr. [Kleinheinz] requested he wanted the ball in the private sector," said regional transportation director Michael Morris. "He believes he can deliver Dallas to Houston [bullet train] faster without Amtrak."

Earlier this year, Dallas completed a study into the bullet train showing a \$5 billion economic impact.

Arlington Mayor Jim Ross told the council he still wants to move forward with a separate study his city is funding along with the city of Fort Worth [into the economic impact of a Dallas-Fort Worth high speed rail line.](#)

"Congressman Ellzey is entitled to his opinion. We're entitled to say: 'You're full of crap,'" Ross said. "If it's a privately funded project and has the potential of moving forward, us local leaders are going to do what's best for our communities."

TEXAS HEALTH SOUTHWEST'S \$233M EXPANSION

By Will Maddox
August 8, 2025

Texas Health Harris Methodist Hospital Southwest Fort Worth is adding a 5-story patient tower as part of a \$233 million expansion in the quickly growing area of Fort Worth. The new space will offer additional services and enhance the hospital's capacity for complex care.

The 5-story tower has shell space for future growth and additional renovations. It will be built on the current site of the Virginia Clay Dorman Breast Care Center, which will relocate its services inside the hospital's Pease Tower. Pease will have an entrance from the lobby of the new tower.

The investment in Fort Worth joins other Texas Health expansions, including a [new hospital in Forney](#) where construction is underway, [a \\$343 million, 8-story patient tower](#) in Plano, and a bed expansion at Texas Health Frisco, [announced](#) last month. Texas Health Southwest opened in 1987 and was part of the Harris Methodist Health System before the creation of Texas Health Resources in 1997, following the merger of Fort Worth-based Harris Methodist and Dallas-based Presbyterian Health Resources. Texas Health's 29 hospitals care for more patients than any other system in North Texas.

Two floors of the new tower will add 64 beds to the hospital, which is expected to open in 2028. Other floors of the tower will be left as shell space for future use, accommodating additional beds and vertical expansion. The \$223 million investment also includes the updating of six of the original operating rooms.

"Southwest Fort Worth and the surrounding communities of Benbrook, Crowley, Aledo, and Granbury have grown by leaps and bounds since Texas Health Southwest first opened our doors in 1987, and Texas Health is committed to keeping pace with their growing healthcare needs," said Ajith Pai, president of Texas Health Southwest. "With this new tower and renovations, we'll have the capacity to serve even more residents and a more modernized surgical department to better accommodate robotic and other surgeries, providing patients higher complexity care."

Southwest Fort Worth has experienced rapid growth following the opening of the toll road Chisholm Trail Parkway, which connects Fort Worth to Cleburne, thereby spurring economic and population growth in the area. The North Central Texas Council of Governments projects that Southwest Fort Worth is expected to add around 90,000 people over the next couple of decades. In April, PMB Capital broke ground on a 492-acre master-planned community in the area, featuring amenities such as a pool, pavilion, trails, and a playground. HEB has purchased land in the area, apartment developments are underway, and Tarleton State's Fort Worth campus is adding to the growth in Southwest Fort Worth.

In 2024, the hospital completed an expansion and renovation project for electrophysiology and cardiac catheterization to meet growing patient demand. The hospital has also recently refurbished its cafeteria and renovated, doubling the capacity of its neonatal intensive care unit. It was recently rated by *U.S. News and World Report* as high performing in back surgery (spinal fusion), chronic obstructive pulmonary disease (COPD), diabetes, heart attack, hip fracture, hip replacement, kidney failure, and knee replacement.

“As a healthcare provider of choice for more North Texans than any other health system, Texas Health is dedicated to providing consumers with accessible, quality care close to home,” said Kirk King, COO of Texas Health’s Hospital Channel. “To achieve this, we not only invest in new access points like ambulatory and virtual care offerings but also on improving consumer experiences through enhancements to our existing facilities and services offered.”

WILL TRUMP DIVERT BILLIONS FOR HIGH-SPEED RAIL TO TEXAS?

FORT WORTH BUSINESSMAN PROMOTES IDEA

By Eric Garcia
August 11, 2025

Fort Worth businessman John Kleinheinz is suggesting a route to federal funding for a proposed high-speed rail connection between Dallas-Fort Worth and Houston.

The CEO of Kleinheinz Capital Partners Inc., the lead investor in Texas Central Railway, wrote that a public-private partnership and diverting money initially set aside for rail projects in California to Texas.

His proposed solution in a [July 22 opinion article](#) published in The Dallas Morning News comes months after President Donald Trump's administration [revoked a nearly \\$64 million Federal Railroad Administration grant](#) awarded to Amtrak in partnership with Texas Central.

On April 14, Transportation Secretary Sean Duffy said the Texas project shouldn't rely on Amtrak and American taxpayers to fund the development. "My department will continue to look for every opportunity to save federal dollars and prioritize efficiencies," he said.

In a statement at the time, Texas Central agreed that the "shovel-ready" project should be led by the private sector "to create significant new jobs and economic growth for Texas as part of President Trump's efforts to boost the U.S. economy."

Although land for the project still needs to be acquired, Kleinheinz reiterated in his commentary piece that the route is ready to begin building after a decade of preconstruction work done at no cost to taxpayers.

"The project is a model for sustainable infrastructure: It will reduce highway congestion and emissions while delivering thousands of construction and long-term operations jobs," he said.

He urged local, state and federal leaders to work together for public-private funding for the bullet train, which is proposed to connect with Fort Worth and Arlington. Such a partnership would be similar to those used for stadiums, he added.

Kleinheinz wrote that money could come from the Jobs Act "and, of course, through continued private backing" since the rail project will rely on a user-pay model. He suggested that the funds would aid in state transit, "which makes much more sense than solely depending on taxes to further highway expansion."

Kleinheinz wrote that California's high-speed rail cost skyrocketed as the original 500-mile route has only resulted in a 100-mile segment that is still under construction.

"We can absolutely put the funds designated for California to better use here in the Lone Star State," he said.

California funding

On July 14, Duffy terminated about [\\$4 billion in unspent federal funds](#) for California high-speed rail "boondoggle," U.S. Department of Transportation officials said in a news release.

“After 16 years and roughly \$15 billion spent, not one high-speed track has been laid by the California High-Speed Rail Authority (CHSRA),” officials said in the release. “The \$135 billion projected total cost of the project could buy every San Francisco and LA resident nearly 200 roundtrip flights between the cities.”

However, on Aug. 7, the Federal Railroad Administration [agreed to keep the \\$4 billion in reserve](#) while California litigates the administration’s revocation of the money, [E&E News by Politico](#) reported. California Gov. Gavin Newsom has vowed to fight the move by the Trump administration.

North Texas efforts

Meanwhile, members of the Regional Transportation Council, an independent policy group of the North Central Texas Council of Governments, voted Aug. 7 to [send a letter to congressional representatives](#) asking them to oppose language in an appropriations bill that would prohibit federal funding to high-speed rail development in Texas. The bill specifically mentions the Texas Central project.

During a break in the meeting, Michael Morris, transportation director for the council of governments, said he supported Kleinheinz’s suggestion to divert high-speed rail funding to Texas.

“I’m optimistic,” he said. “I’m rooting for Mr. Kleinheinz.”

“The more ornaments on the tree when it comes to high speed rail, the better,” Morris said, adding that the funds would aid the project when it comes time to build.

A Texas Central Railway representative recently told state legislators that the route between Dallas and Houston could take about [six to seven years to build](#).

Fort Worth, Arlington route update

The council of governments completed about 95% of the preliminary engineering and environment analysis for the Fort Worth and Arlington route to Dallas and is working with the Texas Department of Transportation to complete an integrated Interstate 30 design.

The approved station will be south of downtown Dallas, but an update provided to RTC members on Aug. 7 noted two significant projects that could aid ridership: a planned Trinity Grove high-rise development in West Dallas and the redevelopment of a jail site near downtown Dallas.

Fort Worth is planning for a downtown underground high-speed rail station near the Central Station, 1001 Jones St. Engineering consultant firm AECOM is developing a comprehensive plan that includes [a tunnel](#) from the Convention Center and the new Texas A&M law school to Central Station.

A rendering shown at the Regional Transportation Council meeting Aug. 7 suggested the underground bullet train station could be built beneath parking lots between Calhoun and Jones streets near Central Station, slightly north of the proposed tunnel.

An AECOM economic impact study initiated by cities of Fort Worth and Arlington is expected to be completed in the fall, officials said. A Dallas study showed the city would generate [a \\$5 billion annual impact](#) for the proposed route to Houston.

Once the Fort Worth-Arlington study is complete, Regional Transportation Council members will look at that data as well as studies by the city of Dallas and economist Ray Perryman for Dallas developer Ray Hunt's companies to further develop the high-speed corridor.

DENTON RECORD-CHRONICLE

NORTH TEXAS LEADERS TO COME UP WITH TRANSIT 2.0 RECOMMENDATIONS

By Eric Garcia
August 11, 2025

North Texas officials are creating a plan to advance transit options as more than 4 million people are expected to move into the region during the next 25 years.

The Regional Transportation Council approved forming a transit subcommittee at an Aug. 7 meeting. RTC is an independent policy committee of the North Central Texas Council of Governments made up of 45 elected and appointed officials from 12 counties.

The subcommittee will be tasked with reviewing ideas that will help shape how the area spends \$217 billion on various public transportation projects through 2050.

Jill Jester, a Denton City Council member, and Stephen Mason, mayor of Cedar Hill, will lead the subcommittee as chair and vice chair, respectively. Transportation council members have until Aug. 21 to indicate to RTC chair Rick Bailey, a Johnson County commissioner, if they are interested in serving on the subcommittee.

“Our roadway and transit systems need to complement each other, ensuring safety and efficiency improve as population soars to more than 12 million residents in 2050,” said Michael Morris, transportation director for the council of governments.

The RTC is working on the Transit 2.0 initiative that is examining what role public transportation plays in meeting that growth.

Fort Worth City Council member Carlos Flores, who also serves on the Regional Transportation Council, said multiple approaches to transit should be examined.

“We have to be mindful of that,” he said.

The subcommittee will determine what ideas can be advanced for transit authorities, member cities, nonmember cities and the transportation council.

The subcommittee is expected to start meeting in September.

THE HEARTLAND FLYER CONTINUES, FOR NOW

By Staff
August 12, 2025

If you've been scrolling your feed this summer, you may have seen a train-themed soap opera unfolding on the Texas–Oklahoma border, and it's all aboard Amtrak's Heartland Flyer.

The plot:

Texas legislators cut its annual \$3.5 million funding for the line, which pushed the beloved OKC–Fort Worth train to the brink of cancellation by October 1, 2025. Meanwhile, Oklahoma had already pitched in its usual \$4.5 million to keep the route chugging.

Cue the panic from commuters, civic boosters, and tourism towns along the 206-mile rail line.

But, in a Texas-sized twist written for Hollywood, the North Central Texas Council of Governments ([NCTCOG](#)) came riding in like a hero. They [redirected \\$3.5 million](#) in regional toll-revenue funds to bail the train out for at least one more year.

The Flyer is back on track through at least September 2026.

The drama surrounding this whole mess got fanatics fired up online, but it also brought opposing people together in a common cause. The usual who-needs-Congress-anyway vibes blended with a genuine sense that this train is bigger than just a ride.

For many locals, it's a lifeline feeding tourism dollars into small towns like Gainesville, Norman, and Purcell, and setting the stage for future plans to stretch service all the way up through Stillwater and Ponca City to Newton, Kansas.

Before the confetti settles, only one question remains. What's going to happen this time next year when the Heartland Flyer is on the chopping block again?

NCTCOG is pushing a ridership campaign with high hopes that increased ticket sales can self-sustain the rail line. Meanwhile, officials are angling to get this back onto the Texas Legislature's radar in time for the 2027 session. Given they can't currently get everyone to the table to perform their everyday duties at the present moment, there's no telling if this issue will even hit the floor.

The Heartland Flyer remains washed in a clash of budgets, future transit dreams, and a small community that refuses to let the Flyer derail.

THE TEXAN

LOCAL LEADERS URGE CONGRESS NOT TO WITHHOLD FUNDING FROM TEXAS HIGH-SPEED RAIL PROJECTS

By Kim Roberts
August 12, 2025

Local government leaders in North Texas agreed to send a letter supporting the high-speed rail plans from Fort Worth to Dallas to Houston.

The [Regional Transportation Council](#) (RTC) of the North Central Texas Council of Governments (NCTCOG) approved a letter to be sent to the North Texas congressional delegation opposing language in a proposed appropriations bill for Fiscal Year 2026.

The U.S. House Transportation, Housing, Urban Development, and Related Agencies Appropriations Act states in part that “none of the funds appropriated under this Act or any other Act may be provided to the State of Texas for a high-speed rail corridor development project that is the same or substantially similar to the Amtrak Texas High-Speed Rail Corridor previously known as the Texas Central Railway Project.”

The House Appropriations Committee approved the measure by a vote of 35 to 28.

In a presentation to the RTC, NCTCOG transportation staff member Brendon Wheeler said he believed the language would have unintended consequences in blocking any federal funding from the project, including the [segment between Dallas and Fort Worth](#) that the RTC has promoted.

The RTC letter claims that the high-speed rail project will “significantly reduce congestion, improve air quality, and significantly improve safety for residents and workers in both regions.”

“It is vital that funding and eligibility under the Corridor ID Program and any future [Federal Railroad Administration] grant programs continue for the NCTCOG Fort Worth to Houston high-speed rail corridor study to help advance this important project and ultimately improve the State’s transportation system,” the [letter](#) states.

Wheeler also pointed the RTC to an op-ed in the Dallas Morning News written by Texas Central majority investor John Kleinheinz, who claims that the Dallas-to-Houston high-speed rail project is “now shovel-ready.”

During an [April hearing](#) of the Texas House Transportation Committee, Kleinheinz representative Andy Gent revealed that there was no construction timeline or projected completion date for the railroad.

Gent told the committee that the project leaders will complete the planning effort and financing, then submit the Surface Transportation Board application by the end of the year. After that, he expects the railroad to take between 80 and 86 months to complete.

In June, Renfe, the Spanish-owned company that was contracted as the Texas Central project’s early operator, [liquidated](#) its U.S. subsidiary.

Kleinheinz also wrote that he supports the Trump administration’s decision to [pull the nearly \\$64 million grant](#) awarded to Amtrak in 2024, saying “this project should be led by the private

sector.” However, he still advocates for a “mix of public-private funding that will see the project through to completion.”

“Public-private funding solutions are viable and similar to those used in building the stadiums of America’s professional sports teams,” Kleinheinz wrote.

Kleinheinz pointed to the “skyrocketing” costs of California’s high-speed rail project from Los Angeles to San Francisco. The Dallas-to-Houston project was initially estimated to cost \$10 billion, but is now likely to cost at least \$35 billion.

Dallas City Councilmember Cara Mendelsohn opposed sending the letter. She told the RTC that she didn’t think the House Appropriations bill had “unintended consequences” since the effort was led by one of the area’s own congressmen, Rep. Jake Ellzey (R-TX-6).

Ellzey, who has been a critic of public funding for the Texas Central Dallas-to-Houston high-speed rail project, sits on the House Appropriations Committee and praised the announcement that the \$64 million grant to Amtrak for the project had been revoked.

Arlington Mayor Jim Ross said he had spoken to Ellzey about the high-speed rail project.

“Congressman Ellzey is certainly entitled to his opinion,” Ross told the RTC, adding that “if it’s a privately funded project that has the potential of moving forward” then local leaders need to do what is “best for our communities.”

In response to Ross’s remarks, Ellzey [told KERA](#) that the project is not privately funded.

“Over the past five years, Texas Central has sought millions of dollars from both the state and federal governments,” Ellzey said. “Elected officials who support this project are supporting the use of eminent domain to take Texans’ land, and I will always stand on the side of private property rights.”

COMMUNITY IMPACT

LOWER 5 PROJECT LOSES \$15M IN FEDERAL FUNDING, CITY OFFICIALS CONFIRM

By Colby Farr
August 12, 2025

The [Lower 5 Plaza project](#) no longer has access to \$15 million in federal funding that was awarded by the U.S. Department of Transportation, a city spokesperson confirmed via email.

The funding was one of multiple commitments for the \$45 million project, which was expected to move forward with a timeline accelerated by the Texas Department of Transportation earlier this year. City officials are evaluating next steps for the project.

At a glance

The federal funding was withdrawn from the U.S. Department of Transportation's Neighborhood Access and Equity Grant program as part of the Big Beautiful Bill Act signed by President Donald Trump in July.

"We are actively working with City Council and our regional partners to assess the impact of this development on the project and to determine the most effective path forward," the spokesperson said.

Council members are expected to discuss the project again during an Aug. 19 meeting. During that meeting, city staff are expected to present feedback gathered from the community and council members may consider a resolution of support for the project.

About the project

The Lower 5 Plaza project, which would be located between East Virginia Street and Louisiana Street, plans for a bridge at ground level and a park that extends under SH 5. Project construction is expected to cost between \$40 million-\$45 million, according to a staff presentation in July.

Much of that would be funded by grants from the North Central Texas Council of Governments and the \$15 million federal grant from USDOT. The city was expected to commit \$3.35 million in local dollars to the project.

USDOT officials [awarded \\$15 million to the project](#) in March 2024 and an additional \$65 million to three other projects across Dallas-Fort Worth.

Some context

City officials last discussed the Lower 5 Plaza project in July when Engineering Director Gary Graham presented an update. TxDOT had [accelerated its schedule for reconstructing SH 5](#) between McMakin Street and Power House Street, according to the presentation.

As part of the reconstruction project, TxDOT is designing and constructing the Lower 5 Plaza bridge. SH 5 reconstruction was expected to start in 2028 or later, Graham said. TxDOT is now expecting to bid the project in late 2026 or early 2027, according to the presentation.

Right-of-way acquisition by TxDOT could begin later this year, according to the presentation. The project is expected to impact five properties, which would be purchased as part of the acquisition process.

Before the project can move forward, TxDOT is requesting a resolution of support from the council.

McKinney is expected to handle the final design and construction of the park once the bridge is built by TxDOT. The city hosted an [open house July 30](#) to gather community feedback on the park elements that could be featured in the final project.

Mayor Bill Cox said he was disappointed when notified about the news. Council members, city staff and other agencies are working together to see what's the next move, he said.

"The project has momentum to be completed," he said. "Lots of time and effort and energy has gone into getting the project where it is now and we're going to explore all options just to make sure that maybe there's other funding sources out there."

Cox called the Lower 5 Plaza an important and viable project.

"Everybody needs to be able to enjoy all that McKinney offers and connecting two areas on both sides of [SH 5] is a good thing," he said.

THE DALLAS MORNING NEWS

MCKINNEY DECK PARK IN JEOPARDY AFTER BIG BEAUTIFUL ACT CUTS \$15M IN FEDERAL FUNDING

By Lilly Kersh
August 12, 2025



McKinney's federal grant was part of a Biden-era effort to address how past transportation infrastructure investments in the 1950s and 1960s disconnected communities, with low-income and minority Americans suffering disproportionately. Elias Valverde II / Staff Photographer

For about five years, [McKinney has toyed](#) with a plan to build its own version of Klyde Warren Park on State Highway 5, a project that had been backed by \$15 million in federal funding intended to restitch communities ripped apart by highways.

That federal funding has been withdrawn, a city spokesperson confirmed Friday, as a result of the [One Big Beautiful Bill Act](#). McKinney had received a piece of an [\\$80 million pie](#) awarded from the U.S. Department of Transportation for a [series of pedestrian parks](#) in the region, which included funds for [Halperin Park](#) and Klyde Warren Park in Dallas.

"We are actively working with City Council and our regional partners to assess the impact of this development on the project and to determine the most effective path forward," city spokesperson Denise Lessard said in a statement.

The city's proposed "[Lower 5 Plaza](#)" is planned to cost at least \$40 million and is intended to make the city's downtown more walkable. Unlike Klyde Warren Park, the city's plaza was

designed with the highway above the pedestrian crossing, proposed between Virginia Street and Louisiana Street.

The federal transportation department announced the \$80 million award in 2024, including \$15 million for the [project in McKinney](#), which the city received through the North Central Texas Council of Governments.

But the \$15 million for [McKinney](#) — more than a third of the project's total estimated cost — has been withdrawn from the Neighborhood Access and Equity Program as a result of President Donald Trump's tax and spending cut legislation, according to a statement from the city.

The [One Big Beautiful Bill Act](#) rescinds balances for the program that are not yet committed. The program is meant to improve walkability, safety and affordable transportation access and support transportation equity in disadvantaged communities. The [Trump administration's legislation](#) also withdrew \$105 million from the city of Austin.

McKinney's federal grant was part of a Biden-era [effort](#) to address how past transportation infrastructure investments in the 1950s and 1960s disconnected communities, with low-income and minority Americans suffering disproportionately.

The rescinded funds could jeopardize the [project in McKinney](#), where council members already expressed concern about the high project cost even with the federal funding.

"I've always thought it was an over-the-top response to the core issue we're trying to solve," wrote District 1 council member Justin Beller in a statement. District 1 encompasses east McKinney. "Spending \$40 million-plus to cross a five-lane road is not a good use of funds, regardless of who pays for it."

The city has other funding sources for the plaza. The council of governments contributed \$22.65 million through Surface Transportation Block Grant funding, city documents show, and the state's transportation department is expected to cover about \$4 million. An estimated \$3.35 million would come from the city, according to plans made before the federal funding was rescinded.

Although the project's federal dollars are intended to repair the harm caused by infrastructure choices of the past, some city leaders, business owners and residents of [the east side](#) aren't convinced the project would help [east McKinney](#), which lags the rest of the city in economic and social well-being, according to a 2022 draft report for the city.

Safety along the highway's crossing has long been a concern. A city analysis of 13 crashes reported along [State Highway 5](#) from 2020 to 2025 found two crashes were fatal and five pedestrians were seriously injured.

The city is evaluating other ways to improve crossing safety on the highway near downtown, such as adding traffic signals and more visible crosswalks in addition to the plaza project.

If the project does not go forward, [several businesses](#) in the park's proposed path could be spared from relocation.

The city has identified five properties that would be in the project's footprint and could be demolished to make room for the plaza, including the commercial building Shawn Wang's family has owned for nearly three decades.

Wang has eight tenants, mainly small, family-owned businesses, who he said have been kept in limbo for years, unsure if or when they'd have to move if the project went forward.

"Every business owner wants a degree of certainty. At this point, it's not there," Wang said. "They talk about it and shelve it. ... In the meantime, we're the ones who are paying the price."

The council meets Aug. 19 and plans to consider feedback on the project [from a public input survey](#), and may soon decide whether or not to move forward with the project.

FORT WORTH REPORT

NORTH TEXAS LEADERS TO COME UP WITH TRANSIT 2.0 RECOMMENDATIONS

By Eric Garcia
August 11, 2025



Traffic moves on Interstate 35W on July 12, 2024. (Camilo Diaz | Fort Worth Report)

North Texas officials are creating a plan to advance transit options as more than 4 million people are expected to move into the region during the next 25 years.

The Regional Transportation Council approved forming a transit subcommittee at an Aug. 7 meeting. RTC is an independent policy committee of the North Central Texas Council of Governments made up of 45 elected and appointed officials from 12 counties.

The subcommittee will be tasked with reviewing ideas that will help shape how the area spends \$217 billion on various public transportation projects through 2050.

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“Our roadway and transit systems need to complement each other, ensuring safety and efficiency improve as population soars to more than 12 million residents in 2050,” said Michael Morris, transportation director for the council of governments.

The RTC is working on the Transit 2.0 initiative that is examining what role public transportation plays in meeting that growth.

Fort Worth City Council member Carlos Flores, who also serves on the Regional Transportation Council, said multiple approaches to transit should be examined.

“We have to be mindful of that,” he said.

The subcommittee will determine what ideas can be advanced for transit authorities, member cities, nonmember cities and the transportation council.

The subcommittee is expected to start meeting in September.

OAK FARMS AREA TRANSPORTATION STUDY MEETING TUESDAY

By Victoria Hernandez
August 11, 2025

Portions of North Oak Cliff, [the former Oak Farms Dairy site](#) and surrounding communities in the City of Dallas will have the opportunity to comment in a transportation study meeting this week.

The study 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 improve the role of the bridges to address future transportation demands, [according to the NCTCOG website](#).

With the presentation beginning at 6 p.m. Tuesday, August 12, the public is welcome to join the [Virtual Public Meeting for the Oak Farms Study](#) as they review the transportation corridors study.

This concluding meeting will provide updates on the corridor study and present the selected alternative for the NCTCOG regional project to the public.

For virtual meeting information or to include a public comment, visit <https://publicinput.com/oakfarms>.



THE DALLAS MORNING NEWS

PUBLIC TRANSPORTATION IN TEXAS 'AT A CROSSROADS' AS POPULATION BOOMS

Transportation leaders say cooperation, investment necessary as DFW's population swells

Amber Gaudet
August 11, 2025



Paul Cristina, CEO at Denton County Transportation Authority, speaks during 2025 Infrastructure Summit at Irving Convention Center, Thursday, Aug. 7, 2025. Chitose Suzuki / Staff Photographer

Dallas-Fort Worth's transportation needs will continue to grow alongside its population in the coming years, according to industry leaders — and regional cooperation will be key to keeping residents on the move.

Last week, transportation leaders from across the region gathered at the 2025 Infrastructure Summit in Irving to discuss what's working, and what isn't, in North Texas.

Top of mind for speakers, from the Texas Department of Transportation to local transit agencies like Dallas Area Rapid Transit and Trinity Metro, was moving North Texas forward with its number of residents expected to grow to 12 million by 2050.

With more than 80% of Texans commuting via automobile, roadway maintenance and expansion is key, TxDOT leaders said.

Proposition 1 and Proposition 7, ballot measures in 2014 and 2015, respectively, have increased funding to the agency over the past decade. But projections in TxDOT's 2050 long-

range transportation plan shows available funds will still fall well short of what's required to combat increasing congestion.

"That 100 million dollar UTP [unified transportation plan] that we have now for a 10-year period, by 2035 really needs to be doubled. It needs to be about \$200 million UTP to meet the needs of the state," TxDOT executive director Brian Barth said last week.

"So we really need to start having that serious conversation with the legislature and building some momentum for what can we do to meet those needs in Texas, because they are needs right now."

Aging infrastructure like Interstate 345 in Dallas —which is [being planned for reconstruction](#) — is costing the state "more and more every day" to maintain, Dallas District engineer Ceason Clemens said.

But reconstruction projects are [increasingly expensive](#), too, given the inflationary costs of building materials and labor.

'Generate more interest' in public transportation

Officials say public transit can offer alternatives to decrease roadway congestion and reduce demands on Texas' highway system. Denton County Transit Authority has seen unprecedented growth in ridership by investing in data about where to deploy different kinds of resources, like microtransit or fixed-route, DCTA CEO Paul Cristina said.

With some member cities wanting to [claw back funding from Dallas Area Rapid Transit](#), the future of Texas' largest transit agency is being questioned, at a time of rapid population growth. That's where leaders say regional cooperation will be essential to moving the state forward.

Strategies like leaning into development around rail stations can help cities leverage more value out of their investments, officials say. Between 2020 and 2023, Grapevine saw a surge in real estate values and economic activity around its transit stations, according to Rich Andreski, president and CEO of Fort Worth's Trinity Metro.

"It helps us because we're able to generate more interest in people riding the system and accessing the system. The cities definitely can generate more property tax revenue as well as sales tax revenue, and then DART's partnership financially in that arrangement can actually help leverage additional resources," DART CEO Nadine Lee said.

"The idea here is that we participate financially in the future development of our cities."

Expanding services that connect North Texas residents across cities will be central to leveraging the full power of transit to move people with greater efficiency, DCTA's Cristina said.

That includes plans to optimize the A-train which runs from Denton to Carrollton's Trinity Mills station where it connects with the DART Green Line. Work to make the train faster, improve frequencies and expand service two miles into downtown Carrollton should enter the design and build stage sometime in 2027, according to Cristina.

Transit 2.0, a study examining how transportation investment could help the region meet growing demand, is exploring how to best leverage shared assets to make regional transit more accessible for a rapidly expanding population.

The framework includes methods for increasing cooperation, funding and efficiency of transit as demand outstrips current roadway capacity.

The takeaway for transportation planners — and one at the heart of the question over what North Texas mobility will look like in the future — is that transit can only help alleviate roadway pressure if it's competitive with what many Texans see as the comfort and convenience of driving.

"We have to define an overarching regional approach, but one that still incorporates local priorities," said Mike Schneider, partner at consulting firm InfraStrategies, which helped lead the yearlong Transit 2.0 study.

"That's not easy to do, but we know it's important."

MCKINNEY BRIDGE AND PARK PROJECT IN LIMBO AS FEDS REVOKE FUNDING

McKinney's \$40m downtown project loses \$15m in federal funding due to Big Beautiful Bill Act

By Plamedie Ifasso
August 13, 2025

Federal funding for a \$40 million development seeking to reconnect and increase walkability in McKinney's downtown has been rescinded, forcing the community back to the drawing board.

A city spokesperson [confirmed to the Dallas Morning News](#) that \$15 million in federal funding previously awarded for the community's Lower 5 Plaza project has been revoked. The grant was originally awarded in March 2024 and is one of several funding sources committed to the estimated \$40 million development.

City spokesperson Denise Lessard told the publication that the funding was removed from the [U.S. Department of Transportation](#)'s Neighborhood Access and Equity Grant as part of President Donald Trump's Big Beautiful Bill Act, and that city officials are actively working to figure out the best path forward.

McKinney Mayor Bill Cox [expressed disappointment about the grant termination](#) for what he described as an important and viable project, but said the council is working with other agencies to find other potential grants.

"The project has momentum to be completed," Cox told Community Impact. "Lots of time and effort and energy has gone into getting the project where it is now, and we're going to explore all options just to make sure that maybe there's other funding sources out there."

The Lower 5 Plaza development seeks to reconnect the city's downtown along State Highway 5 between Virgina Street and Louisiana Street. The proposed project calls for a bridge at the ground level and a park extending under State Highway 5. The development could also demolish five properties to make way for the deck park.

The North Central Texas Council of Governments committed about \$22.65 million for the development. The state's transportation department is expected to contribute roughly \$4 million while the city has committed about \$3.35 million.

Council Member Justin Beller told DMN in a statement that he felt spending over \$40 million on the project is an "over-the-top response to the core issue we're trying to solve."

"Even though we've only identified a \$3 million outlay, we're basically opening our checkbook," Beller said during the July 15 city council work session. "We got more projects than money right now based on what I've seen. And once we get to that point, we're committed. We can't walk away from it. ... We're carrying a big load here to ask for an open checkbook to all this cost that could potentially come."

During the work session, Council Member Geré Feltus expressed support for the project, especially as more development heads to the east in the community.

"I think we would all prefer to have a Klyde Warren Park style deck park, but when we're looking at funding for that, it's very expensive," Feltus said. "So we pivoted to this project. Is the inverted deck park the ideal situation? Probably not. But at least it gives us some connectivity. It looks like a nice, inverted deck park."

According to the national nonprofit organization Transportation for America, up to about \$4 billion in federal grants awarded to transportation projects has been rescinded as a result of the Big Beautiful Bill Act. The McKinney grant was [part of a \\$80 million piece](#) of federal funding awarded to several pedestrian park projects in North Texas including Halperin Park and Klyde Warren Park, which received \$20 million and \$25 million respectively.

FORT WORTH REPORT

NORTH TEXAS SEES 15 DAYS OF UNHEALTHY AIR QUALITY AS TRIPLE DIGITS HIT

By Nicole Lopez

August 13, 2025



An Ozone Action Day alert was issued for the Fort Worth area Thursday, July 29, 2025, when air quality levels were considered unhealthy for sensitive groups. (Maria Crane | Fort Worth Report/CatchLight Local/Report for America)

Following triple-digit temperatures, North Texas saw 15 days this year so far when ozone exceeded unhealthy levels for those who are sensitive to air quality, according to the latest data from local officials.

On those days, the Texas Commission on Environmental Quality issued Ozone Action Day alerts that informed residents, businesses and industries of high smog levels so communities could help mitigate emissions — such as those coming from cars, motorized lawn equipment and industrial sites.

In July alone, five Ozone Action Day alerts were issued. In July 2024, North Texas saw eight days where ozone exceeded unhealthy levels for sensitive groups.

This summer has been cooler so far as Dallas-Fort Worth has only seen triple digits from July 29 through July 31. In 2024, Dallas-Fort Worth had 23 days in the triple digits, according to the National Weather Service.

The alerts urged the public to adjust daily routines to minimize health risks, according to the North Central Texas Council of Governments, the agency responsible for monitoring the region's air quality.

Ozone levels between 71 and 85 parts per billion are considered unhealthy for sensitive groups, which includes children, older adults, those with lung disease and people who are active outdoors.

What is ozone?

Ozone, or smog, is a gas formed when volatile organic compounds and nitrogen oxides emitted by human activities and natural sources react in the sunlight, according to the North Central Texas Council of Governments. Vehicle emissions, power plants, industrial sites, and area sources such as paints and motorized lawn equipment largely contribute to ground-level ozone.

The Dallas-Fort Worth region saw its highest ozone levels so far this year on July 30, when they reached between 86 and 105 parts per billion. Levels of that magnitude are considered unhealthy for everyone.

Ozone can lead to health problems such as coughing, difficulty breathing, chest pain, lung infection and disease, according to the Environmental Protection Agency. The bad air quality can also aggravate existing respiratory conditions such as asthma, emphysema and bronchitis.

Compared with this time last year, the area saw fewer days when ozone levels were at or exceeded unhealthy ranges. Between May 18 and Aug. 9, 2024, 28 ozone action alerts were issued for the region, according to the state data.

Cooler days don't always mean lower ozone levels.

Atmospheric conditions, including air quality, are complex and fast-changing due to low viscosity of air — the resistance of a liquid or gas — therefore, lower ozone levels are not solely due to lower temperatures, said Daniela Tower, council of governments senior air quality planner.

However, the region is prone to lower levels of ozone when there is a combination of lower temperatures, cloudy conditions, less radiation and potentially fewer emissions, Tower said.

Last year, North Texas saw a total of 43 days when ozone action alerts were made.

Ozone Action Days occur during high temperatures, sunny weather, light winds and a lack of atmospheric movement. When combined, these weather conditions can form unhealthy air quality, Tower added.

The region saw back-to-back Ozone Action Days from July 29 to Aug. 2, when temperature highs were between 96 and 104 degrees, according to the National Weather Service. The Fort Worth-Dallas region reached a high of 101 degrees on July 30, the area's worst ozone day so far this year.

North Texas could see more Ozone Action Days this year as levels typically spike from March through October, when days are warmer.

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

The current design value of ozone for the region sits at [81 parts per billion](#) for 2025 so far. The design value represents the average of the fourth-worst ozone day from each year in a three-year period, according to the council of governments.

However, President Donald Trump unveiled plans to roll back federal [policies on climate change and air quality](#).

In June, the Trump administration proposed repealing rules that outline [caps on greenhouse gas emissions](#) from power plants fueled by coal and natural gas. Such a repeal requires a lengthy [review process](#), including public comment, before it could be passed in the next year, the Associated Press reported.

Since 2023, air quality planners with the region's council of governments have been drafting the Dallas-Fort Worth Air Quality Improvement Plan, which outlines measures to [improve air quality](#) in the region through 2050.

In order to be eligible for continued federal EPA funds, the air quality plan must be finalized and submitted to the agency by Dec. 1.

WFAA

PROPOSED DECK PARK PROJECT ON STATE HIGHWAY 5 IN MCKINNEY LOSES \$15M IN FEDERAL FUNDING

By Rachel Snyder
August 14, 2025

A plan to build an inverted deck park on State Highway 5 in McKinney, along the lines of Dallas' Klyde Warren Park, is in limbo after \$15 million in federal funding as part of the One Big Beautiful Bill Act was withdrawn, according to the city.

The funding, intended specifically for the project, which has been in the works for years, was withdrawn as part of the One Big Beautiful Bill Act President Donald Trump [signed into law](#) on July 4 that featured a slate of tax and spending cuts, a City of McKinney spokesperson confirmed.

The \$15 million designated for the Lower 5 plaza project in McKinney was part of \$80 million awarded to various projects in North Texas as part of the U.S. Department of Transportation's Neighborhood Access and Equity grant program to support pedestrian projects meant to "reknit communities divided by the construction of major roadways, according to the [North Central Texas Council of Governments](#) (NCTCOG).

"We have been informed that \$15 million in federal funding intended specifically for the Lower 5 Plaza project was withdrawn from the U.S. Department of Transportation's Neighborhood Access and Equity Grant as part of the Big Beautiful Bill Act," a McKinney spokesperson said in a statement. "We are actively working with City Council and our regional partners to assess the impact of this development on the project and to determine the most effective path forward."

As part of the proposed Lower 5 plaza project, a below-bridge pedestrian plaza would be built within the State Highway 5 corridor to allow pedestrian access to both sides of the highway. The plan also includes a bicycle/pedestrian connection between Downtown McKinney and East McKinney, and a connection between Downtown McKinney and the new McKinney City Hall, according to a press release from the North Central Texas Council of Governments. The project is estimated to cost \$40-45 million, per the city.

Other funding sources for the project include \$22.65 million from the NCTCOG, \$4 million from the Texas Department of Transportation, and \$3.35 million from the city, according to a July [city presentation](#).

The bridge construction is part of the Texas Department of Transportation's larger State Highway 5 project from McMakin Street to Power House Street, according to the city of McKinney.

A community input survey on the Lower 5 Plaza project was open until Aug. 10, and the next McKinney City Council meeting is Aug. 19.

DALLAS INNOVATES

NORTH TEXAS-BACKED SMART CITIES CHALLENGE OFFERS GLOBAL STARTUP PRIZES

By Lance Murray
August 20, 2025



Courtesy NTXIA

A North Texas-backed smart city pitch competition is heading back to the global stage.

The Smart Cities Global Startup Challenge will return for its second year at the 2025 Smart City Expo World Congress in Barcelona. The international pitch event is designed to help startups enter the U.S. market through funding, pilot projects, and direct access to city leaders, corporate R&D teams, and other key stakeholders.

Led by the North Texas Innovation Alliance, the effort is backed by partners including the cities of Frisco and McKinney, Frisco-based Plug and Play, and Curiosity Lab at Peachtree Corners in Georgia, a 5G-powered smart city innovation hub where technologies are tested in real-world conditions. This year, the 2025 delegation heading to Spain will also include AMSYS Innovative Solutions, Utsun Law Group, and the Toyota Mobility Foundation.

A network of smart city cross-collaborators

The announcement was made by NTXIA, a regional consortium of more than 50 municipalities, corporations, universities, and agencies working to make North Texas one of the most connected, resilient, and innovation-forward regions in the country.

Jennifer Sanders, executive director of NTXIA, said the team knew it had to bring the competition back after the momentum it created last year.

“It was truly incredible to see the international response and excitement during last year’s Smart Cities Global Startup Challenge,” Sanders said in a statement.

The 2024 winner, VisionCraft.ai, went on to tour the U.S. while seeking deployment opportunities with cities and partners. That traction, Sanders said, reinforced the value of the platform—not just for individual companies, but for regions looking to drive smart city innovation and economic development.

“This annual competition is a reminder and a strong example of the importance of supporting international innovation,” Sanders said. “We’re honored to have an incredible community of smart city cross-collaborators in the U.S. to support these companies, and we are looking forward to awarding another winner and supporting another international startup with their goal of entering the U.S. market.”

How the Challenge Works

[Just like in 2024](#), this year’s Smart Cities Global Startup Challenge will select five startups to pitch live on stage at the 2025 Smart City Expo World Congress in Barcelona.

Applications are open now on Marketplace.city and will close on September 10. The winning company will receive pilot and funding opportunities in the U.S.—along with curated introductions to top municipal and corporate innovation leaders across North Texas and beyond.

For 2025, the challenge is focusing on four problem areas that are shaping the future of cities: transportation, public safety, connectivity, and infrastructure. Companies must align their proposed solution with one of these challenge areas and be prepared to test it in a real-world smart city environment:

1. **Transportation:** Example solutions include autonomous delivery, people movers, vulnerable road user (VRU) safety, and AI-powered smart parking systems.
2. **Public Safety:** Topics span crowd management, facility safety and security, emergency response coordination, and predictive analytics for risk reduction.
3. **Connectivity:** This category includes 5G/6G deployment, IIoT (Industrial Internet of Things), supply chain infrastructure, and systems like noise and vibration monitoring or resilient network frameworks.
4. **Smart Infrastructure:** Solutions may address predictive infrastructure maintenance, sustainable building technologies, tools to manage AI and data center growth, and smart campuses, ports, venues, or airports

Companies will also need to ensure their technology is ready to be deployed for testing and development in real-world smart city environments.

Competitive edge

“The conference and pitch competition provide a platform for individuals and organizations to showcase technology that has the potential to shape the future of urban living ...for people around the world,” Gloria Salinas, SVP and chief growth officer of the Frisco Economic Development Corporation, said in a statement.

Salinas knows all about innovation pipelines. She noted that Frisco is home to 15 corporate innovation and R&D centers—including five Fortune 500 companies—and over 500 tech firms

and startups. The city has also been home to high-profile smart city pilots, from Drive.AI to Google Wing drone delivery. One of its recent deployments involved using computer vision and AI to make traffic signals more responsive to real-time traffic flow.

“With a tech talent pool that is twice the national average, Frisco is a driving force for innovation,” she said.

The prize package

Finalists selected for the Smart Cities Global Startup Challenge will receive passes to attend and pitch at the 2025 SCEWC in Barcelona on November 5. The winner will receive a package of travel, pilot, workspace, and business development support designed to give them a strong landing in the U.S. market.

Among the prizes:

- Curiosity Lab at Peachtree Corners is contributing \$5,000 toward a pilot project, one year of office space at its Georgia innovation campus, full access to on-campus infrastructure and the Innovation Center, and support from its global partner network.
- The cities of Frisco and McKinney will fund up to \$10,000 in travel and accommodations to the U.S. for company leadership, including airfare, hotel, ground transportation, food, and co-working or office space in McKinney and Curiosity Lab during the initial site visit.
- Plug and Play will provide four hot desk memberships—valid for one year—in Frisco or McKinney.

In addition, NTXIA, Frisco, McKinney, and Curiosity Lab will work together to create a custom itinerary of meetings with U.S. city officials and innovation leads to explore pilot opportunities and potential partnerships.

Winners will also be introduced to executives and thought leaders across the North Texas innovation ecosystem. That includes Plug and Play leadership, researchers at the University of North Texas and Dallas College, healthcare executives from Baylor Scott & White Health and other major systems, regional planners from the North Central Texas Council of Governments, and executives from Fortune 500 companies and major entertainment venues across Texas.

Winners will receive global media exposure—and in true Texas fashion, will also walk away with the official NTXIA Champion Texas Belt Buckle and Cowboy Hat.

A real-world testbed for global tech

Seth Yurman, executive director of Curiosity Lab at Peachtree Corners, said the program gives international startups more than visibility—it gives them access.

“Our ecosystem offers a unique real-world environment where companies of all sizes can test, deploy, and validate their technologies,” Yurman said.

He pointed to the journey of VisionCraft.ai, the 2024 winner, as proof that the pitch challenge can open serious doors.

“We’ve become an innovative smart city hub that allows international companies to have a soft-landing pad in the U.S. to continue to develop their technologies,” Yurman said. “Our work with VisionCraft.ai is a testament to this competition and the doors we can open for companies for

their success and growth. We're proud to, once again, uplift and support international startups as they work to improve our everyday lives with their trailblazing technologies."

Who's judging?

Judges for this year's challenge include:

- Jennifer Sanders, executive director, North Texas Innovation Alliance
- Jeremiah Anderson, director of innovation, Frisco Economic Development Corporation
- Michael Talley, senior vice president, McKinney Economic Development Corporation
- David Steele, director, Plug and Play
- Valerie Chang, managing director, Curiosity Lab at Peachtree Corners
- John Rohrer, vice president of enterprise AI, AMSYS Innovative Solutions
- Trey Ingram, program manager, Toyota Mobility Foundation

Finalists will each deliver a 10-minute pitch, followed by a five-minute Q&A session with the judges. After all presentations, the panel will deliberate for 10 minutes before announcing the winner.

The competition is supported by Marketplace.city, which is managing the application process using its Clearbox Source market intelligence platform.

A global platform for connected cities—in North Texas

Michael Kowski, president and CEO of the McKinney Economic Development Corporation, said the pitch competition reflects the region's growing focus on innovation-driven development.

"North Texas is growing at an incredible rate," Kowski said. "Our hope in supporting this pitch competition and these innovators is to help companies flourish in a new market and to provide the connections and testing requirements needed to see them succeed."

He said the initiative helps grow McKinney's—and North Texas'—reputation as a hub for smart city solutions. "This will help foster North Texas' smart city ecosystem and showcase how we can harness the power of innovation to create diverse and resilient communities."

John Rohrer, vice president of enterprise AI at AMSYS Innovative Solutions, said the firm is looking forward to this year's competition and proud to be a sponsor.

"AMSYS is honored to join North Texas Innovation Alliance, alongside Lenovo and NVIDIA, in a sponsorship collaboration at Smart City Expo World Congress in Barcelona," Rohrer said.

He also pointed to the company's local investment as a key reason for joining.

"With the opening of our new Frisco Innovation Hub, we are strengthening our commitment to Sovereign AI, education, and healthcare innovation while expanding our leadership in advancing smart community solutions globally," he said. "We are looking forward to seeing this year's finalists compete in Barcelona and can't wait to welcome the winners to Frisco."

THE DALLAS MORNING NEWS

LEGAL BATTLE OVER \$200M PEPPER SQUARE REDEVELOPMENT IS OVER. WHAT'S NEXT?

Henry S. Miller's president says the developer hopes to break ground on the project by the end of next year

By Nick Wooten
August 20, 2025

The legal battle over the planned \$200 million redevelopment of [Pepper Square](#), a Far North Dallas shopping center, is finished.

The Save Pepper Square Neighborhood Association has voluntarily dropped a lawsuit it filed against the city of Dallas and developer Henry S. Miller — marking the end of a contentious, yearslong zoning battle.

The Dallas-based firm said it will move forward with its plans to turn the retail strip into a mixed-use development with nearly 900 apartments.

The lawsuit was dropped by the neighborhood association Monday after court-ordered mediation failed. The neighbors filed their initial lawsuit in October 2024. The case was [set for trial](#) in October.

Matt Bach, president of the Pepper Square Neighborhood Coalition, said two factors led the group to abandon its fight — money and a new development law passed by state lawmakers earlier this year.

Bach said [Senate Bill 840](#) made their efforts futile. Under the new law, apartments and mixed-use developments can be built by right in areas currently zoned for commercial use. The law applies to cities with more than 150,000 residents located in counties with more than 300,000 people.

“Even if we had won this case, (Miller) could come back two months later and say ‘I’ve got a commercial center that now I can convert to multifamily. I don’t need approval from anyone,’” Bach said. “It would have been a hollow victory to go to court, spend a lot of money and time only for that to happen.”

Gregory Miller, president and CEO of Henry S. Miller, told *The Dallas Morning News* that his firm plans to break ground on the new Pepper Square by the end of 2026.

Under the plans, the firm will build a maximum of 868 apartments on a 15.5-acre site near Preston and Belt Line roads. The company originally aimed to build 2,000 apartments before proposed unit counts were chopped multiple times over the years.

A minimum of 35,000 square feet of the project must be set aside for retail or personal service businesses. The Dallas City Council limited the maximum allowable height at the site to 165 feet if certain conditions are met.

The first phase of the development will be a five- or six-story building that includes podium parking along Belt Line Road, Miller said.

The firm will build nearly 868 units across multiple residential buildings. The second phase will be an eight-story building that includes two or three floors of parking along Preston Road.

Miller previously told *The News* that the company planned to build a 12-story structure at the site, but the market likely wouldn't support the firm building an apartment complex that size.

While SB 840 would allow the firm to increase density at the site, Miller said he will abide by the terms of the agreement passed by the Dallas City Council in March.

"We could get almost 1,900 units, but that's unrealistic," he said.

Bach said he was disappointed that the parties couldn't come to an agreement, but he was pleased that Miller has no plans to increase the number of apartments at the site. Bach and other neighbors opposed apartment buildings taller than four stories.

Bach also said he was happy to hear that Miller wouldn't build a 12-story structure on the site, but the proposed unit count is still too high for his liking.

While the outcome isn't what the group wanted, Bach said the yearslong zoning struggle has proven the power neighborhoods have in city government.

"The community is much more connected, aligned and willing to take on issues that we feel threaten neighborhoods," he said. "We're a bit of a force now at City Hall."

TEXAS TRANSPORTATION COMMISSION GIVES FINAL APPROVAL FOR HEARTLAND FLYER FUNDING

By Staff
August 21, 2025



Gainesville's Santa Fe Depot is one of several stops for the Heartland Flyer. File photo

The Texas Transportation Commission on Thursday approved the Regional Transportation Council's decision in July to commit \$3.5 million to keep the Heartland Flyer rolling. The action allows the Amtrak line linking Fort Worth and Oklahoma City to continue operating for the next year after facing the possibility of running out of funding.

The Amtrak service, which has operated since 1999, faced the possibility of ending after the Texas Department of Transportation's funding request was not included in the state's final budget. The 206-mile route is jointly funded by TxDOT and the Oklahoma Department of Transportation.

"The Regional Transportation Council and the North Central Texas Council of Governments are grateful to the Texas Transportation Commission for approving use of Regional Revenue funding for the Heartland Flyer," NCTCOG Director of Transportation Michael Morris said. "This interim funding will help secure the future of the Heartland Flyer, which serves as a vital link for both commuters and leisure travelers between Fort Worth and Oklahoma City. We extend our thanks to Amtrak, the Texas Department of Transportation, the Texas Transportation Commission and all partners involved in making this historic action happen. We look forward to working with them to build a strong future for passenger rail."

Amtrak welcomed the Texas Transportation Commission's approval of funding for the Heartland Flyer.

"On behalf of our Amtrak guests who count on daily Heartland Flyer trains, we thank the Texas Transportation Commission for approving the state's share of funding of the service from the

North Central Texas Council of Governments and its Regional Transportation Council," said Jennifer Mitchell, Amtrak executive vice president. "We will work with the commission, TxDOT, NCTCOG and other interested parties in Texas for a longer-term state funding solution. More than 80,000 passengers rode this service last year, up by 11 percent from the previous 12 months, on trains that are an economic benefit to both Texas and Oklahoma."

The funding is also good news for special events hosted in the Dallas-Fort Worth area, like the FIFA World Cup in 2026.

"We are also happy to announce continued Heartland Flyer service in time for our tradition of welcoming guests to ride Amtrak to and from the annual Red River rivalry game between the UT Longhorns and OU Sooners on Oct. 11 at the Cotton Bowl in Dallas," Mitchell said.

This is the second time in recent months the RTC has stepped in with funding to keep the Heartland Flyer operating. In January, the RTC approved up to \$100,000 in Regional Revenue funding to cover a potential shortfall through the end of the fiscal year.

TEXAS TRANSPORTATION COUNCIL GIVES FINAL APPROVAL TO FUNDING RESCUE FOR HEARTLAND FLYER

By Staff
August 21, 2025



The Heartland Flyer prepares to leave Oklahoma City on July 20, 2023. Final approval has been given to a plan by the North Central Texas Council of Governments to provide \$3.5 million to keep the train running. Photo: Bob Johnston

The Texas Transportation Commission has approved last month's decision by a regional governmental to provide \$3.5 million to keep Amtrak's *Heartland Flyer* operating for at least another year.

The Regional Transportation Council of the North Central Texas Council of Governments in July voted to provide the funding, filling a funding gap created when the Texas Legislature failed to provide money for the train in its two-year state budget [see "[Local Texas group to fund Heartland Flyer ...](#)" *Trains.com*, July 10, 2025]. The train, which has operated since 1999, has been jointly funded by the Texas and Oklahoma departments of transportation.

The five-member Texas Transportation Commission had the final say in the funding because of its role overseeing public transportation in the state.

Michael Morris, director of transportation for the North Texas Council of Governments, said in a press release that the interim funding — intended to give the legislature a year to address the funding shortfall created by the budget — "will help secure the future of the *Heartland Flyer*, which serves as a vital link for both commuters and leisure travelers between Fort Worth and

Oklahoma City.” Amtrak Executive Vice President Jennifer Mitchell said the company will work with “the commission, TxDOT, NCTCOG and other interested parties in Texas for a longer-term state funding solution.”

It is the second time the Regional Transportation Council has helped keep the *Heartland Flyer* running. The council approved up to \$100,000 in January to address a potential funding shortfall in the 2024-25 fiscal year.

TRINITY RAILWAY EXPRESS TO BE UPGRADED FOR WORLD CUP TRANSPORTATION

By Eric Garcia
August 20, 2025

Transportation officials will add more train equipment and personnel as plans are refined for 2026 FIFA World Cup games in North Texas.

The [Trinity Railway Express](#) passenger line between downtown Fort Worth and downtown Dallas will be the centerpiece of the World Cup mobility plan, Reed Lanham, chief operating officer for Trinity Metro, told the agency's board on April 18.

"There's still a lot of planning going on," Lanham said during an update on the transportation efforts for the event.

A grant from Dallas Area Rapid Transit, which co-owns the TRE train with Trinity Metro, will enable officials to lease equipment, including three locomotives and additional rail cars, and add more staff to accommodate the thousands of sports fans expected to arrive in North Texas.

Each game, Lanham said, will be a "Superbowl-like event," involving the mass movement of people.

Fort Worth's [Central Station](#), 1001 Jones St., and Dallas' [Victory Station](#), 2525 Victory Ave., will be hubs for transporting people to games. TRE trains will operate on a 30-minute schedule on game days and take sports fans to the CentrePort Station south of Dallas Fort Worth International Airport. From there, charter buses and Via rideshare vans will be used to take people to Arlington, the largest city in North Texas without a mass transit system.

Despite "a huge hole in our transit," Trinity Metro CEO Rich Andreski said, North Texas leaders will be ready "to show the world what we're all about."

World Cup games also provide an opportunity to show what Trinity Metro can do, he added.

Michael Morris, director of transportation for the North Central Texas Council of Governments, has said that a [bus bridge](#) — a bus service that serves as a shuttle from CentrePort Station to Arlington — will be a large factor in being able to host games.

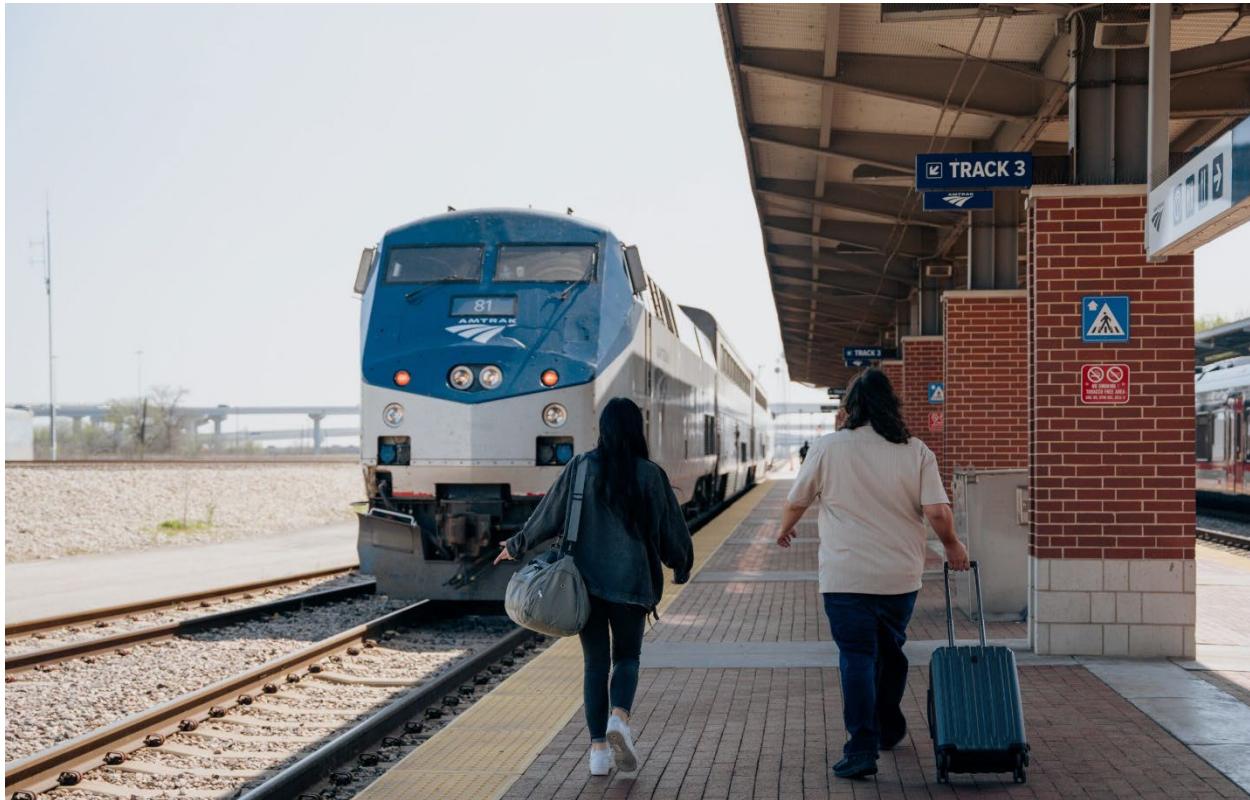
[Nine games](#) will be played at AT&T Stadium in Arlington, which will also serve as host of the International Broadcast Center. About 2,000 global broadcast media members will cover the North Texas games and events. Some practices are planned at Texas Christian University in Fort Worth.

The influx of people coming to North Texas will keep transportation officials on their toes.

"We want to keep people moving," Lanham said.

TEXAS COMMISSION APPROVES \$3.5M FOR HEARTLAND FLYER SERVICE

By Tiana May
August 22, 2025



Heartland Flyer, courtesy Amtrak

The Texas Transportation Commission has approved the use of 3.5 million USD to maintain the operation of the Heartland Flyer Amtrak service between Fort Worth and Oklahoma City.

The decision confirms the Regional Transportation Council's (RTC) action in July to allocate regional revenue for Texas' share of the line's costs.

The 206-mile passenger rail route, jointly funded by the Texas Department of Transportation (TxDOT) and the Oklahoma Department of Transportation, has been in service since 1999. [Its continuation was in question](#) after TxDOT's funding request was excluded from the state budget earlier this year.

NCTCOG Director of Transportation Michael Morris said:

The Regional Transportation Council and the North Central Texas Council of Governments are grateful to the Texas Transportation Commission for approving use of Regional Revenue funding for the Heartland Flyer.

This interim funding will help secure the future of the Heartland Flyer, which serves as a vital link for both commuters and leisure travelers between Fort Worth and Oklahoma City. We extend our thanks to Amtrak, the Texas Department of Transportation, the Texas Transportation Commission and all partners involved in making this historic action happen. We look forward to working with them to build a strong future for passenger rail.

The continuation of service is expected to support travel for major events in the Dallas–Fort Worth region, including the FIFA World Cup in 2026. Amtrak has also confirmed that the train will operate in time for the annual Red River college football game between the University of Texas and the University of Oklahoma on 11 October at the Cotton Bowl in Dallas.

This marks the second intervention by the RTC this year to sustain the Heartland Flyer. In January, the Council authorised up to 100,000 USD in regional funding to cover a potential shortfall through the end of the fiscal year.

Jennifer Mitchell, Amtrak Executive Vice President said;

On behalf of our Amtrak guests who count on daily Heartland Flyer trains, we thank the Texas Transportation Commission for approving the state's share of funding of the service from the North Central Texas Council of Governments and its Regional Transportation Council. "We will work with the Commission, TxDOT, NCTCOG and other interested parties in Texas for a longer-term state funding solution. More than 80,000 passengers rode this service last year, up by 11-percent from the previous 12 months, on trains that are an economic benefit to both Texas and Oklahoma.

PROGRESSIVE RAILROADING

TEXAS PANEL OKS \$3.5M TO KEEP AMTRAK HEARTLAND FLYER ROLLING

By Staff
August 22, 2025

The [Texas Transportation Commission](#) yesterday approved the Regional Transportation Council's (RTC) decision in July to commit \$3.5 million to keep the [Amtrak](#) Heartland Flyer operating between Fort Worth, Texas, and Oklahoma City, Oklahoma.

The action means the Amtrak route can continue operating for the next year after facing the possibility of running out of funding, Amtrak officials said in a press release.

The service, which has operated since 1999, faced the possibility of ending after the Texas Department of Transportation's (TxDOT) funding request was not included in the state's final budget. The 206-mile route is jointly funded by TxDOT and the Oklahoma Department of Transportation.

Amtrak welcomed the Texas Transportation Commission's approval of funding for the Heartland Flyer.

"On behalf of our Amtrak guests who count on daily Heartland Flyer trains, we thank the Texas Transportation Commission for approving the state's share of funding of the service from the North Central Texas Council of Governments and its Regional Transportation Council," said Amtrak Executive Vice President Jennifer Mitchell. "We will work with the commission, TxDOT, NCTCOG and other interested parties in Texas for a longer-term state funding solution."

More than 80,000 passengers rode the Heartland Flyer last year, an 11% increase from the previous 12 months, Mitchell said.

This latest funding approval is the second time in recent months that the RTC has stepped in with funding to keep the Heartland Flyer operating. In January, the RTC approved up to \$100,000 in regional revenue funding to cover a potential shortfall through the end of the fiscal year.

TEXAS TRANSPORTATION COUNCIL GIVES FINAL APPROVAL TO FUNDING RESCUE FOR HEARTLAND FLYER

By Staff
August 22, 2025



The Heartland Flyer prepares to leave Oklahoma City on July 20, 2023. Final approval has been given to a plan by the North Central Texas Council of Governments to provide \$3.5 million to keep the train running. Photo: Bob Johnston

The Texas Transportation Commission has approved last month's decision by a regional governmental to provide \$3.5 million to keep Amtrak's *Heartland Flyer* operating for at least another year.

The Regional Transportation Council of the North Central Texas Council of Governments in July voted to provide the funding, filling a funding gap created when the Texas Legislature failed to provide money for the train in its two-year state budget [see "[Local Texas group to fund Heartland Flyer ...](#)" *Trains.com*, July 10, 2025]. The train, which has operated since 1999, has been jointly funded by the Texas and Oklahoma departments of transportation.

The five-member Texas Transportation Commission had the final say in the funding because of its role overseeing public transportation in the state.

Michael Morris, director of transportation for the North Texas Council of Governments, said in a press release that the interim funding — intended to give the legislature a year to address the funding shortfall created by the budget — "will help secure the future of the *Heartland Flyer*, which serves as a vital link for both commuters and leisure travelers between Fort Worth and

Oklahoma City.” Amtrak Executive Vice President Jennifer Mitchell said the company will work with “the commission, TxDOT, NCTCOG and other interested parties in Texas for a longer-term state funding solution.”

It is the second time the Regional Transportation Council has helped keep the *Heartland Flyer* running. The council approved up to \$100,000 in January to address a potential funding shortfall in the 2024-25 fiscal year.

FORT WORTH, INC.

TRUWEATHER, HILLWOOD LAUNCH FIRST LOW-ALTITUDE WEATHER NETWORK IN NORTH TEXAS AT ALLIANCE TEXAS

By Fort Worth Inc. staff

August 20, 2025

TruWeather Solutions, a global leader in Unmanned Aircraft Systems (UAS) weather innovation, in partnership with Hillwood, the city of Fort Worth and the North Central Texas Council of Governments, has launched the region's first comprehensive low-altitude weather data network.

The pioneering system is designed to improve safety, reliability and efficiency for emerging transportation technologies, from drone delivery to autonomous trucking and electric vertical takeoff and landing (eVTOL) aircraft.

This initiative establishes a micro-weather sensing network — a first-of-its-kind infrastructure that gathers real-time, low-altitude wind and weather data across AllianceTexas. The system is built to inform and guide the safe integration of advanced air mobility and autonomous transport into urban environments.

“By hosting our most advanced low-altitude wind sensors at critical locations across AllianceTexas, Hillwood is helping create a data-rich environment that allows us to understand wind patterns better and improve the safety and efficiency of drone and air taxi operations in urban environments,” said Don Berchoff, CEO of TruWeather Solutions, in a press release. “The collaborative, public-private support we have received has been instrumental in turning the innovative concepts of our Virginia company into an operational reality.”

The projects are supported by contracts and collaborative funding from a NASA Small Business Innovation Research Award and a U.S. Department of Transportation SMART Grant awarded to the city of Fort Worth.

The NASA-funded Urban Weather Sensing Infrastructure Testbed aims to decrease risks in Advanced Air Mobility Systems, while Fort Worth’s \$2 million SMART Grant supports piloting a micro-weather network to enhance intermodal and autonomous transportation safety.

At the core of the network is the Wind Guardian, a state-of-the-art low-altitude wind sensing system that uses advanced Light Detection and Ranging (LiDAR) technology developed by TruWeather’s partner, Metro Weather.

More than 20 weather and wind sensors will be deployed across key AllianceTexas sites, including Perot Field Fort Worth Alliance Airport, Alliance Gateway 57 in Roanoke, and the AllianceTexas Flight Test Center. Additional systems include road weather sensors, cloud-detection sensors, and innovations in laser technology and data processing.

“AllianceTexas has long been a proving ground for transportation innovation,” said Christopher Ash, president of Alliance Aviation Companies at Perot Field Fort Worth Alliance Airport. “By partnering with TruWeather, we will go beyond enabling advanced air mobility. We’re helping define the standards and best practices to guide its nationwide growth.”

Researchers will begin analyzing data in August to determine how micro-weather intelligence can optimize low-altitude operations and increase transportation efficiency. Phases of the

project will extend through 2026, with an eye toward creating scalable standards for future logistics and mobility systems.

“We see real-time micro-weather intelligence as essential infrastructure for the future of logistics and mobility,” said Nicholas Konen, Hillwood’s director of strategic development. “By working closely with TruWeather and public sector leaders, we’re laying the groundwork to support the scalable deployment of drones, autonomous vehicles and eVTOL aircraft across the region.”

THE TRAVEL

AMTRAK'S LATEST ANNOUNCEMENT COULD PUT AN UNDERRATED ROUTE BACK ON THE MAP

By Felix Ngeso
August 23, 2025



Amtrak's Heartland Flyer. Courtesy image

Passenger rail operator Amtrak has confirmed in a [statement](#) that the [Heartland Flyer](#), a daily train connecting Oklahoma City and Fort Worth, will continue running through 2026 after narrowly escaping suspension. The announcement comes just in time for the Red River Rivalry football game this October, one of the busiest events of the year. For fans, regional travelers, and communities across Oklahoma and Texas, this decision means they can count on this vital rail connection. Additionally, this is a renewed chance for an often-overlooked route to reclaim the attention it deserves.

Despite its charm and an 11% rise in ridership over the last year, the [Heartland Flyer has constantly lived under the shadow of potential suspension amid funding battles](#). Unlike most Amtrak routes, this line's future hangs on the decisions of state legislatures rather than its ability to attract passengers. Earlier this summer, that uncertainty nearly became reality when Texas failed to approve its share of the operating budget, threatening to end the service by October.

The lifeline arrived in [July](#), when emergency funding was approved to keep the Flyer running for at least another year. Now, with Amtrak's latest announcement, the line has short-term stability. Here's why the Heartland Flyer is worth celebrating, how it has battled to survive, and what

travelers can discover when they step aboard this underrated journey through the heart of America.

Will The Heartland Flyer Stay On Track, And For How Long?

For a moment this summer, the future of the Heartland Flyer looked grim. Without Texas's share of state support, [Amtrak warned](#) that the train's last run could come as early as October 1, 2025. Yet just when it seemed the line would be forced off the tracks, an emergency lifeline arrived. On July 10, 2025, the North Central Texas Council of Governments approved a \$3.5 million funding package to cover operations for at least another year. That decision bought the Flyer time, ensuring that the corridor between Oklahoma City and Fort Worth would remain open through 2026.

Amtrak officials were quick to highlight the significance of this reprieve. Jennifer Mitchell, Amtrak's Executive Vice President of Strategy and Planning, [confirmed in a news release](#) that the train will run in time for one of its most high-profile events, like the Red River Rivalry game on October 11.

For decades, this annual showdown between the University of Oklahoma and the University of Texas has drawn thousands of fans, many of whom rely on the Heartland Flyer for convenient and stress-free travel. To have the service restored in time for such a symbolic tradition underscored its cultural and practical importance. However, this victory does not eliminate the Flyer's larger challenges.

The emergency funds are only a temporary fix, leaving the long-term stability of the line in question. Transportation leaders in both states continue to push for a sustainable funding model that would protect the route from year-to-year uncertainty. At the same time, advocates are keeping their eyes on extending the Heartland Flyer northward to Newton, Kansas, by 2029. If realized, that project would link the train to Amtrak's Southwest Chief, creating a direct rail corridor from Texas through the Midwest to Chicago and beyond.

For travelers, this temporary stability creates an opportunity to board for the [Red River Rivalry](#), explore historic stops along the way, or anticipate the international buzz of the 2026 World Cup in Texas.

Funding Uncertainties Surrounding The Heartland Flyer

For the people and communities along the Heartland Flyer, the route provides a necessary connection to jobs, schools, medical centers, and cultural events. Yet despite its clear value, the train has never enjoyed the stability of Amtrak's flagship routes. Instead, it has lived year to year, dependent on state decisions that determine whether it will keep running or face suspension.

As a "State Supported" service under Section 209 of the [Passenger Rail Investment and Improvement Act \(PRIIA\)](#), the Heartland Flyer requires financial backing from the [Oklahoma Department of Transportation \(ODOT\)](#) and the [Texas Department of Transportation \(TxDOT\)](#).

Unlike Amtrak's long-distance routes, which are fully funded at the federal level, regional corridors like the Flyer rely on state partnerships to cover operating costs. This model has left the train vulnerable to the shifting priorities of state legislatures.

In 2025, that vulnerability came into sharp focus. Texas lawmakers declined to approve the \$7.05 million funding request that would have secured the Flyer's operation through 2027. Without that contribution, Amtrak warned the service would be suspended by October 1, 2025. The news sparked widespread concern across Oklahoma and Texas, as the train had recently celebrated an 11% increase in ridership and had become a necessity for regional mobility.



Courtesy photo

The economic stakes of losing the Flyer were significant. Amtrak estimated the train generated \$2.2 million in ticket revenue in fiscal year 2024. Additionally, the train had accumulated \$5.3 million in direct economic benefit and a broader \$23.7 million impact across the region. For Fort Worth, where tourism brings billions into the local economy each year, the potential loss of a direct rail connection threatened visitors, workforce access, and business opportunities.

Leaders across the corridor raised alarms, with Mattie Parker, Fort Worth Mayor, emphasizing the damage that losing the service would cause to the business community, tourism, and economy.

"With service that supports Texas' continued economic growth and the region's connectivity, sustaining the Heartland Flyer is essential to maintaining momentum and ensuring long-term mobility in the region," Parker further stated.

Other regional officials pointed to the train's importance ahead of the 2026 FIFA World Cup, which will bring international visitors to Texas. Advocates, including the Rail Passengers Association, highlighted how the Flyer supports tourism, jobs, and sustainable transportation options.

Why The Heartland Flyer Is An Underrated Amtrak Route

The Heartland Flyer was launched in 1999, marking the return of passenger rail to Oklahoma after more than two decades. For years, the Flyer has connected two major cities of the Southern Plains, carving out its own importance far away from Amtrak's headline-grabbing routes. Each day, the train departs from a grand brick depot in downtown Oklahoma City and travels 206 miles south to the bustling [Fort Worth Central Station](#) in Fort Worth, Texas. Along the way, the train weaves and stops by several stations in Norman, Purcell, Pauls Valley, and Ardmore in Oklahoma, plus Gainesville and Fort Worth in Texas.

While the trip is not as long or as dramatic as cross-country journeys like the [California Zephyr](#), [Amtrak's most epic journey](#), it carries a unique appeal of connecting mid-sized communities to larger urban areas. This allows the smaller but vibrant communities to benefit through business and tourism. Inside the cars, passengers enjoy a comfortable and practical setup with wide seats, extra legroom, and a café stocked with snacks and drinks. The train even welcomes pets, making it one of the more traveler-friendly regional services.

Heartland Flyer Key Details

Route	Runs between Oklahoma City, OK, and Fort Worth, TX for 4 hours 14 minutes
Funding	Supported by state and regional entities
Intermediate Stops	<ul style="list-style-type: none">• Norman• Purcell• Pauls Valley• Ardmore• Gainesville• Fort Worth
Amenities	<ul style="list-style-type: none">• Cafe-style club car• Permits small dogs and cats (requires a reservation)• Kids club• Restrooms

Beyond the rider experience, the Heartland Flyer has grown into an essential piece of regional mobility. Amtrak reports that more than 80,000 people used the service last year, an impressive 11% increase over the previous year. This rise in ridership reflects its practicality for commuters

and students and its growing popularity among leisure travelers curious to explore Oklahoma and Texas without the stress of driving. That number may seem modest compared to national Amtrak routes, but for the communities along the corridor, it translates into meaningful economic activity. Visitors stepping off the train contribute to local tourism, spend money in restaurants and shops, and help sustain jobs tied to the travel economy.

Overall, the Heartland Flyer is a vital regional connector and a hidden travel gem, offering history, scenic charm, and a decades-long role in linking communities. Recent emergency funding has spared the route from collapse, ensuring its trains continue to roll through at least the near term. Unfortunately, the Heartland's future is still uncertain as stakeholders search for a stable, long-term funding solution.

HEARTLAND FLYER RECEIVES APPROVAL TO COVER BUDGET SHORTFALL FOR COMING YEAR

By Staff
August 25, 2025



The 206-mile service continuation is made possible by a \$3.5 million infusion of funding from the Regional Transportation Council (RTC).

The Texas Transportation Commission greenlit the Regional Transportation Council's (RTC) decision to commit \$3.5 million to the Heartland Flyer, a link between Fort Worth, Texas, and Oklahoma City, Okla. as it faced a possible budget shortfall.

The Amtrak service, which has operated since 1999, [faced the possibility of ending](#) after the Texas Department of Transportation's (TxDOT) funding request was not included in the state's final budget. The 206-mile route is jointly funded by TxDOT and the Oklahoma Department of Transportation.

"The Regional Transportation Council and the North Central Texas Council of Governments [NCTCOG] are grateful to the Texas Transportation Commission for approving use of Regional Revenue funding for the Heartland Flyer," said NCTCOG Director of Transportation Michael Morris. "This interim funding will help secure the future of the Heartland Flyer, which serves as a vital link for both commuters and leisure travelers between Fort Worth and Oklahoma City. We extend our thanks to Amtrak, the Texas Department of Transportation, the Texas Transportation Commission and all partners involved in making this historic action happen. We look forward to working with them to build a strong future for passenger rail."

Amtrak welcomed the Texas Transportation Commission's approval of funding for the Heartland Flyer.

“On behalf of our Amtrak guests who count on daily Heartland Flyer trains, we thank the Texas Transportation Commission for approving the state’s share of funding of the service from the North Central Texas Council of Governments and its Regional Transportation Council,” said Amtrak Executive Vice President Jennifer Mitchell. “We will work with the Commission, TxDOT, NCTCOG and other interested parties in Texas for a longer-term state funding solution. More than 80,000 passengers rode this service last year, up by 11% from the previous 12 months, on trains that are an economic benefit to both Texas and Oklahoma.”

The agency says the funding is also good news for special events hosted in the Dallas-Fort Worth area, like the [FIFA World Cup](#) in 2026.

This is the second time in recent months the RTC has stepped in with funding to keep the Heartland Flyer operating. In January, the RTC approved up to \$100,000 in regional revenue funding to cover a potential shortfall through the end of the fiscal year.

MANAGING A MILLION: FORT WORTH STRIVES TO STEER EXPLOSIVE GROWTH

By Eric Garcia
August 25, 2025

This is the first story in the Report's special 1 Million & Counting growth series, which will be published on Mondays into October. The reporting will lead to a growth summit Oct. 23 at the downtown Tarrant County College Trinity River Campus.



The sun rises on the Fort Worth skyline June 2, 2025. (Mary Abby Goss | Fort Worth Report)

For 63 years, Wanda Conlin witnessed the rise of Fort Worth from the scenic open space behind her West Meadowbrook neighborhood. From that hilltop view, she's seen shiny skyscrapers multiply downtown as the city grew from its Western roots into an era embracing artificial intelligence and data centers.

This year Fort Worth became the nation's 11th-largest city, with more than 1 million residents and projections estimating it will add another 400,000 people by 2050. The population growth will have a dramatic, sweeping impact on the city as it works to maintain services as dense housing developments boom. At the same time, sprawl will affect traffic congestion, water usage and more.

That means city and community leaders must tackle the challenges of growing pains to meet residents' needs: more housing, more roads, more water, more jobs.

The Fort Worth Report is launching a series examining what challenges and opportunities the city faces on these issues and others as continued growth puts North Texas on track to add another [4 million](#) more residents in the coming decades.

A first step is the city's 2026 bond program, which is expected to include [\\$840 million](#) in city infrastructure projects.

Conlin, who's served on Fort Worth's zoning and city plan commissions, understands the need for housing, retail and mixed-use projects to accompany the city's boom. But, like many residents, she worries about accompanying issues such as density, the environment and resources.

"We're growing too fast," the 96-year-old said. "We can't keep up with the infrastructure. We're going to have to fix water issues."

Managing water woes and resources

Water demand for North Texas is a lingering challenge for regional planners.

Planners say that even if water conservation and reuse strategies help save more than 1 million acre-feet, the region is still left with a deficit of 1 million acre-feet per year.

Scarce water resources threatened to hamper development in once-rural areas such as the [Alliance](#) area, which now bustles with aviation, rail and technology hubs. Those businesses, along with new housing developments, retail stores and restaurants, helped stretch the city into southern Denton County and contributed to an economic impact of [more than \\$10.2 billion](#).

Conlin said she often warned about such dense growth in the Alliance area when she was on the plan commission.

"The reason that didn't develop before was because there's no water up there," she said. "I kept harping about water. ... Now they're finding out they're draining aquifers."

Hillwood worked through water issues by founding Independence Water, a system that uses harvested rainwater stored in ponds and water treatment plant reuse for its AllianceTexas customers and nearby municipalities. The program continues to grow, which aids data centers and other high-usage customers, according to Hillwood's website.

Curtailing water and electricity needs could aid in alleviating strain on Texas' power grid, as the state has experienced issues during heavy-usage events, such as the [2021 winter storm](#).

North Texas officials hope the controversial Marvin Nichols reservoir could eventually supply water to millions of residents.

An agreement was reached in August to push back the completion date of [the reservoir to 2070](#). Landowners are upset that the project proposes to inundate more than 66,000 acres in Red River, Franklin and Titus counties.

Another project, the Marty Leonard wetlands, could bring an additional 156 million gallons of water to 11 North Texas counties. [Construction is set to begin in 2028](#) with a 2032 completion date, according to the Tarrant Regional Water District.

Zach Huff, water resources engineering director for the Tarrant Regional Water District, said the agency is planning ahead so water needs don't become a constraint.

Business development

Despite the velocity of growth, vast tracts of land remain undeveloped in Fort Worth, hundreds of acres that city and community leaders hope entices more business relocations.

Robert Allen, president and CEO of the Fort Worth Economic Development Partnership, said the city's unique combination of a strong business climate, developable land, a talented workforce and can-do spirit makes Fort Worth desirable to companies.

"We're working hard to bring economic development to Fort Worth," he said. "The people here make all the difference."

Recent examples of such momentum include the city's new designation as the [aviation and defense capital of Texas](#).

The city is home to Naval Air Station Joint Reserve Base Fort Worth where the [F-35 stealth fighter jet is assembled](#) by Lockheed Martin Aeronautics workers. Meanwhile, Bell, a Textron subsidiary, announced this winter that it's building a [\\$600 million-plus plant](#) for the U.S. Army's Future Long Range Assault Aircraft.

Film and television productions, health care, energy and transportation are key industries aiding in growth, Allen said.

Fort Worth's burgeoning film and television production industry will see a boost with the largest production studio in the state. Taylor Sheridan, who created the hit "Yellowstone" and "Landman" TV shows, partnered with Hillwood and Paramount Television to bring large-scale productions to a [450,000-square-foot facility](#) in the AllianceTexas development.

To meet the needs of a growing population, [Fort Worth's major health systems](#) are expanding with new buildings and services. Projects for Baylor Scott & White Health, Cook Children's Health Care System, JPS Health Network, Medical City Healthcare, Moncrief Cancer Institute and Texas Health Resources will add to the city's medical capabilities as more residents move to the city.

Cook Children's Medical Center, for example, is planning the [largest expansion in its 107-year history](#) with construction of a new 760,000-square-foot West Tower, a \$1 billion project.

Meanwhile, JPS Health Network's master facility plan is supported by an \$800 million bond package voters approved in 2018. The plan details new facilities, including a [medical home, psychiatric emergency center](#), medical outpatient building, pavilion expansion and a new hospital.

Business expansion will create more jobs and opportunities. In March, global technology giant Siemens [opened its new \\$190 million electrical equipment manufacturing facility](#), which is expected to spur a total of 800 jobs to be created by 2026.

This summer, the city landed two Wistron plants, which will [manufacture artificial intelligence chips](#), valued at \$687 million and set to create 888 jobs.

Within two years, the Fort Worth Economic Development Partnership said it secured more than \$2 billion in capital investment. That includes over 20 business relocations or expansions and the creation of at least 5,000 jobs.

Transportation challenges

Commuters face increasingly long commutes as Fort Worth, with more than 499,385 workers age 16 and older, ranked at No. 10 in Forbes [“Hardest Commutes in the U.S.” study](#) with an average time of 26.8 minutes.

In north Fort Worth, widening and improving roads to accommodate the thousands of residents moving into neighborhoods around the small town of Haslet is a constant worry for the area's City Council member, Alan Blaylock.

“To be honest, that's my main focus in my district,” he said.

To accommodate growth, highway projects, such as [the \\$174 million rebuilding of Interstate 820 eastern loop](#), are underway or planned. Trinity Metro officials want to [expand its TEXRail passenger rail service](#) into the Medical District, and an [urban rail system](#) emanating from downtown is proposed.

“As our region continues to grow over the next 25 years, a strong focus on infrastructure, travel reliability and mobility choices will be key to our city's success and competitiveness,” Mayor Mattie Parker said.

She said the city of Fort Worth's “Moving a Million” master plan as well as projects and partnerships with Texas Department of Transportation, North Central Texas Council of Governments, Trinity Metro and others “will be critical as we plan for historic growth throughout our city, region and state long into the future.”

Public transportation will play an increasingly important role in the city's vibrant economic growth story, Trinity Metro President and CEO Rich Andreski said.

“With the abundant growth, we have data that shows the public is growing weary of traffic congestion and wants more rail options,” he said. “Trinity Metro is developing solutions to support the emerging Texas A&M Innovation District, link local neighborhoods and entertainment districts, and provide better regional transit connections. Urban rail, express bus services, automated vehicles and other innovative ideas are all on the table.”

Michael Morris, transportation director for the North Central Texas Council of Governments, is advocating for denser housing and more mixed-use developments in urban cores to ease traffic woes.

“The latest U.S. census data is further evidence of the need for a comprehensive transportation system that provides North Texans a choice of how to travel to work, school, medical appointments and important points of interest,” Morris said, adding that roads and transit operations should complement each other as regional officials advance their Transit 2.0 initiative.

Advancements in technology will lead to more autonomous vehicles on the road as well as new options such as flying taxis, which Fort Worth airport officials are planning for. Morris has advocated for a [high-speed rail route](#) from downtown Fort Worth and Arlington to connect with a

Dallas-to-Houston route proposed by Texas Central Railway, led by Fort Worth investor [John Kleinheinz](#).

Population growth

Rampant sprawl across North Texas will lead to a metro population of more than 12 million residents by 2050, according to projections from the North Central Texas Council of Governments.

Along with the strain on transportation is addressing housing, education and other necessities that impact residents' quality of life.



Business owner Wanda Conlin, 96, served on the Fort Worth Zoning Commission for 14 years and the City Plan Commission for nine years, including seven years as chair. From a scenic point near her east Fort Worth home, she's seen the city stretch to hold 1 million residents. (Eric E. Garcia | Fort Worth Report)

The Fort Worth area [needs about 40,000 housing units](#), economist Ray Perryman said at the 2025 Live Local Housing Summit. Those needs resulted from about 20 years of "perfect storms" that included the 2008 Great Recession and the 2020 COVID-19 pandemic.

The city's 2026 bond program is expected to include [\\$840 million](#) in city infrastructure projects. Some advocates want affordable housing efforts included since Fort Worth is the largest city in Texas without a housing proposition in its bond.

The city's western side is also experiencing rapid growth.

Fort Worth's neighbor, the Parker County city of Aledo, currently home to more than 5,800 residents, will be the population center of the Fort Worth-Dallas area by 2100, Parker has said. Growth in that area includes new housing developments, and the University of Texas at Arlington will build its [UTA West](#) campus on 51 acres near the merger of Interstates 30 and 20 by Aledo.

Jennifer Cowley, president of UTA, said the population increases in the area highlight new opportunities for higher education growth.

"Fort Worth will be the largest city in Parker County," she said.

UTA is among college campuses expanding across the area as city leaders aim to meet the [growing demand for a talented workforce](#). Nearby states are recruiting top students from Texas, leading to brain drain in the state, higher education officials said.

Addressing the workforce shortage and adding to the Fort Worth skyline is the new eight-story, \$185 million [Texas A&M-Fort Worth](#) campus that will open in 2026. It will house the law school as well as various programs and state agencies associated with A&M.

From her cinematic views at Scenery Hill in Meadowbrook, Conlin has been amazed by the evolving skyline and growth.

While her quiet, eastside neighborhood endures, she worries growth in the northern, western and southwestern sides has hampered other areas such as the declining East Lancaster Avenue corridor.

Conlin, who grew up during the Great Depression, said she believes Fort Worth's growth is simply too rapid.

"I hope the city can solve these issues," she said. "I hope they leave it a better place."

TARRANT COUNTY BUSINESSES TAP INTO THEIR GREEN SIDE THROUGH CONSERVATION PROJECTS

By Nicole Lopez

August 25, 2025



Sinclair Digital Services was founded in 2021 and helped make The Sinclair Hotel more energy efficient by using Ethernet cable technology instead of electric cords and wiring to connect devices such as lights, smart mirrors and mini-refrigerators. (Courtesy photo | Farukh Aslam)

The [Sinclair Hotel](#) is a downtown Fort Worth landmark because of its architectural legacy. It also is gaining national recognition as a highly energy-efficient building.

For a hotel almost a century old, earning such recognition was complicated, said Sinclair Hotel owner Farukh Aslam. The work was supported by loan-funded projects through the [Property Assessed Clean Energy program](#), or PACE, as it's known.

The Sinclair Hotel was not designed with today's technology, of course, making it prone to energy loss and costly utility bills, said Aslam.

After undergoing a renovation supported by the clean energy program in 2019, The Sinclair Hotel is now equipped with a low-voltage electrical system and other upgraded features such as three-pane windows and variable refrigerant flow air conditioning — an HVAC technology that uses several condensers for more efficient cooling and heating.

Together, these renovations help the building tap into less energy and water, promoting sustainable commercial infrastructure and lower costs.

As the clean energy program has helped provide local officials relief from the costs of energy and water demands, the North Central Texas Council of Governments [named two administrators](#) in May — Lone Star PACE and Texas PACE Authority — to help local governments learn more about how to conserve resources while supporting economic growth.

The administrators are tasked with partnering with county and city officials to offer incentives to property owners and businesses through energy efficient building improvements.

While Tarrant and Dallas counties are already working with program administrators, a regional partnership with the council of governments supports the agency's mission in making energy-efficient projects more accessible to smaller local governments.

"The cost of energy and water is only going to go up," said Charlene Heydinger, Texas PACE Authority president. "This is a way to protect these buildings, the people who own them, the people who are in them, financially."

Now, the council of governments is working on interlocal agreements to help smaller city and county governments work with projects supported by the clean energy program, such as energy-efficient HVAC systems, solar panels and water conservation technology, said Susan Alvarez, director of the council of government's environment and development department.

Naming the two administrators will assist the council of governments in that process.

"We've got 16 counties, and that's a lot of ground," Alvarez said. "With the growth that we're seeing, the (council of governments) felt like it was a good opportunity."

Cost-saving, environmental benefits

Passed by state lawmakers in 2013, the Property Assessed Clean Energy program allows local governments to partner with administrators who assist businesses and property owners with building renovations. The program uses property assessments and low-cost, long-term loans to support energy-efficient improvements.

Most commercial properties are built to meet the minimum energy and construction standards because of high costs and limited budgets, said Texas PACE Authority chief operating officer Dub Taylor. This tends to lead to higher energy usage and losses, and, in turn, costly utility bills.

Because the clean energy program helps mitigate higher utility expenses as buildings age, the state authority is seeing an increased interest in the program across Texas, Heydinger said.

"We're seeing it used a lot for new construction," Taylor said.

But these energy-efficient projects are not only beneficial to commercial property owners. The effects can be seen regionwide.

North Texas is "somewhat" constrained with its existing water and energy supplies due to booming growth in the region, said Alvarez.

"We had 200,000 people move into North Texas last year. That's a million people every five years," she said. "The more we can do to reduce our energy needs, the better it is, overall, for economic growth and air quality."

In addition to conservation efforts, modernizing aging infrastructure also assists North Texas officials with economic growth and business retention.

"It helps job growth," Alvarez said. "It helps really support regional sustainability goals relative to both energy conservation and water conservation."

PACE's impact across North Texas

Since 2017, the Texas PACE Authority has overseen Fort Worth and Tarrant County-based projects.

Like Aslam, Jill Black, owner of the real estate company Witcher Properties, has taken up some of those projects since the clean energy program was established in the county.

Her first clean energy program-financed project in 2023 added solar panels to her property at 3613 W. Vickery Blvd., where local businesses Holocron Toy Store and Muy Frio Margaritas currently reside.

Her latest project in July equipped the building occupied by The Welman Project, at 3950 W. Vickery Blvd., with high-efficiency lighting, an upgraded HVAC unit, and solar energy system.

With Black and her tenants already benefiting financially from the energy-efficient projects, her company is in the process of adding solar energy systems to three more of her properties.

"We've seen a lot of benefits," Black said. "We're very much interested in the effects of our growing population on the environment."

Moving forward, Heydinger, along with Black and Aslam, hopes to see more commercial property owners look to clean energy program projects to streamline their businesses.

"It's fun to drive by a building where you know you've made a difference," said Heydinger. "It's meaningful, whether it's big or small."

TEXAS TRANSPORTATION COMMISSION RESCUES AMTRAK TRAIN IN FORT WORTH

By Teresa Gubbins
August 25, 2025



Amtrak Heartland Flyer. Courtesy image

The train will keep rolling out of Fort Worth: The Texas Transportation Commission approved of a \$3.5 million funding to keep the Heartland Flyer rolling.

The [Heartland Flyer](#) is an Amtrak daily passenger train that follows a 206-mile route between Oklahoma City and Fort Worth. It has been rolling since 1999, but was going to be shut down in October, because funding requested by the Texas Department of Transportation was not included in the Texas budget.

The route is jointly funded by TxDOT and the Oklahoma Department of Transportation.

In July, the Regional Transportation Council, part of the North Central Texas Council of Governments, which oversees regional transportation planning in the Dallas-Fort Worth area, committed the \$3.5 million to make sure the train would continue to operate for the next year.

In a statement, the North Central Texas Council of Governments Director of Transportation Michael Morris said that they were grateful to the Texas Transportation Commission for approving use of Regional Revenue funding.

"This interim funding will help secure the future of the Heartland Flyer, which serves as a vital link for both commuters and leisure travelers between Fort Worth and Oklahoma City," Morris said. "We extend our thanks to Amtrak, the Texas Department of Transportation, the Texas Transportation Commission and all partners involved in making this historic action happen. We look forward to working with them to build a strong future for passenger rail."

Amtrak executive VP Jennifer Mitchell also expressed gratitude on behalf of the Amtrak customers who count on daily Heartland Flyertrains, whose numbers have climbed, showing there is a need for the service.

"We will work with the Commission, TxDOT, NCTCOG and other interested parties in Texas for a longer-term state funding solution," Mitchell said. "More than 80,000 passengers rode this service last year, up by 11-percent from the previous 12 months, on trains that are an economic benefit to both Texas and Oklahoma."

The funding is also important what with the FIFA World Cup coming up in 2026.

"We are also happy to announce continued Heartland Flyer service in time for our tradition of welcoming guests to ride Amtrak to and from the annual Red River rivalry game between the UT Longhorns and OU Sooners on Oct. 11 at the Cotton Bowl in Dallas," Mitchell said.

This is the second time in recent months the RTC has stepped in with funding to keep the Heartland Flyer operating. In January, the RTC approved up to \$100,000 in Regional Revenue funding to cover a potential shortfall through the end of the fiscal year.

COMMUNITY IMPACT

WORK BEGINS ON 46,000-SQUARE-FOOT COMMERCIAL TERMINAL AT MCKINNEY NATIONAL AIRPORT

By Shelbie Hamilton and Colby Farr
August 25, 2025



The commercial passenger terminal will feature four gates, and the design can accommodate a future expansion to add another two gates. (Rendering courtesy of City of McKinney)

Just years after voters [denied a \\$200 million bond measure](#) to fund a commercial service terminal at McKinney National Airport, city leaders have reenvisioned the project and secured other funding sources that will make the project a reality.

McKinney officials [broke ground on the passenger service expansion](#) in July. The 46,000-square-foot terminal is expected to open in late 2026 and serve 200,000 passengers in the first year of operations.

The **\$79 million** terminal and associated infrastructure that will be constructed are smaller than the original vision but will "capitalize on ... convenience" with short walking distances, Airport Director Ken Carley said.

The terminal, which will begin with four gates, will have the capacity to expand to six gates, and will include onsite car rental facilities, concessions, and a 980-space public parking lot with the ability to expand to 1,450 spaces.

"We're trying to really build only what we need to kind of get the first phase of operations going," Carley said, noting that the first phase of the airport will serve as a proof of concept. "It'll reflect that in terms of the finishes and fit."

Avelo Airlines, a Houston-based ultra-low-cost carrier, has issued a letter of intent to provide service at the McKinney terminal, starting with up to three daily flights using a mix of Boeing 737 aircraft with a minimum capacity of 149 passengers, city documents state. The airline operates at over 50 airports worldwide and flies to Boston, Chicago, Las Vegas and Miami, its website states.

Negotiations are underway with three airlines, Assistant City Manager Barry Shelton said at an [Aug. 19 McKinney City Council work session](#), noting that the city is subject to non-disclosure agreements regarding the airlines officials are negotiating with.

The cost

The project's price tag will fund the cost of the terminal building as well as associated infrastructure such as the apron to park planes and the construction of a roundabout connecting the terminal to FM 546.

Project funding committed includes city funds, local grant funds and interim financing from the McKinney Community Development Corporation ahead of city officials securing federal low-interest loans. The Texas Department of Transportation also [awarded \\$14.8 million in June](#) for eastside airfield projects at the airport. The grant was approved when Gov. Greg Abbott signed the state's two-year budget.

In an email, state Rep. Jeff Leach said he was "proud to help secure" state funding to make the "transformational project a reality." The money can be used for airport infrastructure projects that support commercial passenger service at the airport.

The terminal will "bring jobs, boost local businesses" and establish McKinney as a "major economic hub" in North Texas and beyond, Leach said. When completed, the terminal is expected to generate 360 jobs and more than \$10 million in tax revenue impact in its first year of operations, city documents state.

How we got here

- May 6, 2023: McKinney voters reject \$200M bond proposition to fund a larger vision for the commercial terminal
- Feb. 2024: Council members direct city staff to pursue [other funding sources for the airport expansion](#)
- May 2024: McKinney Community Development Corp. and McKinney Economic Development Corp. commit a total of \$5.4M for project planning and design work
- Dec. 2024: Council members rezoned 280 acres on the airport's east side for airport-related uses
- Jan. 2025: [Site plan approval issued](#) for the terminal project
- March 2025: McKinney Community Development Corp. and McKinney Economic Development Corp. [commit a total of \\$52.4M for the project](#) costs

- July 2025: Construction work begins on the terminal project
- Nov. 2025: Projected terminal completion and beginning of operations

Diving in deeper

Adding a passenger terminal to the McKinney National Airport would make it one of three airports in the Dallas-Fort Worth region with dedicated commercial service, alongside Dallas Fort Worth International Airport and Dallas Love Field Airport.

Program manager Ernest Huffman, who manages aviation planning for the North Central Texas Council of Governments, said the expansion will add to the region's capacity for passenger travel. The region is projected to grow from about 8.6 million residents to 12.3 million by 2050, according to the NCTCOG's Mobility 2050 plan. Much of that growth is expected to occur in Collin County, which is projected to increase population by 70%.

NCTCOG conducted an independent study around the time McKinney called a bond election to fund the expansion, Huffman said, which identified that the region is approaching capacity for passenger air travel.

Maegan Escamilla, an East McKinney resident, community advocate and treasurer of the McKinney Legacy Neighborhood Association board, said the noise of planes overhead from current operations at McKinney's airport is a common occurrence. While some louder planes and helicopters are noticeable from her home in the La Loma neighborhood, Escamilla said she more often hears the sound of cars driving through the neighborhood and on Airport Drive.

Escamilla said she is concerned about the increased road noise and traffic as the airport grows and travelers drive in the area. Adjacent TxDOT road projects that could assist with traffic incurred by the airport expansion will be completed after the terminal opens, such as an extension of Spur 399 to US 380 and a project to reconstruct SH 5, have projected completion dates that are years past the opening of the terminal.

"The airport is going to be done and ready for people, but the roads will not be and that's going to create a lot more problems traffic-wise," Escamilla said.

While the terminal will add some landings and departures at the airport daily, Carley said the addition of commercial service will not change the airport's business model or "the impacts that the airport has in the community."

The outlook

Construction is underway on elements of the project by construction company Swinerton, including excavation work and grading for the construction of the terminal building, plane parking apron, parking lot, fuel farm and other infrastructure.

Carley said the terminal could begin operations in November 2026. Announcements of the routes, destinations and rates for flights that will be offered at the airport are expected to be made about six months before the terminal opening. Confirmation of airline commitments could

come later this year or in early 2026 when McKinney City Council considers airline operation agreements, Carley said.

"It's a real project now," he said. "In a sense, that's kind of focused the airline's interest a bit more, because they can see this is a real thing, it's going to happen."

DART'S NEW \$2B SILVER LINE TRAIN ENTERS FINAL STRETCH OF CONSTRUCTION

By Noor Adatia
August 26, 2025

Dallas Area Rapid Transit's ambitious east-west train project has taken a major step closer to beginning service after construction crews recently laid the final tie-in on the new line.

The milestone for the 26-mile Silver Line took place last week, a spokesperson for the transit agency said. Construction on the \$2 billion project has been going on for years and now the highly anticipated rail line that aims to connect riders from Plano all the way to Dallas Fort Worth International Airport is getting close to completion.

Laying the final tie-in on the train line is somewhat similar to a developer topping out the final floor of a commercial or residential tower: it's not quite open for business but construction is entering its final phase.

The Silver Line aims to open for revenue service by the end of this year. An official opening date has not been announced yet but DART hopes to have one next month. End-to-end testing on the track began this spring and will continue until the end of the year to ensure passenger safety.

In an Aug. 24 LinkedIn post, the transit agency announced that it installed its final tie-in on the track. An image depicted crews with Walsh Group, the general contractor and construction manager for the DART light rail expansion, working in Coppell along the freight-specific portion of the Silver Line.

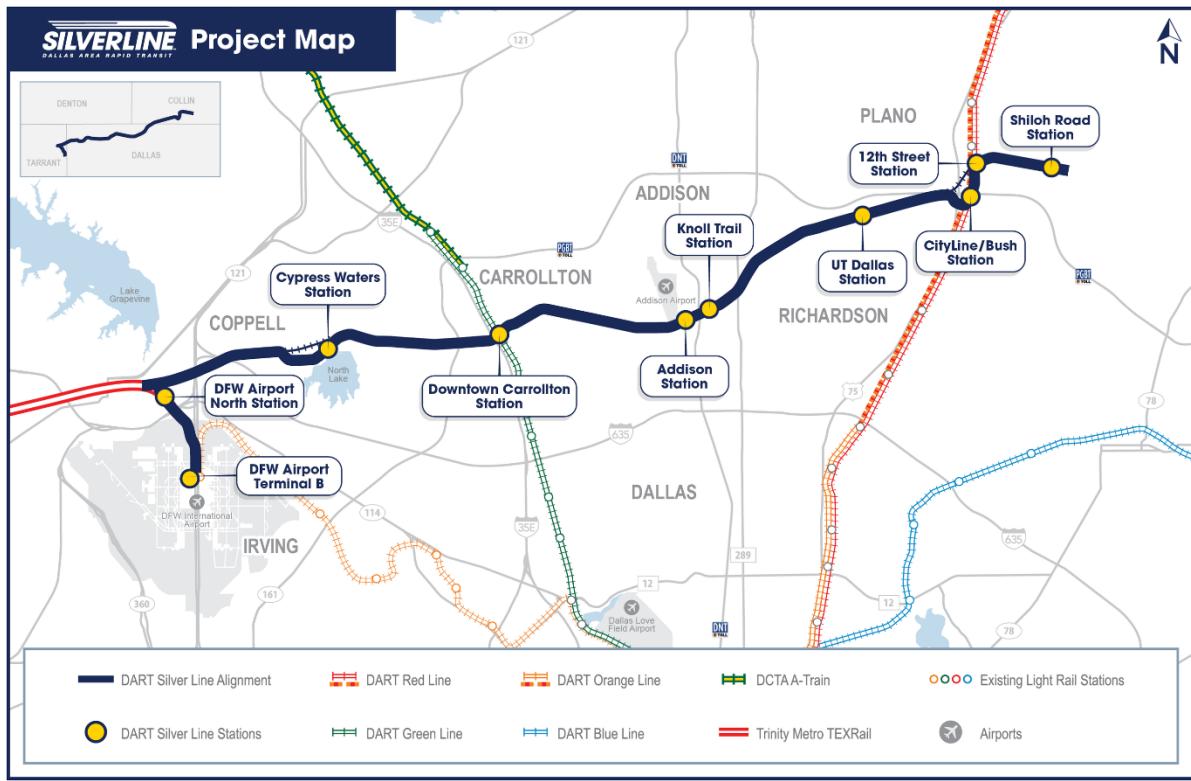
The project is now nearly 98% complete, said Mario Zavala, a spokesperson for DART. In total, crews laid down the equivalent of more than 53 miles of track, he noted.

In train speak, a tie is a perpendicular support that is used to connect two pieces of rail. They help hold the tracks in place and prevent them from moving underneath the train.

Zavala noted that the tie-ins underneath the track are concrete, which will last longer and make the train path quieter. He noted the project is still on track to cost around \$2 billion.

Once complete, the line will traverse [through seven cities and three counties](#). Last summer, DART launched testing between Richardson and Plano and has ramped up sending out test trains since.

Below: The DART Silver Line train will run 26 miles from the Shiloh Road Station in Plano to Dallas Fort Worth International Airport. Credit: DART



A groundbreaking ceremony took place for the Silver Line, formerly dubbed the Cotton Belt Rail Line, in September 2019. It's been in the works for nearly five years.

DART's light rail system is considered one of the longest in the country with more than 93 miles of track, only surpassed by Los Angeles' metro rail system. Currently DART has four service lines: Red, Blue, Green and Orange. All of the existing lines pass through downtown Dallas whereas the Silver Line will not.

DART CEO Nadine Lee said in an October 2024 statement that the east-to-west connection provided by the forthcoming Silver Line is a major piece in "solving the mobility puzzle in North Texas."

It fits into the persistent challenge facing city and transit officials who want to make the Metroplex more walkable. But DART has become a target for some suburban leaders who question the value of public transit in their car-centric communities.

[A bill was introduced in this year's Texas Legislature](#) to reduce the tax amount DART could collect from member cities, which would have significantly cut funding for the agency. However, House Bill 3187 did not pass.

DALLAS INNOVATES

GRAND PRAIRIE GETS A BIT GRANDER: 900 ACRES OF 'GOODLAND' DEVELOPMENT ANNEXED INTO CITY

By Lance Murray

August 27, 2025



Rendering of Goodland master-planned community. Photo courtesy of Provident

The annexation of 900 acres in south Grand Prairie has been approved by the City of Grand Prairie to boost the development of Goodland, a 5,000-acre master-planned community from Dallas-based Provident, a privately held real estate and investment firm.

Provident said the 900 acres being annexed are a sizable portion of its total Goodland development. The city of Grand Prairie called the annexation “a significant milestone” in advancing its own long-term vision for growth, connectivity, and quality of life.

“We value our public-private partnership with the city of Grand Prairie and our shared vision for Goodland,” Provident Managing Director Rylan Yowell said in a statement. “Together, we’re making important progress toward advancements that benefit both the community and its people.”

Features and amenities

Provident said the annexation paves the way for full city services—including police, fire protection, water, and sewer—to be extended to the newly incorporated portion of Goodland. The company said the area will serve as a cornerstone of the community’s upcoming phases, offering mixed-use residential development and several hundred acres reserved for a community hub and future town center.

The city said that portions of this annexation are planned to include:

- A Montessori school

- A church
- Wedding and event venue
- Coffee shop
- Diverse mix of “attainable and higher-density homes”
- Dedicated “active adult” neighborhood(s)
- Regional parks & hike/bike trails

“These elements aim to foster a walkable, amenity-rich community that supports a variety of lifestyles and price points, further expanding the offerings within Goodland,” Yowell said.

Provident said that a dedicated area central to the long-term vision of Goodland will be developed into a future town center. It’s being envisioned as a “connected core” with civic and recreational uses planned in collaboration with the city.

The city said the planned amenities are designed to create a walkable, amenity-rich community that supports a variety of lifestyles and price points, further expanding opportunities for current and future residents of the city.

Key thoroughfare to open by end of 2025

Provident said the driving force behind the annexation and development’s momentum is the upcoming completion of Goodland Parkway, a major thoroughfare scheduled to open by the end of the year. It will provide critical access into the heart of Goodland and connect to future commercial, retail, and civic services, the company said.

Goodland Parkway links Highway 360 and Highway 287, with future extensions planned to reach Highway 67 at the southern boundary of Provident’s massive land holdings and Grand Prairie’s city limits. The city said that the project is the result of a strategic collaboration between Provident and the city, both of which have made “significant capital contributions” to the roadway’s development.

“This is an important step toward a strong, balanced future for Grand Prairie,” Grand Prairie Mayor Ron Jensen said in a statement. “We’re not just growing—we’re growing in a way that strengthens the community we all call home.”

LOW-ALTITUDE WEATHER DATA TO HELP ALLIANCE'S USE OF DRONES, AUTONOMOUS TRUCKING

By Bob Francis
August 28, 2025

A low-altitude weather data system launched in Fort Worth to support drone delivery, autonomous trucking and more.

The data network is designed to improve the safety and effectiveness of such advanced transportation technologies, said Don Berchoff, CEO of TruWeather Solutions. The company is partnering with the city of Fort Worth, Hillwood and the North Central Texas Council of Governments for the system.

"By hosting our most advanced low-altitude wind sensors at critical locations across AllianceTexas, Hillwood is helping create a data-rich environment that allows us to understand wind patterns better and improve the safety and efficiency of drone and air taxi operations in urban environments," he said in a news release.

Researchers aim to identify how wind, weather and other conditions impact the emerging transportation technologies and to identify their efficiencies.

At the core of the network is the Wind Guardian, a wind-sensing system using advanced light detection and ranging technology, which will measure data and provide key weather information at a local level. The Wind Guardian could help optimize the use of drones and electric vertical takeoff and landing aircraft, known as eVTOL aircraft.

The founders of Reston, Virginia-based TruWeather Solutions previously worked for the government providing weather data and developed a weather risk management framework for Air Force operation that integrated weather into daily mission planning and support. According to the company, they were able to reduce the impact of weather by 40%, saving the Air Force over \$200 million annually.

TruWeather has adopted this weather risk management framework to serve weather-sensitive businesses and industries in the private sector such as drones and autonomous vehicles and other technologies.

More than 20 weather and wind sensors will be deployed across key locations throughout AllianceTexas, including at Perot Field Fort Worth Alliance Airport, the Alliance Gateway 57 located at 1051 Republic Drive in Roanoke and the AllianceTexas Flight Test Center.

Along with the sensors detecting wind speed and weather changes, the network includes road weather sensors, cloud-detection sensors and laser technology, sensor design and data processing.

Alliance has long been an innovator in transportation, and this project is part of that tradition as it explores how to make such high-tech transportation more efficient, said Christopher Ash, president of Alliance Aviation Companies at Perot Field.

“We’re helping define the standards and best practices to guide its nationwide growth, which will aid in the safe, reliable deployment of drone technology and autonomous trucking,” he said.

Researchers will review the first batch of sensor data this August. Additional phases will continue into 2026.

“We see real-time micro-weather intelligence as essential infrastructure for the future of logistics and mobility,” said Nicholas Konen, director of strategic development at Hillwood. “By working closely with TruWeather and public sector leaders, we’re laying the groundwork to support the scalable deployment of drones, autonomous vehicles and eVTOL aircraft across the region.”

The projects are led by TruWeather Solutions through contracts and collaborative funding from a NASA Small Business Innovation Research Award and a \$2 million U.S. Department of Transportation SMART Grant awarded to the city of Fort Worth and the North Central Texas Council of Governments.

WHERE WILL TARRANT COUNTY GET ENOUGH WATER TO SERVE 3.4M PEOPLE?

By Nicole Lopez

August 31, 2025

Margaret and Robert Drake wanted to protect their Glen Rose ranchland — and the water that runs through it — from rapid development they saw expanding west from Fort Worth.

The sprawling, hilly 82 acres are home to a biodiversity of plants and wildlife with rainwater spilling down to a creek that eventually meets the Paluxy River, one of the many water sources that feeds a nearby reservoir.

Already, a housing development sits just 300 feet away from Drake Ranch. So in August, the couple donated the land to the Native Prairies Association of Texas to ensure Tarrant County's urban growth doesn't eventually take over.

With the Paluxy being a major local source of drinking water for Somervell County, Margaret Drake worries about how long it will sustain the area.

"It is a concern of mine," she said. "This area is going to grow in the next few years, exponentially, and the water has to come from somewhere."

North Texas is rapidly growing. In May, Fort Worth's population [surpassed 1 million](#), and Tarrant County residents are expected to reach a total of about 3.4 million in the next few decades.

Growth of that magnitude adds strain to the water supply, leaving local officials concerned about whether the region has enough to sustain more people and big development such as new data centers, golf courses and housing.

"As we stick more straws in the drink, the drink disappears faster," Aledo Mayor Shane Davis said. "It doesn't matter if you're a small city, if you're Weatherford, or if you're Fort Worth. The question is: Do we have enough water?"

The state's economy risks losing about 785,000 jobs and about \$165 billion in gross domestic product by the end of the 2050 because of water scarcity, according to the [nonprofit Texas 2036](#).

The Tarrant Regional Water District's resources provide water to 2.5 million residents, but that's not enough to keep up, according to the [state's draft of regional water plans](#). Tarrant County will need over 673,000 acre-feet — which is about four times as large as the capacity of Eagle Mountain Lake — by 2080.

Accounting for the 15 other counties included in North Texas water planning — including Dallas, Denton, Collin, Ellis, Parker and Kaufman — the region will require over 3 million acre-feet of water by then.

While North Texas has received above average rainfall this year, a welcome bump to those using groundwater, questions regarding an adequate water supply remain.

Rainfall ultimately determines how much water is available in reservoirs, experts say. Because we cannot control the weather, Dallas-Fort Worth officials must focus on factors they can.



Eagle Mountain Lake is one of Tarrant County's sources of water. (Courtesy photo | Tarrant Regional Water District)

"The population is growing and growing very fast," said Zach Huff, water resources engineering director for the Tarrant Regional Water District. "It's our goal to be planning ahead, out in front of that, so that water supply never becomes a constraint to the community."

Water conservation and reuse strategies will help. Those efforts could save the region 1.28 million acre-feet per year of water by 2080, according to the Texas Water Development Board. But even then, the North Texas area would still be short about 1 million acre-feet annually, according to projections.

That shortfall prompts local officials to seek new water supplies, monitor development and conserve water.

Easing water woes

Although Fort Worth is driving much of the area's growth, people and business leaders are looking west.

Aledo's population of nearly 7,200, for example, is about double the size it was in 2019, City Manager Mark McDaniel said.

"We're not a huge town. That's a big increase in a very short period of time," McDaniel said.

The town's officials are relieved it doesn't rely on well water as much as smaller places on the outskirts, but know they must work fast to keep up with growth by building infrastructure big enough to transport sufficient water supplies to developers, McDaniel added.

"It can all happen. It's just going to take some time to put into place," he said.

Texas leaders are particularly "growth-minded," but new developments come with a greater need, said Ken Rainwater, a professor emeritus at the Water and the Environment Research Center at Texas Tech University.

"People like to grow," he said. "It just feels healthy, whereas if we decided not to grow, then we wouldn't have to grow the stuff we have to provide."

Fort Worth leaders say they recognize the challenge this holds for water availability. City officials project adding [another 550,000 people](#) from 2025 to 2045 throughout its service areas.

As the city pursues new businesses, water utility staff works closely with the economic development officials and developers to understand plans and site uses. Each new development must submit a water study that projects usage and the size of the transmission lines needed.

In Fort Worth, businesses and developers are not limited by the amount of water they need to support their operations. However, businesses have a built-in incentive to be efficient with water usage "because it affects their bottom-line costs," city spokesperson Mary Gugliuzza said in a statement.

Should concerns arise, business and city officials work to identify solutions, Michael Henning, economic development manager, said in a statement.

"Sometimes, there are ways to address those concerns. Other times, it may come with the recognition that Fort Worth might not be the right location for that project," Henning said. "If that's the case, we're up front with companies about those concerns."

Tapping new sources

The fight for water has continued for decades as North Texas officials pushed to build the [Marvin Nichols Reservoir](#).

Tarrant County mostly taps into reservoirs southeast of Dallas for water. Only about 20% comes from local reservoirs Eagle Mountain Lake and Lake Bridgeport.

About 250 miles of pipelines pump about 350 million gallons of water from the Richland-Chambers and Cedar Creek reservoirs to the Dallas-Fort Worth region on a daily basis.

That won't be enough to keep up with growth, said Dan Buhman, chair of the Region C Water Planning Group for the Texas Water Development Board, representing the Dallas-Fort Worth region.

Over the next few decades, about 33% of North Texas' water will have to come from new sources, according to the state's draft plan. That could include those from the Red, Trinity, Sulphur or Neches river basins.

The proposed \$7 billion Marvin Nichols project would flood about 66,000 acres of private property of northeast Texas forest and timberland. That area's residents and its regional water planning group have fought the project, concerned the reservoir would result in loss of resources and wildlife habitat as well as hurt the local economy.

This summer, an agreement was finally reached between Dallas-Fort Worth and northeast Texas water planners.

Originally slated for construction by 2060, officials now plan to break ground on the reservoir [in 2070](#) — not soon enough to be a solution for the growth of the next four decades.

The proposed construction date goes to the state water board for final approval in October.

Taking action

Developers, area city planners and state leaders are recycling water, updating plans, brainstorming new water laws and securing billions in funds to work through water woes.

For example, AllianceTexas — the fast-growing development that holds hubs for aviation, rail, technology and, soon, film — created a system that taps into water treatment reuse and harvested rainwater stored in ponds for its surrounding areas.

This spring, leaders from nine Wise County cities — including Decatur, Bridgeport, Alvord and Rhome — asked the Legislature to form the [Wise Regional Water District](#). Creation of the district would have allowed its leaders to issue bonds to fund water needs, such as building transmission lines.

After the bill failed to pass, the group moved forward by forming the [West Fork Public Utility Agency](#), which would collect funds from partnering entities and from water and wastewater sales, according to the Fort Worth Star-Telegram.

Texas lawmakers did pass a measure going before voters in November aimed at addressing long-term needs with [about \\$20 billion for projects](#) over the next two decades. A newly created Texas Water Fund Advisory Committee would oversee the funds and is tasked with projecting aquifers and local control over surface water rights.

“With the dramatic population growth that Texas continues to experience, our water supplies are drying up, impacting Texans and communities across our great state,” [Gov. Greg Abbott said](#) in a June release about the effort.

As for North Texas, Fort Worth updates its water master plans every 10 years to assess existing and proposed land usage, which illustrates population and employee growth, Gugliuzza said.

This data determines how large municipal waterlines need to be, when and where water storage facilities are needed, and when treatment plant expansions are required.

For example, in a Fort Worth City Council meeting in February, water department director Chris Harder announced plans to expand the city's westside water treatment plant and transmission lines to provide up to 40 million gallons of water a day by 2026.

The North Central Texas Council of Governments is exploring more strategies aimed at balancing economic development and water usage as the Dallas-Fort Worth water planning

group develops its water supply plan, said Susan Alvarez, environment and development director for the council of governments.

"We are starting to get more inquiries, particularly around data centers, both from an energy standpoint and also from a water use standpoint," she said. Data centers require significant water to keep the high-tech facilities cool.

The council of governments assists Dallas-Fort Worth water planners with providing population and density data and developing regional wastewater planning.

Because there's only so much water available and water rights can be limited, residents, businesses and city officials must be better about conserving, Alvarez said.

"We have some opportunities to reduce waste in both system design and operations," said Alvarez.

Again and again, discussion of sustainability harkened back to Mayor Davis' metaphor of many straws in one drink: supply and demand.



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

July 30, 2025

The Honorable Tom Cole
 Chairman
 House Committee on Appropriations
 H-307 Rayburn House Office Building
 Washington, DC 20510

The Honorable Steve Womack
 Chairman
 Transportation, Housing and Urban
 Development Subcommittee
 2358A Rayburn House Office Building
 Washington, DC 20510

The Honorable Rosa DeLauro
 Ranking Member
 House Committee on Appropriations
 1036 Longworth House Office Building
 Washington, DC 20510

The Honorable Jim Clyburn
 Ranking Member
 Transportation, Housing and Urban
 Development Subcommittee
 1036 Cannon House Office Building
 Washington, DC 20510

Dear Chairman Cole, Chairman Womack, Ranking Member DeLauro, and Ranking Member Clyburn:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, and the North Central Texas Council of Governments, we want to thank you for your continued leadership and for your work to ensure our nation is well-prepared to host the largest sporting event in history. We write to respectfully urge you to consider an essential and currently unfunded need: the operational support for public transportation systems that will move millions of spectators, workers, and residents during the World Cup. While Congress has taken significant steps to fund security-related preparations, no federal resources have yet been designated for transit agencies that will shoulder the immense responsibility of ensuring safe, reliable, and high-capacity service throughout the month-long event. This gap remains unaddressed in the House FY26 Transportation, Housing and Urban Development (THUD) appropriations bill, in contrast to the Senate THUD bill, which appropriates \$78 million for transit operations nationwide.

There is a longstanding congressional precedent for treating transportation and security funding as distinct, essential components of hosting large-scale international events. For each of the past eight Olympic Games hosted in the U.S., Congress has provided supplemental federal funding to support transportation operations separate from security funding. We respectfully ask Congress to take a similar approach in the FY26 THUD appropriations bill.

The current proposal - led in the House by Representatives Sharice Davids (D-KS) and Buddy Carter (R-GA) and supported by nearly 70 bipartisan Members of Congress - represents the sole federal request focused specifically on transit operations for the 2026 World Cup. It is backed by 24 transit agencies, Metropolitan Planning Organizations, and Regional Transit Authorities across all 11 host cities and surrounding regions.

The Honorable Cole, Womack, DeLauro, Clyburn
Page Two

July 30, 2025

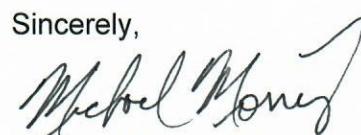
This one-time, supplemental funding will allow host city transit agencies and regional partners to address a set of critical operational needs directly tied to the unique demands of the tournament, including:

- **Additional Operators and Extended Service:** Surge capacity to increase vehicle frequency and expand service hours, including late-night operations after matches.
- **Station Attendants and Ambassadors:** Deployed staff to assist with crowd control and improve the rider experience.
- **Wayfinding Enhancements:** Multilingual signage, digital displays, and app integrations to help visitors navigate unfamiliar systems.
- **Dispatch and Customer Service:** Real-time coordination and communications to support system reliability during peak events.
- **Print and Web Materials:** Transit-specific rider education resources, in multiple formats and languages.
- **Safety and Security Coordination:** Complementary support for system-level safety planning and emergency readiness.

The 2026 FIFA World Cup will coincide with other nationally significant events such as America's 250th anniversary, further amplifying the need for robust transit preparedness. Without dedicated federal support, transit agencies will be forced to stretch limited local and state resources to meet the demands of a global audience, potentially putting service quality, reliability, and safety at risk.

We urge the Committee to support the \$78 million supplemental transit operations provision included in the FY26 Senate THUD appropriations bill to ensure that our public transportation systems are equipped to deliver a world-class experience. The RTC has committed tens of millions of dollars committed for this initiative, so any support would be greatly appreciated. The RTC, with the entire Dallas-Fort Worth region, looks forward to welcoming FIFA World Cup participants and visitors in 2026. If you have questions, please contact me at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,



Michael Morris, P.E.
Director of Transportation
North Central Texas Council of Governments

JN:kw

cc: Members of the North Central Texas Congressional Delegation



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

August 20, 2025

Response to Docket No. DOT-OST-2025-0468

Re: Request for Information – Advancing a Surface Transportation Proposal that Focuses on America's Most Fundamental Infrastructure Needs

Dockets Operation
U.S. Department of Transportation
1200 New Jersey Avenue SE,
West Building, Ground Floor, W12-140
Washington, DC 20590-0001

Dear U.S. Department of Transportation:

Thank you for the opportunity to submit comments in response to the Request for Information (Docket No. DOT-OST-2025-0468) on the development of the next surface transportation authorization.

The Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG) together serve as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area. As the MPO for the DFW area, we work directly with local governments, transit agencies, the Texas Department of Transportation, and the public to ensure that transportation investments are aligned with both regional and national goals.

A strong and collaborative relationship between the U.S. Department of Transportation (USDOT) and MPOs is essential to the success of the nation's transportation infrastructure. In a dynamic transportation landscape, fostering this partnership will enable us to tackle critical challenges and build strong, safe, and thriving transportation networks. Gross Domestic Product is produced in the large urban regions and support for MPOs has direct revenue benefits to the Nation.

We applaud USDOT for initiating this Request for Information (RFI) and offer the attached recommendations organized by the four major themes outlined in the RFI. We welcome the opportunity to meet with you to discuss these recommendations in greater detail and answer any questions you may have. We greatly value our partnership with USDOT and look forward to continuing to work together throughout this process.

If you have any questions, please contact me at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

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

Michael Morris, P.E.
Director of Transportation
North Central Texas Council of Governments

ENHANCING TRANSPORTATION SAFETY

Empower MPOs to Advance Safety Outcomes. Addressing safety challenges on our roads, highways, bridges, and infrastructure is imperative and regions play a critical role in addressing safety nationwide. MPOs are uniquely positioned to identify and respond to safety challenges, such as dangerous intersections and high-crash corridors. Regions offer an efficient and effective path to ensure safety investments lead to substantial improvements, helping residents travel safely to work, entertainment, and home. Expanded MPO decision-making authority for federal safety programs would ensure investments are guided by local data and regional safety action plans. Greater focus on speed enforcement and teenage bystander training are examples of our recent safety efforts.

ACCELERATING PROJECT DELIVERY

Create Efficiency Hearings for Certain Projects. Many locally supported projects are delayed by review processes that were not designed for their scope or scale. Many federal procedures have a “one size fits all” approach to environmental approvals, project approvals, and federal regulation enforcement. Create an “Efficiency Hearing” permitted by the MPO for the simplest of improvements to advance safety, operations and low-cost improvements. An MPO could require an affirmative vote to hold the hearing, as well as an affirmative vote to proceed after public comments. This could help expedite low-cost projects with no environmental impacts, no right-of-way impacts, and no needed permits, with public directive to proceed quickly.

Modernize Funding Mechanisms for Effective Regional Delivery. Grant MPOs the option to serve as direct recipients of Metropolitan Planning (PL) funds, with an opt-out option. Additionally, support the creation of a pilot program allowing a select group of MPOs with Transportation Management Areas (TMAs) to directly receive capital funds that are currently suballocated (e.g., STBG, CMAQ, CRP, etc.). All MPOs should be guaranteed a meaningful role in project selection to ensure that federally funded projects reflect local priorities and deliver the greatest benefit to communities, while reaching national goals. These changes would enhance local accountability, improve project delivery, and streamline the process.

Allowing for Carryover of Federal Funds. Many of NCTCOG’s projects require extensive coordination and span multiple fiscal years. Oftentimes, these critical efforts do not align neatly with the federal fiscal calendar. Allowing the carryover of federal funds from one fiscal year to the next ensures uninterrupted progress on essential long-term projects, promoting consistent infrastructure improvements that enhance safety, congestion relief, and economic vitality for residents.

INCREASING OPPORTUNITIES THROUGH INVESTMENT IN TRANSPORTATION INFRASTRUCTURE

Change the Method of Allocation for the Congestion Mitigation and Air Quality (CMAQ) Improvement Program. Allocate CMAQ funds to Transportation Management Areas – MPOs with populations over 200,000. Under current law, FHWA apportions CMAQ funding to each state and the states can choose to suballocate the funds to MPOs or retain/reallocate funding as they see fit. This includes being able to transfer up to 50% of CMAQ funds to other apportionment programs in the state. Instead, allocate CMAQ funds to states by formula, then suballocate to each MPO based on population and pollutant severity, then MPOs could select the appropriate projects to be funded in a region. Because MPOs are responsible for ensuring transportation plans and programs meet air quality regulations, greater regional authority over project selection is a more sensible approach. The federal government is increasing air quality conformity compliance risk due to the diversion of air quality funds to the non-air quality projects. Real world examples exist from the DFW region.

Funding for Criteria and Precursor Pollutant Reduction Programs. As an MPO in an ozone nonattainment area, NCTCOG is responsible for conducting a regional Transportation Conformity analysis. In the latest Conformity analysis, NCTCOG estimated a substantial increase in out-year criteria pollutant emissions related to ozone nonattainment as compared to previous Conformity results. We recommend maintaining funding for programs that achieve criteria and precursor pollutant reductions in nonattainment areas and continue to include criteria related to achieving air quality improvements in nonattainment areas as part of competitive funding programs. Entities should prioritize projects that use technologies that substantially reduce criteria pollutants long-term (e.g. hydrogen fuel cell vehicles) to ensure successful Transportation Conformity determinations. Additionally, entities should collaborate with the U.S. Environmental Protection Agency to identify new vehicle technologies and emissions reduction strategies that can be implemented in the on-road vehicle fleet to further reduce ozone-forming pollutants.

Maintain or Enhance the Levels of Funding for the Transportation Alternative (TA) Set-Aside Program. The Texas Department of Transportation (TxDOT) administers TA funds for locally sponsored bicycle and pedestrian infrastructure projects in communities across the state. In large urbanized areas with populations over 200,000, TA funds are also distributed directly to MPOs to administer according to their needs. MPOs and TxDOT are responsible for selecting projects independently of one another. Maintaining or enhancing the TA program is critical for the region to continue developing safe, accessible, and cost-effective transportation solutions that save lives, enhance local economies, and connect people beyond car travel.

Update Outdated Allocation Formulas. Congress does not use the latest census data in transportation funding allocation formulas. Instead, current federal formulas use 2000 census data. This penalizes states with high population growth – states where transportation funding is greatly needed to keep pace with demand. Revenues should be allocated with the most recent data available, not data from many years ago. A legislative change is needed in Title 23 USC §104(b) to use the most current census data when allocating revenue.

Ensure the Stability and Sustainability of the Highway Trust Fund (HTF). The HTF faces serious challenges from stagnant fuel tax rates, fuel-efficient vehicles, and the rise of electric vehicles, all of which reduce revenue. MPOs rely on HTF funding for key programs like Planning Funds, the Surface Transportation Block Grant Program, and Transportation Alternatives to plan for efficient and resilient transportation networks. Additional revenue streams to boost the HTF should be explored.

Shift from Discretionary to Formula-based Funding for Certain Programs. A shift to formula-based funding for certain federal programs ensures a more predictable and equitable distribution of resources, allowing MPOs to strategically plan for the long-term growth of their communities. The Secretary of Transportation should review all competitive grant programs and keep some, allocate others to MPOs and others to the states.

Increase Planning Funds to Meet Federal Planning Requirements. Planning is the foundation of effective project delivery. Despite expanding responsibilities, Metropolitan Planning funds (PL) remain below 1% of total formula dollars. MPOs require sophisticated modeling, public engagement, and interagency coordination. An increase in the total amount of PL funds and an increase in the federal share would help to meet the needs of the evolving role of MPOs. These funds empower MPOs to plan transportation systems that are responsive to the needs of our communities, fostering economic growth, safety, and congestion relief. Direct benefit to National Gross Domestic Product would be achieved.

STRENGTHENING PARTNERSHIPS WITH STATES AND OTHER KEY STAKEHOLDERS

Implement consistent performance management rules and procedures. The Transportation Performance Management (TPM) framework first introduced with the Moving Ahead for Progress in the 21st Century Act (MAP-21) (and continued with the FAST Act and IIJA) has been a valuable tool for state DOTs and MPOs to better communicate the performance of the transportation system and support funding decisions. However, the TPM framework was implemented piecemeal through a series of several rulemakings, resulting in a series of different rules, procedures, and schedules for different groups of performance measures that has been difficult to communicate with stakeholders. Greater consistency across the TPM framework would make it easier for MPOs to take strategic action on the measures and would reduce administrative burden. In some cases, necessary action on the measures has been delayed by the availability of needed data. Greater flexibility on data sources, retiming schedules to better coincide with data availability, and stronger enforcement of the schedules for data releases would be helpful in this regard.

Implement Different Requirements for MPOs of Different Sizes. Federal law requires a metropolitan area of 50,000 or more to have an MPO that is responsible for transportation planning. MPOs are also required to produce a long-range transportation plan, a shorter-term plan, a congestions management process, and a work program. MPOs range in population size from regions of 50,000 to regions of millions, yet 23 USC §134 and 49 USC §5303 applies to all MPOs no matter the size. Requirements under law should be loosened for smaller MPOs under 200,000, MPOs of 200,000 and up to one million should only partially be required to implement current law, while all requirements under current federal law should apply to large MPOs over one million.



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

August 27, 2025

The Honorable Michael Lestangi
Executive Director
Federal Railroad Administration
1200 New Jersey Ave.
Washington, D.C. 20590

Dear Executive Director Lestangi:

The Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG) together serve as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) Area. On behalf of the Regional Transportation Council (RTC), I would like to express our support for the planning and implementation of rail service for the proposed I-20 Corridor Passenger Rail Project between the Dallas-Fort Worth (DFW) region and Meridian, Mississippi (to Atlanta, Georgia). The East Texas route segment through Marshall, Longview, and Mineola is essential. This rail service would provide new transportation options for the state of Texas, create environmental benefits, promote tourism and economic development, create transfers between Amtrak routes, and would serve to reduce traffic on an already congested highway.

In December of 2023, the Federal Railroad Administration (FRA) announced the Fiscal Year 2022 Corridor Identification and Development Program selections. The Southern Rail Commission (SRC) was awarded a grant for the I-20 Corridor Intercity Passenger Rail Service between Meridian, Mississippi and Dallas/Fort Worth, and specifically referenced serving the East Texas cities of Marshall, Longview, and Mineola. However, an alternative northern route in East Texas is now being proposed by others outside of the state of Texas, moving away from the I-20 Corridor.

This alternative northern Texas route is at odds with the prior FRA designation, as well as TXDOT's Texas Rail Plan. The alternative route segment would be longer and less direct, require the construction of depots and other rail infrastructure, and require upgrades to the existing track. Not taking the I-20 Corridor route through East Texas would be inefficient and cost more per mile. This is a dynamic situation that requires action in the planning stage before it reaches the next step, the Service Development Plan.

The proposed I-20 Corridor passenger rail project would not only provide an east-west connection between two of the nation's fastest-growing urban mega-regions, the Dallas-Fort Worth region and the greater Atlanta, Georgia region, but it would also connect rural communities and smaller cities along the route. In addition, this route would connect these cities to the East Coast, Washington, DC, and New York City.

Executive Director Lestingi
Page Two

August X, 2025

Again, the RTC supports the planning and implementation of passenger rail service along the I-20 corridor with East Texas stops in Marshall, Longview, and Mineola. Thank you for your time and attention to this matter. If you have any questions about this project, please contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,



Rick Bailey, Chair
Regional Transportation Council
Johnson County Commissioner

JN:kw

cc: The Honorable Lance Gooden, U.S. House of Representatives
The Honorable Roger Williams, U.S. House of Representatives
The Honorable Beth Van Duyne, U.S. House of Representatives
The Honorable Marc Veasey, U.S. House of Representatives
The Honorable Jasmine Crockett, U.S. House of Representatives
The Honorable David Fink, Federal Railroad Administration, Administrator
Caroline Mays, AICP, Director of Planning and Modal Programs, Texas Department of Transportation
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)

September 2, 2025

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

Dear Representative [Last Name]:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, and the North Central Texas Council of Governments (NCTCOG), thank you for your continued leadership on transportation issues in the United States Congress. The RTC expresses concern for funding levels proposed in the House's Fiscal Year 2026 (FY26) Transportation, Housing and Urban Development (THUD) appropriations bill, which decreases investments in public transportation and passenger rail. Instead, we ask you to support the funding levels proposed in the FY26 Senate THUD bill.

NCTCOG recently completed The North Central Texas Regional Transit 2.0: Planning for Year 2050 Study (Transit 2.0), which is designed to address the anticipated population growth and related challenges that affect mobility and development in North Central Texas. With this Transit 2.0 study, the DFW region is looking at the future of transit, including the development around transit stations, density, and housing, all resulting in economic development. As the Administration continues to lead the way in innovation, the federal government should look to transit as an investment and lead the way in modernizing and integrating technology into transit. Congress has the potential to set a national standard for an efficient public transportation system resulting in economic benefits.

Public transportation drives the American economy, creating millions of jobs and strengthens local communities. Additionally, public transportation is a safe means of transportation that helps to prevent fatalities, alleviates congestion, and boosts economic development. As the country continues to urbanize and grow in population, Congress must ensure essential federal investment in public transportation and passenger rail for the future. As you work to finalize the FY26 THUD appropriations bill, the RTC requests that you adopt the Senate-proposed funding levels for public transportation and passenger rail.

The RTC appreciates your attention to this matter and your ongoing commitment to representing the nation's interests. If you would like to learn more about our concerns, please contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read 'Rick Bailey'.

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)

September 5, 2025

Response to Docket No. DOT-OST-2025-0963

Re: Request for Information – U.S. DOT Strategic Plan

Docket Management Facility
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Room PL-401
Washington, DC 20590-0001

Dear U.S. Department of Transportation:

Thank you for the opportunity to submit comments in response to the Request for Information (Docket No. DOT-OST-2025-0963) on the development of the U.S. Department of Transportation (USDOT) Strategic Plan for fiscal years (FY) 2026-2030.

The Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG) together serve as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area. As the MPO for the DFW area, we work directly with local governments, transit agencies, the Texas Department of Transportation, and the public to ensure that transportation investments are aligned with both regional and national goals.

A strong and collaborative relationship between the U.S. Department of Transportation and MPOs is essential to the success of the nation's transportation infrastructure. In a dynamic transportation landscape, fostering this partnership will enable us to tackle critical challenges and build strong, safe, and thriving transportation networks. Gross Domestic Product is produced in large urban regions and support for MPOs has direct revenue benefits to the Nation.

We applaud USDOT for initiating this Request for Information (RFI) and offer the attached recommendations organized by the four questions outlined in the RFI. We welcome the opportunity to meet with you to discuss these recommendations in greater detail and answer any questions you may have. We greatly value our partnership with USDOT and look forward to continuing to work together throughout this process.

If you have any questions, please contact me at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

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

Michael Morris, P.E.
Director of Transportation
North Central Texas Council of Governments

1. What strategies or priorities should the DOT adopt to improve the Nation's transportation systems?

The USDOT should adopt the usage of Public-Private Partnerships (P3s) and dynamically priced managed lanes to improve the Nation's transportation system. Under current law, an Interstate constructed with federal aid generally cannot be tolled, except in limited cases outlined in 23 U.S. Code §129, such as new capacity, reconstruction, managed lanes, and certain toll bridges and tunnels.

The Dallas-Fort Worth (DFW) region has used P3s to implement tolled managed lanes to improve mobility and ease congestion in our region. Drivers in the tolled managed lanes see an increase in speeds when compared to pre-construction speeds, and because of the shift of some drivers to the tolled managed lanes, those in the non-tolled lanes also experience improved travel times. Examples of this in our region include the North Tarrant Express and LBJ Express projects. These projects were expedited, with construction starting years or decades before they would have if pay-as-you-go funding had been used; plus, construction itself is faster, with a full corridor completed in a matter of years rather than building a project in phases over a decade.

2. How should DOT measure progress towards the priorities suggested in Question 1?

The USDOT can measure progress of dynamically priced managed lanes or P3s by comparing the baseline of funds versus leveraged funds. The attached figure highlights these measures. The private sector has spent \$8 billion, and the public sector has spent \$1.4 billion. The North Tarrant Express and LBJ Express projects utilized private-sector financing, as over 80 percent of the construction, maintenance and operations costs over a 52-year period were covered by the private sector. These projects demonstrate the power of leveraging through the significant public and private sector funding that occurred.

3. What emerging challenges or opportunities in transportation warrant additional DOT activities, investments, research, or analysis?

Air quality conformity is an emerging challenge that warrants additional USDOT investment, research, and analysis. As an MPO in an ozone nonattainment area, NCTCOG is responsible for conducting a regional Transportation Conformity analysis. In the latest Conformity analysis, NCTCOG estimated a substantial increase in out-year criteria pollutant emissions related to ozone nonattainment as compared to previous Conformity results. We recommend maintaining funding for programs that achieve criteria and precursor pollutant reductions in nonattainment areas and continue to include criteria related to achieving air quality improvements in nonattainment areas as part of competitive funding programs. Additionally, USDOT could research or analyze new vehicle technologies, specifically in trucks (i.e., NOx emissions), and emissions reduction strategies that could be implemented in the on-road vehicle fleet to further reduce ozone-forming pollutants.

Allowing the flexibility of CMAQ funds by allocating those funds to Transportation Management Areas, MPOs with populations over 200,000, may also be warranted. Under current law, FHWA apportions CMAQ funding to each state and the states can choose to suballocate the funds to MPOs or retain/reallocate funding as they see fit. This includes being able to transfer up to 50% of CMAQ funds to other apportionment programs in the State. Instead, allocate CMAQ funds to states by formula, then

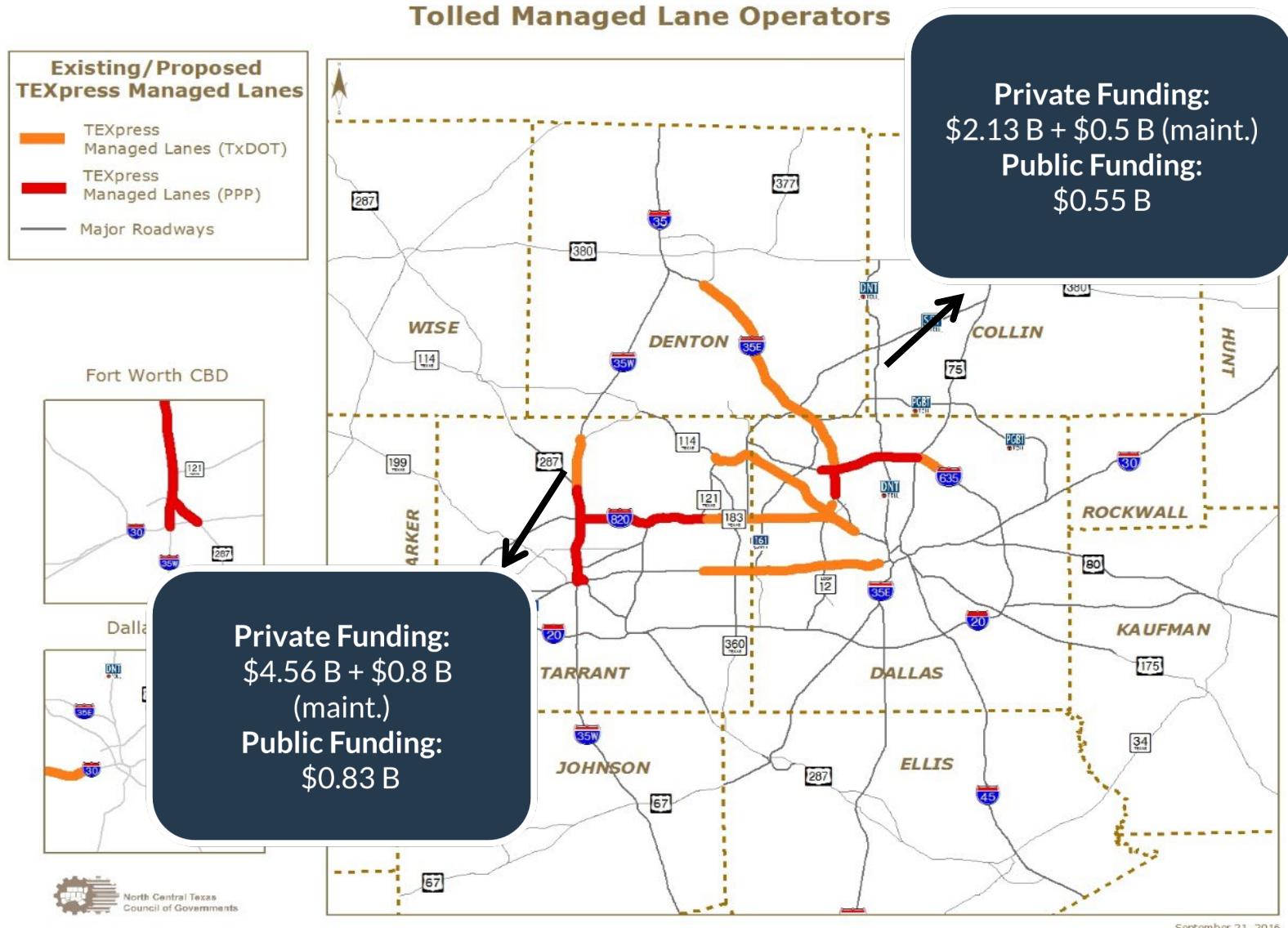
suballocate to each MPO based on population and pollutant severity, then MPOs could select the appropriate projects to be funded in a region. Because MPOs are responsible for ensuring transportation plans and programs meet air quality regulations, greater regional authority over project selection is a more sensible approach. The federal government is increasing air quality conformity compliance risk due to the diversion of air quality funds to the non-air quality projects. Real world examples exist from the DFW region.

4. How can DOT best create value for its activities with stakeholders?

One way USDOT can create value for its activities with stakeholders is by letting MPOs expedite project delivery. Many locally supported projects are delayed by review processes that were not designed for their scope or scale. Many federal procedures have a “one size fits all” approach to environmental approvals, project approvals, and federal regulation enforcement. Create an “Efficiency Hearing” permitted by the MPO for the simplest of improvements to advance safety, operations and low-cost improvements. An MPO could require an affirmative vote to hold the hearing, as well as an affirmative vote to proceed after public comments. This could help expedite low-cost projects with no environmental impacts, no right-of-way impacts, and no needed permits, with public directive to proceed quickly.

Additionally, funding mechanisms can be modernized. MPOs could be granted the option to serve as direct recipients of Metropolitan Planning (PL) funds, with an opt-out option. Additionally, support the creation of a pilot program allowing a select group of MPOs with Transportation Management Areas (TMAs) to directly receive capital funds that are currently suballocated (e.g., STBG, CMAQ, CRP, etc.). All MPOs should be guaranteed a meaningful role in project selection to ensure that federally funded projects reflect local priorities and deliver the greatest benefit to communities, while reaching national goals. These changes would enhance local accountability, improve project delivery, and streamline the process.

Leveraging/Innovative Funding





**U.S. Department
of Transportation**

**Office of the Secretary
of Transportation**

Under Secretary for Policy

1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Rescission of Unobligated NAE Funds

This letter is regarding your fiscal year 2023 Neighborhood Access and Equity (NAE) Program grant award. Section 60019 of "H.R. 1, One Big Beautiful Bill" rescinds all unobligated balances from the NAE Program. Pub. L. No. 119-21.

Accordingly, Bridging Highway Divides for DFW Communities will undergo an unobligated balance rescission of \$15,000,000.00. The obligated portion of this award, \$65,000,000.00, remains available for use in accordance with grant agreement conditions.

Any unobligated funds of a phased NAE grant agreement are no longer available. The Federal Highway Administration will continue to administer the obligated portion of the NAE grant pursuant to the terms and conditions of the grant agreement; however, no additional phases using NAE funding are available for obligation or reimbursement. Only current obligations can be reimbursed.

You may utilize any other available Federal funds for which the remaining work may be eligible to complete the unfunded activities, including applying for funding pursuant to other competitive grant program opportunities.

If you have any further questions, please do not hesitate to reach out to
reconnectingcommunities@dot.gov.

Regards,

A handwritten signature in blue ink, appearing to read 'Loren A. Smith, Jr.'

**Loren A. Smith, Jr.
Deputy Assistant Secretary for Policy
U.S. Department of Transportation**



PRESS RELEASE
Contact: Brian Wilson
(817) 704-2511
bwilson@nctcog.org

NCTCOG Seeks Public Input on Heartland Flyer Funding, Safety Initiatives at Aug. 11 Public Meeting

Public comments will be accepted through Sep. 9

Aug. 4, 2025 (Arlington, TEXAS) – The North Central Texas Council of Governments (NCTCOG) invites the public to provide input on recent planning initiatives, including funding to continue Amtrak service between Fort Worth and Oklahoma City, during a hybrid public meeting at noon on Monday, Aug. 11.

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/nctcogAug25. Residents can also participate by calling 855-925-2801 and entering code 11270. Public comments will be accepted until Sep. 9.

The meeting will feature a presentation covering the \$3.5 million in Regional Toll Revenue funds approved by the Regional Transportation Council (RTC) to secure the continued service of the Heartland Flyer for one year. The operation of the transit service is critical in supporting the FIFA 2026 World Cup.

Additionally, staff will present key findings, lessons learned and plans for the expansion of the Multimodal Delivery Project. This collaborative initiative among NCTCOG, the City of Arlington, Tarrant Area Food Bank and a network of technology and regional partners successfully tested an innovative delivery project using autonomous ground vehicles and aerial robots. The project completed 300 grocery deliveries during two demonstrations held in 2024 and 2025. For more information, visit ArlingtonTX.gov/Multimodal.

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

Finally, staff will cover the Fiscal Year 2025 Public Transportation Funding Programs of Projects. The Programs of Projects include proposed transit projects funded by the Federal Transit

Administration through the award of Fiscal Year 2025 funds for the following four programs: Urbanized Area Formula, Enhanced Mobility of Seniors and Individuals with Disabilities, State of Good Repair and Bus and Bus Facilities.

Residents planning to use transit to attend the meeting can take advantage of \$6 round-trip rides from the CentrePort/DFW Airport Station to NCTCOG via the Arlington Transportation app. Visit ArlingtonTX.gov/ondemand to download the app.

For special accommodation related to disabilities or language interpretation, please contact 817-573-1719 or email hwitcher@nctcog.org at least 72 hours prior to the meeting.

About the Regional Transportation Council:

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 44 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at www.nctcog.org.

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PRESS RELEASE
Contact: Brian Wilson
(817) 704-2511
bwilson@nctcog.org

Texas Transportation Commission Approves Use of \$3.5 Million For Heartland Flyer

Decision confirms Regional Transportation Council's July action to use regional funding for Texas' share

Aug. 21, 2025 (Arlington, Texas) – The Texas Transportation Commission on Thursday approved the Regional Transportation Council's decision in July to commit \$3.5 million to keep the Heartland Flyer rolling. The action allows the Amtrak line linking Fort Worth and Oklahoma City to continue operating for the next year after facing the possibility of running out of funding.

The Amtrak service, which has operated since 1999, faced the possibility of ending after the Texas Department of Transportation's funding request was not included in the state's final budget. The 206-mile route is jointly funded by TxDOT and the Oklahoma Department of Transportation.

"The Regional Transportation Council and the North Central Texas Council of Governments are grateful to the Texas Transportation Commission for approving use of Regional Toll Revenue funding for the Heartland Flyer," NCTCOG Director of Transportation Michael Morris, P.E., said. "This interim funding will help secure the future of the Heartland Flyer, which serves as a vital link for both commuters and leisure travelers between Fort Worth and Oklahoma City. We extend our thanks to the Texas Department of Transportation, the Texas Transportation Commission and all partners involved in making this historic action happen. We look forward to working with them to build a strong future for passenger rail."

Amtrak welcomed the Texas Transportation Commission's approval of funding for the Heartland Flyer

"On behalf of our Amtrak guests who count on daily Heartland Flyer trains, we thank the Texas Transportation Commission for approving the state's share of funding of the service from the North Central Texas Council of Governments and its Regional Transportation Council," said Jennifer Mitchell, Amtrak Executive Vice President. "We will work with the Commission, TxDOT, NCTCOG and other interested parties in Texas for a longer-term state funding solution. More than 80,000 passengers rode this service last year, up by 11-percent from the previous 12 months, on trains that are an economic benefit to both Texas and Oklahoma."

The funding is also good news for special events hosted in the Dallas-Fort Worth area like the FIFA World Cup in 2026.

"We are also happy to announce continued Heartland Flyer service in time for our tradition of welcoming guests to ride Amtrak to and from the annual Red River rivalry game between the UT Longhorns and OU Sooners on Oct. 11 at the Cotton Bowl in Dallas," Mitchell said.

This is the second time in recent months the RTC has stepped in with funding to keep the Heartland Flyer operating. In January, the RTC approved up to \$100,000 in Regional Toll Revenue funding to cover a potential shortfall through the end of the fiscal year.

About the Regional Transportation Council:

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 45 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at NCTCOG.org.

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PRESS RELEASE
Contact: Brian Wilson
(817) 704-2511
bwilson@nctcoq.org

Recommended Transportation Improvements for Oak Farms Area to be Presented at Aug. 12 Virtual Meeting

NCTCOG and the City of Dallas partner together to reshape transportation options near former Oak Farms Dairy site

Aug. 7, 2025 (Arlington, TEXAS) – The City of Dallas and the North Central Texas Council of Governments (NCTCOG) will present the final recommendations for transportation improvements near the former Oak Farms Dairy site during a virtual public meeting on Aug. 12 at 6 p.m. NCTCOG and Dallas are concluding a transportation study of the area, which includes a portion of North Oak Cliff and surrounding communities in the City of Dallas and Dallas County.

Traffic operations, patterns and impacts were studied to accommodate all forms of transportation in the area surrounding the former dairy site. The virtual public meeting can be viewed at PublicInput.com/oakfarms. Those who prefer to call in can dial 855-925-2801 and enter code 11712 to participate over the phone. There will be no public comment period following the meeting, but those who attend will have the option to leave a comment virtually and are also able to call in to ask questions.

The project team will update the community on how planners will conclude the study and how the public's feedback has been incorporated into the final recommendations for transportation enhancements designed to improve safety, mobility and accessibility in the Oak Farms area. An important gateway to and from downtown Dallas and beyond, this area presents opportunities to connect neighborhoods through a multimodal approach. The study is being conducted in two parts: one by the City of Dallas and one by NCTCOG.

The City of Dallas portion of the study is designed to provide corridor analysis to determine multimodal prioritization for studied thoroughfares, evaluate the feasibility of a DART Streetcar extension in the north Oak Cliff area with connectivity from existing operations to Halperin Park – Southern Gateway over IH 35E, and recommend corridor rehabilitation projects to provide pedestrians and cyclists safe access to the street grid.

NCTCOG's portion involves analyzing the Houston Street and Jefferson Boulevard viaducts to improve mobility and connectivity in the Dallas-Fort Worth region. Plans include converting the Houston Street Viaduct into a non-vehicular crossing with a pedestrian path, bi-directional

bikeway and space for a future second Streetcar track. The Jefferson Viaduct would become a two-way, four-lane road with improved access and removal of outdated ramp structures.

Additional improvements focus on enhancing local connectivity and public space. Marsalis Avenue would be realigned to expand Oak Cliff Founders Park and support redevelopment of the Oak Farms site. Several nearby streets would be redesigned with enhanced pedestrian and bike infrastructure. New off-street paths would also link the viaducts and surrounding areas to the Trinity River Trail System.

About the Regional Transportation Council:

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 45 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at NCTCOG.org.

###



New Regional Transit Safety Performance Measure Targets

Ezra Pratt, AICP

Regional Transportation Council | 9.11.2025

Federal Performance Measure Schedule

Rulemaking	Next Anticipated STTC Action	Next Anticipated RTC Action	Target-Setting Schedule
PM1 – Roadway Safety	2025 (Pending Data Availability)	2025 (Pending Data Availability)	Targets established as reductions over 5-year period
PM2 – Pavement and Bridge	February 2025 ✓	March 2025 ✓	Biennial
PM3 – System Performance, Freight, and CMAQ (Part 1)	August 2024 ✓	September 2024 ✓	Biennial
PM3 – System Performance, Freight, and CMAQ (Part 2)	February 2025 ✓	March 2025 ✓	Biennial
PM3 - Greenhouse Gas Emissions		N/A (Implementation suspended)	
Transit Safety (PTASP)	August 2025	September 2025	Every 4 Years
Transit Asset Management	Late 2026	Late 2026	Every 4 Years



Public Transportation Agency Safety Plan (Transit Safety) Overview

Public Transit Agency Safety Plans (PTASPs) are a means for transit providers and MPOs to monitor and improve the safety of transit systems under their jurisdiction.

Provider targets are established annually, while regional safety targets are established every four years.

The five required groups of performance measures are listed below:

- **Safety Events**
- **Fatalities**
- **Injuries**
- **Assaults on Transit Workers** [New Measure added in April 2024]
- **System Reliability**

Policy Direction

- Several new measures were added with updated Federal Transit Administration (FTA) regulations in April 2024
- Goal of the targets is to achieve a **10%** improvement from the regional baseline average performance by 2029
- Fatality targets are set to **zero**, in line with the regional safety position that, “Even one death in the transportation system is unacceptable”



PTASP Measures & Targets - Draft Updated Targets

NCTCOG Regional PTASP Safety Performance Targets	Desired Trend Indicating Improvement	Current Target	New Draft Target
Total Major Events	↗	490	217
Major Events rate*	↗	0.770	0.320
Collisions rate*	↗	NA	0.169
Pedestrian Collisions rate*	↗	NA	0.088
Vehicular Collisions rate*	↗	NA	0.061
Total Fatalities	↗	0	0
Fatalities rate*	↗	0.000	0.000
Transit Worker Fatalities rate*	↗	NA	0.000
Total Injuries	↗	143	244
Injuries rate*	↗	0.220	0.357
Transit Worker Injuries rate*	↗	NA	0.033
Total Assaults on Transit Workers	↗	NA	0
Assaults on Transit Workers rate*	↗	NA	0.000
System Reliability (Average Miles between Major Mechanical Failures)	↗	19,841	22,826

* Rate per 100,000 Vehicle Revenue Miles

Addressing Transit Safety Measures

All Transit Safety performance measures stand to be improved by policies, programs, and projects that are recommended by **Mobility 2050**

Policy TR3-007: Implement safety, management and operational efficiency, and multimodal system integration projects and programs as appropriate.

BUILD and other competitive grant awards with transit infrastructure components

Numerous projects being implemented by transit providers

- DART removal of mid-platform pedestrian crossings at all rail stations
- Investments in multimodal enhancements at and near major transit centers, such as those resulting from NCTCOG's Routes to Rail Stations studies



Transit Performance Measures & PTASP Regional Target Update Schedule

Action	Date
Coordination with Regional Transit Providers on Draft PTASP Targets	Early March 2025
STTC Information on TAM/PTASP Performance and Draft Updated PTASP (Transit Safety) Targets	March 28, 2025
NCTCOG Hybrid Public Meeting on TAM/PTASP Performance and Draft Updated Transit Safety Targets	April 7, 2025
RTC Information on Draft Updated Transit Safety Targets	August 7, 2025
STTC Action to Recommend Adoption of New Regional Transit Safety Targets	August 22, 2025
RTC Action to Adopt New Regional Transit Safety Targets	September 11, 2025
NCTCOG Committee Action to Adopt New Transit Asset Management Targets	Late 2026



REQUESTED ACTION – Regional Transit Safety (PTASP) Performance Measures

RTC approval of:

- New Regional Transit Safety Performance Measure Targets for FY2026-FY2029.
- 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 new transit safety targets.

RTC Action Item – September 11, 2025



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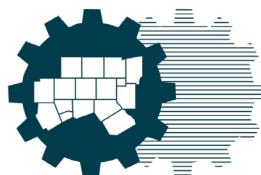
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Public Participation Plan for the Dallas- Fort Worth Metropolitan Area

November 2022 Update



North Central Texas
Council of Governments



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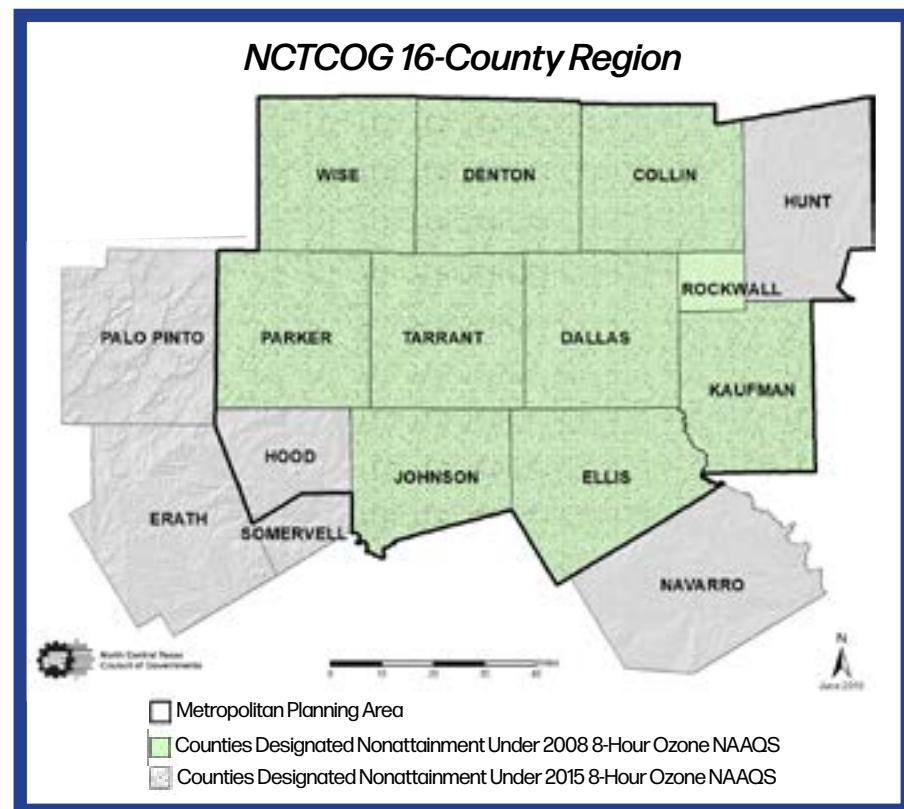
1. About the Metropolitan Planning Organization

North Central Texas Council of Governments Transportation Department and Regional Transportation Council

As the federally designated Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area since 1974, the North Central Texas Council of Governments (NCTCOG) Transportation Department works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing region. The 12-county region includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. This area is urbanized or expected to be urbanized in the next 20 years. North Texas is one of the fastest-growing regions in the country, adding about 1 million people every 10 years. More than 7 million people live in the region today, and that is expected to increase to over 11 million by 2045. NCTCOG works with its transportation partners and all levels of government, as well as the public, to address traffic safety and congestion by developing a multimodal transportation system that includes highway, passenger rail, bus, and bicycle and pedestrian facilities.

In addition to serving as the MPO for the Dallas-Fort Worth area, NCTCOG also coordinates public transportation planning for the 12-county region and four additional counties: Erath, Navarro, Palo Pinto and Somervell.

The Regional Transportation Council (RTC), the independent policy body of the MPO, oversees the work of the MPO, establishes priorities and guides the development of multimodal transportation plans, programs and partnerships. The RTC consists primarily of local elected officials and representatives from the area's transportation providers, and the RTC determines how to allocate federal, state and regional funds to transportation improvements. Committees and advisory groups lend expertise and develop recommendations for the RTC to consider.



2. Guiding Principles for Public Participation

This Public Participation Plan outlines the MPO's responsibility to inform and involve individuals and communities and discusses the principles, goals and strategies it employs to broadly engage the diverse audiences living and working in North Texas.

NCTCOG adheres to federal requirements for public involvement and strives to go beyond these requirements by finding new ways to engage the public in the transportation planning and programming process. Appendix A outlines the laws and legislation relevant to public participation and how NCTCOG meets these standards.

Consistent and Comprehensive Communication

Transportation policies and programs affect every individual, group and community in North Texas; therefore, the MPO employs a collaborative public involvement process to identify transportation needs and solutions for the region. Clear and continuous communication with the public through multiple channels is the cornerstone for building a transportation system that helps preserve the region's quality of life while moving people and goods safely, efficiently and reliably.

Additionally, the MPO must ensure regional transportation planning is consistent with federal goals to improve air quality because some counties in the Dallas-Fort Worth area do not meet the ozone standards set by the Environmental Protection Agency (EPA). Appendix B outlines the current county classifications under each ozone standard as of the date of this publication. Therefore, the MPO develops and implements programs to reduce ozone-causing emissions from transportation-related sources. To accomplish the mobility and air quality goals of the entire region, the MPO actively seeks to hear from people who live, work and travel in North Texas and have varying transportation needs and priorities.





Commitment to Diversity and Inclusiveness

NCTCOG values the full range of voices in North Texas and is committed to listening to and seeking input from the diverse individuals and many communities that reside in the Dallas-Fort Worth area. As such, NCTCOG seeks to both meet federal requirements for participation and actively increase the number and diversity of participants in the planning process.

Consistent with federal requirements outlined in Appendix A, NCTCOG is committed to incorporating Environmental Justice elements and Title VI considerations into its Public Participation Plan. During the public participation process, populations that have been traditionally underserved by existing transportation systems, including but not limited to low-income and minority households, are sought out and their needs considered.

NCTCOG addresses Environmental Justice concerns throughout the transportation planning process, and it is the responsibility of all staff to consider the needs of traditionally underserved communities during planning, project selection and project implementation. As the Public Participation Plan is implemented, special consideration is given to ensure all residents have reasonable access to information and opportunities to give input. Furthermore, demographic data is analyzed to identify areas having considerable numbers of protected populations. This information can be used to select locations for public meetings and outreach events as well as to identify opportunities to better target or diversify outreach efforts.

The Language Assistance Plan (LAP) in Appendix B outlines NCTCOG's efforts to make information available to limited English proficient (LEP) persons. The LAP outlines demographic information, analysis of Department activities, language assistance provided and communication to LEP persons about the availability of language assistance.

Title VI states that no person is excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion. Title VI prohibits discrimination, whether intentional or where the unintended effect is unduly burdensome.

The Title VI Complaint Procedures in Appendix D outline the NCTCOG Title VI policy and explain the process by which complaints may be submitted by individuals, investigated and potentially resolved.

The Public Participation Plan outlines principles and strategies through which NCTCOG seeks to include all of the region's communities in the planning process. In particular, the diversity of communities in North Texas means NCTCOG will work to establish and maintain relationships and channels of communication with individuals and organizations that serve traditionally underrepresented groups. By working with communities, NCTCOG will better reach individuals and understand their transportation needs, resulting in relationships that lead to consensus building.

Communication and outreach strategies that specifically aim to increase the number and diversity of people reached through the planning process include, but are not limited to:

Media Outreach	Regularly research newspapers, online publications and blogs serving areas with considerable numbers of protected populations and update the media contact database as needed
Paid Advertising	Continue to advertise public input opportunities in minority publications and through social media and identify opportunities to place paid advertisements in strategically selected media and organizational publications to encourage individuals to sign up for NCTCOG Transportation Department email updates
Language Translation	Advertise public input opportunities in Spanish-language newspapers with instructions for requesting additional translation; translate key NCTCOG Transportation Department documents and work with program areas to identify opportunities for bilingual outreach in Spanish and other languages; provide translation into Spanish or other languages upon request
Community Networks	Establish and facilitate a network of individuals and organizations who will share information and notices of input opportunities in their communities and through their own networks
Business Outreach	Evaluate how to expand outreach to the business community, including minority chambers of commerce
Nonprofit Coordination	Identify and develop opportunities to better coordinate with nonprofit organizations already effectively reaching segments of the North Texas population



Consultation with Committees

Standing and ad hoc committees, subcommittees, task forces and working groups provide valuable input, insight and coordination on planning for transportation and air quality issues in the region. The Regional Transportation Council is the forum for cooperative decision-making by the elected officials of local governments and representatives of local transportation providers in the Metropolitan Planning Area. The RTC meets on the second Thursday of each month.

The Surface Transportation Technical Committee provides technical review and advice to the RTC with regard to the surface transportation system. Other technical committees, determined as needed by the NCTCOG Transportation Director, provide technical review and advice for the regional transportation planning process.

Meetings of the RTC and the standing technical, policy and strategic committees are open meetings. Visit www.nctcog.org/trans/about/committees to learn more about the committees, their members, past and upcoming meetings, and other information.

Collaboration with Audiences and Stakeholders

Collaboration with the region's diverse audiences and stakeholders helps build the consensus needed to develop transportation plans, policies and projects that accomplish the mobility, quality of life and air quality goals of the region. NCTCOG strongly encourages involvement and input from individuals, groups and organizations who live, work or travel in North Texas and may be affected by transportation and air quality decisions. Individuals exist in communities, and often in networks of communities, both formal and informal, so listening to and informing individuals is an important way the NCTCOG Transportation Department implements its communications and outreach plans. Further developing connections in communities will expand the reach of NCTCOG information and involve more people in transportation decision-making.

In accordance with the federal laws and legislation in Appendix A, and using the communications and outreach strategies detailed in this plan, NCTCOG seeks to reasonably inform and involve the parties outlined on the following page.

Required for General Public Participation

Individuals	Transit benefit program
Affected public agencies	Parking cash-out program
Representatives of public transportation employees	Shuttle program
Public ports	Telework program
Freight shippers	Representatives of users of public transportation
Providers of freight transportation services	Representatives of users of pedestrian walkways and bicycle transportation facilities
Private providers of transportation	Representatives of the disabled
Intercity bus operators	Other interested parties
Employer-based commuting programs	Those traditionally underserved by existing transportation systems:
Carpool program	<ul style="list-style-type: none">• Low-income households• Minority Households
Vanpool program	

Required for Metropolitan Transportation Plan and TIP

Indian Tribal governments	
Federal land management agencies, when the MPA includes Federal public lands	
Agencies and officials responsible for other planning activities within the MPA that are affected by transportation:	
<ul style="list-style-type: none">• State and local planned growth• Economic development• Tourism• Natural disaster risk reduction	<ul style="list-style-type: none">• Environmental protection• Airport operations• Freight movements

Required for Metropolitan Transportation Plan

State and local agencies responsible for:

- Land use management
- Natural resources
- Environmental protection
- Conservation
- Historic preservation

Required for Congestion Management Plan (if developed in the future)

Employers	Organizations that provide job access reverse commute projects or job-related services to low-income individuals
Private and nonprofit providers of public transportation	
Transportation management organization	

3. Public Participation Goals

NCTCOG implements an integrated communications and outreach program to engage diverse audiences in planning for transportation and improving air quality. Making content relevant, removing barriers to participation, stating information simply and using visualization techniques facilitates understanding and meaningful input. NCTCOG not only seeks to inform and educate, but also to empower and improve opportunities for the public to share their ideas, perspectives and priorities for transportation. When the public has been informed and has had an opportunity to provide input, sufficient consensus building can take place, providing the support for whatever transportation decisions are made. Finally, monitoring, evaluating and refining communications and outreach strategies will ensure NCTCOG's efforts to inform and gather input are inclusive, effective and transparent, and meet its desired outcomes for its public participation process.

Public involvement goals and the strategic priorities for accomplishing each are outlined below.

Goal 1: Inform and Educate

- Increase awareness and understanding of the MPO among North Texans
- Connect with organizations and community leaders who can help reach more people and engage those individuals in the planning process
- Make information accessible and understandable
- Develop visuals to illustrate and enhance communications
- Provide timely public notice of information resources and opportunities to comment on plans, policies and programs
- Ensure transparency and accessibility for open meetings, including for the RTC and the standing technical, policy and strategic committee meetings
- Provide language translation and alternate formats upon request





Goal 2: Engage Diverse Audiences and Encourage Continued Participation

- Identify the affected public and other stakeholder groups with respect to the plans, programs, projects, policies and partnerships under development
- Clearly define the purpose and objectives for public dialogue on transportation plans, programs, projects, policies and partnerships
- Encourage input to be submitted in various ways, including flexible, creative and innovative approaches
- Eliminate barriers to participation by hosting public meetings at accessible locations and convenient times and posting video recordings, information and public comment opportunities online for ease of access
- Document and respond, as needed, to comments from public meetings, outreach events, mail, email, web forms and social media
- Share public input with policy and technical committees
- Use input to develop policies, plans and programs, making the final versions easily accessible



Goal 3: Evaluate Public Participation Strategies and Efforts

- Review quantitative and qualitative data for outreach and communications efforts
- Review how public input influenced transportation decision-making
- Inform the public about outreach and communications efforts and outcomes through reporting

4. Procedures for Public Comments and Specific Plans and Programs

NCTCOG strives to continuously inform and involve the public and encourages North Texans to submit comments and questions at any time. A summary of NCTCOG's procedures for gathering and documenting public input and presenting it to the RTC and other committees is outlined below.

In addition, when developing and updating major plans and programs there are several specific outcomes and milestones that especially benefit from public input. Staff seeks to align the outcomes and milestones to outreach efforts and opportunities for public involvement. It is important that local governments, transportation partners, business and community groups, nonprofits, stakeholders and interested residents who have a stake in these outcomes have opportunities to be involved in determining the future of transportation in the region. As such, the opportunities for public input described below meet legislative regulations for participation while aiming to provide early notification and a process that is efficient, accessible and transparent.

Public Comment Compilation, Consideration and Response

NCTCOG compiles, summarizes and responds to substantive comments submitted on plans, programs and policies. Public input provides NCTCOG and the RTC with community insight that can be balanced with professional expertise and technical analysis to reach informed decisions. In the event that more than one public meeting is scheduled for a given topic, the public comment period for that topic begins the day of the first meeting. When a specific comment period is stated, comments must be received by 11:59 pm CT on the date specified as the deadline.



Comments relevant to and received during specific public comment periods are provided to the RTC in advance of any meetings where they are scheduled to take action on the relevant policy, plan or program. All comments received outside these formal public comment periods, regardless of the topic, are compiled into a monthly report and presented to the RTC in advance of its next regularly scheduled meeting. These comments are accessible to the public in the RTC meeting agendas, public meeting minutes and monthly comment reports on the NCTCOG website.

As a matter of course, the RTC gives greater weight to the voices of impacted residents, businesses, governments, transportation partners, and other agencies and organizations in the region. Therefore, when providing comments to the RTC, NCTCOG may distinguish between local comments and comments submitted from outside the region or a project corridor.

With an increased focus on expediting project implementation and funding allocation, there may be rare occasions in which issues arise that require urgent action, such as modification of the Transportation Improvement Program, due to funding requirements or timelines. In these cases, there will be adequate public notice and clear communication of the abbreviated comment period. An abbreviated comment period will be at least 72 hours. Longer comment periods are preferred and will be offered whenever possible. As with comments received during longer comment periods, staff will compile, summarize and respond to substantive comments received during the abbreviated comment period. Staff will provide these comments and their responses at the next RTC meeting.

Following the request of emergency funds to provide assistance in the aftermath of Hurricane Harvey in 2017, NCTCOG may also choose to utilize an abbreviated comment period to seek public input on assistance requested from the state or local governments experiencing an emergency. Use of a comment period in such instances is at NCTCOG's discretion and depends on the amount of assistance requested. NCTCOG may not provide funds to either state or local governments in any instance without securing approval from the RTC. Notification will be provided to the public of such actions at the next public input opportunity.

Additional Comment Opportunities for Changes to Final Plans

If any of the final plans or programs differ significantly from the draft that was made available for public comment and raise new material issues that interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity for public comment will be made available. At the minimum, the format of the additional comment opportunity will be the same as the initial opportunity and have a minimum 14-day comment period, unless provisions for an expedited comment period apply as outlined above. In the case of public meetings, the number and location of the subsequent public meeting(s) may vary, but at a minimum one public meeting will be held at NCTCOG, and a video recording of that meeting will be posted online.

Minor changes to a final plan or program, or changes that could have been reasonably foreseen, can be made without further opportunities for public involvement. As such, recommendations presented during public comment periods are understood to be contingent on the outcomes of the public involvement process. Changes made to a final draft plan or program as a result of public comments received during the comment opportunity will not require a further opportunity for public comment; notification of such changes will be provided at the next public input opportunity. This is consistent with CFR § 450.316 (a)(1)(viii) included in Appendix A.



Inclement Weather and Public Comment Periods

Specific public comment periods are given for the transportation planning actions and outcomes outlined, and these are initiated either by a public meeting or posting information online for public review. Should inclement weather lead to the cancellation of one or more public meetings, NCTCOG will first notify the public of the cancellation through email, webpage updates and social media. In most cases, if another public meeting in the series can be hosted as planned and/or a video recording made available at www.nctcog.org/input, the deadline for public comments will remain as if weather were not a factor. However, based on the topic, staff may determine it is necessary to reschedule the meeting or meetings and adjust the public comment period.

If action initiating a public comment period, such as posting information to www.nctcog.org/input for review, is delayed by inclement weather, staff will communicate the delay by email and social media and again when the information becomes available for comment. If the delay is less than seven calendar days, the deadline for public comments will remain as if weather were not a factor.



Public Participation Plan Development and Updates

The Public Participation Plan describes the public involvement responsibilities of the MPO and outlines goals and strategies for broadly engaging diverse audiences in the transportation planning process. Staff monitors and evaluates communication and outreach strategies and reviews federal legislation and guidance for public participation. As communications trends and transportation planning requirements change, staff will determine the level and timing of changes needed to the Public Participation Plan. Staff will align input opportunities with the extensiveness of proposed changes.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development or update of the Public Participation Plan	<p>One public meeting shall be held at least 30 days prior to requesting RTC approval.</p> <p>At a minimum, the meeting will be recorded and posted online at www.nctcog.org/video. Whenever possible, a livestream will be provided as well.</p>	45 days	<p>Information sent to public involvement contact list</p> <p>NCTCOG publication article</p> <p>Social media</p> <p>Newspaper ad, including minority publications</p> <p>News release</p>
Update to one or more Public Participation Plan appendices or legislative references in the document	Recommendations posted online for public review and comment at www.nctcog.org/input .		
Typographic or grammatical correction	None	Not applicable	Not applicable



Unified Planning Work Program (UPWP)

The Unified Planning Work Program for Regional Transportation Planning provides a summary of the transportation and related air quality planning tasks conducted by the MPO. It is developed every two years and serves as a guide for transportation and air quality planning activities to be conducted over the course of specified fiscal years. Included in the UPWP are detailed descriptions of the transportation and air quality planning tasks with a summary of the amount and source of funds to be used. The UPWP is developed in cooperation with the Texas Department of Transportation, Dallas Fort Worth International Airport, transportation authorities, toll authorities and local governments in the Dallas-Fort Worth Metropolitan Area. Specific planning needs for the region are identified through requests solicited from representatives of these agencies. This information is combined with regional needs identified by NCTCOG, and after allocating funds from available resources, presented as a proposed Work Program for the upcoming fiscal years. The UPWP is modified periodically to reflect new initiatives, project modifications and funding adjustments.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development of the UPWP	<p>One public meeting shall be held at least 30 days prior to requesting RTC approval.</p> <p>At a minimum, the meeting will be recorded and posted online at www.nctcog.org/video. Whenever possible, a livestream will be provided as well.</p>	30 days	<p>Information sent to public involvement contact list</p> <p>NCTCOG publication article</p> <p>Social media</p> <p>Newspaper ad, including minority publications</p> <p>News release</p>
Modifications	Recommendations posted online for public review and comment at www.nctcog.org/input .		



Metropolitan Transportation Plan (MTP)

Updated at least every four years, the Metropolitan Transportation Plan is the long-term, financially constrained, multimodal transportation plan for the region. It includes policies, programs and projects for development that respond to adopted goals, and it guides expenditures of state and federal funds during the next 20 or more years. It is the product of a comprehensive, cooperative and continuous planning effort. Transit, highway, local roadway and bicycle and pedestrian projects are among projects included in the MTP. During its development, transportation investment priorities and major planning-level project design concepts are established. Broad regional impacts of transportation and the environment are addressed. This is an early and important opportunity for the public and stakeholders to help define and influence transportation choices in the region. As such, numerous outreach and communications strategies are implemented to engage a diverse audience in public input opportunities. Strategies may include but are not limited to print and online surveys, stakeholder workshops, website content, media outreach, email and mail notices, presentations to community groups and public meetings for both the development of the MTP and review of its final recommendations prior to Regional Transportation Council consideration. Public comments regarding the MTP will be included in the plan's documentation or by reference to the Transportation Conformity documentation.

Changes to the MTP are incorporated through an update, amendment or administrative modification, and public input opportunities correspond to the level of proposed changes.

The most comprehensive set of changes, an update, is a complete review of the MTP that addresses new demographics or changes to the overall timeframe for the plan. Project changes, additions or deletions may also be part of an update, requiring a new transportation conformity determination.

An amendment incorporates a significant change to one or more projects included in the MTP, but it does not modify the demographic assumptions or overall timeframe for a plan. The addition or deletion of a project is completed through the amendment process. Other examples of changes to projects requiring an amendment include a major change in project cost, project or project phase initiation dates, or a major change in design concept or design scope, e.g., changing project termini or the number of through traffic lanes. An amendment requires public review and comment and redemonstration of fiscal constraint. Changes to projects that are included only for illustrative purposes outside of the financially constrained section of the plan do not require an amendment.

The purpose of the public comment and review period in all cases is to solicit feedback regarding the recommendations and information documented in the MTP. As a result, it is sometimes necessary to make minor modifications to the MTP documentation and coded transportation model networks. These modifications may include updating existing project data, correcting erroneous information, or clarifying text. In the event these changes are necessary during the public comment and review period, revised documentation will be posted online at www.nctcog.org/input and the associated MTP website. Notification of these revisions will be provided to the public involvement contact list and through social media.

Administrative modifications are minor changes to project/project phase costs, funding sources of previously-included projects, and minor changes to project or project phase initiation dates. An administrative revision is a revision that does not require public review and comment, redemonstration of fiscal constraint, or a conformity determination. This could also include project clarifications or technical network coding/reporting corrections consistent with NCTCOG review, public comments and conformity partner comments.

Finally, changes to the section of non-regionally significant projects in the Metropolitan Transportation Plan may be incorporated through the Transportation Improvement Program modification process to ensure consistency between the two documents. The action to make modifications to the Transportation Improvement Program will also modify the Metropolitan Transportation Plan.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development of the Metropolitan Transportation Plan	A public meeting shall be held at least 60 days prior to requesting RTC approval. A second public meeting will be held at least 30 days prior to RTC approval.	30 days following each meeting	Information sent to public involvement contact list
Metropolitan Transportation Plan Update	At a minimum, the meeting will be recorded and posted online at www.nctcog.org/video . Whenever possible, a livestream will be provided as well.		NCTCOG publication article Social media
Metropolitan Transportation Plan Amendment	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/video . Whenever possible, a livestream will be provided as well.	30 days	Newspaper ad, including minority publications News release
Metropolitan Transportation Plan administrative revisions	Summary of modifications accessible from www.nctcog.org/input for informational purposes.	Not applicable	Availability of information included on next notice for a public input opportunity

Transportation Improvement Program (TIP)

As projects listed in the Metropolitan Transportation Plan move closer to implementation, they are added to the Transportation Improvement Program, a comprehensive, multi-year list of funded transportation projects. The TIP lists projects with committed funds from federal, state and local sources. To maintain an accurate project listing, this document is updated on a regular basis, according to the Transportation Improvement Program Modification Policy in Appendix C. The modification policy defines types of TIP modifications and the related procedures. Every two to three years, NCTCOG, in cooperation with the Texas Department of Transportation, local governments and transportation agencies, develops a new TIP. Public comments on the TIP will be included in the documentation of the TIP or by reference to the public meeting minutes on the NCTCOG website. With an increased focus on expediting project implementation and funding allocation, there may be very rare occasions in which issues arise that require urgent modification of the Transportation Improvement Program due to funding requirements or timelines. In these cases, there will be adequate public notice and clear communication of the abbreviated comment period. An abbreviated comment period will be at least 72 hours. Longer comment periods are preferred and will be offered whenever possible.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development of the Transportation Improvement Program	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/video . Whenever possible, a livestream will be provided as well.	30 days	Information sent to public involvement contact list NCTCOG publication article Social media Newspaper ad, including minority publications News release
TIP Revisions requiring Regional Transportation Council approval	Recommendations posted online for public review and comment at www.nctcog.org/input .		
TIP Administrative Amendments	Summary of modifications accessible from www.nctcog.org/input for informational purposes.	Not applicable	Availability of information included on next notice for a public input opportunity
Project changes not requiring TIP modification (i.e. staff action) and modifications supporting previous RTC action	None	Not applicable	Not applicable

Transportation Conformity

The region's long- and short-range transportation plans, the Metropolitan Transportation Plan and Transportation Improvement Program, must comply with federal air quality regulations because the Dallas-Fort Worth area is designated by the EPA as nonattainment for the pollutant ozone. The Transportation Conformity analysis documents that the total ozone-causing pollution expected from all of the region's planned transportation projects is within limits established in the State Implementation Plan. The analysis incorporates, among many factors, the expected completion date of transportation projects. The draft conformity determination of the Metropolitan Transportation Plan and Transportation Improvement Program and supporting documentation shall be made available at the related public meetings.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Transportation Conformity determination draft related to development of the Transportation Improvement Program or Metropolitan Transportation Plan	One public meeting shall be held at least 30 days prior to requesting RTC approval.		
Transportation Conformity determination draft related to update or amendment of the Metropolitan Transportation Plan	At a minimum, the meeting will be recorded and posted online at www.nctcog.org/video . Whenever possible, a livestream will be provided as well.	30 days	Information sent to public involvement contact list NCTCOG publication article Social media
Transportation Conformity draft related to changes to the transportation system			Newspaper ad, including minority publications News release
Transportation Conformity draft related to changes in the emissions budget of the State Implementation Plan and/or nonattainment area boundary changes	Draft conformity determination and supporting data posted online for public review and comment at www.nctcog.org/input .		
Transportation Conformity approval by federal partners	None, final approval available at www.nctcog.org/conformity .	Not applicable	News release announcing federal approval



Federal Transit Administration Funding

Local public transportation providers receive Federal Transit Administration (FTA) funds through the Urbanized Area Formula Program. The providers request Urbanized Area Formula Program funds, including Job Access/Reverse Commute (JA/RC) projects, through their annual Programs of Projects (POPs). The POPs are included in the Transportation Improvement Program following public comment and approval by the Regional Transportation Council. The public involvement procedures outlined below satisfy the federal public participation requirements associated with development of POPs, and this is stated on public meeting notices. Additionally, up to 2 percent of the Urbanized Area Formula Program funds are awarded through a competitive Call for Projects for Job Access / Reverse Commute projects. NCTCOG follows the same public involvement procedures when recommending the award of funds through a Call for Projects. Local public transportation providers may also receive funds from other FTA formula programs, and the public will have an opportunity to review and comment on the recommendations. Whenever possible, draft POPs and other funding recommendations will be combined with a discussion about regional public transportation needs and priorities to garner interest and provide for a more comprehensive discussion. Changes to POPs will be addressed through the Transportation Improvement Program modification process.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Draft Programs of Projects for Urbanized Area Formula Program funds (includes Job Access / Reverse Commute projects)	One public meeting shall be held at least 30 days prior to requesting RTC approval.		Information sent to public involvement contact list NCTCOG publication article Social media
Funding recommendations for other Federal Transit Administration formula programs, e.g., Bus and Bus Facilities, Enhanced Mobility of Seniors and Individuals with Disabilities and State of Good Repair	At a minimum, the meeting will be recorded and posted online at www.nctcog.org/video . Whenever possible, a livestream will be provided as well.	30 days	Newspaper ad, including minority publications News release



Annual Listing of Obligated Projects

Federal regulations require NCTCOG to develop an annual listing of obligated projects, including investments in roadways, transit, maintenance, pedestrian walkways and bicycle transportation facilities, for which federal funds were obligated in the preceding fiscal year. NCTCOG, in consultation and coordination with the Texas Department of Transportation and public transportation agencies, compiles the information and publishes the annual listing of projects at www.nctcog.org/annual.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Publishing of Annual Listing of Obligated Projects	Review only at www.nctcog.org/annual .	Not applicable	Information sent to public involvement contact list NCTCOG publication article Social media

Congestion Management Process

The Congestion Management Process outlines lower-cost projects and programs for the effective management of transportation facilities and systems, maximizing the benefit of available resources and improving reliability of the system. A transportation system as large as Dallas-Fort Worth's needs more than just capital improvements to run smoothly. The CMP includes quick-to-implement, low-cost strategies to better operate the system and manage travel-demand. These strategies complement costly infrastructure improvements. This plan is required of metropolitan areas with populations exceeding 200,000 people, and it is updated periodically.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development of the Congestion Management Process	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/video . Whenever possible, a livestream will be provided as well.	30 days	Information sent to public involvement contact list NCTCOG publication article Social media Newspaper ad, including minority publications News release

Environmental Studies

Whenever NCTCOG is involved in the development of environmental documents pursuant to the National Environmental Policy Act (NEPA), the public involvement requirements of implementing agencies; and when applicable, the Texas Department of Transportation Environmental Manual, will be met. During this process, NCTCOG will continuously coordinate with the implementing agency.

Additionally, as the Metropolitan Planning Organization for the Dallas-Fort Worth area, NCTCOG receives copies of draft environmental documents to make available to the public for review and comment during business hours. The comment period is determined by the agency publishing the document.



5. Public Participation Strategies

NCTCOG offers information in a variety of formats to include as many people as possible in the planning process. In today's media and communications environment, a comprehensive approach to outreach will rely on multiple streams of information to engage people repeatedly at different times and through different media. Upon request, any NCTCOG Transportation Department information will be converted into alternative formats or languages.

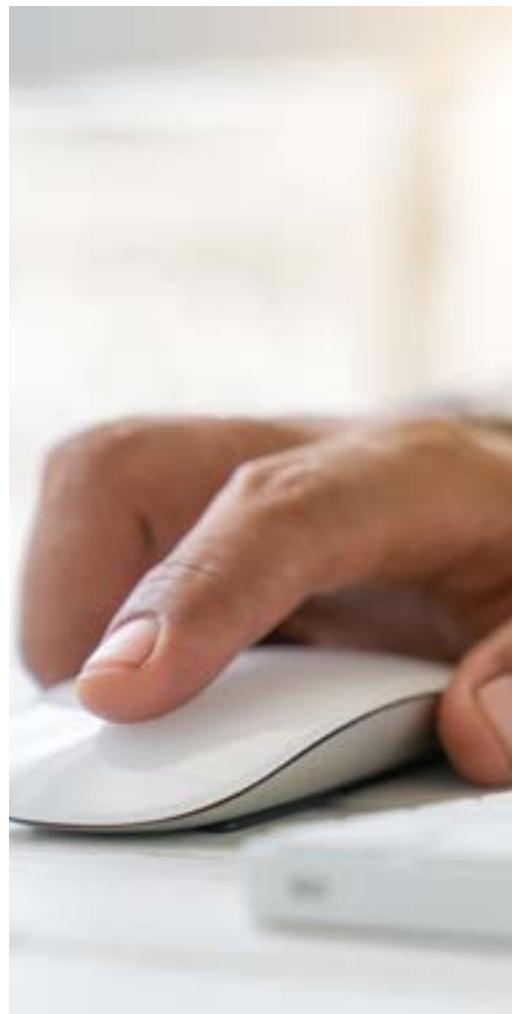
Efforts to inform and gather input from the public include, but are not limited to, the following strategies.

NCTCOG Transportation Department Website

The internet allows NCTCOG to reach a large cross section of people at times convenient to their personal schedules. People can access NCTCOG's web-based information 24 hours a day, seven days a week on their personal or public computer or mobile devices. Websites, email lists, online video, webinars and social media can all be used to inform, educate and dialog with people about transportation planning.

NCTCOG maintains www.nctcog.org/trans, a website that provides easy access to information about the plans, programs and policies of the MPO. Following a major redesign in 2018, the website employs responsive design features and includes a calendar of events; committee activities and actions; requests for proposals, qualifications or partners; and electronic versions of plans, reports, policies and program information. The site includes a search feature that allows users to find specific documents or other information using key words, and the Google Translate widget embedded on every webpage provides an option to instantly translate information into more than 100 languages.

When information is released for public review and comment, it will be available at www.nctcog.org/input, which will be included on all communications announcing the public review and comment opportunity.



This site includes a Public Involvement webpage, www.nctcog.org/trans/involve, to provide the latest information on public meetings, media releases, public surveys and the NCTCOG Transportation Department Public Participation Plan. Public meeting presentations, handouts, schedules, flyers and minutes are made available on this site as well. Interested parties may also directly access all NCTCOG Transportation Department staff members via email, phone, fax or postal mail; contact information for all staff members is easily accessible on the website.

Finally, website visitors can easily subscribe to NCTCOG email and mailing lists and submit comments and questions. If a person does not have internet access, he or she can request staff to make items on the website available by calling 817-695-9240.

Social Media

The NCTCOG Transportation Department maintains a social media presence to inform North Texans about programs, projects, policies and opportunities for them to give input and be involved in the decision-making process. This currently includes the use of Facebook, Twitter, Instagram, YouTube, and Vimeo, but other social media platforms may be added in the future.

NCTCOG staff will post information on NCTCOG Transportation Department accounts and monitor and respond to questions and concerns as warranted. To reach the widest audience possible, NCTCOG also posts engaging and entertaining content that focuses on transportation and air quality issues. Additionally, staff actively seeks to build relationships with transportation partners, local governments, agencies and other groups by sharing their posts and occasionally submitting suggested social media content to cities, chambers of commerce and other organizations.





Video

One of several visualization techniques, video is used to increase understanding of complex transportation plans, policies and programs. Video recordings of public meetings and Regional Transportation Council meetings, including livestreams, are posted online at www.nctcog.org/video. Video recordings of selected other meetings and workshops are also available.

Additionally, short, informational videos are posted at www.youtube.com/NCTCOGtrans and may be shared on NCTCOG's other social media accounts. As needed, video will complement materials available for public review and comment at www.nctcog.org/input. Depending on the length of the video, not only will it be online at www.nctcog.org/input, but it will also be available at www.nctcog.org/video or www.youtube.com/NCTCOGtrans.

Print and Digital Publications

The NCTCOG Transportation Department develops publications designed to educate the public on transportation issues and encourage their active involvement. Many of the publications are sent to the public involvement contact list and made available at public meetings, community events and Regional Transportation Council and subcommittee meetings. All are available on the NCTCOG website or by contacting NCTCOG at transinfo@nctcog.org or 817-695-9240. Upon request, any NCTCOG Transportation Department publication will be converted into alternative formats or languages. Publications include, but are not limited to:

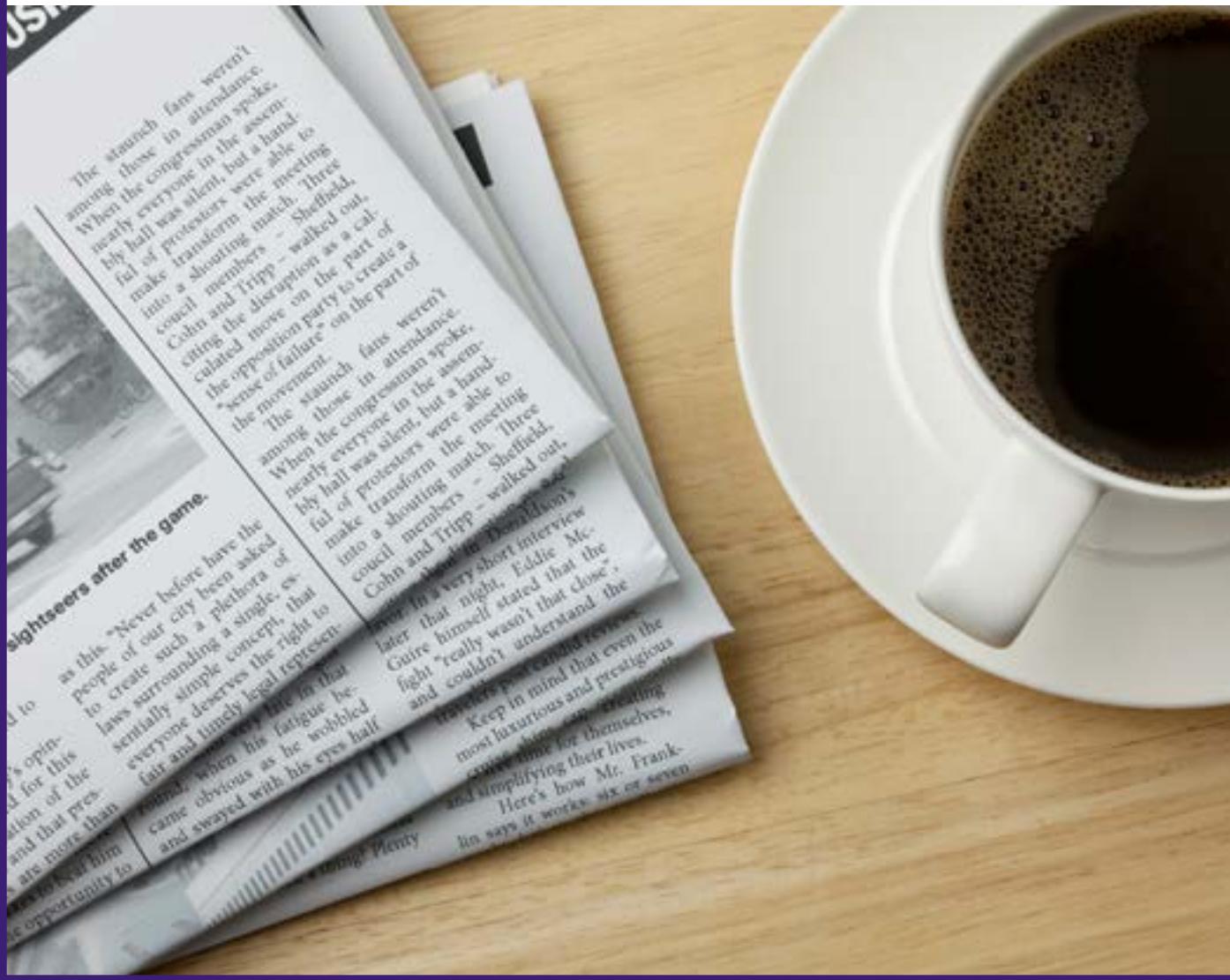
- *Citizen's Guide to Transportation Planning and Programming in the Dallas Fort Worth Metropolitan Area*
- Educational pieces, such as topic-specific Fact Sheets and the annual state-of-the-region report
- Local Motion (a newsletter for local elected officials and transportation decision-makers)
- Metropolitan Transportation Plan Executive Summary
- Mobility Matters (a newsletter mailed and emailed to the public involvement list)
- Notices of public meetings, opportunities for public review and comment, workshops and open house events

Various planning documents and other publications are available upon request. Most can also be viewed via the NCTCOG website. These documents include, but are not limited to:

- Metropolitan Transportation Plan
- Transportation Improvement Program
- Congestion Management Process
- Transportation Conformity Analysis
- Technical Report Series
- Unified Planning Work Program

Environmental documents received by the Metropolitan Planning Organization are also available to the public. As the Metropolitan Planning Organization for the Dallas-Fort Worth area, NCTCOG receives copies of draft environmental documents to make available to the public for review and comment during business hours.

Finally, staff occasionally submits suggested article content to cities, chambers of commerce and other organizations for inclusion in their communications.



Public Meetings, Workshops, Roundtables, Forums and Other Events

For large, complex or extensive transportation planning efforts, public meetings, workshops, roundtables, conferences, forums and other events enable and foster in-depth discussion. Typically, these events are reserved for development of plans, programs and policies and significant changes to those as well as more project- or study area-specific discussions. As needed, the NCTCOG Transportation Department will host these events to gather input and build consensus among various transportation stakeholders.

To facilitate greater participation in public meetings specifically, the following criteria are considered when selecting meeting locations. These criteria also reflect Environmental Justice considerations.

- Meetings will be held in accessible locations, preferably near transit lines or routes.
- Meetings will be held in buildings that are in full compliance with the Americans with Disabilities Act of 1990.
- Presentations and supporting documentation, as needed, will be available at meetings.
- An informal meeting environment will be cultivated, allowing attendees to ask questions and submit comments.
- For meetings on a specific project, an effort will be made to hold the meeting(s) in the corridor(s) directly affected by the project.
- The NCTCOG Transportation Department will make every effort to accommodate attendees with special needs if they provide sufficient notice. Upon request, language translation, including sign and foreign language interpreters and handouts in large print or Braille, will be available. Additionally, staff will make every effort to accommodate requests from persons with disabilities. A minimum of three days advance notice is required for these arrangements to be provided as outlined in the Language Assistance Plan in Appendix B. Public meeting notices will provide the telephone number and email address to request special arrangements.
- At a minimum, meetings will be audio taped. Video recording and live-streaming, however, are increasingly offered, and these recordings are subsequently posted to the website.

The NCTCOG Transportation Department will, on occasion, provide other informational items at public meetings. Any additional information or materials may be requested at public meetings, and NCTCOG can assure that information is mailed upon request.

All public meeting notices are sent to selected newspapers, including minority publications, as necessary, to ensure regional coverage. Staff coordinates with non-English newspapers to provide translated notices to their readers. All public meetings are posted on the Texas Register website as part of the Open Meetings requirement. Public meeting notices are mailed to public libraries and city and county offices for posting. Additionally, notices are mailed and emailed to individuals, elected officials, transportation partners and organizations on the public involvement contact list, which is constantly growing. To be included, individuals may subscribe at meetings and events, on the website or by contacting NCTCOG. Staff coordinates with public information officers of the cities in which meetings are scheduled to request assistance in posting information, often on the city cable television channel, websites and social media accounts.



Community Events

In an effort to educate the public and increase public awareness of transportation plans and programs, NCTCOG distributes information and engages in discussion at a variety of community events throughout the year such as events organized by local governments and school districts, Earth Day celebrations, bike rallies, etc. To request NCTCOG's participation in an event or for more information, email transinfo@nctcog.org or call 817-695-9240.

Mail and Email

The public involvement mail and email lists are the most direct forms of communication used by NCTCOG to inform and engage the public and partners. Together, they represent a comprehensive way to reach member governments, state agencies, neighborhood associations, civic organizations, transportation advocacy groups, social service organizations, freight companies, transit providers, chambers of commerce (including minority chambers), houses of worship, representatives of tribal governments and individuals.

Individuals receive public meeting notices, information about public review and comment opportunities, announcements of workshops or open houses, educational brochures, newsletters, and other material suitable for mass mailings.

The lists are continually maintained and expanded based on sign-up sheets at public meetings and community events, requests sent through the NCTCOG Transportation Department website (an online form is available for submission), returned mail, and requests for additions and deletions from various other sources.

Advertising

Paid advertising is used to announce public meetings, opportunities for public review and comment and other initiatives. Fixing America's Surface Transportation (FAST Act) and the U.S. Code of Federal Regulations emphasize the importance of public involvement, including public meetings and the opportunity for public comment, in the transportation planning process and require adequate notice be given to the public of these activities. As such, paid advertising complements other outreach and communications efforts. Ads are placed in select newspapers, including minority publications, to ensure regional coverage. Online advertising, including on Facebook, may be used to complement traditional print advertising.

Shareable Content

Staff will seek to develop connections and partnerships with a wide range of outreach professionals, business and community groups, jurisdictions and agencies to extend the reach of messaging about transportation and air quality issues and opportunities for public input. NCTCOG committee members and community leaders are encouraged to share information to reach wider and more diverse audiences and help involve new audiences in the planning process.

Speaking Opportunities

Staff often presents to organizations and groups such as neighborhood associations, Kiwanis and Rotary groups, chambers of commerce, professional associations, universities, schools, businesses and nonprofits, among others. Presentations provide staff with the opportunity to build relationships with organizations and involve them more actively in the planning process. To schedule a speaker or for more information, visit www.nctcog.org/speakers or call 817-695-9240.

Media Relations

Proactive media outreach efforts include distributing news releases on major projects and programs and opportunities for public input to more than 240 reporters at local media outlets and community news sources, including minority news media. The extensive media list includes all major local television stations and newspapers as well as several radio stations. The media contact list is continuously updated, and staff are committed to coordinating with local editors and news directors to provide timely and accurate information. Staff participates in interviews with local and national print, radio and television media. The goal of furthering these relationships with local media is to foster greater public awareness and understanding among Dallas-Fort Worth area residents regarding transportation issues. NCTCOG posts all of its news releases on its website in an online newsroom that is accessible to the public.

Visualization

Maps, charts, diagrams, illustrations, photographs, infographics, video and the use of color are used to visualize ideas, concepts, plans, projects and programs. Visualization elements are integrated in presentations, publications, website and social media content.

Surveys and Keypad Polling

The NCTCOG Transportation Department may conduct print and/or electronic surveys to determine public awareness and/or sentiment with regard to certain planning issues. Surveys may be relatively small endeavors designed to shed light on a single issue, or may be related to large-scale planning endeavors.

Similar to a survey, keypad polling is another opportunity to gather input on community preferences and priorities. Polling questions can be integrated into a presentation and attendees respond with keypads provided by NCTCOG. Results can be immediately shown in the presentation or captured and reviewed later.



Stakeholder Interviews

Meetings with regional transportation stakeholders, such as community and business leaders, nonprofit organization representatives and other individuals helps staff understand local communities. For example, information about the most effective communications and outreach strategies for a particular area or group of people helps staff to engage more and increasingly diverse groups of people in the transportation planning process.

Telephone Town Halls

The NCTCOG Transportation Department will host telephone town hall discussions as needed. Telephone town halls are announced through NCTCOG Transportation Department communications, and interested individuals can sign up in advance to participate. The format is similar to a radio show, except participants listen in from their landline or mobile phones. Staff provides information on a topic and callers can respond with their questions or comments. Polling can be integrated into the discussion, as relevant. An audio recording is then posted online and shared with members of the public who were not able to participate.

Community Networks

The population of the Dallas-Fort Worth area is 7.3 million people and growing, and regional demographics are ethnically, linguistically and economically diverse. Therefore, in an effort to reach as many people as possible, staff is increasingly seeking to engage people of influence who are willing to use their connections in their communities to help raise awareness of NCTCOG; share information and notices about plans, programs and projects; facilitate meetings and organize events that allow NCTCOG to interact directly with community members and groups; highlight NCTCOG on social media; and publicize NCTCOG meetings and events. By cultivating a network of key individuals and organizations, NCTCOG will leverage existing community networks to provide information to the widest possible audience, including groups traditionally underrepresented in the transportation and air quality planning process.

In the coming years, NCTCOG is planning to initiate a grant-funded community-based organization (CBO) pilot program through a Request for Partners or similar initiative. In the program, NCTCOG will engage local CBOs to carry out public involvement activities related to transportation issues; possible activities could include surveys, community events or focus groups. The CBOs will then facilitate interactions between NCTCOG and community members and provide NCTCOG with data and information related to their contracted public involvement activities. The program's goal is to help NCTCOG access community networks by opening doors to engage individuals in communities that have been traditionally underrepresented in its public involvement process.



6. Evaluation of Public Participation

The NCTCOG Transportation Department will regularly evaluate its measurable public participation strategies to help determine whether the Public Participation Plan is achieving desired outcomes for public involvement in the transportation and air quality planning process. Performance metrics and reporting for public participation utilize both quantitative and qualitative measures to tell the story of how public involvement is informing the planning process and helping meet goals for public involvement. Other public participation strategies are also reviewed, evaluated and discussed in the context of the measurable strategies, the desired outcomes of the Public Participation Plan and the goals for NCTCOG's public involvement process, more generally.

Evaluation helps staff understand how to better engage the public and more effectively allocate time and resources. In addition, staff will produce reports for the public that clearly explain and illustrate how public participation strategies are working toward the desired outcomes NCTCOG has identified for its public involvement processes. Evaluation of these strategies and the overall Public Participation Plan is ongoing, and efforts improve communication with the public.

The table on the following pages outlines the measurable public participation strategies, the performance metrics and reporting data for each, and desired outcomes for public participation.

Evaluation of Project-Specific Outreach

Some or all of the strategies outlined in the Public Participation Plan may be used for project-specific outreach, and the corresponding evaluation criteria and outcomes apply. Additional outcomes, however, may also be established to complement measurable public involvement goals for public involvement specific to each project. At the beginning of a project requiring public involvement, staff will outline strategies and expected outcomes so the public knows what to expect from the process. The results of the public involvement process for each project are communicated throughout the project and documented in final reports as applicable.





Evaluation Matrix for Public Participation Strategies

Outreach Strategy	Performance Metrics and Reporting	Desired Outcomes
NCTCOG Transportation Department Website	Total number of visits Number of unique visitors Webpages with most visits Average time spent on significant webpages Top referring websites/sources of web traffic Most common search terms	Identification of trends and changes for website usage Prioritization of and increased accessibility of information and public input opportunities Refined use of metadata to drive traffic
Social Media and Video	Facebook <ul style="list-style-type: none">Number of total page likesTotal reachAverage engagement rate per post Twitter <ul style="list-style-type: none">Number of followersTotal number of impressionsTotal number of engagementsAverage engagement rate per post YouTube <ul style="list-style-type: none">Number of subscribersNumber of viewsEstimated minutes watched	Broad distribution of information and public input opportunities through engaging, shareable content and personalized interactions Increased feedback and public input Development of an engaged online base of followers that helps disseminate information and public input opportunities
Print and Digital Publications	Available publication formats Number of print copies of each publication distributed Number of unique views for each publication	Information in multiple formats accessible to all communities in the region Informed understanding of planning process Sustained awareness of public input opportunities

Outreach Strategy	Performance Metrics and Reporting	Desired Outcomes
Public Meetings and Community Events	<p>Public meetings</p> <ul style="list-style-type: none"> • Number of public meetings • Number of online public input opportunities • Median attendance per meeting • Median online viewers per meeting and online public input opportunity • Accessible locations for individuals with disabilities • Regional accessibility of information • Notification of how to request language translation or special accommodations <p>Public contacts</p> <ul style="list-style-type: none"> • Number of contacts receiving public meeting notifications • Net change in number of contacts for the year <p>Public meeting advertising</p> <ul style="list-style-type: none"> • Ad placements • Median reach for each Facebook ad • Median engagement for each Facebook ad <p>Community events</p> <ul style="list-style-type: none"> • Number of events attended by staff • Number of events distributing NCTCOG Transportation Department information • Total estimated attendance for all events • Geographic representation in event locations 	<p>Information about policies, programs and projects accessible in multiple formats to all communities throughout the region</p> <p>Greater awareness of policies, programs and projects</p> <p>Timely notification through multiple strategies about opportunities to provide input and engage with staff</p> <p>Increased feedback and public input</p> <p>Planned opportunities for the public to interact directly with staff</p> <p>Increased accessibility of staff to communities and partners</p> <p>Transparency in public involvement efforts and the planning process</p>
Public Comments	<p>Total number of comments received</p> <p>Number of comments from meetings and events</p> <p>Number of comments from email</p> <p>Number of comments from social media</p> <p>Number of comments received via other modes</p> <p>Most common comment topics</p>	<p>Transparency in public involvement efforts and the planning process</p> <p>Identification of trends and changes in public attention and concerns</p>

Outreach Strategy	Performance Metrics and Reporting	Desired Outcomes
Speaking Opportunities	Number of presentation requests Number of presentations Number of people reached Types of audiences/groups reached Types of presentation topics	Increased awareness of the planning process and specific plans, programs and projects Increased accessibility of staff to communities and partners Greater participation by communities and organizations in the planning process
Shareable Content	Number of partners that shared content Type of partners that shared content Type of content shared by partners New audiences reached through partners	Strong relationships with partner organizations willing to help disseminate information to the public through multiple channels Extended reach of messaging about transportation, air quality and public input opportunities Increased connections with communities not actively involved in the planning process
Media Relations	Number of news releases Number of media requests Number of media mentions Media Contacts List <ul style="list-style-type: none"> ● Types of news sources ● Number of news outlets ● Number of minority news outlets ● Number of news outlets in each county ● Number of reporters 	Transparency in public involvement efforts and the planning process Proactive media relations to communicate public input opportunities, policies and programs Diverse list of media contacts to keep the public broadly informed Understanding of local, regional, statewide and national media coverage of transportation and air quality issues Understanding of the NCTCOG Transportation Department's public image



Appendix A: Laws and Legislation Relevant to Public Participation

FEDERAL LEGISLATION AND EXECUTIVE ORDERS

Fixing America's Surface Transportation (FAST) Act

The FAST Act, the most recent federal transportation legislation, and the associated implementing regulations emphasize the importance of public involvement and contain specific language outlining requirements for public participation processes and procedures. In general, FAST Act legislation and regulations maintained requirements of previous transportation legislation (ISTEA, TEA-21, SAFETEA-LU and MAP-21) and did not establish any new requirements. Notably, the FAST Act did add a requirement to provide a reasonable opportunity to for public ports and specific types of private providers of transportation to be involved in the metropolitan transportation planning process.

Elements of the Public Participation Plan that specifically respond to requirements:

- Notices of public input opportunities, including public meetings, will be sent to newspapers to ensure regional coverage. Translated notices will also be sent to non-English newspapers. Notification is also sent to local libraries, city halls, county court houses, chambers of commerce (including minority chambers) and representatives of tribal governments. NCTCOG will maintain a comprehensive contact list of individuals and organizations that wish to be notified of all public input opportunities as well as stakeholders outlined in federal requirements.
- Information is disseminated through NCTCOG's publications, reports, public meetings and other outreach events, the NCTCOG website, social media pages, local media sources and open meetings.
- To the maximum extent possible, NCTCOG will employ visualization techniques such as maps, charts, graphs, photos and computer simulation in its public involvement activities.

- Reports, plans, publications, recent presentations and other information are available on the NCTCOG website. Public comments may also be submitted on the NCTCOG Transportation Department website and via email and social media. Interested parties may subscribe to receive topic specific email correspondence. Additional web-related communication tools are evaluated continuously for implementation.
- Public meetings are held in diverse locations throughout the region, accessible to individuals with disabilities, preferably near transit lines or routes, at both day and evening times. Public meetings are recorded and archived on the NCTCOG website; when multiple public meetings are held on the same topic(s), at least one meeting in the series is recorded and archived on the NCTCOG website. In addition, public meeting materials and summaries are archived online and hard copies can be mailed upon request.
- Public meetings will be held during development of the Transportation Improvement Program (TIP), Metropolitan Transportation Plan (MTP) and Unified Planning Work Program. There are also online public input opportunities. All public comments will be reviewed and considered by the Regional Transportation Council and standing technical, policy and strategic committees. Public comments received on the TIP and the MTP shall be included in documentation of the TIP and the MTP or by reference to the public meeting minutes (for the TIP) or Transportation Conformity documentation (for the MTP).
- If the final TIP or MTP significantly differs from the draft made available for public review and public comment and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity for public comment will be provided. Recommendations presented during public comment periods are understood to be contingent upon the outcomes of the public involvement processes for these plans; therefore, it is understood that the final TIP or MTP may reflect changes resulting from the outcome of these processes. In addition, when NCTCOG can reasonably foresee alternative outcomes based on circumstances or events coincident with its public involvement processes for these plans, NCTCOG may present alternative recommendations for public comment alongside its final recommendations; in this case, it will be understood that decisions about these recommendations are contingent upon both the public involvement process and the resolution of these circumstances or events.
- When possible, public meetings will be coordinated with the Texas Department of Transportation.
- NCTCOG regularly reviews its Transportation Public Participation Plan. If modified in a more restrictive fashion, a 45-day comment period will be held following the public meetings at which proposed revisions are discussed.

23 CFR §450.316 Interested parties, participation, and consultation.

- a. The MPO shall develop and use a documented participation plan that defines a process for providing individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.
 1. The MPO shall develop the participation plan in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:
 - i. Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;
 - ii. Providing timely notice and reasonable access to information about transportation issues and processes;
 - iii. Employing visualization techniques to describe metropolitan transportation plans and TIPs;
 - iv. Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;
 - v. Holding any public meetings at convenient and accessible locations and times;
 - vi. Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;
 - vii. Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;
 - viii. Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts;
 - ix. Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and
 - x. Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.

2. When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93, subpart A), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.
3. A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.

b. In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, the MPO shall develop the metropolitan transportation plans and TIPs with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:

1. Recipients of assistance under title 49 U.S.C. Chapter 53;
2. Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and
3. Recipients of assistance under 23 U.S.C. 201-204.

c. When the MPA includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.

d. When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.

e. MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under §450.314.

Title VI of the Civil Rights Act of 1964: Nondiscrimination in Federally Assisted Programs

Title VI states that no person is excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion. Title VI prohibits discrimination: whether intentional or where the unintended effect is unduly burdensome.

Title VI Complaint Procedures (Appendix D) outline the NCTCOG Title VI policy, how an individual may submit a complaint, how the complaint will be investigated and potential resolution scenarios.

Executive Order 12898:

Federal Actions to Address Environmental Justice in Minority and Low-Income Populations

In response to Executive Order 12898: Federal Actions to Address Environmental Justice in Minority and Low-Income Populations, NCTCOG's policy reflects that no segment of the region should, because of race, economic makeup, age, sex, or disability, bear a disproportionate share of the adverse human health or environmental effects, including social and economic effects, of its programs, policies and activities or be denied equal access to environmental benefits. Other fundamental concepts of Environmental Justice included in NCTCOG's policy are to ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; and to prevent the denial of, reduction in, or significant delay in receipt of benefits by minority and low-income populations.

NCTCOG addresses Environmental Justice concerns throughout the transportation planning process, and it is the responsibility of all staff to consider the needs of traditionally underserved communities during planning, project selection and project implementation. As the Public Participation Plan is implemented, special consideration is given to ensure all residents have reasonable access to information and opportunities to give input. Demographic data is analyzed to identify areas having considerable numbers of protected populations, and this can be used for public meeting location and outreach event selection as well as identification of need for more targeted or diverse outreach efforts.

Executive Order 13166:

Improving Access to Service for Persons with Limited English Proficiency

In 2000, President William J. Clinton signed Executive Order 13166: Improving Access to Services for Persons with Limited English Proficiency. The order provided clarification of Title VI in the Civil Rights Act of 1964, stating that recipients of federal funds must "ensure that the programs and activities they normally provide in English are accessible to LEP persons and thus do not discriminate on the basis of national origin."

The order also required federal agencies and recipients of federal financial assistance to examine the services they provide and develop an implementation plan to provide meaningful access to LEP persons.

Guidance from the Federal Highway Administration, Federal Transit Administration and the Texas Department of Transportation stresses the importance of reducing language barriers that can prevent meaningful access by LEP persons to important services. NCTCOG values public involvement and feedback and encourages participation by all communities.

To ensure all communities have meaningful access to information and opportunities to participate in the planning process, the NCTCOG Transportation Department analyzes department activities and demographic information for the region in order to:

- Identify LEP persons who need language assistance and determine how these individuals are served or likely to be served by NCTCOG Transportation Department programs.
- Outline how language assistance will be available.
- Train staff for considering the needs of and interacting with LEP persons.

- Provide notice to LEP persons.
- Monitor and update plans and strategies that address how LEP individuals have access to information and opportunities for program participation.

Because transportation planning and services provided by NCTCOG can be both a benefit and a burden to economic development, employment, housing, education, healthcare and social opportunities, NCTCOG staff is dedicated to assessing the location and needs of LEP communities and consequently, the services NCTCOG provides to these communities.

A Language Assistance Plan (LAP) in Appendix B outlines NCTCOG's efforts to make information available to limited English proficient (LEP) persons. According to U.S. Department of Transportation Guidelines, a four-factor analysis is used to evaluate the extent to which language assistance measures are required to ensure meaningful access to LEP persons.

The four-factor analysis considers:

4. The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity or service.
5. The frequency with which LEP individuals come in contact with the program.
6. The nature and importance of the program, activity or service provided by the federal-funding recipient to people's lives.
7. Resources available to federal-funding recipients and costs of language assistance.

The LAP outlines demographic information, analysis of Department activities, language assistance provided and communication to LEP persons about the availability of language assistance.

Appendix B: Language Assistance Plan

UPDATED MAY 2022

The North Central Texas Council of Governments (NCTCOG) is committed to incorporating environmental justice elements and Title VI considerations into the public participation process for transportation planning. Input and involvement are sought from populations that have been traditionally underserved by existing transportation systems, including, but not limited to, low-income and minority households and individuals with limited English proficiency. These groups' needs are considered during planning. Various communication strategies and information formats seek to make information easily accessible and understandable.

Title VI states that no person shall, on the ground of race, color, or national origin, be excluded from participation in, denied the benefits of, or subjected to discrimination under any program or activity receiving federal financial assistance. Related civil rights statutes protect persons based on age, sex, disability, and religion. Title VI prohibits discrimination in three forms:

- Disparate treatment, where persons are intentionally treated differently because of their race, color, or national origin.
- Disparate impact, where a facially neutral policy or practice disproportionately affects members of a group identified by race, color, or national origin.
- Retaliation against persons who have claimed discrimination.

The North Central Texas Council of Governments Transportation Department Title VI Complaint Procedures (Appendix D) establishes a procedure under which complaints alleging discrimination in NCTCOG's provisions, services, or activities can be made by persons who are not employees of NCTCOG.

The U.S. Department of Transportation defines limited English proficiency (LEP) as persons who do not speak English as their primary language and who have limited ability to read, write, speak, or understand English.

Executive Order 13166

In 2000, President William J. Clinton signed Executive Order 13166 "Improving Access to Services for Persons with Limited English Proficiency." The order provided clarification of Title VI in the Civil Rights Act of 1964, stating that recipients of federal funds must "ensure that the programs and activities they normally provide in English are accessible to LEP persons and thus do not discriminate on the basis of national origin."

The order also required federal agencies and recipients of federal financial assistance to examine the services they provide and develop an implementation plan to provide meaningful access to LEP persons.

Guidance from the Federal Highway Administration, Federal Transit Administration, and Texas Department of Transportation stresses the importance of reducing language barriers that can prevent meaningful access by LEP persons to important services. NCTCOG values public involvement and feedback and encourages participation by all communities.

To ensure all communities have meaningful access to information and opportunities to participate in the planning process, the NCTCOG Transportation Department analyzes department activities and demographic information for the region in order to:

- Identify LEP persons who need language assistance and determine how these individuals are served or likely to be served by NCTCOG Transportation Department programs.
- Outline how language assistance will be available.
- Train staff to interact with and consider the needs of LEP persons.
- Provide notice to LEP persons.
- Monitor and update plans and strategies that address how LEP individuals have access to information and opportunities for program participation.

Spanish-speaking LEP individuals can voice their concerns about the transportation system via the Spanish-language version of Map Your Experience, NCTCOG's online, interactive mapping tool.

Because transportation planning and services provided by NCTCOG can be both a benefit and a burden to economic development, employment, housing, education, healthcare, and social opportunities, NCTCOG staff is dedicated to assessing the location and needs of LEP communities and, consequently, the services NCTCOG provides to these communities.

Identification of LEP Populations and Determination of How These Individuals are Served or Likely to be Served by NCTCOG Transportation Department Programs

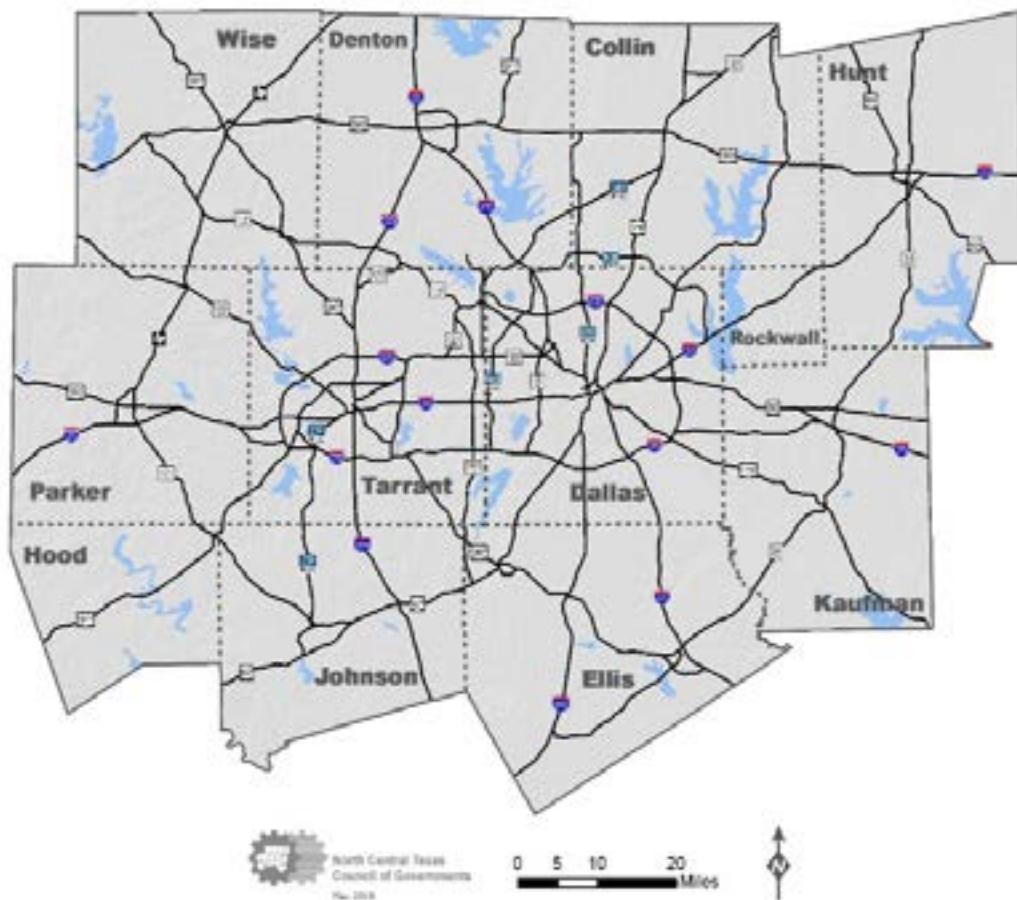
The U.S. Department of Transportation issued Policy Guidance to federal financial assistance recipients regarding Title VI prohibition against national origin discrimination affecting LEP persons. In this guidance, the U.S. Department of Transportation provided the four-factor analysis as an approach to evaluate the extent to which language assistance measures are required to ensure meaningful access to LEP persons.

Factor 1: *The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity, or service of the recipient grantee.*

The Metropolitan Planning Area boundary encompasses 12 counties (Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise).

Data for the 12-county Metropolitan Planning Area was gathered using the 2012-2016 and 2015-2019 American Community Survey datasets. LEP persons were classified as anyone age five or older who described their ability to speak English as less than 'very well' (i.e., 'well,' 'not well,' or 'not at all'). The aggregate LEP population decreased by 0.32 percentage points between 2016 and 2019 but increased by 35,251 people. Due to changes in the Census Bureau's coding of language data, it is not possible to compare current language group data to data preceding 2016 estimates.

Limited English Proficiency Service Area



LEP Population for the 12-County Dallas-Fort Worth Metropolitan Planning Area

	2012-2016 American Community Survey	2015-2019 American Community Survey		
	Region Aggregate (Population Age 5 and Older)	Percentage of Total Population Age 5 and Older	Region Aggregate (Population Age 5 and Older)	Percentage of Total Population Age 5 and Older
Total Population Age 5 Years and Older	6,446,768		6,866,398	
Spanish <i>Speak English less than "very well"</i>	694,804	10.78%	707,165	10.30%
Other Indo-European Languages <i>Speak English less than "very well"</i>	37,081	0.58%	42,571	0.62%
Vietnamese <i>Speak English less than "very well"</i>	41,086	0.64%	41,222	0.60%
Other Asian and Pacific Island Languages <i>Speak English less than "very well"</i>	26,677	0.41%	32,745	0.48%
Chinese (incl. Mandarin, Cantonese) <i>Speak English less than "very well"</i>	22,953	0.36%	24,557	0.36%
Other and Unspecified Languages <i>Speak English less than "very well"</i>	15,461	0.24%	19,914	0.29%
Korean <i>Speak English less than "very well"</i>	13,363	0.21%	13,191	0.19%
Arabic <i>Speak English less than "very well"</i>	8,918	0.14%	11,729	0.17%
French, Haitian, or Cajun <i>Speak English less than "very well"</i>	6,130	0.10%	8,279	0.12%
Tagalog (incl. Filipino) <i>Speak English less than "very well"</i>	5,432	0.08%	6,112	0.09%
Russian, Polish, or other Slavic Languages <i>Speak English less than "very well"</i>	5,326	0.08%	5,352	0.08%
German or other West Germanic Languages <i>Speak English less than "very well"</i>	1,889	0.03%	1,534	0.02%
Total LEP Population	879,120	13.64%	914,371	13.32%

Source: 2012-2016 and 2015-2019 American Community Survey 5-Year Estimates, C16001. Limited English proficiency (LEP) is classified as any person whose primary language is other than English and who answered that their ability to speak English was "well," "not well," or "not at all." In 2016, the US Census Bureau changed the way it codes language data. Consequently, language groupings cannot be compared between American Community Survey estimates developed before and after 2016.

In 2019, the LEP population was 914,371, which was 13.32 percent of the region's 6,866,398 residents age five or older. Spanish was the largest language represented among the LEP population, with 10.30 percent of the region's total population age five or older.

Recognizing that low literacy regardless of native language could also result in the need for language assistance, data from the National Center for Education Statistics was analyzed. The center's Program for the International Assessment of Adult Competencies includes data on adult literacy skills. The assessment used population estimates for persons aged 16 to 65 from 2011 to 2017. The assessment defines literacy as "understanding, evaluating, using and engaging with written text to participate in society, to achieve one's goals, and to develop one's knowledge and potential."¹ People whose literacy skills were at or below Level 1 may not be able to understand the structure of sentences or paragraphs or make use of other text features. In the NCTCOG region, only Dallas County had a percent of residents below Level 1 literacy that was higher than the state average of 28 percent.

Dallas-Fort Worth Metropolitan Planning Area Results from the Program for the International Assessment of Adult Competencies

Location	Population Size Age 16-74*	Percent Below Level 1 Literacy
Texas	19,698,535	28%
Collin County	664,152	12%
Dallas County	1,839,032	33%
Denton County	578,297	14%
Ellis County	117,488	23%
Hood County	39,207	16%
Hunt County	65,414	24%
Johnson County	114,766	22%
Kaufman County	81,450	22%
Parker County	91,526	15%
Rockwall County	64,473	14%
Tarrant County	1,426,715	24%
Wise County	45,891	21%

*2013-2017 American Community Survey 5-Year Estimates. The Census Bureau's method of reporting age data prevents reporting a population size that matches the study group, age 16 to 65.

This Language Assistance Plan outlines how the needs of the LEP population in the Metropolitan Planning Area will be addressed, how language services will be made available, and how LEP persons will be notified of these services.

Factor 2: *The frequency with which LEP individuals come in contact with the program.*

The nature of the programs associated with the Metropolitan Planning Organization (MPO) dictate that the majority of contact with the public and LEP persons is through inquiries submitted to the MPO, public input opportunities, public outreach events, the MPO website, and program implementation activities.

In order to better inform the frequency with which LEP individuals come in contact with MPO programs, a staff survey of LEP encounters was updated in 2022. Department staff members were asked if they had encountered an LEP individual in the past three years, and if so, what languages they had encountered, the frequency, and what type of work activity they were conducting. Of the approximately 200 department staff members who received the survey, 25 indicated they encountered LEP individuals speaking four total languages in a period of three years. Spanish was the most common, followed by rare encounters of Vietnamese, Arabic, and an unspecified language. The most frequent work activities in which staff encountered LEP individuals were phone calls, community outreach events, and public input opportunities, including in-person meetings.

As a result of this survey, NCTCOG maintains a voluntary directory of employees who are able to communicate in languages other than English and are willing to provide assistance to LEP individuals. If an employee encounters a LEP individual with whom it is difficult to communicate, they may be able to refer the individual to an employee who can better assist them in another language. At present, 19 languages are represented in this language assistance directory.

Factor 3: *The nature and importance of the program, activity, or service provided by the recipient to people's lives.*

NCTCOG is the agency responsible for the regional transportation planning process; in this capacity, NCTCOG must ensure that all segments of the population are involved, or have the opportunity to be involved in, the decision-making process. As required by federal guidelines, NCTCOG produces a Metropolitan Transportation Plan that outlines long-range transportation investments, a Transportation Improvement Program that provides short-range planning for transportation investments, a Unified Planning Work Program that outlines tasks to be performed in the upcoming year, and a Congestion Management Process for developing and implementing operational and travel demand strategies that improve transportation system performance.

Consistent with the Public Participation Plan, planners seek public input on these products, which influence quality of life and mobility options in the region. Public input opportunities, conducted both virtually and in person, represent one way for North Texans to be informed and involved. Public input opportunity notices are provided in English and Spanish. Notices include the telephone number and email address to request special accommodations for language translation or disability. Public input opportunities are posted online and advertised in newspapers, and staff interact regularly with local reporters, some of whom contribute to minority publications. Translated ads are placed in the major Spanish and Vietnamese newspapers.

Factor 4: *The resources available to the recipient and costs.*

NCTCOG currently has bilingual staff who assist with translation needs and/or translation review. NCTCOG also has agreements with translation services that cover many languages, as well as

American Sign Language. Since 2017, NCTCOG has received one request for translation at a public input opportunity, one request for a sign language interpreter at a public input opportunity, and one request for a meeting transcript for a hearing-impaired person.

To translate documents, NCTCOG currently utilizes both a translation service and department staff. The average cost for the outside translation service is \$0.15 per word. At no cost, the Google Translate tool was added to the NCTCOG Transportation Department website, making information more readily accessible in more than 120 languages. Each year a portion of the community outreach budget is proactively allocated to translation services. Visualization tools such as animations, maps, renderings, photos, and others are also used, when possible, to increase understanding among all audiences. These tools can also be especially beneficial for LEP persons. All language assistance is provided at no charge to LEP individuals.

Guidelines for Making Language Assistance Available

The four-factor analysis will be used as a tool for analyzing to what extent and how the needs of LEP communities are addressed during transportation planning and program implementation. For example, the four-factor analysis will be used to determine initial translation or alternative format needs for documents and the website. Department reports, newsletters, brochures, other publications, and website information include instructions about how to request information in other formats. Translators and interpreters used by the NCTCOG Transportation Department will be evaluated to ensure accurate, high-quality language services are available to LEP persons.

Increased use of visualization tools will be used to make information more understandable and, in some cases, reduce the need for English proficiency.

Plans, projects, and programs for areas with a high number of LEP persons will have materials that address the needs of the population in those areas. Environmental justice communities, including non-English speakers, are mapped whenever possible to provide, as much as possible, plan- or project-specific data.

The NCTCOG Transportation Department will make every effort to accommodate language translation needs, if provided sufficient notice. A minimum of three business days advance notice is required for these arrangements to be provided for a public input opportunity.

NCTCOG Transportation Department staff will consistently seek input and involvement from organizations and agencies which serve LEP populations to complement other language assistance and outreach efforts.

Staff Training for Interacting with and Considering the Needs of LEP Persons

All NCTCOG Transportation Department staff members employed as of July 2019 completed in-person training on the requirements and techniques for providing meaningful access to services for LEP persons. Training materials and resources continue to be available for review by all staff—including new employees.

Notice of Assistance Available for LEP Persons

Public input opportunity notices, which are available in English and Spanish, include the telephone number and email address to request special accommodations for language translation or disability. On each notice, this information is included in English and Spanish.

Notice of the North Central Texas Council of Governments Transportation Department Title VI Complaint Procedures is accessible online and in a brochure made available online, at public meetings, and outreach events. Title VI complaint forms are available in both English and Spanish.

Language assistance can be obtained by contacting the NCTCOG Transportation Department:

North Central Texas Council of Governments, Transportation Department
P.O. Box 5888
616 Six Flags Drive (76011)
Arlington, TX 76005-5888
Phone: (817) 695-9240
Fax: (817) 640-3028
Email: transinfo@nctcog.org
Website: www.nctcog.org/trans/

Monitoring and Updating Plans and Strategies that Address How LEP Individuals Have Access to Information and Opportunities for Program Participation

This Language Assistance Plan is intended to be reviewed and updated in conjunction with the NCTCOG Transportation Public Participation Plan.

Environmental justice and Title VI activities will be periodically summarized to provide information about how the NCTCOG Transportation Department:

- Addresses the needs of LEP persons and those traditionally underserved by existing transportation services.
- Facilitates opportunities for full and fair participation from all individuals.
- Makes information accessible and understandable.
- Ensures no person shall, on the basis of race, color, national origin, age, sex, disability, or religion, be excluded from participation in, denied the benefits of, or subjected to discrimination under any program or activity receiving federal financial assistance.

Appendix C: Transportation Improvement Program Modification Policy - Policies and Procedures to Streamline Project Delivery

UPDATED MARCH 2013

The Transportation Improvement Program (TIP) is a staged, multi-year program of projects approved for funding with federal, State, and local funds within the Dallas-Fort Worth area. A new TIP is approved every two to three years by the Regional Transportation Council (RTC), which serves as the policy board for the Dallas-Fort Worth Metropolitan Planning Organization (MPO). Due to the changing nature of projects as they move through the implementation process, the TIP must be modified on a regular basis.

Please note certain project changes require collaboration with our State and federal review partners. This collaboration occurs through the Statewide Transportation Improvement Program (STIP) revision process. Therefore, modification of the Dallas-Fort Worth TIP will follow the quarterly schedule established for revisions to the Statewide Transportation Improvement Program (STIP).

This policy consists of four sections:

General Policy Provisions: Overall policies guiding changes to project implementation

Project Changes Not Requiring TIP Modification: Changes related to administration or interpretation of Regional Transportation Council Policy

Administrative Amendment Policy: Authority granted to the MPO Director to expedite project delivery and maximize the time the RTC has to consider policy level (vs. administrative) issues

Revision Policy: Changes only the Regional Transportation Council can approve or recommend for State and federal concurrence

General Policy Provisions

1. All projects inventoried in the Transportation Improvement Program fall under this modification policy, regardless of funding source or funding category.
2. Air quality conformity, Mobility Plan consistency, congestion management process compliance, and financial constraint requirements must be met for all TIP modifications.
3. Project modifications will only be made with the consent of the implementing/impacted agency.
4. The Dallas-Fort Worth MPO will maintain a cost overrun funding pool. Program funds must be available through the cost overrun pool or from other sources in order to process modifications involving project cost increases.
5. All funding from deleted projects will be returned to the regional program for future cost overruns or new funding initiatives, unless the deleted funds are needed to cover cost overruns in other currently selected projects. However, it is important to note that funds are awarded to projects, not to implementing agencies. Therefore, funds from potentially infeasible projects cannot be saved for use in future projects by implementing agencies. MPO staff will manage timely resolution of these projects/funds. In addition, if a project was selected through a particular “program,” such as the Sustainable Development or Regional ITS Funding Program, funds from deleted projects may be returned to those programs for future “calls for projects” in those areas.
6. For projects selected using project scoring methodologies, projects will no longer be rescored before a cost increase is considered.
7. Cost increases for strategically selected projects fall under the same modification policy provisions.
8. As a general policy, new projects are proposed through periodic regional funding initiatives. However, the RTC may elect to add new projects to the TIP, outside of a scheduled funding initiative under emergency or critical situations. Projects approved under this provision must be an immediate need.
9. Local match commitments (i.e., percentages) will be maintained as originally approved. Cost overruns on construction, right-of-way, and engineering costs will be funded according to original participation shares.

10. Additional restrictions may apply to projects selected under certain funding initiatives. For example, projects selected through the Land Use/Transportation Joint Venture (i.e., Sustainable Development) program are not eligible for cost increases from RTC-selected funding categories.
11. Cost overruns are based on the total estimated cost of the project, including all phases combined, and are evaluated once total project cost is determined to exceed original funding authorization.
12. Cost indicators may be evaluated on cost overruns to alert project reviewers of potential unreasonable cost estimates (examples include cost per lane-mile, cost per turn lane). The cost indicators are developed by the MPO, in consultation with TxDOT, using experience from the last several years. If a project falls out of this range, the MPO may either: (a) require a more detailed estimate and explanation, (b) require value engineering, (c) suggest a reduced project scope, or (d) determine that a cost increase will come from local funds, not RTC funds.
13. For a project change to be considered, implementing agencies must submit modification requests for their TIP projects through the online TIP modification system. Project change requests must include complete information by the deadline. Incomplete requests will be sent back to agency for re-submittal in a future cycle.
14. Implementing agencies must identify one or two official points of contact for TIP project modifications. The point of contact is responsible for entering complete project modification requests into the online TIP modification system on time. The point of contact must be capable of collecting and entering accurate project information. Points of contact will be sent reminders leading up to submittal deadlines.

Project Changes Not Requiring TIP Modification

In certain circumstances, changes may be made to TIP projects without triggering a TIP modification. These circumstances are outlined below:

- 1. Changes that do not impact the overall purpose of a project:** Changes to MTP reference, CSJ's, or other clerical edits do not require a TIP modification.
- 2. Changes to TxDOT's Design and Construction Information System (DCIS):** The DCIS is a project tracking system, therefore, simply updating the DCIS to match previously approved TIP projects or project elements does not require TIP modification. MPO staff maintains the official list of projects and funding levels approved by the RTC.
- 3. Carryover Funds:** At the end of each fiscal year, unobligated funds are moved to the new fiscal year as carryover funds. For example, if a project receives funding in a specific fiscal year, but the project is not implemented by the end of the fiscal year, staff will automatically move the funds for that project into the next fiscal year. These changes do not require a TIP modification.
- 4. Cost/Funding Increases:** Staff will update cost increases in the information system for changes of less than \$400,000.
- 5. Increases in Local Funds:** Staff will adjust with concurrence of local agency.

- 6. Changes in RTC Funding Categories:** Staff adjustments permitted.
- 7. Emergency:** This provision includes emergency changes that need approval quickly, but timing is not aligned with the RTC Meeting schedule. These changes would come to the RTC for ratification at the next scheduled meeting.
- 8. Cost/Funding Decreases:** Staff will update the information system with cost decreases.
- 9. Funding Year Changes:** Staff will update the information system for changes that advance project implementation. Once projects are ready for construction (i.e., all federal and State requirements and procedures have been met), staff will advance the project to construction if funds are available.
- 10. Statewide Transportation Improvement Program (STIP) Revisions Consistent with Previous RTC Action** (e.g., Staff will place a project or changes previously approved by the RTC in the appropriate information system and documents.)
- 11. Addition of Noncapacity, Conformity-Exempt Projects:** Staff will place projects in the appropriate information system/document.
Examples include, but are not limited to:

Sign refurbishing	Safety/Maintenance
Landscaping	Intersection Improvements
Preventive maintenance	Intelligent Transportation System
Bridge rehabilitation/replacement	Traffic Signal Improvements
- 12. Changes to Implementing Agency:** Staff will process after receiving a written request/approval from the current implementing agency and the newly proposed implementing agency.
- 13. Increased Flexibility for Traffic Signal, Intersection Improvement, ITS, and “Grouped” Projects:** Staff will use best practices to advance this category of projects.
- 14. Addition and Adjustment of Phases:** Includes engineering, right-of-way, construction, etc.
- 15. Administrative Scope Changes:** Minor clarifications to the type of work being performed, physical length of project, and project termini/limits. For example, changing the limits of a project from “.25 miles west of” to “west of,” or changing the limits from “point A” to “.5 miles east of point A,” or clarifying limits due to a change to the name of a roadway when there is no physical change to the limits (the name of the roadway just changed from one name to another, etc.
- 16. Funding Year Changes:** Can be moved by staff if project is being moved less than one year.

Please note that a STIP revision may be required to make these changes in the statewide funding document. In all cases, MPO information systems will be updated and changes will be noted in project tracking systems.

Administrative Amendment Policy

Administrative Amendments are TIP modifications that do not require action of the RTC for approval. Under the Administrative Amendment Policy, the RTC has authorized the Director of Transportation, or his designee, for the Dallas-Fort Worth MPO to approve TIP modifications that meet the following conditions. After they are approved, administrative amendments are provided to STTC and the RTC for informational purposes, unless they are merely processed to support previous RTC project approval.

- 1. Changes in Federal/State Funding Categories that Do Not Impact RTC-Selected Funding Programs:** RTC-Selected funding programs include: CMAQ, STP MM, RTR, Category 2M - Metro Corridor (in coordination with TxDOT), Texas Mobility Funds, Urbanized Area Formula Program - Transit Section 5307.
- 2. Potentially Controversial Projects:** The administrative amendment policy does not restrict the Transportation Director from requesting Regional Transportation Council (RTC) action on potentially controversial project changes.
- 3. Change in funding share due to adding funding from one program to another:** For instance, if adding Thoroughfare Assessment Program funds (80% federal and 20% state/local) to a project that is 56% federal and 44% local, an administrative amendment is permitted. The revision policy applies to all other instances.

Revision Policy

Revisions are modifications that require approval of the Regional Transportation Council. A revision is required for any project modification that meets the following criteria or that does not fall under the Administrative Amendment Policy.

- 1. Adding or Deleting Projects from the TIP:** This provision includes all projects not covered previously in this Policy. All new projects regardless of funding source need to be approved under this Revision Policy.
- 2. Cost/Funding Increases:** A revision is required on any cost/funding increase over \$400,000.
- 3. Substantive Scope Changes:** This provision includes major or substantive changes that may have citizen interest or policy implications. For example, limits change to a brand new location, limits are extended or shortened substantially, the number of lanes changes, etc.
- 4. Funding Year Changes:** A revision is required to move a project more than one year into a fiscal year that would delay project implementation.
- 5. Changes in the Funding/Cost Shares:** A change to the percentage of the total project cost paid by each funding partner requires a revision (with the one exception noted in the administrative amendment policy).

Approved by the RTC on March 14, 2013

Appendix D: Title VI Complaint Procedures

El Procedimiento de Quejas Titulo VI

Introduction

The North Central Texas Council of Governments (NCTCOG) serves as the federally designated Metropolitan Planning Organization for the Dallas-Fort Worth region. As a recipient of federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related Title VI statutes, NCTCOG ensures that no person shall, on the grounds of race, religion, color, national origin, sex, age, or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any agency programs or activities. These prohibitions extend from the North Central Texas Council of Governments, as a direct recipient of federal financial assistance, to its sub-recipients (e.g., contractors, consultants, local governments, colleges, universities, etc). All programs funded in whole or in part from federal financial assistance are subject to Title VI requirements. The Civil Rights Restoration Act of 1987 extended this to all programs within an agency that receives federal assistance regardless of the funding source for individual programs.

This policy is intended to establish a procedure under which complaints alleging discrimination in NCTCOG's provisions, services, or NCTCOG activities can be made by persons who are not employees of NCTCOG.

Any person who believes NCTCOG, or any entity who receives federal financial assistance from or through NCTCOG (i.e., sub-recipients, sub-contractors, or sub-grantees), has subjected them or any specific class of individuals to unlawful discrimination may file a complaint of discrimination.

NCTCOG will follow timelines set forth in guidance from the Department of Transportation, the Federal Highway Administration, Federal Transit Administration and the Department of Justice for processing Title VI discrimination complaints.

When to File

A complaint of discrimination must be filed within 180 calendar days of the alleged act of discrimination, or discovery thereof; or where there has been a continuing course of conduct, the date on which that conduct was discontinued. Filing means a written complaint must be postmarked before the expiration of the 180-day period. The filing date is the day you complete, sign, and mail the complaint form. The complaint form and consent/release form must be dated and signed for acceptance. Complaints received more than 180 days after the alleged discrimination will not be processed and will be returned to the complainant with a letter explaining why the complaint could not be processed and alternative agencies to which a report may be made.

Where to File

In order to be processed, signed original complaint forms must be mailed to:

North Central Texas Council of Governments
Transportation Department Title VI Specialist
P.O. Box 5888
Arlington, TX 76005-5888

Or hand delivered to:
616 Six Flags Drive Arlington, TX 76011

Upon request, reasonable accommodations will be made for persons who are unable to complete the complaint form due to disability or limited-English proficiency. A complaint may also be filed by a representative on behalf of a complainant.

Persons who are not satisfied with the findings of NCTCOG may seek remedy from other applicable state or federal agencies.

Required Elements of a Complaint

In order to be processed, a complaint must be in writing and contain the following information:

- Name, address, and phone number of the complainant.
- Name(s) and address(es) and business(es)/organization(s) of person(s) who allegedly discriminated.
- Date of alleged discriminatory act(s).
- Basis of complaint (i.e., race, color, national origin, sex, age, religion, or disability).
- A statement of complaint.
- Signed consent release form.

Incomplete Complaints

Upon initial review of the complaint, the Title VI Specialist will ensure that the form is complete and that any initial supporting documentation is provided. Should any deficiencies be found, the Title VI Specialist will notify the complainant within 10 days. If reasonable efforts to reach the complainant are unsuccessful or if the complainant does not respond within the time specified in the request (30 days), the recipient may close the complainant's file. The complainant may resubmit the complaint provided it is filed within the original 180-day period.

Should the complaint be closed due to lack of required information, NCTCOG will notify the complainant at their last known address. In the event the complainant submits the missing information after the file has been closed, the complaint may be reopened provided it has not been more than 180 days since the date of the alleged discriminatory action.

Records of Complaints

The Title VI Specialist will keep a record of all complaints received. The log will include such information as:

- Basic information about the complaint such as when it was filed, who filed it, and who it was against.
- A description of the alleged discriminatory action.
- Findings of the investigation.

Complaint Process Overview

The following is a description of how a discrimination complaint will be handled once received by NCTCOG.

RECEIPT OF COMPLAINT

Complaint is received by NCTCOG: Complaints must be in writing and signed by the complainant or their designated representative. If the complainant is unable to complete the form in writing due to disability or limited-English proficiency, upon request reasonable accommodations will be made to ensure the complaint is received and processed in a timely manner. Complainants wishing to file a complaint who do not have access to the Internet or the ability to pick up a form will be mailed a complaint form to complete. Complaints will be forwarded to the Texas Department of Transportation, Office of Civil Rights, Title VI Program Administrator.

Complaint is logged into tracking database: Complaint forms will be logged into the complaint tracking database; basic data will be maintained on each complaint received, including name of complainant, contact information, name and organization of person(s) who allegedly discriminated, date of alleged discriminatory act(s), basis of complaint (i.e., race, color, national origin, sex, age, religion, or disability), and description of the alleged discriminatory action.

INITIAL REVIEW AND WRITTEN RESPONSE

Initial review: Within 10 days of the receipt of the complaint, NCTCOG's Transportation Department Title VI Specialist will complete an initial review of the complaint. The purpose of this review is to determine if the complaint meets three basic criteria.

1. The complaint will be reviewed for completeness.
2. The program in which the alleged discrimination occurred will be examined to ensure that the complaint was filed with the appropriate agency.
3. Determination of timeliness will be made to ensure the complaint was filed within the 180 calendar day time requirement.

Initial written response: Within 10 days of the receipt of the complaint, the Title VI Specialist will provide an initial written response to the complaint appropriate to the criteria of the initial review.

1. If the complaint form is incomplete, the complainant will be notified and asked to furnish the missing information within 30 days. Upon receipt of the requested information, the initial review will resume and a follow-up written response will be provided within 10 days of the receipt of the complete complaint.
2. If a complaint is complete but the program or activity about which the complaint was made is not conducted by NCTCOG or an entity who receives federal financial assistance from or through NCTCOG (i.e., sub-recipients, sub-contractors, or sub-grantees), every attempt will be made to establish the correct agency. Whenever possible, and if consent was granted on the Consent/Release form, the complaint will be forwarded to the appropriate agency. The complaint will then be closed at NCTCOG.
3. If the complaint is complete but the alleged discrimination occurred 180 calendar days or more before the complaint was filed, the complaint will be closed at NCTCOG.

NCTCOG's Title VI Specialist will confer with the Transportation Department Director on the determination of a complete complaint and on any deferrals to other agencies. Once the Title VI Specialist completes an initial review of the complaint and determines that the criteria for a complete complaint is met, NCTCOG will forward the complaint and a copy of the written response to the Texas Department of Transportation, Office of Civil Rights, Title VI Program Administrator.

INVESTIGATION OF COMPLAINT

Fact-finding process: The Title VI Specialist will confer with the Transportation Department Director to determine the most appropriate fact-finding process to ensure all available information is collected in an effort to reach the most informed conclusion and resolution of the complaint. The type of investigation techniques used may vary depending on the nature and circumstances of the alleged discrimination. An investigation may include, but is not limited to:

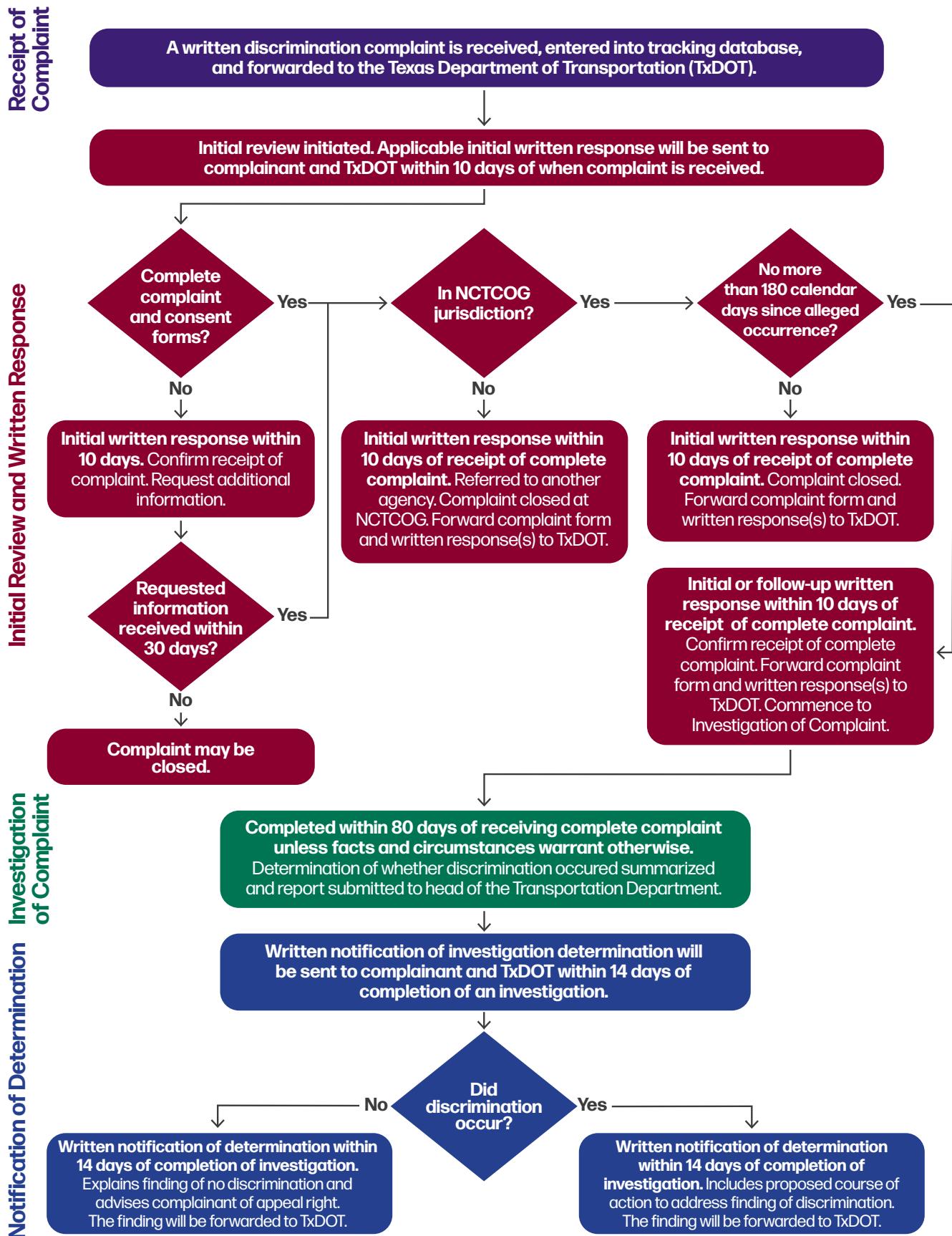
- Internal meetings with NCTCOG staff and legal counsel.
- Consultation with state and federal agencies.
- Interviews of complainant(s).
- Review of documentation (i.e., planning, public involvement, and technical program activities).
- Interviews and review of documentation with other agencies involved.
- Review of technical analysis methods.
- Review of demographic data.

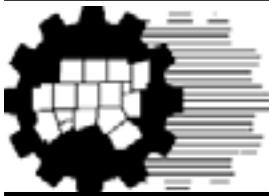
Determination of investigation: An investigation must be completed within 80 days of receiving the complete complaint, unless the facts and circumstances warrant otherwise. A determination will be made based on information obtained. The Title VI Specialist, Transportation Department Director, and/or designee will render a recommendation for action, including formal and/or informal resolution strategies, in a report of findings. The findings of the investigation will be logged into the complaint tracking database.

NOTIFICATION OF DETERMINATION

Within 14 days of completion and determination of an investigation, the complainant must be notified by the NCTCOG Executive Director of the final decision. The notification will advise the complainant of his/her appeal rights with state and federal agencies if he/she is dissatisfied with the final decision. A copy of this letter, along with the report of findings, will be forwarded to the Texas Department of Transportation, Office of Civil Rights, Title VI Program Administrator for information purposes.

Title VI Complaint Procedures





North Central Texas Council of Governments Discrimination Complaint Form

Please read the information on this page of this form carefully before you begin.

The North Central Texas Council of Governments (NCTCOG) serves as the federally designated Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth region. As a recipient of federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related statutes, NCTCOG ensures that no person shall, on the grounds of race, religion, color, national origin, sex, age or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any agency programs or activities. These prohibitions extend from the North Central Texas Council of Governments, as a direct recipient of federal financial assistance, to its sub-recipients (e.g., contractors, consultants, local governments, colleges, universities, etc.). All programs funded in whole or in part from federal financial assistance are subject to Title VI requirements.

NCTCOG is required to implement measures to ensure that persons with limited-English proficiency or disability have meaningful access to the services, benefits and information of all its programs and activities under Executive Order 13166. Upon request, assistance will be provided if you are limited-English proficient or disabled. Complaints may be filed using an alternative format if you are unable to complete the written form.

The filing date is the day you complete, sign, and mail this complaint form. Your complaint must be filed no later than 180 calendar days from the most recent date of the alleged act of discrimination. The complaint form and consent/release form must be dated and signed for acceptance. You have 30 calendar days to respond to any written request for information. Failure to do so will result in the closure of the complaint.

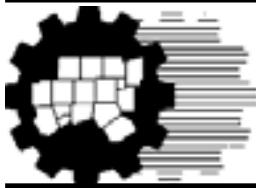
Submit the forms by mail to:

North Central Texas Council of Governments
Transportation Department
Title VI Specialist,
P.O. Box 5888
Arlington, TX 76005-5888

Or in person at:

616 Six Flags Drive
Arlington, TX 76011

If you have any questions or need additional information, please call (817) 695-9240 or e-mail titlevi@nctcog.org.



North Central Texas Council of Governments Discrimination Complaint Form

Please read the information on the first page of this form carefully before you begin.

1

First Name _____ MI _____ Last Name _____

Street Address **City** **State** **Zip Code**

Telephone Number e-mail Address

2 Who do you believe discriminated against you?

First Name MI Last Name

Name of Business/Organization Position/Title

Person's Relationship to You

3 When did the alleged act(s) of discrimination occur?
Please list all applicable dates in mm/dd/yyyy format.

Date(s)

Is the alleged discrimination ongoing? Yes No

4 Where did the alleged act(s) of discrimination occur? (Attach additional pages as necessary.)

Name of Location

Indicate the basis of your grievance of discrimination:

5 Indicate the basis of your grievance of discrimination:

- Race
- National Origin
- Age
- Religion
- Color
- Sex
- Disability

6 Describe in detail the specific incident(s) that is the basis(es) of the alleged discrimination. Describe each incident of discrimination separately. Attach additional pages as necessary.

Please explain how other persons or groups were treated differently by the person(s)/agency who discriminated against you.

Please list and describe all documents, e-mails, or other records and materials pertaining to your complaint.

Please list and identify any witness(es) to the incidents or persons who have personal knowledge of information pertaining to your complaint.

Have you previously reported or otherwise complained about this incident or related acts of discrimination? If so, please identify the individual to whom you made the report, the date on which you made the report, and the resolution. Please provide any supporting documentation.

Please provide any additional information about the alleged discrimination.

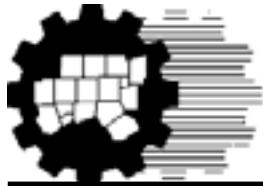
7 If an advisor will be assisting you in the complaint process, please provide his/her name and contact information.

First Name MI Last Name

8 This complaint form must be signed and dated in order to address your allegations. Additionally, this office will need your consent to disclose your name, if needed, in the course of our investigation. The Discrimination Complaint Consent/Release form is attached. If you are filing a complaint of discrimination on behalf of another person, our office will also need this person's consent.

I certify that to the best of my knowledge the information I have provided is accurate and the events and circumstances are as I have described them. I also understand that if I will be assisted by an advisor, my signature below authorizes the named individual to receive copies of relevant correspondence regarding the complaint and to accompany me during the investigation.

Signature _____ Date _____



North Central Texas Council of Governments Discrimination Complaint Consent/Release Form

Please read the information on this form carefully before you begin.

First Name MI Last Name

Street Address City State Zip Code

As a complainant, I understand that in the course of an investigation it may become necessary for the North Central Texas Council of Governments to reveal my identity to persons at the organization or institution under investigation. I am also aware of the obligations of the North Central Texas Council of Governments to honor requests under the Freedom of Information Act. I understand that as a complainant I am protected from retaliation for having taken action or participated in action to secure rights protected by nondiscrimination statutes and regulations which are enforced by the Federal Highway Administration (FHWA) of the U.S. Department of Transportation.

Please Check one:

I CONSENT and authorize the North Central Texas Council of Governments (NCTCOG), as part of its investigation, to reveal my identity to persons at the organization, business, or institution, which has been identified by me in my formal complaint of discrimination. I also authorize NCTCOG to discuss, receive, and review materials and information about me from the same and with appropriate administrators or witnesses for the purpose of investigating this complaint. In doing so, I have read and understand the information at the beginning of this form. I also understand that the material and information received will be used for authorized civil rights compliance activities only. I further understand that I am not required to authorize this release and do so voluntarily.

I DENY CONSENT to have the North Central Texas Council of Governments (NCTCOG), reveal my identity to persons at the organization, business, or institution under investigation. I also deny consent to have NCTCOG disclose any information contained in the complaint with any witnesses I have mentioned in the complaint. In doing so, I understand that I am not authorizing NCTCOG to discuss, receive, nor review any materials and information about me from the same. In doing so, I have read and understand the information at the beginning of this form. I further understand that my decision to deny consent may impede this investigation and may result in the unsuccessful resolution of my case.

Signature

Date

El Procedimiento de Quejas Título VI

Introducción

El North Central Texas Council of Governments (NCTCOG) sirve como el designado federal Metropolitan Planning Organization para la región de Dallas-Fort Worth. Como receptora de ayuda económica federal y en virtud del Título VI de la Ley de Derechos Civiles de 1964 y estatutos vinculados al Título VI, el NCTCOG garantiza que ningún individuo quede excluido de la participación, el acceso a los beneficios proporcionados o sea víctima de discriminación en el marco de ningún programa o actividad de ningún organismo con motivo de su raza, religión, color, nacionalidad, género, edad o discapacidad. Estas prohibiciones abarcan al North Central Texas Council of Governments, como receptor directo de ayuda económica federal, y sus "subreceptores" (es decir, contratistas, consultores, gobiernos locales, facultades, universidades, etc.). Todos los programas financiados por ayuda económica federal en forma parcial o total se encuentran sujetos a los requisitos establecidos en el Título VI. La Ley de Restauración de Derechos Civiles de 1987 hizo que esto se ampliara a todos los programas de cualquier organismo que recibiese ayuda federal independientemente de la fuente de financiación para programas individuales.

El propósito de esta política consiste en establecer un proceso según el cual individuos que no son empleados del NCTCOG puedan presentar quejas por discriminación por parte de disposiciones, servicios o actividades del NCTCOG.

Toda persona que crea haber sido víctima de discriminación ilegal, ya sea hacia su persona o hacia un colectivo de individuos específico, por parte del NCTCOG o cualquier entidad que reciba ayuda económica federal del NCTCOG o a través de este NCTCOG (como subreceptores, subcontratistas o subcesionarios), puede presentar una queja por discriminación.

Al procesar las quejas por discriminación en virtud del Título VI, el NCTCOG seguirá los plazos establecidos según la guía del Department of Transportation, el Federal Highway Administration, Federal Transit Administration y el Department of Justice.

Cuando Presentarla

La queja por discriminación debe presentarse dentro de los 180 días calendario de la presunta acción de discriminación o del descubrimiento de este último. En caso de que la conducta se haya manifestado en forma continua, a partir de la fecha en la que se haya interrumpido dicha conducta. Al presentar la queja por escrito debe estar sellada por el correo antes de la expiración del período de 180 días. Se considerará fecha de presentación al día en el que usted complete, firme y envíe el formulario de queja. Para que puedan aceptarse, el formulario de queja y el formulario de consentimiento/divulgación deben estar fechados y firmados. Las quejas que se reciban una vez que hayan pasado más de 180 días después de la presunta discriminación no serán procesadas y se le reenviarán al reclamante junto con una carta que explique por qué la queja no ha podido procesarse y a qué agencias alternativas se puede dirigir un informe.

Dónde Presentar

Para poder procesarlos, los formularios de quejas originales firmados se deben de ser enviadas a:

North Central Texas Council of Governments
Transportation Department Title VI Specialist
P.O. Box 5888
Arlington, TX 76005-5888

O en persona a:
616 Six Flags Drive Arlington, TX 76011

Se podrán realizar adaptaciones razonables bajo pedido para los individuos que no se encuentren en condiciones de completar el formulario de queja debido a una discapacidad o a conocimientos limitados del idioma inglés. Asimismo, un representante del reclamante podrá presentar una queja en nombre de este último.

Individuos que no se encuentren satisfechos con la resolución del NCTCOG podrán recurrir a otras agencias aplicables estatales de agencias federales.

Elementos Requeridos de Una Queja

Para que una queja pueda procesarse, debe ponerse por escrito e incluir la siguiente información:

- Nombre, domicilio y número de teléfono del reclamante.
- Nombre(s), domicilio(es) y empresa(s)/organización(es) de la(s) presunta(s) víctima(s) de discriminación.
- Fecha del presunto acto(s) de discriminación.
- Motivo de la queja (por ejemplo: raza, color, nacionalidad, género, edad, religión o discapacidad).
- Una declaración de queja.
- Un formulario de consentimiento de divulgación firmado.

Quejas Incompletas

Después de la revisión inicial de la queja, el especialista en el Título VI verificará que el formulario esté completo y se asegurará de que toda la documentación de respaldo necesaria en esa etapa se encuentre incluida. En caso de que falten documentos, el especialista en el Título VI se lo informará al reclamante dentro de los 10 días. Si no resulta posible contactar al reclamante a pesar de haber realizado esfuerzos razonables para hacerlo, o si el reclamante no responde dentro del período especificado en la solicitud (30 días), el receptor podrá dar por finalizado el caso del reclamante. El reclamante puede volver a presentar la queja, siempre y cuando lo haga dentro del período inicial de 180 días.

En caso de que el caso se cierre por falta de información necesaria, el NCTCOG se lo informará al reclamante, para lo cual intentará establecer contacto valiéndose de su última dirección conocida. Si el reclamante brinda la información faltante después del cierre de su caso, el caso podrá volver a abrirse, siempre y cuando no hayan transcurrido más de 180 días desde la fecha del presunto discriminatorio.

Registro de Quejas

El Especialista en el Título VI llevará un registro de todas las quejas recibidas. El registro incluirá información como la siguiente:

- Información básica sobre la queja, tal como cuándo se presentó, quién la presentó y contra quién.
- Una descripción de la presunta acción discriminatorio.
- Conclusiones de la investigación.

Resumen del Proceso de Quejas

Lo siguiente es una descripción de como una queja discriminatoria deberá ser manejada ya que sea recibida por NCTCOG.

RECEPCIÓN DE LA QUEJA

El NCTCOG recibe una queja: Las quejas deben presentarse por escrito y estar firmadas por el reclamante o un representante designado por este último. Si el reclamante no se encuentra en condiciones de completar el formulario debido a una discapacidad o a conocimientos limitados del idioma inglés y solicita asistencia, se realizarán adaptaciones razonables para garantizar que la queja se reciba y se procese de manera oportuna. Los reclamantes que deseen presentar una queja y no dispongan de acceso a internet o no tengan la posibilidad de ir a recoger un formulario, recibirán un formulario de quejas por correo para que puedan completarlo. Las quejas se enviarán al Texas Department of Transportation, Office of Civil Rights, Title VI Program Administrator.

La queja se registra en una base de datos para realizar su seguimiento: Los formularios de quejas se registrarán en la base de datos de quejas para realizar su seguimiento. En todas las quejas recibidas se conservarán los datos básicos, que incluyen el nombre del reclamante, su información de contacto, el nombre y la organización de la persona(s) de la presunta discriminación, fecha en que ocurrió del presunto acto (s) discriminatorio, el motivo en el que se basa la queja por discriminación (por ejemplo: raza, color, nacionalidad, género, edad, religión o discapacidad), y una descripción de la presunta acción discriminatoria.

REVISIÓN INICIAL Y RESPUESTA POR ESCRITO

Revisión inicial: Dentro de los 10 días siguientes a la recepción de la queja, el Especialista en el Título VI de NCTCOG Transportation Department realizará una revisión inicial de la queja. El objetivo de esta revisión es determinar si la queja cumple con tres criterios básicos.

1. Se controlará que la queja esté completa.
2. Se examinará el programa en el que se haya producido la presunta discriminación para verificar que la queja se haya presentado ante la agencia apropiada.
3. Se definirán los marcos temporales para asegurarse de que la queja se haya presentado dentro del plazo de 180 días calendario, según lo indicado.

Respuesta inicial por escrito: Dentro de los 10 días siguientes a la recepción de la queja, el Especialista en el Título VI dará una respuesta inicial por escrito al reclamante, la cual será adecuada en función de los criterios de la revisión inicial.

1. En caso de que el formulario de quejas se encuentre incompleto, se informará al reclamante. A su vez, se le solicitará que proporcione la información faltante dentro de los 30 días posteriores. Una vez recibida la información solicitada, la revisión inicial volverá a comenzar y se brindará una respuesta de seguimiento por escrito dentro de los 10 días siguientes a la fecha de recepción de la queja completa.
2. En caso de que una queja esté completa pero el programa o la actividad la cual se base la queja no esté dirigido/a por el NCTCOG o una entidad que reciba ayuda económica federal del NCTCOG o a través de este último (subreceptores, subcontratistas o subcesionarios), se realizarán todos los esfuerzos posibles para determinar cuál es la agencia correcta al que se debería remitir el caso. Cuando sea posible, y si se concedió el consentimiento en el formulario de divulgación, la queja se le remitirá a la agencia apropiada. La queja quedará cerrada en el NCTCOG.
3. Si la queja está completa pero la presunta discriminación ocurrió 180 días calendarios o más antes de que se presentará la queja, dicha queja quedará cerrada en el NCTCOG.

El Especialista en el Título VI del NCTCOG consultará con el Director del Departamento de Transporte para tomar una determinación sobre quejas completas o retrasos por derivación a otras agencias. Una vez que el Especialista en el Título VI finalice la revisión inicial de la queja y determine que cumple con los criterios necesarios para constituir una queja completa, el NCTCOG le enviará la queja y una copia de la respuesta por escrito al Texas Department of Transportation, Office of Civil Rights, Title VI Program Administrator.

INVESTIGACIÓN DE QUEJA

Proceso de investigación: El Especialista en el Título VI consultará con el Director del Departamento de Transporte para determinar cuál es el proceso de investigación más adecuado para garantizar que se reúna toda la información disponible y poder llegar a una conclusión y posterior resolución de la queja basada en la mayor cantidad de información posible. El tipo de técnicas de investigación utilizadas variará en función del carácter y las circunstancias de la presunta discriminación. Una investigación puede incluir, entre otros:

- Reuniones internas con el personal y los asesores jurídicos del NCTCOG.
- Consultas con agencias estatales y federales.
- Entrevistas con reclamante (s).
- Revisión de documentación (por ejemplo: planificación, participación del público y actividades del programa técnico).
- Entrevistas y revisión de documentación con otras agencias involucrados.
- Revisión de métodos de análisis técnico.
- Revisión de información demográfica.

Resolución de la investigación: La investigación debe finalizar dentro de los 80 días siguientes a la recepción de la queja completa, a menos que los hechos y las circunstancias hagan disponer algo diferente. Se tomará una determinación en base a la información obtenida. El Especialista en el Título VI, el Director del Departamento de Transporte y/o la persona designada presentará una recomendación sobre el curso de acción a seguir. La misma incluirá estrategias de resolución formales y/o informales en un informe de conclusiones. Los resultados de la investigación se registrarán en la base de datos para realizar el seguimiento de las quejas.

AVISO DE RESOLUCIÓN

Dentro de los 14 días siguientes a la finalización y resolución de una investigación, el Director Ejecutivo del NCTCOG deberá informar la decisión final al reclamante. El aviso brindará información al reclamante sobre su derecho a apelar ante agencias estatales y federales en caso de no encontrarse satisfecho/a con la decisión final. Con fines informativos, se le enviará una copia de esta carta junto con un informe de los resultados de la investigación a Texas Department of Transportation, Office of Civil Rights, Title VI Program Administrator.

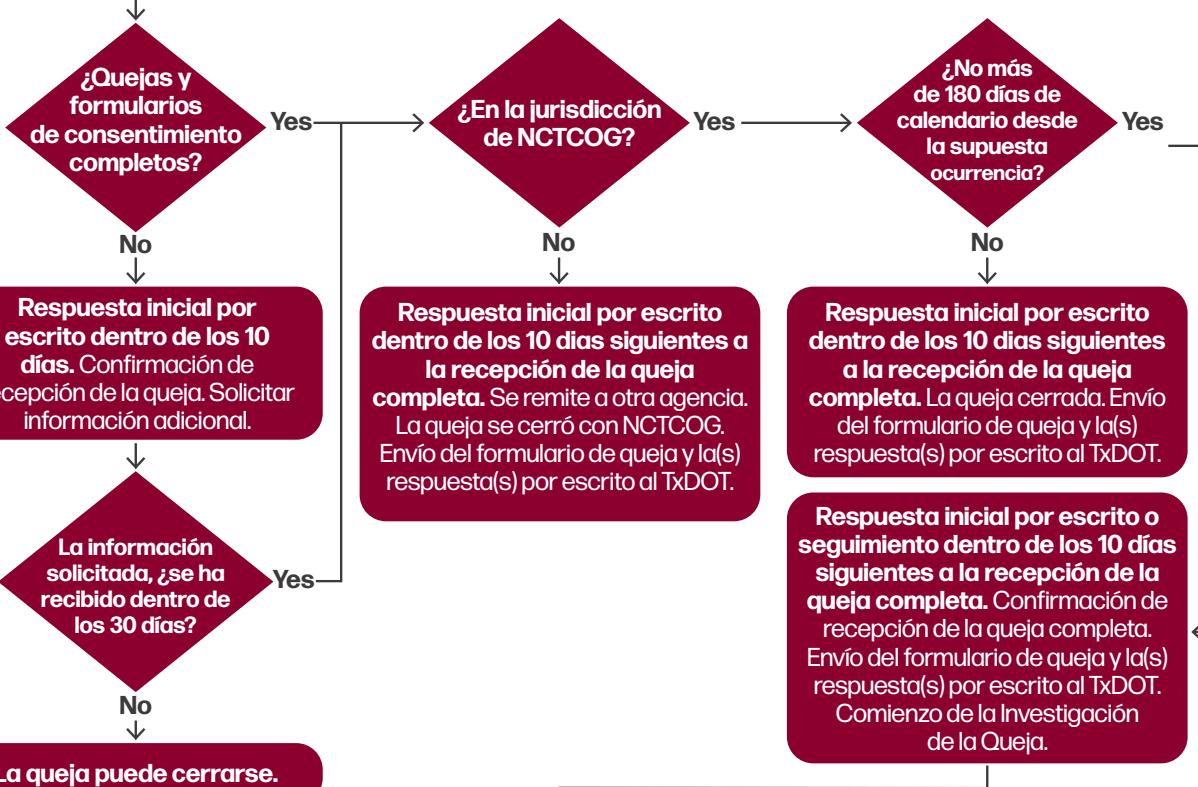
El Procedimiento de Quejas Título VI

Recepción de la Queja

Se recibe una queja de discriminación por escrito, la cual se ingresa a la base de datos para realizar un seguimiento y se envía a Texas Department of Transportation (TxDOT).

Comienza la revisión inicial. Se le envía una respuesta inicial por escrito al reclamante, según corresponda, y al TxDOT dentro de los 10 días siguientes a la recepción de la queja.

Revisión Inicial Y Respuesta Por Escrito



Investigación de Quejas

Finalizada dentro de los 80 días siguientes a la recepción de la queja completa, a menos que los hechos y las circunstancias hagan disponer algo diferente. Decisión resumida en cuanto a si existió una discriminación y presentación de informe al titular del Departamento de Transporte.

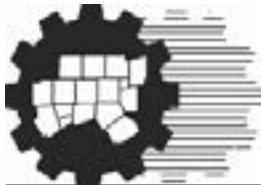
Al reclamante y al TxDOT se les enviará un aviso por escrito sobre el resultado de la investigación dentro de los 14 días siguientes a la conclusión de la investigación.

Aviso de Resolución

Aviso de resolución por escrito dentro de los 14 días siguientes a la conclusión de la investigación. Explica la decisión de que no existió discriminación e informa al reclamante sobre su derecho a apelar. Se le enviará el resultado al TxDOT.

¿Existió una discriminación?

Aviso de resolución por escrito dentro de los 14 días siguientes a la conclusión de la investigación. Incluye el curso de acción propuesto en función de la decisión de que existió una discriminación. Se le enviará el resultado al TxDOT.



Consejo de Gobiernos del Centro-Norte de Texas Formulario de denuncia por discriminación

Lea detenidamente la información de esta página del siguiente formulario antes de empezar.

El Consejo de Gobiernos del Centro-Norte de Texas (NCTCOG) funciona como la Organización Metropolitana de Planeamiento (MPO) designada federalmente para la región Dallas-Fort Worth. Como destinatario de la asistencia financiera federal y según el Título VI de la Ley de Derechos Civiles de 1964 y normas relacionadas, NCTCOG garantiza que ninguna persona, por motivos de raza, religión, color, origen nacional, sexo, edad o discapacidad será excluida de participar en o de obtener los beneficios de los programas o actividades de los organismos o, de lo contrario, estará sujeta a discriminación. Estas prohibiciones se extienden desde el Consejo de Gobiernos del Centro-Norte de Texas, como un destinatario directo de asistencia financiera federal, hasta sus subdestinatarios (por ejemplo: contratistas, consultores, gobiernos locales, institutos, universidades, etc.).

Todos los programas financiados en parte o en su totalidad por asistencia financiera federal están sujetos a los requisitos del Título VI.

Se le exige a NCTCOG que implemente medidas para garantizar que las personas con capacidad limitada o incapacidad en inglés tengan acceso significativo a los servicios, beneficios y a la información de todos sus programas y actividades según el Decreto Presidencial 13166. Se proporcionará asistencia a pedido si usted tiene capacidad limitada o incapacidad en inglés. Las denuncias se presentarán usando un formato alternativo si no puede completar el formulario escrito.

La fecha de presentación corresponde al día que usted completa, firma y envía por correo este formulario de denuncia. Su denuncia debe presentarse antes de los 180 días calendario a partir de la fecha más reciente del presunto acto de discriminación. El formulario de denuncia y el formulario de consentimiento para la divulgación deben fecharse y firmarse para su aceptación. Usted tiene 30 días calendario para responder cualquier solicitud escrita de información. El incumplimiento de lo anterior tendrá como resultado el cierre de la denuncia.

Envíe los formularios por correo a:

Consejo de Gobiernos del Centro-Norte de Texas
Departamento de Transporte
Título VI Especialista
Apartado postal 5888
Arlington, TX 76005-5888

o entréguelos personalmente en:
616 Six Flags Drive
Arlington, TX 76011

Si tiene alguna duda o necesita información adicional, llame al (817)695-9240 o envíe un correo electrónico a titlevi@nctcog.org.



Consejo de Gobiernos del Centro-Norte de Texas Formulario de denuncia por discriminación

Lea detenidamente la información de esta página del siguiente formulario
antes de empezar.

1

Nombre	Inicial del segundo nombre Apellido	
Dirección	Ciudad	Estado Código postal
Número telefónico	Dirección de correo electrónico	

2 ¿Quién cree que lo ha discriminado?

Nombre	Inicial del segundo nombre Apellido	
Nombre de la empresa/organización	Cargo/Profesión	
Dirección	Ciudad	Estado Código postal
Relación de la persona con usted		

3 ¿Cuándo sucedió el presunto acto de discriminación?
Enumere todas las fechas correspondientes en el formato mm/dd/aaaa.

Fecha(s):

¿Está en curso la presunta discriminación?

Sí No

4 ¿Dónde sucedió el presunto acto de discriminación? (Agregue páginas adicionales
cuando sea necesario)

Lugar

5 Indique el fundamento de su queja por discriminación.

Raza:

Color:

Origen nacional:

Sexo:

Edad:

Discapacidad:

Religión:

6 Describa detalladamente los incidentes específicos que fundamentan la presunta discriminación. Describa por separado cada incidente de discriminación. Agregue páginas adicionales cuando sea necesario.

Explique cómo otras personas o grupos fueron tratados de manera diferente por las personas/organismos que lo discriminaron a usted.

Enumere y describa todos los documentos, correos electrónicos u otros registros y materiales pertenecientes a su denuncia.

Enumere e identifique a todos los testigos de los incidentes o a las personas que tengan conocimiento personal de la información perteneciente a su denuncia.

¿Ha informado anteriormente o, de lo contrario, ha denunciado este incidente o actos relacionados de discriminación? Si así fuera, identifique a la persona a la que usted informó, la fecha del informe y la decisión. Proporcione toda la documentación complementaria.

Proporcione toda la información adicional sobre la presunta discriminación.

7 Si cuenta con la ayuda de un asesor en el proceso de denuncia, proporcione el nombre y la información de contacto del asesor.

Nombre	Inicial del segundo nombre	Apellido
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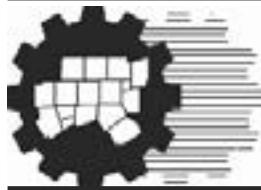
Nombre de la empresa	Cargo/Profesión	Número telefónico
----------------------	-----------------	-------------------

Dirección	Ciudad	Estado Código postal
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8 Este formulario de denuncia debe tener la fecha y la firma para tratar sus acusaciones. Además, esta oficina necesitará su consentimiento para divulgar su nombre, si fuera necesario, en el curso de nuestra investigación. Se adjunta el formulario de Consentimiento para divulgación de la denuncia por discriminación. Si presenta una denuncia por discriminación en nombre de otra persona, nuestra oficina también necesitará el consentimiento de dicha persona.

Certifico que, a mi leal saber y entender, la información que he proporcionado es exacta y que los eventos y circunstancias son tal como los he descrito. Además, entiendo que si cuento con la asistencia de un asesor, mi siguiente firma autoriza a la persona nombrada a recibir copias de la correspondencia relevante concerniente a la denuncia y a que me acompañe durante la investigación.

Firma	Fecha
-------	-------



Consejo de Gobiernos del Centro-Norte de Texas

Formulario de Consentimiento de divulgación de denuncia por discriminación

Lea detenidamente la información del siguiente formulario antes de empezar.

Nombre Inicial del segundo nombre Apellido

Dirección Ciudad Estado Código postal

Como denunciante, entiendo que en el curso de una investigación para el Consejo de Gobiernos del Centro-Norte de Texas puede volverse necesario revelar mi identidad a personas de la organización o institución bajo investigación. Además tengo conocimiento de las obligaciones del Consejo de Gobiernos del Centro-Norte de Texas de satisfacer las solicitudes conforme a la Ley de Libertad de información. Entiendo que como denunciante, estoy protegido de represalias por haber tomado medidas o participado en medidas para garantizar derechos protegidos por normas y reglas de no discriminación impuestas por la Administración Federal de Autopistas (FHWA) del Departamento de Transporte de los Estados Unidos.

Tilde lo que corresponda:

CONSIENTO y autorizo al Consejo de Gobiernos del Centro-Norte de Texas (NCTCOG), como parte de su investigación, a revelar mi identidad a las personas de la organización, empresa o institución que haya sido identificada por mí en mi denuncia formal por discriminación. También autorizo a NCTCOG a tratar, recibir y revisar los materiales y la información sobre mí contenida en la denuncia y con los administradores o testigos adecuados con el fin de investigar esta denuncia. Para esto, he leído y entiendo la información que está en el comienzo de este formulario. También entiendo que el material y la información recibida se utilizarán solamente para las actividades autorizadas de cumplimiento de los derechos civiles. Además entiendo que no se me exige autorizar la divulgación y que lo hago voluntariamente.

NIEGO LA AUTORIZACIÓN al Consejo de Gobiernos del Centro-Norte de Texas (NCTCOG) para que revele mi identidad a las personas de la organización, empresa o institución bajo investigación. También niego mi autorización para que NCTCOG divulgue cualquier información contenida en la denuncia a cualquiera de los testigos que haya mencionado en la denuncia. Al hacer esto, entiendo que no autorizo a NCTCOG a tratar, recibir o revisar cualquier material e información sobre mí contenida en la denuncia. Para esto, he leído y entiendo la información que está en el comienzo de este formulario. Además entiendo que mi decisión de denegar el consentimiento puede entorpecer esta investigación y puede tener como resultado la solución no exitosa de mi caso.

Firma

Fecha

Appendix E: Regional Transportation Council Rules for Public Comment

**Regional Transportation
Council Normas para el
Comentario Público**

Regional Transportation Council Rules for Public Comment

The Regional Transportation Council (RTC) hereby establishes reasonable rules regarding the public's right to address the Council at open meetings consistent with the Texas Open Meetings Act. The intent of these rules is to hear the views of the public prior to the RTC considering items. These rules also promote an orderly and fair process through which public comments may be received by the RTC.

Public Attendance and Conduct at RTC Meetings

The public is encouraged to attend meetings of the RTC in person or to view meetings via a livestream. Members of the public shall observe the same rules of civility, decorum and respectful conduct applicable to members of the RTC. Any person addressing the RTC or attending the RTC meeting should refrain from making personal, impertinent, profane, hostile, vulgar, obscene or slanderous remarks or becoming boisterous. Audience members should refrain from unauthorized remarks, stamping of feet, applauding, whistles, yells, and other similar demonstrations.

Public Comment

At every open meeting of the RTC, opportunity will be provided at the beginning of the meeting for members of the public to address the RTC regarding any item(s) on the agenda for consideration. This comment period will last a maximum of thirty (30) minutes. The RTC has the discretion to extend this time period upon motion and majority vote. Persons are permitted up to three (3) minutes to speak. A person addressing the RTC through a translator will be provided up to six (6) minutes. A timer will be visible to the speaker and indicate the amount of time remaining. Speakers shall conclude their comments prior to or upon expiration of the time. In the event a large number of speakers are present, the RTC may encourage large delegations to have one person speak for the group or impose reasonable time limits per individual that are more restrictive; if a delegation chooses to select a spokesperson to represent the entire delegation, the spokesperson will be provided up to five (5) minutes to speak or ten (10) minutes if the spokesperson is addressing the RTC through a translator. Subject to the comment period maximum, the RTC Chair will provide a notice to a speaker whose time has expired. The RTC has the discretion to modify or extend the public comment period upon a motion and majority vote.

Persons requesting translation services, to be provided by the RTC, must do so at least seventy-two (72) hours in advance of the posted meeting time.

When an RTC meeting is held in person, members of the public must attend in person to provide verbal comments at the meeting. For RTC meetings held virtually, a virtual option will be provided for members of the public to provide comments.

Speakers will be called in the order they were registered. Speakers should address their comments to the RTC Chair rather than individual RTC members or the audience. Remarks must be limited to the specific subject matter of the agenda item on which the person is speaking. These rules do not prohibit public criticism of the RTC.

Speaker Registration

Persons who wish to speak must complete and return to staff a registration card prior to the start of the RTC meeting. Registration cards are printed on yellow paper, available in the RTC meeting room and must, at a minimum, include the following information:

1. Speaker's name;
2. City of residence;
3. Zip code;
4. Agenda item(s) on which the speaker plans to speak;
5. Indication of whether speaking on/for/against agenda item(s); and
6. Any other information requested by RTC staff.

Enforcement

The RTC reserves the right to have speakers or audience members removed from the meeting room in the event they become disruptive or make threatening, profane or otherwise inappropriate remarks in violation of the rules of conduct. The RTC Chair may direct a uniformed police officer to remove any disruptive audience member. Any RTC member may move to require the disruptive audience member to be removed following an affirmative vote of a majority of the RTC. Following a successful vote, the RTC Chair will direct a uniformed police officer to remove any disruptive audience member.

Regional Transportation Council

Normas para los Comentarios Públicos

The Regional Transportation Council (RTC, por sus siglas en inglés) establece por la presente normas razonables con respecto al derecho del público a dirigirse al Consejo en reuniones abiertas consistentes con el Texas Open Meeting Act. La intención de estas normas es de escuchar las opiniones del público antes de que el RTC considere los temas. Estas normas también promueven un proceso ordenado y justo a través del cual el RTC puede recibir comentarios públicos.

Participación y Conducta Pública en las Reuniones de RTC

Se anima al público que asista a las reuniones de RTC en persona o ver las reuniones a través de una transmisión en vivo. Los miembros del público deberán observar las mismas normas de civismo, decoro, y conducta respetuosa aplicables a los miembros de RTC. Toda persona que se dirija al RTC o que asista a la reunión de RTC deberá abstenerse de hacer comentarios personales, impertinentes, profanos, hostiles, vulgares, obscenos, calumniosos o de volverse bulliosos. Los miembros del público deben de abstenerse de hacer comentarios no autorizados, de pisotones, aplaudir, silbar, gritar, y de otras manifestaciones similares.

Comentario Público

En cada reunión abierta de RTC, se proporcionará la oportunidad al inicio de la reunión para que los miembros del público se dirijan al RTC acerca del tema(s) incluido en la agenda para su consideración. Este periodo de comentarios durará un máximo de treinta (30) minutos. El RTC tiene la discreción de extender el periodo de tiempo a través de una moción y votación por mayoría. Se concede a los participantes un máximo de tres (3) minutos para hablar. La persona que se dirija al RTC a través de un traductor tendrá hasta seis (6) minutos. Un temporizador será visible para el orador e indicará la cantidad de tiempo restante. El orador concluirá sus comentarios antes o al finalizar su tiempo. En caso de que se presente un gran número de oradores, el RTC podrá animar las delegaciones de gran tamaño a que una persona hable en representación del grupo o imponer límites de tiempo razonables por individuo que sean más restrictivas; si una delegación decide elegir a un portavoz para representar a toda la delegación, el portavoz tendrá hasta cinco (5) minutos para hablar o diez (10) minutos si el portavoz se dirige al RTC a través de un traductor. Dentro del plazo máximo de comentarios, el presidente del RTC avisará al orador cuyo tiempo haya expirado. El RTC tiene la discreción de modificar o extender el periodo de comentarios del público mediante una moción y votación por mayoría.

Personas que soliciten servicios de traducción, que serán facilitados por el RTC, deberán hacerlo al menos con setenta y dos (72) horas antes de la hora de la reunión publicada.

Si la reunión de RTC se celebra en persona, los miembros del público deben asistir en persona para hacer sus comentarios verbales en la reunión. En el caso de que las reuniones de RTC se celebren virtualmente, se ofrecerá una opción virtual para que los miembros del público puedan aportar sus comentarios.

Los oradores serán llamados en el orden de registro. Los oradores deberán dirigir sus comentarios al presidente del RTC y no a los miembros individuales del RTC o a la audiencia. Los comentarios deben limitarse al tema específico del punto en la agenda acerca del cual la persona está hablando. Estas normas no prohíben las críticas públicas hacia el RTC.

Registro para el Orador

Las personas que desean hablar deben de completar y regresar al personal una tarjeta de registro antes del comienzo de la reunión de RTC. Las tarjetas de registro son imprimidas en papel amarillo, están disponibles en la sala de reunión del RTC, y como mínimo, deben incluir la siguiente información:

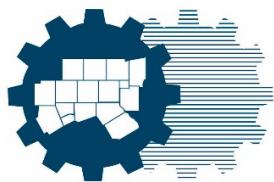
1. Nombre del orador;
2. Ciudad de residencia;
3. Código postal;
4. Tema(s) de la agenda sobre el cual el orador planea hablar;
5. Indicación si habla a favor/en contra del punto(s) de la agenda; y
6. Toda otra información solicitada por el personal de RTC.

Ejecución

El RTC se reserva el derecho de expulsar los oradores o miembros del público de la sala de reuniones en caso de que se conviertan en perturbadores o hagan comentarios amenazantes, profanos, o inapropiados en contra de las normas de conducta. El presidente de RTC puede dar instrucciones a un agente de policía uniformado para que retire al miembro del público que cause perturbaciones. Los miembros de RTC podrán solicitar la expulsión del miembro del público que perturbe el orden, tras una votación afirmativa por parte de la mayoría de RTC. Tras la votación afirmativa, el presidente de RTC ordenará a un agente de policía uniformado que retire al miembro del público que cause perturbaciones.

Public Participation Plan for the Dallas-Fort Worth Metropolitan Area

2025 Update



**North Central Texas
Council of Governments**



Regional Transportation Council

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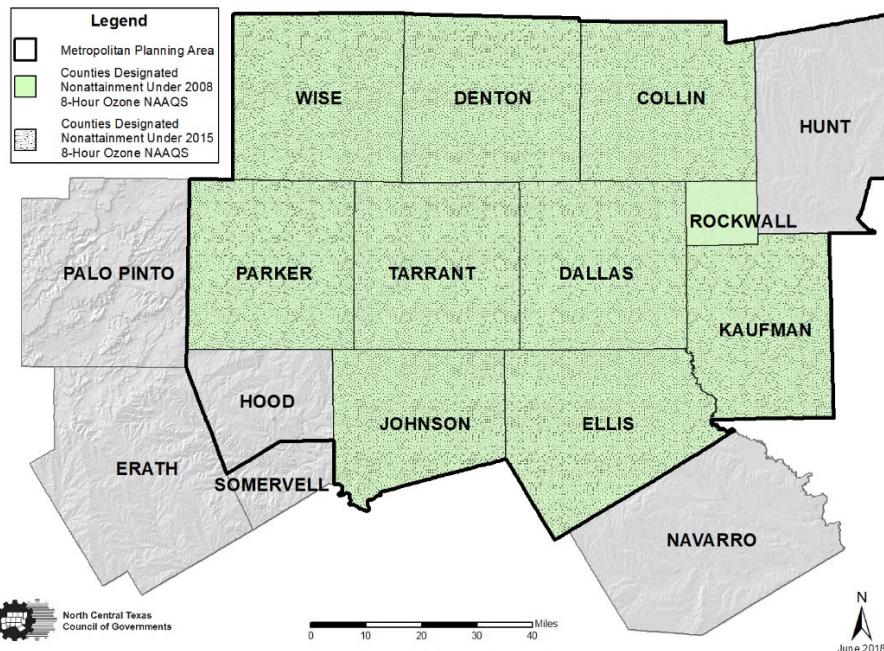
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1. About the Metropolitan Planning Organization

North Central Texas Council of Governments Transportation Department and Regional Transportation Council

As the federally designated Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area since 1974, the North Central Texas Council of Governments (NCTCOG) Transportation Department works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing region. The 12-county region includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. This area is urbanized or expected to be urbanized in the next 20 years. North Texas is one of the fastest-growing regions in the country, adding about 1 million people every 10 years. More than 8 million people live in the region today, and that is expected to increase to over 12 million by 2050. NCTCOG works with its transportation partners and all levels of government, as well as the public, to address traffic safety and congestion by developing a multimodal transportation system that includes highway, passenger rail, micro transit, bus, bicycle and pedestrian facilities, innovative and automated forms of transportation, etc.

In addition to serving as the MPO for the Dallas-Fort Worth area, NCTCOG also coordinates public transportation planning for the 12-county region and four additional counties: Erath, Navarro, Palo Pinto and Somervell.



The Regional Transportation Council (RTC), the independent policy body of the MPO, oversees the work of the MPO, establishes priorities and guides the development of multimodal transportation plans, programs and partnerships. The RTC consists primarily of local elected officials and representatives from the area's transportation providers, and the RTC determines how to allocate federal, state and regional funds to transportation improvements. Committees and advisory groups lend expertise and develop recommendations for the RTC to consider.

2. Guiding Principles for Public Participation

This Public Participation Plan outlines the MPO's responsibility to inform and involve individuals, families and communities and discusses the principles, goals and strategies it employs to broadly engage the many different audiences living and working in North Texas.

NCTCOG adheres to federal requirements for public involvement and strives to go beyond these requirements by finding new ways to engage the public in the transportation planning and programming process. Appendix A outlines the laws and legislation relevant to public participation and how NCTCOG meets these standards.

Consistent and Comprehensive Communication

Transportation policies and programs affect every individual, family, group and community in North Texas; therefore, the MPO employs a collaborative public involvement process to identify transportation needs and solutions for the region. Clear and continuous communication with the public through multiple channels is the cornerstone for building a transportation system that helps preserve the region's quality of life while moving people and goods safely, efficiently and reliably.

Additionally, the MPO must ensure regional transportation planning is consistent with federal goals to improve air quality because some counties in the Dallas-Fort Worth area do not meet the ozone standards set by the Environmental Protection Agency (EPA). The map on page 3 outlines the current county classifications under each ozone standard as of the date of this publication. Therefore, the MPO develops and implements programs to reduce ozone-causing emissions from transportation-related sources. To accomplish the mobility and air quality goals of the entire region, the MPO actively seeks to hear from people who live, work and travel in North Texas and have varying transportation needs and priorities.

Commitment to Balanced Engagement

NCTCOG values the full range of voices in North Texas and is committed to listening to and seeking input from the many individuals, families and communities that reside in the Dallas-Fort Worth area. As such, NCTCOG seeks to both meet federal requirements for participation and actively increase meaningful participation of North Texans in the planning process.

Consistent with federal requirements outlined in Appendix A, NCTCOG is committed to incorporating fair access elements and Title VI considerations into its Public Participation Plan. It is the responsibility of all staff to consider the needs of all North Texas communities during planning, project selection and project implementation. As the Public Participation Plan is implemented, special consideration is given to ensure all residents have meaningful access to information and opportunities to give input. Furthermore, demographic data is analyzed to maximize the efficiency and effectiveness of public engagement efforts by selecting appropriate locations for public meetings and outreach events as well as to identify opportunities to better target outreach efforts.

The Language Assistance Plan (LAP) in Appendix B outlines NCTCOG's efforts to make information available to limited English proficient (LEP) persons. The LAP outlines demographic information, analysis of department activities, language assistance provided and communication to LEP persons about the availability of assistance.

Title VI states that no person is excluded from participation in, denied the benefit of or subjected to discrimination under any program or activity receiving federal financial assistance on basis of race, color, national origin, age, sex, disability or religion. Title VI prohibits discrimination, whether intentional or where the unintended effect is unduly burdensome.

The Title VI Complaint Procedures outline the NCTCOG Title VI policy and explain the process by which complaints may be submitted by individuals, investigated and potentially resolved. This document may be accessed at www.nctcoq.org/titlevi.

The Public Participation Plan outlines principles and strategies through which NCTCOG seeks to include all the region's communities in the planning process. NCTCOG will work to establish and maintain relationships and channels of communication with individuals and organizations that serve North Texans. By working with communities, NCTCOG will better reach individuals and understand their transportation needs, resulting in relationships that lead to consensus building.

Communication and outreach strategies that specifically aim to increase the number of people reached through the planning process include, but are not limited to:

- **Media Outreach:** Regularly research newspapers, online publications and blogs serving many groups in North Texas and update the media contact database as needed
- **Paid Education:** Continue to promote public input opportunities in a variety of publications and through social media and identify opportunities to place paid advertisements in strategically selected media and organizational publications to encourage individuals to sign up for NCTCOG Transportation Department email updates
- **Language Translation:** Advertise public input opportunities in multiple language newspapers with instructions for requesting additional translation; translate key NCTCOG Transportation Department documents and work with program areas to identify opportunities for bilingual outreach in Spanish and other languages; provide translation into Spanish or other languages upon request
- **Community Networks:** Establish and facilitate a network of individuals and organizations who will share information and notices of input opportunities in their communities and through their own networks
- **Business Outreach:** Evaluate how to expand outreach to the business community, including chambers of commerce throughout the region
- **Nonprofit Coordination:** Identify and develop opportunities to better coordinate with nonprofit organizations already effectively reaching segments of the North Texas population

Collaboration with Audiences and Stakeholders

Collaboration with the region's many audiences and stakeholders helps build the consensus needed to develop transportation plans, policies and projects that accomplish the mobility, quality of life and air quality goals of the region. NCTCOG strongly encourages involvement and input from individuals, families, groups and organizations who live, work or travel in North Texas and may be affected by transportation and air quality decisions. Individuals and families exist in communities, and often in networks of communities, both formal and informal, so listening to and informing individuals and families is an important way the NCTCOG Transportation Department implements its communications and outreach plans. Further developing connections in communities will expand the reach of NCTCOG information and involve more people in transportation decision-making.

In accordance with the federal laws and legislation in Appendix A, and using the communications and outreach strategies detailed in this plan, NCTCOG seeks to reasonably inform and involve the following parties in the planning process:

Audiences Required for General Public Participation and Outreach

- Individuals
- Affected public agencies
- Representatives of public transportation employees
- Public ports
- Freight shippers
- Providers of freight transportation services
- Private providers of transportation
- Intercity bus operators
- Employer-based commuting programs
- Carpool program
- Vanpool program
- Transit benefit program
- Parking cash-out program
- Shuttle program
- Telework program
- Representatives of users of public transportation
- Representatives of users of pedestrian walkways and bicycle transportation facilities
- Representatives of the disabled
- Low-income households
- Minority households
- Other interested parties

Audiences Required for Metropolitan Transportation Plan and TIP Outreach

- Agencies and officials responsible for other planning activities within the Metropolitan Planning Area (MPA) that are affected by transportation
 - State and local planned growth
 - Economic development
 - Tourism
 - Natural disaster risk reduction
 - Environmental protection
 - Airport operations
 - Freight movements
- Indian Tribal governments
- Federal land management agencies when the MPA includes Federal public lands

Audiences Required for Metropolitan Transportation Plan Outreach

- State and local agencies responsible for land use management
- State and local agencies responsible for natural resources
- State and local agencies responsible for environmental protection
- State and local agencies responsible for conservation
- State and local agencies responsible for historic preservation

Audiences Required for Congestion Management Plan Outreach (if developed in the future)

- Employers
- Private and nonprofit providers of public transportation
- Transportation management organizations
- Organizations that provide job access reverse commute projects or job-related services to low-income individuals

Audiences Required for Housing Coordination Plan Outreach (if developed in the future)

- State and local entities responsible for land use
- State and local entities responsible for economic development
- State and local entities responsible for housing
- State and local entities responsible for management of road networks
- State and local entities responsible for public transportation
- Appropriate public or private entities

Consultation with Committees

Standing and ad hoc committees, subcommittees, task forces and working groups provide valuable input, insight and coordination in planning for transportation and air quality issues in the region. The RTC is the forum for cooperative decision-making by the elected officials of local governments and representatives of local transportation providers in the MPA. The RTC meets on the second Thursday of each month.

The Surface Transportation Technical Committee provides technical review and advice regarding the surface transportation system to the RTC. Other technical committees, determined as needed by the NCTCOG Transportation Director, provide technical review and advice for the regional transportation planning process.

Meetings of the RTC and the standing technical, policy and strategic committees are open meetings. Visit www.nctcog.org/trans/about/committees to learn more about the committees, their members, past and upcoming meetings and other information.

3. Public Participation Goals

NCTCOG implements an integrated communications and outreach program to engage North Texans in planning for transportation and improving air quality. Making content relevant, removing barriers to participation, stating information simply and using visualization techniques facilitates understanding and meaningful input. NCTCOG not only seeks to inform and educate, but also to empower and improve opportunities for the public to share their ideas, perspectives and priorities for transportation. When the public has been informed and has had an opportunity to provide input, sufficient consensus building can take place, providing support for whatever transportation decisions are made. Finally, monitoring, evaluating and refining communications and outreach strategies will ensure NCTCOG's efforts to inform and gather input are balanced effective, transparent and meet its desired outcomes for the public participation process.

Public involvement goals and the strategic priorities for accomplishing each are outlined below.

Goal 1: Inform and Educate

- Increase awareness and understanding of the MPO among North Texans
- Connect with organizations and community leaders who can help reach more people and engage those individuals and families in the planning process
- Make information accessible and understandable
- Develop visuals to illustrate and enhance communications
- Provide timely public notice of information, resources and opportunities to comment on plans, policies and programs
- Ensure transparency and accessibility for open meetings, including for the RTC and the standing technical, policy and strategic committee meetings
- Provide language translation and alternate formats upon request

Goal 2: Engage Comprehensive Audiences and Encourage Continued Participation

- Identify the affected public and other stakeholder groups with respect to the plans, programs, projects, policies and partnerships under development
- Clearly define the purpose and objectives for public dialogue on transportation plans, programs, projects, policies and partnerships
- Encourage input to be submitted in various ways, including flexible, creative and innovative approaches
- Eliminate barriers to participation by hosting public meetings at accessible locations and convenient times and posting video recordings, information and public comment opportunities online for ease of access
- Document and respond, as needed, to comments from public meetings, outreach events, mail, email, web forms and social media
- Share public input with policy and technical committees
- Use input to develop policies, plans and programs, making the final versions easily accessible

Goal 3: Evaluate Public Participation Strategies and Efforts

- Review quantitative and qualitative data for outreach and communications efforts
- Review how public input influenced transportation decision-making
- Inform the public about outreach and communications efforts and outcomes through reporting

4. Procedures for Public Comments and Specific Plans and Programs

NCTCOG strives to continuously inform and involve the public and encourages North Texans to submit comments and questions at any time. A summary of NCTCOG's procedures for gathering and documenting public input and presenting it to the RTC and other committees is outlined below.

In addition, when developing and updating major plans and programs there are several specific outcomes and milestones that especially benefit from public input. Staff seeks to align the outcomes and milestones to outreach efforts and opportunities for public involvement. It is important that local governments, transportation partners, community groups, businesses, nonprofits, stakeholders and interested residents who have a stake in these outcomes have

opportunities to be involved in determining the future of transportation in the region. As such, the opportunities for public input described below meet legislative regulations for participation while aiming to provide early notification and a process that is efficient, accessible and transparent.

Public Comment Compilation, Consideration and Response

NCTCOG compiles, summarizes and responds to substantive comments submitted on plans, programs and policies. Public input provides NCTCOG and the RTC with community insight that can be balanced with professional expertise and technical analysis to reach informed decisions. In the event that more than one public meeting is scheduled for a given topic, the public comment period for that topic begins the day of the first meeting. When a specific comment period is stated, comments must be received by 11:59 pm CT on the date specified as the deadline. This includes any comments received on NCTCOG Transportation Department social media platforms.

Comments relevant to and received during specific public comment periods are provided to the RTC in advance of any meetings where they are scheduled to take action on the relevant policy, plan or program. All comments received outside these formal public comment periods, regardless of the topic, are compiled into a monthly report and presented to the RTC in advance of its next regularly scheduled meeting. These comments are accessible to the public in the RTC meeting agendas, public meeting minutes and monthly comment reports on the NCTCOG website.

As a matter of course, the RTC gives greater weight to the voices of impacted residents, businesses, governments, transportation partners and other agencies and organizations in the region. Therefore, when providing comments to the RTC, NCTCOG may distinguish between local comments and comments submitted from outside the region or a project corridor.

With an increased focus on expediting project implementation and funding allocation, there may be rare occasions in which issues arise that require urgent action, such as modification of the Transportation Improvement Program, due to funding requirements or timelines. In these cases, there will be adequate public notice and clear communication of the abbreviated comment period. An abbreviated comment period will be at least 72 hours. Longer comment periods are preferred and will be offered whenever possible. As with comments received during longer comment periods, staff will compile, summarize and respond to substantive comments received during the abbreviated comment period. Staff will provide these comments and their responses at the next RTC meeting.

Following the request of emergency funds to provide assistance in the aftermath of Hurricane Harvey in 2017, NCTCOG may also choose to utilize an abbreviated comment period to seek public input on assistance requested from the state or local governments experiencing an emergency. Use of a comment period in such instances is at NCTCOG's discretion and depends on the amount of assistance requested. NCTCOG may not provide funds to either state or local governments in any instance without securing approval from the RTC. Notification will be provided to the public of such actions at the next public input opportunity.

Additional Comment Opportunities for Changes to Final Plans

If any of the final plans or programs differ significantly from the draft that was made available for public comment and raise new material issues that interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity for public comment will

be made available. At the minimum, the format of the additional comment opportunity will be the same as the initial opportunity and have a minimum 14-day comment period, unless provisions for an expedited comment period apply as outlined above. In the case of public meetings, the number and location of the subsequent public meeting(s) may vary, but at a minimum one public meeting will be held at NCTCOG, and a video recording of that meeting will be posted online.

Minor changes to a final plan or program, or changes that could have been reasonably foreseen, can be made without further opportunities for public involvement. As such, recommendations presented during public comment periods are understood to be contingent on the outcomes of the public involvement process. Changes made to a final draft plan or program as a result of public comments received during the comment opportunity will not require a further opportunity for public comment; notification of such changes will be provided at the next public input opportunity. This is consistent with CFR § 450.316 (a)(1)(viii) included in Appendix A.

Inclement Weather and Public Comment Periods

Specific public comment periods are given for the transportation planning actions and outcomes outlined, and these are initiated either by a public meeting or posting information online for public review. Should inclement weather lead to the cancellation of one or more public meetings, NCTCOG will first notify the public of the cancellation through email, webpage updates and social media. In most cases, if another public meeting in the series can be hosted as planned and/or a video recording made available at www.nctcoq.org/input, the deadline for public comments will remain as if weather were not a factor. However, based on the topic, staff may determine it is necessary to reschedule the meeting or meetings and adjust the public comment period. If action initiating a public comment period, such as posting information to www.nctcoq.org/input for review, is delayed by inclement weather, staff will communicate the delay by email and social media and again when the information becomes available for comment. If the delay is less than seven calendar days, the deadline for public comments will remain as if weather were not a factor.

Public Participation Plan Development and Updates

The Public Participation Plan describes the public involvement responsibilities of the MPO and outlines goals and strategies for broadly engaging North Texans in the transportation planning process. Staff monitors and evaluates communication and outreach strategies and reviews federal legislation and guidance for public participation. As communications trends and transportation planning requirements change, staff will determine the level and timing of changes needed to the Public Participation Plan. Staff will align input opportunities with the extensiveness of proposed changes.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development or update of the Public Participation Plan	One public meeting shall be held at least 45 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted	45 days	<ul style="list-style-type: none">• Information sent to public involvement contact list• NCTCOG publication article• Social media

	online at www.nctcog.org/input Whenever possible, a livestream will be provided as well.		<ul style="list-style-type: none"> • Newspaper ad, including minority publications • News release
Update to one or more Public Participation Plan appendices or legislative references in the document	Proposed changes posted online for public review and comment at www.nctcog.org/input .	45 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
Typographic or grammatical correction	None	Not applicable	Not applicable

Unified Planning Work Program (UPWP)

The Unified Planning Work Program for Regional Transportation Planning provides a summary of the transportation and related air quality planning tasks conducted by the MPO. It is developed every two years and serves as a guide for transportation and air quality planning activities to be conducted over the course of specified fiscal years. Included in the UPWP are detailed descriptions of the transportation and air quality planning tasks with a summary of the amount and source of funds to be used. The UPWP is developed in cooperation with the Texas Department of Transportation, Dallas Fort Worth International Airport, transportation authorities, toll authorities and local governments in the Dallas-Fort Worth Metropolitan Area. Specific planning needs for the region are identified through requests solicited from representatives of these agencies. This information is combined with regional needs identified by NCTCOG, and after allocating funds from available resources, presented as a proposed Work Program for the upcoming fiscal years. The UPWP is modified periodically to reflect new initiatives, project modifications and funding adjustments.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development of the UPWP	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/input . Whenever possible, a livestream will be provided as well.	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
Modifications	A summary of RTC-approved modifications will be accessible from	Not applicable	<ul style="list-style-type: none"> • Availability of information included on next notice for a public input opportunity

Metropolitan Transportation Plan (MTP)

Updated at least every four years, the Metropolitan Transportation Plan is the long-term, financially constrained, multimodal transportation plan for the region. It includes policies, programs and projects for development that respond to adopted goals, and it guides expenditures of state and federal funds during the next 20 or more years. It is the product of a comprehensive, cooperative and continuous planning effort. Transit, highway, local roadway and bicycle and pedestrian projects are among projects included in the MTP. During its development, transportation investment priorities and major planning-level project design concepts are established. Broad regional impacts of transportation and the environment are addressed. This is an early and important opportunity for the public and stakeholders to help define and influence transportation choices in the region. As such, numerous outreach and communications strategies are implemented to engage North Texans in public input opportunities. Strategies may include but are not limited to print and online surveys, stakeholder workshops, website content, media outreach, email and mail notices, presentations to community groups and public meetings for both the development of the MTP and review of its final recommendations prior to Regional Transportation Council consideration. Public comments regarding the MTP will be included in the plan's documentation or by reference to the Transportation Conformity documentation.

Changes to the MTP are incorporated through an update, amendment or administrative modification, and public input opportunities correspond to the level of proposed changes.

The most comprehensive set of changes, an update, is a complete review of the MTP that addresses new demographics or changes to the overall timeframe for the plan. Project changes, additions or deletions may also be part of an update, requiring a new transportation conformity determination.

An amendment incorporates a significant change to one or more projects included in the MTP, but it does not modify the demographic assumptions or overall timeframe for a plan. The addition or deletion of a project is completed through the amendment process. Other examples of changes to projects requiring an amendment include a major change in project cost, project or project phase initiation dates or a major change in design concept or design scope, e.g., changing project termini or the number of through traffic lanes. An amendment requires public review and comment and redemonstration of fiscal constraint. Changes to projects that are included only for illustrative purposes outside of the financially constrained section of the plan do not require an amendment.

The purpose of the public comment and review period in all cases is to solicit feedback regarding the recommendations and information documented in the MTP. As a result, it is sometimes necessary to make minor modifications to the MTP documentation and coded transportation model networks. These modifications may include updating existing project data, correcting erroneous information or clarifying text. In the event these changes are necessary during the public comment and review period, revised documentation will be posted online at www.nctcog.org/input and the associated MTP website. Notification of these revisions will be provided to the public involvement contact list and through social media.

Administrative modifications are minor changes to project/project phase costs, funding sources of previously included projects and minor changes to project or project phase initiation dates. An administrative revision is a revision that does not require public review and comment, redemonstration of fiscal constraint or a conformity determination. This could also include project clarifications or technical network coding/reporting corrections consistent with NCTCOG review, public comments and conformity partner comments.

Finally, changes to the section of non-regionally significant projects in the Metropolitan Transportation Plan may be incorporated through the Transportation Improvement Program modification process to ensure consistency between the two documents. The action to make modifications to the Transportation Improvement Program will also modify the Metropolitan Transportation Plan.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development of the Metropolitan Transportation Plan	A public meeting shall be held at least 60 days prior to requesting RTC approval. A second public meeting will be held at least 30 days prior to RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/input . Whenever possible, a livestream will be provided as well.	30 days following each meeting	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
Metropolitan Transportation Plan Update	A public meeting shall be held at least 60 days prior to requesting RTC approval. A second public meeting will be held at least 30 days prior to RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/input . Whenever possible, a livestream will be provided as well.	30 days following each meeting	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
Metropolitan Transportation Plan Amendment	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/input . Whenever possible, a livestream will be provided as well.	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
Metropolitan Transportation Plan	Summary of modifications accessible from www.nctcog.org/input	Not applicable	<ul style="list-style-type: none"> • Availability of information included on next notice for a

administrative revisions	for informational purposes.	public input opportunity
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Transportation Improvement Program (TIP)

As projects listed in the Metropolitan Transportation Plan move closer to implementation, they are added to the Transportation Improvement Program, a comprehensive, multi-year list of funded transportation projects. The TIP lists projects with committed funds from federal, State and local sources. To maintain an accurate project listing, this document is updated on a regular basis, according to the Transportation Improvement Program Modification Policy in Appendix C. The modification policy defines types of TIP modifications and the related procedures. Every two to three years, NCTCOG, in cooperation with the Texas Department of Transportation, local governments and transportation agencies, develops a new TIP. Public comments on the TIP will be included in the documentation of the TIP or by reference to the public meeting minutes on the NCTCOG website. With an increased focus on expediting project implementation and funding allocation, there may be very rare occasions in which issues arise that require urgent modification of the Transportation Improvement Program due to funding requirements or timelines. In these cases, there will be adequate public notice and clear communication of the abbreviated comment period. An abbreviated comment period will be at least 72 hours. Longer comment periods are preferred and will be offered whenever possible.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development of the Transportation Improvement Program	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/input . Whenever possible, a livestream will be provided as well.	30 days	<ul style="list-style-type: none"> Information sent to public involvement contact list NCTCOG publication article Social media Newspaper ad, including minority publications News release
TIP Revisions requiring Regional Transportation Council approval	Recommendations posted online for public review and comment at www.nctcog.org/input .	30 days	<ul style="list-style-type: none"> Information sent to public involvement contact list NCTCOG publication article Social media Newspaper ad, including minority publications News release
TIP Administrative Amendments	Summary of modifications accessible from www.nctcog.org/input for informational purposes.	Not applicable	<ul style="list-style-type: none"> Availability of information included on next notice for a public input opportunity
Project changes not requiring TIP modification (i.e. staff action) and	None	Not applicable	Not applicable

modifications supporting previous RTC action		
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Transportation Conformity

The region's long- and short-range transportation plans, the Metropolitan Transportation Plan and Transportation Improvement Program, must comply with federal air quality regulations because the Dallas-Fort Worth area is designated by the EPA as nonattainment for the pollutant ozone. The Transportation Conformity analysis documents that the total ozone-causing pollution expected from all the region's planned transportation projects is within limits established by the Texas Commission on Environmental Quality in the State Implementation Plan. The analysis incorporates, among many factors, the expected completion date of transportation projects. The draft conformity determination of the Metropolitan Transportation Plan and Transportation Improvement Program and supporting documentation shall be made available at the related public meetings.

Transportation Planning Action	Proposed Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Transportation Conformity determination draft related to development of the Transportation Improvement Program or Metropolitan Transportation Plan	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/input . Whenever possible, a livestream will be provided as well.	30 days	<ul style="list-style-type: none"> Information sent to public involvement contact list NCTCOG publication article Social media Newspaper ad, including minority publications News release
Transportation Conformity determination draft related to update or amendment of the Metropolitan Transportation Plan	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/input . Whenever possible, a livestream will be provided as well.	30 days	<ul style="list-style-type: none"> Information sent to public involvement contact list NCTCOG publication article Social media Newspaper ad, including minority publications News release
Transportation Conformity draft related to changes to the transportation system	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/input .	30 days	<ul style="list-style-type: none"> Information sent to public involvement contact list NCTCOG publication article Social media Newspaper ad, including minority publications

	Whenever possible, a livestream will be provided as well.		<ul style="list-style-type: none"> News release
Transportation Conformity draft related to changes in the emissions budget of the State Implementation Plan and/or nonattainment area boundary changes	Draft conformity determination and supporting data posted online for public review and comment at www.nctcog.org/input .	30 days	<ul style="list-style-type: none"> Information sent to public involvement contact list NCTCOG publication article Social media Newspaper ad, including minority publications News release
Transportation Conformity approval by federal partners	None, final approval available at www.nctcog.org/conformity	Not applicable	<ul style="list-style-type: none"> News release announcing federal approval

Federal Transit Administration Funding

Local public transportation providers receive Federal Transit Administration (FTA) funds through the Urbanized Area Formula Program. The providers request Urbanized Area Formula Program funds through their annual Programs of Projects (POPs). The POPs are included in the Transportation Improvement Program following public comment and approval by the Regional Transportation Council. The public involvement procedures outlined below satisfy the federal public participation requirements associated with development of POPs, and this is stated on public meeting notices. Additionally, up to 2 percent of the Urbanized Area Formula Program funds are awarded through a competitive Call for Projects for the Transit Strategic Partnership Program. NCTCOG follows the same public involvement procedures when recommending the award of funds through a Call for Projects. Local public transportation providers may also receive funds from other FTA formula programs, and the public will have an opportunity to review and comment on the recommendations. Changes to POPs will be addressed through the Transportation Improvement Program modification process.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Draft Programs of Projects for Urbanized Area Formula Program funds (includes Job Access / Reverse Commute projects)	<p>One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/input.</p> <p>Whenever possible, a livestream will be provided as well.</p>	30 days	<ul style="list-style-type: none"> Information sent to public involvement contact list NCTCOG publication article Social media Newspaper ad, including minority publications News release
Funding recommendations	One public meeting shall be held at least 30 days	30 days	<ul style="list-style-type: none"> Information sent to public involvement contact list

<p>for other Federal Transit Administration formula programs, e.g., Bus and Bus Facilities, Enhanced Mobility of Seniors and Individuals with Disabilities and State of Good Repair</p>	<p>prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/input. Whenever possible, a livestream will be provided as well.</p>		<ul style="list-style-type: none"> • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
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Annual Listing of Obligated Projects

Federal regulations require NCTCOG to develop an annual listing of obligated projects, including investments in roadways, transit, maintenance, pedestrian walkways and bicycle transportation facilities, for which federal funds were obligated in the preceding fiscal year. NCTCOG, in consultation and coordination with the Texas Department of Transportation and public transportation agencies, compiles the information and publishes the annual listing of projects at www.nctcog.org/annual.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Publishing of Annual Listing of Obligated Projects	Review only at www.nctcog.org/annual .	Not applicable	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media

Congestion Management Process

The Congestion Management Process outlines lower-cost projects and programs for the effective management of transportation facilities and systems, maximizing the benefit of available resources and improving reliability of the system. A transportation system as large as Dallas-Fort Worth's needs more than just capital improvements to run smoothly. The CMP includes quick-to-implement, low-cost strategies to better operate and manage the travel-demand system. These strategies complement costly infrastructure improvements. This plan is required for metropolitan areas with populations exceeding 200,000 people, and it is updated periodically.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development of the Congestion Management Process	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media

	<p>will be recorded and posted online at www.nctcoq.org/input. Whenever possible, a livestream will be provided as well.</p>		<ul style="list-style-type: none"> • Newspaper ad, including minority publications • News release
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Environmental Studies

Whenever NCTCOG is involved in the development of environmental documents pursuant to the National Environmental Policy Act (NEPA), the public involvement requirements of implementing agencies; and when applicable, the Texas Department of Transportation Environmental Manual, will be met. During this process, NCTCOG will continuously coordinate with the implementing agency.

5. Public Participation Strategies

NCTCOG offers information in a variety of formats to include as many people as possible in the planning process. In today's media and communications environment, a comprehensive approach to outreach will rely on multiple streams of information to engage people repeatedly at different times and through different media. Upon request, any NCTCOG Transportation Department information will be converted into alternative formats or languages.

Efforts to inform and gather input from the public include, but are not limited to, the following strategies:

NCTCOG Transportation Department Website

The internet allows NCTCOG to reach a large cross section of people at times convenient to their personal schedules. People can access NCTCOG's web-based information 24 hours a day, seven days a week on their personal or public computer or mobile devices. Websites, email lists, online video, webinars and social media can all be used to inform, educate and dialog with people about transportation planning.

NCTCOG maintains www.nctcoq.org/trans, a website that provides easy access to information about the plans, programs and policies of the MPO. Following a major redesign in 2018, the website employs responsive design features and includes a calendar of events; committee activities and actions; requests for proposals, qualifications or partners; and electronic versions of plans, reports, policies and program information. The site includes a search feature that allows users to find specific documents or other information using key words, and the Google Translate widget embedded on every webpage provides an option to instantly translate information into more than 100 languages.

When information is released for public review, it will be available at www.nctcoq.org/input. This webpage provides the latest information on public meetings, media releases, public surveys and the NCTCOG Transportation Department Public Participation Plan. Public meeting presentations, handouts, schedules, flyers and minutes are made available on this site as well. Interested parties may also directly access all NCTCOG Transportation Department staff members via email, phone, fax or postal mail; contact information for all staff members is easily accessible on the website.

Finally, website visitors can easily subscribe to NCTCOG email and mailing lists and submit comments and questions. If a person does not have internet access, he or she can request staff to make items on the website available by calling 817-695-9240.

Social Media

The NCTCOG Transportation Department maintains a social media presence to inform North Texans about programs, projects, policies and opportunities for them to give input and be involved in the decision-making process. This currently includes the use of Facebook, Instagram, Nextdoor, LinkedIn, YouTube and Vimeo, but other social media platforms may be added in the future.

NCTCOG staff will post information on NCTCOG Transportation Department accounts and monitor and respond to questions and concerns as warranted. To reach the widest audience possible, NCTCOG also posts engaging and entertaining content that focuses on transportation and air quality issues. Additionally, staff actively seeks to build relationships with transportation partners, local governments, agencies and other groups by sharing their posts and occasionally submitting suggested social media content to cities, chambers of commerce and other organizations.

Video

Video is one of several visualization techniques and is used to increase the understanding of complex transportation plans, policies and programs. Video recordings of public meetings, including livestreams, are posted online at www.nctcog.org/input. Regional Transportation Council meetings are available online at www.nctcog.org/video.

Additionally, short, informational videos are posted at www.youtube.com/NCTCOGtrans and may be shared on NCTCOG's other social media accounts. As needed, video will complement materials available for public review and comment at www.nctcog.org/input.

Print and Digital Publications

The NCTCOG Transportation Department develops publications designed to educate the public on transportation issues and encourage their active involvement. Many of the publications are sent to the public involvement contact list and made available at public meetings, community events and Regional Transportation Council and subcommittee meetings. All are available on the NCTCOG website or by contacting NCTCOG at transinfo@nctcog.org or 817-695-9240. Upon request, any NCTCOG Transportation Department publication will be converted into alternative formats or languages. Publications include, but are not limited to:

- *Citizen's Guide to Transportation Planning and Programming in the Dallas-Fort Worth Metropolitan Area*
- Educational pieces, such as topic-specific *Fact Sheets*
- Local Motion (a newsletter for local elected officials and transportation decision-makers)
- Metropolitan Transportation Plan Executive Summary
- *Mobility Matters* (a newsletter mailed and emailed to the public involvement list)
- Notices of public meetings, opportunities for public review and comment, workshops and open house events

Various planning documents and other publications are available upon request. Most can also be viewed via the NCTCOG website. These documents include, but are not limited to:

- Metropolitan Transportation Plan
- Transportation Improvement Program
- Congestion Management Process
- Transportation Conformity Analysis
- Technical Reports
- Unified Planning Work Program

Finally, staff occasionally submits suggested article content to cities, chambers of commerce and other organizations for inclusion in their communications.

Public Meetings, Workshops, Roundtables, Forums and Other Events

For large, complex or extensive transportation planning efforts, special public involvement projects, public meetings, open houses, workshops, roundtables, conferences, forums and other events enable and foster in-depth discussion. Typically, these events are reserved for development of or significant changes to plans, programs and policies as well as more project- or study area-specific discussions. As needed, the NCTCOG Transportation Department will host these events to gather input and build consensus among various transportation stakeholders.

To facilitate greater participation in public meetings specifically, the following criteria are considered when selecting meeting locations. These criteria also ensure a meaningful public involvement process.

- Meetings will be held in accessible locations, preferably near transit lines or routes.
- Meetings will be held in buildings that are in full compliance with the Americans with Disabilities Act of 1990.
- Presentations and supporting documentation, as needed, will be available at meetings.
- An informal meeting environment will be cultivated, allowing attendees to ask questions and submit comments.
- For meetings on a specific project, an effort will be made to hold the meeting(s) in the area directly affected by the project.
- The NCTCOG Transportation Department will make every effort to accommodate attendees with special needs if they provide sufficient notice. Upon request, language translation, including sign and foreign language interpreters and handouts in large print or Braille, will be available. Additionally, staff will make every effort to accommodate requests from persons with disabilities. A minimum of 72 hours advance notice is required for these arrangements to be provided as outlined in the Language Assistance Plan in Appendix B. Public meeting notices will provide the telephone number and email address to request special arrangements.
- At a minimum, meetings will be audio taped. Video recording and livestreaming, however, are increasingly offered, and these recordings are subsequently posted to the website.

The NCTCOG Transportation Department will, on occasion, provide other informational items at public meetings. Any additional information or materials may be requested at public meetings, and NCTCOG can assure that information is mailed upon request.

All public meeting notices are sent to selected newspapers, including minority publications, as necessary, to ensure regional coverage. Staff coordinates with non-English newspapers to provide translated notices to their readers. All public meetings are posted on the [Texas Register](#)

website as part of the Open Meetings requirement. Public meeting notices are mailed to public libraries and city and county offices for posting. Additionally, notices are mailed and emailed to individuals, elected officials, transportation partners and organizations on the public involvement contact list, which is constantly growing. To be included, individuals may subscribe at meetings and events, on the website or by contacting NCTCOG. Staff coordinate with public information officers of the cities in which meetings are scheduled to request assistance in sharing information via email, websites and social media accounts.

Community Events

In an effort to educate the public and increase public awareness of transportation plans and programs, NCTCOG distributes information and engages in discussion at a variety of community events throughout the year, such as events organized by local governments and school districts, Earth Day celebrations, bike rallies, etc. To request NCTCOG's participation in an event or for more information, email transinfo@nctcog.org or call 817-695-9240.

Mail and Email

The public involvement mail and email lists are the most direct forms of communication used by NCTCOG to inform and engage the public and partners. Together, they represent a comprehensive way to reach member governments, state agencies, neighborhood associations, civic organizations, transportation advocacy groups, social service organizations, freight companies, transit providers, chambers of commerce (including minority chambers), houses of worship, representatives of tribal governments, individuals and families.

Subscribers receive public meeting notices, information about public review and comment opportunities, announcements of workshops or open houses, educational brochures, newsletters and other material suitable for mass mailings.

The lists are continually maintained and expanded based on sign-up sheets at public meetings and community events, requests sent through the NCTCOG Transportation Department website, returned mail and requests for additions and deletions from various other sources.

Paid Education

Paid education is used to announce public meetings, opportunities for public review and comment and other initiatives. The Infrastructure Investment and Jobs Act (IIJA) and the U.S. Code of Federal Regulations emphasize the importance of public involvement, including public meetings and the opportunity for public comment, in the transportation planning process and require adequate notice be given to the public of these activities. As such, paid education complements other outreach and communications efforts. Ads are placed in select newspapers, including minority publications, to ensure regional coverage. Online advertising, including on Facebook, may be used to complement traditional print advertising.

Speaking Opportunities

Staff often speak to organizations and groups, such as neighborhood associations, Kiwanis and Rotary groups, chambers of commerce, professional associations, universities, schools, businesses and nonprofits, among others. Presentations provide staff with the opportunity to build relationships with organizations and actively involve them in the planning process. To schedule a speaker or for more information, visit www.nctcog.org/speakers or call 817-695-9240.

Media Relations

Proactive media outreach efforts include distributing news releases on major projects and programs and opportunities for public input to more than 250 reporters at local media outlets and community news sources, including minority news media. The extensive media list includes all major local television stations and newspapers as well as several radio stations. The media contact list is continuously updated, and staff are committed to coordinating with local editors and news directors to provide timely and accurate information. Staff participate in interviews with local and national print, radio and television media. The goal of furthering these relationships with local media is to foster greater public awareness and understanding among Dallas-Fort Worth area residents regarding transportation issues. NCTCOG posts its news releases on its website in an online newsroom that is accessible to the public.

Visualization

Maps, charts, diagrams, illustrations, photographs, infographics, video and the use of color aid in visualizing ideas, concepts, plans, projects and programs. These elements are integrated in presentations, publications, website and social media content.

Surveys and Polling Technology

The NCTCOG Transportation Department may conduct print and/or electronic surveys to determine public awareness and/or sentiment towards certain planning issues. Surveys may be relatively small endeavors designed to shed light on a single issue or may be related to large-scale planning endeavors.

Polling technology is another tool used to gather input on community preferences and priorities. Polling questions can be integrated into a presentation and attendees respond online, via a phone application or with keypads provided by NCTCOG. Results can be immediately shown in the presentation or captured and reviewed later.

Stakeholder Interviews

Meetings with regional transportation stakeholders, such as community and business leaders, nonprofit representatives and other individuals helps staff understand local communities. For example, information about the most effective communications and outreach strategies for a particular area or group of people helps staff to better engage stakeholders in the transportation planning process.

Online Public Engagement Platform

A comprehensive online public engagement platform is utilized to host hybrid meetings. These input opportunities are announced through NCTCOG Transportation Department communications, and interested individuals can attend in person, participate via phone or watch online and provide input in real time. An audio recording is also posted online and shared with members of the public who are not able to participate. The platform offers a wide array of engagement formats, making it flexible and useful for various public outreach needs.

Community Networks

The population of the Dallas-Fort Worth area is more than 8 million people and growing. Therefore, in an effort to reach as many people as possible, staff is increasingly seeking to engage people of influence who are willing to use their connections in their communities to help raise awareness of NCTCOG; share information and notices about plans, programs and projects; facilitate meetings and organize events that allow NCTCOG to interact directly with

community members and groups; highlight NCTCOG on social media; and publicize NCTCOG meetings and events. By cultivating a network of key individuals and organizations, NCTCOG will leverage existing community networks to provide information to the widest possible audience.

In the coming years, NCTCOG is planning to engage local community-based organizations (CBOs) to carry out public involvement activities related to transportation issues; possible activities could include surveys, community events or focus groups. The CBOs will then facilitate interactions between NCTCOG and community members and provide NCTCOG with data and information related to their contracted public involvement activities. The program's goal is to help NCTCOG access community networks by opening doors to meaningful engagement and ensuring a comprehensive public involvement process.

6. Evaluation of Public Participation

The NCTCOG Transportation Department will regularly evaluate its measurable public participation strategies to help determine whether the Public Participation Plan is achieving desired outcomes for public involvement in the transportation and air quality planning process. Performance metrics and reporting for public participation utilize both quantitative and qualitative measures to tell the story of how public involvement is informing the planning process and helping meet goals for public involvement. Other public participation strategies are also reviewed, evaluated and discussed in the context of the measurable strategies, the desired outcomes of the Public Participation Plan and the goals for NCTCOG's public involvement process, more generally.

Evaluation helps staff understand how to better engage the public and more effectively allocate time and resources. In addition, staff will produce reports for the public that clearly explain and illustrate how public participation strategies are working toward the desired outcomes NCTCOG has identified for its public involvement processes. Evaluation of these strategies and the overall Public Participation Plan is ongoing, and efforts improve communication with the public.

The table on the following pages outlines the measurable public participation strategies, the performance metrics and reporting data for each and desired outcomes for public participation.

Evaluation of Project-Specific Outreach

Some or all of the strategies outlined in the Public Participation Plan may be used for project-specific outreach, and the corresponding evaluation criteria and outcomes apply. Additional outcomes, however, may also be established to complement measurable public involvement goals for public involvement specific to each project. At the beginning of a project requiring public involvement, staff will outline strategies and expected outcomes so the public knows what to expect from the process. The results of the public involvement process for each project are communicated throughout the project and documented in final reports as applicable.

Evaluation Matrix for Public Participation Strategies

Outreach Strategy	Performance Metrics and Reporting	Desired Outcomes
NCTCOG Transportation Department Website	<ul style="list-style-type: none"> Total number of visits Average time spent on significant webpages 	<ul style="list-style-type: none"> Identification of trends and changes for website usage Prioritization of and increased accessibility of information and public input opportunities Refined use of metadata to drive traffic
Social Media and Video	<p><i>Facebook</i></p> <ul style="list-style-type: none"> Total reach Average engagement rate per post <p><i>YouTube</i></p> <ul style="list-style-type: none"> Number of subscribers Number of views <p><i>LinkedIn</i></p> <ul style="list-style-type: none"> Total reach Average engagement rate per post <p><i>Next Door</i></p> <ul style="list-style-type: none"> Number of impressions Number of likes and shares 	<ul style="list-style-type: none"> Broad distribution of information and public input opportunities through engaging, shareable content and personalized interactions Increased feedback and public input Development of an engaged online base of followers that helps disseminate information and public input opportunities
Print and Digital Publications	<ul style="list-style-type: none"> Number of print copies of each publication distributed Number of unique views for each digital publication 	<ul style="list-style-type: none"> Information in multiple formats accessible to all communities in the region Informed understanding of planning process Sustained awareness of public input opportunities

Outreach Strategy	Performance Metrics and Reporting	Desired Outcomes
Public Meetings and Community Events	<p><i>Public Meetings</i></p> <ul style="list-style-type: none"> Number of public input opportunities (online and hybrid) Total number of participants per hybrid meeting and/or online public input opportunity Accessible locations for individuals with disabilities Notification of how to request language interpretation or special accommodations Number of contacts receiving public meeting notifications <p><i>Public Meeting Advertising</i></p> <ul style="list-style-type: none"> Average reach for each Facebook ad Average engagement for each Facebook ad <p><i>Community Events</i></p> <ul style="list-style-type: none"> Number of events distributing NCTCOG Transportation Department information Geographic representation in event locations 	<ul style="list-style-type: none"> Information about policies, programs and projects accessible in multiple formats to all communities throughout the region Greater awareness of policies, programs and projects Timely notification through multiple strategies about opportunities to provide input and engage with staff Increased feedback and public input Planned opportunities for the public to interact directly with staff Increased accessibility of staff to communities and partners Transparency in public involvement efforts and the planning process
Outreach Strategy	Performance Metrics and Reporting	Desired Outcomes
Public Comments	<ul style="list-style-type: none"> Total number of comments received Most common comment topics 	<ul style="list-style-type: none"> Transparency in public involvement efforts and the planning process Identification of trends and changes in public attention and concerns
Speaking Opportunities	<ul style="list-style-type: none"> Number of presentation requests Number of presentations given 	<ul style="list-style-type: none"> Increased awareness of the planning process and specific plans, programs and projects

		<ul style="list-style-type: none"> • Increased accessibility of staff to communities and partners • Greater participation by communities and organizations in the planning process
Media Relations	<ul style="list-style-type: none"> • Number of media releases issued • Number of media requests • Number of media mentions 	<ul style="list-style-type: none"> • Transparency in public involvement efforts and the planning process • Proactive media relations to communicate public input opportunities, policies and programs • Understanding of local, regional, statewide and national media coverage of transportation and air quality issues • Understanding of the NCTCOG Transportation Department's public image



NCTCOG TRANSPORTATION DEPARTMENT
**2025 Public Participation
Plan Update**

REBEKAH GONGORA
REGIONAL TRANSPORTATION COUNCIL
SEPTEMBER 11, 2025

Overview

The Public Participation Plan (PPP) is a federal requirement, guides our department's public involvement efforts and outlines the MPO's responsibility to inform and involve individuals and communities.

PPP covers federal responsibilities, procedures, strategies and evaluation. A copy is posted on the Transportation Department's **Get Involved** webpage.



Guiding Principles

Consistent & Comprehensive Communication

Commitment to Balanced Engagement

Consultation with Committees

Collaboration with Audiences & Stakeholders



Public Participation Plan Goals

Goal 1: Inform and Educate

Goal 2: Engage Comprehensive Audiences and encourage continued participation

Goal 3: Evaluate public participation strategies and efforts



Engagement With People

- Virtual and In-Person Public Meetings
- Online Input Opportunities
- Outreach Events
- Speaking Engagements
- Community Networks
- Media Relations

- Print and Digital Publications
- Website
- Social Media
- Surveys and Polling
- Visualizations and Shareable Content
- Translation and Interpretation Services



Legislation Related to Public Participation

Infrastructure Investment and Jobs Act (IIJA)

Title VI of the Civil Rights Act of 1964: Nondiscrimination in Federally Assisted Programs

Revocation of Executive Order 12898 (Environmental Justice in Minority Populations and Low-Income Populations, 1994)



Proposed Revisions

Update the PPP to reflect new planning regulations and federal policies.

Reaffirm public involvement process for the Unified Planning Work Program (UPWP). Public meeting will no longer be required for UPWP modifications. UPWP will instead be posted online.

Reaffirm cataloging of public comments in two documents:

- Public input opportunity minutes
- Public comments reports



Proposed Revisions

Update references to keypad polling and virtual public engagement to ensure public involvement processes and procedures up to date and reflect technology advances:

- Incorporate use of phone applications for polling
- Incorporate usage of online public engagement platform

Review performance measures to ensure they are relevant and manageable to track and report.

Create new layout and design of PPP document to reflect department branding efforts.



Schedule

June 27, 2025	STTC Information
July 10, 2025	RTC Information
July 14, 2025	Public Meetings
July 14, 2025	Public Comment Period Begins
August 22, 2025	STTC Action
Sept. 11, 2025	RTC Action



REQUESTED ACTION

2025 Public Participation Plan Update

- RTC approval of proposed PPP revisions:
 - Federal policy and planning regulation updates
 - Reaffirmation of Unified Planning Work Program (UPWP) public involvement process
 - Reaffirmation of public comments cataloging
 - Updates to terminology for keypad polling and virtual public engagement
 - Performance measures review and evaluation
 - New layout and design of Public Participation Plan (PPP) document
- Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate the program/policy/project/change.

RTC Action Item – September 11, 2025



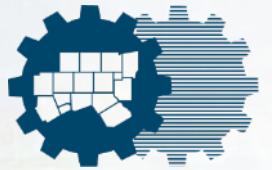
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NCTCOG PRESENTATION
**FISCAL YEAR 2025 PUBLIC
TRANSPORTATION
FUNDING:
PROGRAMS OF PROJECTS**

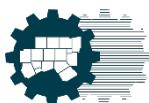
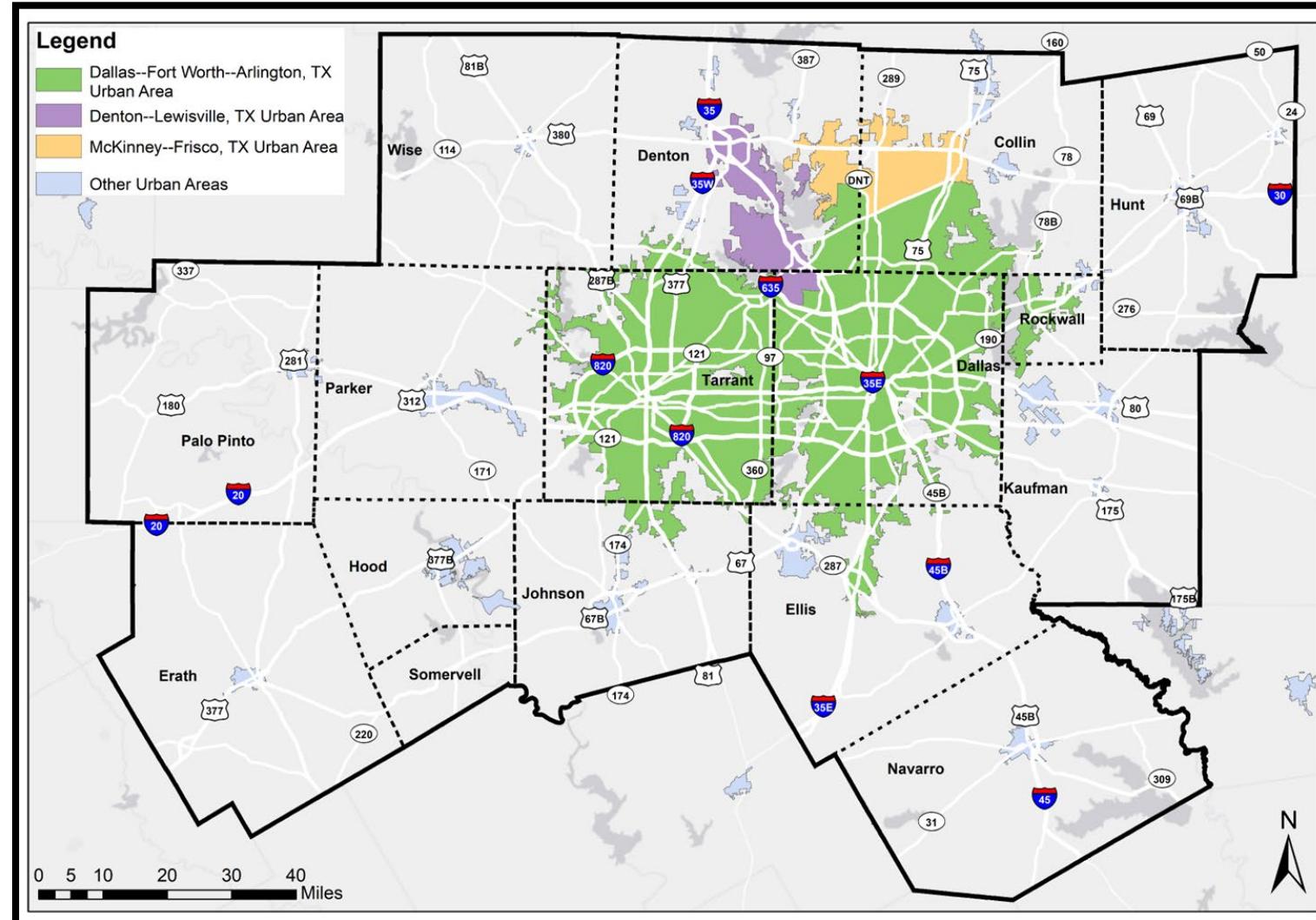
REGIONAL TRANSPORTATION COUNCIL | 9.11.2025

BACKGROUND

- The North Central Texas Council of Governments (NCTCOG) is the designated recipient for Federal Transit Administration (FTA) funding for the Dallas-Fort Worth-Arlington, Denton-Lewisville, and McKinney-Frisco Urbanized Areas.
- Responsible for allocating federal funds to public transit providers in the region, including:
 - Transit Authorities (Dallas Area Rapid Transit [DART], Trinity Metro, Denton County Transportation Authority)
 - Cities that are recipients of FTA funds (Arlington, Grand Prairie, McKinney, Mesquite)
 - Small transit providers (e.g., Northeast Transportation Services, Span, Inc., STAR Transit)
- Two NCTCOG processes are used to award funds:
 - Set-aside for Strategic Partnerships
 - Programs of Projects (POP) process



2020 CENSUS URBANIZED AREAS & URBAN CLUSTERS



FEDERAL FORMULA FUNDING PROGRAMS FOR URBAN AREAS

	PROGRAM	PURPOSE	PROJECT TYPES
5307	Urbanized Area Formula (includes Job Access/Reverse Commute projects)	Serve the general public, including low-income workers	Capital Operating Planning
5310	Enhanced Mobility of Seniors and Individuals with Disabilities	Serve needs of the elderly and individuals with disabilities	Capital Operating
5337	State of Good Repair	Maintain rail services	Capital
5339	Bus and Bus Facilities	Purchase vehicles and/or maintain bus services	Capital



PROPOSED FEDERAL FUNDS

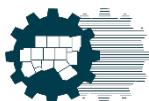
- Public transportation providers in the region are proposed to receive approximately \$206.3 million in Fiscal Year (FY) 2025 Federal Transit Administration formula funds and \$5.1 million in FY 2024 funds through this apportionment award cycle.
- Approximately \$10.4 million in FY 2025 and \$4.8 million FY 2024 funds remain to be programmed in future cycles.
- 2,831,565 in Transportation Development Credits (TDCs) are proposed to be awarded through this cycle; TDCs are used in lieu of the local cash match requirement and do not increase funding for a project.



CURRENT AWARD CYCLE FUNDING SUMMARY (\$ IN MILLIONS)

<u>FTA Funds by Agency Type</u>	<u>\$211.4M</u>
Transit Authorities (DART, Trinity Metro, and DCTA)	\$182.1M
All Others	\$29.3M

<u>FTA Funds by Project Type</u>	<u>\$211.4M</u>
Capital (vehicles, equipment, preventive maintenance, etc.)	\$197.1M
Operations	\$14.1M
Planning	\$0.2M



RESPONSE TO STTC INQUIRY REGARDING 5337 FUNDING

- FTA Transit Section 5307 State of Good Repair funds
- Dedicated for capital expenditures for maintenance, replacement, and rehabilitation of fixed rail or high intensity motor bus systems
- Comes to the region based on vehicle revenue miles and directional route miles reported to National Transit Database (NTD) for services at least seven years old
- Currently allocated to DART and Trinity Metro in Dallas-Fort Worth-Arlington Urbanized Area (specific services typically not specified in TIP listings)
- Questions raised by City of Dallas at Surface Transportation Technical Committee meeting about Dallas Streetcar and its role in bringing FTA funds to the region and whether funds are appropriately being allocated to that service vs. other DART fixed rail systems
- NCTCOG committed to review 5337 funding related to the Dallas Streetcar, including:
 - How statistics are being reported to the NTD
 - Determining whether/how much funding being brought to the region by Streetcar and if it is being credited appropriately
- Coordination with DART and FTA is ongoing to determine how Dallas Streetcar's statistics are being reported, how much 5337 funding it brings to the region, and how those funds are being used



REQUESTED ACTION – FISCAL YEAR 2025 PUBLIC TRANSPORTATION FUNDING PROGRAMS OF PROJECTS

- RTC approval of:
 - The proposed funding for the FY2024 and FY2025 Public Transportation Programs of Projects included in the packet
 - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate this funding on these projects.

RTC Action Item – September 11, 2025



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City of Arlington

Programs of Projects

FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5307	CAPITAL COST OF CONTRACTING - ARLINGTON ON DEMAND	CAPITAL	\$ 3,776,000	\$ -	\$ -	\$ 944,000	\$ -	\$ 4,720,000	ADD PROJECT TO TIP/STIP
2026	5307	OPERATING ASSISTANCE	OPERATING	\$ -	\$ -	\$ -	\$ 4,720,000	\$ -	\$ 4,720,000	ADD PROJECT TO TIP/STIP
2026	5307	PROJECT ADMINISTRATION	CAPITAL	\$ 76,000	\$ -	\$ -	\$ 19,000	\$ -	\$ 95,000	ADD PROJECT TO TIP/STIP
				\$ 3,852,000	\$ -	\$ -	\$ 5,683,000	\$ -	\$ 9,535,000	

FY2024 PROGRAM OF PROJECTS - TRANSIT SECTION 5310 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5310	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	CAPITAL	\$ 144,000	\$ -	\$ -	\$ 36,000	\$ -	\$ 180,000	ADD PROJECT TO TIP/STIP
2026	5310	ACQUISITION OF HARDWARE	CAPITAL	\$ 885,000	\$ -	\$ -	\$ -	\$ 88,500	\$ 885,000	ADD PROJECT TO TIP/STIP (TDC [MPO]); 10% MATCH DUE TO ADA ACCESSIBILITY
2026	5310	ACQUISITION OF SOFTWARE	CAPITAL	\$ 14,747	\$ -	\$ -	\$ 3,687	\$ -	\$ 18,434	ADD PROJECT TO TIP/STIP
2026	5310	OPERATING ASSISTANCE - HANDITRAN	OPERATING	\$ 825,000	\$ 341,663	\$ -	\$ 483,337	\$ -	\$ 1,650,000	ADD PROJECT TO TIP/STIP
				\$ 1,868,747	\$ 341,663	\$ -	\$ 523,024	\$ 88,500	\$ 2,733,434	

NOTE: TRANSPORTATION DEVELOPMENT CREDITS (CAT 6 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; ARLINGTON MTP POLICY BUNDLE TDCTS

FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5310 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5310	PURCHASE OF SERVICE - HANDITRAN	CAPITAL	\$ 2,000,000	\$ -	\$ -	\$ 500,000	\$ -	\$ 2,500,000	ADD PROJECT TO TIP/STIP
2026	5310	ACQUISITION OF SOFTWARE	CAPITAL	\$ 99,653	\$ -	\$ -	\$ 24,914	\$ -	\$ 124,567	ADD PROJECT TO TIP/STIP
				\$ 2,099,653	\$ -	\$ -	\$ 524,914	\$ -	\$ 2,624,567	

City/County Transportation
Programs of Projects

FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5307	OPERATING ASSISTANCE (SPECIAL RULE)	OPERATING	\$ 118,067	\$ -	\$ -	\$ 118,067	\$ -	\$ 236,134	ADD PROJECT TO TIP/STIP
2026	5307	PREVENTIVE MAINTENANCE	CAPITAL	\$ 65,000	\$ -	\$ -	\$ -	\$ 13,000	\$ 65,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
2026	5307	MOBILITY MANAGEMENT	CAPITAL	\$ 40,000	\$ -	\$ -	\$ -	\$ 8,000	\$ 40,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
2026	5307	PROJECT ADMINISTRATION	CAPITAL	\$ 80,000	\$ -	\$ -	\$ -	\$ 16,000	\$ 80,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
2026	5307	ACQUISITION OF SIGNAGE	CAPITAL	\$ 42,500	\$ -	\$ -	\$ -	\$ 8,500	\$ 42,500	ADD PROJECT TO TIP/STIP (TDC [MPO])
				\$ 345,567	\$ -	\$ -	\$ 118,067	\$ 45,500	\$ 463,634	

NOTE: TRANSPORTATION DEVELOPMENT CREDITS (CAT 1/SMALL TRANSIT PROVIDER - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Community Transit Services

Programs of Projects

FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5307	OPERATING ASSISTANCE (SPECIAL RULE)	OPERATING	\$ 41,399	\$ -	\$ -	\$ 41,399	\$ -	\$ 82,798	ADD PROJECT TO TIP/STIP
2026	5307	PREVENTIVE MAINTENANCE	CAPITAL	\$ 20,000	\$ -	\$ -	\$ -	\$ 4,000	\$ 20,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
2026	5307	ACQUISITION OF HARDWARE	CAPITAL	\$ 70,000	\$ -	\$ -	\$ -	\$ 14,000	\$ 70,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
2026	5307	ACQUISITION OF SOFTWARE	CAPITAL	\$ 80,000	\$ -	\$ -	\$ -	\$ 16,000	\$ 80,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
2026	5307	ACQUISITION OF FARE COLLECTION EQUIPMENT	CAPITAL	\$ 15,000	\$ -	\$ -	\$ -	\$ 3,000	\$ 15,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
				\$ 226,399	\$ -	\$ -	\$ 41,399	\$ 37,000	\$ 267,798	

NOTE: TRANSPORTATION DEVELOPMENT CREDITS (CAT 1/SMALL TRANSIT PROVIDER - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Dallas Area Rapid Transit

Programs of Projects Changes

FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

ORIGINAL FUNDED AMOUNT:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST
2025	5307	SYSTEM PREVENTIVE MAINTENANCE	CAPITAL	\$ 48,323,515	\$ -	\$ -	\$ 12,080,879	\$ -	\$ 60,404,394
2025	5307	ACQUISITION OF SECURITY EQUIPMENT	CAPITAL	\$ 780,000	\$ -	\$ -	\$ 195,000	\$ -	\$ 975,000
2025	5307	RISK REDUCTION SAFETY PROJECT	CAPITAL	\$ 590,000	\$ -	\$ -	\$ 147,500	\$ -	\$ 737,500
				\$ 49,693,515	\$ -	\$ -	\$ 12,423,379	\$ -	\$ 62,116,894

CURRENT REQUEST:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5307	SYSTEM PREVENTIVE MAINTENANCE	CAPITAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	DELETE PROJECT
2026	5307	ACQUISITION OF SECURITY EQUIPMENT	CAPITAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	DELETE PROJECT
2026	5307	RAIL ROLLING STOCK	CAPITAL	\$ 72,049,528	\$ -	\$ -	\$ 12,714,623	\$ -	\$ 84,764,151	ADD PROJECT TO TIP/STIP; 15% MATCH DUE TO BEING ADA ACCESSIBLE
2026	5307	RISK REDUCTION SAFETY PROJECT	CAPITAL	\$ 550,906	\$ -	\$ -	\$ 137,727	\$ -	\$ 688,633	DECREASE FUNDING
2026	5307	SECURITY PROJECT	CAPITAL	\$ 853,669	\$ -	\$ -	\$ 213,418	\$ -	\$ 1,067,087	ADD PROJECT TO TIP/STIP
				\$ 73,454,103	\$ -	\$ -	\$ 13,065,768	\$ -	\$ 86,519,871	

FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5337 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

ORIGINAL FUNDED AMOUNT:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST
2025	5337	RAIL PREVENTIVE MAINTENANCE	CAPITAL	\$ 25,000,000	\$ -	\$ -	\$ 6,250,000	\$ -	\$ 31,250,000
				\$ 25,000,000	\$ -	\$ -	\$ 6,250,000	\$ -	\$ 31,250,000

CURRENT REQUEST:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5337	RAIL PREVENTIVE MAINTENANCE	CAPITAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	DELETE PROJECT
2026	5337	RAIL ROLLING STOCK	CAPITAL	\$ 45,735,683	\$ -	\$ -	\$ 8,071,003	\$ -	\$ 53,806,686	ADD PROJECT TO TIP/STIP; 15% MATCH DUE TO BEING ADA ACCESSIBLE
				\$ 45,735,683	\$ -	\$ -	\$ 8,071,003	\$ -	\$ 53,806,686	

FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5339 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

ORIGINAL FUNDED AMOUNT:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST
2025	5339	PURCHASE REPLACEMENT VEHICLES	CAPITAL	\$ 4,000,000	\$ -	\$ -	\$ 1,000,000	\$ -	\$ 5,000,000
				\$ 4,000,000	\$ -	\$ -	\$ 1,000,000	\$ -	\$ 5,000,000

CURRENT REQUEST:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5339	PURCHASE REPLACEMENT VEHICLES	CAPITAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	DELETE PROJECT
2026	5339	BUS ROLLING STOCK	CAPITAL	\$ 4,755,526	\$ -	\$ -	\$ 839,211	\$ -	\$ 5,594,737	ADD PROJECT TO TIP/STIP; 15% MATCH DUE TO BEING ADA ACCESSIBLE
				\$ 4,755,526	\$ -	\$ -	\$ 839,211	\$ -	\$ 5,594,737	

Denton County Transportation Authority

Programs of Projects

FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - DENTON-LEWISVILLE UZA

ORIGINAL FUNDED AMOUNT:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST
2025	5307	ACQUISITION OF SECURITY EQUIPMENT	CAPITAL	\$ 1,250,000	\$ -	\$ -	\$ -	\$ -	\$ 1,250,000
2025	5307	SYSTEM PREVENTIVE MAINTENANCE	CAPITAL	\$ 1,250,000	\$ -	\$ -	\$ -	\$ -	\$ 1,250,000
2025	5307	OPERATING ASSISTANCE (SPECIAL RULE)	OPERATING	\$ 2,500,000	\$ -	\$ -	\$ 2,500,000	\$ -	\$ 5,000,000
				\$ 5,000,000	\$ -	\$ -	\$ 2,500,000	\$ -	\$ 7,500,000

CURRENT REQUEST:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5307	ACQUISITION OF SECURITY EQUIPMENT	CAPITAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	DELETE PROJECT
2026	5307	OPERATING ASSISTANCE (SPECIAL RULE)	OPERATING	\$ 8,532,304	\$ -	\$ -	\$ 8,532,304	\$ -	\$ 17,064,608	INCREASE FUNDING
2026	5307	ADA PARATRANSIT SERVICE	CAPITAL	\$ 1,137,735	\$ -	\$ -	\$ 284,434	\$ -	\$ 1,422,169	ADD PROJECT TO TIP/STIP
2026	5307	SYSTEM PREVENTIVE MAINTENANCE	CAPITAL	\$ 704,866	\$ -	\$ -	\$ 176,217	\$ -	\$ 881,083	DECREASE FUNDING
2026	5307	SECURITY PROJECT	CAPITAL	\$ 117,123	\$ -	\$ -	\$ 29,281	\$ -	\$ 146,404	ADD PROJECT TO TIP/STIP
2026	5307	SAFETY PROJECT	CAPITAL	\$ 85,331	\$ -	\$ -	\$ 21,333	\$ -	\$ 106,664	ADD PROJECT TO TIP/STIP
2026	5307	BUS ROLLING STOCK	CAPITAL	\$ 800,000	\$ -	\$ -	\$ -	\$ 120,000	\$ 800,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
				\$ 11,377,359	\$ -	\$ -	\$ 9,043,569	\$ 120,000	\$ 20,420,928	

NOTE: TRANSPORTATION DEVELOPMENT CREDITS (CAT 6 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; DCTA MTP POLICY BUNDLE TDCS

FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5310 FUNDS - DENTON-LEWISVILLE UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5310	MOBILITY MANAGEMENT	CAPITAL	\$ 388,494	\$ -	\$ -	\$ 97,124	\$ -	\$ 485,618	ADD PROJECT TO TIP/STIP
				\$ 388,494	\$ -	\$ -	\$ 97,124	\$ -	\$ 485,618	

FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5310 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5310	PURCHASE OF SERVICE - FRISCO PARATRANSIT	CAPITAL	\$ 35,311	\$ -	\$ -	\$ -	\$ 7,063	\$ 35,311	ADD PROJECT TO TIP/STIP (TDC [MPO])
2026	5310	PROJECT ADMINISTRATION	CAPITAL	\$ 24,366	\$ -	\$ -	\$ -	\$ 4,874	\$ 24,366	ADD PROJECT TO TIP/STIP (TDC [MPO])
				\$ 59,677	\$ -	\$ -	\$ -	\$ 11,937	\$ 59,677	

NOTE: TRANSPORTATION DEVELOPMENT CREDITS (CAT 6 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; FRISCO MTP POLICY BUNDLE TDCS

FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5310 FUNDS - MCKINNEY-FRISCO UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5310	PURCHASE OF SERVICE - FRISCO PARATRANSIT	CAPITAL	\$ 216,169	\$ -	\$ -	\$ -	\$ 43,234	\$ 216,169	ADD PROJECT TO TIP/STIP (TDC [MPO])
2026	5310	PROJECT ADMINISTRATION	CAPITAL	\$ 149,154	\$ -	\$ -	\$ -	\$ 29,831	\$ 149,154	ADD PROJECT TO TIP/STIP (TDC [MPO])
				\$ 365,323	\$ -	\$ -	\$ -	\$ 73,065	\$ 365,323	

NOTE: TRANSPORTATION DEVELOPMENT CREDITS (CAT 6 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; FRISCO MTP POLICY BUNDLE TDCS

Denton County Transportation Authority

Programs of Projects (continued)

FY2024 PROGRAM OF PROJECTS - TRANSIT SECTION 5310 FUNDS - DENTON-LEWISVILLE UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5310	BUS ROLLING STOCK	CAPITAL	\$ 370,351	\$ -	\$ -	\$ 65,357	\$ -	\$ 435,708	ADD PROJECT TO TIP/STIP; 15% MATCH DUE TO BEING ADA ACCESSIBLE
				\$ 370,351	\$ -	\$ -	\$ 65,357	\$ -	\$ 435,708	

FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5337 FUNDS - DENTON-LEWISVILLE UZA

ORIGINAL FUNDED AMOUNT:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST
2025	5337	RAIL PREVENTIVE MAINTENANCE	CAPITAL	\$ 2,187,500	\$ -	\$ -	\$ -	\$ -	\$ 2,187,500
				\$ 2,187,500	\$ -	\$ -	\$ -	\$ -	\$ 2,187,500

CURRENT REQUEST:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5337	RAIL PREVENTIVE MAINTENANCE	CAPITAL	\$ 3,583,893	\$ -	\$ -	\$ 895,974	\$ -	\$ 4,479,867	INCREASE FUNDING; ADJUST FUNDING SHARES
				\$ 3,583,893	\$ -	\$ -	\$ 895,974	\$ -	\$ 4,479,867	

FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5339 FUNDS - DENTON-LEWISVILLE UZA

ORIGINAL FUNDED AMOUNT:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST
2025	5339	PURCHASE REPLACEMENT VEHICLES	CAPITAL	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000
				\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000

CURRENT REQUEST:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5339	PURCHASE REPLACEMENT VEHICLES	CAPITAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	DELETE PROJECT
2026	5339	CONSTRUCTION OF BUS FACILITY	CAPITAL	\$ 780,799	\$ -	\$ -	\$ 195,200	\$ -	\$ 975,999	ADD PROJECT TO TIP/STIP
				\$ 780,799	\$ -	\$ -	\$ 195,200	\$ -	\$ 975,999	

Fort Worth Transportation Authority (Trinity Metro)

Programs of Projects Changes

FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

ORIGINAL FUNDED AMOUNT:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST
2025	5307	SYSTEM PREVENTIVE MAINTENANCE	CAPITAL	\$ 11,000,000	\$ -	\$ -	\$ 2,750,000	-	\$ 13,750,000
2025	5307	ACQUISITION OF SECURITY EQUIPMENT	CAPITAL	\$ 550,000	\$ -	\$ -	\$ 137,500	-	\$ 687,500
				\$ 11,550,000	\$ -	\$ -	\$ 2,887,500	-	\$ 14,437,500

CURRENT REQUEST:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5307	SYSTEM PREVENTIVE MAINTENANCE	CAPITAL	\$ 28,700,970	\$ -	\$ -	\$ 7,175,243	-	\$ 35,876,213	INCREASE FUNDING
2026	5307	ACQUISITION OF SECURITY EQUIPMENT	CAPITAL	\$ 413,017	\$ -	\$ -	\$ 103,255	-	\$ 516,272	DECREASE FUNDING
2026	5307	RISK REDUCTION SAFETY PROJECT	CAPITAL	\$ 241,315	\$ -	\$ -	\$ 60,329	-	\$ 301,644	ADD PROJECT TO TIP/STIP
2026	5307	ADA PARATRANSIT SERVICE	CAPITAL	\$ 2,500,000	\$ -	\$ -	\$ 625,000	-	\$ 3,125,000	ADD PROJECT TO TIP/STIP
				\$ 31,855,302	\$ -	\$ -	\$ 7,963,827	-	\$ 39,819,129	

FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5337 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

ORIGINAL FUNDED AMOUNT:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST
2025	5337	RAIL PREVENTIVE MAINTENANCE	CAPITAL	\$ 2,500,000	\$ -	\$ -	\$ 625,000	-	\$ 3,125,000
				\$ 2,500,000	\$ -	\$ -	\$ 625,000	-	\$ 3,125,000

CURRENT REQUEST:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5337	RAIL PREVENTIVE MAINTENANCE	CAPITAL	\$ 6,600,938	\$ -	\$ -	\$ 1,650,235	-	\$ 8,251,173	INCREASE FUNDING
				\$ 6,600,938	\$ -	\$ -	\$ 1,650,235	-	\$ 8,251,173	

FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5339 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

ORIGINAL FUNDED AMOUNT:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST
2025	5339	PURCHASE REPLACEMENT VEHICLES	CAPITAL	\$ 1,200,000	\$ -	\$ -	\$ 211,765	-	\$ 1,411,765
				\$ 1,200,000	\$ -	\$ -	\$ 211,765	-	\$ 1,411,765

CURRENT REQUEST:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5339	PURCHASE REPLACEMENT VEHICLES	CAPITAL	\$ 2,770,581	\$ -	\$ -	\$ 488,927	-	\$ 3,259,508	INCREASE FUNDING; 15% MATCH DUE TO BEING ADA ACCESSIBLE
				\$ 2,770,581	\$ -	\$ -	\$ 488,927	-	\$ 3,259,508	

**City of Grand Prairie
Programs of Projects**

FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5307	CAPITAL COST OF CONTRACTING - VIA GRAND PRAIRIE	CAPITAL	\$ 1,786,499	\$ -	\$ -	\$ -	357,300	\$ 1,786,499	ADD PROJECT TO TIP/STIP (TDC [MPO])
2026	5307	OPERATING ASSISTANCE (SPECIAL RULE)	OPERATING	\$ 893,249	\$ 762,848	\$ -	\$ 130,401	-	\$ 1,786,498	ADD PROJECT TO TIP/STIP
2026	5307	PREVENTIVE MAINTENANCE	CAPITAL	\$ 200,000	\$ -	\$ -	\$ -	40,000	\$ 200,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
2026	5307	BUS ROLLING STOCK	CAPITAL	\$ 750,000	\$ -	\$ -	\$ -	112,500	\$ 750,000	ADD PROJECT TO TIP/STIP; 15% MATCH DUE TO BEING ADA ACCESSIBLE
				\$ 3,629,748	\$ 762,848	\$ -	\$ 130,401	509,800	\$ 4,522,997	

NOTE: TRANSPORTATION DEVELOPMENT CREDITS (CAT 5/REGIONAL - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; REGIONAL TDCS FOR TRANSIT PROGRAMS OF PROJECTS IN GRAND PRAIRIE WILL INCLUDE A FINAL, ONE-TIME ALLOCATION OF REGIONAL TDCS IN FY 2024 AND FY 2025 TO ENABLE THE CITY TO IDENTIFY A SUSTAINABLE, LONG-TERM LOCAL MATCH FUNDING SOURCE. ALTERNATELY, THE CITY CAN APPLY FOR AND QUALIFY FOR MTP POLICY BUNDLE TDCS FOR THIS PURPOSE, BUT REGIONAL TDCS WILL NOT BE AVAILABLE IN FY 2026+

FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5310 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5310	OPERATING ASSISTANCE	OPERATING	\$ 1,228,143	\$ 170,584	\$ -	\$ 1,057,559	-	\$ 2,456,286	ADD PROJECT TO TIP/STIP
2026	5310	PREVENTIVE MAINTENANCE	CAPITAL	\$ 250,000	\$ -	\$ -	\$ -	50,000	\$ 250,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
2026	5310	BUS ROLLING STOCK	CAPITAL	\$ 900,000	\$ -	\$ -	\$ -	135,000	\$ 900,000	ADD PROJECT TO TIP/STIP; 15% MATCH DUE TO BEING ADA ACCESSIBLE
				\$ 2,378,143	\$ 170,584	\$ -	\$ 1,057,559	185,000	\$ 3,606,286	

NOTE: TRANSPORTATION DEVELOPMENT CREDITS (CAT 5/REGIONAL - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; REGIONAL TDCS FOR TRANSIT PROGRAMS OF PROJECTS IN GRAND PRAIRIE WILL INCLUDE A FINAL, ONE-TIME ALLOCATION OF REGIONAL TDCS IN FY 2024 AND FY 2025 TO ENABLE THE CITY TO IDENTIFY A SUSTAINABLE, LONG-TERM LOCAL MATCH FUNDING SOURCE. ALTERNATELY, THE CITY CAN APPLY FOR AND QUALIFY FOR MTP POLICY BUNDLE TDCS FOR THIS PURPOSE, BUT REGIONAL TDCS WILL NOT BE AVAILABLE IN FY 2026+

City of Mesquite
Programs of Projects

FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5307	CAPITAL COST OF CONTRACTING	CAPITAL	\$ 241,200	\$ -	\$ 60,300	-	\$ 301,500	ADD PROJECT TO TIP/STIP
2026	5307	OPERATING ASSISTANCE (JARC)	OPERATING	\$ 150,750	\$ -	\$ 150,750	-	\$ 301,500	ADD PROJECT TO TIP/STIP
2026	5307	SAFETY PROJECT	CAPITAL	\$ 3,344	\$ -	\$ 836	-	\$ 4,180	ADD PROJECT TO TIP/STIP
2026	5307	PROGRAM ADMINISTRATION	CAPITAL	\$ 50,376	\$ -	\$ 12,594	-	\$ 62,970	ADD PROJECT TO TIP/STIP
				\$ 445,670	\$ -	\$ 224,480	-	\$ 670,150	

North Central Texas Council of Governments

Programs of Projects

FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

ORIGINAL FUNDED AMOUNT:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST
2025	5307	TRANSIT MAINTENANCE, VEHICLES, AND OTHER CAPITAL PROJECTS	CAPITAL	\$ 50,000,000	\$ -	\$ -	\$ 12,500,000	\$ -	\$ 62,500,000
\$ 50,000,000									

CURRENT REQUEST:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2025	5307	TRANSIT MAINTENANCE, VEHICLES, AND OTHER CAPITAL PROJECTS	CAPITAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	DELETE PROJECT
2026	5307	PROJECT ADMINISTRATION	CAPITAL	\$ 950,014	\$ -	\$ -	\$ -	\$ 190,003	\$ 950,014	ADD PROJECT TO TIP/STIP (TDC [MPO])
2026	5307	MOBILITY MANAGEMENT	CAPITAL	\$ 950,014	\$ -	\$ -	\$ -	\$ 190,003	\$ 950,014	ADD PROJECT TO TIP/STIP (TDC [MPO])
2026	5307	BUS ROLLING STOCK	CAPITAL	\$ 2,607,000	\$ -	\$ -	\$ -	\$ 391,050	\$ 2,607,000	ADD PROJECT TO TIP/STIP (TDC [MPO]); 15% MATCH DUE TO BEING ADA ACCESSIBLE
2026	5307	GENERAL PLANNING	PLANNING	\$ 200,000	\$ -	\$ -	\$ -	\$ 40,000	\$ 200,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
\$ 4,707,028				\$ -	\$ -	\$ -	\$ -	\$ 811,056	\$ 4,707,028	

NOTE: TRANSPORTATION DEVELOPMENT CREDITS (CAT 1/SMALL TRANSIT PROVIDER - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5310 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5310	PROGRAM ADMINISTRATION	CAPITAL	\$ 591,491	\$ -	\$ -	\$ -	\$ -	\$ 591,491	ADD PROJECT TO TIP/STIP; PROGRAM ADMINISTRATION DOES NOT REQUIRE MATCH
\$ 591,491										

FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5339 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5310	PROJECT ADMINISTRATION	CAPITAL	\$ 124,742	\$ -	\$ -	\$ -	\$ 24,949	\$ 124,742	ADD PROJECT TO TIP/STIP (TDC [MPO])
2026	5310	BUS ROLLING STOCK	CAPITAL	\$ 665,300	\$ -	\$ -	\$ -	\$ 99,795	\$ 665,300	ADD PROJECT TO TIP/STIP (TDC [MPO]); 15% MATCH DUE TO BEING ADA ACCESSIBLE
\$ 790,042										

NOTE: TRANSPORTATION DEVELOPMENT CREDITS (CAT 1/SMALL TRANSIT PROVIDER - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - DENTON LEWISVILLE UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5307	PROJECT ADMINISTRATION	CAPITAL	\$ 87,842	\$ -	\$ -	\$ -	\$ 17,569	\$ 87,842	ADD PROJECT TO TIP/STIP (TDC [MPO])
2026	5307	MOBILITY MANAGEMENT	CAPITAL	\$ 87,842	\$ -	\$ -	\$ -	\$ 17,569	\$ 87,842	ADD PROJECT TO TIP/STIP (TDC [MPO])
\$ 175,684										

NOTE: TRANSPORTATION DEVELOPMENT CREDITS (CAT 1/SMALL TRANSIT PROVIDER - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5310 FUNDS - DENTON LEWISVILLE UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5310	PROGRAM ADMINISTRATION	CAPITAL	\$ 43,165	\$ -	\$ -	\$ -	\$ -	\$ 43,165	ADD PROJECT TO TIP/STIP; PROGRAM ADMINISTRATION DOES NOT REQUIRE MATCH
\$ 43,165										

North Central Texas Council of Governments

Programs of Projects (continued)

FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - MCKINNEY-FRISCO UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5307	PROJECT ADMINISTRATION	CAPITAL	\$ 45,644	\$ -	\$ -	\$ -	\$ 9,129	\$ 45,644	ADD PROJECT TO TIP/STIP (TDC [MPO])
2026	5307	MOBILITY MANAGEMENT	CAPITAL	\$ 45,643	\$ -	\$ -	\$ -	\$ 9,129	\$ 45,643	ADD PROJECT TO TIP/STIP (TDC [MPO])
				\$ 91,287	\$ -	\$ -	\$ -	\$ 18,258	\$ 91,287	

NOTE: TRANSPORTATION DEVELOPMENT CREDITS (CAT 1/SMALL TRANSIT PROVIDER - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5310 FUNDS - MCKINNEY-FRISCO UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5310	PROGRAM ADMINISTRATION	CAPITAL	\$ 43,294	\$ -	\$ -	\$ -	\$ -	\$ 43,294	ADD PROJECT TO TIP/STIP; PROGRAM ADMINISTRATION DOES NOT REQUIRE MATCH
				\$ 43,294	\$ -	\$ -	\$ -	\$ -	\$ 43,294	

Northeast Transportation Services

Programs of Projects

FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

ORIGINAL FUNDED AMOUNT:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST
2025	5307	CAPITAL COST OF CONTRACTING	CAPITAL	\$ 320,000	\$ -	\$ -	\$ -	\$ 64,000	\$ 320,000
				\$ 320,000	\$ -	\$ -	\$ -	\$ 64,000	\$ 320,000

CURRENT REQUEST:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5307	CAPITAL COST OF CONTRACTING	CAPITAL	\$ 213,333	\$ -	\$ -	\$ -	\$ 42,667	\$ 213,333	DECREASE FUNDING AND TDCS (MPO)
2026	5307	OPERATING ASSISTANCE (SPECIAL RULE)	OPERATING	\$ 106,667	\$ -	\$ -	\$ 106,667	\$ -	\$ 213,334	ADD PROJECT TO TIP/STIP
				\$ 320,000	\$ -	\$ -	\$ 106,667	\$ 42,667	\$ 426,667	

NOTE: TRANSPORTATION DEVELOPMENT CREDITS (CAT 1/SMALL TRANSIT PROVIDER - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Public Transit Services

Programs of Projects

FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5307	OPERATING ASSISTANCE (SPECIAL RULE)	OPERATING	\$ 103,105	\$ -	\$ -	\$ 103,105	-	\$ 206,210	ADD PROJECT TO TIP/STIP
2026	5307	PREVENTIVE MAINTENANCE	CAPITAL	\$ 110,000	\$ -	\$ -	\$ -	22,000	\$ 110,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
2026	5307	MOBILITY MANAGEMENT	CAPITAL	\$ 110,000	\$ -	\$ -	\$ -	22,000	\$ 110,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
2026	5307	PROJECT ADMINISTRATION	CAPITAL	\$ 60,000	\$ -	\$ -	\$ -	12,000	\$ 60,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
2026	5307	ACQUISITION OF SOFTWARE	CAPITAL	\$ 57,500	\$ -	\$ -	\$ -	11,500	\$ 57,500	ADD PROJECT TO TIP/STIP (TDC [MPO])
				\$ 440,605	\$ -	\$ -	\$ 103,105	\$ 67,500	\$ 543,710	

NOTE: TRANSPORTATION DEVELOPMENT CREDITS (CAT 1/SMALL TRANSIT PROVIDER - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

SPAN

Programs of Projects

FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5307	OPERATING ASSISTANCE (SPECIAL RULE)	OPERATING	\$ 526,951	\$ -	\$ -	\$ 526,951	-	\$ 1,053,902	ADD PROJECT TO TIP/STIP
2026	5307	PREVENTIVE MAINTENANCE	CAPITAL	\$ 360,000	\$ -	\$ -	\$ -	72,000	\$ 360,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
2026	5307	MOBILITY MANAGEMENT	CAPITAL	\$ 250,000	\$ -	\$ -	\$ -	50,000	\$ 250,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
2026	5307	BUS: SUPPORT EQUIP AND FACILITIES	CAPITAL	\$ 12,000	\$ -	\$ -	\$ -	2,400	\$ 12,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
2026	5307	PROJECT ADMINISTRATION	CAPITAL	\$ 100,000	\$ -	\$ -	\$ -	20,000	\$ 100,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
2026	5307	ACQUISITION OF HARDWARE	CAPITAL	\$ 50,000	\$ -	\$ -	\$ -	10,000	\$ 50,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
				\$ 1,298,951	\$ -	\$ -	\$ 526,951	\$ 154,400	\$ 1,825,902	

NOTE: TRANSPORTATION DEVELOPMENT CREDITS (CAT 1/SMALL TRANSIT PROVIDER - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

FY2024 PROGRAM OF PROJECTS - TRANSIT SECTION 5310 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5310	PURCHASE OF SERVICE - DENTON COUNTY	CAPITAL	1,000,000	-	-	-	200,000	1,000,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
				1,000,000	-	-	-	200,000	1,000,000	

NOTE: TRANSPORTATION DEVELOPMENT CREDITS (CAT 1/SMALL TRANSIT PROVIDER - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

STAR

Programs of Projects

FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5307	OPERATING ASSISTANCE (SPECIAL RULE)	OPERATING	\$ 1,587,249	\$ -	\$ 1,587,249	-	\$ 3,174,498	ADD PROJECT TO TIP/STIP
2026	5307	PREVENTIVE MAINTENANCE	CAPITAL	\$ 465,000	\$ -	\$ -	93,000	\$ 465,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
2026	5307	MOBILITY MANAGEMENT	CAPITAL	\$ 640,000	\$ -	\$ -	128,000	\$ 640,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
2026	5307	ACQUISITION OF SOFTWARE	CAPITAL	\$ 330,000	\$ -	\$ -	66,000	\$ 330,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
2026	5307	PROJECT ADMINISTRATION	CAPITAL	\$ 100,000	\$ -	\$ -	20,000	\$ 100,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
\$ 3,122,249				\$ -	\$ -	\$ 1,587,249	\$ 307,000	\$ 4,709,498	

NOTE: TRANSPORTATION DEVELOPMENT CREDITS (CAT 1/SMALL TRANSIT PROVIDER - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

FY2024 PROGRAM OF PROJECTS - TRANSIT SECTION 5310 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2026	5310	PURCHASE OF SERVICE - MESQUITE	CAPITAL	661,368	-	-	165,342	-	826,710
2026	5310	PURCHASE OF SERVICE - DESOTO	CAPITAL	475,000	-	-	118,750	-	593,750
2026	5310	PURCHASE OF SERVICE - ROCKWALL	CAPITAL	225,000	-	-	56,250	-	281,250
2026	5310	PURCHASE OF SERVICE - KAUFMAN	CAPITAL	450,000	-	-	112,500	-	562,500
1,811,368				-	-	452,842	-	2,264,210	



North Central Texas Council
of Governments

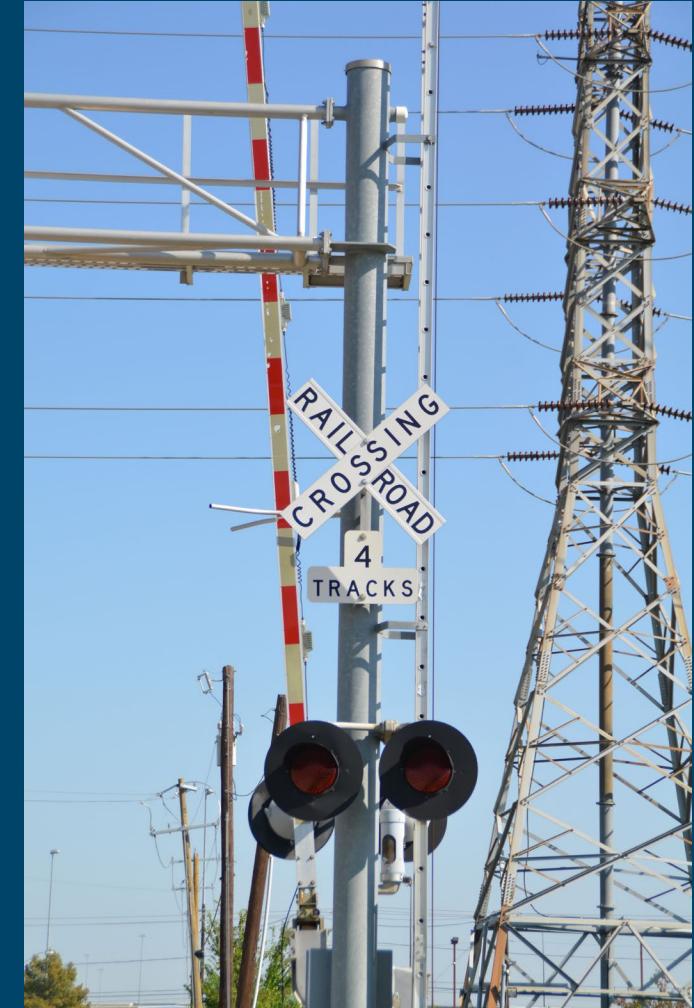
Rail Crossing Improvement Program

Mike Johnson, Principal Transportation Planner
Regional Transportation Council
September 11, 2025

Rail Crossing Improvement Program

Program Overview:

- Funding was approved in the Strategic Transportation Funding Program approved by the RTC in February 2024.
- Improve safety and quality of life near at-grade rail crossings throughout the NCTCOG region.
- Identify *low-cost* solutions for crossings in disrepair by working with cities, counties, and TxDOT.
- NCTCOG staff reviewed at-grade crossings across the region based on the specified evaluation criteria.
- Not for high-cost solutions such as grade separations.



Courtesy of NCTCOG



Rail Crossing Improvement Program

Funding Details:

Rail Crossing Improvement Funding				
Project Corridor	Regional Toll Revenue	Local Match	Total	Allocation
West	\$3.1 Million	\$.775 Million	\$3.875 Million	31%
East	\$6.9 Million	\$1.725 Million	\$8.625 Million	69%
Total	\$10 Million	\$2.5 Million	\$12.5 Million	100%

Regional Toll Revenue funding from West Set-Aside and Dallas RTR accounts



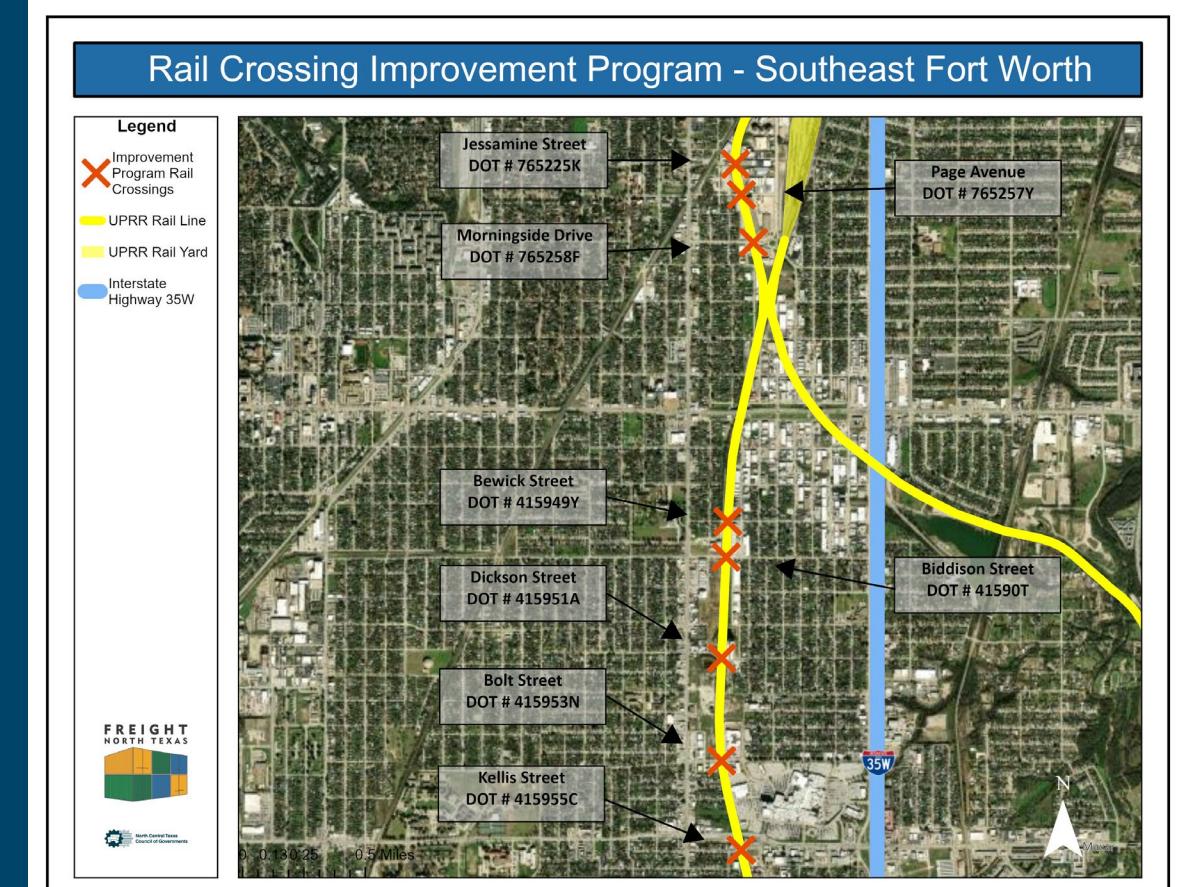
West - Fort Worth Union Pacific RR from Kellis to Jessamine

Crossings Identified:

- Kellis Street
- Bolt Street
- Dickson Street
- Biddison Street
- Bewick Street
- Morningside Drive
- Page Avenue
- Jessamine Street

Recommendations:

- Supplement existing City of Fort Worth effort
- Fund additional crossing safety improvements and quiet zone, in addition to a crossing closure



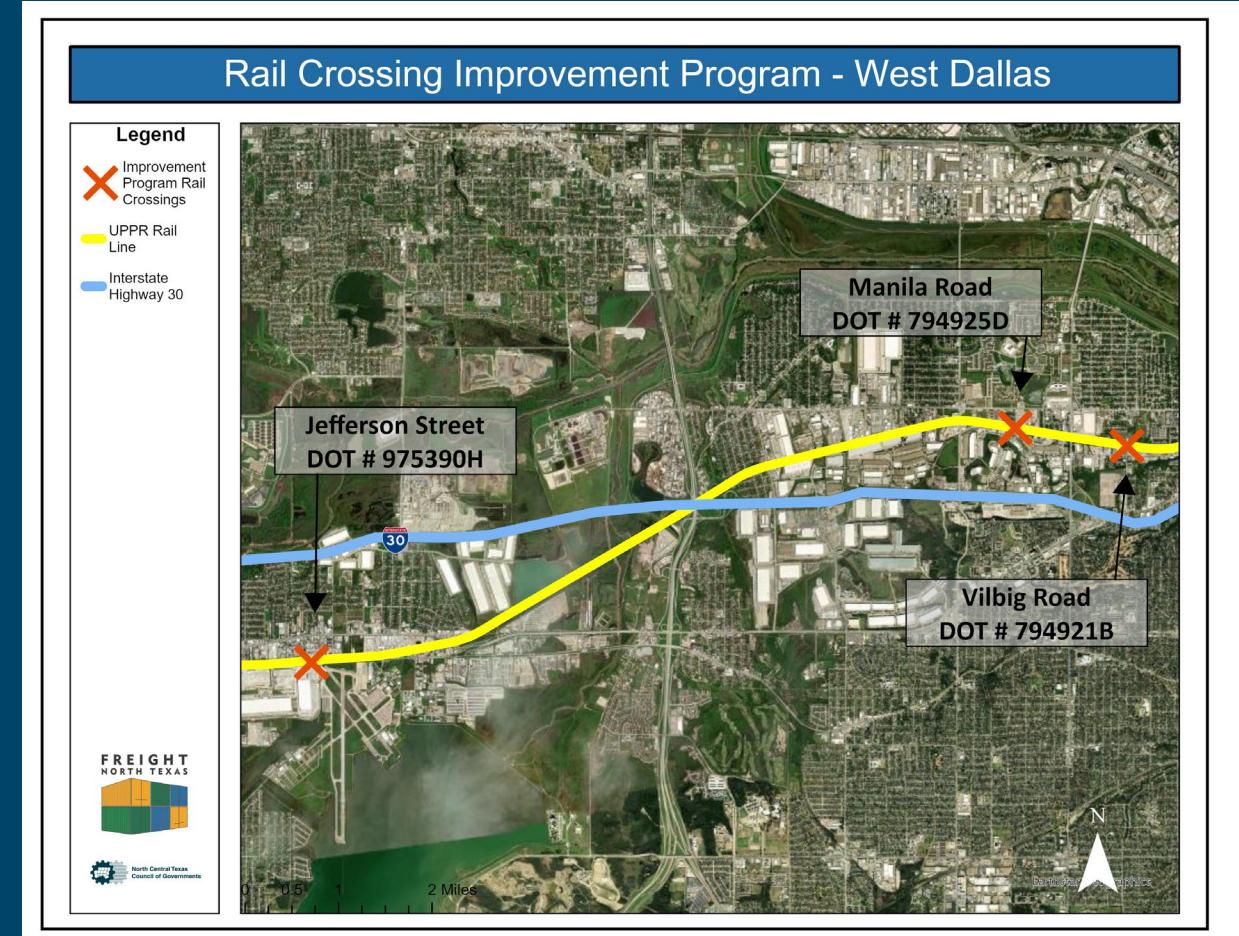
East - Dallas Union Pacific RR from Vilbig to East Jefferson

Crossings Identified:

- Vilbig Road
- East Jefferson Street
- Manilla Road

Recommendations:

Fund crossing safety improvements and quiet zone, in addition to a crossing closure



Courtesy of NCTCOG



Requested Action Schedule

August 22, 2025	STTC Action Item
September 11, 2025	RTC Action Item
October 13, 2025	October Public Meeting
October 23, 2025	Executive Board Endorsement (Approval)



REQUESTED ACTION – Rail Crossing Improvement Program Funding

RTC approval of:

The allocation of Regional Toll Revenue for:

- West - City of Fort Worth Rail Crossings - \$3.1 Million
- East - City of Dallas Rail Crossings - \$6.9 Million

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 Rail Crossing Improvement Program.

Regional Toll Revenue funding will be from the West Set-Aside account and the Dallas account

RTC Action Item – September 11, 2025



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NCTCOG PRESENTATION

FUNDING FOR TRANSPORTATION IMPROVEMENTS IN CLEBURNE NEAR AMAZON FACILITY

Regional Transportation Council | September 11, 2025

BACKGROUND

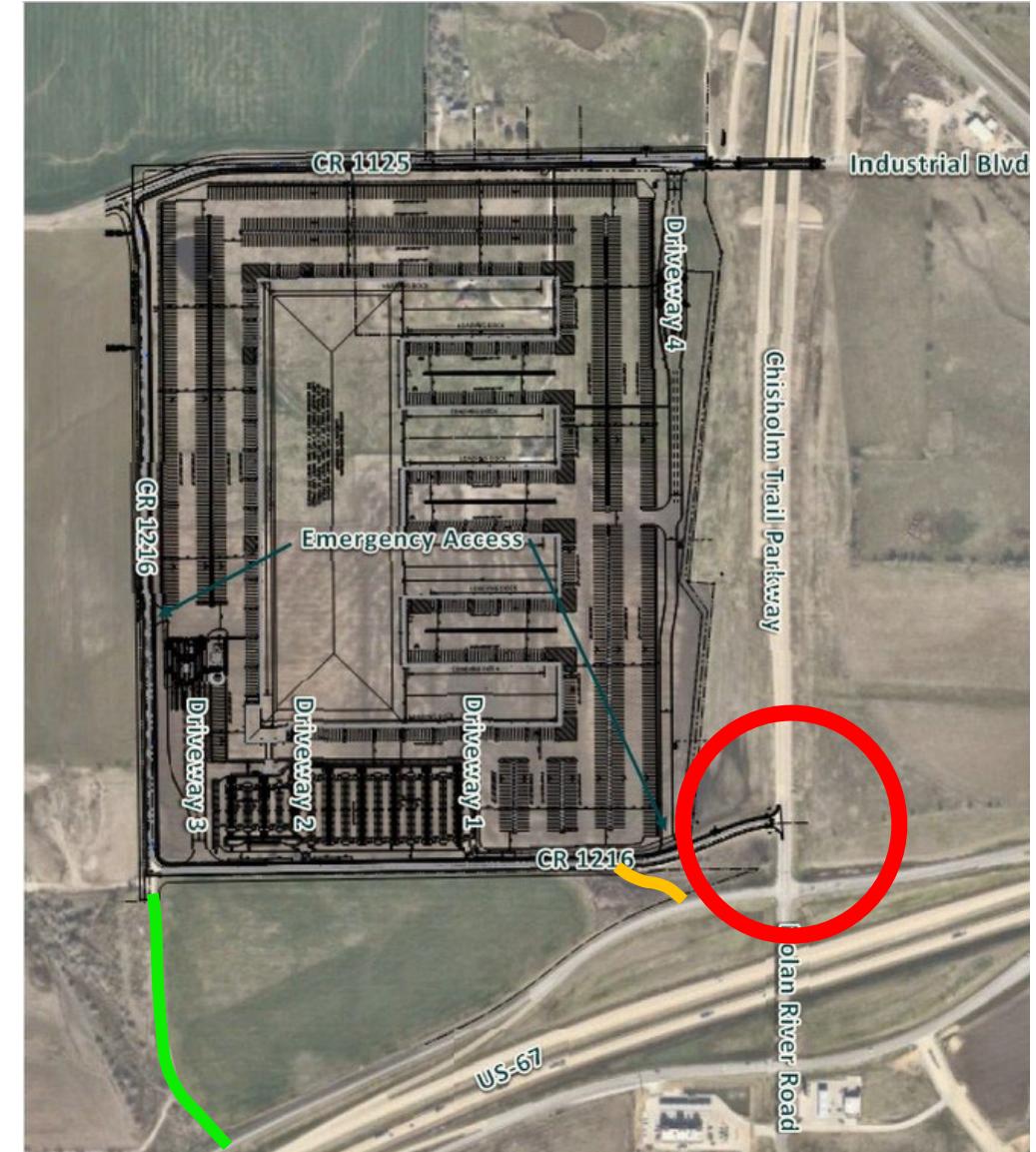
- A new Amazon facility is under construction at the intersection where US 67 and Chisholm Trail Parkway (CTP) meet
- Amazon and the City of Cleburne have been working with the Texas Department of Transportation and the North Texas Tollway Authority on the best interface with US 67 and CTP
- Johnson County and TxDOT flagged that the proposed interface will likely cause significant congestion and safety concerns
- North Central Texas Council of Governments pulled the parties together to develop a safer interface



PROPOSED IMPROVEMENT OPTIONS

- Original improvement was a proposed traffic signal less than 300 ft from US 67 frontage road intersection
- Discussed directing trucks to a temporary improvement
- Permanent solution discussed as well

- Original
- Temporary
- Permanent



PROPOSED SOLUTION

- Build permanent connection initially
- Provide funding for the cost of the temporary connection as a regional commitment (grant), in the amount of \$362,000
- Loan the City of Cleburne the balance of funding needed, in an amount not to exceed \$2,638,000 to enable the City and Amazon to build the permanent improvement from the beginning



REQUESTED ACTION – FUNDING FOR TRANSPORTATION IMPROVEMENTS IN CLEBURNE NEAR AMAZON FACILITY

- RTC approval of:
 - The proposed funding and improvements detailed in slides 2-4, including up to \$3.0 million in RTC Local funds of which:
 - \$362,000 is a grant
 - \$2,638,000 is a loan to be repaid by City of Cleburne
 - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate these changes

RTC Action Item – September 11, 2025



QUESTIONS?



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



**DRAFT 2025 Regional Transportation Council
Federal Surface Transportation Authorization
Priorities**

Adequately Fund the Transportation System

Enact a long-term bill that provides stable funding and addresses the solvency of the Highway Trust Fund. This should include increasing traditional revenue sources for all modes of transportation and air quality programs, leveraging innovative funding methods, and updating allocation formulas to reflect current needs.

Streamline Project Delivery by Formula Allocation

Shift select competitive grants to formula funding, empower MPOs to act as direct recipients of certain federal funds, and reduce local match requirements. This would simplify funding processes, enhance flexibility, and accelerate transportation project implementation.

Pursue Safety through Technology

Utilize technology to enhance the transportation system by improving safety and congestion. This includes the consistent and safe implementation of technological advances, such as autonomous vehicles and data sharing, as well as examining new technologies to deter unsafe driving behaviors.

Expand Options

Maximize transportation efficiencies through transit-oriented developments, support shared mobility solutions, and strengthen regional, state, and national goods movement with smart ports and multimodal freight networks. Encourage high-speed rail and deploy advanced air quality technologies, such as hydrogen fuel cell electric systems, to reduce congestion and emissions.

Increase Efficiency

Incentivize regions that initiate streamlined project delivery and directly formula allocate funds to states and MPOs to increase efficiency. Additionally, encourage partnerships between federal agencies and focus on the preservation of existing transportation assets.

**DRAFT 2025 Regional Transportation Council
Principles for Federal Surface Transportation Authorization**

Adequately Fund the Transportation System

- Pass a long-term bill to provide stability for transportation planning and funding
- Increase traditional revenue; identify additional revenue to maintain and improve the transportation system and address the solvency of the Highway Trust Fund
- Allow flexibility to collect revenue smarter; update allocation formulas that use outdated census data
- Increase innovative funding, such as Public Private Partnerships and infrastructure banks, and seek opportunities to leverage funds
- Provide adequate funding for air quality and congestion mitigation programs to ensure compliance with air quality conformity requirements and funding for all modes of transportation

Streamline Project Delivery by Formula Allocation

- Shift certain competitive grant funding to formula funding
- Allow MPOs to become direct recipients for certain federal funds
- Reduce local match for federal transportation programs

Pursue Safety through Technology

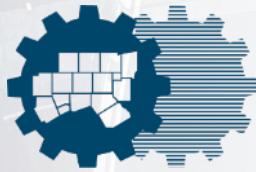
- Improve the transportation system through technology; increase safety and relieve congestion
- Support a safe, consistent implementation of technological advances, such as autonomous vehicles, data sharing and unmanned aircraft systems
- Examine the advancement of technology for safety purposes (e.g., wrong way driving, lack of seat belt use, and cell phone use while driving)

Expand Options

- Maximize the transportation efficiencies of transit-oriented developments to reduce roadway congestion and improve air quality
- Support public and private shared mobility solutions
- Highlight the importance of regional, state and national goods movement policies and programs, and initiate smart ports that include multimodal freight networks with highways, freight rail, seaports, inland ports, and airports
- Encourage high-speed rail development with rail corridors owned by the public sector similar to our national airport system
- Improve air quality technologies (e.g., hydrogen fuel cell electric) that can significantly reduce anticipated out-year emission levels

Increase Efficiency

- Develop incentives for regions that initiate streamlined project delivery
- Formula allocate transportation funds directly to states and MPOs that are best qualified to streamline Congressional initiatives
- Encourage partnerships between federal agencies to break silos and solve multiple problems simultaneously
- Preserve and renew transportation assets



2025 RTC PRIORITIES FOR SURFACE TRANSPORTATION REAUTHORIZATION

REBEKAH GONGORA

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Regional Transportation Council Meeting

September 11, 2025

UPCOMING FEDERAL ACTIONS

The Infrastructure Investment and Jobs Act (IIJA), the current authorization for Federal surface transportation programs, expires on September 30, 2026.

Congress is in the early stages of crafting the next surface transportation bill.

Authorizing committees in both chambers are expected to release draft text later this year.

Floor action is expected next year.



RECENT FEDERAL ACTIONS

Initial hearings and discussions have taken place in the House Transportation and Infrastructure Committee and the Senate Environment and Public Works Committee.

Committee leadership has identified some priorities and continue to gather topics.

- Committee members requested initial topics in May through an online stakeholder portal.
- USDOT issued a Request for Information in July on surface transportation ideas for consideration. Comments were submitted based on current RTC federal priorities.



COMMITTEE PRIORITIES

HOUSE TRANSPORTATION AND INFRASTRUCTURE COMMITTEE

- Federal regulatory reform; streamline project delivery
- Funding certainty; reforming funding structure
- Improve safety and mobility

SENATE ENVIRONMENT AND PUBLIC WORKS COMMITTEE

- Reforming and modernizing federal programs to increase efficiency
- Addressing needs across states through flexibility
- Improving the safety and reliability of the system



PROPOSED RTC FEDERAL PRIORITIES

Adequately Fund the Transportation System

Streamline Project Delivery by Formula Allocation

Pursue Safety through Technology

Expand Options

Increase Efficiency



NEXT STEPS

Review Draft RTC Federal Surface Transportation Authorization Legislative Priorities

Review Draft RTC Principles (this is the detailed foundation of the Priorities)

Provide comments, questions, suggestions to staff by September 30

Anticipated RTC approval this fall



A long, yellow school bus is parked in a lot. The bus is oriented horizontally across the frame, with its front facing towards the left. It has multiple windows along its side and a dark roof. In the background, there are other vehicles, including what appears to be a truck and some smaller cars, parked in a row. The overall scene is outdoors and slightly overexposed.

TESTIMONY PROVIDED DURING THE 89TH TEXAS LEGISLATIVE SESSION

Image Provided By Getty (source for
external images only)

WRITTEN TESTIMONY PROVIDED

HB 1361 (Hernandez) Distribute LIRAP program funds back to counties. **Support** letter sent to House Environmental Regulation on 3/27/25. (RTC Packet 06/12/25)

HB 3727 (Patterson) Create grant program for railroad grade separation projects. **Support** letter sent to House Transportation on 4/3/25. **Senate companion bill passed.** (RTC Packet 06/12/25)

HB 1288 (Landgraf) Repeal cap on Texas Transportation Commission discretionary funds. **Opposition** letter sent to House Subcommittee on Transportation Funding on 3/31/25.

HB 1402 (Harris) Prohibit public money for altering roadways for a high-speed rail project. **Opposition** letter sent to House Subcommittee on Transportation Funding on 3/31/25.

HB 1589 (Gerdes) Require voter approval for the construction of a new toll project. **Opposition** letter sent to House Subcommittee on Transportation Funding on 4/14/25.

HB 2323 (Shaheen) End toll collection on toll projects once costs/bonds were fully paid off. **Opposition** letter sent to House Subcommittee on Transportation Funding on 3/31/25.



IN-PERSON TESTIMONY PROVIDED

HB 3511 (Anchia) Authorize the Public Utility Commission to establish standards for electric vehicle interconnection to ERCOT grid.

- Neutral testimony provided to the House State Affairs Committee on 4/9/25 at legislator request.

HB 4841 (Anchia) Create a TCEQ program to connect clean vehicle grant applicants with pre-2009 diesel vehicle owners for replacement funding.

- Neutral testimony provided to the House Environmental Regulation Committee on 4/24/25 at legislator request.



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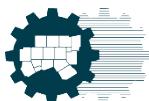
Strategic Traffic Signal Program

REGIONAL TRANSPORTATION COUNCIL
September 11, 2025

OVERVIEW OF REGIONAL TRAFFIC SIGNAL PROGRAM

Traffic Signal Equipment + Traffic Signal Performance = Identify Need

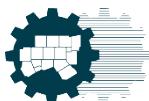
1. Signal Retiming
2. Signal Equipment
3. Signal Software
4. Roadway Capacity Improvement



PROPOSED TRAFFIC SIGNAL PROGRAM FUNDING REQUIREMENTS

To be eligible, agencies must:

1. Develop and maintain a Traffic Signal Maintenance Standard Operating Procedures and Replacement Strategy (all 22 elements).
City Develop or NCTCOG Support
2. Monitor traffic signal performance through INRIX platform.
3. Participate in regional data sharing efforts consistent with Traffic Management Data Dictionary (TMDD) standards for Center-to-Center communication.
4. Participate in NCTCOG Traffic Signal Committee and Peer-to-Peer subject matter experts.

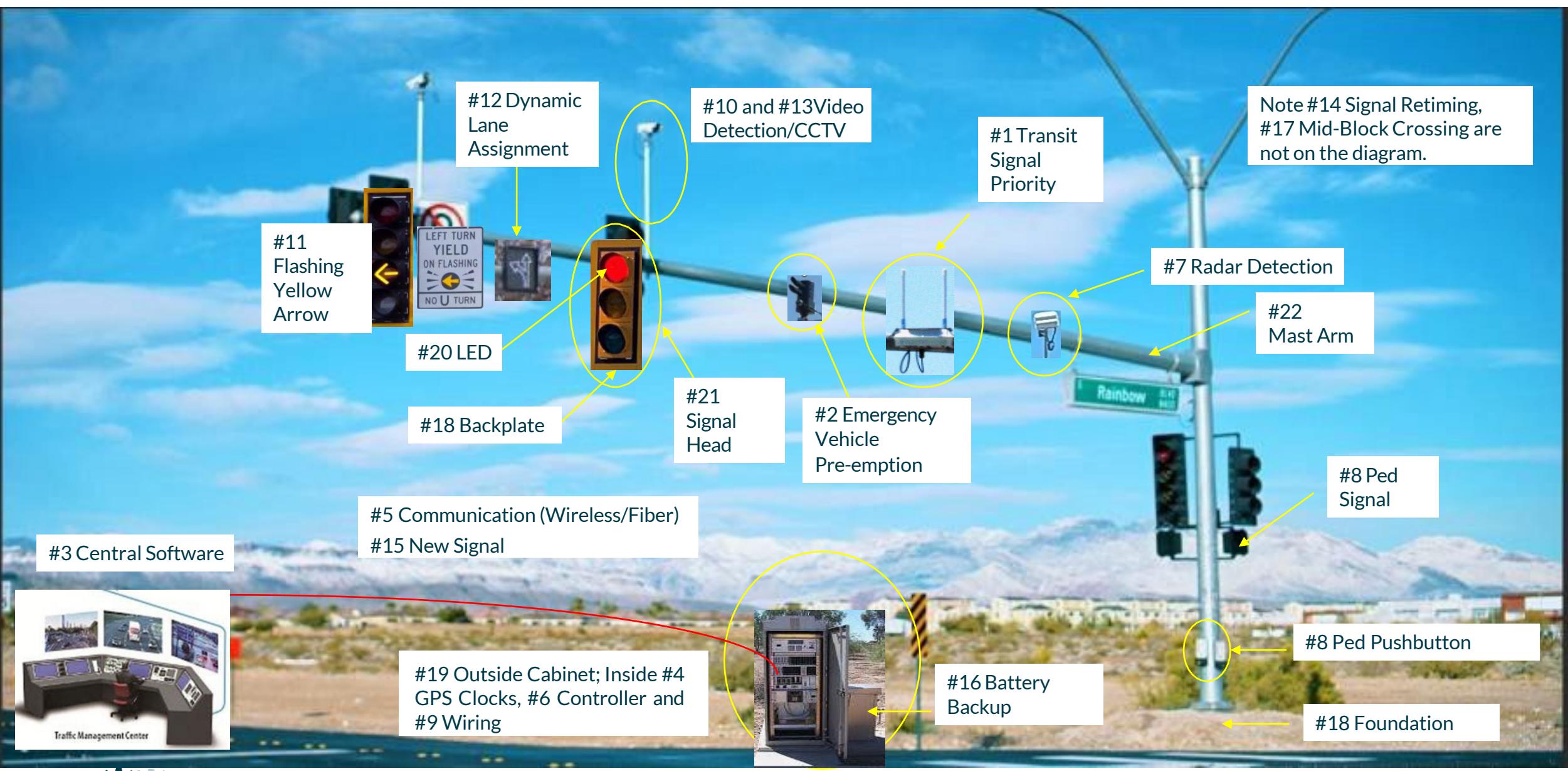


EVALUATION PROCESS FOR SIGNAL FUNDING REQUESTS

1. Review Equipment Inventory Assessment
 - Review age, condition, and availability of key components (e.g., controllers, detection, cabinets).
2. Review Signal Performance Measures
 - Use of INRIX Signal Analytics to evaluate delay, arrivals on green, split failures, and coordination issues.
3. Identify / Prioritize Improvements
 - Identify upgrades aligned with improvement categories and available funding.



TRAFFIC SIGNAL COMPONENTS



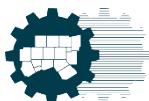
Proposed Traffic Signal Funding Process

STEP 1. REVIEW EQUIPMENT INVENTORY ASSESSMENT (BEGAN 2022; UPDATED 2024)

Projects are evaluated based on the type of improvement and corridor characteristics.

Improvement Category: Central Software, Coordination Equipment, Operations and Physical Equipment.

Corridor Characteristics: Located on transit, freight, or special event corridors or documented safety concerns or crash history.



STEP 2. REVIEW SIGNAL PERFORMANCE MEASURES (BEGAN 2024)

Evaluate Average Control Delay/Vehicle

24 hour

AM peak

PM peak

Weekend

A <= 10 seconds

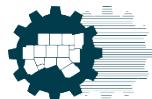
B > 10 - 20 seconds

C > 20 - 35 seconds

D > 35 - 55 seconds

E > 55 - 80 seconds

F > 80 seconds



STEP 3: CATEGORIZING IMPROVEMENTS

#	Types of Improvements	Cost Sharing (Federal / Match)
1	Transit Signal Priority / Transit Signal 2.0	80/20
2	Emergency Vehicle Pre-emption	80/20
3	Central Software	80/20
4	GPS Clocks	80/20
5	Communication (fiber or wireless)	80/20
6	Controllers	80/20
7	Vehicle Detection (No Loops)	80/20
8	Bike / Ped Equipment / Low and High-End Volume Warrant	80/20
9	Wiring	80/20
10	Freight Signal Optimization	80/20
11	Flashing Yellow Arrows	80/20

STEP 3: CATEGORIZING IMPROVEMENTS (CONT.)

#	Types of Improvements	Cost Sharing (Federal / Match)
12	Dynamic / Reversible Lane Assignments	80/20
13	CCTV / Camera for Operations (Non-Scheduled Events)	80/20
14	Signal Retiming / Safety / High Volumes	80/20
15	New Signals (Warrants 4,5,6,7, and 9)	80/20
16	Battery Back-Up	80/20
17	Mid-Block Crossing	0/100
18	Backplate	0/100
19	Cabinets / Foundations	0/100
20	LEDs	0/100
21	Signal Head Replacement	0/100
22	Span Wire to Mast Arm / Poles	0/100

SCHEDULE

Action	Meeting	Date
Information – Traffic Signal Program	STTC	June 27, 2025
Information – Traffic Signal Program	RTC	September 11, 2025
Action – Traffic Signal Program	STTC	September 26, 2025
Action – Traffic Signal Program	RTC	October 9, 2025



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Regional Transportation Council Attendance Roster
July 2024 - August 2025

RTC MEMBER	Entity	7/11/24	8/8/24	9/12/24	10/17/24	12/12/24	1/23/25	2/13/25	3/13/25	4/10/25	6/12/25	7/10/25	8/7/25
Daniel Alemán Jr (01/22)	Mesquite	P	E(R)	P	E(R)	P	E(R)	P	P	P	P	P	P
Arfsten, Bruce (07/23)	Addison	P	P	P	P	P	P	P	P	P	P	P	P
Steve Babick (06/22)	Carrollton	P	P	P	P	P	P	P	E(R)	P	P	P	P
Rick Bailey (07/22)	Johnson County	P	P	P	P	P	E(R)	P	P	P	P	P	P
Adam Bazaldua (09/21)	Dallas	A	E(R)	P	P	P	P	E(R)	E	P	A	E	P
Elizabeth M. Beck (08/21)	Fort Worth	P	P	P	A	E(R)	E	P	P	P	A	P	A
Curtis Bergthold (07/25)	Richland Hills	--	--	--	--	--	--	--	--	--	--	P	P
Alan Blaylock (03/23)	Fort Worth	P	P	P	P	P	P	P	P	P	P	P	P
Ceason Clemens (10/22)	TxDOT, Dallas	P	P	P	P	P	P	E(R)	P	P	P	P	P
Bill Cox (07/25)	McKinney	--	--	--	--	--	--	--	--	--	--	P	P
Michael Crain (06/22)	Fort Worth	E(R)	P	P	P	P	P	P	P	E	E(R)	P	A
Theresa Daniel (11/18)	Dallas County	E	P	P	P	P	A	E(R)	P	P	A	E	E
Jeff Davis (11/19)	Trinity Metro	E	P	P	P	P	P	P	P	P	A	P	P
Pat Deen (07/24)	Parker	P	P	P	P	P	P	P	E	P	P	P	P
Andy Eads (1/09)	Denton County	P	P	P	P	P	E	E(R)	P	P	P	P	P
Michael Evans (2/23)	Mansfield	P	A	P	P	P	E(R)	P	P	P	E	P	A
Vernon Evans (4/24)	DFW Airport	A	E	E(R)	P	A	P	P	P	A	P	A	P
Carlos Flores (07/25)	Fort Worth	--	--	--	--	--	--	--	--	--	--	A	P
T.J. Gilmore (06/25)	Lewisville	--	--	--	--	--	--	--	--	--	A	P	P
Raul H. Gonzalez (09/21)	Arlington	P	P	P	P	P	P	P	P	P	P	P	P
Lane Grayson (01/19)	Ellis County	P	P	P	A	P	A	E	P	P	E	P	P
Mojo Haddad (10/14)	NTTA	E	P	E	P	P	A	P	P	P	A	P	P
Clay Lewis Jenkins (04/11)	Dallas County	P	E(R)	P	P	P	P	P	P	P	P	A(R)	E
Ron Jensen (06/13)	Grand Prairie	P	P	P	P	P	P	P	P	P	P	P	E(R)
Jill Jester (08/24)	Denton	--	P	A	P	P	P	E	E	P	P	P	P
Matt Krause (01/25)	Tarrant County	--	--	--	--	--	P	E	E	P	E	P	P
Stephen Mason (05/24)	Cedar Hill	P	P	P	P	P	E	P	P	P	P	P	P
Cara Mendelsohn (07/20)	Dallas	P	P	P	P	P	A	P	P	P	P	P	P
Cesar Molina (08/24)	DCTA	--	P	P	P	P	E	P	P	P	A	P	A
Jesse Moreno (07/24)	City of Dallas	E	P	P	P	P	P	P	A	P	P	P	P
Ed Moore (07/22)	Garland	P	P	P	E	A	P	P	P	P	P	P	P
Matthew Porter (07/24)	Wylie	P	P	P	P	P	E(R)	P	P	P	P	P	P
John Muns (6/23)	Plano	A	P	P	P	E(R)	E	P	P	P	P	A(R)	P
Manny Ramirez (1/23)	Tarrant County	E	E	E	P	P	E	P	P	E	P	E	P
Jim R. Ross (07/21)	Arlington	P	E(R)	P	E(R)	P	P	P	P	P	P	P	P
David Salazar (10/22)	TxDOT, FW	E(R)	P	P	E(R)	P	P	P	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
July 2024 - August 2025

RTC MEMBER	Entity	7/11/24	8/8/24	9/12/24	10/17/24	12/12/24	1/23/25	2/13/25	3/13/25	4/10/25	6/12/25	7/10/25	8/7/25
Gary Slagel (11/23)	DART	P	P	P	P	P	P	P	P	P	P	P	P
Bobby Stovall (07/24)	Hunt County	P	P	P	P	P	P	P	P	P	P	P	P
Burt Thakur (08/25)	Frisco	--	--	--	--	--	--	--	--	--	--	--	P
Jeremy Tompkins (10/19)	Euless	P	P	P	P	P	P	P	E(R)	P	P	P	P
William Tsao (3/17)	Dallas	P	P	P	P	P	P	P	P	P	P	A	P
Webb, Dennis (08/25)	Irving	--	--	--	--	--	--	--	--	--	--	--	P
Webb, Duncan (6/11)	Collin County	P	P	P	P	P	E(R)	P	P	P	P	P	P
Chad West (11/22)	Dallas	P	P	P	E(R)	A(R)	P	E	A	P	A	A	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
August 2024 - August 2025

STTC MEMBERS	Entity	08/23/24	09/27/24	10/25/24	12/06/24	01/24/25	02/28/25	03/28/25	04/25/25	05/23/25	06/27/25	07/25/25	08/22/25
Rifat Alam	Lancaster	*	P	R	A	P	P	*	*	*	*	P	*
Ahmed Alqaisi	Dallas	--	--	--	--	--	--	*	*	*	*	A	*
Marah Aqqad	Bedford	--	--	--	--	--	--	--	--	--	--	--	*
Joe Atwood	Hood County	*	P	P	A	P	A	*	*	*	*	P	*
Melissa Baker	Irving	*	P	P	P	E	P	*	*	*	*	E	*
James Bell	Grand Prairie	--	P	P	P	P	A	*	*	*	*	P	*
David Boski	Grand Prairie	--	P	P	P	P	P	*	*	*	*	P	*
Shon Brooks	Waxahachie	*	A	P	P	P	P	*	*	*	*	P	*
Tanya Brooks	DART	*	R	P	P	P	P	*	*	*	*	R	*
Matt Bryant	City of Duncaville	*	P	A	A	A	A	*	*	*	*	A	*
Daniel Burnham	Arlington	*	P	P	R	P	P	*	*	*	*	P	*
Jeffrey Bush	TxDOT Dallas	--	--	--	--	--	--	*	*	*	*	P	*
Farhan Butt	Denton	*	P	P	P	P	P	*	*	*	*	P	*
Bryan Cabrera	Mesquite	--	--	--	--	--	--	--	*	*	*	A	*
Brenda Callaway	Rockwall County	*	P	A	A	P	P	*	*	*	*	P	*
Aaron Ceder	Dallas County	--	--	A	A	P	P	*	*	*	*	A	*
John Cordary, Jr.	TxDOT FW	*	P	P	P	P	A	*	*	*	*	P	*
Tara Crawford	Trinity Metro	--	--	P	A	P	P	*	*	*	*	P	*
Clarence Daugherty	Collin County	*	P	P	P	P	P	*	*	*	*	P	*
Chad Davis	Wise County	*	A	P	A	P	P	*	*	*	*	P	*
Taylor Derden	Mansfield	--	--	--	--	P	*	*	*	*	*	P	*
Pritam Deshmukh	Richardson	*	P	P	P	P	P	*	*	*	*	P	*
Becky Diviney	Town of Addison	--	--	--	A	P	P	*	*	*	*	P	*
Phil Dupler	FWTA	*	P	A	P	P	A	*	*	*	*	P	*
Eric Fladager	Fort Worth	*	P	A	P	P	A	*	*	*	*	P	*
Chris Flanigan	Allen	*	P	P	P	P	P	*	*	*	*	A	*
Ann Foss	Arlington	--	--	--	--	--	--	--	--	--	--	--	*
Austin Frith	DCTA	*	P	P	A	P	P	*	*	*	*	P	*
Gary Graham	McKinney	*	P	R	P	R	R	*	*	*	*	P	*
Scott Hall	Tarrant County	*	P	P	A	A	P	*	*	*	*	A	*
Tom Hammons	Carrollton	*	P	P	P	P	P	*	*	*	*	P	*
Namoo Han	Garland	--	--	--	--	--	--	--	--	--	--	P	*
Craig Hancock	NTTA	--	--	--	--	P	P	*	*	*	*	p	*
Chris Harris	Greenville	--	--	--	A	A	A	*	*	*	*	A	*
Ron Hartline	The Colony	*	A	A	A	P	P	*	*	*	*	A	*
Sophia Harvey	Dallas	--	--	--	--	--	--	--	*	*	*	A	*
Barry Heard	Kaufman County	*	P	P	P	P	P	*	*	*	*	P	*
Duane Hengst	Hurst	--	--	--	--	A	P	*	*	*	*	A	*
Matthew Hotelling	Flower Mound	*	P	P	A	P	P	*	*	*	*	P	*
Jeremy Hutt	Cleburne	*	P	P	P	P	P	*	*	*	*	P	*
Thuan Huynh	McKinney	*	P	P	R	P	P	*	*	*	*	P	*
Joseph Jackson	Tarrant County	*	P	P	A	P	P	*	*	*	*	P	*

Present = P, Absent = A, Represented = R, Excused (personal illness, family emergency, jury duty, business necessity)

-- =Not yet eligible to attend *Meeting held by video/audio conference. Individual attendance not taken.

Surface Transportation Technical Committee Attendance Roster
August 2024 - August 2025

STTC MEMBERS	Entity	08/23/24	09/27/24	10/25/24	12/06/24	01/24/25	02/28/25	03/28/25	04/25/25	05/23/25	06/27/25	07/25/25	08/22/25
Joel James	NTTA	*	P	P	P	P	P	*	*	*	*	P	*
William Janney	Frisco	*	P	A	A	P	*	*	*	*	*	A	*
Major L. Jones	Euless	*	P	P	P	R	P	*	*	*	*	A	*
Gus Khankarli	Dallas	*	P	P	P	P	P	*	*	*	*	P	*
Lauren LaNeave	Southlake	--	--	--	--	--	A	*	*	*	*	A	*
Alonzo Liñán	Keller	*	A	A	A	A	A	*	*	*	*	A	*
Eron Linn	DART	*	P	P	E	E	P	*	*	*	*	P	*
Clay Lipscomb	Plano	*	P	P	A	P	P	*	*	*	*	P	*
Paul Luedtke	Garland	*	P	P	P	P	P	*	*	*	*	A	*
Stanford Lynch	Hunt County	*	P	R	R	A	P	*	*	*	*	P	*
Chad Marbut	Weatherford	*	P	P	P	P	P	*	*	*	*	P	*
Alberto Mares	Ellis County	*	P	P	A	P	P	*	*	*	*	P	*
John Mears	Mesquite	*	A	P	A	A	A	*	*	*	*	A	*
Brian Moen	Frisco	*	P	P	A	P	A	*	*	*	*	P	*
Mark Nelson	Richardson	*	P	P	P	P	R	*	*	*	*	P	*
Jim O'Connor	Irving	*	P	P	P	P	P	*	*	*	*	R	*
Alfredo Ortiz	Dallas	*	P	E	P	P	P	*	*	*	*	E	*
Cintia Ortiz	Parker County	*	P	P	P	P	P	*	*	*	*	P	*
Martin Phillips	Fort Worth	*	P	P	E	P	E	*	*	*	*	E	*
John Polster	Denton County	*	A	P	A	P	P	*	*	*	*	P	*
Kelly Porter	Fort Worth	*	P	P	P	P	P	*	*	*	*	E	*
Tim Porter	Wylie	*	A	R	P	R	R	*	*	*	*	A	*
Minesha Reese	Dallas County	--	P	P	P	P	A	*	*	*	*	P	*
Elizabeth Reynolds	Grapevine	*	E	E	P	P	A	*	*	*	*	P	*
James Rogge	Mansfield	*	P	P	P	P	A	*	*	*	*	P	*
Greg Royster	DFW Int. Airport	*	R	P	P	P	P	*	*	*	*	R	*
David Salmon	Lewisville	*	R	P	P	P	P	*	*	*	*	A	*
Joe Schweitzer	Bedford	--	--	--	--	A	P	*	*	*	*	R	*
Brian Shewski	Plano	*	P	R	P	P	P	*	*	*	*	P	*
Jason Shroyer	Little Elm	--	--	--	--	--	--	--	--	--	--	A	*
Ray Silva-Reyes	Farmers Branch	*	P	P	P	P	P	*	*	*	*	P	*
Chelsea St. Louis	Fort Worth	*	E	P	E	P	P	*	*	*	*	P	*
Aaron Tainter	Coppell	--	--	E	P	P	P	*	*	*	*	P	*
Erick Thompson	Burleson	*	P	P	P	P	P	*	*	*	*	P	*
Caleb Thornhill	Plano	*	A	A	A	P	A	*	*	*	*	A	*
Jennifer VanderLaan	Johnson County	*	P	P	P	P	P	*	*	*	*	P	*
Gregory Van	Haltom City	*	R	P	R	R	A	*	*	*	*	P	*
Daniel Vedral	Irving	*	P	P	E	P	R	*	*	*	*	P	*
Caroline Waggoner	North Richland	*	A	A	A	P	R	*	*	*	*	A	*
Robert Woodbury	Cedar Hill	*	P	P	P	P	P	*	*	*	*	P	*
Larry Wright	Colleyville	*	A	A	A	A	A	*	*	*	*	A	*
Jamie Zech	TCEO	*	A	A	A	A	A	*	*	*	*	A	*

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MEETING SUMMARY**SURFACE TRANSPORTATION TECHNICAL COMMITTEE**
Friday, July 25, 2025

The Surface Transportation Technical Committee (STTC) met on Friday, July 25, 2025, at 1:30 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Rifat Alam, Joe Atwood, James Bell, David Boski, Shon Brooks, Tim Palermo (representing Tanya Brooks), Daniel Burnham, Jeff Bush, Farhan Butt, Brenda Callaway, John Cordary, Jr., Tara Crawford, Clarence Daugherty, Chad Davis, Taylor Derden, Pritam Deshmukh, Becky Diviney, Phil Dupler, Eric Fladager, Austin Frith, Gary Graham, Tom Hammons, Namoo Han, Craig Hancock, Barry Heard, Matthew Hotelling, Jeremy Hutt, Thuan Huynh, Joseph Jackson, Joel James, Gus Khankarli, Eron Linn, Clay Lipscomb, Stanford Lynch, Chad Marbut, Alberto Mares, Brian Moen, Mark Nelson, Nathan Benditz (representing Jim O'Connor), Cintia Ortiz, John Polster, Minesha Reese, Elizabeth Reynolds, Pradnya More (representing Greg Royster), Marah Aqqad (representing Joe Schweitzer), Brian Shewski, Ray Silva-Reyes, Chelsea St. Louis, Aaron Tainter, Errick Thompson, Jennifer VanderLaan, Gregory Van Nieuwenhuize, Daniel Vedral, Jana Wentzel, and Robert Woodbury.

Others present at the meeting were: Vickie Alexander, Berrien Barks, Therese Bergeon, Natalie Bettger, Joslyn Billings, Chris Bosco, Jason Brown, Jesse Brown, Daniel Cabry, Lori Clark, Korey Coburn, Dina Colarossi, Shawn Conrad, Brian Dell, Brian Flood, Christie Gotti, Eric Greenman, Stephanie Guin, Allen Harts, Reggie Herman, Chris Hocate, Kyle Hoener, Chris Hoff, Parisa Hosseini, John Hudspeth, Dan Kessler, Chris Klaus, Rob Matwick, Malcolm Mayhew, Jeremy McGalhan, Joaquin Moreno, Michael Morris, Dylan Niles, Jackie Nolasco, Chris Northup, Andrew Pagano, Donald Parker, Christopher Poe, Vercie Pruitt-Jenkins, Maggie Quinn, Jacob Reinig, Jackson Rose, Samuel Simmons, Brandon Sparkman, Daniela Tower, Shane Tully, Jill Van Hoewyk, Brendon Wheeler, Amanda Wilson, and Hannah Witcher.

1. **Approval of the June 27, 2025, Minutes:** Approval of June 27, 2025, meeting minutes contained in Electronic Item 1 was requested.

The Minutes of the June 27, 2025, meeting were approved as submitted in Electronic Item 1. Clarence Daugherty (M); John Polster (S).

2. **Consent Agenda:**

- 2.1. **Air Quality Funding Recommendations Related to the Environmental Protection Agency National Clean Diesel Funding Assistance Program:** A recommendation for Regional Transportation Council approval of funding recommendations for the Dallas Fort Worth International Airport and Delta Air Lines, through the North Texas Diesel Emissions Reduction Project 2024 Call for Projects utilizing Environmental Protection Agency funds was requested.
- 2.2. **Federal Functional Classification System Amendments:** A recommendation for Regional Transportation Council approval of 14 amendments to the currently approved Federal Functional Classification System was requested.
- 2.3. **Funding for McKinney Amphitheater Transportation Improvements:** A recommendation for Regional Transportation Council approval of \$2 million in Regional Toll Revenue funding for improvements in proximity to a future amphitheater/event venue in the City of McKinney was requested.

The Committee approved staff's recommendations in Items 2.1, 2.2, and 2.3 on the Consent Agenda. Mark Nelson (M); Jeff Bush (S).

3. **Disadvantaged Business Enterprise Program – Fiscal Year 2026-2028 Goal Update:**

Ken Kirkpatrick provided an overview of the proposed Disadvantaged Business Enterprise (DBE) Participation Goal for Fiscal Year (FY) 2026-FY2028 for United States Department of Transportation contracting opportunities and requested a recommendation for Regional Transportation Council approval.

The Committee approved staff's recommendation as illustrated below. John Polster (M); Tom Hammons (S).

REQUESTED ACTION – 2026-2028 DBE Goal Update

- STTC approval of:
 - Staff requests a recommendation for Regional Transportation Council approval of the 8.6% Disadvantaged Business Enterprise Participation Goal for Fiscal Years 2026-2028 for US Department of Transportation contracting opportunities.
 - Administratively amending any administrative and/or planning documents as needed to incorporate this recommendation.

STTC Action Item – July 25, 2025



DBE Program – Fiscal Year 2026-2028 Goal Update

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4. **2026 Unified Transportation Program and Regional 10-Year Plan Update:** Brian Dell briefed the Committee on Category 12 funds proposed for approval by the Texas Transportation Commission (TTC) and requested a recommendation for Regional Transportation Council action on the proposed changes for the Regional 10-Year Plan Update.

The Committee approved staff's recommendation as illustrated below. Daniel Burnham (M); Chad Marbut (S).

**REQUESTED ACTION – 2026 UTP/
REGIONAL 10-YEAR PLAN UPDATE**

Recommend RTC approval of:

- The Regional 10-Year Plan project listings, including the proposed changes on the “Let and Completed Projects” listing.
- Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate these changes.

STTC Action Item – July 25, 2025



NCTCOG Presentation

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5. **Director of Transportation Report on Selected Items**: Michael Morris provided an overview of current transportation items:
 1. Regional Transportation Council Did Not Approve: Transit 2.0 Next Steps, Policy 25-01, and Proposed Funding
 2. Transit 2.0 Next Steps: Receipt of Transit 2.0 Report: Creation of Regional Transportation Council Subcommittee and Focus on Transit Vision
 3. Metropolitan Planning Organization Planning Agreement Extension
 4. Proposed Fiscal Year 2026 House Appropriation Bill – High-Speed Rail Funding

He also announced there would be a Regional Transportation Council (RTC) Member Orientation prior to the October RTC meeting.
6. **Updates Regarding Metropolitan Planning Organization-Selected Funding and Texas Department of Transportation Cost Overrun Funds**: Christie Gotti briefed the Committee on the latest updates about Metropolitan Planning Organization-selected funding categories and Texas Department of Transportation Change Order and Cost Overrun funds received for regional projects.
7. **Electric Vehicle Charging Grant – Communication to Relevant Departments Within Cities, Counties, School Districts, Universities, and Other Government Agencies**: Joslyn Billings provided information on the North Texas Electric Vehicle Infrastructure Call for Projects maximizing project submittals.
8. **Fast Facts**: Staff provided a brief presentation on each item below:
 1. Kyle Hoener – Transportation and Stormwater Infrastructure County Government Workshop
 2. Camille Fountain – Summer 2025 Traffic Incident Management Executive Level Course Announcement – August 12, 2025
 3. Jesse Brown – High Occupancy Vehicle Quarterly Report
 4. Analisa Garcia – Update: Air Quality Handbook
 5. Chris Klaus – North Central Texas Council of Governments Comments to Texas Commission of Environmental Quality Section 185 Failures to Attain Fee Proposal
 6. Daniela Tower – 2025 Ozone Season Update
 7. Juliana Vandenborn – Air Quality Funding Opportunities
 8. Juliana Vandenborn – Dallas-Fort Worth Clean Cities Events
 9. Written Progress Reports:
 - Partner Progress Reports
 - June Public Meeting Minutes
 - May–June Public Comments Report
 - August Public Meeting Notice
9. **Other Business (Old or New)**: No items were provided.
10. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for **1:30 pm on August 22, 2025**.

Meeting adjourned at 3:05 p.m.