

AGENDA

**Regional Transportation Council
Friday, October 8, 2026
North Central Texas Council of Governments**

3:00 pm - 4:00 pm RTC Bylaws Revision Subcommittee Meeting

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

**Invocation by Deborah Peoples, Councilmember, City of Fort Worth
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 September 11, 2026, Minutes**
☒ Action ☐ Possible Action ☐ Information Minutes: 5
Presenter: Stephen Mason, RTC Chair
Item Summary: Approval of the September 11, 2026, 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. Merit Increase for Michael Morris – December 2024 to December 2025**
Presenter: Dan Kessler, NCTCOG
Item Summary: The Regional Transportation Council (RTC) will consider a one-time lump-sum merit payment for the Metropolitan Planning Organization (MPO) Director, Michael Morris. Any recommendation

approved by the RTC will be provided to North Central Texas Council of Governments (NCTCOG) staff for implementation consistent with the NCTCOG Wage and Salary Policy.

Background: The MPO Director's performance review and merit consideration are conducted annually, typically on or about December 15. The MPO Director did not receive a merit increase in December 2025. Following discussion at the September 2026 RTC meeting, NCTCOG staff reviewed the applicable provision of the NCTCOG Wage and Salary Policy and identified options available for RTC consideration. Based on this review it is recommended that the RTC approve a one-time lump sum merit payment of three percent. The amount is in alignment with NCTCOG Executive Board approved merit pool. If RTC members wish to do otherwise, those conversations can occur in December 2026.

Performance Measure(s) Addressed: Administrative

3.2. **North Texas Zero Emissions Vehicle Project**

Presenter: Lori Clark, NCTCOG

Item Summary: Staff requests Regional Transportation Council approval of an update to the North Texas Zero Emission Vehicles Call for Projects (NTxZEV CFP) requirements, and to enter into an agreement to provide first responder training on zero-emission vehicles (ZEV) incidents.

Background: In 2025, the North Central Texas Council of Governments was awarded \$60 million by the Environmental Protection Agency through the Clean Heavy-Duty Vehicles Program. \$58.6 million of this was allocated for the replacement of heavy-duty internal combustion vehicles with ZEV and the installation of supporting infrastructure through the NTxZEV CFP. The remaining \$1.4 million was allocated for workforce development and training related to ZEV. The NTxZEV CFP opened on October 24, 2025, and staff continued to accept applications for the CFP on a monthly basis. Few eligible applications have been received to date. To

encourage additional applications, staff proposes an update to eligibility requirements and to move forward with an agreement with a training provider who can provide first responder training about ZEV incidents. Additional details are provided in [Electronic Item 3.2.1](#). A flyer promoting the NTxZEV CFP is available in [Electronic Item 3.2.2](#). Staff requests distribution of this flyer to help promote the program to local fleets and encourages submission of innovative outreach ideas to staff. Additional details on the NTxZEV CFP can be found at www.nctcog.org/NTxZEV.

Performance Measure(s) Addressed: Air Quality

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

Presenter: Jeff Neal, NCTCOG

Item Summary: Staff requests Regional Transportation Council (RTC) approval of candidate projects to be submitted for the Fiscal Years (FY) 2024-2026 Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Competitive Grant Program. Applications are due to the United States Department of Transportation (USDOT) by October 9, 2026.

Background: In August 2026, USDOT announced the FY2024-2026 Notice of Funding Opportunity (NOFO) to solicit applications for the PROTECT competitive grant program, with nationwide availability of \$787 million. The PROTECT Program provides funding to plan for and make surface transportation more resilient to current and future weather events, natural disasters, and changing environmental conditions. Available at <https://www.transportation.gov/rural/grant-toolkit/promoting-resilient-operations-transformative-efficient-and-cost-saving>, the FY2024-2026 PROTECT NOFO describes application requirements, selection and evaluation criteria, applicable program and

federal requirements, and available technical assistance during the grant solicitation period. A presentation specifying key PROTECT details, along with information supporting the project applications proposed for RTC approval, is included in [Electronic Item 3.3](#).

Performance Measure(s) Addressed: Roadway, Safety

3.4. North Central Texas Council of Governments 60th Anniversary Policy Officials and Staff Celebrations

Presenter: Michael Morris, NCTCOG

Item Summary: The Regional Transportation Council (RTC) will be requested to approve the use of up to \$25,000 in RTC Local Funds to support a portion of the costs associated with the 60th anniversary of the NCTCOG. RTC Local funding returned from Fédération Internationale de Football Association support activities will be used for this recognition.

Background: Founded in 1966, NCTCOG is a voluntary association of, by and for local governments and was established to assist local governments in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development. The first staff member joined NCTCOG in October 1966.

Performance Measure(s) Addressed: Administrative

1:20 – 1:35

4. Orientation to Agenda/Director of Transportation Report

☐ Action ☐ Possible Action ☒ Information Minutes: 15

Presenter: Michael Morris, NCTCOG

1. Status Report on Metropolitan Planning Organization Revolver Funds and Regional Transportation Council Local Pool ([Electronic Item 4.1](#))
2. Monthly Costs of North Central Texas Council of Governments Outside Legal Assistance ([Electronic Item 4.2](#))
3. New Regional Transportation Council Member Orientation/Funding Workshop – Three Optional Meeting Dates Before Thanksgiving
4. November 12, 2026, Regional Transportation Council Meeting Rescheduled to November 5, 2026 (No North

Central Texas Council of Governments 60th Anniversary Celebration at This Time)

5. 2026 North Texas Regional Leadership Award – Elected Official Leadership – Victoria Johnson, City of Burleson
6. Proposed Transportation Legislative Partnerships
7. Naval Air Station Joint Reserve Base – Wings Over Cowtown – April 2027
8. Three Party Agreement, Regional Transportation Council (RTC) Bylaws Revision Subcommittee and Next Steps for RTC Metropolitan Planning Organization Director
9. High-Speed Rail Follow Up – October 2026
10. Dallas Area Rapid Transit \$70 Million Light Rail Replacement
11. Interstate Highway 635 East Phase Three \$1.7 Billion (Managed Lanes)
12. Interstate Highway 820/State Highway 183 P-3 Freeway and Managed Lanes \$450 Million
13. The Importance of Independent Air Quality Analysis
14. Safe Routes to School Training Workshop ([Electronic Item 4.3](#))
15. Resilient Electric Vehicle Charging Plan Stakeholder Invitation ([Electronic Item 4.4](#))
16. 2026 Ozone Season Update ([Electronic Item 4.5](#))
17. Air Quality Funding Opportunities (www.nctcog.org/aqfunding)
18. Upcoming Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org/events)
19. August – September Public Comments Report ([Electronic Item 4.6](#))
20. September Public Meeting Minutes ([Electronic Item 4.7](#))
21. Recent News Articles September ([Electronic Item 4.8](#))
22. Recent Correspondence ([Electronic Item 4.9](#))
23. Recent Press Releases ([Electronic Item 4.10](#))

1:35 – 1:45

5. **2027 Regional Transportation Council Legislative Policy Program for the 90th Texas Legislature**

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Rebekah Gongora, NCTCOG

Item Summary: Staff will present the 2027 Regional Transportation Council (RTC) Legislative Policy Program for the 90th Texas Legislature.

Background: Transportation and air quality issues are a focus for both the United States Congress and the Texas Legislature. The 90th Session of the Texas Legislature will be

convened on January 12, 2027. RTC members were provided with the draft 2027 RTC Legislative Program for review and comment at its September 11, 2026, meeting. Comments were received and incorporated into the updated 2027 RTC Legislative Policy Program found in [Electronic Item 5.1](#). Additional information can be found in the presentation in [Electronic Item 5.2](#).

Performance Measure(s) Addressed: Air Quality, Transit

1:45 – 1:55 6. Request to Use Regional Transportation Council Local Funds for Air Quality

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Chris Klaus, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval to use RTC Local funds that will establish modeling capabilities, acquire necessary resources, and provide technical training to support future air quality analyses related to transportation planning, air quality conformity, and emissions reduction efforts. In addition, staff will also request to use RTC Local funds to cover administrative costs related to emissions modeling for the Texas Commission on Environmental Quality Rider 7 Local Air Quality Planning Grant — fine particulate matter (PM_{2.5}).

Background: North Central Texas ozone values have been trending upward and exceeding State Implementation Plan (SIP) model predictions. Explanations provided by the Texas Commission on Environmental Quality (TCEQ) have generally been qualitative and absent on targeted diagnostic or sensitivity modeling to identify the specific drivers of elevated pollutant levels. Establishing an in-house modeling capability would allow North Central Texas Council of Governments (NCTCOG) staff to conduct independent, transparent, and regionally focused air quality analyses to better evaluate meteorological drivers, emissions trends, chemical regime shifts, transport and background contributions, and other factors influencing ozone concentrations. Staff will request to use RTC Local funds to support a Linux-based modeling infrastructure with the necessary modeling software, compilers, and pre-and post-processors, along with hands-on technical training on the modeling software and emissions processors. This

capability would enable staff to set up and execute model runs; test assumptions underlying SIP modeling, evaluate potential emissions-control strategies, and provide modeling assistance to other regions when appropriate. The TCEQ administers funds under Rider 7 of the agency's legislative appropriation and contracts with NCTCOG for local air quality planning activities. This funding can be used for various fine particulate matter (PM2.5)-related activities including emissions modeling. Staff is proposing to conduct in-house regional PM2.5 emissions modeling and seek approval to use RTC Local funds to cover associated administrative costs. More details can be found in [Electronic Item 6](#).

Performance Measure(s) Addressed: Air Quality

1:55 – 2:05

7. **Regional Bicycle Safety Action Plan**

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Kevin Kokes, NCTCOG

Item Summary: Staff will provide an overview of the development of the Regional Bicycle Safety Action Plan including the purpose and goals, crash data analysis, public opinion survey results, priority emphasis areas and corridors to target for future study and implementation of safety countermeasures, and recommended action items. A recommendation to adopt the Plan will also be provided and action requested.

Background: The Regional Transportation Council approved a safety position in 2017 to eliminate serious injuries and fatalities across all modes of travel. However, in recent years the number of bicyclist serious injuries and fatalities has trended upward in North Central Texas, consistent with State and national trends. The purpose of the Regional Bicycle Safety Action Plan is to provide a framework for reducing the number of bicyclist crashes and fatalities in the North Central Texas metropolitan planning area. This Plan, in conjunction with the 2021 Pedestrian Safety Action Plan and the 2023 Roadway Safety Action Plan, is intended to improve safety for all road users. Additional details are provided in [Electronic Item 7](#). The draft Plan, including appendices, is available online for public review at www.nctcog.org/bikesafety.

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

2:05 – 2:15

8. **2027 Transportation Alternatives Call for Projects for the North Central Texas Region (Pedestrian and Bicycle Facilities Plus)**

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Kevin Kokes, NCTCOG

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

Background: Approximately \$60 million is anticipated to be available to fund active transportation projects in the large Urbanized Areas of the North Central Texas region. Eligible applications under this program include the construction of on-and off-road pedestrian and bicycle facilities and Safe Routes to School plans. Staff will present a program overview for the Call for Projects, area of eligibility, required documentation, and schedule. Additional information is provided in [Electronic Item 8](#).

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

2:15 – 2:25

9. **Organization Identity and Naming Convention**

☐ Action ☒ Possible Action ☐ Information Minutes: 10

Presenter: Amanda Wilson, NCTCOG

Item Summary: The Regional Transportation Council (RTC) will be briefed on a request from the RTC Bylaws Revision Subcommittee to select an organization identity and naming convention for the Metropolitan Planning Organization (MPO) Policy Board and MPO Staff in light of the 2026 MPO Agreement, the Operating Agreement, and the Settlement Agreement.

Background: The 2026 MPO Agreement identifies the RTC as the MPO for the Dallas-Fort Worth region. Under this agreement, once fully executed, the MPO Director will report directly to the RTC, and the MPO Staff will report to the MPO Director. This creates a new organization and there is an opportunity to bring the naming convention of the MPO Policy Board and the MPO Staff in closer alignment. Staff have benchmarked MPO naming conventions across the country and will propose a naming convention for RTC to consider. Information is included in [Electronic Item 9](#). The naming convention is needed in relation to the RTC Bylaws, as the organization is referred to multiple times in the Bylaws. In order to have the name represented correctly and keep

the Bylaws on schedule, the RTC may wish to provide direction or take action to select the preferred naming convention in October.

Performance Measure(s) Addressed: Administrative

- 2:25 – 2:35** 10. **Status Report on Commercial Vehicle Compliance**
- ☐ Action ☐ Possible Action ☒ Information Minutes: 10
- Presenters: Officer Derek Malena, Allen Police Department, Commercial Vehicle Enforcement, and Jason Brown, NCTCOG
- Item Summary: Staff will provide information on regional Commercial Vehicle Enforcement (CVE) efforts, including observations from recently attended CVE events and future activities.
- Background: The Texas Department of Public Safety has joint responsibility with local law enforcement for the operation of the Commercial Vehicle Enforcement service. This joint service takes place throughout the region so that compliance with statutory provisions of law regulating weight, motor carrier safety, registration, transportation of people, hazardous materials, and other property can be obtained. NCTCOG staff has been attending coordinated multi-jurisdiction CVE events in the Dallas-Fort Worth region and will share observations and next steps. CVE Officer Derek Malena will be available to assist with questions. [Electronic item 10](#) contains more information.

Performance Measure(s) Addressed: Air Quality, Safety

- 2:35 – 2:45** 11. **Integrated Transportation and Stormwater Infrastructure Study – Progress Update and Initial Recommendations**
- ☐ Action ☐ Possible Action ☒ Information Minutes: 10
- Presenters: Sue Alvarez and Jeff Neal, NCTCOG
- Item Summary: Staff will provide a progress update on the Integrated Transportation and Stormwater Infrastructure (TSI) Study, covering portions of Dallas, Denton, Ellis, Hood, Johnson, Parker, Tarrant, and Wise counties.
- Background: Initiated in 2023, the \$10 million TSI Study is a proactive and comprehensive planning effort to mitigate flood risk as typical patterns of urbanization in growing areas upstream of Dallas and Fort Worth may exacerbate runoff due to greater impervious surface coverage and reduced valley storage. With the TSI Study set to

conclude this fall, staff from the Transportation and Environment & Development departments will provide a brief overview, highlight some initial project/strategy recommendations, describe the importance of funding and policy considerations in improving flood mitigation, and explain the next steps toward implementation and expansion. More details are given in [Electronic Item 11](#).

Performance Measure(s) Addressed: Roadway, Safety

2:45 – 2:55

12. **Access North Texas 2026 Update**

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Gypsy Gavia, NCTCOG

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

Background: Access North Texas is the regional public transportation coordination plan for the North Central Texas region. The purpose of the Access North Texas plan is to identify the public transportation needs of older adults, individuals with disabilities, individuals with limited financial resources, and others with transportation challenges. The plan also specifies strategies to address identified transit needs, eliminate gaps in service, and avoid duplication of transit services. Additionally, regional projects funded through the Federal Transit Administration's Enhanced Mobility of Seniors and Individuals with Disabilities Program must align with strategies in this locally developed plan. Since Spring 2024, staff have coordinated with a wide range of stakeholders, transit users, and other members of the public to document these transportation needs and develop strategies to better serve these populations with public transportation. Federal guidelines require this region to update the plan every four years, and the previous plan was adopted by the Regional Transportation Council in 2022. The draft 2026 Access North Texas plan document will be available October 2026 at www.accessnorthtexas.org for public input. More information is available in [Electronic Item 12](#).

Performance Measure(s) Addressed: Administrative, 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, November 5, 2026**.

Adjournment

MINUTES**Regional Transportation Council
Friday, September 11, 2026**

The Regional Transportation Council (RTC) met on Friday, September 11, 2026, at 2:00 pm at the North Central Texas Council of Governments. The following RTC members or representatives were present: Daniel Alemán, Bruce Arfsten, Steve Babick, Rick Bailey, Curtis Bergthold, Lorie Blair, Stephanie Boardingham (representing Michael Evans), Randall Bryant, Ceason Clemens, Jorga Clemson (representing Ron Jensen), John Cordary (representing David Salazar), Theresa Daniel, Pat Deen, Carlos Flores, T.J. Gilmore, Raul Gonzalez, Mojoy Haddad, Darrell Hale, Angela Hunt, Clay Lewis Jenkins, Jill Jester, Stephen Mason, Ed Moore, John Muns, Matthew Porter, Manny Ramirez, Paul Ridley, Jim Ross, William 'Bill' Roth (representing Kathy Stewart), Garry Smith, Randy Stinson, Burt Thakur, Jeremy Tompkins, William Tsao, and Dennis Webb.

Others present at the meeting were: Amany Abu-Hijih, Vickie Alexander, Ahmed Alqaisi, Jan Anderson, Davis Arthur-Yeboah, Berrien Barks, Jay Barksdale, Emily Beckham, Nathan Benditz, Alberta Blair, Kyle Butler, Daniel Byrd, Katherine Cadena, Todd Carlson, Thomas Cochill, Dina Colarossi, Paul Cristina, Clarence Daugherty, Chad Edwards, Brian Flood, Andrew Fortune, Laura Freeland, Gypsy Gavia, Bobby Gomez, Rebekah Gongora, Christie Gotti, Vampy Harris, Tony Hartzel, Jeff Hathcock, Ernest Huffman, Kevin Isa, Joel James, Amy Johnson, Sidney Kelly, Dan Kessler, Amsal Khimani, Tony Kimmey, Ken Kirkpatrick, Michael Knowles, Alicia Kreh, Dan Lamers, Anette Landeros, David Leininger, Ivan Lemus, Aaron Long, Stanford Lynch, Alberto Mares, Rob Matwick, Monte Mercer, Michael Morris, Jenny Narvaez, Mark Nelson, Jackie Nolasco, James Novak, David Parnell, Michael Peters, Christopher Poe, John Polster, James Powell, Ezra Pratt, Vercie Pruitt-Jenkins, Randy Richardson, Jacob Roberts, Kyle Roy, Suzi Rumohr, Kay Shelton, Sid Sonck, Claude Spivey, Feliz Stafford, Toni Stehling, Dave Timbrell, Lauren Trimble, Celina Vasquez, Elisa Villnave, Amanda Wilson, and Brian Wilson.

The invocation was provided by Mayor Daniel Alemán, City of Mesquite, and the pledges were recited to the United States and Texas flags.

1. **Opportunity for Public Comment on Today's Agenda:** Stephen Mason, Regional Transportation Council Chair and City of Cedar Hill Mayor, asked if there were any public comments. Chair Mason noted that no members of the public chose to speak at the meeting or provide written comments.
2. **Approval of August 13, 2026, Minutes:** Approval of the August 13, 2026, meeting minutes contained in Electronic Item 2 was requested.

A motion was made to approve the August 13, 2026, meeting minutes as submitted in Electronic Item 2. Paul Ridley (M); Ed Moore (S). The motion passed unanimously.

3. **Consent Agenda**

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

- 3.2. **Federal Functional Classification System Amendments:** Regional Transportation Council approval was requested of six amendments to the currently approved Federal Functional Classification System.
- 3.3. **Transportation Paid Education Campaigns for Fiscal Year 2027:** Regional Transportation Council approval of support of a recommendation to the North Central Texas Council of Governments Executive Board for the approval of funding up to \$1,246,250 for Transportation Paid Education Campaigns that will initiate in Fiscal Year 2027 was requested.
- 3.4. **Modifications to the Fiscal Year 2026 and Fiscal Year 2027 Unified Planning Work Program for Regional Transportation Planning:** Regional Transportation Council approval of modifications to the Fiscal Year (FY) 2026 and FY2027 Unified Planning Work Program (UPWP) was requested. Direction for staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and update administrative and/or planning documents, as needed, to incorporate the programs, projects, and funding contained in the UPWP modifications was also sought.
- 3.5. **Collin County Rides Funding Update:** Regional Transportation Council (RTC) approval to utilize up to \$98,887 in remaining previously approved RTC Local funds to extend the Collin County Rides program through Spring 2027, to ensure Denton County Transportation Authority can continue transit service for seniors and individuals with disabilities for residents in Allen and Fairview was requested.

A motion was made to approve Items 3.1, 3.2, 3.3, 3.4, and 3.5 on the Consent Agenda. Matthew Porter (M); Lorie Blair (S). The motion passed unanimously.

4. **Orientation to Agenda/Director of Transportation Report:** Michael Morris briefly highlighted items 1 through 12.
1. Dismissal Papers Filed to the District and Appellate Courts
 2. Status of Texas Department of Transportation Signature on Three-Party Agreement
 3. New Regional Transportation Council Member Orientation and Partnership on Responsibilities – October
 4. November 12, 2026, Regional Transportation Council Meeting Conflicts with the 2026 Texas Municipal League Annual Conference (November 11–13)
 5. Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery
 6. Fall 2026 Traffic Incident Management Executive Level Course Announcement – November 5, 2026
 7. Regional Transportation Council (RTC) Bylaws Revision Subcommittee and Next Steps for RTC Metropolitan Planning Organization Director
 8. Irving Summit – August 31 and September 1, 2026
 9. High-Speed Rail Follow Up – August 20, 2026
 10. AMTRAK Heartland Flyer (Proposed Three-Year Program by Texas Department of Transportation)
 11. Three Additional Railroad Grade Separations: Grant Award \$189,840,698; Total Project Cost - \$237,300,873
 - Dallas – Westmoreland Road @ Union Pacific Railroad/Dallas, Garland, Northeastern Railroad - Grant Award - \$89,828,698

- Fort Worth – NE 23rd Street/Decatur Avenue @ Union Pacific Railroad/Burlington Northern and Santa Fe/Fort Worth & Western Railroad/TEXRail - Grant Award - \$75,821,000
- Terrell – Las Lomas Parkway @ US 80/Union Pacific Railroad - \$24,191,000
- 12. Texas Transportation Commission Approval of the Unified Transportation Program
- 13. Walk & Roll to School Day (October 7)
- 14. Dallas-Fort Worth Clean Cities Technical Advisory Committee Information
- 15. Recent Correspondence to the Environmental Protection Agency
- 16. Resilient Electric Vehicle Charging Plan Stakeholder Invitation
- 17. Texas Department of Transportation Texas Electric Vehicle Plan North Central Texas Council of Governments Region Results ([Texas electric vehicle planning](#))
- 18. High Occupancy Vehicle Quarterly Report
- 19. Local Clean Air Spotlight
- 20. 2026 Ozone Season Update
- 21. Air Quality Funding Opportunities (www.nctcog.org/aqfunding)
- 22. Upcoming Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org/events)
- 23. July – August Public Comments Report
- 24. August Public Meeting Minutes
- 25. August Public Meeting Notice
- 26. September Public Meeting Notice
- 27. Recent News Articles August
- 28. Recent Correspondence
- 29. Recent Press Releases

Due to the schedule conflict with the Texas Municipal League's Annual Conference (noted above), RTC Chair Mason authorized the November RTC meeting be moved to November 5. In addition, several RTC members requested a merit pay increase of three or four percent retroactive from 2025 for Michael Morris. An action item regarding a merit increase for Mr. Morris will be placed on the October agenda. Michael Morris also mentioned bringing the chief executive officers of the three transit agencies regarding microtransit impacting rail, bus, and on demand ridership with some ideas to potentially help the transit agencies.

5. Federal Performance Measures: Congestion Mitigation and Air Quality

Performance and Transit Asset Management Targets: Jenny Narvaez provided information on federal performance measures: Congestion Mitigation and Air Quality Performance and Transit Asset Management Targets and requested approval of draft targets for certain federally required performance measures, specifically Congestion Mitigation and Air Quality (i.e. PM3) and Transit Asset Management. Michael Morris mentioned that staff will bring the Smart Port project at Alliance that has dedicated truck lanes that will work on the next generation traffic signals for goods movement with 20 locations with a request to pay for re-timing of traffic signals and dedicated truck lanes using our express lanes as a way to platoon trucks at certain hours of the day.

A motion was made for approval of the 2030 Congestion Mitigation and Air Quality targets: peak-hour excessive delay, non-single occupancy vehicle travel, and on-road mobile source emissions reductions; 2027-2030 Transit Asset Management targets: rolling stock (transit vehicles), including directing staff to work with agencies on performance, infrastructure (rail track), equipment (support vehicles), and facilities (buildings, stations, park & rides). Randall Bryant (M); Rick Bailey (S). The motion passed unanimously.

6. **Metropolitan Transportation Plan Policy Bundle Round 6:** Amy Johnson requested Regional Transportation Council approval of Transportation Development Credit allocations for successful applicants from the sixth round of the Metropolitan Transportation Plan Policy Bundle Program.

A motion was made to approve 34,900,000 Transportation Development Credits (TDCs) distributed to successful Policy Bundle applicants for Round 6, which includes an increase of 4,900,000 in TDCs over the original 30,000,000, along with administratively amending the Transportation Improvement Program (TIP)/Statewide TIP and updating any administrative and/or planning documents as needed to incorporate the awards. Paul Ridley (M); Burt Thakur (S). The motion passed unanimously.

7. **Regional Bicycle Safety Action Plan:** This item was tabled until the October meeting.

8. **Approval of 2026 Bus and Bus Facilities and Low or No Emissions Grant Applications:** Bobby Gomez requested Regional Transportation Council approval of applications to the Federal Transit Administration Bus and Bus Facilities and Low or No Emission Grant programs.

A motion was made to approve 2026 Bus and Bus Facilities and Low or No Emissions Grant Applications as presented and if awarded, administratively amending the Transportation Improvement Program (TIP)/Statewide TIP and updating any administrative and/or planning documents as needed to incorporate the projects. Daniel Alemán (M); Theresa Daniel (S). The motion passed unanimously.

9. **North Texas Advanced Air Mobility Readiness Call for Projects Update:** Ernest Huffman presented the recommended projects and funding allocations resulting from the North Texas Advanced Air Mobility Readiness Call for Projects and requested Regional Transportation Council approval of the recommended projects and associated funding allocations for electric aircraft charging infrastructure at Fort Worth Meacham International Airport, Denton Enterprise Airport, Granbury Regional Airport, and Greenville Municipal Airport.

A motion was made to approve recommended Advanced Air Mobility Airport Charging Infrastructure Projects based on evaluation and scoring results; utilization of \$477,500 in existing Regional Transportation Council (RTC) Local funds for eligible projects identified through this process, the remaining RTC approved funding allocation will be used for a future Advanced Air Mobility program; and administratively amending the Transportation Improvement Program (TIP)/Statewide TIP and updating any administrative and/or planning documents as needed to incorporate this new framework. Burt Thakur (M); Theresa Daniel (S). The motion passed unanimously.

An amended motion was made for the Regional Transportation Council to include fire safety training for aviation and unmanned aircraft and to extend and instruct staff for a second Call for Projects for the remaining funds if the first Call for Projects does not exceed the allotted amount. If the Call exceeds the allotted amount, staff will request additional RTC Local funds with clarification that the Call for Projects is for general aviation, unmanned aircraft airports, heliports, and any public accessible facility. Darrell Hale (M); Burt Thakur (S). The motion passed unanimously.

10. **Fiscal Year 2026 Public Transportation Funding Programs of Projects**: Christie Gotti requested Regional Transportation Council action on the Fiscal Year 2026 Public Transportation Funding Programs of Projects.

A motion was made to approve the proposed funding for the Fiscal Year 2026 Programs of Projects for 5307, 5310, 5337, and 5339, along with administratively amending the Transportation Improvement Program (TIP)/Statewide TIP and updating any administrative and/or planning documents as needed to incorporate this funding on these projects. Randall Bryant (M); Daniel Alemán (S). The motion passed unanimously.

11. **Regional Rail Crossing Inventory Database**: Jeff Hathcock provided an overview of the Regional Rail Crossing Inventory Database, which includes information on all public at-grade railroad crossings in the Metropolitan Planning Area, including the counties of Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise.
12. **Draft 2027 Regional Transportation Council Legislative Program for the 90th Texas Legislature**: Rebekah Gongora provided a federal and State legislative update and presented the draft Regional Transportation Council Legislative Program for the 90th Texas Legislature.
13. **Progress Reports**: Regional Transportation Council attendance was provided in Electronic Item 13.1. The Surface Transportation Technical Committee attendance and meeting summary 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, October 8, 2026.

Meeting adjourned at 4:15 pm.



North Texas Zero Emissions Vehicles Project

Lori Clark
Senior Program Manager and DFW Clean Cities Director

Regional Transportation Council

October 8, 2026

North Texas Zero Emission Vehicle (NTxZEV) Overview

Overview: \$60 million award from the Environmental Protection Agency (EPA) Clean Heavy-Duty Vehicles Grant: Vocational Vehicles Sub-Program

EPA program purpose: Incentivize deployment of Class 6 and 7 heavy-duty Zero-Emissions Vehicles (battery electric and hydrogen fuel cell electric)

NCTCOG purpose: Improve air quality by reducing ozone-forming emissions from heavy-duty trucks

Benefits to Fleets:

- Lower total cost of ownership compared to conventional vehicles
- Modernization of fleet

Activity	Federal Funding	Match Requirement
Rebates to Replace Existing Vehicles with Zero Emissions Versions through Call for Projects	\$58.6 million	Provided by program participants
Workforce Development	\$1.4 million	No match required
Training		
Total Federal Funding:	\$60 million	



NTxZEV Call for Projects (CFP) – Update

Scope per EPA Grant Award: \$58.6 million to deploy ~234 vehicles across 40 fleets

Current Status: \$3.8 million awarded to deploy 20 vehicles across 3 fleets

\$54.8 million remains

Next Deadline: Friday, October 16, 2026 at 5:00pm

Applications Accepted Every 3rd Friday Until Funds are Exhausted

Proposal: Two Key Strategies Moving Forward:

1. Update NCTCOG-Imposed Restriction on Disposition of Existing Vehicles
2. Enhance Outreach

Additional information and FREE resources are available at www.nctcog.org/NTxZEV



NTxZEV CFP – Update to Disposition Eligibility

Old Vehicle Model Year	Disposition Options		
	Scrap	Sell or Donate	Move to Reduced Service*
≤2010	EPA & NCTCOG Allows	EPA Disallows	EPA Disallows
≥2011		EPA & NCTCOG Allows	EPA Allows with Pre-Approval of Disposition Plan ★ <u>Current:</u> NCTCOG Allows Only for Eligible Transit Vehicles** <u>Proposal:</u> Extend to Any Use Case with Compelling Business Need

Example: Large Fleet with Seasonal Business Needs:

-  Old, high-emitting “backup vehicles” are only used seasonally and do not meet operational requirements***
-  Current emitting vehicles that are used year-round and meet operational requirements

Mechanics for Reduced Service Option:

-  Scrap/Sell/Donate old, high-emitting, “backup vehicle”
-  Current emitting vehicle becomes “backup vehicle” (i.e. Reduced Service)
-  Fleet gets new zero-emission vehicle to use year-round

Air Quality is improved through:

1. Scrap/Sell/Donate Backup Vehicle
2. Current Vehicle Moves to Reduced Service



*Still requires a vehicle be scrap/sold/donated from fleet

**If Transit Agencies are required to maintain adequate spare ratios per FTA

***Operational requirements are 7,000 miles or 500 idling hours per year

NTxZEV CFP 2026 Outreach

- Individual Meetings with Stakeholders
- Presenting at NCTCOG Committees
- Tabling/Presenting at Stakeholder Events
- Website (www.nctcog.org/NTxZEV)
- ~40 Email Blasts
- ~15 Social Media Posts
- ~Texts/Phone Calls to Fleets
- Mailouts to ~2,500 fleets

★ **REQUEST: RECOMMEND INNOVATIVE OUTREACH OR PROVIDE FLEET CONTACTS**

**Heavy Duty Vehicle Funding
for North Texas Fleets**

Up to **\$54.8 million** is available for fleets
to upgrade trucks and reduce operational costs

**Eligible Projects**
Class 6 and 7 fleets wanting
to switch to battery electric
or hydrogen fuel cell
vehicles

**Eligible Applicants**
Public or Private
Sector Fleets Operating In
North Texas Region

**Funding Level**
Up to 33 percent to
80 percent of new
vehicle price

Example Vehicles


Step Vans


Box Trucks


Bucket Trucks


Street Sweepers


Trolley Buses


Refuse Haulers

INTERESTED?

- Attend virtual office hours every Monday with NCTCOG staff for application assistance
- Free technical assistance from the National Lab of the Rockies
- Email cleancities@nctcog.org
- Rolling deadline: 3rd Friday of the month at 5 p.m. - until funds are exhausted

ABOUT NCTCOG

The North Central Texas Council of Governments (NCTCOG) is a voluntary association of, by and for local governments, established to assist in regional planning. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions.

www.nctcog.org/NTxZEV



See Electronic Item 3.2.2 for Flyer
NCTCOG staff available to support local events,
meetings, etc. to reach potential applicants

First Responder Training - Update

Scope per EPA Grant Award: Provide quarterly zero-emission vehicle first responder training sessions

Current Status: Administered RFP in April 2026; No responses received

Proposal: Enter contract with Texas A&M Engineering Extension Service (TEEX):

- Training offered at no cost to NCTCOG or attendees
- Anticipate quarterly schedule beginning Spring 2027

Target audience includes firefighters and other first responders

Training to include the following topics:

- Electric vehicle battery awareness
- Personal Protective Equipment (PPE) Control/Decontamination
- Reducing Cancer
- Other relevant courses as advised by TEEX



Requested Action – North Texas Zero Emissions Vehicles Project

RTC approval of:

- Updated NTxZEV CFP requirements to broaden eligibility for “Reduced Service” Disposition option
- Execution of a contract with TEEEX to administer First Responder Training.
- Instruction to staff to “silo-bust” across funding initiatives and integrate participation elements in other funding programs
- Administratively amending and updating any administrative and/or planning documents as needed to incorporate recommendations

RTC Action Item – October 8, 2026



North Texas Zero Emissions Vehicles Project

Contact Us



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Project Website: www.nctcog.org/NTxZEV





North Central Texas
Council of Governments

Heavy Duty Vehicle Funding for North Texas Fleets

Up to **\$54.8 million** is available for fleets
to upgrade trucks and reduce operational costs



Eligible Projects

Class 6 and 7 fleets
wanting to switch to
battery electric or
hydrogen fuel cell vehicles



Eligible Applicants

Public or Private
Sector Fleets Operating
in North Texas Region



Funding Level

Up to 33 percent
to 80 percent of
new vehicle price

Example Vehicles



INTERESTED?

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- Free technical assistance from the National Lab of the Rockies
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www.nctcog.org/NTxZEV





NCTCOG PRESENTATION

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

Regional Transportation Council
Consent Agenda - Action Item
October 8, 2026

FY2024-2026 PROTECT Grant Program

Overview

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

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

Application Deadline – October 9, 2026

Awards Announced – December 12, 2026

FY2024-2026 PROTECT Grant Program

Overview

Eligible Facilities:

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

Cost Sharing:

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

Obligation Deadlines:

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

Award Limitations:

- None for Planning Grants
- Resilience Grants:
 - $\leq 40\%$ for new capacity construction
 - $\leq 10\%$ for planning/development activities

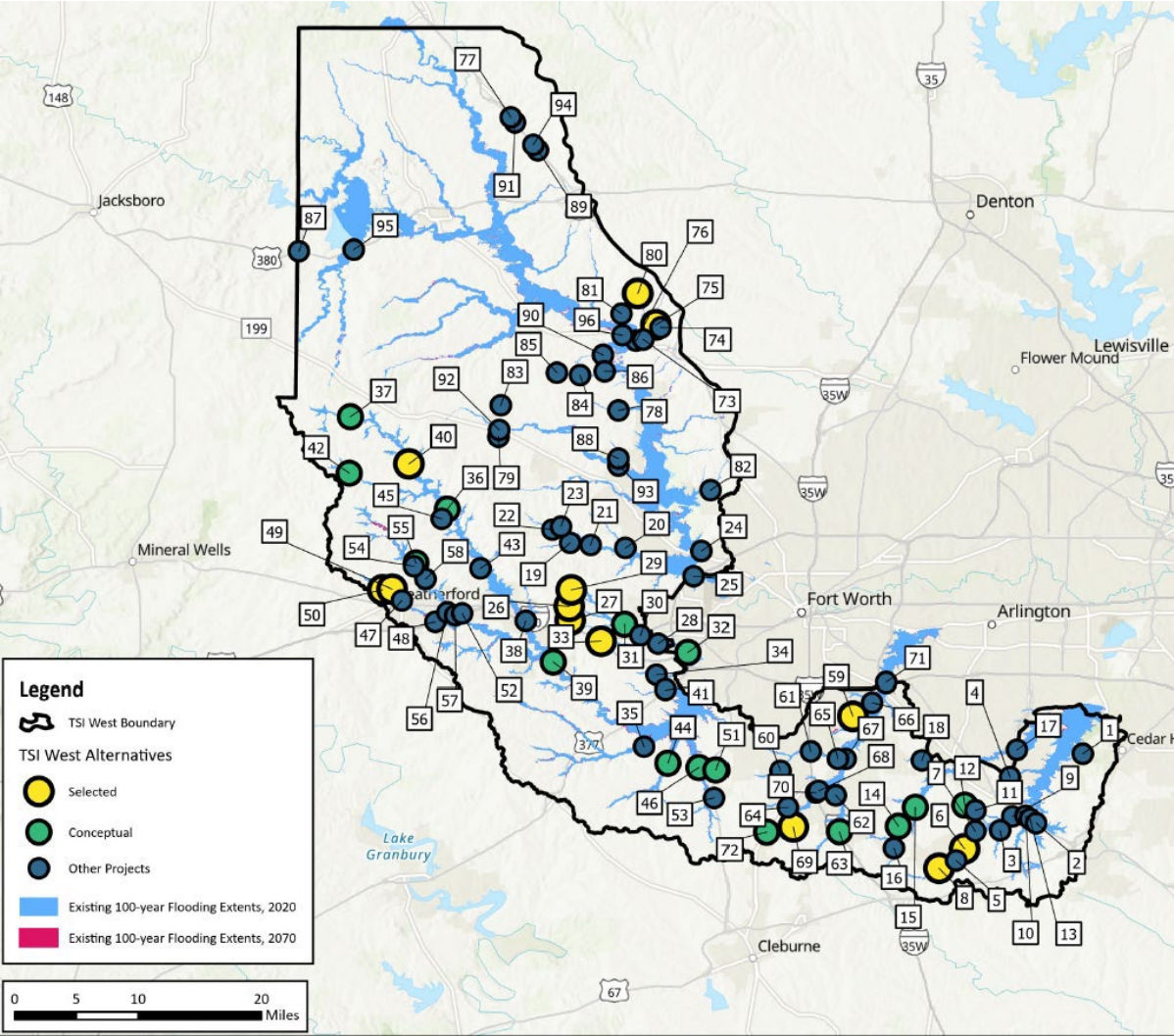
Application Limits:

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

Statutory Set-Asides:

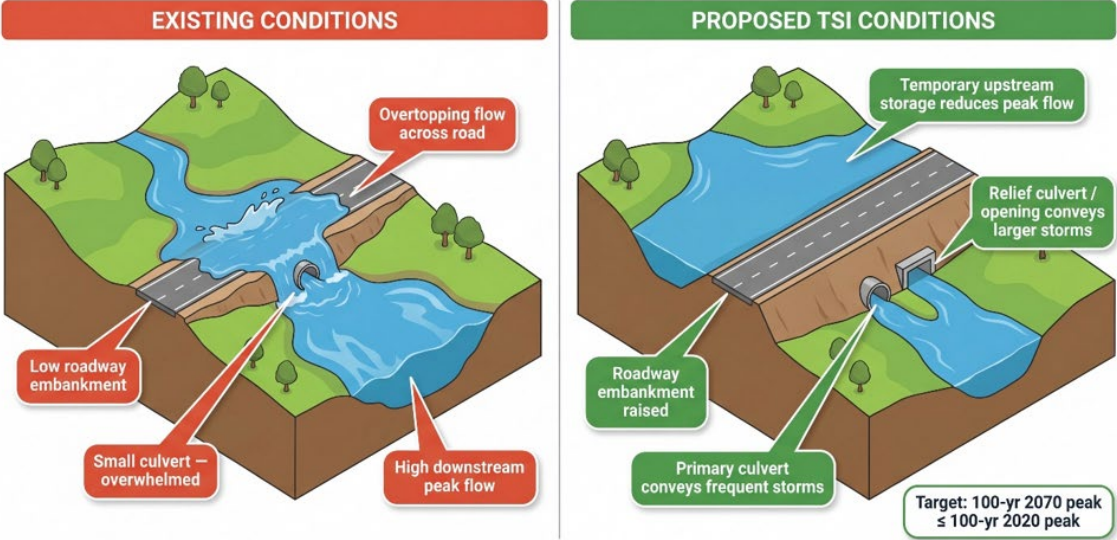
- $\geq 25\%$ for rural areas
- $\leq 25\%$ for intercity passenger rail facilities/services
- $\leq 2\%$ for Tribes
- If OST determines rural/Tribal set-asides are not utilized, other eligible entity reallocation may occur

TSI Study – Detailed Projects



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

TSI Roadway Detention Concept



Integrating Transportation & Stormwater Infrastructure (TSI) Study

How Does TSI Get Implemented?

TSI will...

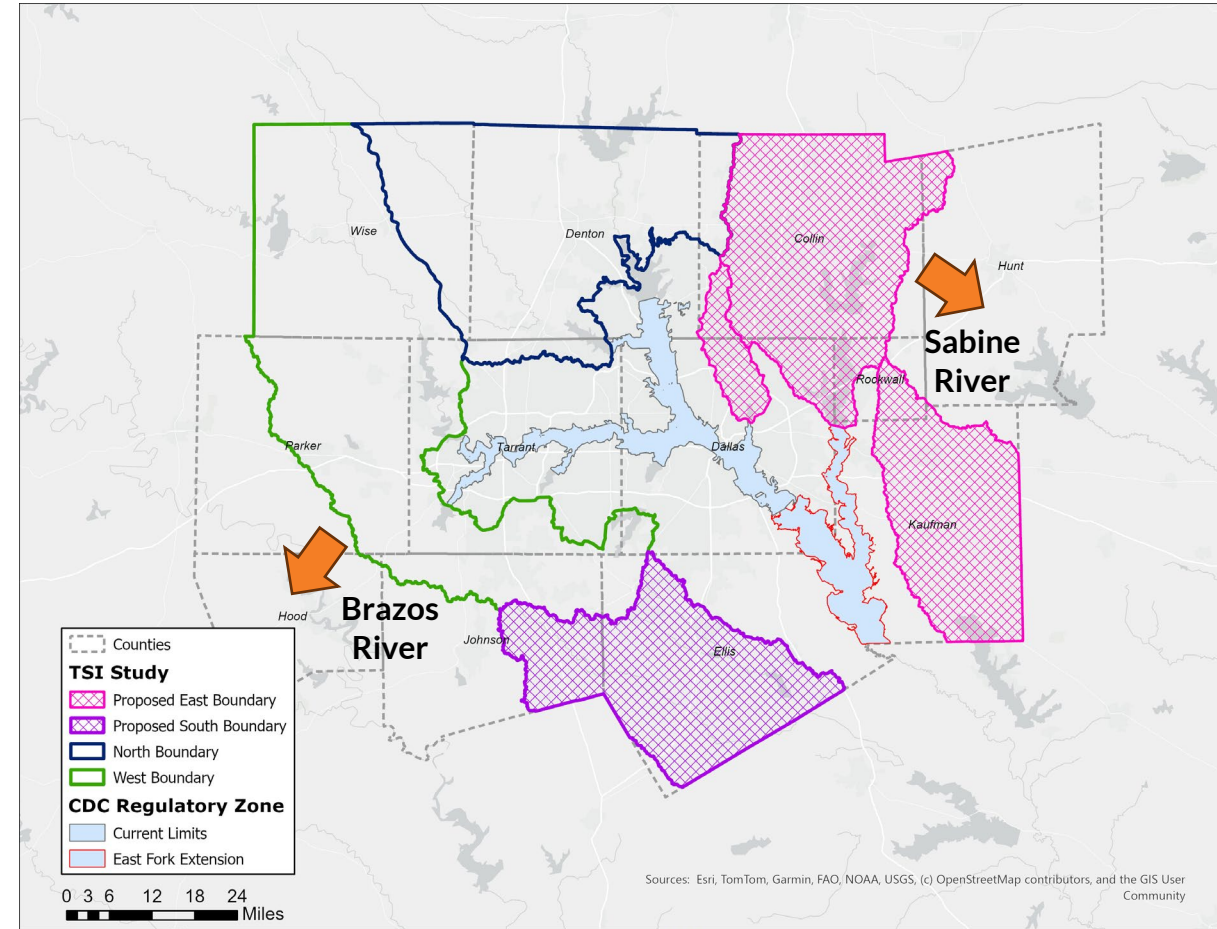
- Leverage, enhance, and/or recommend expanding existing regulatory frameworks
- Identify and recommend Flood Management Projects (FMPs), Flood Management Evaluations (FMEs), and Flood Management Strategies (FMSs)
- **Collaboratively explore/promote expansion of flood resiliency and improve funding/programming opportunities for selected alternatives** (*yellow projects from previous slide*)
 - **State Flood Plan** (*Flood Infrastructure Fund – FIF*)
 - **Mitigation Reallocation Program** (*Texas General Land Office: Community Development Block Grant Mitigation funds*)
 - **USDOT Federal Grants** (*PROTECT, BUILD, INFRA, etc.*)
- Find proactive solutions that provide benefits values beyond what projects may cost



FY2024-2026 PROTECT Grant Program – Planning Grant

Proposed Project – South/East Region TSI Study Expansion

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



FY2024-2026 PROTECT Grant Program – Resilience Grant

Proposed Project – Sustaining Fleets for Small Area Transit Providers

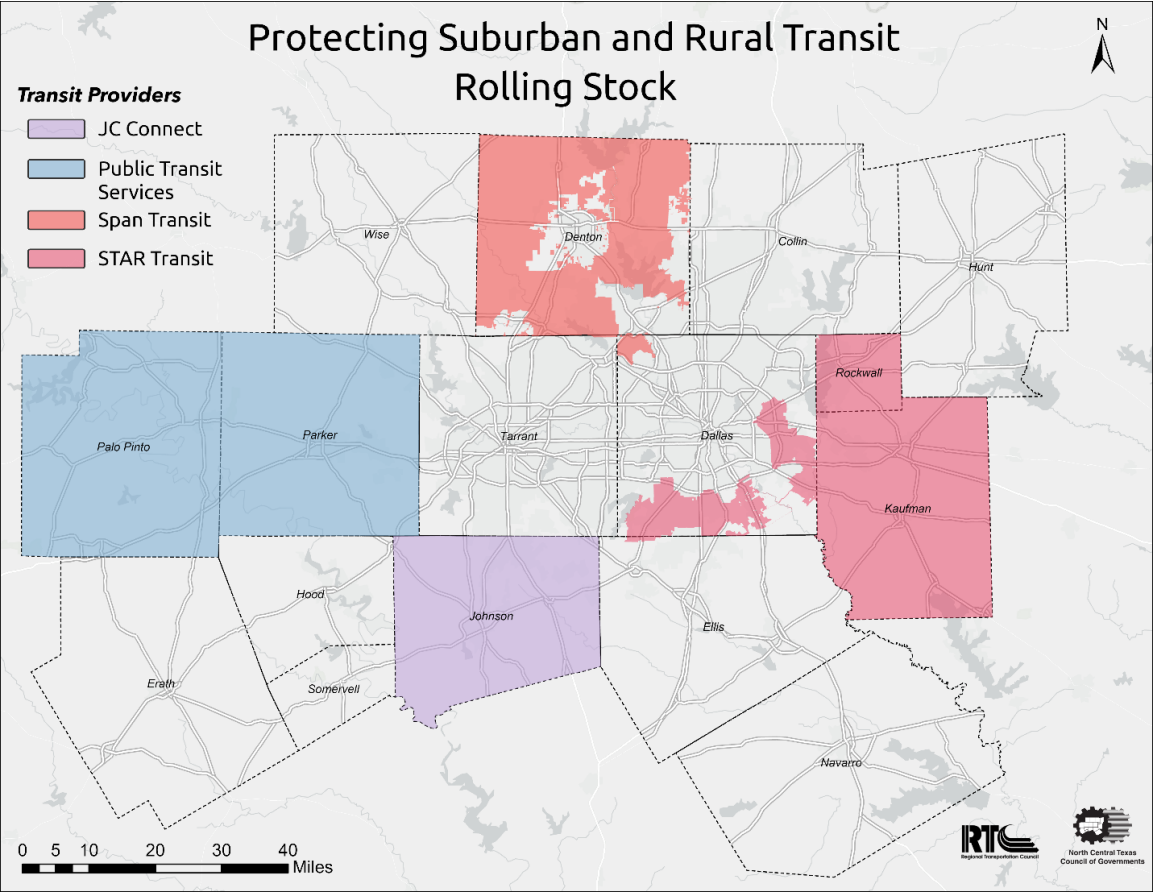
Purchase canopies, awnings, or other coverings to sustain existing fleets for small area providers

Potential Project Locations:

- Cleburne
Weatherford
Mineral Wells
Denton
Terrell
- Mesquite
DeSoto
Ennis
Lancaster
Rockwall

Proposed Budget:

PROVIDER	TOTAL	Federal (Grant)	Local (TDCs)
Johnson County Connect	\$300,000	\$300,000	60,000
Public Transit Services	\$100,000	\$100,000	20,000
Span, Inc.	\$300,000	\$300,000	60,000
STAR Transit	\$400,000	\$400,000	80,000
TOTAL	\$1,100,000	\$1,100,000	220,000



FY2024-2026 PROTECT Grant Program

Application Approval & Development Schedule

August 27, 2026	FY2024-2026 PROTECT Grant Program: Notice of Funding Opportunity (NOFO) Release
September 25, 2026	STTC Action
October 8, 2026	RTC Action
October 9, 2026	FY2024-2026 PROTECT Grant Program: Application Deadline – Grants.gov
October 22, 2026	Executive Board Endorsement
October 23, 2026	STTC Endorsement (Sustaining Fleets for Small Area Transit Providers)

REQUESTED ACTION

FY 2024-26 PROTECT Grant Program

RTC approval of:

Submitting the following projects for the **FY2024-2026 Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Grant Program**:

- **South/East Region TSI Study Expansion (\$7M) – PROTECT Planning Grant**
- **Sustaining Fleets for Small Area Transit Providers (\$1.1M) – PROTECT Resilience Grant**

Administratively amending NCTCOG's Transportation Improvement Program (*TIP*) and the State Transportation Improvement Program (*STIP*), as well as other planning and administrative documents, to include the proposed projects if selected for FY2024-2026 PROTECT awards.

RTC Action Item – October 8, 2026

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RTC LOCAL Accounts

Permanent MPO Revolver Balance (as of 7/31/2026)		\$	4,209,153.71
Permanent MPO Revolver		\$	15,000,000.00
Permanent MPO Revolver Interest		\$	698,001.38
Permanent MPO Revolver Utilization		\$	11,488,847.67
Number of times Permanent Revolver has rotated		\$	22.68
Temporary MPO Revolver Balance (as of 7/31/2026)		\$	11,217,815.88
Temporary MPO Revolver Receipts		\$	10,000,000.00
Temporary MPO Revolver Interest		\$	1,217,815.88
Temporary MPO Revolver Utilization		\$	-
RTC Local Fund Pool Balance (as of 8/4/2026)		\$	94,601,395.25
RTC Local Fund Receipts		\$	95,000,000.00
RTC Local Fund Interest		\$	22,698,768.10
Committed Funds		\$	23,097,372.85



Status Report on Legal Expenses

REGIONAL TRANSPORTATION
COUNCIL

OCTOBER 8, 2026

Status Report on External Legal Costs

External Legal Support	Firm	Expenses	
		Month	Amount
Engagement #1 – Governance	Gibson, Dunn, Crutcher	April	\$165,155
		May	\$281,432
		June	\$125,738
		July	\$130,888
		August	TBD
TOTAL Engagement #1			\$703,213

NCTCOG Governance Legal Expenses – Approximately \$265,000

Status Report on External Legal Costs

External Legal Support	Firm	Expenses	
		Month	Amount
Engagement #2 – Ongoing Support for RTC Policy and Programs	Taylor, Adkins, Olson, Sralla, Elam	April	\$1,278
		May	\$0
		June	\$0
		July	\$821
		August	\$365
		TOTAL Engagement #2	\$2,464
Engagement #3 - Texas Open Meetings Act and meeting procedures	Taylor, Adkins, Olson, Sralla, Elam	April	\$731
		May	\$6,009
		June	\$1,034
		July	\$0
		August	\$2,098
		TOTAL Engagement #3	\$9,873

Cumulative Total All Engagements Through August - \$715,550

Status Report on Internal Legal Costs to the RTC

Month (2026)	Total Hours	Ken	James
January	112.50	68.00	44.50
February	136.50	76.00	60.50
March	164.50	89.50	75.00
April	53.00	26.00	27.00
May	55.50	31.50	24.00
June	26.50	21.50	5.00
July	19.50	14.50	5.00
August	35.50	31.50	4.00
Total	603.50	358.50	245.00
Total Cost for Eight Months for Two Attorneys \$114,896			

2025 Comparison (January – August)	1,385.50	786.00	599.50
Total Cost for Eight Months in 2025 \$250,173			

Key Takeaways

Internal support hours decreased by 782 hours compared to January - August 2025

Internal support costs decreased by approx. \$135,277 compared to Jan- August 2025

No comparable increase in external legal costs in Engagement 2 and 3

Approximate \$125,000 (\$250,173 - \$114,896 - \$2,464 - \$9.873) of costs savings for General Counsel and RTC meeting support costs to RTC

Contact Us



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Training Course: Safe Routes to School (SRTS)

REGISTER NOW



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

The workshop will provide practitioners with a strong foundation for:

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

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

Training Dates and Locations

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

1.

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

Sign-in begins at 9:00 am

Kennedale Fire Facility

2.

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

Sign-in begins at 8:30 am

Irving City Hall

3.

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

Sign-in begins at 8:30 am

Fate City Hall

Training Modules:

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

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



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



North Central Texas
Council of Governments



Resilient Electric Vehicle Charging Plan Stakeholder Invitation

Regional Transportation Council
October 8, 2026



Image Source: Getty

Resilient EV Charging Plan Stakeholder Invitation

Background: The Department of Energy awarded \$1.5 million for NCTCOG to develop a plan to improve resilience of EV charging. **The goal is to ensure EV chargers remain operational and can support critical EV travel (e.g. evacuations, vehicles serving critical functions) during grid outages.**

Deliverables:

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



Get Involved at www.dfwcleancities.org/activities/planning-resilient-ev-charging

- Attend a virtual informational meeting on October 12, 2026, at 11am CT
- Become a stakeholder by completing the stakeholder form by October 31, 2026!

Contacts



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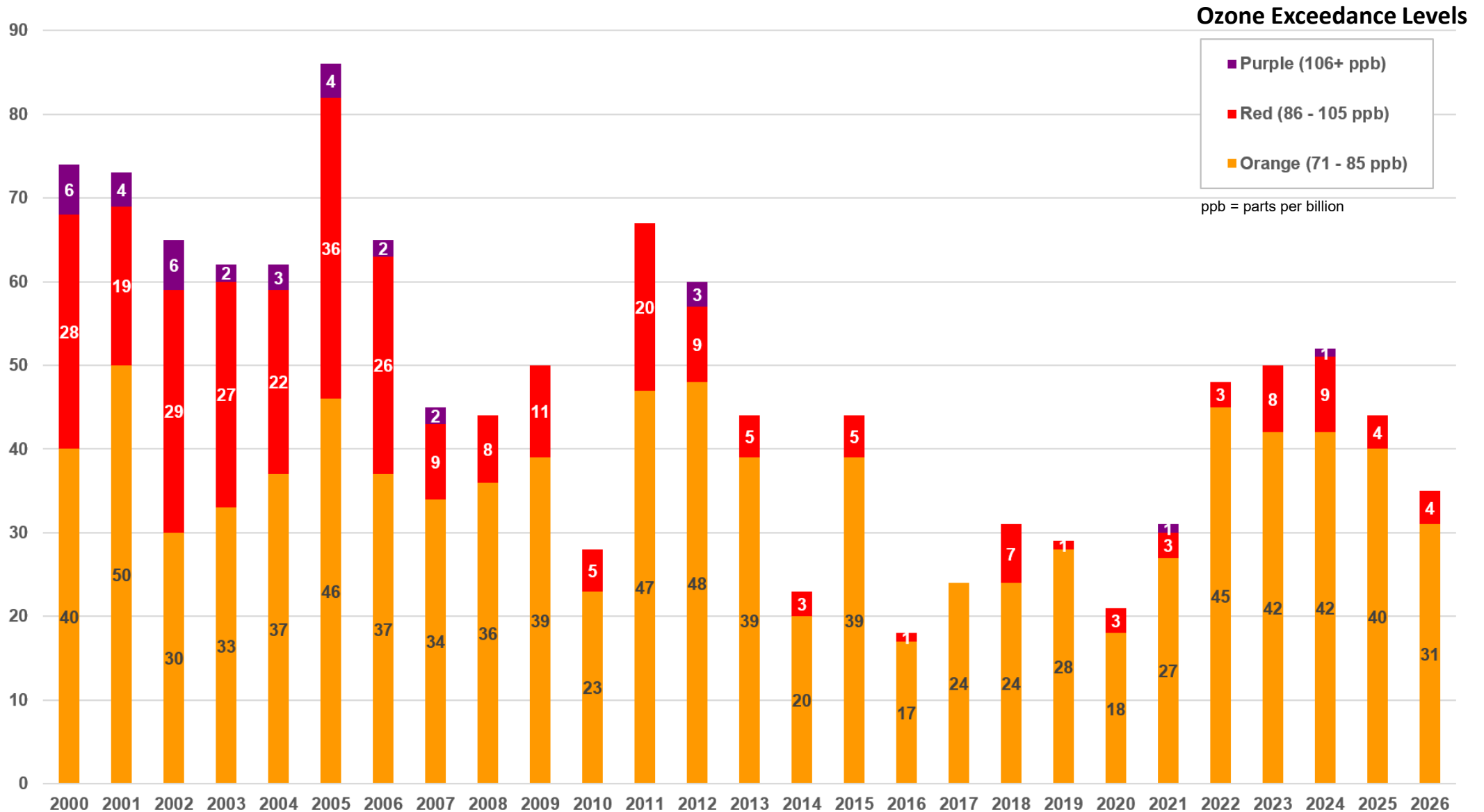
@NCTCOGTrans



linkedin.com/dfwcleancities/

8-hour Ozone NAAQS Historical Trends

Based on ≤ 70 ppb (2015 Standard) – as of September 28, 2026

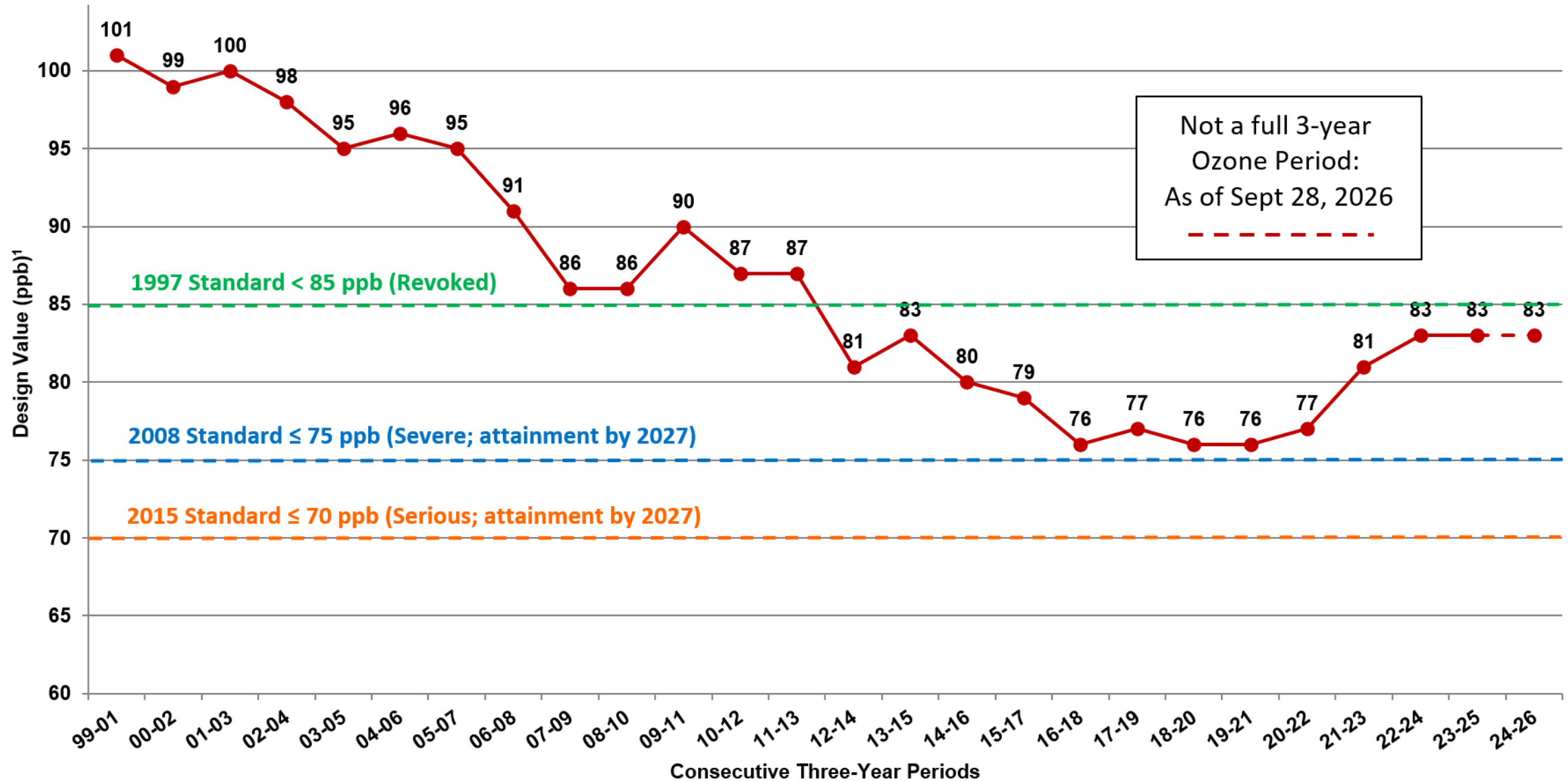


Exceedance Level indicates daily maximum eight-hour average ozone concentration.

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

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

8-hour Ozone NAAQS Historical Trends



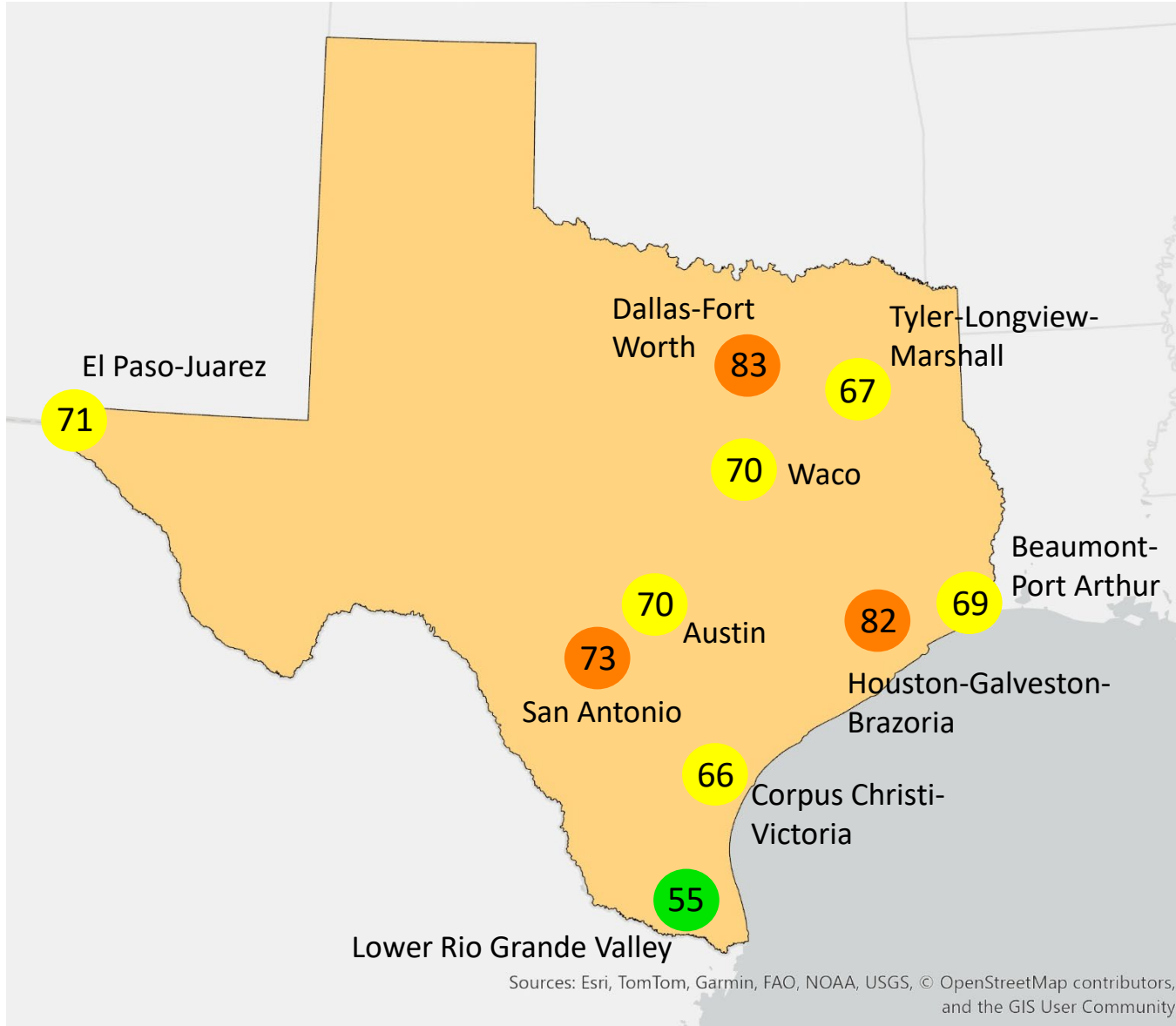
¹Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the *Design Value* (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion (ppb).

Source: TCEQ

Texas Ozone Design Values

Current regional design values,
as of September 28, 2026.

Source: TCEQ



For more Information:



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[NCTCOG - Air Quality](#)

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

Purpose

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

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

Additionally, comments can be submitted through Map Your Experience, the Transportation Department's online mapping tool. This tool allows users to drop a pin on a location in the region and leave a detailed comment. The tool received 9 new comments related to bicycling, pedestrians, roadways and transit conditions. You can view these new comments as well as past comments by visiting:

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

Air Quality

Instagram –

1. Wildfire smoke from fires in Palo Pinto County may move into the region this afternoon and cause elevated levels of fine particulate matter, or PM2.5. Depending on the movement and intensity of the smoke, air quality could reach the “Unhealthy for Sensitive Groups” category. Conditions may vary by location and can change quickly. People who may be especially sensitive to particle pollution, including children, older adults, and individuals with heart or lung conditions such as asthma, should consider reducing prolonged or strenuous outdoor activity. Take additional breaks, keep necessary medications readily available, and move activities indoors if you experience coughing, shortness of breath, chest tightness, or other symptoms. The general public is less likely to be affected at this air-quality level but should remain aware of changing conditions, particularly where smoke or haze is visible or the smell of smoke is present.

We will continue monitoring conditions and provide updates as information becomes available. - NCTCOG Transportation Department (@nctcogtrans)



#dallas – christiantorresms

Bicycle/Pedestrian/Sustainable Development

Facebook –

1. Did you know kids need at least 60 minutes of physical activity daily? And that physical activity can improve their academic performance? Join us on Walk & Roll to School Day on October 7 and let's get moving! Students can also participate in the Scooter and Helmet Drawing by completing a road safety pledge with a parent or guardian and submitting it through their school by October 16. For details, see the link in our comments below. - NCTCOG Transportation Department



Elementary schoolers do great but it's over by high school. And nobody notices or cares.... -
Rob Dentremont

Safety

Facebook –

1. From the [The Dallas Morning News](#): "Fatal wrecks are common in North Texas, with an average of more than one fatal collision a day during the month, according to data from the Texas Department of Transportation. Increasing numbers of collisions can be blamed on multiple factors, including population growth that leads to continued increases in traffic and congestion. "The 16-county region – Collin, Dallas, Denton, Ellis, Erath, Hood, Hunt, Johnson, Kaufman, Navarro, Palo Pinto, Parker, Rockwall, Somervell, Tarrant and Wise – recorded 8,283 vehicle crashes in July. Dallas and Tarrant counties accounted for more than half of those."

Read more: <https://www.dallasnews.com/.../dallas-tarrant-fatal...>

For safety tips and other resources from Drive Aware North Texas, see our link in the comments below. [Dallas, Tarrant counties led North Texas fatal crashes in July](#) - NCTCOG Transportation Department



Seems to be a flurry of drivers killing cyclists lately too 🚗 - Stan Hart

This is a public health crisis. Texas needs to slow down highway expansion, add traffic calming measures to street design, and prioritize nondrivers' safety. I don't want to live like this anymore. - Lauren Penn

Transit

Email –

1. Bashir Easter, Melanin Minded Foundation

Dear NCTCOG Transit Team,

My name is Dr. Bashir Easter, and I am writing on behalf of the Melanin Minded Foundation, a 501(c)(3) nonprofit based in the Fort Worth area that operates Navigator Transportation – a dementia-capable, coordinated transportation program for older adults and individuals living with Alzheimer's disease and related dementias (ADRD).

We are exploring an application to the FTA's FY26 Innovative Coordinated Access and Mobility (ICAM) Pilot Program (Opportunity FTA-2026-012-TPM-ICAM), which is capital-only and requires a current Section 5310 direct or designated recipient to submit on behalf of nonprofit subrecipients. We understand NCTCOG is the FTA-designated recipient for Section 5310 funds in the Dallas-Fort Worth-Arlington urbanized area, which includes our Tarrant County service area.

Our proposed project would fund the enhancement of our existing Navigator Transportation App into a formal mobility-management and one-call/one-click coordination tool, connecting riders, caregivers, trained drivers, and referral partners including United Way of Tarrant County and the Area Agency on Aging of Tarrant County. Our approach builds on a 2023 pilot funded by Milwaukee County DHHS that delivered 160 rides to 32 ADRD participants and documented measurable reductions in caregiver strain and social isolation.

Given the Sept. 9, 2026, application deadline, we would greatly appreciate a short call this week to learn whether NCTCOG plans to submit an ICAM application this cycle, and whether there may be an opportunity to include our project as a subrecipient line item. I am happy to share our full project narrative and supporting materials in advance of a call.

Thank you for your time and consideration I look forward to hearing from you.

Response by NCTCOG Transportation Staff

Good afternoon, Dr. Easter.

Thank you for reaching out and introducing us to your organization and your proposed project. NCTCOG is pursuing the ICAM grant; however, with the Sept. 9, 2026, deadline we are unable to include your project as a subrecipient. We would appreciate any information you are willing to share about your organization, as there may be future opportunities to partner.

High-Speed Rail

Letters –

1. Please see Attachment 1 for comments submitted via letter.
2. Please see Attachment 2 for comments submitted via letter.
3. Please see Attachment 3 for comments submitted via letter.
4. Please see Attachment 4 for comments submitted via letter.

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August 24, 2026

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

*Re: Houston Investigative Report (Part 2): Estimated **\$537 per rider** cost for Dallas-to-Houston high-speed rail – just for debt repayment (and not even including operations and maintenance costs)*

Dear Mr. Kirkpatrick:

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

Last week, I provided for you the recently published Houston-based investigative report (the "Houston Investigative Report") which concluded that **"the northwest Harris County alignment [regarding possible future Dallas-to-Houston high-speed rail] is dead"** and **"[t]here is no way the project can be built on the officially approved alignment"** because **"[m]ultiple subdivisions have been built in the path of the approved alignment, and a new Blinn College campus with a large first building underway has been established directly in the alignment path."** See <https://houstonstrategies.blogspot.com/>.

This week, as additional and continuing educational courtesy, I point you to the economic study contained in the Houston Investigative Report, which finds that the estimated annual debt service (principal and interest) relating to possible future Dallas-to-Houston high-speed rail (assuming a \$40 billion cost at 7% interest) would result in a per-rider cost of **\$537.00**. That number does not even include operations or maintenance expenses, which would significantly add to that per-rider estimate.

The report compared that bloated per-rider amount against typical airfares between Dallas and Houston on both United Airlines and Southwest Airlines, which noted ticket prices available as low as **\$82.00** (15% of the projected high-speed rail per rider cost). All other fare comparisons came in under \$250.00, *less than half* the \$537.00 per-rider high-speed rail cost stated in the report.

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 24, 2026
Page 2

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

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

Thank you for your attention to these important matters.

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

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August 31, 2026

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

Re: The Trinity Railway Express, the “backbone of the region” for North Texas transportation, breaks ground on its double-tracking project – speeds will reach 79 miles per hour (making travel times between Dallas and Fort Worth competitive with possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail)

Dear Mr. Kirkpatrick:

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

I am pleased to provide for your review the below link to the recent media report that the Trinity Railway Express (the “TRE”), described as the “backbone of the region” for North Texas transportation, has broken ground on its anticipated “double-track project” that Trinity Metro President and CEO has confirmed will increase the speed of Dallas to Fort Worth trips on the TRE to 79 miles per hour. <https://fortworthreport.org/2026/08/14/trinity-railway-express-on-track-for-improvements/>.

Of course, achieving this significantly faster speed will result in the TRE having competitive travel times between Dallas and Fort Worth in comparison to possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail. This double-tracking will also allow for more frequent trips and a greater number of passengers.

As we have previously pointed out, the budgeted cost to upgrade the TRE to produce a 30-35 minute ride between Dallas and Fort Worth is just a tiny fraction of the projected cost for possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail (saving many billions in taxpayer monies).

Ken Kirkpatrick
General Counsel
August 31, 2026
Page 2

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September 8, 2026

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

Re: Continuing absence of disclosures regarding any Texas high-speed rail “projects” pursuant to amended Texas Transportation Code

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”).

A year ago, I courteously notified you of certain amendments to the Texas Transportation Code, including Section 111.059(b), which became effective and enforceable as of September 1, 2025. Pursuant to that compulsory statute:

...

(b) *An entity that proposes a high-speed rail project* shall submit to the department each year that the project is included in the Texas Rail Plan the following information:

(1) the proposed method of financing of the construction or acquisition of the project, including:

(A) the extent to which funds for financing are currently available; and

(B) for any securities to be issued:

(i) the approximate terms of sale and total fixed charges of the securities;

(ii) whether the securities issued will be underwritten by industries to be served by the proposed line; and

(iii) an explanation of how the fixed charges will be met;

Ken Kirkpatrick
 General Counsel
 September 8, 2026
 Page 2

- (2) a recent balance sheet;
- (3) a present value determination of the full costs of the proposal;
- (4) if construction is proposed, the costs for each year of the construction;
- (5) a proposed schedule for completion of the project, including timeline for permitting, funding, and land acquisition;
- (6) ridership projections and methodology;
- (7) the proposed route;
- (8) an organization chart of the entity's management and staff; and
- (9) a disclosure of any current or planned foreign investment in the project.

(c) The department shall make the information submitted under this section available to the public on the department's Internet website.

Tex. Transp. Code § 111.059(b) (effective September 1, 2025) (emphasis added).

I also specifically notified you that the Texas Department of Transportation's ("TxDOT") "Internet website" did not appear to list any disclosure of any of this information pursuant to Section 111.059 relating to any possible future high-speed rail project in Texas.

Today, a year later, I provide this assistive update, confirming that the TxDOT Internet website continues to not list or contain any disclosure of this information, including but not limited in relation to (1) possible future Dallas-to-Houston high-speed rail or (2) possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher speed rail.

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

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

- **undeniably threatened, irreparably harmed and severely damaged the Reunion development as well as the potential for new economic activity adjacent to Dallas' new \$3 billion Kay Bailey Hutchison Convention Center;**
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Ken Kirkpatrick
General Counsel
September 8, 2026
Page 3

Thank you for your attention to these important matters.

Sincerely,

/s/ Eric Gambrell

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September 14, 2026

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

Re: Update on Obsolescence of Trainset Technology Underpinning the Stale EIS regarding possible future Dallas-to-Houston 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").

We have previously reported to you regarding the multiple and fundamental bases that render the over six (6) year old environmental impact statement regarding possible future Dallas-to-Houston high-speed rail (the "Stale EIS") legally stale, outdated and unusable. This is due to, among multiple other categories, the (a) trainset technology and (b) route alignment assessed in the Stale EIS that are no longer viable.

The purpose of today's correspondence is to further update you regarding the obsolescence of the trainset technology analyzed and approved in the Stale EIS, rendering it a both a legal and practical nugatory and nullity.

More specifically, the Stale EIS states that its very "underpinning" is "based on the Japanese **N700-Series** Tokaido Shinkansen technology." Stale EIS at 3.1-1; *see id.* at ES-6; *id.* at Appendix F ("based upon the specifications and standards of N700-series rolling stock."). No other trainset technology was analyzed or approved by the Stale EIS.

We previously notified you that Shinkansen replaced the now-antiquated and "retired" **N700-Series** trains with a new and different trainset technology, namely, the **N700S Supreme-Series**. Then, as we also made you aware, Shinkansen advanced again, moving to yet another completely different and incompatible mode of technology: "Maglev."

Today, we provide a further update that Shinkansen has now obtained the regulatory "green light" for that advanced Maglev technology.

<https://www.japantimes.co.jp/news/2026/07/07/japan/shizuoka-maglev-line-greenlight/>.

Ken Kirkpatrick
General Counsel
September 14, 2026
Page 2

The Stale EIS did not study Maglev. If and when any environmental impact statement study is commenced, such a study would be required to undertake a new comprehensive review and assessment of potential locations for a Dallas station. As previously reported, this would require, *inter alia*, “coordinat[ion] with local development planning and stakeholder engagement efforts,” which includes “the City of Dallas, DART, local agencies, project stakeholders, and applicable regulatory bodies.”

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

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

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

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

MINUTES

REGIONAL TRANSPORTATION COUNCIL PUBLIC MEETING

North Texas Zero Emissions Vehicle Call for Projects

Access North Texas

Federal Performance Measures Update

Submittal of Grant Application to the Federal Transit Administration (FTA) for the 2026 Access and Mobility Partnership Grant

Meeting Date and Location

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting on Monday, Sept. 14, 2026, at noon in Arlington. Patrons could attend in person, via phone or view the live stream at publicinput.com/nctcogSept26. Chris Klaus, Senior Program Manager, moderated the meeting attended by 81 people.

Public Meeting Purpose and Topics

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

- North Texas Zero Emissions Vehicle Call for Projects (**Juliana VandenBorn**)
- Access North Texas (**Evan Paret**)
- Federal Performance Measures Update (**Jenny Narvaez**)
- Submittal of Grant Application to the Federal Transit Administration (FTA) for the 2026 Access and Mobility Partnership Grant (**Gypsy Gavia**)

The public meeting was held to educate, inform and seek comments from the public. Comments were made by those attending who wished to speak for the record. The presentations made during the meeting as well as a video recording were posted online at: publicinput.com/nctcogSept26.

Summary of Presentations

North Texas Zero Emissions Vehicle Call for Projects presentation: [North-Texas-Zero-Emissions-Vehicle-Call-for-Projects.pdf](#)

NCTCOG was awarded \$60 million by the Environmental Protection Agency's (EPA) Clean Heavy-Duty Vehicles Program for the North Texas Zero Emissions Vehicles Project. Most of the funding supports a call for projects that provide rebates for zero-emission vehicles (ZEVs) and supporting infrastructure.

An additional \$1.4 million will fund zero-emission workforce development and training through a separate proposal process. Eligible applicants include both public and private fleets that adopt the Regional Transportation Council's Clean Fleet Policy. The program targets Class 6 and Class 7 vocational vehicles, including box trucks, step vans, bucket trucks, street sweepers, transit buses, refuse haulers and other industry-specific vehicles. Funding covers up to 80 percent of costs for battery-electric and/or hydrogen fuel cell vehicles, with additional support for necessary infrastructure.

For more information visit www.nctcog.org/NTxZEV.

Access North Texas presentation:

[Access-North-Texas.pdf](#)

Access North Texas is the regional public transportation coordination plan for the region that identifies public transportation needs of older adults, individuals with disabilities, low-income individuals and others with transportation challenges. The plan meets federal and State requirements for transit coordination and includes strategies to address needs, eliminate gaps in service and avoid duplication of services.

The 2026 update includes regional goals and county-specific strategies developed using public feedback, survey data and input from transit providers. Outreach began in spring 2024, and staff are preparing to publish a draft plan for public review in October. The Regional Transportation Council (RTC) will take action on the 2026 update of Access North Texas on Dec. 10, 2026.

For more information, visit www.AccessNorthTexas.org or subscribe to the Access North Texas email list.

Federal Performance Measures Update presentation:

[Federal-Performance-Measures-Update.pdf](#)

Federal performance measures are highway and transit measures used to support a safer, more reliable transportation system. Staff provided an update on PM3 measures, including peak-hour excessive delay, non-single occupancy vehicle travel and emissions reductions, as well as Transit Asset Management (TAM) measures for transit vehicles, facilities, equipment and infrastructure. The PM3 update included proposed targets for the 2026-2030 performance period. Staff noted that some measures continue to reflect post-pandemic travel patterns, while current programs and projects are expected to help maintain or improve performance over time.

For TAM, staff recommended maintaining existing regional targets for large and small transit providers while continuing to coordinate on planning, funding, technical assistance and a regional dashboard. The RTC approved the proposed targets, which will be submitted by Oct. 1, 2026, to TxDOT.

Submittal of Grant Application to the Federal Transit Administration (FTA) for the 2026 Access and Mobility Partnership Grant presentation:

[Submittal-of-Grant-Application-to-the-Federal-Transit-Administration-\(FTA\)-for-the-2026-Access-and-Mobility-Partnership-Grant.pdf](#)

The NCTCOG Transportation Department submitted an application to the Federal Transit Administration for the 2026 Access and Mobility Partnership Grant, which supports coordinated transportation services for older adults, people with disabilities and households with limited financial resources. The proposed DFW Transportation and Medical Core Connection Project would create an interactive software platform with conversational AI and dedicated travel navigators to help connect users with available transportation options.

COMMENTS RECEIVED DURING THE MEETING

North Texas Zero Emissions Vehicle Call for Projects

Lance Manning, Citizen

A. Application timeline

Question: Do you have information on how long the application is and how many hours it will take to complete?

Summary of response by Juliana VandenBorn: It depends on how familiar a fleet is with their data and if they already have an idea of what they want to submit. I would give yourself at least two weeks, depending on the information you have readily available.

Question: Would it be 10 or 20 hours over two weeks or is it a 20-page application?

Summary of response by Juliana VandenBorn: It's only about six pages, but it will be in an Excel format. There are six or seven sheets, including instructions and signatures. The other four or five sheets have several columns to fill out vehicle information, but I would still say about two weeks. It's hard to put an exact number on it. It really depends on the data you have and how much you must coordinate with others.

Matt Johnston, AJL International

A. Project timeline clarification

Comment: I own AJL International, and we were the ones that backed up Trinity Metro during FIFA for the buses. You mentioned that this is an ongoing project for next year. Will it update every month, so people like us that are in the same industry can continually apply for things like this?

Summary of response by Juliana VandenBorn: Yes, we will continue accepting applications through the end of the year. Depending on how much funding we have available, we might extend it into next year. However, this is basically a lump sum that we've gotten from the EPA, and it's not guaranteed to come back. The State does have various vehicle programs that come back every single year, so they're a little bit more reliable if you want to know more about them.

Access North Texas

Phyllis Silver, Citizen

A. Hard copy of plan

Question: Will there be a hard copy of Access North Texas or is it online only?

Summary of response by Evan Paret: We can provide a physical copy upon request.

B. Transportation service subscriptions & costs

Comment: For the last go round, I was very disappointed by high costs and fees for services. I called one place and it took forever to get through to somebody. I remember it was a long voicemail greeting, like advertisements. Also, it turned out to be a subscription model for somebody who uses the services daily. I thought that was very disappointing. Maybe it fits some people's needs, but for the underprivileged or the average person, some of it was not appropriate.

Summary of response by Gypsy Gavia: Thank you so much for your feedback. I think what you are identifying is the cost of some of these private providers when public transportation is not available. We are having those conversations here in the department of what can be done as a region to make those services more accessible for our seniors and individuals with disabilities.

Dante Ren, National Federation of the Blind Fort Worth Chapter

A. Transit connection issues

Comment: My comment is regarding the barriers to crossing borders of transportation. For instance, I'm in Mansfield, but I can't go to Grand Prairie and there is no paratransit in Mansfield, as far as I know. The only transit that I've found that can get me anywhere is from Catholic Charities. I will send an email with some of the details hopefully soon with my comments and further questions or suggestions.

Summary of response by Gypsy Gavia: Thank you for your comment. Anything you can share via email will help us. What you described reflects challenges across city-based transit agencies, which we continue to work through. We are looking at how to help create a more regional system, especially for demand response services for seniors and individuals with disabilities. We appreciate the information and will note the Mansfield to Grand Prairie connection, especially as part of our core counties and medical connection projects. While this initiative focuses on healthcare and information, part of it is to gather hard data on missed connections so we can work with transit agencies on a more regional approach.

Other

Matt Johnston, AJL International

A. Future toll roads

Question: Should we be expecting to see a lot more private toll roads pop up in our future?

Summary of response by Chris Klaus: I don't have that information off the top of my head. I think there's a table in our Mobility Plan that probably identifies each of the roads, each of the facilities that are under consideration and the approximate implementation. We can coordinate internally with staff to get those pages or that information to you directly.

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

Website

Chris Breaux, Citizen

A. Arlington transit needs

Comment: Arlington needs a comprehensive transit system with bus routes and regular service to connect better with the rest of DFW.

Response by Katherine Cadena: Hi Chris, we have received your comment, and it will be provided to appropriate staff.

Email

Jeff Baska, Citizen

A. High-speed rail construction

Question: When can we expect the high-speed rail from Dallas to Houston to begin construction?

Response by Rebekah Gongora:

Good morning, Mr. Baska,

Thank you for your interest in transportation in North Texas. We currently don't have updates on the implementation and construction of the Dallas to Houston high-speed rail project that is being developed by Texas High-speed Rail Holdings. The North Central Texas Council of Governments is only assessing the full Fort Worth-Houston corridor as part of the Federal Railroad Administration's Corridor Identification program but are in the early stages of studying the corridor.

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

WFAA

DART WITH THE RECEIPTS: NEW RIDERSHIP DASHBOARD ARRIVES AS AGENCY FIGHTS TO PROVE ITS VALUE

By Janel Forte
August 31, 2026

DART is putting the receipts online.

For the first time, Dallas Area Rapid Transit is giving the public a monthly, city-by-city look at who is actually riding its buses, trains and other services. And it's data that arrives at a particularly consequential moment for the transit agency.

DART launched two new [public ridership dashboards](#) Monday that allow users to dig into ridership by city, mode of transportation, month, day of the week and even time of day. A separate dashboard takes an even closer look at light rail.

Think of it as a new public scoreboard for an agency that has spent much of the past two years being asked to prove its value.

The dashboards include comparisons between fiscal years 2025 and 2026 and break out ridership on buses, light rail, commuter rail, GoLink and paratransit. DART says there are more features planned in later phases.

Until now, much of that information was released through quarterly reports to DART's board.

"The development of these ridership dashboards brought together expertise and input from teams across DART," Interim President and CEO David Leininger said, calling the project part of an effort to provide a more transparent look at how the system is being used.

That transparency has become increasingly important.

For decades, DART has largely operated on a simple funding equation: Shoppers spend money in a member city, and one penny of each taxable dollar goes toward the regional transit system.

That one-cent sales tax generated more than \$900 million for DART in fiscal year 2025. The agency recorded 55.5 million passenger trips across the system that year.

But several suburban member cities have argued the equation has not always worked in their favor.

The debate boiled over as local leaders questioned whether the amount their cities contributed matched the amount of transit service their residents received. At one point, six member cities called elections that could have allowed voters to pull out of DART altogether.

The fight eventually produced a compromise.

Earlier this year, DART approved a funding framework designed to return money to member cities over six years, while the North Central Texas Council of Governments' Regional Transportation Council committed \$75 million over five years to help support the deal. Plano, Irving and Farmers Branch ultimately backed away from planned withdrawal elections.

Not everyone stayed.

In May, nearly 70% of Highland Park voters chose to leave DART, ending service there and shrinking the agency from 13 member cities to 12. Addison and University Park voters chose to remain.

That history makes the ability to click on a city and see its ridership considerably more significant than the average government data dump.

For cities asking, "What are we getting for our money?" DART is now putting at least part of the answer on the screen.

Of course, the same numbers can be used to make very different arguments.

A city with relatively few boardings could point to the dashboard as evidence that it is paying heavily for a service its residents rarely use. Transit supporters could counter that measuring a regional system strictly by boardings within municipal boundaries misses trips to jobs, airports, schools and other destinations throughout North Texas.

Now, both sides have more data to work with.

The dashboard rollout comes as DART prepares for another significant transition: a new CEO.

Former President and CEO Nadine Lee's tenure ended in April after the board decided to move in a different leadership direction. Leininger, a former DART chief financial officer who previously served as interim CEO, returned to temporarily run the agency in May.

Its next CEO is already arriving under scrutiny. Nathaniel P. Ford Sr. is set to take over Oct. 26 after a divided board selected him following a contentious search. Some board members pushed for more time to vet Ford after he re-entered the process late. They pointed to questions about his spending and travel record while leading Jacksonville's transit agency.

Ford's supporters said those expenses were approved and audited. They highlighted his decades of experience running major transit systems.

He will inherit a DART already under pressure to justify how it operates.

That makes the timing of a new public ridership dashboard especially notable: Ford will be stepping into a job where more of DART's numbers are now available for everyone to see.

DART has recently pointed to signs of momentum.

During enhanced service surrounding the 2026 FIFA World Cup, when trains ran more frequently and with additional capacity, DART said ridership climbed 12.9%. Those additional frequencies ended in July when the temporary funding paying for them expired.

The agency also reported this month that overall customer satisfaction reached 74.9%, its highest level since 2019, while nearly 90% of surveyed riders said they were likely to continue using DART.

Those numbers help DART make the case that transit has a place in North Texas. The new dashboards make it easier for everyone else to check the math.

DART cautions that figures for the current fiscal year are still subject to revisions as new information comes in. The agency says its quarterly board reports will continue alongside the new monthly dashboards.

For an agency facing questions about its funding, governance and future, though, the bigger change may simply be this: The public no longer has to wait three months to see who's riding.

SURVEY FINDS NORTH TEXAS COMMUNITIES UNPREPARED FOR RAPID DATA CENTER GROWTH

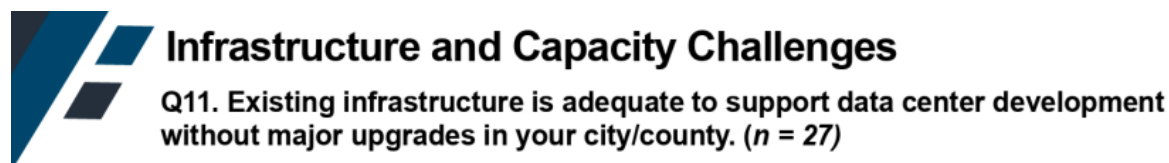
By Pablo Arauz Pena
August 31, 2026

A new survey finds that North Texas cities and counties are struggling to prepare for rapid data center development.

The North Central Texas Council of Governments, which [published the survey](#), asked a group of 31 local leaders and municipal staff about how they're addressing ongoing development.

The vast majority — 78% — of respondents said their city or county doesn't have adequate infrastructure to support new data centers without major upgrades.

"A lot of the things that local governments identified in the survey are things that the developers could do to ensure positive outcomes," said Susan Alvarez, director of environment and development at the North Central Texas Council of Governments. "It's addressing water supply, water use, addressing energy capacity reliability, sustainability measures."



The survey also found that respondents have significant environmental concerns over water and energy used by data centers. Nearly all — 96% — said data centers can have the greatest strain on water resources. Another 81% are concerned over the strain to the power grid.

The region's latest water plan projects that demand for water will [outpace supply within the next 10 to 20 years](#) as the population continues to grow.

"We're tapping into resources that we don't necessarily have," Alvarez said. "We've had some of our communities have existing drawdowns on their wells right now and so water is a significant concern across Texas."

A spokesperson for the Data Center Coalition, which lobbies for the industry, previously told KERA that data centers are [vital infrastructure for digital resources](#) that range from virtual meetings to bank transactions. The development of artificial intelligence has also bolstered the demand for more facilities.

While many data centers that are planned or under construction in Texas will operate on a “closed loop” system that reuses water, Alvarez said the technology required to power that system requires more energy.

Respondents also said while there’s the possibility of economic benefits from new data center development, there isn’t enough information to support long-term value for their communities.

“Yes, there's potential for great economic improvement from tax revenues, but the data to be able to assess and plan to understand really how much of those purported tax revenues are real is not available,” Alvarez said.

The survey found that cities and counties in North Texas seek stronger guardrails for new development, such as sustainability requirements that could include water reuse, renewable energy use and efficiency standards.

Texas Gov. Greg Abbott recently directed a [pause on all new data center development](#) until the Public Utility Commission and the Electric Reliability Council complete a comprehensive audit before they connect to the power grid.

“There really is not a lot of data on this particular industry that helps local governments with either assessing whether it's appropriate for their community or planning for how to support,” Alvarez said. “Anything that the state can do to help local governments with respect to getting the data that supports good decision making, I think would be appreciated.”

SOME NORTH TEXAS GOVERNMENTS FEEL UNPREPARED FOR RAPID DATA CENTER GROWTH, SURVEY FINDS

Water and power supply are among the chief concerns, according to the survey

By Lilly Kersh
September 1, 2026

Amid unprecedented data center [growth in North Texas](#), a survey found some local governments want stronger infrastructure and more clear rules before it accelerates even further.

The North Central Texas Council of Governments surveyed dozens of cities and counties in the [region about data centers](#) and found there are growing concerns over infrastructure demands, environmental impacts and policy challenges.

However, Susan Alvarez, director of environment and development at NCTCOG, said local government representatives seem to recognize the [potential for tax revenue](#) from data centers.

“It’s revenue that could really help with city programs,” she said. “But they’re trying to figure out what’s the best way to support this development without impacting the community in a negative way.”

Nearly two-thirds of the 31 cities and counties that responded to the survey reported their community has either [approved a data center](#) within the past decade or is actively considering one.

But nearly 80% disagreed or strongly disagreed that their existing infrastructure could support data center development without major upgrades, according to the NCTCOG, a regional planning association of local governments.

Respondents perceived a “significant gap” between the [pace of development](#) and local capacity to manage it, according to a statement by the council, with needs for more water, wastewater and electric grid capacity, plus funding for infrastructure upgrades.

[Water supply](#) was the greatest concern — cited by 96% of survey respondents — followed by the electric grid, which was cited by 81% of respondents.

Respondents supported mandatory sustainability requirements and more [clear local rules](#).

Only 22% of respondents agreed that data centers provide meaningful long-term tax revenue for their community, while 56% were neutral and 22% disagreed, according to the council of governments.

This surprised Alvarez.

“We thought ... that’s why people wanted them,” she said. “That’s not necessarily what is being promoted.”

The council, which is not for or against [data centers](#), Alvarez said, plans to use the feedback to develop educational resources for members to make informed decisions.

The challenge, Alvarez said, is a lack of information on how much energy particular data centers actually use. There is also a wide range of types of data centers and different ways they use [power and water](#).

“It's really hard to plan for,” she said. “It is a very competitive business, and so the information just isn't there. That really makes it hard for local governments.”

NORTH TEXAS CITIES CONCERNED ABOUT REGION'S DATA CENTER INFRASTRUCTURE, SURVEY SAYS

By Elizabeth Campbell

September 3, 2026

Some North Texas cities are concerned that they lack adequate preparation for the rapid growth of data centers throughout the area.

The North Central Texas Council of Governments released Aug. 27 its [survey results](#) of 31 cities and counties in the region, which found that while city officials supported data center development, there are growing concerns over how the data centers will impact the power grid and water supply.

According to a news release from NCTCOG, 78% of the the survey responses said their communities are not yet equipped to handle the increasing infrastructure demands, policy changes and environmental impacts.

Most of the cities and counties that responded to the survey stated that they either approved a data center during the past 10 years, or are actively considering one.

“Cushman & Wakefield’s 2026 Global Data Center Market Comparison ranked Dallas the No. 1 primary data center market in the world for the first time,” the news reelase said. “A separate August report from JLL found Texas had 26 gigawatts of existing and under-construction data center capacity, compared with 13 gigawatts in Virginia, while Northern Virginia remains the world’s largest single market by total installed capacity.”

Concerns over electricity, water

While there are concerns over the increasing demand for electricity, the north Texas cities and counties that took part in the survey said the water supply is under the greatest strain.

The survey showed there is a need for clear local policies for data centers, and the cities also indicated strong support for mandatory sustainability requirements for data centers.

Economic benefits of data centers

Cities recognized the potential for economic benefits from data centers, but they also questioned whether they would have long-term benefits for the communities.

There were also questions about the role of incentives and the number and types of jobs created.

Overall, the local governments surveyed want stronger infrastructure and clearer rules before adding more data centers to their areas.

TXDOT'S NEW \$138B TRANSPORTATION PLAN WILL IMPACT NORTH TEXAS TRAFFIC. HERE'S WHAT TO KNOW

The Unified Transportation Program will provide construction funding over the next 10 years

By Hedija Spahalic

August 31, 2026

[North Texas transportation](#) projects are slated to receive billions of dollars in funding over the next decade under the state's new \$138 billion plan, the Unified Transportation Program.

The Texas Transportation Commission announced the investment on Aug. 26. Of the \$138 billion, \$95 billion will be dedicated to construction projects while the remaining \$43 billion in funding goes toward development and routine maintenance.

The Dallas and Fort Worth districts of the Texas Department of Transportation will receive \$16.5 billion, total, in funding over the next 10 years "in construction funding to address critical safety, mobility and infrastructure needs, improve system reliability and reduce congestion across North Texas," said Tony Hartzel, public information officer for TxDOT's Dallas district.

Many of the regions' planned projects are part of the Texas Clear Lanes initiative, a statewide strategy intended to reduce traffic. The Dallas and Fort Worth districts were selected to receive \$491 million and \$200 million, respectively, to help address congestion, and the funding is part of the total \$16.5 billion provided to the region.

However, the plan does not guarantee each project will get built.

Interstate 35W in Denton County and Interstate 345 in Dallas County have received additional funds from the program this year, but there are no official start dates yet, said Hartzel. Other projects in the districts are being considered for funding adjustments.

"The projects are expected to improve safety and mobility by reducing congestion at key bottlenecks, enhancing roadway safety features, increasing roadway capacity, improving traffic flow and strengthening overall system reliability," said Hartzel.

Hartzel said the transportation program is a planning and financial forecast, and is not the same as an official budget plan.

"It looks at projects in the pipeline for up to 10 years, but it does not specifically allocate money to them," Hartzel said.

Funding may change in the future, and because of that, the program does not serve as a budget or guarantee that certain projects will get built, he added. Instead, the program allows TxDOT and local agencies to prepare projects for construction.

FUNKY AND INDEPENDENT DENTON BRACES FOR BILLIONS IN DEVELOPMENT

By Seth Bodine
September 3, 2026



Denton's downtown square is anchored by the historic Denton County Courthouse. Samantha Thornfelt

Denton in many ways appears frozen in time compared with buzzy neighbors to the east such as Frisco and Plano. The downtown square is centered around a towering courthouse built in 1896. Just to the south, the tall silos of what's now Morrison's Corn-Kits have been operating for more than 130 years. The tallest building in the city is a Texas Woman's University dormitory from the 1960s.

At the same time, there are signs of change all around. Construction workers walk in and out of a long-vacant theater on the square that's being revived for concerts and events. A short drive from downtown will bring you to new industrial buildings and sprawling neighborhoods adding thousands of rooftops.

Denton County's population jumped 18% between 2020 and 2025, from 906,422 to 1,077,214, according to North Central Texas Council of Governments estimates. As of January, the population sat at about 1.1 million. That kind of growth has attracted billions of dollars of investment, with even more on the way.

Regional planning leaders such as Michael Morris, director of transportation at the North Central Texas Council of Governments, said Denton County is positioned well for that growth. The county is located in the fastest-growing state in the U.S., on the edge of the fastest-growing region within the state. It neighbors Collin County, a major corporate hub and home to some of

the fastest-growing cities in the country, as well as Tarrant County, home to the nation's fastest-growing big city in Fort Worth.

Denton County benefits from immense infrastructure access, including the intersection of I-35 West and I-35 East, part of one of the busiest highway corridors in the United States. At the southern end of the county, real estate firm Hillwood continues to grow the 27,000-acre AllianceTexas development with more housing and industrial facilities.

"From a logistics standpoint, from a production and attraction standpoint, Denton County is in the crosshairs of tremendous economic development opportunity," Morris said.

At the same time, managing that kind of change can be challenging. Government officials, business leaders and residents alike are all navigating how to usher prosperity to the region as growth encroaches from all sides.

Ranches become real estate

Inside Denton County Brewing Co. just off the square, the head of a 2,000-pound longhorn named Lonesome hangs mounted on the wall. The animal once lumbered across Robert Harris' 256-acre family ranch, which his father purchased in 1952. Harris struck a deal with the brewery's owner to name a beer after Lonesome, which Harris recalled as the herd's leader before falling into poor health.

"I know I'm a little partial, but it's very, very good beer," he said.

Signs of the Harris Ranch legacy can be found all over Denton. Harris' father operated a feed store and grocery called Dick Harris Grocery and Market a block off the square on East Acre Street. The skull of another longhorn that belonged to Harris and roamed in Palo Pinto named Macho Man sits inside a cinder block building his father built at 104 N Bell Ave., now home to another brewery called Toasty Bros. Beer.

Harris still takes care of a herd of five longhorns on the ranch in Denton. But things are changing. [Harris recently sold 53 acres](#) to Urban Logistics Realty for a new business park.

The decision to sell was a difficult one, Harris said — he cried when he placed the "for sale" sign on the land. But he called it the right thing to do for his family. The land sat on the market for years while it was annexed into the city and Harris navigated zoning and utilities.

"The city has pretty much directed light industrial out along the highway where we are ... it was coming, and we had a chance to choose," Harris said. "We've had several opportunities to sell and talk to people and had offers and all, but we think that these people will really do a good job and have structures that we're very proud of."

Harris Ranch is one of several longtime ranches that have been annexed and are slated for real estate development. DBJ has highlighted more than 12,000 acres that are in line to become new master-planned communities in the county.

A housing boom is already underway. Denton County ranked second in DFW for homes completed from 2021 to 2026 with 49,357, according to housing market data provider Cotality. That was only surpassed by Collin County, which saw 61,273 homes completed during the same time period.

Aimee Bissett, practice lead in planning and entitlement with McAdams, has closely watched the growth in Denton. She worked for the city's planning and economic development departments before starting her own consulting firm, which was acquired a year ago. She helped Harris through the planning and entitlement process for his land.

She pointed to the decline of gas wells in the area as a major influence on growth. Bissett said many of the more than 500 gas wells that dotted the land on the west side of I-35 during the Barnett Shale exploration have been plugged as they became less productive. That has helped open the door for those looking to develop.

Another key infrastructure component is transportation. The Texas Department of Transportation lists \$1.7 billion worth of roadway projects as under construction in the county. Bissett said developers and landowners alike are paying attention.

"Developers are looking at that and saying, 'Oh, we're about to be right on a major thoroughfare,'" she said. "Landowners, families who've been a part of ranch ownership for generations, are also seeing that coming, seeing the writing on the wall, and starting to reach a conclusion that they need to have a vision for the future of their properties if they want to have a say in what happens."

At the 2,870-acre Craver Ranch in north Denton, Old Prosper Partners plans to create a \$5 billion community with 7,000 homes. Kirk Wilson, CEO of T Wilson & Associates, assisted the developer with entitlements and said development of the ranch was 25 years in the making. Another group attempted it in 2005 but the infrastructure wasn't available.

Fast forward to 2025 and things are different.

"The city had really been planning for these utility expansions up in that area, a very large water plant and wastewater treatment facilities," he said. "So we kind of came in with good timing."

Not everyone welcomes Denton's growth. A hearing in December 2025 to create a special district for the development of Craver Ranch drew a crowd concerned about the project's impact.

Bryan Denny, the grandson of Craver Ranch founder Kenneth Craver, attended several city meetings last year about the development. He hopes Craver Ranch and other new developments leave a positive impact on the environment — water is top of mind for him and many in the surrounding area.

"It's still fresh in the minds of a lot of people out here just how quickly water can become scarce," Denny said. "You have so many small ranches and small communities out here that absolutely rely on the [availability] of good, clean water, and so it's a major concern."

Denny said seeing the family ranch transform is bittersweet. Like many longtime Denton County residents, he knew growth would eventually come knocking on his side of the Metroplex. He hopes "the people that have been here a long time and the people that are coming in can work together in what the next evolution is going to be out here."

"I know it's coming," he said. "We just want to see it done right."



Image: Fort Worth Business Journal

Hillwood's Landmark community is one of the large new residential developments reshaping Denton. Samantha Thornfelt

Industrial muscle

Brian Hatmaker, president of Stulz USA, had a big decision to make for his booming business — where in North America to put a new factory to manufacture HVAC systems for data centers. He landed on Denton and opened a 200,000-square-foot facility at 431 Mingo Road in 2025, where the company now employs 270.

Inside the busy shop, employees do everything from wrangling parts for complex HVAC systems to pipefitting, electric work and assembly.

Denton was ideal, Hatmaker said, because of the strength of its labor market. Stulz needed entry-level assembly employees as well as electricians, accountants and people who knew how to run industrial operations. The universities in the area gave him confidence they could hire across many different positions.

"We knew that we could draw no matter what level of employee we needed, whether it was an hourly role, a low-skilled role, a semi-skilled role, a high-skilled role, more of a back-office position, engineering, even executive-level hires," he said. "We knew that Denton was well positioned to be able to draw from all 360 degrees to get those people to our hiring process."

The company is already planning to grow. Another 300,000-square-foot facility is in the works across the street, which should expand its workforce to more than 600 employees.

"We made some big bets in coming to Denton, and we feel good that they're paying off," he said.

For Brittany Sotelo, economic development director for Denton, Stulz represents the kind of employers she and her team are trying to attract. Sotelo highlighted other notable deals like was

Swiss pharmaceutical giant Novartis' decision to put a [\\$280 million factory for cancer drugs](#) in Denton, creating up to 150 jobs.

Denton County is home to about 137 million square feet of industrial space, with almost 12 million more square feet under construction, according to data from CoStar Group. About 37% of all existing space was delivered in the past six years — 50.7 million square feet. The [Alliance submarket is the No. 1 submarket in the country](#) for industrial construction. High levels of activity can also be seen in northern Lewisville and in Denton, according to Cody Gibbs, director of market analytics for CoStar.

"Denton County has a lot going on for it from an industrial standpoint," he said in an email. "The positioning of the I-35 split makes it an ideal location for a wide range of logistics and distribution users who not only need to move goods in and out ... but also around the Metroplex."

Managing the area's growth is similar to drinking out of a fire hydrant, Sotelo said. Her team focuses on the creation of high-paying jobs so people can work near where they live — she said about 37% of Denton County residents work in the county, compared with about 70% of Dallas County residents.

Sotelo said to achieve that balance, the area also needs more and diverse housing options, especially executive housing.

"If we didn't have executive housing, we weren't going to get a headquarters," she said. "We weren't going to get the type of industries that we want to see that's going to pay a high salary."

The largest employer in Denton County is the [University of North Texas](#) with 8,891 workers, according to NCTCOG data as of July 5. Others include Charles Schwab in Westlake with 7,900 and [Peterbilt Motors](#) in Denton with 2,000. Sotelo said her goal is to attract large employers, not just warehouses.

A lot of that kind of activity has landed in Alliance, which stretches from southern Denton County into Tarrant County. Taiwanese company [Wistron Corp. opened one of two supercomputer manufacturing sites](#) in July worth a total of \$761 million in partnership with [Nvidia](#). Bell Textron Inc. plans to [spend millions on a new factory](#) to manufacture rotor blades for its next-generation helicopter its developing for the U.S. Army.

Big buildings are also planned for Northlake, which has a population of a little more than 12,000. Hillwood has the capacity to build 10 million square feet worth of industrial space in the city, said Kim Cole, vice president of development at Hillwood Properties. MP Materials plans its next rare earth magnet facility in Northlake, a potential \$1.2 billion investment that could create 1,500 jobs.

"It's a huge opportunity for us to just take the next step into the advanced manufacturing logistics and supply chain," Cole said.

Soul of downtown

Denton, the county seat, is known for its universities, funky arts scene and mom-and-pop businesses.

The downtown square hasn't changed much over the years because of a city overlay district regulating development, including rules around building heights that could affect the view of the historic courthouse. A Texas Main Street program and tax increment reinvestment zone help with investment in the area, to bring the buildings to modern standards and attract new businesses.

Brad Andrus, executive vice president of Axis Realty Group and co-founder of NorthBridge Commercial Real Estate, said while there have been some major corporation investments in the city, the small business culture is still core to Denton's identity. He senses the stress when one of them shuts down.

"We had a couple of in the downtown area — one business closure, one change of hands recently — and there was quite a bit of angst and anxiety around that from the community," he said.

Andrus is overseeing a major change with the roughly \$9 million renovation of the historic Fine Arts Theatre at 115 North Elm St. He expects the theater will open in the fall. Andrus received financial support from the city to transform the old building, [about \\$1.6 million](#), and is partnering with the operator of Dallas' Texas Theatre, Jason Reimer, for programming.

Andrus views the transformation of downtown as a vital component to the city's growth. It's the epicenter of the culture Denton is known for.

New initiatives, such as being recognized by state lawmakers as the official "Halloween Capital of Texas," go a long way with reinforcing a unique identity for the city, he said. Amid the residential growth and new employers, Andrus believes culture is something that keeps people in the area.

"I can't tell you how many people I've talked to ... maybe they came to go to school here at University of North Texas, but they stayed because of the culture, because of the people, because of the arts, the music," Andrus said. "We need to do even a better job of really fostering that. We've probably lost a step on that, but we're regaining it, and projects like the Fine Arts restoration are helping demonstrate that and kind of reinforce that."

NORTH TEXAS TRANSIT FACES A RIDERSHIP PROBLEM AS REGION KEEPS GROWING

DART expects trips to fall next year as transit leaders push for a more connected regional system.

By Wilborn P. Nobles III
September 4, 2026



The DART train heads toward the West End Transfer station and the Fountain Place office tower is seen in the background in downtown Dallas on Aug. 21, 2026. Angela Piazza/The Dallas Morning News

[DART](#), North Texas' largest public transportation agency, expects ridership to fall by more than 5% next year, even as other North Texas transit agencies report gains.

David Leininger, interim president and CEO of [Dallas Area Rapid Transit](#), said DART's projection calls for ridership to fall from about 55 million trips this year to 52 million next year if the agency does not change course.

Leininger did not identify a single cause for [DART's decline](#). He pointed to rising car ownership and the loss of riders since the COVID-19 pandemic.

The warning came Tuesday during a panel at the [Infrastructure Summit in Irving](#), where leaders from DART, the Denton County Transportation Authority, Trinity Metro and the North Central Texas Council of Governments discussed the future of public transportation in a region that continues to add people, jobs and congestion. A recurring theme was that the agencies need to

work together more closely to create a more cohesive regional system that is easier for riders to navigate.

The agencies carried more than 63.5 million trips combined last year, according to the panel moderator.

Paul Cristina, CEO of the Denton County Transportation Authority, said ridership has grown by 8% among the agency's member cities for two consecutive years. Ridership has tripled in Lewisville since DCTA changed its service mix, doubled in Highland Village and increased by 50% in Denton over the past several years, he said.

Richard W. Andreski, president and CEO of Trinity Metro, said [TEXRail](#) ridership has doubled in the four years since he took his current position. The agency is on track to reach 1 million rides in a single year by the end of September, he said.

Cristina attributed DCTA's growth to changes in its service mix and the agency's use of ridership data to adjust service. Andreski credited TEXRail's growth to reliability and frequency.

DART is trying to win riders back

Leininger said DART needs to recover lost riders while finding new ones. That will require the agency to rethink how it serves its 12 member cities, he said, because each community has different transportation and economic development needs.

"Ridership development has to be job number one," Leininger said.

Leininger said DART also needs to develop more city-specific services and understand what each community wants. The agency recently released rider data by city and mode as part of that effort, he said.

DART has 12 member cities after several communities recently considered leaving the system.

[Nadine Lee](#), who had led DART since 2021, left the agency after that turbulent period, which included disputes over funding, governance and service. Six member cities called elections on [whether to leave DART](#), but the agency reached agreements with several. Ultimately, only [Highland Park voted to exit](#) the transit network.

DART's board selected [Nathaniel Ford Sr.](#) as Lee's successor in July. Ford, who has led the Jacksonville Transportation Authority since 2012, is scheduled to begin work Oct. 26.

Leininger said Ford will need to understand cities such as Irving, Plano, Carrollton and Garland have grown from simple suburban communities and are now large cities with different transportation and economic development needs.

North Texas needs one transit map



North Central Texas Council of Governments senior program manager Karla Windsor gives a walking tour for the media. She leads what will be soccer fans from the Trinity Railway Express (TRE) train at CentrePort/DFW Airport Station in Fort Worth to air-conditioned buses, June 8, 2026. Tom Fox/The Dallas Morning News

Karla Windsor, a senior program manager at the North Central Texas Council of Governments, said the agency's Transit 2.0 initiative is examining what the region would design if it were starting over.

The effort has brought elected officials together to discuss policy, legislation and funding, Windsor said. It also asks how the region can connect local systems so residents can travel across city and county lines for work, medical appointments and other essential trips.

NCTCOG programs about \$215 million a year in federal transit funding for capital and operating expenses in the Dallas-Fort Worth region, Windsor said. Much of that money helps agencies maintain current service, leaving limited funding for expansion.

Separately, the Regional Transportation Council has a transit-oriented development program that helps cities and developers plan projects near transit stations, including denser housing, offices and other uses, Windsor said. The program has held four calls for projects, each offering about \$40 million. Those calls usually drew requests totaling close to \$1 billion, she said.

Windsor said future funding discussions could include new state tools, regional partnerships and a broader approach to managing rail operations and capital costs.

The goal is to give residents meaningful choices among driving, rail, buses and other forms of transportation, Windsor said.

For some riders, the connections are the problem

Cristina said those choices matter most for residents who cannot drive or [do not have reliable access to a car](#).

He said the region's 65-and-older population is projected to grow by 80% over the next 25 years, compared with 50% growth for the region overall. He said one in four older residents could experience some form of mobility disadvantage.

DCTA currently provides about 50,000 trips a year for elderly and disabled residents between its member and nonmember cities, Cristina said. Other providers in Denton and Collin counties provide about 130,000 additional trips for those populations.

Cristina described one resident with cerebral palsy who works for the Internal Revenue Service. The man lives in Highland Village and works in Carrollton, but traveling between the two cities requires multiple transfers between paratransit, rail and other services.

"The best thing that I could do for him was say, 'Well, I get you on a cutaway bus to the train station, and then you can get on the DART system, and then DART can put you on a cutaway, and you can go to your job from there,'" Cristina said. "It doesn't work."

The problem is not limited to people with disabilities, the panelists said. Workers across North Texas increasingly live in one community and work in another, while the region's transit systems often operate under separate contracts, funding structures and service rules.

Cristina said the agencies should explore a common trip-planning or dispatching platform that would allow riders to move across the region without having to navigate each transit system separately.

Andreski said Trinity Metro and DART have operated the Trinity Railway Express between Dallas and Fort Worth for more than 30 years, offering one example of agencies working together. But he said the region has often expanded rail in small, expensive increments rather than through a long-term funding pipeline.

[Trinity Metro is planning an extension of TEXRail](#) into Fort Worth's Medical District and the double tracking of the Trinity Railway Express, Andreski said. He said the agency needs more reliable funding to plan those projects efficiently.

DART also faces pressure to make rail competitive with driving. Leininger said regional rail must eventually offer travel times that are comparable to or faster than a car, especially as congestion worsens.

For now, the agencies are trying to show that transit can work when it is reliable, frequent and connected to the rest of the region.

Cristina said DCTA's future depends on responding to the specific needs of each community rather than following a fixed plan.

"It can be solved through data and analysis, and conversations, and relationship building," he said.

TRACKING DATA CENTERS: WHERE THEY ARE AND HOW NORTH TEXANS ARE RESPONDING TO RAPID GROWTH

By Staff

September 3, 2026

North Texas is quickly becoming the nation's epicenter of data center planning and construction. KERA News, The Denton Record Chronicle and The Fort Worth Report have been following the industry boom and how North Texas communities are responding.

Data centers aren't a new phenomena in North Texas. Many of them dot the side of North Central Expressway along the long-established Telecom Corridor from Dallas to Richardson and Plano. Some have been operational for more than a decade; many more are being planned or are under construction in suburbs and rural communities throughout the region.

In just a few years, North Texas has become the No. 1 primary data center market, according to a [recent report by real estate firm Cushman and Wakefield](#).

As the industry grows, North Texas is struggling to keep up with pace of growth and the size of "hyperscale" or "mega" data centers that are meant to power artificial intelligence.

A recent survey from the North Central Texas Council of Governments finds that many cities and counties say they [don't have the infrastructure](#) to support new data center developments.

"Because it's so competitive [developers] do their planning, they do the site work, they do there due diligence... before they even purchase the property," said Susan Alvarez, environment and development director for the council of governments. "Once they make that purchase or lease as the case may be then boom, it hits the government... so a lot of the local governments [are] having to play catch-up."

Nearly all respondents – 96% – said data centers can have the greatest strain on water resources. Another 81% are concerned over the strain to the power grid.

Public concern over the environmental, health and economic impacts of new facilities has also grown louder.

When Gov. Greg Abbott joined Google CEO Sundar Pichai [last November in Midlothian](#) to announce a \$40 billion investment for new facilities, the governor said Texas would be the "centerpiece" for AI and data centers in the world.

Now with midterm elections right around the corner and growing backlash in communities, the governor is reining some of that rhetoric in. He recently called on ERCOT and the Public Utility Commission of Texas to [audit water and power usage at any new data centers](#) – as [many as 300 projects](#) – and pause their ability to connect to the grid until the audit is complete.

Data centers are also becoming a focal point in the elections themselves. The data center lobby [donated thousands of dollars to Attorney General Ken Paxton's U.S. Senate campaign](#), as first reported by the D.C.-based outlet NOTUS. Meanwhile, Democrat James Talarico has [called on tighter regulations on data center development](#).



Locally, data centers are facing pushback in communities across North Texas. Here's how each community is responding.

Dallas, Collin and Ellis counties

Greater Dallas has long been home to tech companies that have made data centers a part of the North Texas landscape. Major companies like Digital Realty and Stream Data Centers have an established presence throughout Dallas and the rest of the region.

Many facilities dot the map along major highways like Interstate 35 and Central Expressway, known as the Telecom Corridor near Richardson and Plano. Currently operating facilities stretch all the way from downtown Dallas to McKinney.

Some projects have gotten more attention than others, such as the planned facility at the [current site of the storied Dallas Market Center](#). There's also plans for a data center at [the former Dallas Morning News building](#) in downtown Dallas. Many more are planned along the Trinity River basin and I-35.



Some facilities are categorized as co-locations, where the data servers share space with offices of other companies. They're smaller than the massive hyperscale data centers – some of which are operating in the suburbs like Garland and Irving.

Southeast Dallas and North Ellis counties are seeing the explosive growth of planned hyperscale campuses. Major tech companies like Amazon and Google have registered plans to build centers near Lancaster, Red Oak and Wilmer — where residents have called on city leaders to [pause](#) or [reconsider](#) the developments coming into their communities.

In Wilmer, [several city officials resigned or were fired](#) amid a debate over the development of new facilities.

Most recently, in Collin County, the Prosper Planning and Zoning Commission unanimously voted Tuesday to deny a controversial rezoning request that would have paved the way for a \$580 million data center known as Project Tomahawk.

The proposed 225,000-square-foot facility would have been built on about 37 acres near FM 1385 and Parvin Road. Commissioners cited concerns about noise, electricity consumption, environmental impacts and whether the project fits Prosper's long-term land-use plans.

The proposal, developed by Dallas-based White Rose Partners, also faced significant opposition from residents in Prosper and surrounding communities. More than 400 written comments against the project were submitted before the meeting.

The request is scheduled to go before the Prosper Town Council on Sept. 8.

— KERA Growth and Infrastructure Reporter [Pablo Arauz Peña](#) and Breaking News Reporter [Emmanuel Rivas Valenzuela](#)

Tarrant County

Black Mountain and Edged Data Centers have drawn the most controversy across the [seven data centers planned](#) for Fort Worth. That includes two facilities that would be located in the city's extraterritorial jurisdiction.

Energy conglomerate Black Mountain has acquired and rezoned over 450 acres of land in southeast Fort Worth [since early last year](#) to build a \$10 billion data center. The project [hit a wall](#) in February after City Council members tabled a vote that would have rezoned an additional 80 acres of land from agricultural to industrial use. Council members previously said they needed more information about the [site's plan](#) and how it would impact resources and infrastructure.



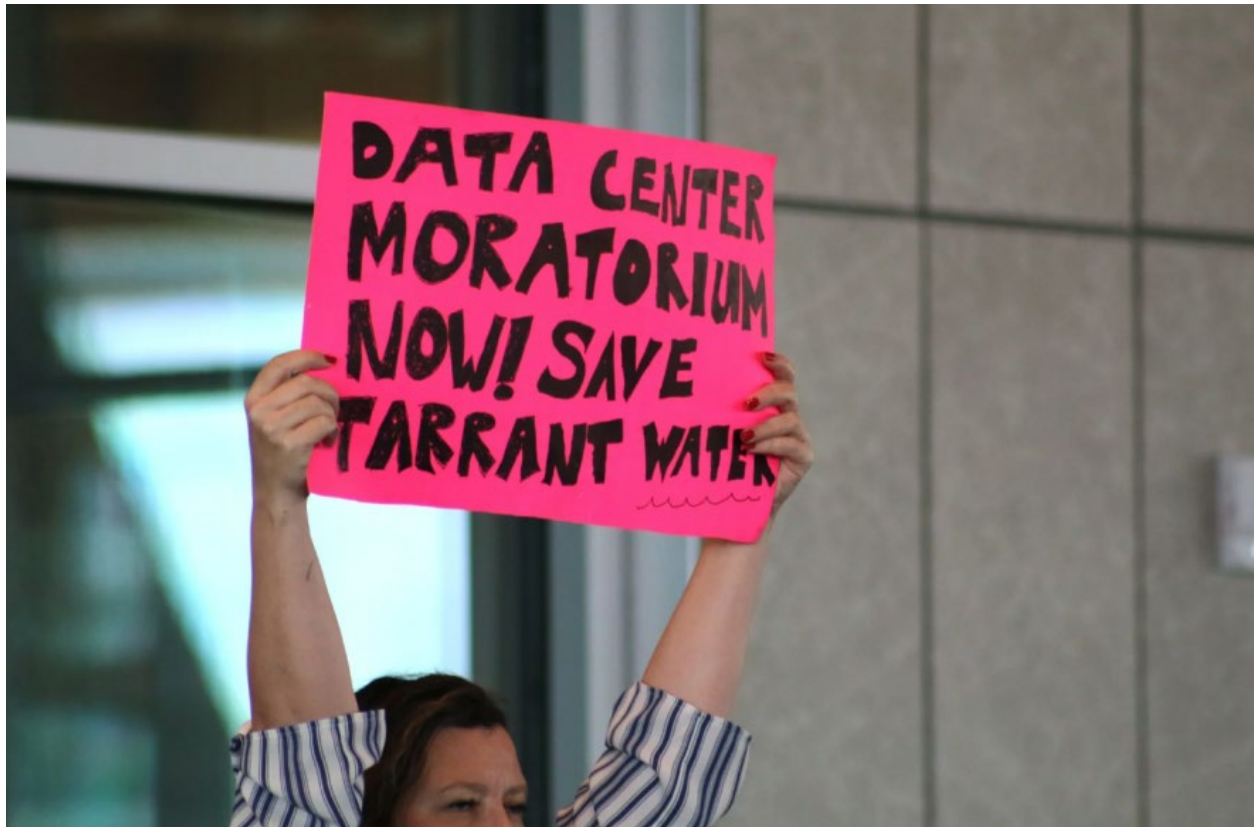
The items to rezone the land were ultimately pushed down to a December meeting at Black Mountain's request.

Edged Data Centers is planning a [\\$1 billion facility](#) on 186 acres of land in Veale Ranch in southwest Fort Worth. The company rescinded its application for a 50% tax break after council members in February stalled a vote that would have agreed to the exemption.

Since last year, residents have frequented Fort Worth zoning commission and city council meetings, voicing their concerns about data centers' potential impacts on water supplies, power demands, land, natural habitats and quality of life.

Newly formed [advocacy groups](#) have also emerged as data centers continue expressing interest in the Fort Worth area. That includes the DFW Communities Over Data Centers and the 2871 Community Coalition.

Fort Worth officials have responded by presenting a [draft of regulations to council members](#) in June that would define requirements for the supercomputer hubs to meet, including those on water and wastewater, noise, business incentives and zoning and development.



When zoning and development regulations were [voted down by zoning commissioners](#) in July, city officials pivoted by voting recently for a [moratorium](#), filing requirements and a [task force](#), all intended for data centers. The moratorium halts construction on new data centers and would not affect projects already underway. That includes Black Mountain, a city attorney confirmed.

Also garnering attention is a planned [data center in Westlake](#) near Keller, according to a report from the Fort Worth Star-Telegram. The data center is being met with opposition from Keller Mayor Ross McMullin and City Council.

There's also a data center currently under construction in North Richland Hills and [another one](#) that's planned by Provident Data Centers at the site of an old shopping mall. Residents there have pushed back on both projects.

— Fort Worth Report's Environment Reporter [Nicole Lopez](#)

Denton County

There are only two data center projects on the map for Denton County. One AI facility is currently operated at partial capacity by Core Scientific. The other is planned by QumulusAI and is expected to be complete within the next year. Local residents [have opposed both](#).

Core Scientific's AI data center and QumulusAI's modular data center in Denton have been considered the ideal type of data centers for water consumption. QumulusAI uses an air-cooled system that requires no water unless the air is too dry.

For its hyperscale data center, Core Scientific employs a closed-loop water cooling system that limits water consumption to between 3 million gallons and 5 million gallons for one-time usage and 60,000 gallons to 100,000 gallons annually.

Energy consumption, however, is another matter.



Core Scientific's facility [is nearing full buildout](#) for up to 391 MW of capacity. QumulusAI has contracted for up to 20 MW of capacity upon completion of its modular data center.

City staff [pointed out that data centers](#) have so far paid more than \$3.1 million in combined property taxes to Denton, Denton ISD and Denton County.

The data centers have also contributed \$475,000 in sales taxes and more than \$8.8 million in franchise fee revenue tied to electric use and more than \$2 million in lease revenue.

In August, the Denton City Council took steps to pause future data center development for 90 days and possibly up to 180 days because of the [pushback from residents](#).

The council will consider making changes to the development code and adding specific-use standards that require water and wastewater loading studies and closed-loop or air-cooled systems.

The first public hearing for the data center moratorium is in September.

If approved, it would will go into effect in early December.

— *Denton Record-Chronicle's* [Christian McPhate](#)



Hood and Somervell counties

Data center activity in rural counties south of Fort Worth has been surging in recent years. There is one crypto-mining data center facility operated by MARA holdings in southern Hood County, which has been a [source of controversy for local residents](#).

At least seven other projects are being planned, including one [near the popular Dinosaur Valley State Park](#) in Somervell County and another within Granbury city limits.

Granbury residents are asking a Texas appeals court to revive an effort to recall the city's mayor and four council members over their handling of a proposed large-scale power generation and artificial intelligence data center campus.

Attorney Art Martinez de Vara [filed a writ of mandamus with the Second Court of Appeals in Fort Worth](#) after Granbury rejected five recall petitions in late July. The petitions target Mayor Jim Jarratt, Mayor Pro Tem Bruce Wadley and council members Greg Corrigan, Gary Overdier and Zeb Ullom. Organizers say they collected more than [5,000 signatures across the petitions](#), while the city said only 26 could be verified, citing incomplete addresses and concerns that the allegations did not meet legal requirements.

The recall effort stems from months of controversy surrounding Project Patriot, a proposed data center and power generation campus on roughly 2,000 acres at Knox Ranch. Residents have raised concerns about transparency, public notice and the city's annexation and rezoning of the property. They have also [alleged violations of the Texas Open Meetings Act](#), including a

possible "walking quorum," though those allegations remain part of ongoing litigation and have not been proven in court.



The recall campaign follows a separate petition signed by more than 800 residents seeking a [no-confidence vote against City Manager Chris Coffman and City Attorney Jeremy SoRelle](#). That petition cited similar concerns about transparency and the city's handling of Project Patriot, but the council took no action.

The appeals court has established an expedited schedule, with recall elections [potentially appearing on the November ballot](#) if the petitions are found valid. Martinez de Vara argues the city improperly rejected the petitions and that determining whether the recall grounds are sufficient should be left to voters. The city maintains the petitions failed to meet the requirements of its charter and state law.

The dispute is also becoming part of the broader political debate over data center development in Granbury and Hood County, with local elections increasingly focused on transparency and how officials respond to large-scale projects.

FORT WORTH DRIVERS HAD HUNDREDS OF ACCIDENTS AT THESE TOP SPOTS. HERE'S WHERE

By Eric Garcia
September 6, 2026



The area where Henderson Street meets Weatherford and Belknap streets is considered Fort Worth's most dangerous intersection. (Eric E. Garcia | Fort Worth Report)

A downtown Fort Worth spot where two one-way roads meet Henderson Street is considered the city's most dangerous intersection, according to a new study.

Texas crash data compiled by Patterson Law Group shows that 197 crashes, including 73 injuries, occurred on Belknap and Weatherford streets at Henderson from 2021 to 2025.

The [firm studied data](#) involving nearly 81,000 crashes reported to the Texas Department of Transportation in Fort Worth between January 2021 and December 2025.

The Henderson intersection with Belknap Street is just south of the Trinity River on the west side of downtown near Tarrant County College's Trinity River Campus; Weatherford is the next block south. Henderson is a busy north-south street, while Weatherford and Belknap are an east-west one-way pair, which may contribute to crashes.

The study cited “lane confusion on the one-way pair” and found that 14% of vehicles were heading straight on those roads when they hit an adjacent car turning left. Across the city, about 31% of intersection crashes involved a vehicle turning left.

The analysis also noted that 143 crashes occurred where Belknap and Weatherford meet Grove Street, on the other end of downtown from Henderson. Those accidents resulted in 33 injuries.

“My main advice for (a) motorist at any intersection is to slow down and always be aware of your surrounding(s) while crossing it,” police officer Daniel Segura wrote in an email to the Fort Worth Report.

Although many accidents occurred at dawn or dusk when visibility is limited, the study noted the worst time for accidents is between 4 p.m. and 5 p.m. Fridays are the worst day for accidents, according to the study.

Other top crash intersections in Fort Worth:

- East Seminary Drive at Interstate 35W: 183 crashes, 59 injuries
- North Main Street and Northwest 28th Street: 142 crashes, 40 injuries
- Crowley Road and James Avenue at Interstate 20: 142 crashes, 42 injuries
- Trinity Boulevard at State Highway 360: 142 crashes, 50 injuries
- East Berry Street at I-35W: 130 crashes, 45 injuries, one death
- South Hulen Street at I-20 and Southwest Boulevard: 126 crashes, 56 injuries
- West Risinger Road and South Hulen Street: 105 crashes, 49 injuries
- Overton Ridge Boulevard at Chisholm Trail Parkway: 100 crashes, 46 injuries

Five crashes occurred where a city street crosses a freeway frontage road and were due to drivers speeding while exiting a freeway, the study showed.

In the Fort Worth Stockyards, the number of crashes at North Main and NW 28th streets climbed faster than any other intersection in the city’s top 10. The study showed most of those occurred during weekday afternoon rush hour.

Pedestrians were involved in 2% of crashes, causing 157 deaths citywide and 31 deaths at intersections.

In November 2025, the Fort Worth City Council adopted a [Vision Zero Safety Action Plan](#) that includes recommendations to study safety at the top 50 crash intersections as well as studying speeds on residential and collector roads. The city received a \$524,382 grant from the Federal Highway Administration to fund the safety action plan.

“Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all,” city officials wrote in the report.

In addition, the North Texas Council of Governments partners with cities and school districts to provide funding for Safe Routes to Schools initiatives to develop secure walking and bicycling

routes in addition to providing technical assistance, planning support and infrastructure improvement funding.

On Oct. 7, the council of governments will participate in Walk & Roll to School Day, an event that encourages North Texas schools to promote walking and biking for students.

“Creating a safe travel environment for our region’s students requires coordinated regional planning alongside community participation,” said Shawn Conrad, program manager for land-use and mobility options for the council of governments. “Whether a student walks, rides a bike, takes the bus or travels in a passenger vehicle, NCTCOG is committed to equipping local communities with the infrastructure and tools needed to prevent crashes and protect our youngest commuters.”

SEE UPDATES ON 6 ROAD PROJECTS IN MCKINNEY

By Colby Farr
September 11, 2026

Utility relocation work continues on SH 5 as part of the project's first phase, with the second phase expected to start in 2027. Here are six updates on current or planned transportation projects in McKinney.

This list is not comprehensive. Residents can learn more about additional projects through McKinney's [Capital Improvements Program website](#), which tracks road projects in the city.

Upcoming

1. Spur 399 utility relocations

Project: The city of McKinney's water and wastewater utilities will be relocated in advance of TxDOT's upcoming reconstruction project along Spur 399.

Update: Design is 95% complete. Easement acquisition is underway and construction is expected to begin in early 2027 with a six- to eight-month duration.

- **Timeline:** early 2027-late 2027
- **Cost:** \$6 million
- **Funding source:** Collin County

2. Venu Sunset Amphitheater capacity improvement projects

Project: Construction of various off-site improvements is intended to increase intersection capacity at multiple locations surrounding the planned event venue.

Update: The construction contract has been awarded and work is expected to begin in September 2026.

- **Timeline:** September 2026-May 2027
- **Cost:** \$13.4 million
- **Funding source:** North Central Texas Council of Governments, city of McKinney

3. Silverado Trail lane expansion

Project: Silverado Trail's westbound lanes will be constructed between Kenley Drive and Burnett Drive, including a bridge over Rowlett Creek. The project includes relocation of an existing North Texas Municipal Water District sanitary sewer line.

Update: Design is 90% complete. The project is expected to bid in early 2027.

- **Timeline:** spring 2027–spring 2028
- **Cost:** \$5.7 million
- **Funding source:** city of McKinney

4. SH 5 Utility Relocations Phase 2

Project Description: Relocation of city utilities, including water and wastewater lines, in advance of the Texas Department of Transportation's reconstruction project along SH 5.

Update: Design is 95% complete. The project is expected to bid in early 2027.

- **Timeline:** early 2027–late 2028
- **Cost:** \$27.7 million
- **Funding source:** city of McKinney, TxDOT reimbursement

Ongoing

5. SH 5 Utility Relocations Phase 1

Project: The city of McKinney's water and wastewater utilities will be relocated in advance of TxDOT's upcoming reconstruction project along SH 5.

Update: Construction is approximately 80% complete. All relocations south of Eldorado Parkway/Industrial Boulevard have been completed and TxDOT's project is underway. Various locations between Elm Street and US 380 along SH 5 will experience localized lane closures and detours to complete remaining construction.

- **Timeline:** May 2024–Early 2027
- **Cost:** \$26.8 million
- **Funding source:** city of McKinney, TxDOT reimbursement

6. Medical Center Drive improvements

Project Description: Crews are reconstructing and widening Medical Center Drive between Frisco Road and Spur 399. When finished, the road will be a continuous four-lane divided roadway.

Update: Construction is underway and approximately 70% complete.

- **Timeline:** January 2026–December 2026
- **Cost:** \$5.2 million
- **Funding source:** city of McKinney

FORT WORTH INC.

TEXAS AIR TAXI EXPERIMENT TAKES OFF AT ALLIANCE AIRPORT

By Fort Worth Inc. staff
September 11, 2026



Fort Worth Inc.

George Jetson, your ride may be arriving in Texas. Make sure to bring Astro. He's a good boy.

The future is almost here.

Texas transportation officials on Thursday officially launched the first phase of a multistate testing program aimed at preparing electric aircraft and other advanced aviation technologies for future use.

The Texas Department of Transportation announced the start of Project Nexus, which will test routes, collect operational data and help develop a framework for advanced air mobility in Texas.

Texas Sen. Ted Cruz and Transportation Secretary Sean Duffy joined the occasion at Perot Field Fort Worth Alliance Airport.

The Federal Aviation Administration selected TxDOT's proposal in March 2026 for participation in the Electric Vertical Takeoff and Landing Integration Pilot Program, or eIPP.

The first phase of Project Nexus will use traditional aircraft, including helicopters and fixed-wing planes, for testing across the state. The initial flights will not carry passengers.

“We’re proud to lead the way in transportation innovation as we look to find new ways to connect the people of Texas,” TxDOT Executive Director Marc Williams said. “Project Nexus is a first-of-its-kind opportunity to gather real-world data, improve safety and build a framework for how electric aircraft could one day connect people, goods and communities across the state.”

The program is intended to develop a system that could eventually connect urban centers, rural communities and neighboring states as advanced air mobility technology develops.

The nationwide initiative is examining a range of potential uses, including urban air taxi service, regional passenger transportation, cargo and logistics networks, emergency medical response, autonomous flight technology and transportation serving offshore and energy operations.

Manufacturers and operators provided an aircraft demonstration on Thursday.

Project Nexus is expected to unfold in phases over three years.

Later phases are expected to include testing of medical and cargo logistics, including the transportation of critical medical supplies or organs between rural facilities and urban medical centers in Austin and San Antonio.

The final phase calls for passenger “air taxi” flights across the Texas Triangle.

Autonomous flight technology is listed among the concepts being studied as part of the broader national program.

HOODLINE

PEDESTRIAN KILLED ON I-30 NEAR FAIR PARK, EASTBOUND LANES SHUT FOR HOURS

By Isabella Rodritquez

September 13, 2026

A pedestrian was struck and killed on eastbound Interstate 30 near the 1st Avenue exit in Dallas earlier this morning, prompting a full shutdown of the eastbound lanes near Fair Park that stretched on for hours. Dallas police and fire-rescue units responded to the crash around 3:30 a.m., finding one person down in the roadway and several vehicles stopped on the shoulder.

Paramedics pronounced the victim dead at the scene, according to [FOX 4 News Dallas-Fort Worth](#), which cited Dallas police officers on the scene. All eastbound lanes of I-30 were shut down, and drivers were diverted off the highway as Dallas Police Department traffic investigators took over the collision investigation, with additional officers managing the scene and traffic control.

A dark-colored SUV remained at the crash scene, and its driver is cooperating with police, the station's report notes. Authorities are still investigating why the pedestrian was on the roadway in the first place, and whether additional vehicles were involved in the collision. Investigators had not confirmed how many vehicles struck the victim as of the report.

Hours-Long Closure Snarls Early Sunday Traffic

By 6 a.m., the eastbound lanes of I-30 remained completely closed, per the same account, with police expecting the roadway to stay shut down for several hours as the crash investigation continued. The closure forced drivers heading toward downtown Dallas and Fair Park to find alternate routes during what would normally be a quieter early-morning commute.

Pedestrians unlawfully entering freeway main lanes remain a persistent problem on Texas interstates. Under Texas Transportation Code Section 545.065, state transportation authorities may explicitly prohibit pedestrians and non-motorized traffic on controlled-access highways such as I-30, making unauthorized entry onto the main lanes a traffic violation, according to [FindLaw](#). Even so, Texas Transportation Code Section 552.008 imposes a mandatory duty of care on all drivers to avoid colliding with any pedestrian on a roadway, requiring motorists to sound their horn when necessary regardless of whether the pedestrian has the legal right-of-way — a standard that shapes how crash reconstruction units evaluate driver fault in cases like this one.

The SUV driver's decision to remain at the scene also carries legal weight. Texas Transportation Code Section 550.021 requires any motor vehicle operator involved in a collision resulting in personal injury or death to immediately stop, assess whether aid is needed, and remain until law enforcement arrives; failing to do so is punishable as a second-degree felony in Texas.

A Recurring Pattern On Dallas Interstates

Sunday's crash is the latest in a string of pedestrian fatalities on I-30 in Dallas this year. [Hoodline](#) previously reported on a fatal collision near Westmoreland in July, another that froze

the downtown commute in March, and separate incidents near Hampton Road and Munger Boulevard in February, along with a pre-dawn fatality in neighboring Grand Prairie in April.

The pattern reflects a broader statistical reality in Dallas. Pedestrians account for approximately 30% of all traffic fatalities in the city, even though they make up only about 2% of daily commuters, according to City of Dallas Vision Zero data. Statewide, Texas recorded 6,095 pedestrian-involved crashes in 2024 that resulted in 772 pedestrian fatalities and 1,455 serious injuries, per the Texas Department of Transportation, with pedestrians accounting for 19% of all Texas traffic deaths despite representing just 1% of total collisions.

Safety Gains Collide With Fair Park Construction

Despite the grim pattern on I-30, Dallas has seen measurable progress in overall traffic safety. The city recorded 107 fatal crashes in 2025, down from 208 in 2024, marking the lowest annual traffic death count since at least 2015, according to the [Dallas Observer](#). Regionally, the North Central Texas Council of Governments reported that fatal crashes across the Dallas-Fort Worth metroplex fell 14% between 2023 and 2025, dropping from 804 fatal crashes to 691.

City data also shows that 62% of all fatal and severe-injury traffic crashes in Dallas occur on just 7% of municipal streets designated as the High Injury Network, a concentration that has guided targeted safety funding. Nearby, the city approved a \$21.8 million federal grant-funded safety overhaul along Martin Luther King Jr. Boulevard running south from Fair Park, targeting a High Injury Network corridor directly adjacent to the I-30 interchange, per [Hoodline](#).

Meanwhile, the Texas Department of Transportation's \$888 million I-30 Canyon Improvement Project, launched in January 2026, is reconstructing a 2.3-mile stretch of the interstate between I-35E and I-45 to widen it from six to twelve main lanes through 2031. The years-long project is altering lane configurations and traffic flow near downtown Dallas and Fair Park, adding another layer of complexity for drivers navigating the corridor where Sunday's fatal crash occurred.

KXAN

AIR TAXIS BEGIN TAKING FLIGHT IN TEXAS THIS FALL

By Julianna Russ
September 13, 2026



Courtesy image.

Air taxi, anyone? The Texas Department of Transportation said it would launch the first phase of the new pilot program this fall.

According to TxDOT, [Project Nexus](#) focused on preparing the next-generation aircraft. The Federal Aviation Administration selected TxDOT's proposal in March.

"We're proud to lead the way in transportation innovation as we look to find new ways to connect the people of Texas," TxDOT Executive Director Marc Williams said. "Project Nexus is a first-of-its-kind opportunity to gather real-world data, improve safety and build a framework for how electric aircraft could one day connect people, goods and communities across the state."

According to TxDOT, the program's first phase would use traditional aircraft, such as helicopters and fixed-wing planes, and will not carry passengers.

TxDOT said the initial flights are "designed to collect data, validate routes and support the safe development of future advanced air mobility operations."

TxDOT said the program would proceed in phases over the next three years.

“The next phases involve testing for medical and cargo logistics, such as transporting critical medical supplies or organs between rural facilities and urban medical centers in Austin and San Antonio,” TxDOT said. “The final phase involves passengers in ‘air taxi’ flights across the Texas triangle.”

HEARTLAND FLYER FUNDED THROUGH 2027, WILL NEED OKLAHOMA LAWMAKERS' SUPPORT BEYOND

By Graycen Wheeler

September 14, 2026

The Heartland Flyer is Oklahoma's only major passenger rail line, and it's been on the budgetary chopping block the past few years. At last week's Oklahoma Department of Transportation meeting, officials said they have funding to keep trains flying through the heartland through at least next year.

Oklahoma splits the cost of the Amtrak contract with Texas. Both states have set aside money through the end of 2027.

Last year, Texas's share was covered by the North Central Texas Council of Governments' Regional Transportation Council, according to Oklahoma Department of Transportation Director Tim Gatz.

"In 2025, you will remember the state budget in Texas didn't include the funding," Gatz said. "This year, again, TxDOT has been able to meet that need."

Gatz said ODOT is "fully committed" to keeping the Heartland Flyer running in the future.

"The challenge will be: We will not have the revenue in ODOT's state coffers to be able to meet the requirements of the Amtrak contract after 2027," Gatz said. "So we're going to have to have some additional appropriations help from the legislature to keep the Flyer funded and going."

Oklahoma lawmakers would need to set aside about \$2.5 million dollars for the Amtrak contract in 2028, and every year going forward.

The route served around 80,000 riders in 2025, and Gatz said it's one of Amtrak's highest rated services.

"Offering a transportation alternative like that is not easy to accomplish," he said. "We need to try to continue to support it."

THE DALLAS MORNING NEWS

INTERSTATE 635 EAST PROJECT FINALLY COMPLETE AFTER SIX YEARS OF CONSTRUCTION IN DALLAS COUNTY

The project reconstructed 11 miles of I-635

By Hedija Spahalic
September 14, 2026



Commissioner Robert C. Vaughn of Texas Transportation Commission, center, cuts a ribbon, Monday, Sept. 14, 2026, during the I-635 East ribbon cutting ceremony in Garland. On the left, Michael Morris, director of transportation at NCTCOG. Chitose Suzuki/The Dallas Morning News

City representatives from Dallas, Garland and Mesquite, as well as regional transportation officials, gathered in Garland Monday morning to celebrate the completion of the six-year-long and \$1.7 billion 635 East Project.

Part of the Lyndon B. Johnson Freeway, the project reconstructed and widened 11 miles of I-635, from U.S. Highway 75 to Interstate 30 in Dallas County. An additional general purpose lane was added in each direction, and the managed lanes were completely rebuilt.

This also marks the end of a three-phase, multi-decade project. According to Tony Hartzel, public information officer for TxDOT's Dallas district, phase one — which spanned from U.S. Highway 80 to I-30 in Mesquite — was completed in the early 2000s. Phase two, which was construction on the LBJ TEXpress lanes, ran from 2009 to 2015.

“With the completion of this final segment, the entire LBJ corridor is ready for a renewal,” Mesquite Mayor Daniel Aleman Jr. said. “The potential for expansion in eastern Dallas County will have a definite impact in all of our communities.”

Dallas City Council member Kathy Stewart frequently drove I-635, saw how bad traffic had gotten and knew how much worse it could get. She began working with other North Texas residents who were passionate and concerned about the interstate.

Stewart advocated for improvements on I-635 and helped secure necessary funding. For years, she said, she spoke with local and regional officials to help accelerate the construction process before being elected in 2023.

Now, Stewart represents Dallas' 10th District, the same district the interstate runs through.

“It’s been a long time coming, but we finally did it,” Stewart said.

The interstate, which has a total of 12 lanes, carries more than 230,000 motorists daily, according to TxDOT.

The project is part of the bigger statewide Texas Clear Lanes initiative to help improve mobility and reduce congestion throughout the five major metropolitan areas: Austin, Dallas, Fort Worth, Houston and San Antonio.

Although this project is finished, work on the interstate continues. Last February, construction began on the \$540 million U.S. Highway 80 at I-635 interchange project in Mesquite. According to TxDOT, construction is 41% complete and expected to finish by late 2029.

MCKINNEY AMPHITHEATER INTERSECTIONS, DART TRAINS: SEE 5 DFW TRANSPORTATION UPDATES

By Jenna Stephenson
September 14, 2026

Check out five upcoming and ongoing transportation projects around Dallas-Fort Worth.

Upcoming projects

1. [Light rail vehicle replacements](#)

Project: Dallas Area Rapid Transit agency received a \$70 million grant from the Federal Transit Administration, according to a news release from the agency. DART said it will use the \$70 million grant to replace 53 light rail vehicles that were originally purchased over 30 years ago.

Update: DART has already begun the procurement process to purchase the new vehicles, but the agency has not announced a timeline for delivery.

- **Timeline:** TBD
- **Cost:** \$70 million
- **Funding source:** Federal Transit Administration

Ongoing projects

2. [CPKC Railroad Crossing improvements](#)

Project: The city of Plano is replacing existing railroad crossings at Los Rios Boulevard and Plano Parkway. The project will also add sidewalk for some of the city's gaps in the current sidewalk system.

Update: Construction on the project started in September.

- **Timeline:** September 2026-27
- **Cost:** \$179,219
- **Funding:** city of Plano

3. [Greengate neighborhood sidewalk repairs](#)

Project: The Greengate neighborhood area and adjacent roadways in Allen, including parts of Allen Heights Drive, will see upgrades to pedestrian facilities. Repairs include addressing broken sidewalk ramps, alley approaches and sidewalk panels.

Update: Contractors are currently working along Edelweiss Drive, Carnation Drive, Petunia Drive and Alder Drive, according to city officials. The next phase will include work on the interior neighborhood streets, with Flameleaf Drive, Haven Place and Bluebonnet Drive scheduled to follow.

- **Timeline:** Construction to wrap up December 2026-early 2027

- **Cost:** \$2.16 million
- **Funding source:** city of Allen

4. [Venu Sunset Amphitheater intersection improvement projects](#)

Project: Construction of various off-site improvements at the future Venu Sunset Amphitheater in McKinney is intended to increase intersection capacity at multiple locations surrounding the planned event venue.

Update: The construction contract has been awarded and work is expected to begin in September 2026.

- **Timeline:** September 2026-May 2027
- **Cost:** \$13.4 million
- **Funding sources:** North Central Texas Council of Governments, city of McKinney

5. [North Beach Street/North Tarrant Parkway intersection updates](#)

Project: There will be dual left-turn lanes, dedicated right-turn lanes, new traffic signals, Americans with Disabilities Act-compliant ramps and pavement markings added at the intersection. The project is located in Council District 4 in Fort Worth.

Update: The project started on Aug. 24 and construction is scheduled weekly from Monday to Friday, according to a social media post shared by Council Member Charlie Lauersdorf.

- **Timeline:** Aug. 24, 2026 to October 2027
- **Cost:** \$4.5 million
- **Funding source:** city of Fort Worth

NORTH TEXAS COUNCIL EYES COMPREHENSIVE LIST OF TRANSPORTATION PROJECTS FOR 2027 PRIORITIES

By Eric Garcia
September 15, 2026

Funding all types of North Texas transportation projects is the top goal of the Regional Transportation Council's draft of 2027 legislative priorities.

The 45-member independent policy council made up of elected and appointed public officials plans to identify and pursue additional federal and state revenue for transportation projects during the 90th Texas Legislature, which starts Jan. 12 and determines funding decisions for 2028-29.

Rebekah Gongora, a North Central Texas Council of Governments communications program manager for public involvement and government relations, briefed regional leaders on a draft of transportation funding priorities at a meeting Friday afternoon.

She said President Donald Trump recently signed a continuing resolution that authorizes extended federal funding for highway projects in fiscal year 2026 through Dec. 11.

"That does include the Highway Trust Fund spending authority and all your core formula programs," Gongora said. "It did not include (other projects) of advanced appropriations."

Gongora said that funding extension does not provide new money to be spent on such programs as bridge investments and low-to-no emissions for buses.

Funds were also extended for projects that are part of the \$350 billion Infrastructure Investment and Jobs Act signed into law by President Joe Biden on Nov. 15, 2021, and set to expire on Sept. 30.

"Congress will still have to approve long-term spending bills," Gongora said.

She said Congress is advancing the BUILD America 250 Act, a five-year reauthorization bill, that allocates funding for transportation infrastructure, including roads, bridges, transit agencies, rail transportation and highway safety programs.

The House Transportation and Infrastructure Committee approved the BUILD act in May. It is now pending with the Ways and Means Committee before it would go to a full House vote. The U.S. Senate has not yet released the text for their version of the bill, Gongora said.

On the state level, committees in the House and Senate are advancing Texas Department of Transportation funding changes that include public safety measures at ground rail crossings, autonomous vehicle technology, commercial driver licenses standards and oversight.

Gongora said North Texas officials initially plan to advocate for state transportation priorities, including:

- Seeking the return of \$90 million in air quality fees to counties for local projects.
- Ensuring fair-share allocations for road capacity improvements in metropolitan areas and supporting public-private partnerships to advance those.

- Supporting innovative funding methods to expand rail and transit options in the North Texas region.
- Advocating for a portion of the Texas Mobility Fund to pay for regional commuter rail and Class I railroad improvements.
- Supporting dedicated funding for public transportation and rail programs through a budget rider.
- Creating a sales tax revenue pilot project to support the region's [Transit 2.0](#) plan, which calls for \$217 billion on various transportation projects through 2050.
- Provide tools and/or funding to aid in supporting transit-oriented developments while allowing cities to maintain local control in decision-making.
- Improving the safety of the statewide transportation plan, including reductions in aggressive driving, automation of speed enforcement through technology, advancing seat belt enforcement and establishing a framework for regulating high-powered electric mobility devices.
- Providing counties and cities with expanded tools for land use control to preserve future transportation corridors and safety needs.

North Texas officials will also provide testimony to legislators upon request to support tolled managed lanes, improve bicycle and pedestrian safety, support high-speed rail development in Texas, retain eminent domain authority in its current state, and support efforts to increase advanced air mobility aircraft and infrastructure.

Michael Morris, North Central Texas Council of Governments transportation director, said local initiatives will include a focus on advancing transit-oriented developments to increase housing density near 80 or more rail stations in North Texas.

That goal aligns with efforts by the city of Fort Worth and Trinity Metro transit agency to develop [transit developments at TEXRail stations](#) south and north of downtown.

Morris said council of governments staff determined that TxDOT could save about \$36 billion in freeway construction costs if more transit mixed-use projects are advanced in North Texas.

"That's a significant conversation we need to have with Sen. (Tan) Parker," Morris said, referring to the Flower Mound Republican who chairs the Texas Senate's transportation committee.

Morris said there are plans to have conversations regarding rail connections between Dallas Area Rapid Transit and Denton County Transportation Authority, the composition of the DART board of directors, and extending the regional [GoPass program](#) to include paying for microtransit rides for elderly and disabled passengers. Morris said the GoPass expansion could be considered for funding by the Regional Transportation Council.

RTC leaders want to redistribute state transportation funds rather than advocate for new taxes, Morris said. That effort would include getting about \$200 million in sales tax revenue returned to the region each year as well as \$90 million in one-time air quality funds for North Texas counties. The council would also seek redistribution of TxDOT funds, including \$100 million

annually from the Texas Mobility Fund and \$50 million each year from the Congestion Mitigation and Air Quality Improvement Program.

The council will also seek a budget rider of \$100 million annually for regional rail services such as the [Heartland Flyer](#) train between Fort Worth and Oklahoma City.

Regional leaders still have time to refine their priorities before they finalize the list, Morris told the group.

“Everything we have is information,” he said. “You have 30 days to think about this.”

NORTH TEXAS' ASIAN POPULATION IS GROWING – AND SO IS THE BACKLASH

By Jayujyoti Mullick
September 16, 2026

North Texas is undergoing a major demographic and cultural shift as Asian communities grow across the Dallas-Fort Worth region.

Indian Americans are at the center of much of that growth, establishing businesses, cultural organizations, schools and religious institutions in communities north of Dallas. But the changes have also sparked backlash from some longtime residents and conservative commentators concerned about immigration, development and the changing character of their communities.

The debate has become particularly visible around Hindu temples and a proposed Muslim community, turning demographic change into a broader discussion about identity and integration in Texas.

A rapidly growing Asian community

The Dallas-Fort Worth metropolitan area had roughly 661,000 Asian residents in 2024, representing 7.8% of the region's population. Across the broader Metroplex, the Asian population grew by nearly 269,000 people between 2012 and 2022 — an increase of about 70%.

Indian Americans account for a significant portion of that growth. Census-based estimates put Texas' Indian American population at more than 434,000 in 2020, compared with about 231,000 in 2010.

Cities such as Frisco and Plano have become major centers for Indian American families, particularly professionals working in technology, healthcare and other industries. As the population has grown, so has the infrastructure supporting it — from restaurants and grocery stores to temples, cultural centers and community organizations.

Hindu temples become a flashpoint

One of the most visible examples is the Karya Siddhi Hanuman Temple in Frisco, a large Hindu complex that has become a landmark in the area.

A 2026 video by conservative commentator Savannah Hernandez brought [renewed](#) attention to the temple and the region's changing demographics. The video generated debate online about immigration, religion and the cultural transformation of North Texas.

Some critics have questioned the scale and visibility of new religious institutions and connected them to broader concerns about immigration and integration. Indian American residents and supporters have argued that temples and cultural centers are simply part of a growing community establishing institutions to serve its members.

The disagreement points to a larger issue: as suburbs change rapidly, some longtime residents are questioning how much demographic and cultural transformation their communities can absorb while retaining their traditional identity.

A proposed Muslim Community draws opposition

Another flashpoint is The Meadow, a proposed 400-acre development near Josephine, northeast of Dallas.

Previously known as EPIC City, the project was associated with the East Plano Islamic Center and [envisioned](#) more than 1,000 homes, a mosque, a faith-based school, apartments and commercial facilities.

Supporters describe it as a master-planned community designed around an established Muslim cultural and religious network.

Opponents have raised concerns about land use, transparency and whether a development specifically marketed toward Muslims could become socially or religiously segregated. Supporters have rejected those characterizations and argued that much of the opposition reflects misconceptions about Muslim Americans.

The project has also faced federal scrutiny. The Department of Housing and Urban Development opened an investigation into potential fair-housing violations, while a separate Justice Department investigation was later closed after developers agreed to comply with federal fair-housing requirements.

Population growth fuels the debate

These controversies are unfolding as North Texas experiences rapid overall population growth.

The North Central Texas Council of Governments [reported](#) that the region added more than 203,000 residents in 2025, bringing its population close to 9 million. Asian Americans have been among the region's fastest-growing populations. The Texas Tribune reported that Texas' Asian American population increased by 5.5% between 2022 and 2023. Dallas-Fort Worth recorded the largest numerical increase in Asian Americans among U.S. metropolitan areas during that period.

For many Asian American families, this growth represents economic opportunity and the creation of communities where they can maintain cultural and religious traditions.

For some longtime residents, however, rapid growth has raised concerns about housing, infrastructure, development and cultural integration. Those concerns have increasingly become intertwined with debates over immigration and ethnicity.

From demographic change to political debate

The issue has also entered Texas politics. In 2026, the Texas Tribune reported on tensions surrounding Indian Americans in Frisco, where debates over immigration, H-1B visas and demographic [change](#) have increasingly intersected with Republican politics.

Some conservative voices have described the changes using phrases such as an "Indian takeover." Indian American residents and others have pushed back against that rhetoric, arguing that population growth should not automatically be treated as a threat.

The debate highlights an important distinction: concerns about rapid development and immigration policy are different from opposition to people based on their ethnicity or religion.

A different Texas is emerging

North Texas' transformation is not limited to Indians or Muslims. Chinese, Vietnamese, Korean, Filipino and other Asian communities are also expanding across the region.

New businesses, religious institutions and cultural organizations are becoming part of the landscape of Texas suburbs that were once considerably less diverse. For longtime residents, the changes can be striking. For newer residents, they represent the opportunity to build communities, raise families and participate in the economic life of Texas while maintaining cultural traditions.

The debate over temples, Muslim developments and immigration is therefore part of a much larger transformation. North Texas is becoming more diverse at a rapid pace. The central question is no longer whether that change is happening, but how longtime residents and newer communities will navigate it — and whether demographic diversity becomes a source of greater integration or deeper division.

\$1.2 BILLION IN DFW DATA CENTER PROJECTS FILED IN RECENT WEEKS

State filings show new data center projects across North Texas

By Nick Wooten
September 16, 2026

At least \$1.2 billion worth of large-scale Dallas-Fort Worth data center projects have been registered with state officials since Aug. 31, records show.

Filings with the Texas Department of Licensing and Regulation show large-scale developments planned in Red Oak, Fort Worth, Garland and Irving from four companies. The work builds on the developers' existing D-FW holdings, and these projects have been planned for years.

Details in TDLR filings are preliminary but offer a broad overview of work scope and estimated construction costs. Texas law requires registration for most commercial construction projects with an estimated cost of \$50,000 or more.

The planned work comes as Gov. Greg Abbott and other state leaders have called for increased scrutiny of data center projects over concerns about water use and electricity demand. Residents near proposed data centers have packed local meetings and filed lawsuits in an attempt to halt the projects.

Still, Dallas-Fort Worth is one of the nation's largest data center markets, and development continues in the region.

Red Oak

The largest of the projects registered in recent weeks is Dallas-based [DataBank](#)'s \$425 million addition to its campus in Ellis County, just south of the Dallas.

The work calls for a two-story data center with office space. The nearly 450,000-square-foot project will be built on Batchler Road in Red Oak. The building is called DFW15 in state filings. Work is expected to begin in February 2027 and be finished by the end of July 2029.

DataBank officials did not immediately respond to questions about the expansion. It's the latest phase of the company's 300-acre, multibillion-dollar data center campus under construction in Red Oak. The site is expected to have eight two-story buildings, each of which will offer 200,000 square feet of data center space.

Last month, DataBank representatives registered plans for its \$325 million DFW14 data center building.

The campus' eight buildings — DFW9 through DFW16 — will all be 425,000 square feet with the same infrastructure. DataBank announced in June that the company closed \$1.45 billion in new financing. The funding came from two financial transactions — an \$800 million revolving credit facility and \$650 million in additional construction financing for the Red Oak campus.

[Outgoing DataBank CEO Raul Martynek](#) told *The Dallas Morning News* that the company secured electricity for the project from Oncor and ERCOT two years ago.

Garland

Austin-based Digital Realty is expanding its [hyperscale data center campus](#) in Garland.

State filings show that work started earlier this summer on a campus at 1602 Ferris Road near the George Bush Turnpike. Work is expected to finish by the start of 2029. The project was registered with TDLR on Sept. 8. The estimated construction cost is \$300 million.

The latest project will include a 672,000-square-foot data center with 10 data hall suites of 8 megawatts each, office space, loading areas and building storage. Digital Realty representatives did not immediately respond to questions about the project.

Digital Realty first announced plans for a data center along West Campbell Road in 2017. Garland officials approved economic incentives for portions of the Digital Realty data center campus in 2024.

The first 2024 agreement covers a more than 15-acre site along Ferris Road. City documents show Digital Realty planned to build a 172,000-square-foot center to be occupied by Wells Fargo. The developer will invest \$117 million, and Wells Fargo will bring approximately \$328 million in additional capital investment at full build-out.

The city agreed to rebate up to \$500,000 in development fees, a two-year rebate of 40% on business personal property taxes and a four-year rebate of 40% on real estate taxes.

The second 2024 agreement covered a 45-acre site at 1702 W. Campbell Road, where four data centers may be built depending on tenant configurations and needs in additional phases.

Digital Realty hasn't answered questions about its Garland project. However, the company has pointed to a March 2024 news release where the company announced a joint venture with the Mitsubishi Corp. to support the development of two data centers in the Dallas metro.

Fort Worth

Edged is adding to its Fort Worth development, according to a Sept. 14 TDLR filing.

The company plans to build a nearly 486,000-square-foot data center in southwest Fort Worth. Work is expected to start in November and be completed by April 2028. The estimated construction cost is \$300 million.

[Commercial building permits](#) were filed with the city in early August. The given address in state filings is 9720 Team Rockbrook Parkway. However, that address does not appear in Google Maps or the Tarrant Appraisal District property database, the *Fort Worth Star-Telegram* reports. It is the second building in Edged's Project Outpost development.

The project's first data center, a \$300 million building at 9999 Chapin School Road, was registered with state officials in May. Company representatives did not immediately respond to questions about the project.

Irving

Denver-based CoreSite plans to build a two-story, 230,000-square-foot data center at 2701 E. Grauwlyer Road in Irving. Work is expected to start in January 2027 and be completed by the end of 2028. The estimated construction cost is \$200 million.

The project was registered with state officials on Aug. 31. CanTex Grauwlyer LLC and CoreSite Real Estate IRV LLC. are listed as the owners. CanTex Capital purchased the Irving industrial property in 2023. CoreSite did not immediately respond to questions about its project.

Irving City Council [approved plans](#) for the campus in February, KERA reports.

Where does D-FW rank among the rest?

Dallas-Fort Worth remains the largest data center market in Texas and the fifth most active development market in the Americas, according to Cushman & Wakefield's Americas Data Center Market report covering the first half of 2026.

Legacy submarkets like Plano, Richardson, Irving and Fort Worth remain active. However, the region's future growth lies in areas south of Dallas like Lancaster, Red Oak and Midlothian where land is available for large campuses. Demand continues to grow. The amount of data center capacity under construction rose from 1.2 gigawatts in the second half of 2025 to 1.7 gigawatts in the first half of 2026.

Cushman & Wakefield wrote in its report that long-term power planning for data center developers has become increasingly important in D-FW. The real estate company pointed to Abbott's policy requiring data centers to fund their own electrical infrastructure and ERCOT's "batch zero" group evaluation of data center projects looking to connect to the power grid as the reasons.

Despite some localized opposition and legal challenges, investment activity remains strong, the report said.

DALLAS COUNTY ACCOUNTED FOR MORE THAN ONE THIRD OF ALL NORTH TEXAS COLLISIONS IN AUGUST

In Texas, 42,646 collisions occurred last month

By Hedija Spahalic
September 16, 2026

Dallas County had 2,938 collisions in August, accounting for a little more than one third of all collisions across North Texas last month.

According to the Texas Department of Transportation, an average of 264 collisions occurred every day last month across the 16-county region — Collin, Dallas, Denton, Ellis, Erath, Hood, Hunt, Johnson, Kaufman, Navarro, Palo Pinto, Parker, Rockwall, Somervell, Tarrant and Wise. Total, the region saw 8,187 collisions, 43 of which were fatal.

TxDOT reported most collisions in the state occurred due to speeding, driving under the influence and reckless driving behaviors, such as failure to yield, following too closely and running red lights.

In Texas, 42,646 collisions occurred in August. North Texas made up about 19% of those, according to TxDOT.

Tarrant County reported the second-highest number of collisions in the region with 1,976 while Collin County reported 1,026. All other North Texas counties reported less than one thousand collisions.

TxDOT data shows Dallas and Tarrant counties accounted for approximately 63% of all car-related fatalities in North Texas, with 13 and 14 respectively. Both counties had 12 fatal collisions, but some resulted in more than one fatality. Across Texas, 248 fatal collisions occurred.

Collin and Denton counties both followed with four fatal collisions and four fatalities each. Ellis, Erath and Johnson counties reported two fatal collisions and two fatalities each in August, while Hunt and Kaufman counties reported one for both categories.

Seven counties — Hood, Navarro, Palo Pinto, Parker, Rockwall, Somervell and Wise — reported no fatal collisions in August.

More than half of all collisions across each county in the region did not result in serious injuries, and about 64% of the total collisions reported in the state did not result in serious injury.

WHAT HAPPENED TO THE HOUSTON-DALLAS HIGH-SPEED RAIL PROJECT?

By Joel Eisenbaum
September 19, 2026

For nearly two decades, Texans have been promised a 90-minute bullet train connecting Houston and Dallas — no traffic, no security lines, just two of the state's biggest cities linked by a single straight shot. But after years of announcements, lawsuits and billions of dollars in projected costs, there is still no track, no train and no clear timeline.

ENOUGH reporter Joel Eisenbaum traveled parts of the proposed route, pushed for answers and found a project caught between competing visions — and a growing list of unanswered questions about who will fund it, who will build it and whether it will ever happen.

From promise to stalled: A project two decades in the making

The idea of a high-speed rail line between Houston and Dallas was first proposed in 2009, when a private company pitched a Japanese-style bullet train connecting the two cities in roughly 90 minutes. At the time, the concept was seen as revolutionary — a way to travel between Texas' two largest cities without sitting in traffic on I-45 or waiting in TSA lines.

For years, the project moved slowly. Then, in 2022, the Texas Supreme Court ruled that Texas Central qualified as a railroad company with the ability to use eminent domain — a significant legal victory for supporters. In 2023, Amtrak joined the project, and the federal government awarded nearly \$64 million to help advance planning.

For the first time in years, it looked like momentum had finally arrived.

Then came 2025.

The Trump administration revoked the nearly \$64 million federal grant. Amtrak — whose board is appointed by the president — walked away. And the central question shifted from whether the train made sense to something more fundamental: Who was going to pay for it?

'Who's left to pay for it?'

Ed Emmett, a transportation policy fellow at Rice University's Baker Institute who has followed the project for years, put the funding reality plainly.

"There's no federal dollars involved in it anymore," Emmett said. "So you have one investment group — I believe based out of Fort Worth up in North Texas. And that's it."

Losing the federal grant meant more than just losing \$64 million.

"It was losing a signal that the federal government was willing to stand behind the project," Emmett said. "And then Amtrak walked away. And all of a sudden the big question wasn't whether the train made sense — it was who was going to pay for it."

The project, now operating under the name Texas High Speed Rail, could cost as much as \$50 billion, a figure cited by Waller County Judge, Trey Duhon.

Without state or federal funding, its future rests largely on private investors — and government approvals that are not yet in place.

Looking for headquarters — and finding more questions

In an effort to understand who is running the project and where, Eisenbaum visited what was listed as the company's headquarters.

"This could be headquarters for Texas Central," Eisenbaum said during a recorded standup. "We have yet to find anything that resembles an actual headquarters. In all of our travels across the state, we haven't found anything that constitutes what you would think would be the headquarters for an operation this significant."

After the visit, a spokesperson directed Eisenbaum to a different address. When that address was searched online, it did not return Texas High Speed Rail — it returned a private investment firm.

A divided outlook: 'Basically over' vs. 'just wait'

Not everyone watching the project sees it the same way.

Waller County Judge Trey Duhon, who has opposed the project for years, and is President of group called "Texans Against High Speed Rail", is skeptical of recent developments — including the demolition of Northwest Mall in Houston, which the company has long said will become the future Houston terminal.

"I think they're trying to keep this spin going that this is the first step in a high-speed rail project," Duhon said.

Texas High Speed Rail confirmed the mall site remains their intended Houston terminal location. But Eisenbaum noted the company's announcement never said construction on the Houston terminal was starting.

"What they said is that the demolition would allow the project to move forward," he said. "Phrases like 'as soon as we get the green light' and 'once approved' — those are important conditional phrases. Because even they are acknowledging this project still has major hurdles."

Michael Morris, transportation director for the North Central Texas Council of Governments, sees things differently. Morris has helped plan major transportation projects across the Dallas-Fort Worth region and has been closely involved in discussions about the rail line.

"I think you'll know if high-speed rail will ever be built in this corridor in the next 18 months," Morris said.

When Eisenbaum pressed Morris on whether the Trump administration — which had already pulled its support — could change course, Morris remained measured.

"The people I'm talking to are waiting for the appropriate time to see if there's not an opportunity with this administration," Morris said. "That's all I can tell you."

During the pandemic era, Texas Central purchased 41 homes in the White Oak Falls neighborhood in Cypress to clear the path for the proposed rail line. (KPRC 2026)

Real impacts on real communities

While the debate over funding and timelines continues, some communities have already been changed by a train that has never been built.

During the pandemic era, Texas Central purchased 41 homes in the White Oak Falls neighborhood in Cypress to clear the path for the proposed rail line. The train never came. The homes sat empty — and the neighborhood changed.

“All these homes were a haven to squatters, haven to drug addicts, people falling to prostitution,” the neighbor said. “There were people being raped in these homes,” a resident, later determined by police to be living in a White Oak Falls home illegally, said.

When Eisenbaum first reported on the area, he found broken windows and neighbors describing rising crime. On a return visit this year, much of that had changed — the company’s contractor had repaired many of the homes and rented them out.

“The neighborhood looks different today,” Eisenbaum said. “But the reason we came back hasn’t changed. The train that these homes were bought out for still hasn’t been built.”

“Well, we’re just taking a look — we’re wondering what’s ever gonna become of this railroad project. What they’re doing with these houses, you know, all that stuff,” another resident said.

The same frustration extends to Waller County, where families who have owned land for generations still do not know what the future holds.

“They’ve had squatters and people have ripped things off — all the way from air conditioners to pressure tanks,” a Waller County resident said. “They don’t take care of the property. It’s an eyesore for the people that live out here. They just don’t care.”

Where things stand

Eisenbaum said the reporting revealed two completely different conversations happening at the same time.

“One is about the future of transportation,” he said. “The other is about the people who have been living with this project for years — without knowing whether it’s ever going to happen.”

The short answer on whether the train is coming anytime soon?

“Not immediately,” Eisenbaum said. “And that’s in line with the historical speed of this 20-plus year old project. It’s slow going. Money’s a problem. Public perception is a problem.”

Supporters of the project believe the politics could change. The funding could change. But until questions about who will fund it and who will build it are answered, skepticism is likely to remain.

MASSIVE TEXAS RETAIL DEVELOPMENT WELCOMES TENANTS

By Staff

September 4, 2026

One of the largest new retail developments in Texas has welcomed new tenants including a Target, H-E-B, and the [state's first BJ's Wholesale store](#).

Dallas-based StreetLevel Investments provided a leasing update at Village at Gateway, a 152-acre mixed-use development in Forney, about 25 miles east of Dallas. StreetLevel is developing the project at North Gateway Boulevard and U.S. Highway 80 with 750,000 SF of retail, entertainment, and restaurants in Phase I. The center is part of the 2,000-acre Gateway master planned development.

Village at Gateway was designed by GFF, while Ridgmont Commercial Construction served as the general contractor. It is one of the largest retail developments under way in Texas, along with [Texas Heritage Marketplace in Katy](#), a 165-acre mixed-use development planned for 800,000 SF of retail west of Houston.

Target, the most recent anchor to join the retail lineup, opened a 148,900-SF store in July. Home Depot, the earliest anchor, opened a 135,000-SF store in November, followed by H-E-B's 139,000-SF store in February and BJ's Wholesale's 107,000-SF store in April.

Other recently opened stores include: Five Below (9,300 SF); Burlington (22,000 SF); Ross (22,000 SF); Rack Room (6,000 SF); Pacific Dental (3,225 SF); James Avery (3,000 SF); Bath & Body Works (4,000 SF); America's Best (4,000 SF); and Hand & Stone (2,190 SF).

Future tenants include Dick's Sporting Goods (60,000 SF) and EVO Entertainment (81,950 SF). Other upcoming openings include: Luna Grill (1,900 SF); Costa Vida (2,700 SF); Handel's Ice Cream (1,600 SF); Forney Nail Bar (3,300 SF); Livewell (3,500 SF); Solis (2,200 SF); and Verizon (1,345 SF).

David Copeland and Ryan Griffin of Edge Realty Partners handle retail leasing and sales at the property.

Upon completion, Village at Gateway will feature an additional 120,000 SF of retail, service, and restaurants. It will also include nine outparcels and future multi-family residential. Just west of the project, Texas Health Resources' 50-acre medical campus is under construction.

"The Village at Gateway is an exciting milestone for Forney, bringing new jobs, shopping, and dining opportunities while continuing to strengthen our local economy," said Forney Mayor Jason Roberson. "We're proud to welcome these businesses to our community."

Cars fill the lot as customers wait in line for discounted fuel during a promotional event at BJ's Wholesale Club in Forney, Texas, on April 22, 2026. (BJ's Wholesale Club courtesy photo)

Forney's population has more than doubled over the past decade to more than 40,000 residents, according to estimates from the U.S. Census Bureau and the North Central Texas Council of Governments.

“Forney is one of the fastest-growing communities in the Dallas area, with exceptional schools, strong employment, and a rapidly expanding population — yet it has long been underserved when it comes to convenient, high-quality retail and dining,” said Brian Murphy, Managing Principal at StreetLevel Investments.

“We’re excited to deliver a destination that meets the community’s needs and reflects what residents have been asking for: soft goods, entertainment, full-service restaurants, and everyday conveniences all in one thoughtfully designed location. This project demonstrates our commitment to investing in growing communities, and we’re confident it will become a vibrant hub for Forney and the broader region.”

In the Houston area, StreetLevel developed The Grid in Stafford in partnership with Provident Realty Advisors. The 192-acre mixed-use project, located on the former Texas Instruments campus, houses a new Target store and Houston’s only Costco Business Center. The Grid is on Highway 59 and West Airport Boulevard in Fort Bend County.

Founded in 2011, StreetLevel Investments provides investment and development expertise for ground-up, value-add, and distressed assets. Its capital partners include high net worth individuals, investment funds, institutional investors, and family offices.

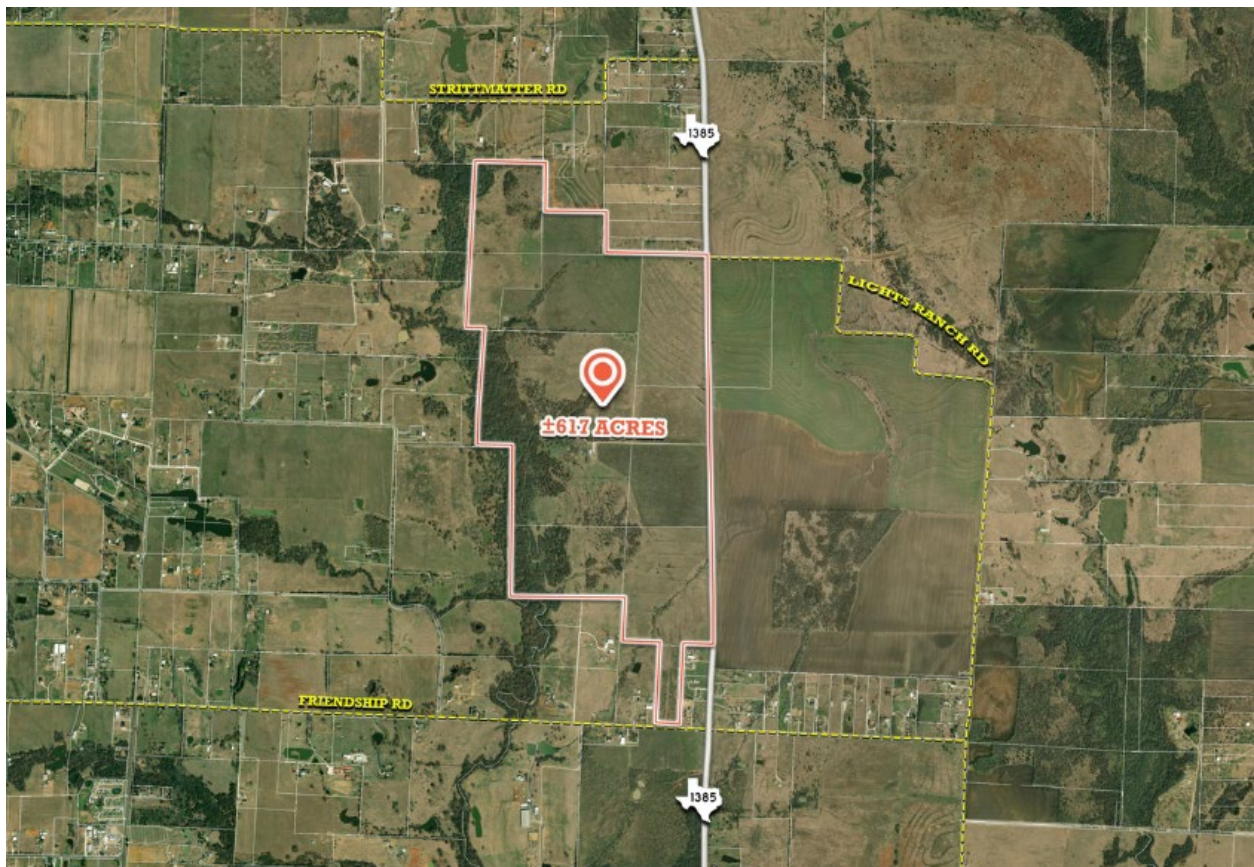
THE MAP KEEPS MOVING NORTH AS DEVELOPERS BUY INTO FAST-GROWING PILOT POINT AND AUBREY

By Charles Grand
September 21, 2026

A lot of land has changed hands in northeastern Denton County this summer. Developers are making plans to push the suburban reaches of D-FW further north, with one acquisition after another in Pilot Point and Aubrey.

Lantern by Hillwood

Last month, [Hillwood Communities](#) purchased 618 acres at the northwest corner of Friendship Road and FM 1385 in Pilot Point. Ben McCutchin, [Younger Partners](#) executive vice president, represented the seller, Gene McCutchin Ltd. III, the estate of his late brother, in the deal.

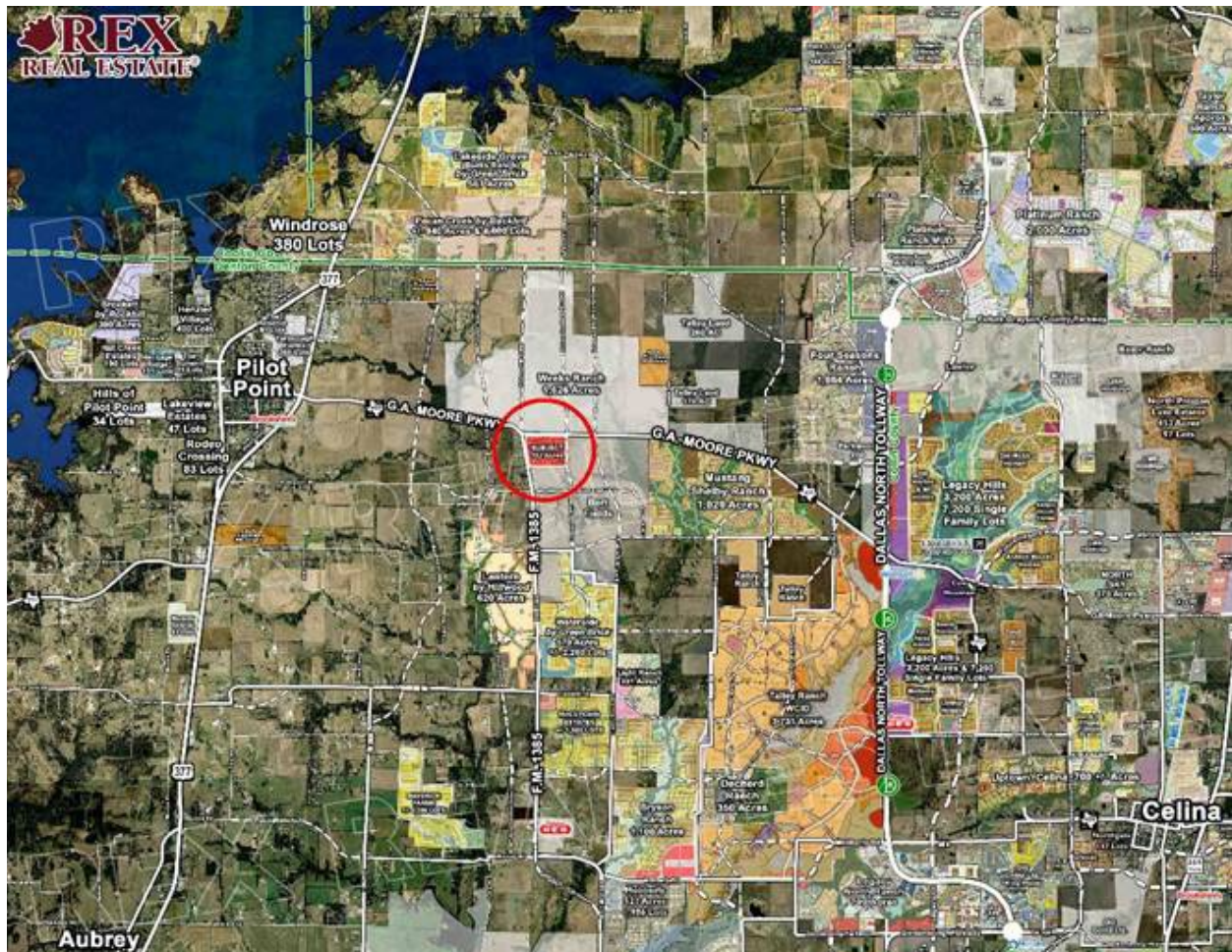


Hillwood Communities' acquisition in Denton County. Aerial photo credit: LightBox Parent, L.P.

Hillwood plans to build Lantern, a master-planned community comprising 2,000 lots, neighborhood retail, and multifamily housing. Lantern may represent up to \$1.2 billion in investment at full buildout and be Hillwood's sixth master-planned community in Denton County.

The buying continued just last week, when two investment groups closed on another 102 acres from the Gene McCutchin estate at the southeast corner of FM 1385 and G.A. Moore Parkway.

Midas Investments, led by Raj Veer and Babu Bagham, purchased 53 acres, while GC Land Partners, led by Gail Peyton and Richard Kincheloe, acquired the remaining 49 acres. The buyers intend to pursue mixed-use development on the property.



Aerial of 102-acre land sold in Pilot Point, Photo Courtesy of Rex Real Estate

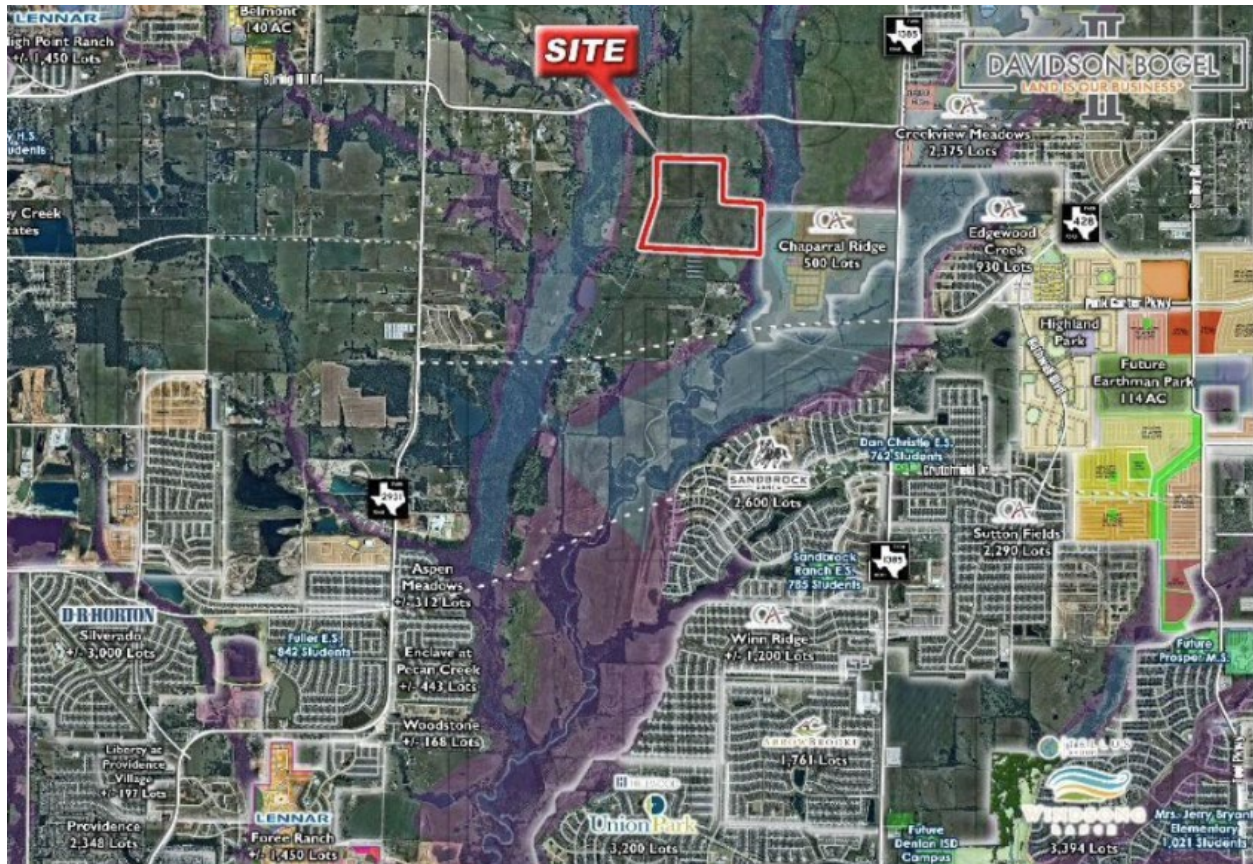
The deals add to a string of acquisitions in and around Pilot Point. Last year, McCutchin brokered the sale of slightly more than [260 acres](#) to Talley Land Development for a future residential project. He also represented the seller in H-E-B's purchase of 95 acres at the northeast corner of FM 1385 and Mustang Road.

"Stuff's still selling," McCutchin said, speaking with CandysDirt.com. "Prices have come down some, but there's just a lot of stuff going on out there."

Across from H-E-B's property, a partnership led by Texas Republic Management general partner Ben Weber Jr. recently acquired 48 acres at the northwest corner of FM 1385 and Mustang. The buyer plans to hold the land for future mixed-use development as road improvements advance and residential construction adds potential customers for retailers and service businesses.

Covey Creek by Centurion American

Earlier this month, Centurion American Development Group acquired approximately 168 acres at the southeast corner of FM 428 and Coffey Road in neighboring Aubrey, just a few miles south. Its recently announced Covey Creek community at the site will contain 828 single-family homes built by D.R. Horton and First Texas Homes.



Centurion American Development Group's acquisition in Aubrey

"We have been investing in Denton County for many years, and we are excited to continue that investment and work closely with the City of Aubrey," said Mehrdad Moayed, president and CEO of Centurion American, in a statement. "Covey Creek is in a great location and will benefit from the continued growth of the area."

The project joins Centurion American's Chaparral Ridge in Aubrey and its Bryson Ranch, Creekview Meadows, and Mobberly Farms developments in Pilot Point.

Both Aubrey and Pilot Point's respective populations have roughly doubled since 2020. The sales prices for the summer land purchases have not been disclosed.

"It's all developing north, and it's coming that way," McCutchin said, noting that land in the area north of the U.S. 380 corridor carries a premium compared with years past, but prices remain within a range that allows developers to buy property, secure zoning, and install the infrastructure needed to prepare lots.

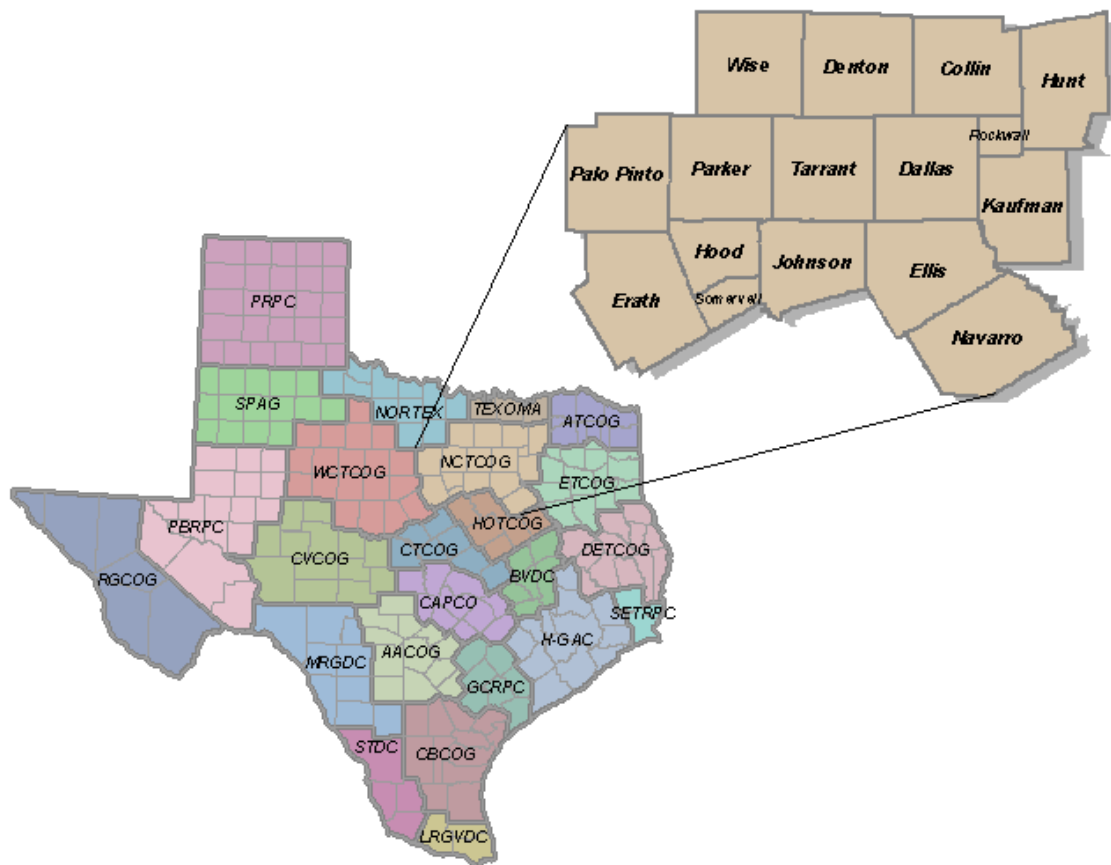
Roads Are Central to Growth

Road projects are a big piece of the equation. The Texas Department of Transportation plans to transform roughly 12 miles of FM 1385 between U.S. 380 and FM 455 from a two-lane rural roadway into six lanes, growing the connectivity between what in some time will become actual D-FW suburbs.

McCutchin said that while planning and surveying is underway in the area, major projects could remain years from completion, and future land transactions will likely reflect that.

“There’s such an oversupply of lots right now,” McCutchin said, pointing to the broader development pipeline around Celina and Gunter to the east. “That’s the main obstacle. Infrastructure seems to be taken care of.”

It may take some years, but absorption might not be hard to overcome if population trends keep up. Denton County grew from roughly 906,500 residents in 2020 to an estimated 1.07 million in 2025, an increase of about 18%, according to the U.S. Census Bureau.

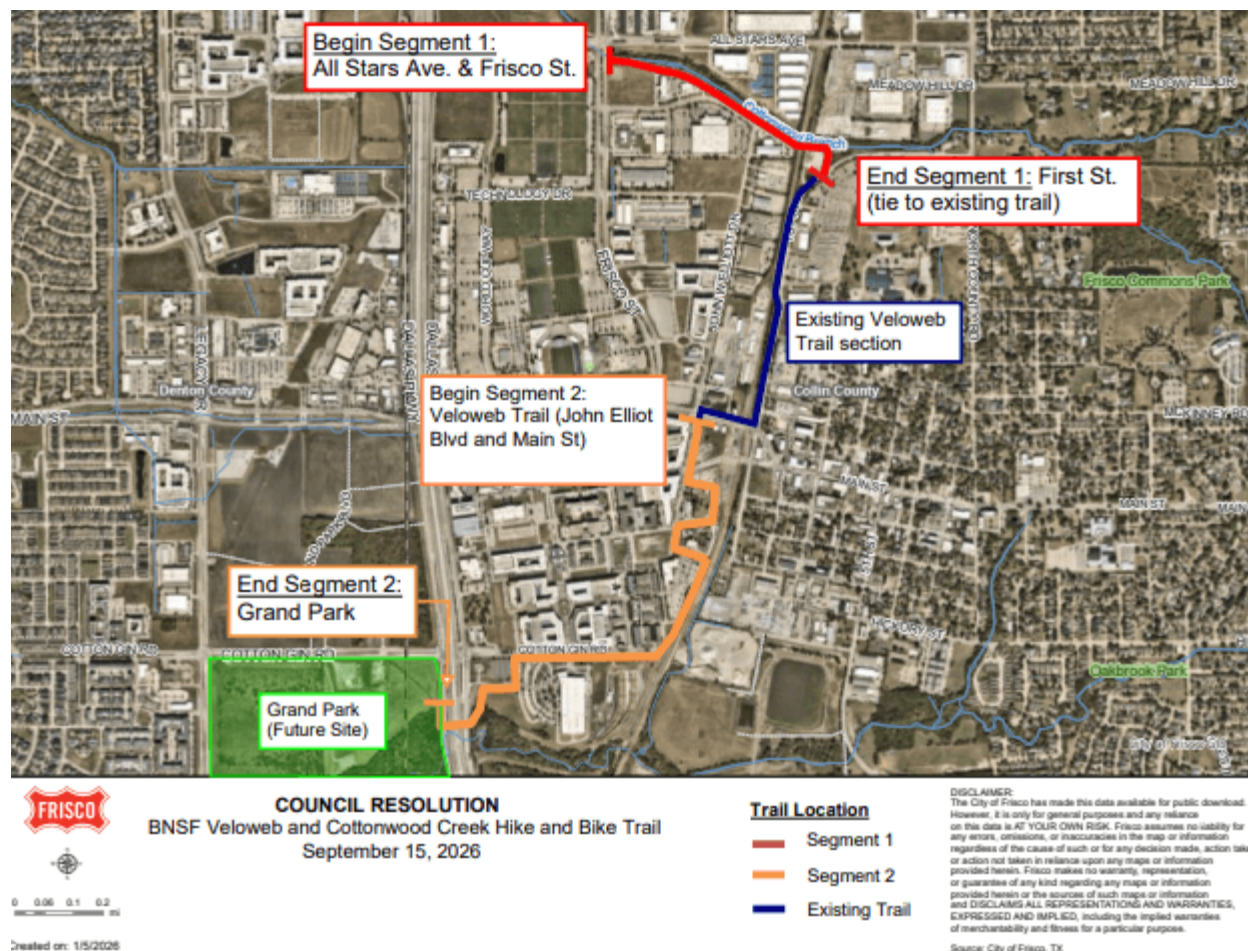


The North Central Texas Council of Governments estimated around [203,000 additional residents](#) in its jurisdiction last year, putting North Texas on track to cross the 9 million residents threshold this year.

“Pilot Point and the surrounding communities are likely to experience exponential growth in the coming decades,” McCutchin said.

FRISCO ADVANCES PLANS FOR BNSF VELOWEB, COTTONWOOD TRAIL PROJECTS

By Jack Hintze
September 21, 2026



A map showing the connections planned for the BNSF Veloweb and Cottonwood Creek hike and bike trail. (Courtesy city of Frisco)

Frisco is moving forward with plans for a new section of the regional Veloweb trail network.

During its Sept. 15 meeting, the Frisco City Council approved a [funding agreement](#) with the Texas Department of Transportation for further construction on the BNSF Veloweb Trail and Cottonwood Creek Trail projects.

The gist

The city of Frisco has been awarded \$4.05 million, with \$1.01 million in required local participation, through the [North Central Texas Council of Governments](#) transportation improvement program for the BNSF Veloweb Trail project and Cottonwood Creek Trail.

The Veloweb Trail in Frisco is being built as a 12-foot-wide concrete shared-use trail project east of the BNSF Railroad. The trail network is one of several planned segments that will extend approximately 10 miles through Frisco, connecting the city's northern and southern limits.

Designed to connect more than 100 North Central Texas cities, the Frisco [trail](#) is part of the NCTCOG Regional [Veloweb network](#), an approximately 2,200-mile shared-use trail system connecting local infrastructure in 12 counties.

The approved agreement will fund construction of approximately 1.2 miles of hike-and-bike trail along the BNSF railroad corridor from Main Street to Dallas Parkway.

What else to know

This trail was designated as part of the Regional Veloweb by the NCTCOG and is included in both the city's and Collin County's regional trail master plans.

The project is currently under design with construction expected to begin in late 2027 and last approximately 18 months, city documents state.

LEARN MORE ABOUT 4 TRANSPORTATION PROJECTS AROUND DENTON

By Miranda Jaimes
September 21, 2026



Crews are wrapping up work on Redstone Road in Denton. (City of Denton)

Highway frontage roads and additional lanes are some of the projects crews are working on in and around Denton this month. This list is not comprehensive.

Ongoing projects

1. Redstone Road utility and pavement replacement

Project: Crews are working along Redstone Road from Hercules Lane to Neptune Drive to replace utilities and pavement.

Update: Crews have completed lime-stabilized subgrade, fine grading and placement of the first lift of asphalt. Crews are currently working on curb and gutter improvements.

- **Timeline:** May 2025-October 2026
- **Cost:** \$2.28 million
- **Funding source:** city of Denton

2. North Trinity Bridge reconstruction

Project: The bridge on North Trinity Road is being redone to include an additional lane.

Update: The project is funded and being managed by the Texas Department of Transportation. Crews for this project have placed the base of the new lane and have also added the next layer. Crews are working to place the metal beam guard fence, add striping, shoulders and slopers and place block sodding.

- **Timeline:** November 2025-October 2026
- **Cost:** Not available
- **Funding source:** TxDOT

3. I-35E at Mayhill interchange reconstruction

Project: Crews are reconstructing the interchange at Mayhill and I-35E and the existing four-lane frontage road from Pockrus Page Road to Loop 288.

Update: Crews are placing drainage along the southbound frontage road and the northbound frontage road. Work includes removing existing driveways and sidewalk along the northbound and southbound frontage roads. Currently crews are working to place concrete paving on the southbound frontage road from State School Road south to the end of the project.

- **Timeline:** January 2026-June 2029
- **Cost:** \$139.13 million
- **Funding sources:** TxDOT, North Central Texas Council of Governments

Upcoming projects

4. Loop 288 frontage road construction

Project: TxDOT is planning to construct frontage roads on Loop 288 with grade separations and an improved connector to US 380. The project would span from I-35 to US 380 east of Geasling Road.

Update: A schematic approval is expected in December, with environmental clearance to come in the spring.

- **Timeline:** TBD
- **Cost:** Unknown
- **Funding sources:** TxDOT, Denton County

NEW TEXRAIL STATION GROUNDBREAKING SET AFTER AGREEMENTS APPROVED

By Eric Garcia
September 22, 2026



A TEXRail passenger train crosses Northeast 29th Street near scrap metal recyclers in north Fort Worth. (Eric E. Garcia | Fort Worth Report)

Trinity Metro's 2.1-mile TEXRail extension is moving forward after the agency's board authorized agreements needed to construct and operate a new train station in south Fort Worth.

Under the agreements approved on Monday afternoon, Baylor Scott & White Health will donate 1.76 acres for the Near Southside/Medical District Station planned for the Mistletoe Heights neighborhood. The entities also agreed to a 35-year ground lease that grants Trinity Metro property rights for infrastructure access and improvements.

In addition, the agency agreed to pay \$6.1 million to Fort Worth & Western Railroad Co. for perpetual operating easements to construct and operate the passenger rail service on a portion of the railroad's existing freight line. A separate passenger rail track will be built from the T&P Station downtown and a [Quiet Zone](#) will be established. Trinity Metro will also pay up to

\$363,825 for an engineering and legal review as well as fund a \$200 million railroad liability policy once service starts.

A groundbreaking for the station at Mistletoe Boulevard by Baylor Scott & White All Saints Medical Center is set for Oct. 29.

TEXRail, a 27.2-mile passenger service from downtown Fort Worth to Dallas Fort Worth International Airport that launched in 2019, is close to reaching 1 million rides, officials said.

Rich Andreski, president and CEO of Trinity Metro, said the service will provide riders with rail access to the Near Southside/Medical District area, one of the city's largest employment centers with its significant concentration of medical jobs.

"Our collaboration with Baylor Scott & White strengthens the connection between this important employment center and the people, businesses and communities that contribute to its success," he said.

Jeff Davis, chair of the Trinity Metro board of directors, said the agency worked collaboratively with Baylor Scott & White.

"On behalf of our board, I want to offer our sincere thanks to the entire Baylor Scott & White team for its vision, generosity and commitment to this project," Davis said. "Their commitment demonstrates a shared belief in the future of the Medical District and Near Southside and in how better connections to this important part of our city strengthen Fort Worth and our entire region."

Trinity Metro's agreement with Baylor Scott & White provides the agency with access to property needed for station infrastructure, including customer parking, a bus turnaround and an access road. Under the lease, Trinity Metro will pay an annual base rent of \$60,000, subject to a 10% increase every five years. The lease includes two additional seven-year extension options, according to Trinity Metro documents. At the end of the lease, the land reverts back to the medical system.

The agreements also protect Trinity Metro's land access as the health system anticipates future developments on its campus. If Baylor Scott & White builds parking structures near the station, Trinity Metro will have dedicated spaces, officials said.

Charles Williams, president of Baylor Scott & White – DFW West Region, said the system is committed to removing barriers to medical care.

"Investing in solutions that make it easier for patients, families and team members to reach our facilities is an investment in better health, stronger communities and a better experience for everyone we serve," Williams said in a statement. "As our region continues to grow, we believe access to high-quality care should be convenient, connected and centered around the needs of the people who rely on us every day."

Trinity Metro continues advancing plans for transit-oriented developments at its rail stations.

At a Sept. 9 community meeting, dozens of residents gave the agency ideas for the new Near Southside/Medical District Station.

“There is so much potential for that station to be a flagship destination,” Fort Worth resident Brian Cameron, who often uses TEXRail to reach DFW Airport, previously said. “I’d like to see some community amenities.”

Another community meeting focused on potential developments near the [North Side and Mercantile Center stations](#).

“The impact of transit reaches well beyond the people who board a train,” said Anette Landeros, chief strategy officer for Trinity Metro. “Research from the American Public Transportation Association shows that every dollar invested in public transportation generates \$5 in long-term economic value. Here in the Medical District and Near Southside, transit amplifies the growth already happening by connecting people to jobs, healthcare, businesses and the rest of our region.”

Reed Lanham, chief operating officer for Trinity Metro, said TEXRail rides are expected to hit the 1-million milestone this fall.

“We’re continuing to see strong growth,” he said.

EAST TEXAS RADIO

REGIONAL TRANSPORTATION COUNCIL APPROVES GRANT FOR AIRPORT CHARGING STATIONS

By Staff

September 24, 2026

The Regional Transportation Council has approved \$477,000 for charging stations at four North Texas area airports: Greenville Municipal, Denton Regional, Fort Worth Meacham International and Granbury Regional.

The funding will help the airports prepare for electric vertical takeoff and landing aircraft, known as EVTOLs.

Officials say expanding the charging network now will give airports more options as these aircraft begin to enter operations and the technology continues to develop.

TRINITY METRO DECREASES SPENDING IN \$204.5M BUDGET, CUTS SOME PROGRAMS

By Eric Garcia
September 23, 2026

Trinity Metro transit agency approved a \$204.5 million budget for fiscal year 2027 that decreases spending for some programs but advances improvements for two passenger rail systems.

On Monday, the agency's board of directors approved the spending plan that cuts costs by \$17.8 million amid economic uncertainty compared to the adopted 2026 budget of \$222.3 million. Additionally, the potential loss of federal funding after legislation expires could affect transportation programs.

Rich Andreski, Trinity Metro's president and CEO, said he expects the agency's spending to be "incredibly tight" over the next five years.

Still, improvements to rail services are planned in 2027, including a [\\$3.3 million double-track project](#) for the Trinity Railway Express train between Fort Worth and Dallas and [a 2.1-mile extension of TEXRail](#) into the Near Southside/Medical District. A groundbreaking for the station at Mistletoe Boulevard by Baylor Scott & White All Saints Medical Center is set for Oct. 29.

The agency forecasts it will receive \$204.9 million in expected revenue, including \$147.8 million in sales tax allocations, to generate a net income of \$398,578 in fiscal 2027, which starts Oct. 1. Operating grants will total \$42.6 million.

Trinity Metro receives a .5% portion of the local 8.25% sales tax — the agency's main source of revenue.

Eva Williams, director of budgets and grants, told the agency's board that small revisions to the proposed budget were made "to get us closer in balance."

Last month, she acknowledged that there will be a "very small margin" between expenditures and revenue in fiscal 2027.

Spending cuts were made across most Trinity Metro departments, including funds for microtransit On-Demand rideshare programs across the city. For instance, Trinity Metro spent \$2.2 million for the Southside On-Demand program in 2026, but that funding is slashed to \$1.4 million in 2027 as the agency considers substantial changes to the service.

Anette Landeros, Trinity Metro's chief strategy officer, said President Donald Trump recently signed a continuing resolution that authorizes extended federal funding for highway projects in fiscal year 2026 through Dec. 11.

"There is no immediate funding crisis," she said.

Funds were also extended for projects that are part of the \$350 billion Infrastructure Investment and Jobs Act signed into law by President Joe Biden on Nov. 15, 2021, and set to expire on Sept. 30.

Congress is advancing the BUILD America 250 Act, a five-year \$103 billion reauthorization bill, that allocates funding for transportation infrastructure, including roads, bridges, transit agencies, rail transportation and highway safety programs.

Earlier this month, Rebekah Gongora, a North Central Texas Council of Governments communications program manager, [told the Regional Transportation Council](#) that the House Transportation and Infrastructure Committee approved the BUILD act in May. The bill is pending with the Ways and Means Committee before it would go to a full House vote.

The U.S. Senate has not yet released the text for their version of the bill, Gongora said.

Landeros said the advancement of the BUILD act is a “good first step” in resolving federal transportation funding although a projected 14% decrease in spending is expected.

GREENVILLE AIRPORT RECEIVES \$200,000 FOR ELECTRIC AIRCRAFT CHARGING

Funding will help prepare for new aviation technology

By Staff

September 24, 2026

Greenville Municipal Airport will receive \$200,000 to install charging equipment for electric aircraft as North Texas prepares for new aviation technology.

The Regional Transportation Council recently approved \$477,500 in local funding through its Advanced Air Mobility Readiness Call for Projects. The funding will help four North Texas airports add charging equipment, including Greenville.

Greenville received the largest award. Denton Regional Airport, Fort Worth Meacham International Airport and Granbury Regional Airport each will receive \$92,500.

The projects will expand the region's charging network for electric vertical takeoff and landing, or eVTOL, aircraft – electric aircraft that can take off and land vertically.

For Greenville, the funding will give the municipal airport equipment needed to support possible electric aircraft operations in the future.

“We want to make sure that as eVTOL aircraft become available and operations begin to scale, our airports are ready to support them,” said Ernest Huffman, program manager for aviation planning at the North Central Texas Council of Governments.

Huffman said adding charging stations at more airports will give aircraft operators more places to fly.

“This investment is about building out that regional network now,” he said. “Every airport we add with charging capability gives operators more options for where they can fly.”

REGIONAL TRANSPORTATION COUNCIL APPROVES \$477,500 FOR NORTH TEXAS EVTOL CHARGING INFRASTRUCTURE

By Uswa Saeed
September 25, 2026

The Regional Transportation Council has approved \$477,500 in local funding to help four North Texas airports install charging infrastructure for electric vertical takeoff and landing (eVTOL) aircraft. The grants aim to bolster the region's readiness for advanced air mobility operations.

Greenville Municipal Airport was awarded the maximum \$200,000 for its project, while Denton Regional Airport, Fort Worth Meacham International Airport, and Granbury Regional Airport will each receive \$92,500. The funding comes through the Advanced Air Mobility Readiness Call for Projects.

"We want to make sure that as eVTOL aircraft become available and operations begin to scale, our airports are ready to support them," said Ernest Huffman, aviation planning program manager for the North Central Texas Council of Governments.

The infrastructure push ties into broader regional developments, following the recent introduction of Project Nexus at Perot Field Fort Worth Alliance Airport under the FAA's eVTOL Integration Pilot Program and the Center of Advanced Aviation Technologies initiative.

WHAT'S DRIVING STUDY OF M-LINE TROLLEY EXPANSION TO KNOX-HENDERSON?

Local transportation officials say extending the M-Line trolley streetcar to Knox-Henderson would help better connect the area to downtown Dallas

By Rachel Snyder
September 23, 2026

Local transportation officials are considering an extension of the M-Line trolley streetcar route further north into the Knox-Henderson neighborhood.

The streetcar currently runs a 4.6-mile route along McKinney Avenue through Downtown, the Arts District, and Uptown Dallas. The trolley, which was launched in 1989, serves about 400,000 riders per year with seven cars in operation.

"A northern extension would expand this network to reach Knox-Henderson, one of Dallas' fastest-growing neighborhoods," the North Central Texas Council of Governments (NCTCOG) shared in the organization's Local Motion newsletter.

Specifically, NCTCOG officials wrote that the potential extension of the M-Line trolley would improve connections between Knox-Henderson, Uptown, and Downtown Dallas and foster more access to the Katy Trail and Cole Park.

The NCTCOG and the McKinney Avenue Transit Authority (MATA) are studying potential extension routes, where stops could be placed, infrastructure needs, and funding sources for the project. NCTCOG staff are working with a consultant team led by HNTB Corporation on the study. The study is expected to take about a year to complete, with a final report expected around August of 2027.

Opportunities for public input will be announced this fall and continue through 2027, officials say.

The idea of extending the M-Line isn't new — it's been discussed for years, said Ezra Pratt, principal transportation planner with the North Central Texas Council of Governments. A boom in ridership since 2020 has added fuel to the argument in favor of sending the trolley further north.

"During the pandemic, and even after, MATA, the streetcar saw a really big boost in use," Pratt said. "I think both our staff and MATA realize this is the best time because we really need to be sure that we can plan in the context of being able to meet the existing and future needs of the area."

The study is being funded by a federal surface transportation block grant. Preliminary design of the project could begin once it's complete, according to Pratt.

If the M-Line is extended into the Knox-Henderson area, it would be the first growth in the streetcar route since 2015, when the route was expanded to connect to Klyde Warren Park and go further south into Downtown.

But the extension wouldn't be unprecedented. In the early 20th century, the M-Line used to run up Cole Avenue to Knox Street before connecting to Abbott Avenue in Highland Park and Hillcrest in University Park to create a route that stretched from Downtown to SMU, Pratt said.

"Much of (the existing track) is on that historic right of way from when streetcars ran back then," Pratt said. "In fact, in some portions, especially on McKinney, closer into Uptown, they're still running on ... original track that they basically unearthed under the pavement after so many years."

Pratt said the goal of extending the M-Line trolley now is the same as it was more than a century ago: increased connectivity.

"If that worked back then, then maybe it can work now," he said, "especially as there's so much new development occurring in this corridor between Uptown and Knox Henderson."

HOODLINE

DALLAS STARTUP MOUSTERIAN BETS ON FLOATING DATA CENTERS TO DODGE TEXAS WATER WARS

By Margie Townsend

September 26, 2026

A ten-person Dallas startup called Mousterial wants to solve the region's data center water problem by floating the buildings on rivers and harbors instead of building them on dry land. The company, founded in 2025 and based in downtown Dallas, has signed an engineering contract with South Korea's Samsung Heavy Industries to co-design a fleet of floating data center vessels, each intended to deliver about 50 megawatts of critical IT capacity and occupy roughly one acre of footprint.

A Signing Ceremony and a New Kind of Data Center

The agreement, executed at a signing ceremony on July 22, 2026, marks the first official project under a framework the two companies announced in April 2026, according to [Dallas Innovates](#). Samsung Heavy Industries will manufacture the vessels in South Korea, while Mousterial will finish them likely in Texas or Louisiana and is designing the facilities' internal equipment, according to reporting from [The Dallas Morning News](#).

Mousterial was co-founded by CEO Min Suh along with Chase Ott-Wick and Gabe Andrews, and the company currently has about six project sites in various stages, per the same account, including a hybrid floating and land-based campus next to a power plant in Houston and a large-scale floating campus planned for the San Jose, California area.

Suh has said Mousterial is designed to build data centers off-site so that fabrication can proceed in parallel with sitework rather than waiting until after it, according to a statement carried by [signalnewssacramento.com](#).

The planned facilities are meant to sit adjacent to existing power generation assets, and Mousterial describes its bulk cooling system as non-evaporative, consuming no potable water and returning zero process discharge to the surrounding waterway, per the same release. Mousterial's floating units are typically sited in deep river harbors or shipping channels, ideally near power plants, and are designed to make no noise, using the surrounding body of water as part of a closed-loop cooling system that avoids municipal supplies.

Why North Texas Is Ground Zero

The timing lines up with a data-center boom that's straining North Texas infrastructure. Eighteen of 31 surveyed cities and counties across the region have already approved or are actively considering a data center, according to a survey from the [North Central Texas Council of Governments](#).

Water supply was the top infrastructure worry, cited by 96% of respondents, ahead of electric-grid capacity at 81%, and high water consumption topped the list of environmental concerns at 93%. Only 16% of surveyed local governments said they had clear policies for evaluating data center proposals, while 72% disagreed that such policies exist.

Dallas-Fort Worth was ranked the top primary data center market in the Americas, per Cushman and Wakefield, and Dallas ranked as the No. 1 primary data center market in the world for the first time in the firm's 2026 comparison.

The U.S. now has more than 4,000 data centers, including over 1,000 hyperscale facilities, and Texas is home to some of the industry's biggest bets, including the potentially \$500 billion Stargate joint venture in Abilene, designed for up to 1,200 megawatts of capacity, and the incoming 1,200-acre Frontier project in Shackelford County.

Efficiency Claims and an Industry Under Scrutiny

Mousterian describes its floating data centers' power usage effectiveness (PUE) as very low, a measure of energy efficiency where 1.0 represents perfect efficiency. Floating and ocean-based data centers more broadly are emerging as a response to land, power and cooling constraints in dense coastal markets, according to [Data Center Knowledge](#).

Global data center electricity consumption hit about 415 terawatt-hours in 2024 and is projected to more than double to around 945 terawatt-hours by 2030, the outlet reports, though it also notes floating installations face real engineering hurdles, from marine hardening and maintenance logistics to power delivery and dependence on subsea cables, with industry experts cautioning there's very little testing on how IT equipment behaves under low-frequency motion.

Not everyone in North Texas is convinced the floating approach or the industry's broader promises hold up. A data center project near Cedar Creek Lake was scrapped after it was expected to draw millions of gallons of water per day, and resident Ashley Cook has said the wave of projects is turning a rural residential community into an industrial corridor. OpenAI's Sam Altman, for his part, has called the data center water issue totally fake, according to public comments cited by the Morning News.

Texas Gov. Greg Abbott has since imposed a moratorium requiring an audit of pending data center projects, one that includes details on cooling systems and impacts on local water supplies.

How Mousterian's Pitch Compares to Other Floating Projects

Mousterian isn't the first to try building data centers on water. Nautilus Data Technologies developed what it calls the world's first floating data center, built atop a refurbished 700-ton barge in the San Joaquin River at the Port of Stockton and operating since 2021, with San Joaquin County as an anchor tenant.

Nautilus says the facility uses about 4,500 gallons of river water per minute for cooling, and the company has described the project's capacity variously as 6, 6.5 and 7 megawatts across different statements, with a claimed 1.15 PUE, according to [Nautilus](#).

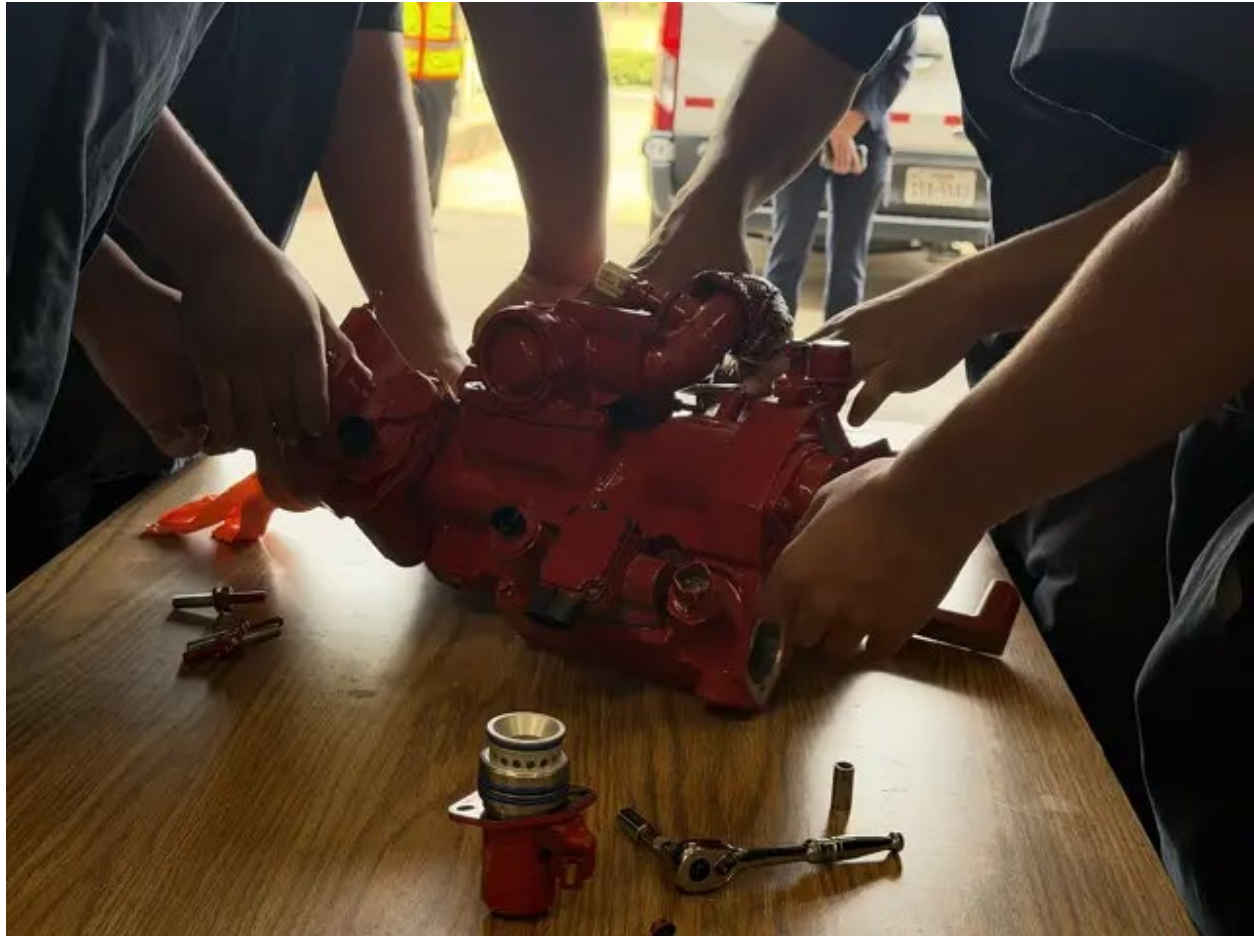
Other water-based projects have taken shape internationally. China's underwater data center in Shanghai began full commercial operations in May 2026 after launching a year earlier, according to the [Maritime Executive](#). Singapore's Keppel has invested in floating data-center plans and signed an earlier memorandum of understanding, while Microsoft tested an underwater data center through Project Natick.

Elsewhere, a Norway data center complex was built into an abandoned mine, and Elon Musk and Jeff Bezos have separately unveiled plans for data centers in space — evidence, alongside Moustesian's approach, that the industry is scrambling for alternatives to land-based cooling. Suh has said Moustesian aims to build data centers in the most sustainable way possible.

DART, DALLAS ISD LAUNCH NEW BUS MAINTENANCE EXTERNSHIP PROGRAM FOR HIGH SCHOOL STUDENTS

The first-of-its-kind program provides high school seniors with a possible professional path after graduating

By Hedija Spahalic
September 25, 2026



A new externship program by Dallas ISD and DART will provide high school seniors with hands-on learning and professional experience. Hedija Spahalic/The Dallas Morning News

Some [Dallas ISD](#) students are getting a hands-on introduction to a career in public transit maintenance through a new partnership with Dallas Area Rapid Transit.

The High School Bus Maintenance Externship Program is designed to bridge the gap between technical education and the workforce by exposing students to a specialized career path before graduation. The program gives students in DISD's automotive technician program the chance to work with DART during their senior year to learn skills the agency demands.

"These are skills textbooks simply cannot teach," said Oswaldo Alvarenga, Dallas ISD deputy chief of strategic initiatives. "This is how we build the pipeline, by investing in homegrown talent and showing our students that incredible, well-paying careers are waiting for them right here in their backyard."

Two high schools in the district, Robert & Charmaine Price Career Institute South and Dr. Edwin Flores Career Institute North, are participating in the new program, which started at the beginning of the 2026-27 school year. The program has 14 students, seven from each high school.



Students from Robert & Charmaine Price Career Institute South discuss taking apart an EGR valve with DART instructor Alfredo Frias at a bus maintenance facility in Dallas. Hedija Spahalic/The Dallas Morning News

Students will gain hands-on knowledge from industry professionals with decades of combined experience. Many seniors, such as Alvaro Hernandez, saw the [DART](#) externship as a good opportunity and an investment in the future. Hernandez and his classmates highlight the steady job opportunities in the automotive industry as the main reason for their participation in the program.

“They’re always going to make cars and buses, so that’s why there’s always going to be jobs for mechanics,” 17-year-old Hernandez said.

Twice a week, students have a two-hour lesson with DART technicians, going over the ins-and-outs of bus mechanics at a Dallas maintenance facility.

Experienced trainers, such as Alfredo Frias who has been with the transit authority for 18 years, provide the students with extensive demonstrations on various systems – engine, braking, and HVAC. Several instructors are present throughout the courses, with each one specializing in different components of the heavy-duty diesel buses.

DART trainers are accompanied by the students' automotive instructors from the schools. When the students are not at the DART facility, they are working towards professional certifications such as Automotive Service Excellence at their respective high schools with the help of their instructors.

"They have the skills and certifications that companies like DART are looking for," said Johnny Herrera, an automotive instructor at Career Institute North. "It's a win-win for the students. They have a really bright future and there's no telling how much this is going to help them 10, 20 years down the line."

Hernandez and his classmates spend one day a week servicing active DART bus fleets and equipment. He said he enjoys being able to physically work on the vehicles and see the components they learn about.

"Doing this helps me understand it a lot more," Hernandez said, twisting a bolt between his fingers. "It's a lot easier to see how everything works compared to just taking notes and reading about it."

Since the pilot program is still being tested, officials say it is too early to tell if or when expansion to other high schools could occur. The new partnership was introduced and advanced with the help of DART board chairman Randall Bryant.

Bryant joined DART's board last year, and proposed a partnership between the transit authority and Dallas ISD to help invest in the city's youth. He worked with district officials and the transportation agency to create the collaboration, introducing students to a career they might have never considered, and providing them with one potential solution to their economic future.

"Innovation must include the future, and you cannot talk about the future without talking about our young people," said Bryant. "Innovation isn't just about what we build, it's about who we build."

THE CITY OF ARLINGTON

THE AMERICAN DREAM STORY OF CAROLINE VANDERGRIFF

By Office of Communication
September 24, 2026



Caroline Vandergriff is living her American Dream returning to her hometown of Arlington as a journalist, communicator and writer.

"I have so much Arlington Pride," Vandergriff said. "It's just so special to now be raising my family in this area and be back here and continue in that legacy that I kind of grew up in of giving back to the community."

Vandergriff has nearly 15 years of experience in television news, most recently as a reporter at CBS News Texas. Prior to returning home to North Texas in 2019, she served as reporter in Oklahoma City, Oklahoma; Charlotte, North Carolina; and Lansing, Michigan.

During her journalism career, Vandergriff led coverage of major regional events and issues of national importance, earning recognition for excellence in storytelling and community engagement. She also developed expertise in government reporting.

In December 2025, the North Central Texas Council of Governments (NCTCOG) announced Vandergriff as the agency's new Public Affairs and Communications Officer. Vandergriff guides all media relations, public outreach, and strategic communication efforts for NCTCOG.

“I’ve spent my career helping people understand what’s happening in their local communities, and I’m honored to continue that mission at the North Central Texas Council of Governments,” Vandergriff said. “As a fifth-generation North Texan, I’m deeply committed to the continued success of this region, and I hope to amplify the incredible work NCTCOG is doing to shape a better future for the metroplex, from workforce solutions and economic development to transportation infrastructure and public safety.”

Joining the team at NCTCOG is particularly meaningful for Vandergriff because her grandfather, Tom Vandergriff, helped create the agency in 1966 and served as its first president. As mayor of Arlington for 26 years and Tarrant County Judge for 16 years, he was known as a champion for regional cooperation.

Tom Vandergriff died in 2010 at the age of 84.

“My grandfather firmly believed that everyone in North Texas would succeed if they worked together, and that spirit of regionalism was instilled in me from an early age,” Vandergriff said. “I’m both excited and humbled for the opportunity to carry on that legacy through NCTCOG.”

Watch the video below.



NORTH TARRANT EXPRESS CAPACITY IMPROVEMENT PROJECT COMPLETED MONTHS AHEAD OF SCHEDULE

By Staff report
September 29, 2026



A ribbon-cutting event was held to celebrate the completion of NTE Capacity Improvement Project.

TEXpress Highways has completed construction on its North Tarrant Express Capacity Improvement Project, expanding 10 miles of the SH 183/121 and Interstate 820 highway corridors between Euless and Fort Worth.

The \$414-million project, which began in late 2023, was funded solely through toll revenues, meaning no public-sector or taxpayer money was utilized in the expansion's design and construction.

The project, which traverses six municipalities in Northeast Tarrant County, has added one free, general-purpose lane in each direction along Loop 820 between Riverside Drive in Fort Worth and Texas Blvd. 26 in North Richland Hills, and one TEXpress managed lane in each direction along Airport Freeway between Bedford-Euless Road in North Richland Hills and FM 157/Industrial Blvd. in Euless. Completion comes months ahead of schedule; originally, the project was slated for completion in early 2027.

Developer NTE Mobility Partners (NTEMP) – made up of Ferrovial, Cintra, Meridiam and APG – initiated construction on the NTE corridor in 2009. At a cost of \$2.6 billion, it was the first public-private partnership project (P3) in the state of Texas. The fully reconstructed highway corridor opened in October 2014, nine months ahead of schedule. As part of its original Comprehensive Development Agreement with the Texas Department of Transportation (TxDOT) and the state of Texas, NTEMP agreed to expand the NTE highway corridor when certain traffic volume milestones were met.

“Fort Worth is now the 10th largest city in the United States, reflecting the explosive growth in our region and particularly in Tarrant County,” said Pablo Ferrando, CEO of TEXpress Highways. “As more and more businesses and people have moved to this region – which remains one of the most economically robust in the nation – traffic volumes have increased in both the general-purpose main lanes and TEXpress managed lanes, triggering the need for the expansion,” he added.

Average daily traffic along the Airport Freeway and Loop 820 corridors has increased by more than 25 percent since pre-construction levels in 2009. Yet, even with the increase in traffic volume, the average speed along the corridor remains high: an average of 45 mph in the general-purpose lanes and 70 mph in the TEXpress managed lanes, even during peak rush hours.

“The short-term pain of construction is outweighed by the tremendous benefit for everyone – commuters, residents, first-responders and others – of being able to get where they need to go more quickly and safely,” said David Salazar, Fort Worth district engineer for TxDOT. “But this is not just a quality-of-life issue; keeping North Texas moving has sustained, positive economic implications that we should not overlook,” he added.

Construction on the capacity improvement project was managed by North Tarrant Infrastructure, a joint venture between Ferrovial Construction and Webber. Most of the construction activities occurred during overnight hours to minimize disruption to drivers and local communities.

“Even in the face of periods of inclement weather and construction blackouts due to major events such as the FIFA World Cup, our team still delivered the project well ahead of schedule,” said Ignacio Milans, CEO of North Tarrant Infrastructure. “The design-build model continues to demonstrate the ability to deliver projects in a fraction of the time as compared to traditional funding and construction,” he added.

Texas has been a leader in the development of P3 projects, with projects in North Texas, including the LBJ Express and the Midtown Express, as well as in Houston and Austin.

“Texas has clearly demonstrated the value of P3s to the public, and other states are taking notice and adding this tool to their toolboxes,” said Michael Morris, director of transportation and staff director to the Regional Transportation Council. “With the gas tax unchanged in the last 35 years, there simply is not enough money in Texas to keep pace with the infrastructure needed to accommodate a region that will ultimately surpass 12 million people and become the third-largest metropolitan area in the country. Delivering a project quickly that is paid for by the private sector is a win-win for everyone.”

TEXpress Highways recently released a [10-year retrospective](#) on the economic and societal benefits of the P3 model. The case study outlines a \$25-billion regional economic impact since the first TEXpress highway corridors opened in 2014, with billions more anticipated in the coming decade.

PARKER COUNTY EXPLORING 391 COMMISSION

By Sally Sexton
September 29, 2026

As discussions around data centers have continued to circle, so has the topic of a 391 Commission.

At a community meeting last week in Weatherford, organizers said their goal was to help get such an agency, which involves two government entities and comprised of a board of three quarters' elected officials and one quarter residents. They indicated, however, that Parker County had no interest.

County Manager Bryan Grimes Monday said the county is looking at forming a commission, but would prefer to partner with the North Central Texas Council of Governments, which is essentially a 391 commission in itself.

"We had robust discussions [with the executive director] ... in early August, he was terminated. That threw us back to Square 1," the county manager said. "We have some interest from the City of Weatherford. They do not need a 391 to stop data centers, they can simply zone them out."

County government, however, has very limited authority over banning such facilities.

"The 391 is not a stop measure. It's simply a delay tactic that we can implement should the court decide to go that route," Grimes said, adding that the state has directed measures to ERCOT and the Texas Water Development Board for audits.

Grimes is scheduled to speak on the topic with the City of Aledo Oct. 5. However, he emphasized the county's desire to "bring COG along" and make sure any formation outside of that would not hinder the relationship. The Council of Governments has leverages dozens of millions in transportation project dollars, for instance.

He recommended the county continue discussion with Weatherford, Aledo and COG and "see what happens."

"I understand the decision to respect the input of COG," Precinct 2 Commissioner Jacob Holt said. "Given the turmoil on the leadership side and how critical this issue is to our residents, in the interest of timing, I would encourage the court to move forward with a 391 with either city or a dance partner.

"It's another tool in the tool belt, even if its just a delay until the Legislature can enact rules..."

Resident Richard Sims shared his point.

"We don't know whether the state is going to help us, so why don't we help ourselves by using the tools we have at our disposal?" he asked.

No action was taken.

DENTON COUNTY COMMISSIONER BOBBIE MITCHELL HONORED FOR ROLE AS AN ELECTED LEADER

By Micah Pearce
September 28, 2026



Denton County Precinct 3 Commissioner Bobbie Mitchell received the 2026 Distinguished Public Service Award at Leading the Lone Star State: Texas Women in Public Service Summit on Friday, Sept. 25, 2026. (Photo courtesy of the Office of Bobbie Mitchell)

Denton County Commissioner Bobbie Mitchell has made a significant impact on southern Denton County, even before her role as an elected official on commissioners court.

Her impact was recognized by The Jane Nelson Institute for Women's Leadership at Texas Woman's University in Denton on Friday when she was named the recipient of the 2026 Distinguished Public Service Award.

"For more than three decades, Commissioner Mitchell has served the residents of Denton County with distinction," [the organization](#) said in a press release.

Mitchell began her public service on the Lewisville City Council and was later elected mayor. She has served as Denton County commissioner for Precinct 3 since first being elected in 2000.

"Her career reflects a rare combination of longevity, collaboration and impact," said the organization.

Mitchell has also held leadership roles with the North Central Texas Council of Governments and the Conference of Urban Counties, and has done whatever she could to help residents.

“Thank you to the Jane Nelson Institute for Women’s Leadership for a wonderful women’s conference,” said Mitchell. “I am humbled to receive this award as I truly love what I’ve been blessed to do these past few decades in public service.”

Mitchell was given the award at Leading the Lone Star State: [Texas Women in Public Service Summit](#) – a one-day conference designed to bring together women in public administration, elected office and government service.

It’s a unique opportunity that aims to create a space where attendees can explore career advancement, build leadership skills and form meaningful professional connections in public service and advocacy.

“As this annual summit demonstrates, it is incumbent on all of us to work together to make the world a better place for everyone,” said Mitchell.

Earlier this year, Mitchell helped bring a permanent Boys & Girls Club location to Denton County, right in Lewisville.

It is the [first brick-and-mortar club](#) in Denton County and is located in a converted fire station near Lewisville High School and some of its feeder schools, aiming to give kids a place to go to feel supported.

IMPROVEMENTS ARE UNDERWAY FOR TARRANT HIGHWAYS. HERE'S HOW ONE PROJECT'S COMPLETION HELPS

Eric Garcia
September 29, 2026

More than \$7.1 billion in highway improvement projects are planned in Tarrant County over the next decade, but officials are celebrating the end of construction for one notable project.

The \$414 million [North Tarrant Express](#) project for Airport Freeway and northeast Interstate 820, launched in 2023, is now complete with a 10-mile road expansion, months ahead of its projected early 2027 completion thanks to overnight construction work. The project was paid for with toll revenue.

The project, a public-private partnership, added one free, general-purpose lane in each direction on Loop 820 between Riverside Drive in Fort Worth and State Highway 26 in North Richland Hills as well as one TEXpress tolled lane in each direction along Airport Freeway between Bedford Euless Road in North Richland Hills and FM 157/Industrial Boulevard in Euless.

Frontage roads, bridges and ramps along the corridor were substantially rebuilt, officials said.

Pablo Ferrando, CEO of TEXpress Highways, said highway expansion was needed to accommodate North Texas growth.

“As more and more businesses and people have moved to this region — which remains one of the most economically robust in the nation — traffic volumes have increased in both the general-purpose main lanes and TEXpress managed lanes, triggering the need for the expansion,” he said.

Daily traffic along the corridor — which connects downtown Fort Worth to Dallas Fort Worth International Airport — has increased by 25% since 2009, TEXpress officials said.

Michael Morris, director of transportation and staff director for the Arlington-based Regional Transportation Council, said the project was the result of public-private partnerships that have helped Texas expand highways with revenue from tolled lanes.

More than 4 million people are expected to move to North Texas by 2050 as the region is projected to become the [third-largest metropolitan area in the nation](#) with a total population of about 12 million.

“Delivering a project quickly that is paid for by the private sector is a win-win for everyone,” Morris said.

Officials said the completed corridor will move traffic swiftly, even with the increase in traffic volume. The average speed is 45 miles per hour in general-purpose lanes while motorists can reach 70 miles per hour in the TEXpress tolled lanes.

David Salazar, Fort Worth district engineer for the Texas Department of Transportation, said the short-term pain of construction is outweighed by the benefits of the completed corridor since “keeping North Texas moving has sustained, positive economic implications that we should not overlook.”

A TEXpress Highways study shows that the project's total investment is \$2.1 billion. User benefits, including the corridor's travel time and reliability, are estimated to be \$3.1 billion while benefits from safety and emissions are estimated at \$2.7 billion.

Hundreds of road and highway projects are planned for Tarrant County, TxDOT records show.

About \$3.2 billion is allocated for 93 projects that are under construction or beginning soon.



Tarrant County and transportation officials celebrated the end of construction for the North Tarrant Express highway project on Sept. 25, 2026. (Courtesy | TEXpress Highways)

For instance, work continues on the [Southeast Connector](#), a \$2.3 billion project to rebuild and widen 16 miles of Interstates 20 and 820. I-20 will be expanded to 10 main lanes from I-820 to Martin Luther King Jr. Highway/U.S. Highway 287 while I-820 will have eight main lanes from I-20 to Rosedale Street/Spur 303. The interchanges of those highways are also being reconstructed.

Another 134 projects, totaling \$2.3 billion, are expected to begin within four years.

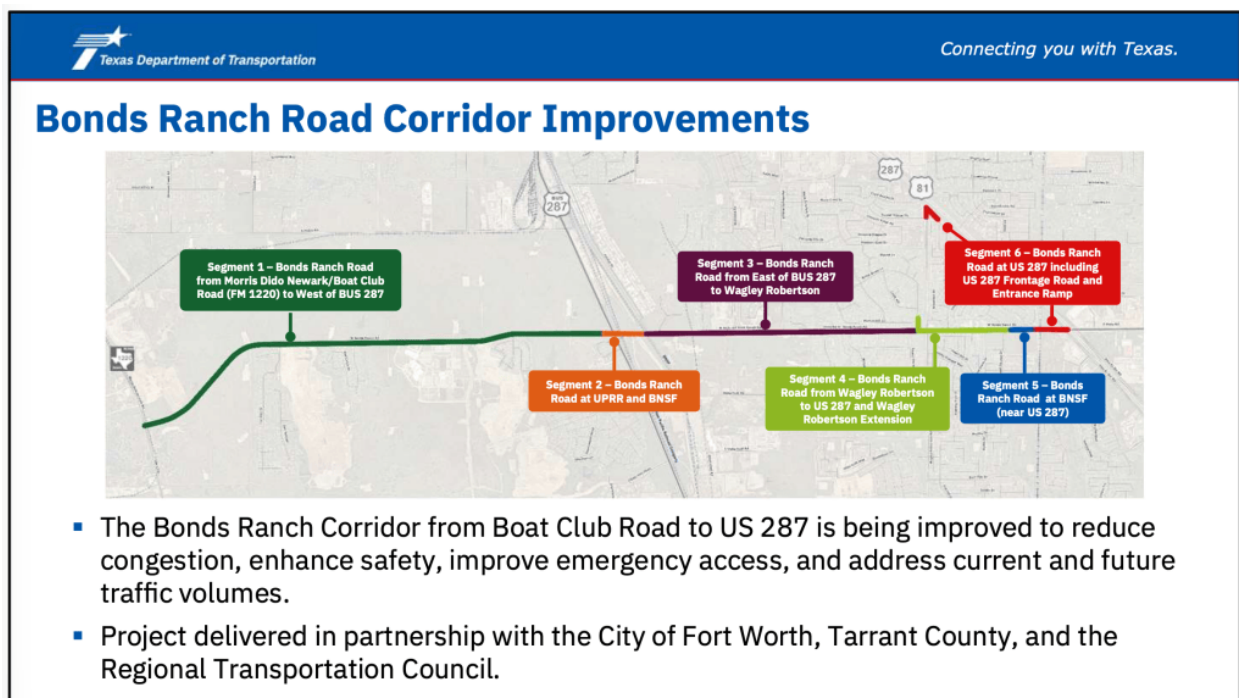
Twelve other projects, totaling \$1.6 billion, are scheduled to start within five to 10 years, according to the agency's [project tracker](#).

RESIDENTS SEE PREVIEW OF BONDS RANCH ROAD BRIDGE OVER BUSINESS 287, RAILROAD CROSSINGS

By Patrick Banis
September 26, 2026

A preliminary design for the [Bonds Ranch Segment 2](#) project will involve relocating rail lines for Union Pacific and BNSF Railway.

Project partners are making improvements in the Bonds Ranch Road corridor from FM 1220 at the west end to U.S. Business Highway 287 at the east end. The project is being done in six segments.



Project partners are making improvements to Bonds Ranch Road in north Fort Worth in six segments. (Courtesy | Texas Department of Transportation)

The second focuses on improvements to be made on Bonds Ranch Road at the intersection of Business 287 and the Union Pacific and Burlington Northern railroad crossings. The rail crossings are between Business 287 and the private [Hicks Airfield](#) at the northeast corner of the intersection.

Matthew Shelton, an engineer with the [LJA](#) consultancy, called the flight path to Hicks a “big factor” in the decision to propose relocating the BNSF rail line. Shelton was one of the facilitators at a [meeting hosted by the Texas Department of Transportation](#) on Sept. 10.

The newly designed segment of Bonds Ranch Road will require construction of a bridge to cross Business 287 and the two relocated rail lines, whose crossings are currently at grade level. The bridge descends back to grade level east of the intersection before crossing beneath the Hicks flight path.

After reaching grade, drivers will encounter a stoplight that provides access for [Dolese](#), a concrete and construction materials company that operates a facility on the south side of Bonds Ranch Road.

“It would be a lot of heavy rock haulers, and they need a ton of time to get up to speed, especially going over a bridge,” Shelton said.

Besides the bridge, the [planned project would widen](#) about 0.6 miles of Bonds Ranch Road from west of Business 287 to east of Aviator Drive.

Connecting you with Texas.

Project Details

Bonds Ranch Road Segment 2 at BUS 287 From west of BUS 287 to east of Aviator Drive



- Widen and construct an overpass.
- Add capacity and remove ground-level railroad crossings.
- Approximately 28 acres of additional right of way currently estimated to be needed (subject to change).

PROJECT LENGTH: Approximately 0.6 miles of Bonds Ranch Road, and 0.6 miles of BUS 287

COUNTY: Tarrant

The second segment of planned improvements to the Bonds Ranch Road-U.S. Business Highway 287 intersection in north Fort Worth includes a bridge to be built over the intersection and two railroad crossings. (Courtesy | Texas Department of Transportation)

It would expand the road to two lanes in each direction, with a center median and left turn lane, install curbs and gutters, and build a path for pedestrians and cyclists.

About 0.6 miles of Business 287 at the Bonds Ranch Road intersection would be widened to two lanes in each direction, with left-turn and acceleration/deceleration lanes. New connections maintaining access from Business 287 to Bonds Ranch Road would be built.

The \$116 million project is an effort of TxDOT, Tarrant County, City of Fort Worth and the Regional Transportation Council.

The project partners estimate 28 acres of right-of-way will be needed, but the [presentation materials](#) noted this figure is subject to change.

No residential or nonresidential structures are anticipated to be displaced at this time, according to the presentation, which provided information related to the ["Landowner Bill of Rights."](#)

The next step will be documenting, evaluating and addressing public input; additional data collection and analysis; and refining the design based upon the feedback.

The project partners estimate preliminary drawings and layouts and environmental clearances will be complete by summer 2027, and right-of-way acquisition will follow. In fall 2027, utility adjustments will start, according to the project partners. Construction is projected to begin in summer 2028.



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

September 16, 2026

The Honorable Sean Duffy
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Duffy:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area, I am pleased to support the Dallas Area Rapid Transit's (DART) grant application for the Federal Transit Administration's Fiscal Year (FY) 2026 Buses and Bus Facilities Program to fund the **Northwest Bus Operating Facility (NWBOF) Project** (the Project).

The NWBOF serves the largest fleet within the DART system, currently managing a fleet of 190 Compressed Natural Gas 40-foot transit buses. Serving the region for over 40 years, the facility's aging infrastructure requires modernization to ensure safe and efficient operations. The Project, identified in DART's Bus Operating Facilities Master Plan, will implement critical upgrades to transportation and maintenance buildings, significantly enhancing safety, security and efficiency for the employees, families, and communities served by DART.

This project is consistent with the policies and programs of Mobility 2050: The Metropolitan Transportation Plan for North Central Texas. If the project receives funds, the RTC will support its inclusion in the 2027 - 2030 Transportation Improvement Program for North Central Texas, as needed.

Again, the RTC supports DART's FY 2026 Buses and Bus Facilities Program application for the **NWBOF Project**. Thank you for your time and consideration. If you have any questions, please contact Michael Morris, Director of Transportation for the North Central Texas Council of Governments, at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Stephen Mason", is written over a light blue horizontal line.

Stephen Mason, Chair
Regional Transportation Council
Mayor, City of Cedar Hill

JN:kw

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



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

September 16, 2026

The Honorable Sean Duffy
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Duffy:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area, I am pleased to support the Dallas Area Rapid Transit's (DART) grant application for the Federal Transit Administration's Fiscal Year (FY) 2026 Low or No Emission Grant Program to fund the **Compressed Natural Gas (CNG) Fueling Stations Modernization Project** (the Project).

DART's low-emission CNG bus operations are supported by three facilities: the South Oak Cliff, Northwest, and East Bus operating facilities. A recent assessment identified a critical need to modernize these fueling facilities to ensure long-term operational efficiency and reliability. Key CNG system components, which were industry-leading at the time of their installation in 2012, have since been discontinued by their original equipment manufacturers. This places DART at risk of being unable to safely and reliably fuel its new CNG bus fleet, a core component of the transportation network serving North Texas families and communities.

The Project will implement essential upgrades across all three facilities, improving refueling efficiency, reliability, and safety while supporting the continued operation of DART's low-emission CNG fleet.

This project is consistent with the policies and programs of Mobility 2050: The Metropolitan Transportation Plan for North Central Texas. If the project receives funds, the RTC will support its inclusion in the 2027 - 2030 Transportation Improvement Program for North Central Texas, as needed.

Again, the RTC supports DART's FY 2026 Low or No Emission Grant Program application for the **CNG Fueling Stations Modernization Project**. Thank you for your time and consideration. If you have any questions, please contact Michael Morris, Director of Transportation for the North Central Texas Council of Governments, at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Stephen Mason", is written over a light blue horizontal line.

Stephen Mason, Chair
Regional Transportation Council
Mayor, City of Cedar Hill

JN:kw

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



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

September 11, 2026

The Honorable Sean Duffy
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Duffy:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, I am pleased to support Denton County Transit Authority's (DCTA's) application to the Federal Transit Administration's (FTA) Buses and Bus Facilities Grant Competitive Program, which would fund the purchase of three 35-foot low-floor diesel transit buses as part of DCTA's Bus Fleet Replacement and Modernization Initiative. Denton County's population continues to climb, and with it, the need for transportation residents can depend on. Adding these buses to DCTA's fleet will allow the agency to keep providing safe, reliable, cost-effective service to jobs, healthcare, schools, and other essential destinations, while retiring older, costlier-to-maintain vehicles.

DCTA stretches every transit dollar as far as possible, offering fixed-route bus service, on-demand rideshare, the A-train commuter rail, and regional commuter bus connections. The agency has also put innovation to work by analyzing ridership patterns from its microtransit program. As part of that effort, DCTA identified opportunities to expand fixed-route coverage, a move that helped drive a ridership increase of more than 50% in Fiscal Year (FY) 2025 and strengthened connectivity to the City of Denton's designated "opportunity zone." DCTA's partnership with the University of North Texas (UNT), the fourth largest university in the state of Texas, remains equally strong, with more than 1.2 million trips last year carried through the UNT Campus Shuttle. DCTA is now looking further ahead as well, with plans underway to expand its fixed-route service in the coming years to keep pace with the county's continued growth.

Denton County remains one of the fastest-growing counties in the nation, and DCTA's ridership has kept pace. The agency has not only returned to but sustained its pre-pandemic ridership levels, outperforming many of its peers nationally. Investing in these three buses will safeguard the overall health of DCTA's fleet and its ability to keep delivering dependable, high-quality transit service for years to come.

This project is consistent with the policies and programs of Mobility 2050: The Metropolitan Transportation Plan for North Central Texas. If the project receives funds, the RTC will support its inclusion in the 2027 - 2030 Transportation Improvement Program for North Central Texas, as needed.

Secretary Duffy
Page Two

September 11, 2026

Again, RTC supports DCTA's Buses and Bus Facilities Grant application for DCTA's purchase of three diesel transit buses. Thank you for your time and consideration. If you have any questions, please contact Michael Morris, Director of Transportation for the North Central Texas Council of Governments, at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Stephen Mason", with a stylized flourish at the end.

Stephen Mason, Chair
Regional Transportation Council
Mayor, City of Cedar Hill

JN:kw

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



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

September 11, 2026

The Honorable Matthew Cahill
Acting Deputy Administrator
Federal Transit Administration
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Administrator Cahill:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, I am proud to support the North Central Texas Council of Governments' (NCTCOG) applications for the Bus and Bus Facilities and Low or No Emissions programs for hybrid vehicles and related charging infrastructure to support STAR Transit in Kaufman County, Rockwall County, and parts of southern Dallas County.

This grant application is consistent with NCTCOG's regional planning goals laid out in Mobility 2050: The Metropolitan Transportation Plan for North Central Texas and supports the policies TR3-002 and TR3-008. These improvements are being listed in the 2027-2030 Transportation Improvement Program (TIP) for North Central Texas with a provisional funding source, pending consideration of this grant application. If funding is awarded, the RTC will support its inclusion in the 2027-2030 TIP as needed. Additionally, the projects will support our regional asset Transit Asset Management (TAM) performance targets adopted by the RTC to meet a state of good repair. Historically, the small transit providers like STAR Transit have not consistently met their performance targets and this investment will help address those challenges.

Again, RTC supports NCTCOG's Bus and Bus Facilities and Low or No Emissions program applications. Thank you for your time and consideration. If you have any questions, please contact Michael Morris, Director of Transportation for the North Central Texas Council of Governments, at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Stephen Mason", is written over a light blue, stylized graphic that resembles a road or a transit path.

Stephen Mason, Chair
Regional Transportation Council
Mayor, City of Cedar Hill

BG:tmb

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



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

September 11, 2026

The Honorable Matthew Cahill
Acting Deputy Administrator
Federal Transit Administration
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Administrator Cahill:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, I am proud to support the North Central Texas Council of Government's (NCTCOG) application for the Bus and Bus Facilities program. The application proposes funding for expansion vehicles to support JC Connect in Johnson County, as well as bus awnings to protect vehicle fleets from weather exposure for JC Connect in Johnson County, STAR Transit in Kaufman County, Rockwall County, and parts of southern Dallas County, and Span, Inc. in Denton County.

This grant application is consistent with our regional planning goals laid out in Mobility 2050: The Metropolitan Transportation Plan for North Central Texas, supporting policies TR3-002 and TR3-008, as well as the Johnson County goals and strategies laid out in Access North Texas, our Coordinated Human Services Public Transportation Plan. These improvements are being listed in the 2027-2030 Transportation Improvement Program (TIP) for North Central Texas with a provisional funding source, pending consideration of this grant application. If funding is awarded, the RTC will support its inclusion in the 2027-2030 TIP as needed. Additionally, the projects will support our regional asset Transit Asset Management (TAM) performance targets as adopted by the RTC in an effort to meet a state of good repair. Historically, these small transit providers have not consistently met their performance targets for their vehicle's useful life and providing them with shelter from the harsh weather will help meet these performance targets and decrease maintenance costs.

Again, the RTC supports NCTCOG's Bus and Bus Facilities program application. Thank you for your time and consideration. If you have any questions, please contact Michael Morris, Director of Transportation for the North Central Texas Council of Governments, at (817) 695-9241 or mmorris@nctcog.org.

September 11, 2026

Sincerely,

A handwritten signature in black ink, appearing to read 'S. Mason', with a stylized flourish at the end.

Stephen Mason, Chair
Regional Transportation Council
Mayor, City of Cedar Hill

BG:tmb

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



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

September 15, 2026

The Honorable Taylor Rehmet
State Senator, District 9
Texas Senate
P.O. Box 12068
Austin, TX 78711

Dear Senator Rehmet:

Thank you for your letter regarding the FIFA World Cup events in North Texas. As you noted, this effort could not have been accomplished by one individual or organization alone. We are grateful for the collaboration and support of our regional partners that contributed to its success, and we look forward to future opportunities to host similar events.

Thank you for your support and for your continued commitment to representing the state's interests. If you have any 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

**MEDIA ADVISORY**

Contact: Brian Wilson

(817) 704-2511

bwilson@nctcog.org

Regional Transportation Council Approves \$477,500 for Infrastructure to Boost eVTOL Charging Network

North Texas is making strategic investment to help airports provide the charging capacity needed for new aviation technology

Sept. 24, 2026 (Arlington, Texas) – Technology is changing the way we think about aviation, and the Regional Transportation Council wants to ensure local airports are equipped with the infrastructure needed to power the future of flight.

The RTC recently approved \$477,500 in local funds through the Advanced Air Mobility Readiness Call for Projects to help four North Texas airports install charging infrastructure to support the growth of electric vertical takeoff and landing (eVTOL) aircraft.

The chargers will be installed at Denton Regional Airport, Fort Worth Meacham International Airport, Granbury Regional Airport and Greenville Municipal Airport. Greenville Municipal was awarded the maximum of \$200,000 for its project, while the other three will each receive \$92,500 for charging infrastructure.

This funding will expand the regional network of electric aircraft charging infrastructure and improve the ability of the participating airports to support future eVTOL and other advanced air mobility operations. The call for projects represents a strategic investment in the region's ability to provide the infrastructure necessary to support this developing technology.

"We want to make sure that as eVTOL aircraft become available and operations begin to scale, our airports are ready to support them," said Ernest Huffman, program manager, aviation planning for NCTCOG. "This investment is about building out that regional network now. Every airport we add with charging capability gives operators more options for where they can fly and helps North Texas support the eVTOL Integration Pilot Program (eIPP), Center for Advanced Aviation Technologies (CAAT) and the private investment that will follow as this industry grows."

Earlier this month, the Texas Department of Transportation (TxDOT) officially introduced Project Nexus at Perot Field Fort Worth Alliance Airport as part of the Federal Aviation Administration's eVTOL Integration Pilot Program. The Alliance kickoff included flight demonstrations and marked the beginning of real-world operations intended to help the FAA and its partners understand how to safely integrate these aircraft into the existing aviation system.

Community interest in these technologies continues to grow, as evidenced by the recent North Texas Drone Demonstration Day, hosted by the RTC. Held Sept. 16 at the Henry B. Tippie National Aviation Education Center at Dallas Executive Airport, the event drew more than 800 attendees, from local students to area businesses, to an interactive showcase highlighting uncrewed cutting-edge aviation, advanced air mobility, public safety tech and STEM education.

Complementing these efforts, North Texas' airport readiness initiatives are closely tied to the Center of Advanced Aviation Technologies. This initiative accelerates AAM implementation through strategic planning, infrastructure development, operational integration, and workforce pipelines, establishing the region as a national hub for research, testing and technology development.

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) policymaking body for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 45 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at www.nctcog.org.

###



MEDIA ADVISORY
Contact: Brian Wilson
(817) 704-2511
bwilson@nctcog.org

Drone Demonstration: Experience the Future of Flight at Dallas Executive Airport on Sept. 16

Arlington, Texas – Members of the media are invited to experience the future of flight in action during an interactive showcase of advanced air mobility technology on **Wednesday, Sept. 16** at Dallas Executive Airport. The **Henry B. Tippie National Aviation Education Center** is hosting North Texas Drone Demonstration Day, a FREE event bringing together more than 30 organizations to highlight the latest in uncrewed aircraft technology. The event will feature live drone demonstrations, flight simulators and hands-on activities, including opportunities to fly a drone alongside experienced operators.

EVENT DETAILS

WHAT:

North Texas Drone Demonstration Day

WHEN:

Wednesday, Sept. 16, 2026
9 a.m.

WHERE:

Henry B. Tippie National Aviation Education Center
5657 Mariner Drive
Dallas, TX 75237

Members of the media are asked to RSVP by emailing Brian Wilson at bwilson@nctcog.org.

MEDIA OPPORTUNITIES

- See an electric vertical takeoff and landing (eVTOL) demonstration.
- Experience the eVTOL simulator.
- Fly a drone yourself.
- Watch drones perform real-world demonstrations.
- Explore drone delivery technology.
- See how first responders are using drones to enhance public safety efforts.
- Watch drone races on a dedicated first-person view (FPV) course.
- Explore educational opportunities.

For more information about North Texas Drone Demonstration Day, visit <https://flynaec.org/event/north-texas-drone-demonstration-day>.

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) policymaking body for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 45 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at www.nctcog.org.

###

PRESS RELEASE
Contact: Brian Wilson
(817) 704-2511
bwilson@nctcog.org

**NCTCOG INVITES PUBLIC TO HELP DRIVE THE FUTURE OF NORTH TEXAS
TRANSIT AND EV GROWTH AT SEPTEMBER PUBLIC MEETING**

Hybrid meeting to be held Sept. 14; public comments accepted through Oct. 13

September 8, 2026 (Arlington, TEXAS) – The North Central Texas Council of Governments (NCTCOG) invites the public to provide input on zero emissions vehicles, transportation updates and funding initiatives during a hybrid public meeting at noon on Monday, Sept. 14.

The meeting will be held at the NCTCOG offices, 616 Six Flags Drive in Arlington. Those unable to attend in person can view the meeting online at PublicInput.com/nctcogSept26. North Texans can also participate by calling 855-925-2801 and entering code 10576. Public comments will be accepted through Tuesday, Oct. 13.

NCTCOG staff will provide information on the North Texas Zero Emissions Vehicle Call for Projects in which \$55.4 million is available for public and private fleets to replace existing heavy-duty vehicles powered by gasoline, diesel, propane and natural gas fuel. Staff will also present Access North Texas as the Regional Public Transportation Coordination Plan for North Central Texas.

Next, staff will spotlight the region's progress on federally required transportation performance measures and preview draft targets for 2026–2030. The update will focus on congestion mitigation, air quality and transit asset management, showing how data-driven planning is helping North Texas build a safer, more reliable and better-performing transportation system.

Finally, staff will present an overview of the submission of an application to the Federal Transit Administration for the 2026 Access and Mobility Partnership Grant. The project would use an AI-powered platform to help older adults and people with disabilities find and access transportation options, with support from staff and community partners.

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, which can be downloaded at ArlingtonTX.gov/ondemand. For special accommodation related to disabilities or language interpretation, call 817-695-9109 or email kcadena@nctcog.org at least 72 hours prior to the meeting.

About the Regional Transportation Council:

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) policymaking body for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 45 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at www.nctcog.org.

2027 Regional Transportation Council Legislative Policy Program - 90th Texas Legislature

Legislation to Actively Pursue

- Identify and pursue additional revenue for all modes of transportation
 - Prioritize funding opportunities for on-system and off-system system thoroughfares
 - Return approximately \$90 million in air quality user fees to counties for Local Initiatives Projects
 - Reconsider current uses of transportation funding
- Ensure fair-share allocation of funds for roadway capacity improvements to metropolitan regions and allow the use of Public-Private Partnerships
- Support innovative funding methods to expand rail and transit options within the region
 - Support the use of the Texas Mobility Fund (TMF) for regional commuter rail and Class I railroad improvements; support extension of TMF bond issuance deadline
 - Support dedicated funding for public transportation and rail through a budget rider
 - Create a sales tax revenue pilot project to support Transit 2.0

Legislation to Actively Pursue with Others

- Support legislation to restructure the Dallas Area Rapid Transit Board of Directors as agreed to by DART's Service Area Cities
- Provide tools to aid transit agencies in supporting transit-oriented development (TOD) and/or funding to supplement TOD financing/public-private partnerships while allowing for cities to maintain the lead and local control in development decisions
- Improve the safety of the statewide transportation system for all users; reduce aggressive driving, eliminate driving under the influence, enforce seat belts, advance bystander training into statewide drivers' education courses, and establish a framework for regulation and enforcement of high-powered electric mobility devices
- Use technology to improve safety; advance automated speed enforcement with technology-assisted law enforcement, and modernize messaging in construction zones
- Provide counties and cities with expanded tools for land use control to preserve future transportation corridors and safety needs

Provide Testimony Upon Request

- Support use of Public-Private Partnerships for roadway and transit projects, and tolled managed lanes through a Metropolitan Planning Organization (MPO)/local decision-making process
- Encourage measures that improve bicycle and pedestrian safety
- Oppose legislation to increase freight truck weight limits above current law; strengthen commercial vehicle weight policies to protect infrastructure
- Retain eminent domain authority in current statute
- Support system reliability, congestion relief, and trip reduction strategies
- Support high-speed rail development in Texas
- Support the continued collaboration between local governments, the military, the State, and FAA to advance compatible land use, infrastructure, and the safe operations of unmanned aircraft (UAS)
- Support funding, planning, and implementation efforts to advance airport modernization, Advanced Air Mobility, UAS integration, and related infrastructure
- Support legislation that improves air quality, including enhancing the emissions inspection/maintenance program, reducing heavy-duty truck idling, ending vehicle emissions inspection fraud, supporting tire disposal programs, and encouraging truck stop electrification
- Modernize and increase flexibility in the Local Initiative Projects through a limited program focused on transportation and air quality improvements
- Protect and modernize the Texas Emissions Reduction Plan (TERP) Trust Fund; preserve its revenue for TERP purposes and innovative air quality improvement strategies, including the purchase of heavy-duty zero emission vehicles such as hydrogen fuel cell and battery electric vehicles, transit vehicles, and associated infrastructure
- Require the State to contract with non-attainment MPOs for development of on-road emissions inventory to ensure consistency with air quality conformity
- Support policies that preserve open space needed for flood mitigation; support funding for roadway channel crossings and flood early warning systems in flash flood-prone communities



2027 RTC LEGISLATIVE POLICY PROGRAM FOR THE 90TH TEXAS LEGISLATURE

REBEKAH GONGORA

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Regional Transportation Council Meeting

October 8, 2026

RTC LEGISLATIVE POLICY PROGRAM

LEGISLATION TO ACTIVELY PURSUE

- Identify and pursue additional revenue for all modes of transportation
 - Prioritize funding opportunities for on-system and off-system thoroughfares
 - Return approximately \$90 million in air quality user fees to counties for Local Initiatives Projects
 - Reconsider current uses of transportation funding (see table)
- Ensure fair-share allocation of funds for roadway capacity improvements to metropolitan regions and allow the use of Public-Private Partnerships
- Support innovative funding methods to expand rail and transit options within the region
 - Support use of the Texas Mobility Fund (TMF) for regional commuter rail and Class I railroad improvements; support extension of TMF bond issuance deadline
 - Support dedicated funding for public transportation and rail through a budget rider
 - Create a sales tax revenue pilot project to support Transit 2.0

RTC LEGISLATIVE POLICY PROGRAM

LEGISLATION TO ACTIVELY PURSUE WITH OTHERS

- Support legislation to restructure the Dallas Area Rapid Transit Board of Directors as agreed to by DART's Service Area Cities
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- Use technology to improve safety; advance automated speed enforcement with technology-assisted law enforcement, and modernize messaging in construction zones
- Provide counties and cities with expanded tools for land use control to preserve future transportation corridors and safety needs

RTC LEGISLATIVE POLICY PROGRAM

PROVIDE TESTIMONY UPON REQUEST

- Support use of Public-Private Partnerships for roadway and transit projects, and tolled managed lanes through a Metropolitan Planning Organization (MPO)/local decision-making process
- Encourage measures that improve bicycle and pedestrian safety
- Oppose legislation to increase freight truck weight limits above current law; strengthen commercial vehicle weight policies to protect infrastructure
- Retain eminent domain authority in current statute
- Support system reliability, congestion relief, and trip reduction strategies
- Support high-speed rail development in Texas
- Support the continued collaboration between local governments, the military, the State, and FAA to advance regulations for compatible land use, infrastructure, and the safe operations of unmanned aircraft (UAS)

RTC LEGISLATIVE POLICY PROGRAM

PROVIDE TESTIMONY UPON REQUEST (CONTINUED)

- Support funding, planning, and implementation efforts to advance airport modernization, Advanced Air Mobility, UAS integration, and related infrastructure
- Support legislation that improves air quality, including enhancing the emissions inspection/maintenance program, reducing heavy-duty truck idling, ending vehicle emissions inspection fraud, supporting tire disposal programs, and encouraging truck stop electrification
- Modernize and increase flexibility in the Local Initiative Projects through a limited program focused on transportation and air quality improvements
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- Require the State to contract with non-attainment MPOs for development of on-road emissions inventory to ensure consistency with air quality conformity
- Support policies that preserve open space needed for flood mitigation; support funding for roadway channel crossings and flood early warning systems in flash flood-prone communities

REVENUE REDISTRIBUTION VS NO NEW TAXES – HOW TO PAY

Source	Revenue	Unit	From	To	Request
Sales Tax	\$780M	per year	State	Region	\$200M/year?
Air Check	\$90M	one time	Balance Budget	Counties	\$90M for Air Quality
Texas Mobility Fund	Varies	per year	TxDOT	MPO as before	\$100M/year
CMAQ	\$56M	per year by 2035	TxDOT	MPO as before	\$50M/year
Cat. 12 Use	Varies	per year	TxDOT	MPO as before	Create Flexibility for RTC
Budget Rider	\$100M	per year	TxDOT	Equity State Ferries	\$100M/year – Regional Rail

Point of Collection: May be a non-starter (Not new revenue)

September 11, 2026

RTC Legislative Policy
Program Presented;
Comments Requested

Today

RTC Legislative
Policy Program
Presented as an
Action Item

October/November

Staff to Design RTC
Legislative Policy
Handout

November 3, 2026

Election Day

November 9, 2026

Bill Filing Begins for
the 90th Texas
Legislature

TIMELINE

Key Dates for 2027 RTC
Legislative Policy
Program, Election, and
90th Legislative Session

REQUESTED ACTION: 2027 RTC LEGISLATIVE POLICY PROGRAM FOR THE 90TH TEXAS LEGISLATURE

RTC approval of:

- 2027 Regional Transportation Council Legislative Policy Program for the 90th Texas Legislature
- Bringing regional transportation organizations together to identify a set of shared top policy priorities

RTC Action Item – October 8, 2026

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www.nctcog.org/legislative



Request to Use Regional Transportation Council Local Funds for Air Quality

Chris Klaus

Regional Transportation Council

10.08.2026

Air Quality – Conformity and Emissions Inventories

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

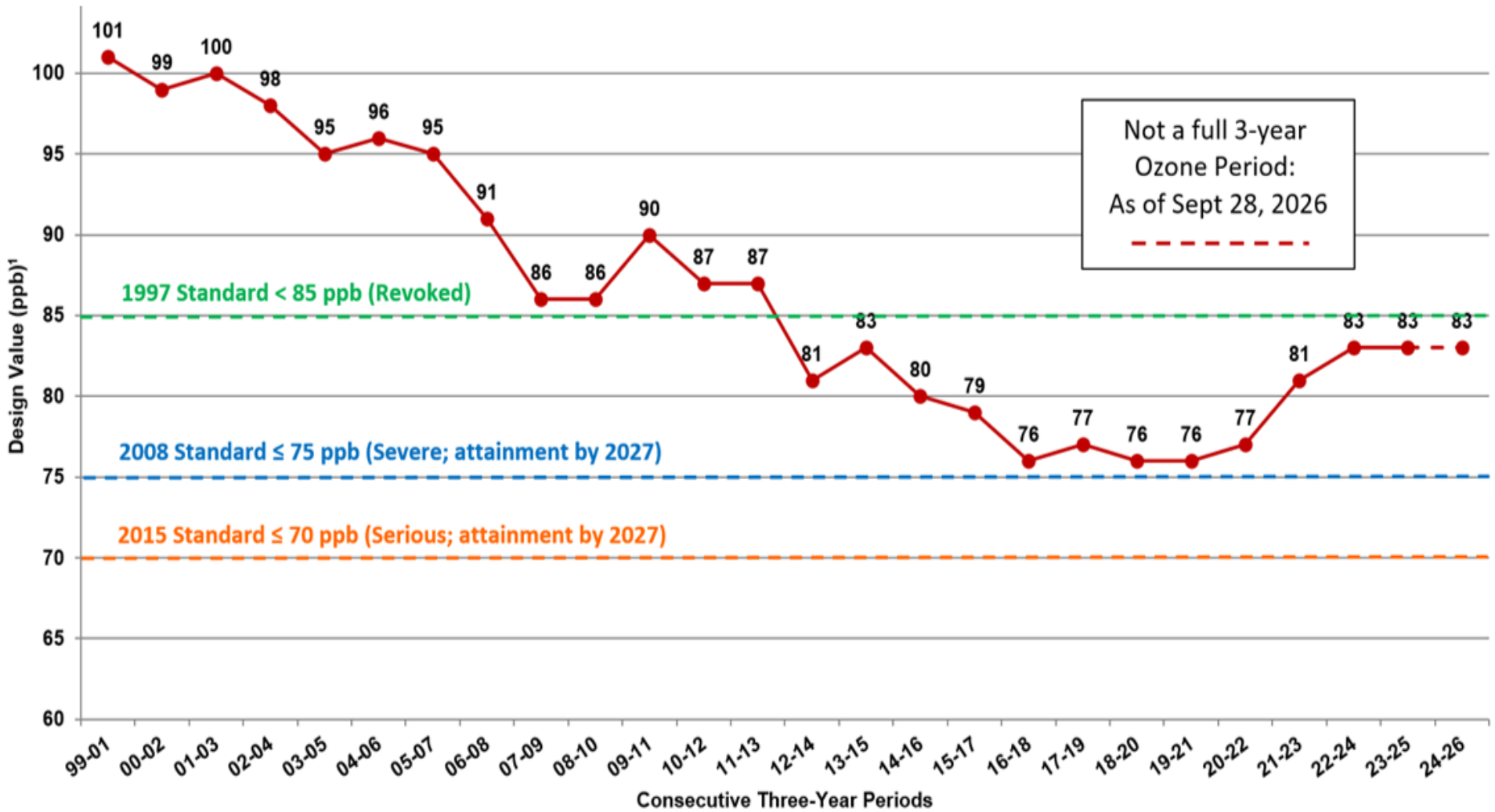
Conformity demonstration requires transportation emissions to stay under the ceilings established through the on-road emissions inventories (EIs) in the State Implementation Plan (SIP). Consistent methodologies and sources are critical between the two.

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

Plan:

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

Air Quality – Regulatory Monitoring vs. TCEQ Modeling



SIP Model Predictions
(Ozone Design Value
Forecasts – DVF)

2023: 73 ppb

2026: 72 ppb

Source: TCEQ

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

Air Quality - Recent Correspondence

RTC has sent multiple letters addressing Air Quality Concerns

TCEQ:

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

TxDOT:

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

Air Quality – Ozone Modeling

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

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

Plan:

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

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

Potential Sensitivity Analyses and Applications

Assistance/Feedback to TCEQ

Source Apportionment

Weekends vs. Weekdays

Seasonal Impacts

Control Strategies

VMT / Population Growth Scenarios

Exceptional Events Evaluation

Better Transport Understanding

Pandemic-Type Disruption Analysis

Zero Out Scenarios

Interagency Agreements with Other Regions

Evaluation of other regulatory pollutants (as needed)

Estimated Specifications

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

Rider 7 Fine Particulate Matter (PM2.5) Grant

TCEQ-administered grant supporting local air quality planning

Previously approved:

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

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

Plan:

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

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

Requested Action - Request to Use RTC Local Funds for Air Quality

Regional Transportation Council approval of:

- Additional \$365,000 of RTC local funds to continue establishing and supporting the in-house modeling infrastructure and training.
 - \$180,000 previously approved (for a combined total \$545,000)
- \$55,000 of RTC local funds for TCEQ Rider 7 PM_{2.5} in-house conceptual modeling.
- Unused funds will be returned to the RTC local account.

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

RTC Action Item – October 8, 2026

For more Information



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REGIONAL TRANSPORTATION COUNCIL PRESENTATION

REGIONAL BICYCLE SAFETY ACTION PLAN

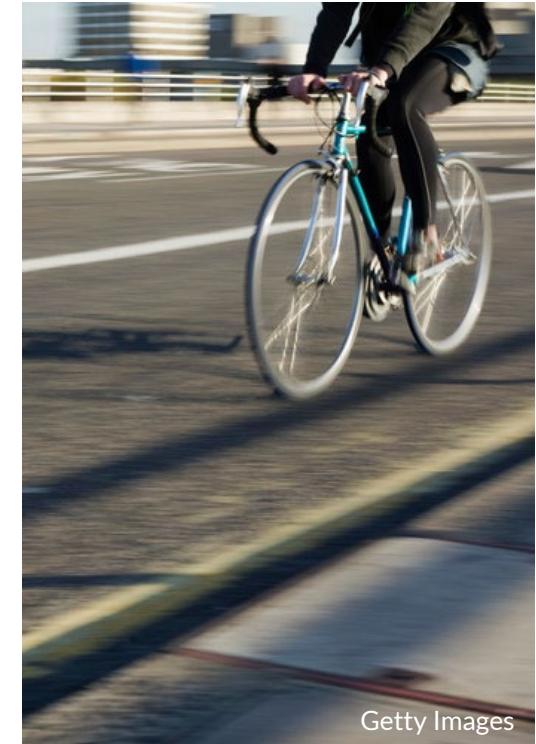
KEVIN KOKES, AICP
10.08.2026



**LOOK OUT
TEXANS**
BIKE WALK DRIVE SAFELY
LookOutTexans.org

Purpose of the Safety Plan

- 🚲 Supports the **Metropolitan Transportation Plan** (Mobility 2050)
- 🚲 **Goals and policies** in support of Regional Transportation Council (RTC) and Texas Transportation Commission safety positions.
- 🚲 Provides a **toolbox of safety countermeasures** to address bicyclist safety issues.
- 🚲 Identifies **strategic locations to guide the selection of future projects and programs** offering the greatest return on investment for **safety** and **network connectivity**.



Planning Process

🚲 Robust, grass roots engagement (February – November 2025)

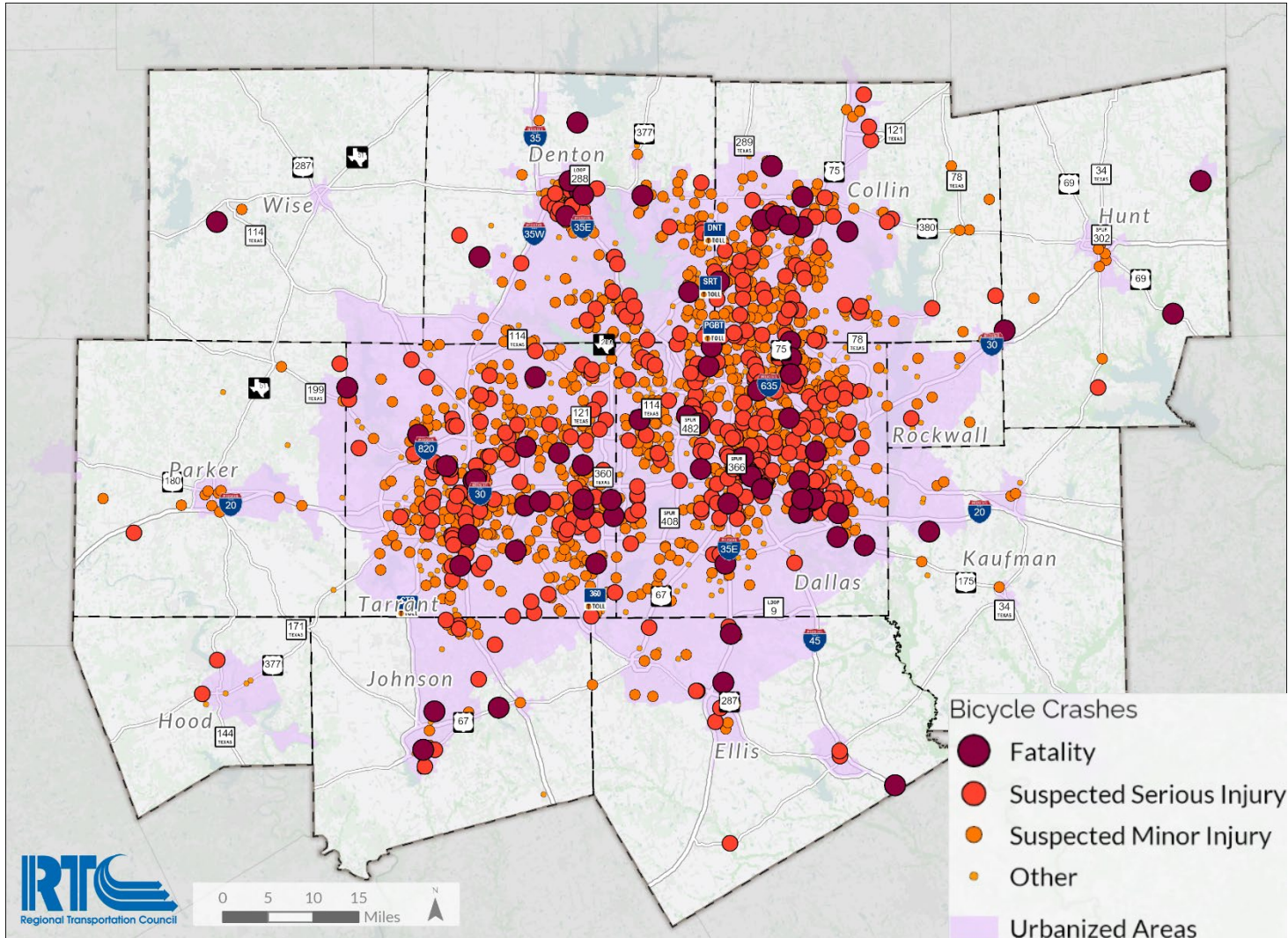
- Stakeholder workgroup
- Bike group and committee meetings
- Outreach events

🚲 Regional Opinion Survey

- 87% of respondents are interested in bicycling more than they do now.
- 52% of respondents cited safety concerns as their primary reason for not bicycling more often.



Bicyclist Crashes in the MPA (2019 – 2023)



2,471

**TOTAL BICYCLE
CRASHES IN the MPA from
2019-2023**

Source: TxDOT's Crash Records Information System (CRIS)
for MPA region from 2019-2023

73

**TOTAL BICYCLIST
FATALITIES OCCURRED
REGION WIDE from
2019-2023**

Source: TxDOT's Crash Records Information System (CRIS)
for MPA region from 2019-2023

86%

**of All Fatal &
Serious Injuries
Involved**

MALES

Source: TxDOT's Crash Records Information System (CRIS)
for MPA region from 2019-2023



81% of bicyclists
killed were not wearing
HELMETS.

Source: TxDOT's Crash Records Information System (CRIS)
for MPA region from 2019-2023

74%

**of all bicycle crashes
occurred at**

INTERSECTIONS

Source: TxDOT's Crash Records Information System (CRIS)
for MPA region from 2019-2023

90%

**of bicyclist
crashes
occur within**

1 MILE
of a school

Source: TxDOT's Crash Records Information System (CRIS)
for MPA region from 2019-2023



Goals



Eliminate all serious injury and fatal bicyclist crashes across the region by 2050



Address critical bicycle safety needs in priority locations



Enhance safe connections to daily destinations

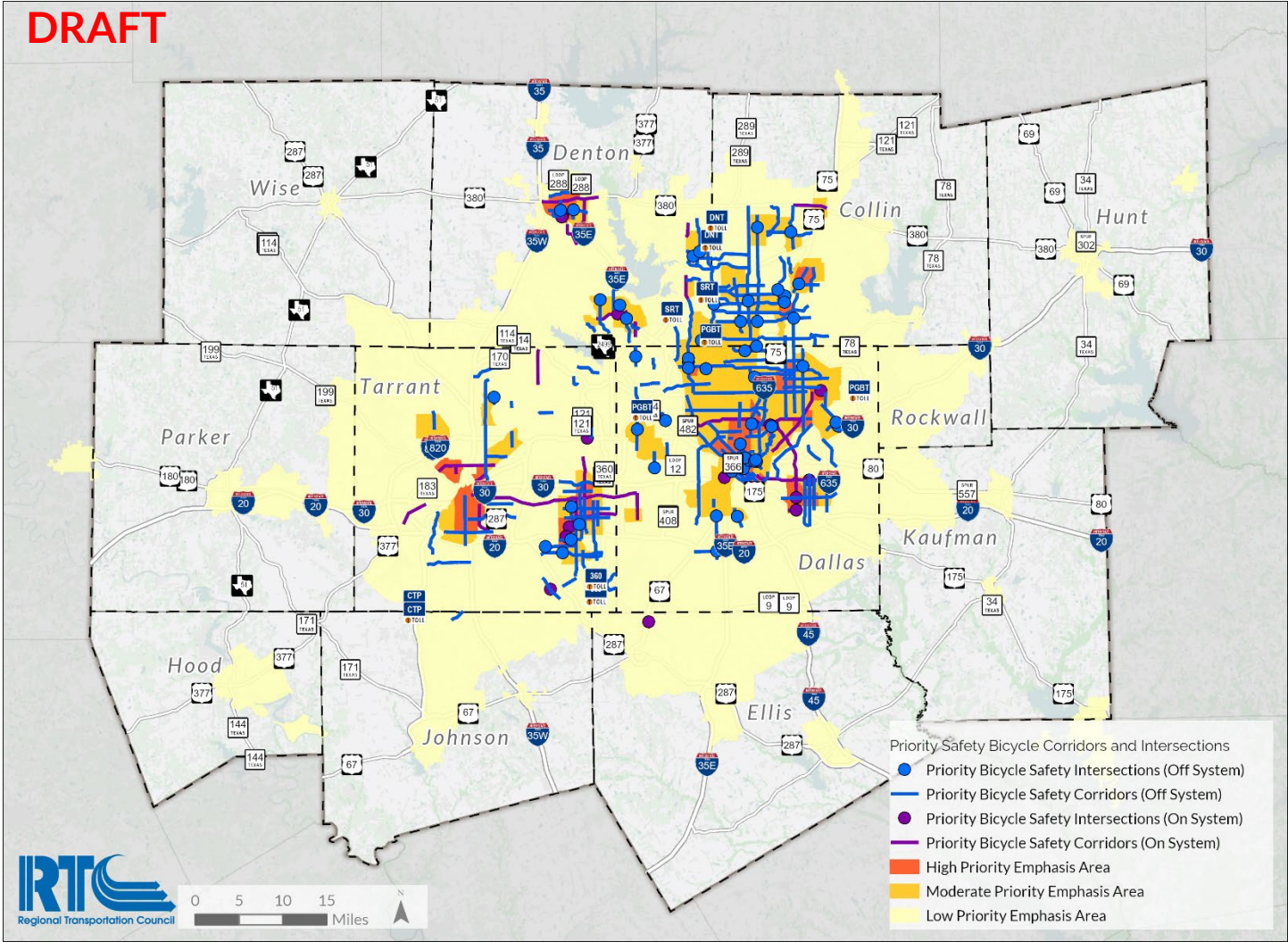


Balance the safety and needs of all roadway users



Develop a culture of safety

Priority Bicycle Safety Areas, Corridors, and Intersections



Located in 37 cities across the region.

- Priority Safety Bicycle Corridors and Intersections
- Priority Bicycle Safety Intersections (Off System)
 - Priority Bicycle Safety Corridors (Off System)
 - Priority Bicycle Safety Intersections (On System)
 - Priority Bicycle Safety Corridors (On System)
- Priority Emphasis Areas
- High Priority
 - Moderate Priority

Priority Emphasis Area	% of Urbanized Areas	% of Crashes	Mi. of Planned Bikeways
High	2.6%	21%	315
Moderate	9.0%	34%	810
Total	11.6%	55%	1,125

Action Plan for Projects and Programs

Over **thirty action items** consisting of strategies, projects, programs, and policies. Each action item identifies the responsible parties and magnitude of cost.

#	Action Item (examples)	Action Item Type
O-1	Provide training for transportation design professionals about bicycle facility design best practices and how bicyclists operate on the roadway.	Education
O-7	Prioritize enforcement of traffic laws such as speed limits, impaired driving, safe driving practices, traffic control device compliance.	Enforcement
O-8	Conduct road safety audits for Priority Bicycle Safety Corridors and Priority Bicycle Safety Intersections.	Engineering
ST-15	Provide adequate roadway lighting along bikeway corridors, especially at conflict locations such as intersections and driveways.	Engineering

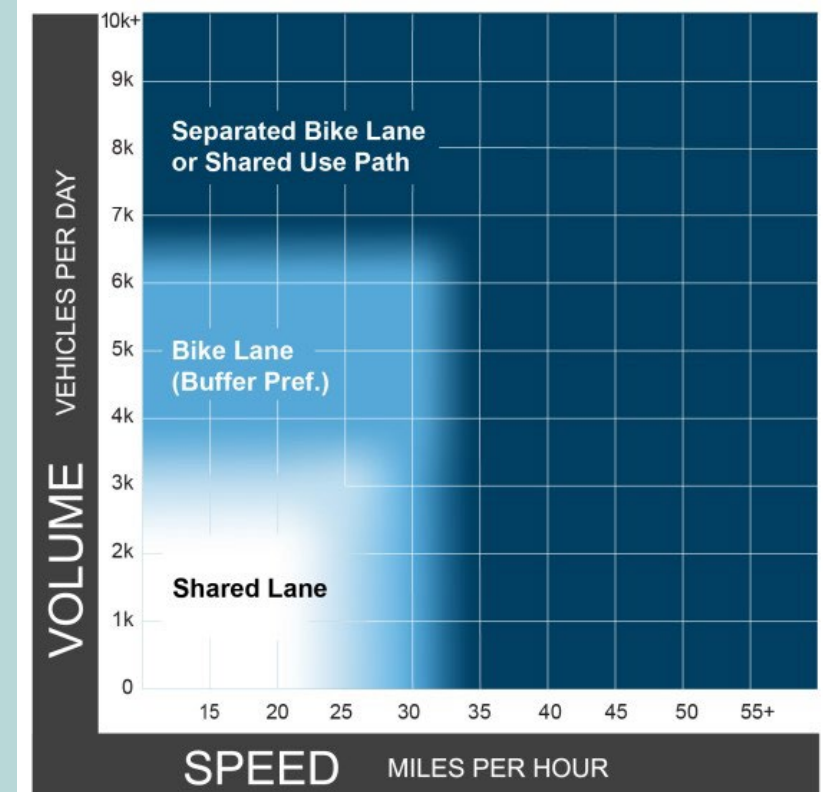
October 08, 2026: Regional Bicycle Safety Action Plan

Bicyclist Safety on US Roadways: Crash Risks and Countermeasures
Safety Research Report: NTSB/SS-19/01, Adopted November 5, 2019

The National Transportation Safety Board (NTSB) reports that separated bike lanes are associated with fewer crashes, fatalities, and serious injuries.

Recommended Bicycle Facility Selection

Source: Federal Highway Administration, Texas Roadway Design Manual



Action Plan: Education

Examples of LookOut Texans Safety Campaign Messaging for Bicyclists

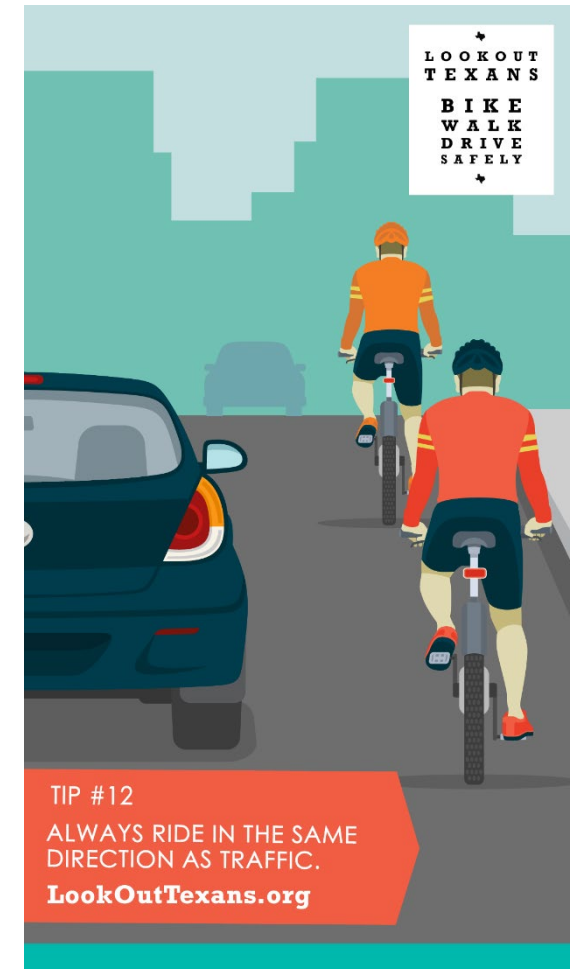
Traffic Laws



Visibility



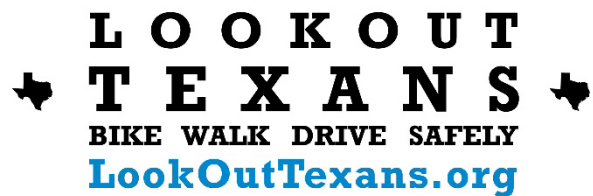
Operation on the Roadway



REQUESTED ACTION: Regional Bicycle Safety Action Plan

RTC approval to:

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



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

Kevin Kokes, AICP
Regional Transportation Council | 10.08.2026

ELIGIBLE PROJECT ACTIVITIES

May include:

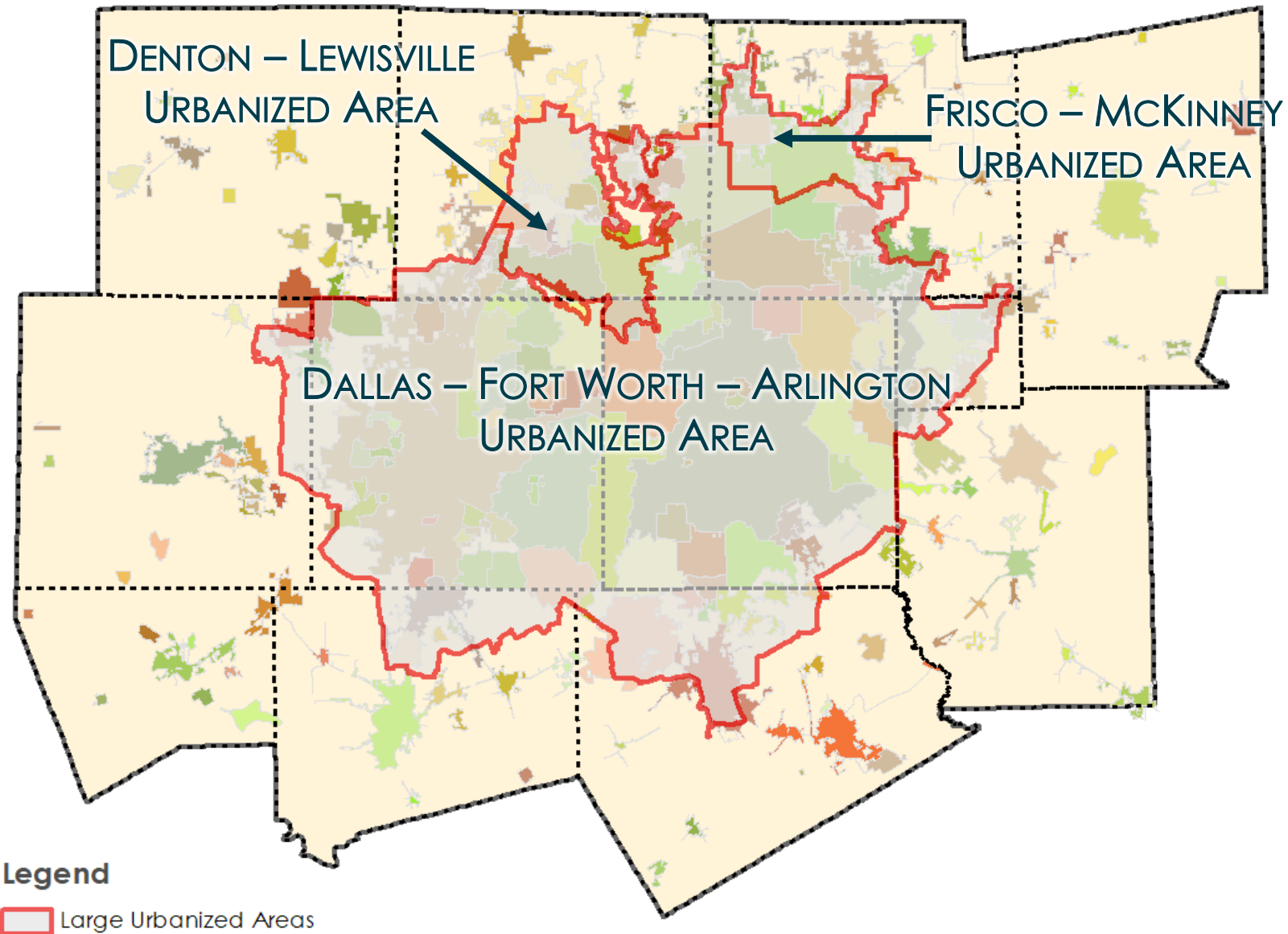
- Shared-Use Paths (Trails)
- On-Street Bikeways
- Sidewalks, Crosswalks, Curb Ramps with Shade (part of a larger project)
- Sidewalks and Bikeways to Transit (e.g., Rail Stations and High Frequency Bus Routes)
- Pedestrian and Bicycle Safety Countermeasures
- Protected Intersections
- Safe Routes to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



ELIGIBLE PROJECT AREAS

Within the three
urbanized areas
(exceeding 200K
population)

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



FUNDING OVERVIEW

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

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

FUNDING OVERVIEW (cont.)

Construction-implementation projects

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

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

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

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

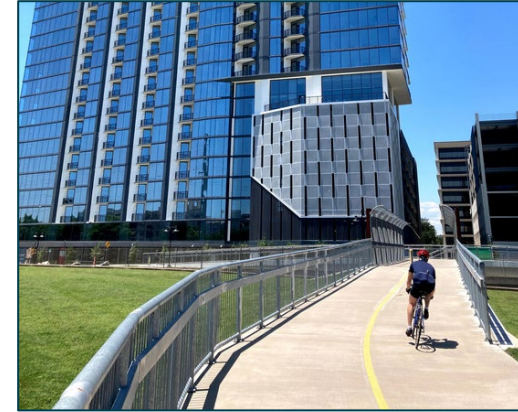
FUNDING PRIORITIES

Connections:

- Regional Connections (e.g., Regional Veloweb)
- Connections to Jobs, Schools, and/or transit
- Connections between existing facilities (e.g., creating a connected network)

Project Readiness

- Project feasibility and amount of advance planning completed to date (e.g., schematics or preliminary engineering)



Evaluation Criteria and Scoring

Active Transportation Infrastructure

Category	Points
Regional Network Connectivity	25
Access to Major Destinations	20
Project Readiness and Other Factors	20
Safety and Comfort	20
Congestion Reduction	15
Total	100

Safe Routes to School Infrastructure

Category	Points
Problem Identification and Solution	25
Planning Support	15
Community Support	10
Potential to Increase Walking and Bicycling	15
Equal Opportunity	15
Project Readiness and Other Factors	20
Total	100

Safe Routes to School Planning

Category	Points
Problem Identification and Solution	25
Community Support	15
Equal Opportunity	15
Proposed Plan Elements	25
Proposed Planning Process	20
Total	100

SCHEDULE

Milestone	Date
Bicycle and Pedestrian Advisory Committee (BPAC) – Information	August 26, 2026
Surface Transportation Technical Committee (STTC) – Action on Call for Projects	September 25, 2026
 Regional Transportation Council (RTC) – Action on Call for Projects	October 8, 2026
Call for Projects Opens	October 12, 2026
Call for Projects Public Workshop	October 27, 2026
Call for Projects Closes (Applications Due)	January 15, 2027, 5 PM
Review of Projects/Scoring by NCTCOG Staff	January – March 2027
Public Meeting	April 2027
Surface Transportation Technical Committee (STTC) – Action to Approve Recommended Projects	May 28, 2027
Regional Transportation Council (RTC) – Action to Approve Recommended Projects	June 10, 2027
Deadline for Project Sponsors to Submit Transportation Improvement Program (TIP) Modifications (Fourth Quarter 2027 Revisions)	July 23, 2027

REQUESTED ACTION: 2027 TA CALL FOR PROJECTS

RTC approval of:

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

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RTC PRESENTATION

ORGANIZATION IDENTITY AND NAMING CONVENTION

AMANDA WILSON | REGIONAL TRANSPORTATION COUNCIL | 10.8.2026

ORGANIZATION IDENTITY FRAMEWORK

Determining an organization identity for the Metropolitan Planning Organization policy board and staff is necessary to comply with the Tri-Party Agreement, Two-Party Operational Agreement, and the Settlement Agreement

Regional Transportation Council has strong statewide+ name recognition

RTC Bylaws Subcommittee has requested the full RTC select an organization identity and naming convention in advance of the first reading of the Bylaws (expected in November)

NAMING CONVENTION FRAMEWORK

Do not create confusion with existing regional entities or MPOs

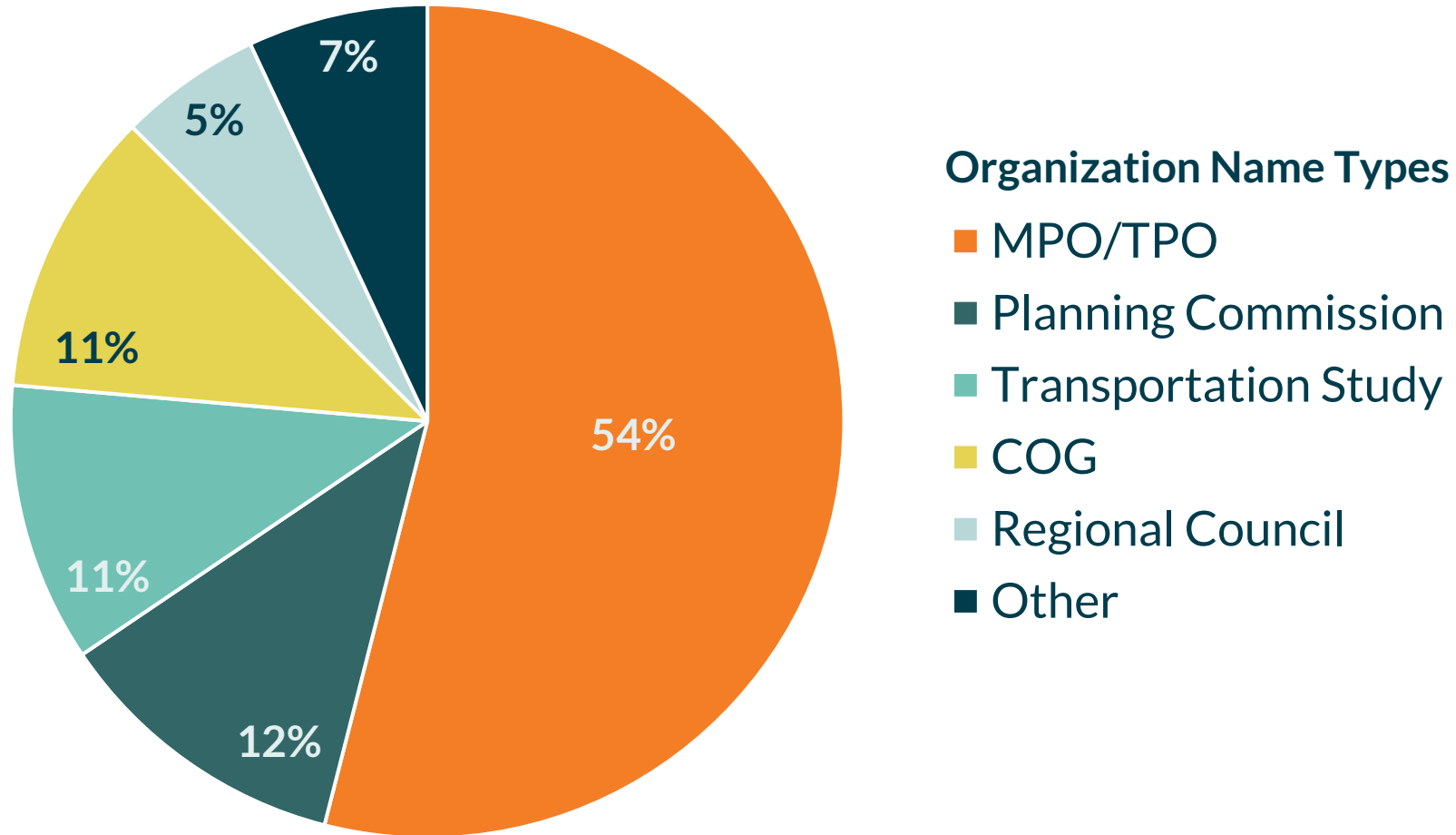
Any geographic reference should be recognizable in the region, within Texas, and across the country

Any geographic reference should represent the entire 12-county MPO region and the three federally-designated Urbanized Areas

Name should be easy to remember, web domain available

Name can include any combination of geographic identity, modifiers, and organization type

BENCHMARKING MPO NAMING CONVENTIONS



NAMING CONVENTION FRAMEWORK

Regional Transportation Council has name recognition within the region (also favored at the RTC Bylaws Subcommittee)

The term Metropolitan Planning Organization has significance in the current context

Using North Central Texas would signify continued partnership and closeness with NCTCOG

MPOs identify both the staff and policy board by the same name

STAFF RECOMMENDATION



Regional Transportation Council North Central Texas Metropolitan Planning Organization

Strengths:

- Consistent with agreements
- Strong RTC name recognition
- Keeps history of the North Central Texas geography
- North Central Texas signifies partnership with fiscal agent
- Geographic modifier in tagline to separate from other “RTC” organizations
- Staff would identify as RTC Staff

REQUESTED ACTION – Organization Identity and Naming Convention

- RTC approval of:
 - Selecting Regional Transportation Council as the organization identity with a tagline of North Central Texas Metropolitan Planning Organization to complete the naming convention
 - Directing the RTC Bylaws Subcommittee to incorporate this naming convention into the RTC Bylaws
 - Directing Staff to effectuate organization identity changes in all external communications, website address, e-mail addresses, documents, agendas, and other appropriate places upon full execution of the Tri-Party Agreement and approval of the updated RTC Bylaws
 - 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 organization identity and naming convention, at the appropriate time

RTC Action Item – October 8, 2026



Status Report on Commercial Vehicle Compliance

Jason Brown, NCTCOG
Officer Derek Malena, Allen Police Department

Regional Transportation Council
October 8, 2026

Commercial Vehicle Regulations Overview

Regulations	How it's Implemented?	Who is Implementing?
Motor Carrier Safety	Annual Safety Inspection	Texas Department of Public Safety
Weight and Size Laws	Commercial Vehicle Enforcement Pullover, Weigh Stations	Local Law Enforcement, US Department of Transportation, Texas Department of Public Safety
Hazardous Material	Commercial Vehicle Enforcement Pullover, Weigh Stations	Local Law Enforcement, Federal Motor Carrier Safety Administration
Registration	Commercial Vehicle Enforcement Pullover, Weigh Stations	Local Government, US Department of Transportation, Texas Department of Public Safety
Traffic Laws	Local Law Enforcement Pullover	Local Law Enforcement
Criminal Laws	Law Enforcement Pullover	Local Law Enforcement
Engine Emissions Standards	State: None	Not Enforced

Commercial Vehicle Enforcement

Commercial Vehicle Enforcement (CVE) Officers

Specialized and certified officers operate either individually or in multijurisdictional events

CVE officers can perform random roadside inspections and coordinate with other agencies on safety regulation enforcement

Objectives

Protect roadways from damage by ensuring compliance with laws regulating commercial vehicle weight

Enforce registration laws to ensure fair payment of commercial vehicle fees and protect public rights and safety on highways

Ensure compliance with traffic laws and regulations

Commercial Vehicle Enforcement (cont.)

Roadside Inspections Process

Coordinated enforcement efforts with Texas Department of Public Safety (TXDPS) and other local law enforcement agencies

Trucks are identified and pulled over safely on roadway or into designated parking lots or offroad areas

Truck drives over weigh scales

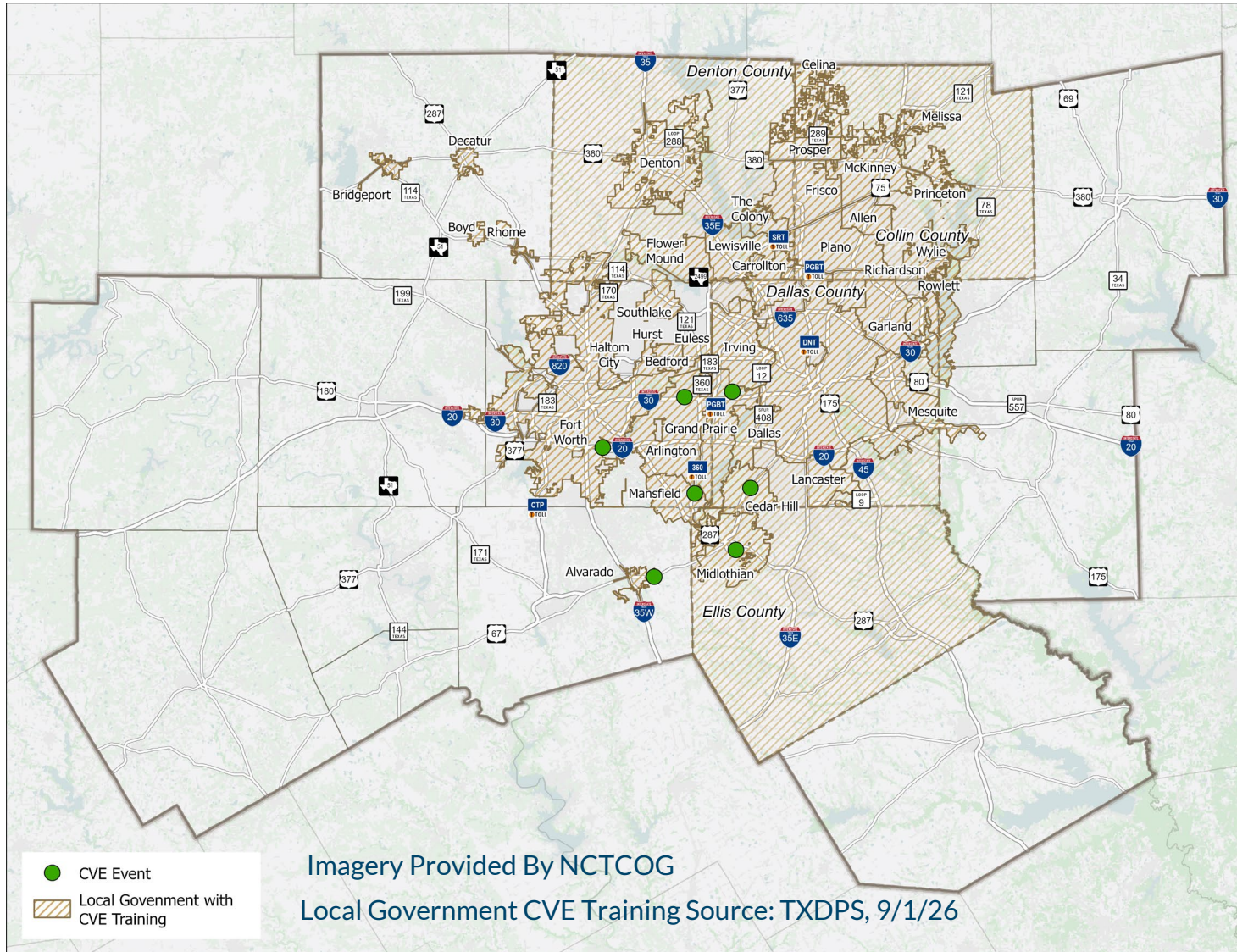
CVE officers inspect trucks for brake system, coupling devices, head lamps, lamps on projecting loads, safe loading, steering mechanism, suspension, tires

CVE officers inspect drivers license, registration, hours of service, etc.

Citations issued as determined by inspection violations; Repairs made before operating



Commercial Vehicle Enforcement Coverage



TXDPS trains Texas CVE personnel using Commercial Vehicle Safety Alliance course materials

Coverage of CVE training provided by TXDPS

4 County Sheriff Offices
39 City Police Departments

CVE Event represents multi-jurisdictional collaborated pullovers (generally monthly)

Individual CVE operations are conducted daily

Regional Details & Statistics

- Rate of vehicle OOS is concerningly high
- Do not currently receive a detailed breakdown of citations, violations, and reasons for being put OOS
- We are working toward getting more of this information from CVE police departments

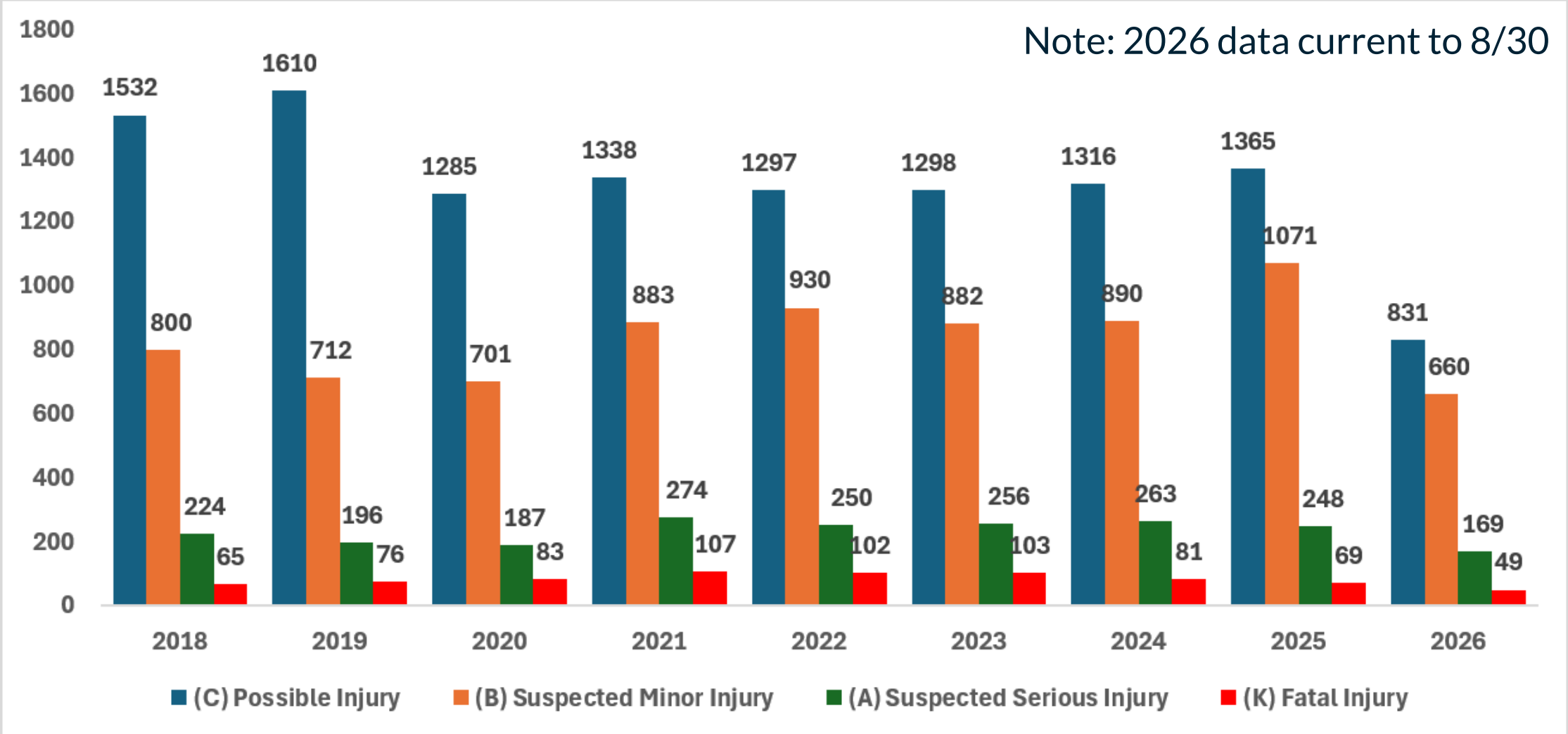
CVE events occur throughout the year as location, weather, and multijurisdictional schedules permit.

	Inspections	Citations	Violations	Vehicles OOS	Vehicles OOS %	Drivers OOS	Drivers OOS %
Total	1,205	505	4,066	590	N/A	65	N/A
Average	45	30	226	24	53%	3	7%

Events occurred from 04/27/2021 through 07/30/2026

Resources Provided By Local CVE Officers

Vehicle Crash Injuries Involving Commercial Vehicles: 1/1/2018 – 8/30/2026



Examples of Truck Safety Defects



Cracked Frame



Loose Axle



Tire Blowout

- Others:**

 - Lights**
 - Brakes**
 - Driver Violation**
 - Cargo Securement**



Heavily Degraded Tires



Imagery Provided By NCTCOG

Heavy Duty Diesel Emissions

No diesel vehicles are subject to emissions testing in Texas

EPA suggests significant emissions control tampering

No tampering assumptions are made in emissions inventory modeling

Types of Heavy-Duty Diesel Emissions Tampering*	
Physical Tampering	Software-Based Tampering
Exhaust Gas Recirculation Removal	Exhaust Gas Recirculation Disable
Diesel Particulate Filter Removal	Selective Catalyst Reduction Disable
	Air/Fuel Ratio Tuning
	Ignition Timing Tuning

*Tampering = under the Clean Air Act, removing or making inoperable any system or device used to control emissions from a motor vehicle engine. [U.S.C. Title 42 - THE PUBLIC HEALTH AND WELFARE](#)

Next Steps

Continue attending CVE events

- Collect truck data (device)
- Visually inspect for tampering

Collection of truck emissions data (laboratory)

Analyze Safety Inspection Correlations

Analyze Crash Data Correlations

Facilitate regional working group

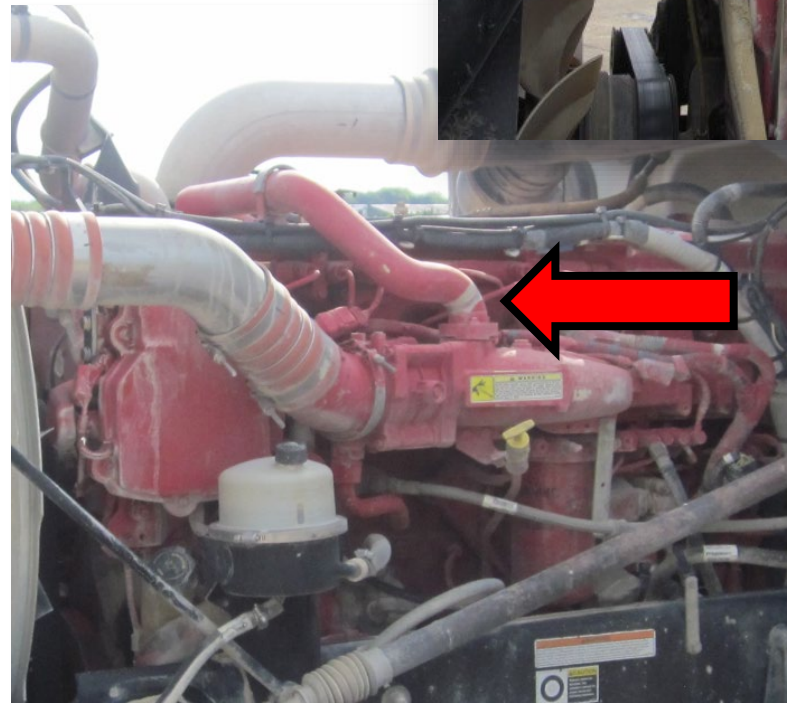
Future CVE support

- Training
- Personnel
- Equipment
- Expansion

Imagery Provided By NCTCOG



Status Report on Commercial Vehicle Compliance



*Exhaust Gas
Recirculation Intact*

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Imagery Provided By NCTCOG



Status Report on Commercial Vehicle Compliance



North Central Texas
Council of Governments

Integrated Transportation and Stormwater Infrastructure (TSI) Study: Progress Update & Initial Recommendations

Regional Transportation Council Information Item – October 8, 2026

Susan Alvarez, P.E., CFM – Director, Environment & Development

Jeffrey C. Neal, PTP – Senior Projects Manager, Transportation



Funded by the Texas General Land Office,
Community Development Block Grant,
Disaster Recovery Program.



Also Funded by the Texas Water Development Board
and Texas Department of Transportation.



Historic events led to improvements in flood control infrastructure during the last century. New needs are developing in this century...



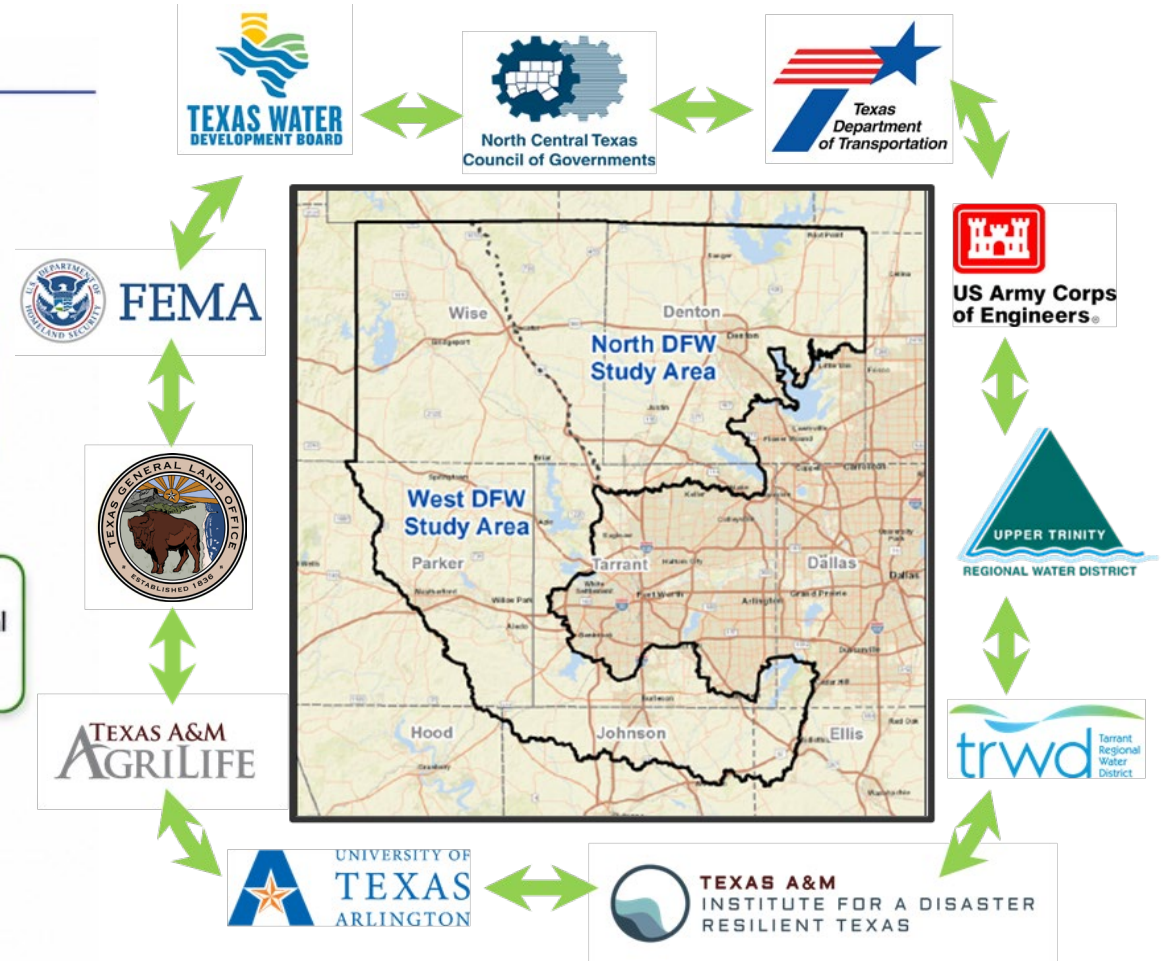
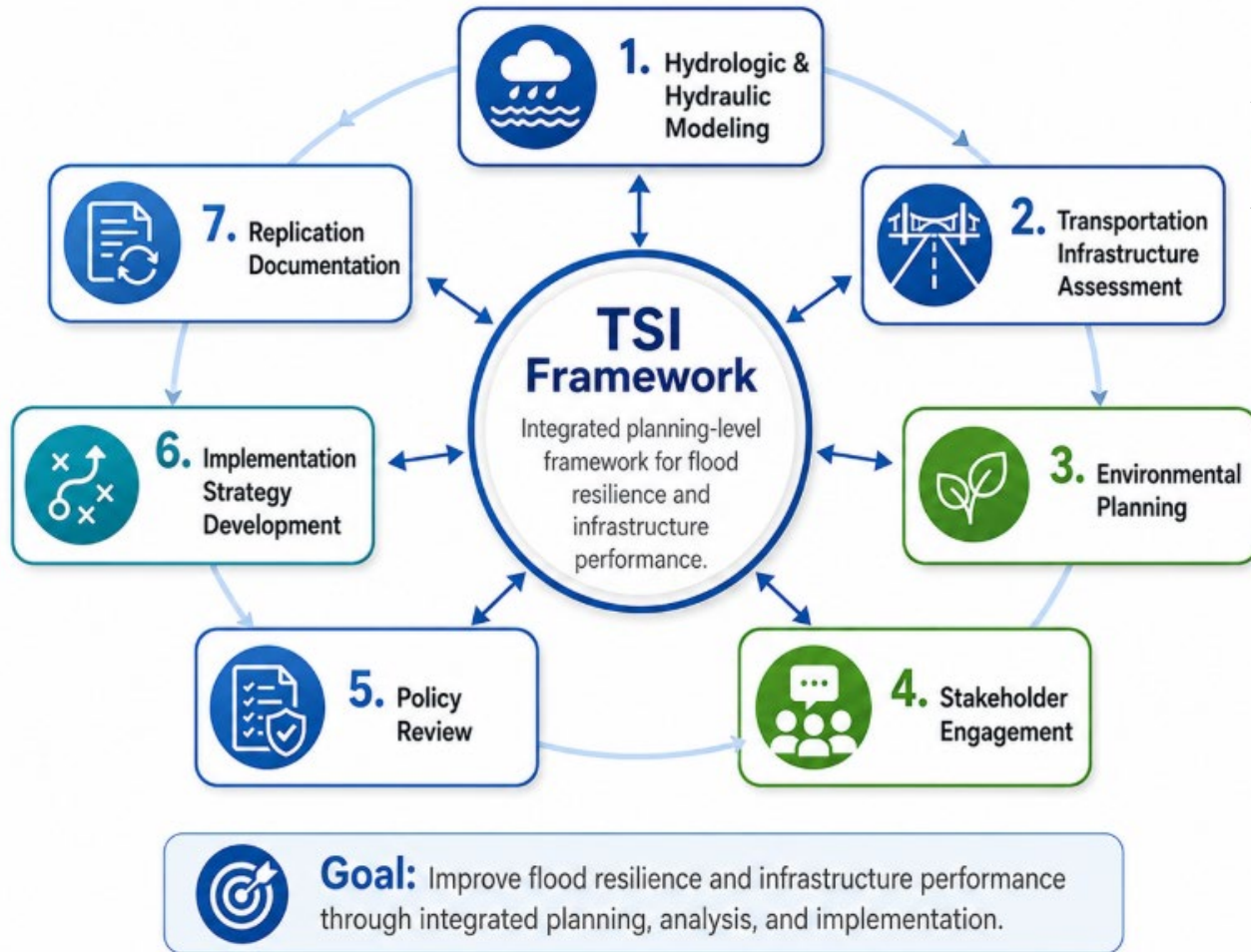
Fort Worth, May 1949

Rhome, May 2015

Courtesy: Tarrant Regional Water District (TRWD)

TSI Overview & Study Partners

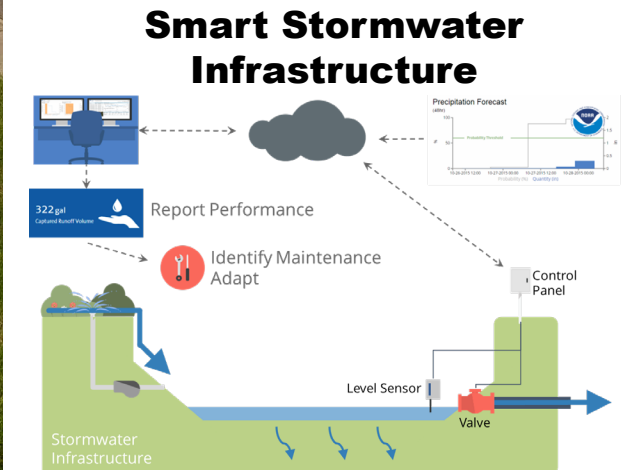
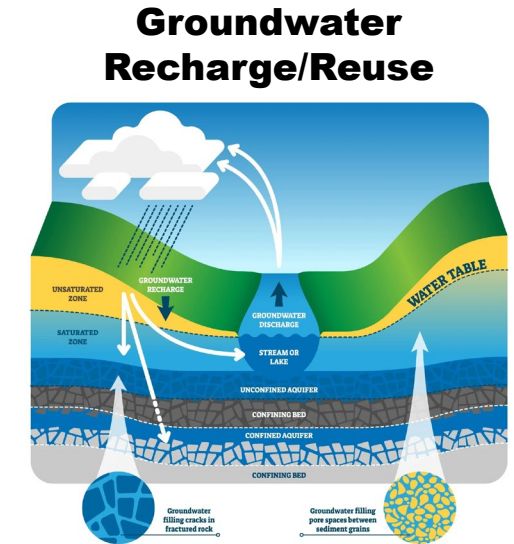
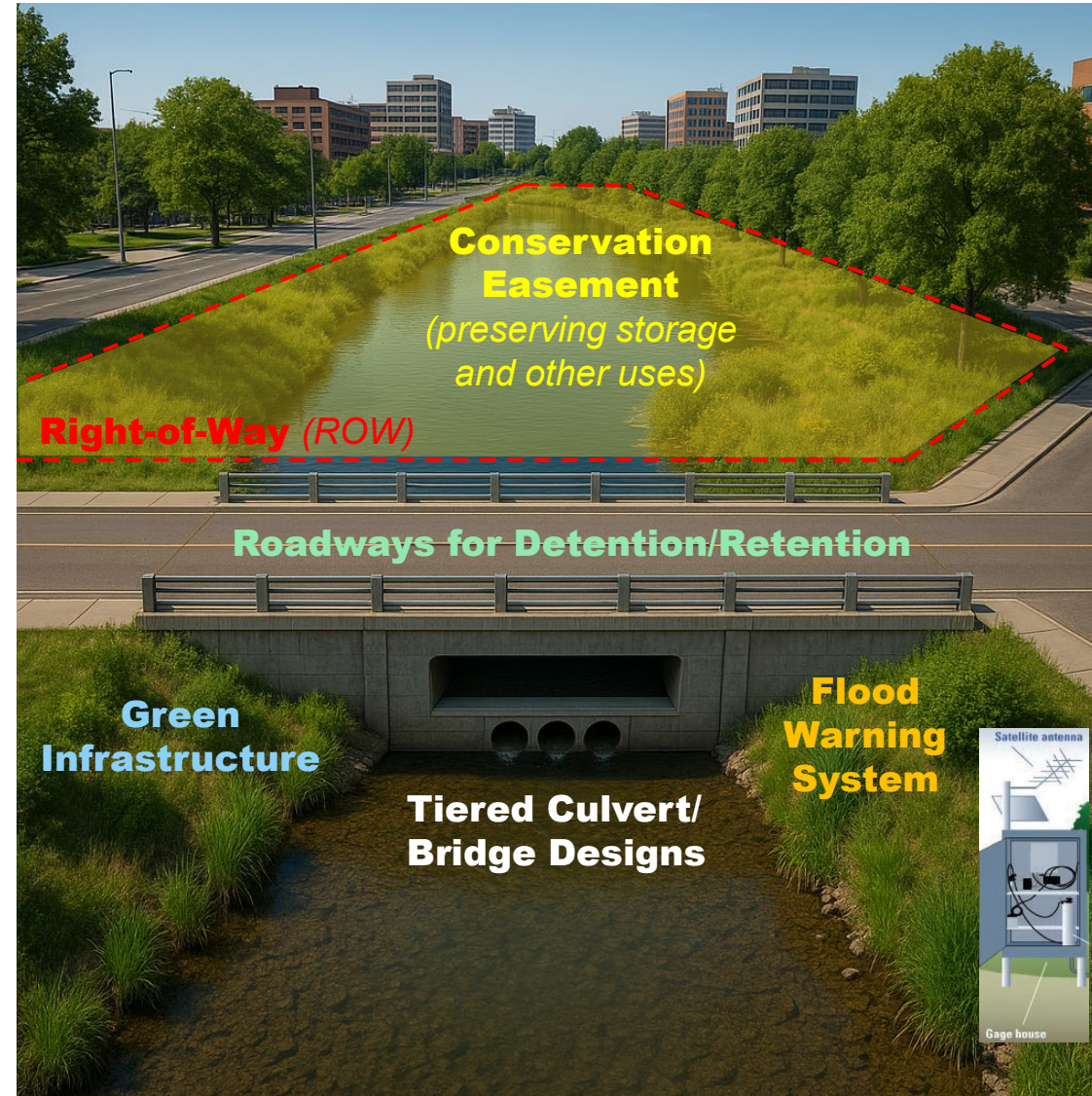
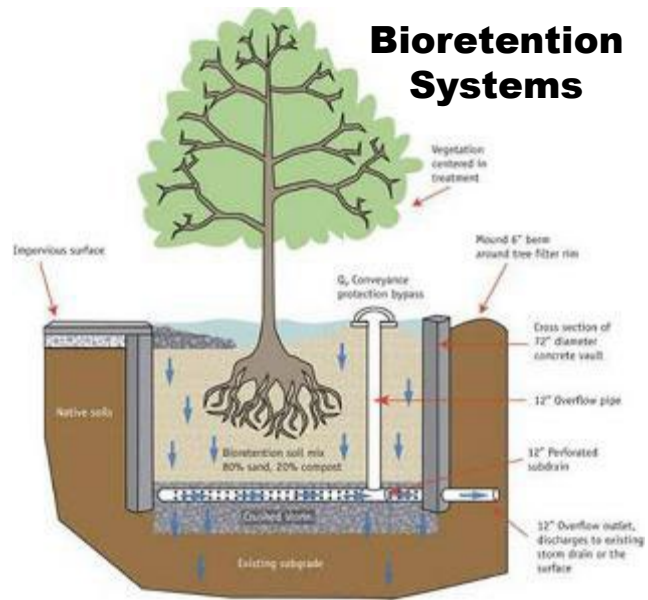
TSI Framework



Consultant Partners:

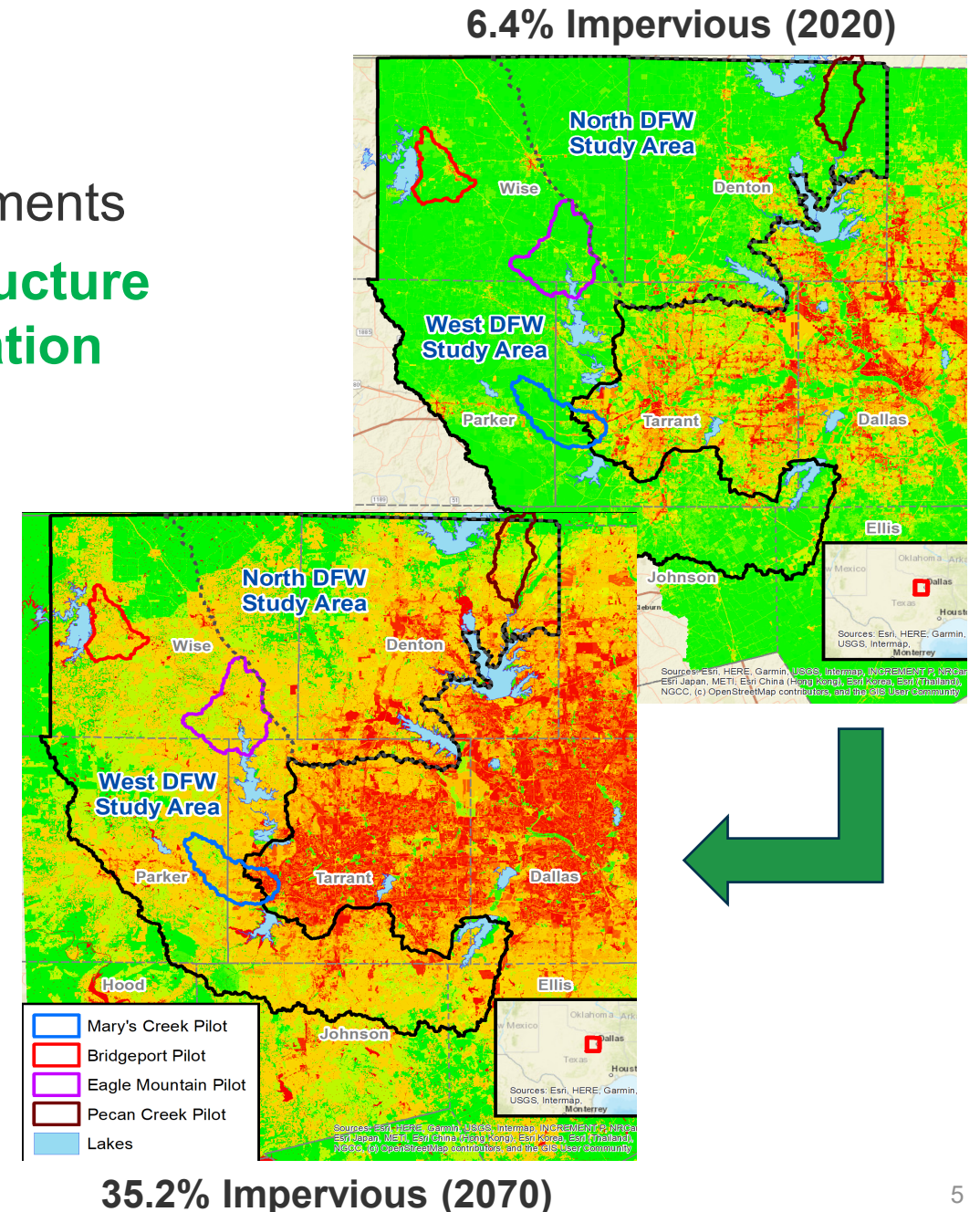
- Freese and Nichols, Inc.
- Halff Associates, Inc.
- Highland Economics

TSI Integration – Menu of Options to Address Flooding



Menu of Options – Categories

- Hydrology and Hydraulic (H&H) Model Enhancements
- Flood Control and Green Stormwater Infrastructure (GSI)/Nature-Based Solutions (NBS) Prioritization
- Alternatives Analysis
 - Optimization Process
 - Detailed Projects
 - No Action Evaluation
- Flood Early Warning Systems (FEWS) Planning
- Funding Opportunities
- Policy Recommendations



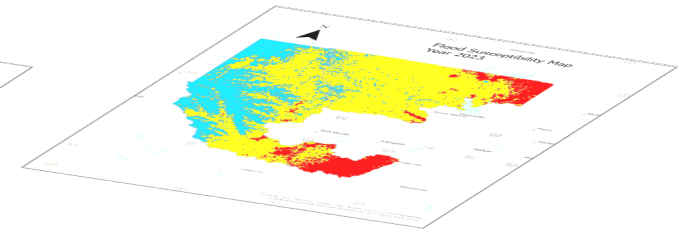
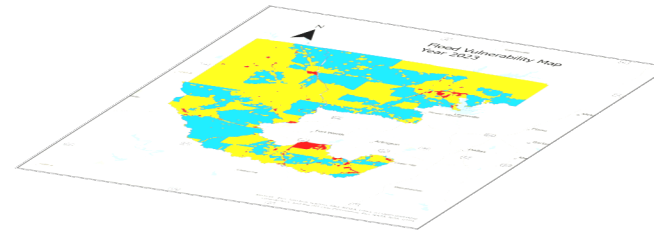
Menu of Options: Flood Control & GSI/NBS Prioritization

- Includes four condition factor categories (social, environmental, institutional, and transportation)
- Aids development of a GSI/NBS suitability index for flood mitigation:
 - Which areas should be prioritized for GSI/NBS to reduce regional flood risk?
 - How can GSI/NBS be designed/modelled to achieve a target performance?
 - What is the efficiency of applying GSI/NBS at a watershed or community scale?

Flood Vulnerability Map



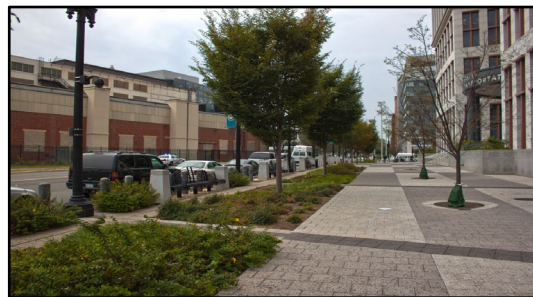
Flood Susceptibility Map



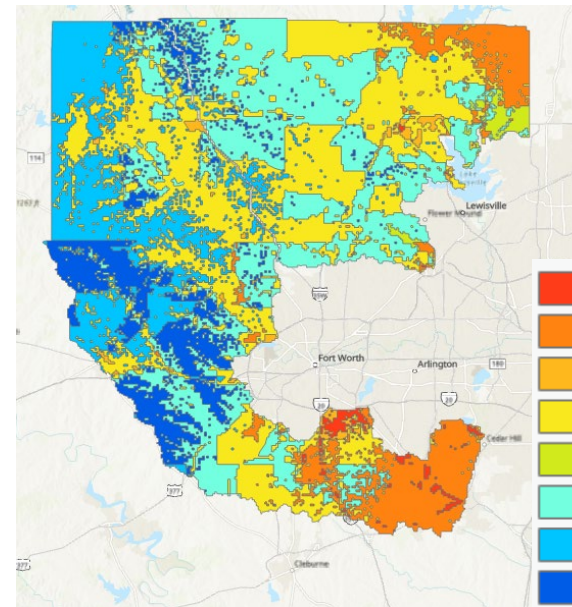
Flood Control Prioritization Map



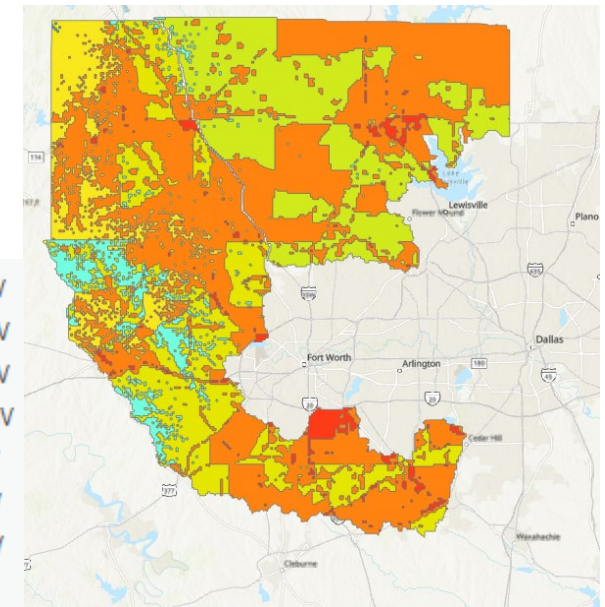
Bioswales



Permeable Surfaces



2023



2045

Menu of Options: Alternative Analysis – Optimization

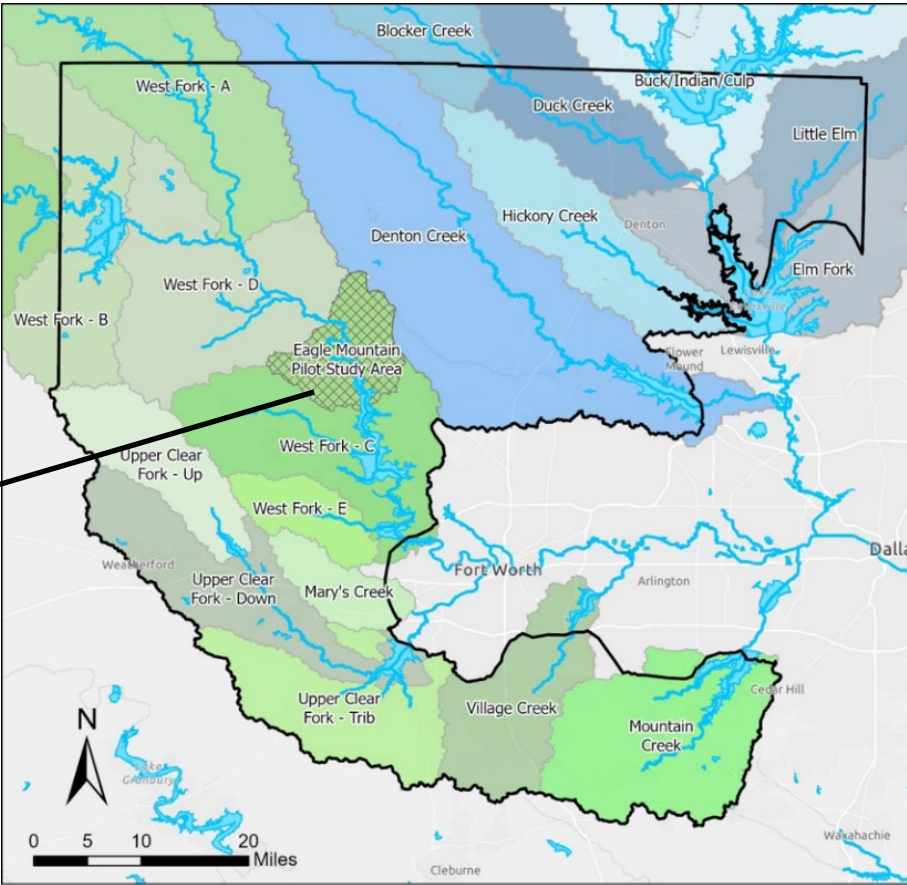
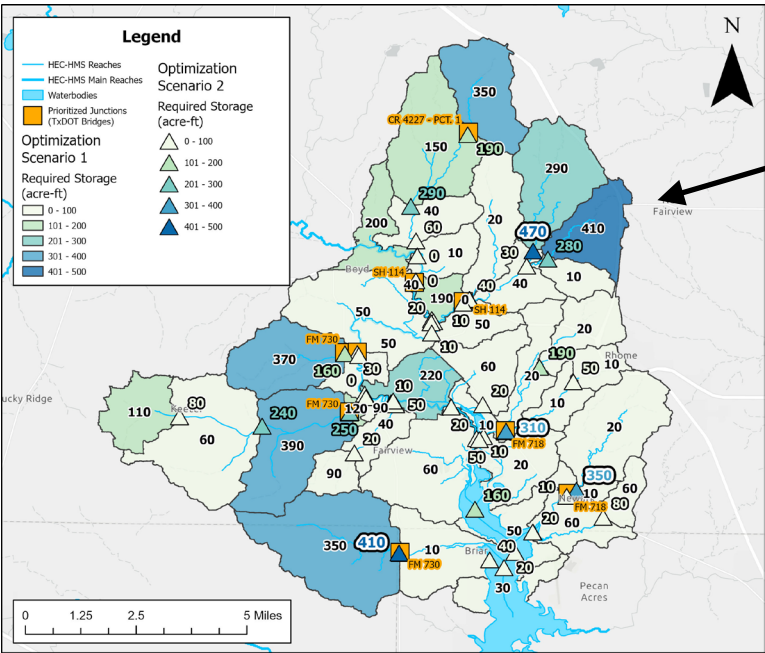
Identify optimal storage volumes at specific locations to mitigate future peak discharge increases, based on estimated 2020-2070 land use change effects on impervious cover and valley storage loss

Scenario 1

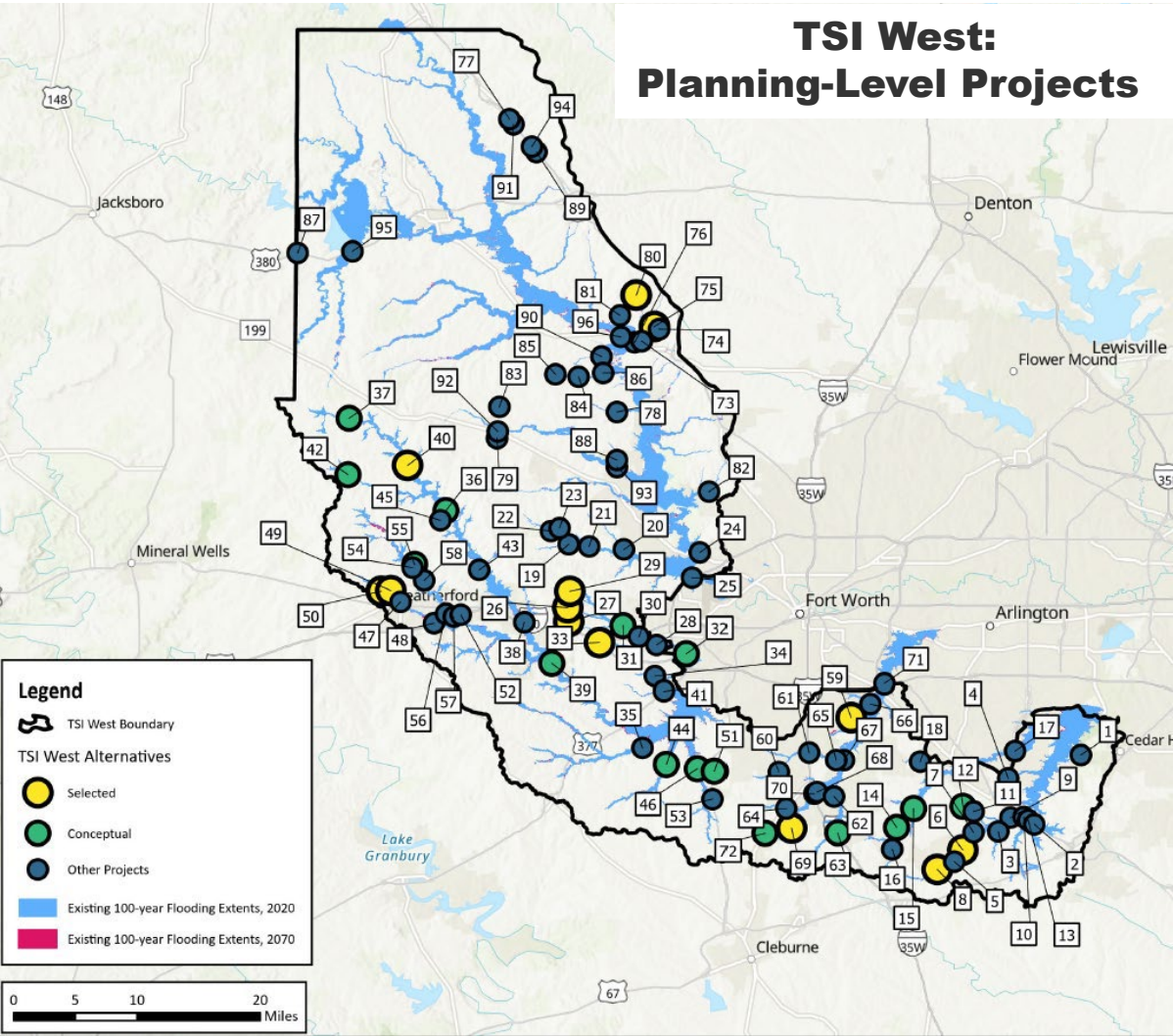
Subbasin
(local)

Scenario 2

Junction
(regional)

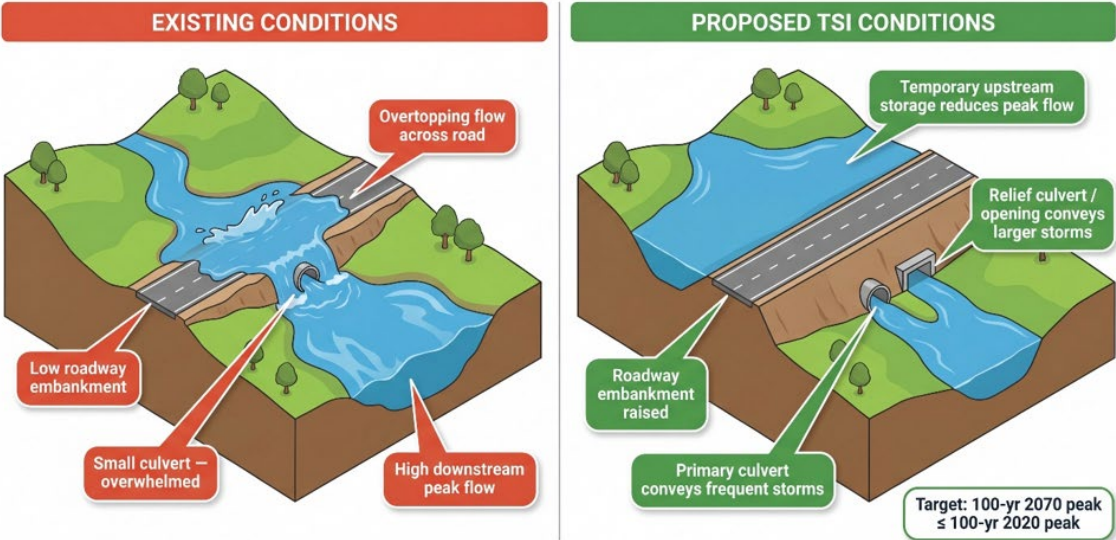


Detailed Projects



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

TSI Roadway Detention Concept



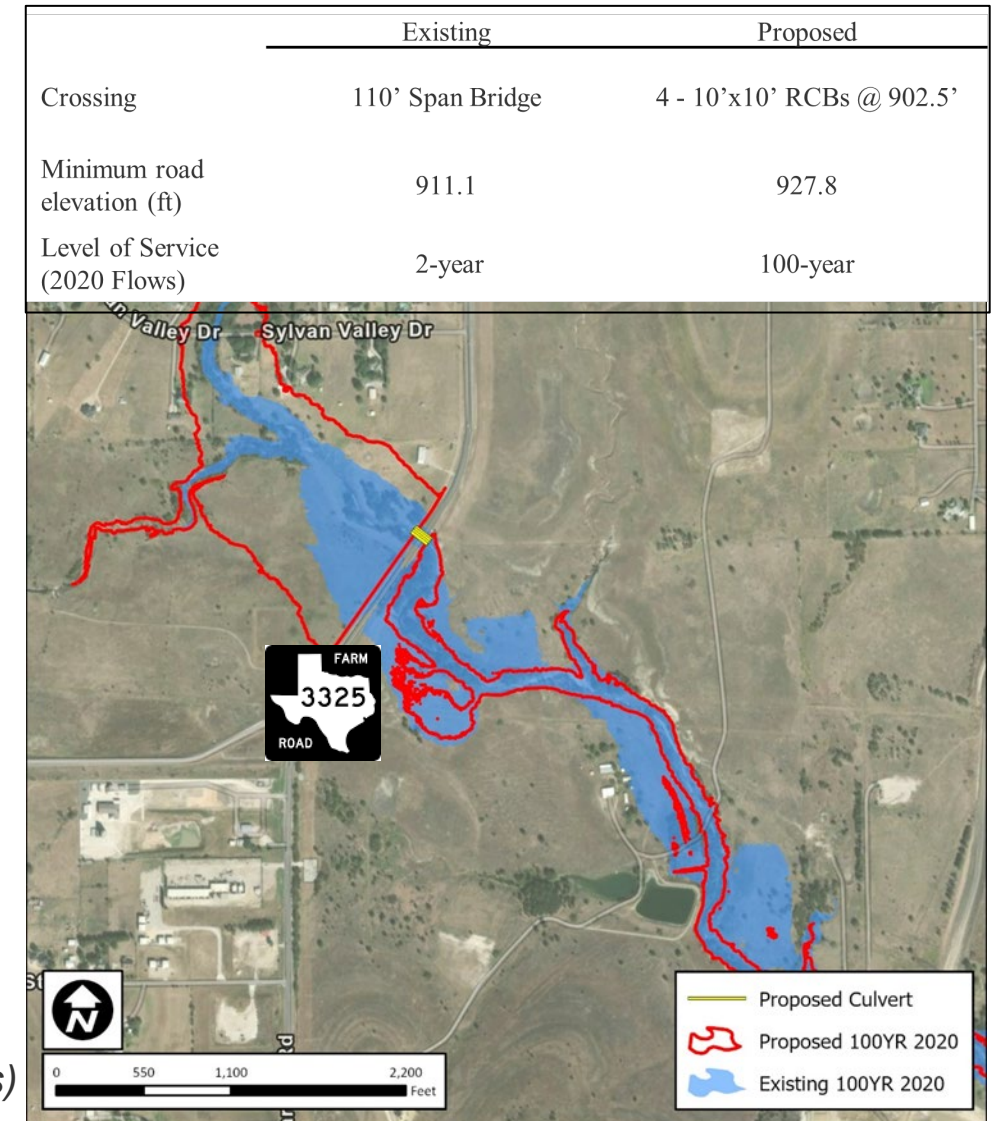
Detailed Project Example – FM 3325 @ Mary's Creek

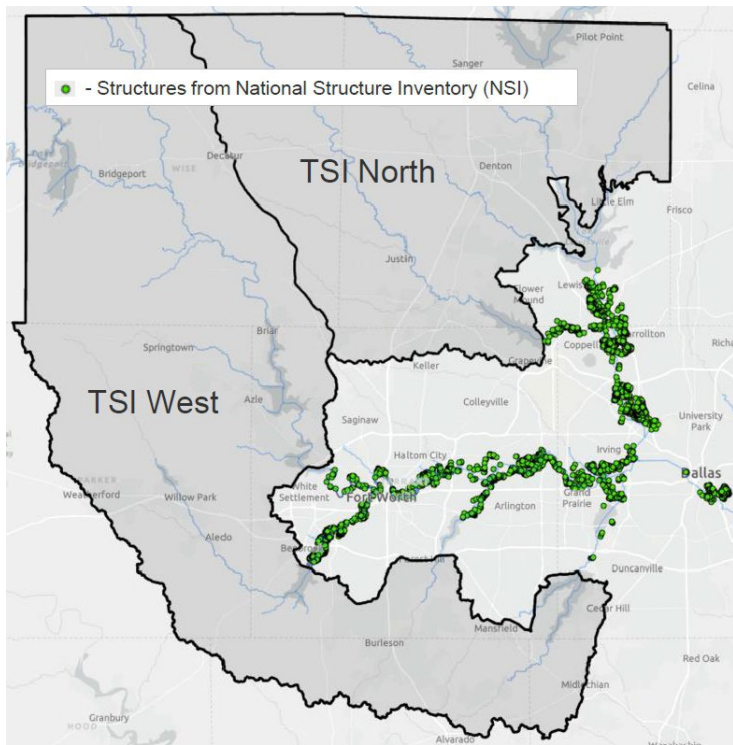
PROJECT NAME	TSI ADDED COST (New Detention & Flow Cuts)	BUYOUT COST (Induced Flooding to Properties/ Structures)	TOTAL ADDED COST	MODELED FLOOD DAMAGE REDUCTION (Present Value)	BENEFIT COST RATIO (BCR)
MARY'S CREEK WATERSHED					
FM 3325 @ Mary's Creek	\$2,200,000	\$1,600,000	\$3,800,000	\$14,300,000	3.8

	100-year 2020 Flows		100-year 2070 Flows	
	Existing	Proposed	Existing	Proposed
Peak downstream flow* (cfs)	13,200	8,100	14,100	8,300
Peak headwater* (ft)	919.2	925.4	920.3	925.4
Max depth over roadway* (ft)	1.9	-	2.1	-
Added storage* (ac-ft)	-	237	-	238
*Rounded values				

Project Details:

- Mobility 2050 – Capacity increase from 2-lane rural to 4/6-lane urban divided
- Raise roadway nearly 17 feet for an approximate length of 1,500 feet
- Replace current bridge with multi-barrel culvert system
- Conveyance improves from 2-year to 100-year flood event (*under 2020 flows*)





No Action – Increased Damage

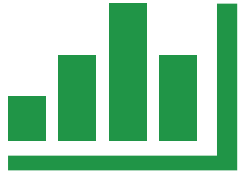
YEAR	TSI WEST SUBAREA – WATERSHED DAMAGE (in \$ Millions)						TOTAL
	Lake Worth	West Fork	Village Creek	Mary's Creek	Upper Clear Fork	Mountain Creek	TSI WEST (Modeled)
2020 (Initial H&H Model Year)	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2027	\$1.0	\$5.9	\$2.1	\$0.4	\$3.4	\$0.5	\$13.3
2050	\$4.6	\$34.9	\$10.0	\$2.2	\$21.3	\$2.8	\$75.8
2070 (Horizon H&H Model Year)	\$11.4	\$154.2	\$25.9	\$6.7	\$102.0	\$11.1	\$311.3
2076	\$16.2	\$268.8	\$38.1	\$10.3	\$183.7	\$18.9	\$536.0
Average Annualized Damage (2027-2076)	\$4.5	\$44.1	\$9.9	\$2.3	\$28.1	\$3.3	\$92.2
Present Value Damage (2027-2076)	\$110.7	\$1,082.9	\$244.1	\$57.3	\$690.2	\$81.6	\$2,266.8
Present Value % by Watershed	5%	48%	11%	3%	30%	4%	100%

KEY FINDINGS (500-Year Storm):

- In TSI West, 400 more homes inundated without valley storage preservation
- Increased flood depths (≥ 1 ft) for nearly 900 existing homes in vulnerable Mary's Creek & Upper Clear Fork areas
- Over 10,000 downstream structures potentially impacted by TSI Study Area valley storage loss

YEAR	500-YEAR STORM DOWNSTREAM DAMAGE (in \$ Millions)						TOTAL
	Lake Worth	West Fork	Village Creek	Mary's Creek	Upper Clear Fork	Mountain Creek	TSI WEST (Modeled)
Increased Damage (2020 vs. 2070 flows)	N/A	N/A	\$27.3	\$198.0	\$25.3	\$0.1	\$250.8
% Watershed Contribution	N/A	N/A	11%	79%	10%	< 1%	100%

Menu of Options: **Funding Opportunities**



- Downloadable Excel Spreadsheet
- FAQ



Identifies funding opportunities to support implementation of TSI strategy recommendations



Topics include:

- Flood Hazard Mitigation
- Water and Stormwater Infrastructure
- Watershed Protection and GSI/NBS Applications



integrating **Transportation**
& **Stormwater Infrastructure**

**TSI FUNDING OPPORTUNITIES TABLE –
FREQUENTLY ASKED QUESTIONS**

Menu of Options: Policy Recommendations

Higher Floodplain Strategies (examples):

- Require development setbacks
- **Preserve valley storage**

Built Environment Strategies (examples):

- Downstream impact evaluation
- Reduced impervious cover

Comprehensive regional inventory within final report



How Does TSI Get Implemented?

TSI will...

- Leverage, enhance, and/or recommend expanding existing regulatory frameworks
- Identify and recommend Flood Management Projects (*FMPs*), Flood Management Evaluations (*FMEs*), and Flood Management Strategies (*FMSs*)
- **Collaboratively explore/promote expansion of flood resiliency and improve funding/programming opportunities for selected and conceptual alternatives**
 - **State Flood Plan** (*Flood Infrastructure Fund – FIF*)
 - **Mitigation Reallocation Program** (*TX General Land Office: Community Development Block Grant Mitigation funds*)
 - **USDOT Federal Grants** (*PROTECT, BUILD, INFRA, etc.*)
- Find proactive solutions that provide benefit values beyond what projects may cost



TSI STUDY CONTACTS



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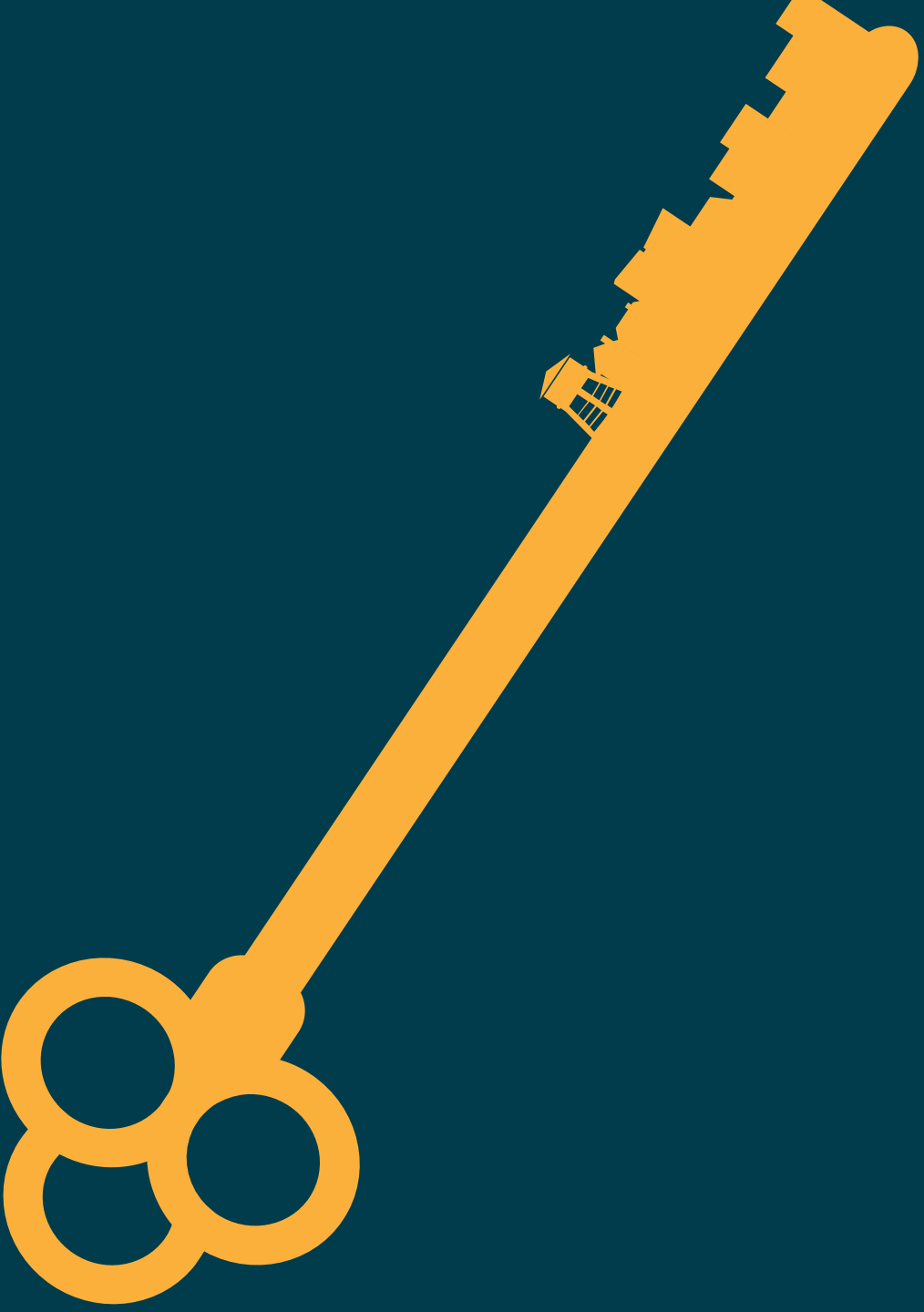


StoryMap



Website:

www.nctcog.org/tsi



ACCESS NORTH TEXAS 2026 UPDATE

Gypsy Gavia, Program Manager

Regional Transportation Council

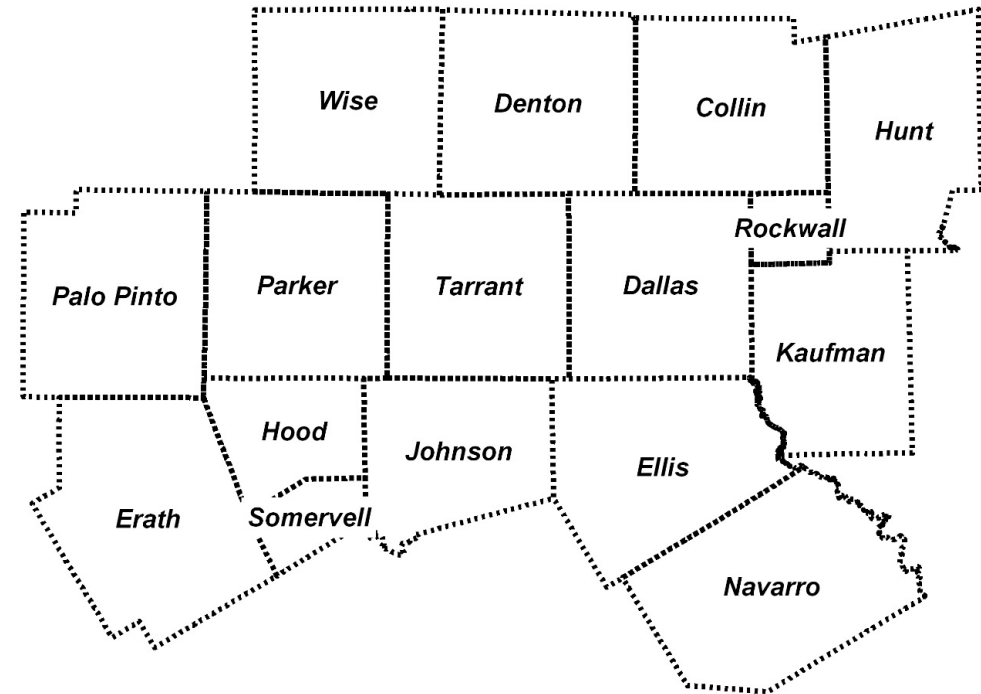
October 8, 2026

BACKGROUND

Regional Public Transportation Coordination Plan (RPTCP) to:

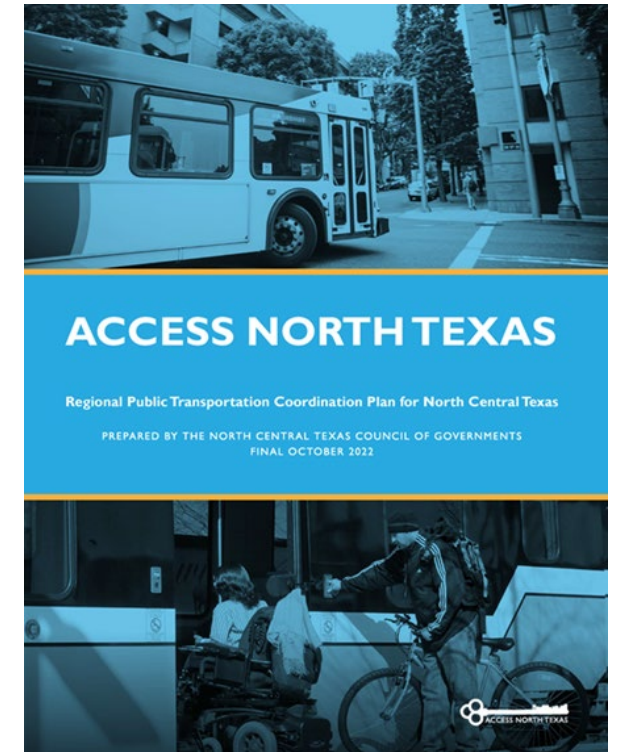
- Identify the public transportation needs of older adults, people with disabilities, individuals with limited financial resources, and others experiencing transportation challenges.
- Specify strategies to:
 - Address needs and current challenges
 - Eliminate gaps in service
 - Avoid duplication of transit services

Meets Federal and State Requirements for transit coordination in the 16-county region.



ACCESS NORTH TEXAS 2026

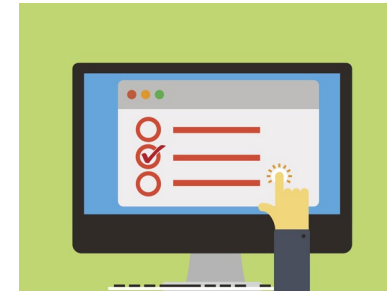
- Regional Transportation Council adopted the last update in 2022; Updates required every 4-5 years.
- Encourages coordination and non-traditional transit solutions.
- Revisits previous regional goals and prioritized county strategies.
 - Conduct regional outreach
 - Coordination with transit providers
 - Use of survey and public data
- May be used to guide funding and project implementation decisions.



OUTREACH

- Reached out to over 2,900 contacts including: the public, transit riders, transit agencies, non-profit organizations, educational institutions, libraries, elected officials and local government staff.
- Conducted 13 outreach meetings (county-specific and region) with 36 attendees, and 7 individual meetings with transit providers.
- Offered public transportation surveys in English and Spanish. Online survey could be translated into additional languages. Received over 700 completed responses that identified a county of residence.

Surveys

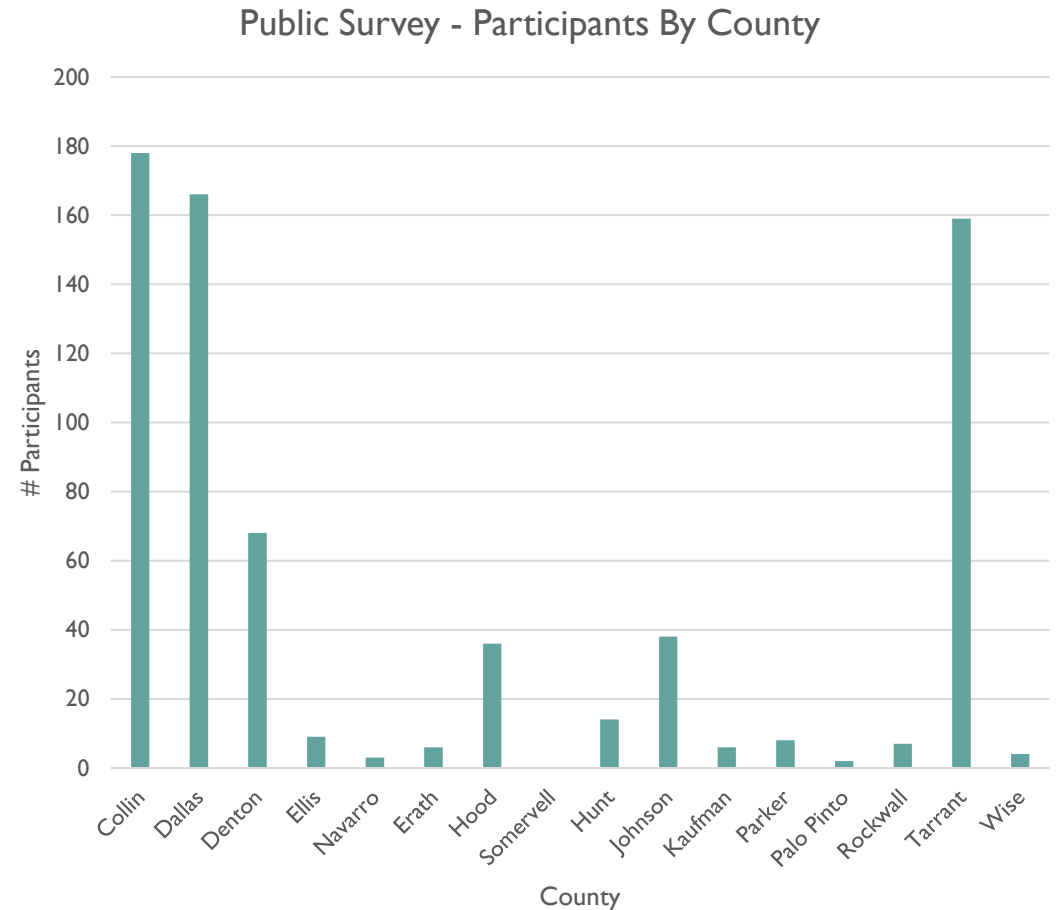


Meetings (Virtual & In-Person)



DATA ANALYSIS AND MAPPING

- Identified existing transportation resources
- Reviewed and codified survey responses, agency responses, and comments
- Collected demographic data including population growth and zero-car households
- Utilized Transit Accessibility Improvement Tool (TAIT) to identify populations that may depend on public transportation



DEVELOPMENT OF 2026 REGIONAL GOALS AND STRATEGIES

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



Compared information to
previously approved goals and
strategies



Reconciled and made
necessary updates for 2026

NEW

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

Each chapter will have prioritized strategies that may be applied to the counties in that section

DRAFT SUMMARIZED STRATEGIES

✓ Goal # 1

- ❑ **Conduct planning activities to identify needs of residents outside existing transit agencies**
- ❑ Develop commuter or high-intensity bus line connections to rail
- ❑ Invest in programs to fill gaps in service
- ❑ Prioritize programs that facilitate work, medical, and healthcare trips
- ❑ Engage transit-dependent populations to provide access to planning process
- ❑ **Identify unmet needs of local providers**

✓ Goal # 2

- ❑ Increase access to employment, social, religious, and well-being trips
- ❑ Establish additional assistance and options for non-paratransit eligible riders
- ❑ **Expand public transportation to destinations throughout the region without service and support integration of new services**
- ❑ **Implement service enhancements**
- ❑ Provide accessible public transportation and supportive resources for older adults and individuals with disabilities to improve connections
- ❑ Work with specialized service providers to improve transit access by streamlining rider registration and scheduling processes
- ❑ Support increased pedestrian connections to transit

✓ Goal # 3

- ❑ **Improve coordination among public transit providers and cities**
- ❑ Identify, evaluate, and implement non-traditional ways to deliver and support transportation
- ❑ Secure sustainable funding to maintain existing programs
- ❑ Work with providers and stakeholders to improve or maintain services connecting to the transit system, healthcare and other key destinations
- ❑ **Improve regional connectivity by increasing ease of travel**
- ❑ Facilitate collaboration between agencies for long range strategic planning to benefit riders

✓ Goal # 4

- ❑ Promote partnerships to increase opportunity to make fares more affordable to those in need
- ❑ **Integrate various funding sources to maximize efficiency and increase affordable options**
- ❑ **Explore sources of local revenue for public transportation**
- ❑ Work with providers to train, recruit, and retain drivers
- ❑ Improve safety, security, and sanitation measures to build rider confidence and comfort

✓ Goal # 5

- ❑ Enhance communication and outreach programs
- ❑ Conduct travel training to educate the public on services and policies
- ❑ Partner with organizations to publicize information
- ❑ Identify, recruit, educate, and support influential champions for public transportation
- ❑ **Use innovative technology to distribute public transportation service information**
- ❑ Expand outreach and marketing to increase accessibility

Access North Texas supports several of the broader regional transit improvements envisioned by Transit 2.0

IN PROGRESS: DFW TRANSPORTATION AND MEDICAL CONNECTIONS PROJECT

Goal: Deploy an interactive software-as-a-service platform with conversational AI to connect older adults and individuals with disabilities to available transportation options, supported by dedicated staff, outreach, and partnerships with healthcare and transportation providers. Launch in Dallas, Tarrant, Collin, and Denton counties and if successful, seek to expand across North Texas.

Phase I: Development

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

Phase II: Regional Integration

- NCTCOG to initiate and manage initial tasks
- Incorporate transit providers into the online tool.



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

2026 ACCESS NORTH TEXAS TIMELINE



★ Identifies current phase

OVERALL SCHEDULE

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

Draft plan available at www.AccessNorthTexas.org

QUESTIONS?

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www.accessnorthtexas.org

Regional Transportation Council Attendance Roster
October 2025 - September 2026

RTC MEMBER	Entity	10/9/25	11/13/25	12/11/25	1/8/26	2/12/26	3/12/26	4/9/26	4/30/26	5/14/26	6/11/26	7/9/26	8/13/26	9/11/26
Daniel Alemán Jr (01/22)	Mesquite	P	P	P	P	P	E(R)	E(R)	P	P	P	N/A	P	P
Bruce Arfsten (07/23)	Addison	P	P	E(R)	P	P	P	P	E(R)	P	P	N/A	P	P
Steve Babick (06/22)	Carrollton	P	P	P	P	P	E(R)	P	P	P	P	N/A	P	P
Rick Bailey (07/22)	Johnson County	P	P	P	P	P	P	P	P	P	P	N/A	P	P
Elizabeth M. Beck (08/21)	Fort Worth	A	P	P	P	P	P	P	P	P	P	N/A	P	A
Curtis Bergthold (07/25)	Richland Hills	P	P	P	P	P	P	P	P	P	P	N/A	P	P
Alan Blaylock (03/23)	Fort Worth	P	P	P	P	E(R)	P	P	P	E(R)	A	N/A	E(R)	P
Lorie Blair (10/25)	Dallas	P	P	P	E(R)	P	A	P	P	P	P	N/A	P	P
Randall Bryant (11/25)	DART	--	P	P	P	P	P	P	P	P	E	N/A	E(R)	P
Ceason Clemens (10/22)	TxDOT, Dallas	E(R)	P	P	P	E(R)	P	E(R)	P	E(R)	P	N/A	P	P
Bill Cox (07/25)	McKinney	P	P	P	P	E(R)	P	P	P	E	E	N/A	P	E
Michael Crain (06/22)	Fort Worth	P	A	P	P	P	P	P	P	P	P	N/A	P	A
Theresa Daniel (11/18)	Dallas County	P	P	P	P	P	P	P	P	P	P	N/A	P	P
Jeff Davis (11/19)	Trinity Metro	E	P	P	P	P	P	A	A	P	P	N/A	P	A
Pat Deen (07/24)	Parker	P	P	P	A	P	E	P	E	P	P	N/A	E	P
Andy Eads (1/09)	Denton County	E	P	P	P	P	P	E	P	P	P	N/A	P	E
Michael Evans (2/23)	Mansfield	P	P	P	P	E	P	P	P	E	P	N/A	A(R)	E(R)
Carlos Flores (07/25)	Fort Worth	P	P	P	P	P	P	P	P	P	P	N/A	E	P
T.J. Gilmore (06/25)	Lewisville	P	P	P	P	P	P	E	P	P	P	N/A	P	P
Raul H. Gonzalez (09/21)	Arlington	P	P	P	P	P	P	P	P	P	P	N/A	P	P
Mojoy Haddad (10/14)	NTTA	P	P	P	P	P	P	E	P	P	P	N/A	P	P
Darrell Hale (04/26)	Collin County	--	--	--	--	--	--	--	P	P	P	N/A	P	P
Angela Hunt (02/26)	DFW Airport	--	--	--	--	P	P	P	P	P	A	N/A	P	P
Clay Lewis Jenkins (04/11)	Dallas County	P	P	P	P	E(R)	P	E(R)	P	P	P	N/A	P	P
Ron Jensen (06/13)	Grand Prairie	E(R)	P	E(R)	P	E(R)	P	P	P	P	E(R)	N/A	E	E(R)
Jill Jester (08/24)	Denton	E	P	P	P	E(R)	P	P	P	P	P	N/A	P	P
Matt Krause (01/25)	Tarrant County	E	E(R)	P	P	P	P	P	P	E	P	N/A	E	A
Stephen Mason (05/24)	Cedar Hill	P	P	P	P	P	P	P	P	P	P	N/A	P	P
Cara Mendelsohn (07/20)	Dallas	P	P	P	P	P	A(R)	A(R)	P	P	P	N/A	A	A
Cesar Molina (08/24)	DCTA	P	P	P	P	P	P	P	P	E	P	N/A	P	E
Ed Moore (07/22)	Garland	P	P	P	P	P	P	P	P	P	E	N/A	P	P
Jesse Moreno (07/24)	City of Dallas	A	P	E(R)	P	P	E	P	E(R)	P	E	N/A	P	E
Matthew Porter (07/24)	Wylie	P	P	P	P	E(R)	P	P	E(R)	P	P	N/A	P	P
John Muns (6/23)	Plano	P	P	P	P	P	P	E(R)	P	P	P	N/A	P	P
Manny Ramirez (1/23)	Tarrant County	P	E	E	E	P	P	E	P	P	P	N/A	E	P
Paul Ridley (10/25)	Dallas	P	P	P	P	P	P	A	P	P	P	N/A	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
October 2025 - September 2026

RTC MEMBER	Entity	10/9/25	11/13/25	12/11/25	1/8/26	2/12/26	3/12/26	4/9/26	4/30/26	5/14/26	6/11/26	7/9/26	8/13/26	9/11/26
Jim R. Ross (07/21)	Arlington	P	P	P	P	P	P	P	P	P	P	N/A	P	P
David Salazar (10/22)	TxDOT, FW	P	P	P	P	P	E(R)	E(R)	P	P	P	N/A	P	E(R)
Garry Smith (08/26)	Hunt County	--	--	--	--	--	--	--	--	--	--	--	P	P
Kathy Stewart (10/25)	Dallas	A(R)	P	P	P	P	P	P	P	P	P	N/A	P	E(R)
Randy Stinson (05/26)	Ellis County	--	--	--	--	--	--	--	--	P	P	N/A	P	P
Burt Thakur (08/25)	Frisco	P	P	P	P	P	P	P	P	P	P	N/A	P	P
Jeremy Tompkins (10/19)	Euless	P	P	P	P	P	P	E(R)	P	P	P	N/A	P	P
William Tsao (3/17)	Dallas	P	P	P	P	P	E	P	P	P	P	N/A	P	P
Dennis Webb (08/25)	Irving	P	E	E	P	E	P	P	P	P	P	N/A	E	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

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jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

Surface Transportation Technical Committee Attendance Roster
September 2025 - September 2026

STTC MEMBERS	Entity	09/26/25	10/24/25	12/04/25	01/23/26	02/27/26	03/27/26	04/24/26	05/22/26	6/26/26	7/24/26	8/28/26	9/25/26
Rifat Alam	Lancaster	P	P	A	*	P	P	P	*	N/A	P	A	A
Ahmed Alqaisi	DeSoto	--	P	P	*	R	P	P	*	N/A	P	P	P
Marah Aqqad	Bedford	P	P	P	*	R	P	P	*	N/A	P	E	P
Joe Atwood	Hood County	R	P	P	*	P	P	A	*	N/A	P	P	R
Melissa Baker	Irving	P	P	P	*	R	A	E	*	N/A	R	P	R
James Bell	Grand Prairie	P	P	P	*	P	P	P	*	N/A	P	P	P
Nathan Benditz	Irving	--	--	P	*	P	P	P	*	N/A	P	P	P
David Boski	Grand Prairie	P	P	P	*	P	P	P	*	N/A	P	R	P
Brett Bourgeois	Lewisville	--	--	--	*	R	P	P	*	N/A	P	R	A
Erika Bridges	Rockwall County	--	--	--	--	--	--	--	*	N/A	R	P	P
Tanya Brooks	DART	P	R	P	*	P	P	P	*	N/A	R	P	R
Matt Bryant	City of Duncaville	A	A	A	*	A	A	A	*	N/A	A	P	A
Daniel Burnham	Arlington	P	P	P	*	P	P	P	*	N/A	P	P	P
Jeffrey Bush	TxDOT Dallas	P	P	P	*	A	P	P	*	N/A	P	P	P
Farhan Butt	Denton	P	P	P	*	P	P	P	*	N/A	P	P	R
Bryan Cabrera	Mesquite	A	A	A	*	P	A	A	*	N/A	P	P	A
Brenda Callaway	Kaufman County	--	--	--	--	--	--	--	--	N/A	P	P	R
Travis Campbell	TxDOT - Dallas	P	P	P	*	P	P	P	*	N/A	P	P	P
Aaron Ceder	Dallas County	P	E	P	*	A	A	E	*	N/A	P	A	A
John Cordary, Jr.	TxDOT FW	R	P	P	*	P	P	P	*	N/A	P	A	P
Tara Crawford	Trinity Metro	A	P	A	*	P	P	P	*	N/A	A	P	R
Clarence Daugherty	Collin County	P	P	A	*	P	P	R	*	N/A	P	P	P
Chad Davis	Wise County	A	A	A	*	A	P	P	*	N/A	P	E	P
Taylor Derden	Mansfield	P	P	E	*	A	P	P	*	N/A	P	P	P
Pritam Deshmukh	Southlake	--	--	--	--	--	--	--	--	N/A	P	P	P
Becky Diviney	Town of Addison	P	P	P	*	P	P	P	*	N/A	R	P	P
Matthew DuBois	Frisco	--	--	--	--	--	--	--	--	N/A	P	A	P
Phil Dupler	FWTA	P	P	P	*	P	P	A	*	N/A	P	P	P
Eric Fladager	Fort Worth	P	P	P	*	A	P	A	*	N/A	A	P	P
Chris Flanigan	Allen	P	P	P	*	P	P	P	*	N/A	P	P	P
Austin Frith	DCTA	A	P	P	*	P	P	P	*	N/A	A	P	P
James Gaertner	Waxahachie	--	--	--	--	--	P	P	*	N/A	P	A	A
Gary Graham	McKinney	P	P	P	*	R	R	P	*	N/A	P	P	P
Rajnish Gupta	Fort Worth	--	--	--	--	--	--	P	*	N/A	P	P	P
Michael Haithcock	TxDOT - Fort Worth	--	P	P	*	P	P	A	*	N/A	P	P	A
Tom Hammons	Carrollton	A	P	A	*	P	P	P	*	N/A	P	P	A
Namoo Han	Garland	P	A	P	*	P	A	A	*	N/A	P	A	P
Craig Hancock	NTTA	P	P	P	*	P	A	P	*	N/A	P	P	A
Chris Harris	Greenville	P	P	P	*	P	P	P	*	N/A	P	P	P
Ron Hartline	The Colony	A	R	R	*	A	A	A	*	N/A	R	R	P
Sophia Harvey	Dallas	P	A	A	*	P	P	P	*	N/A	R	A	P
Daniel Herring	Richardson	P	P	P	*	P	P	P	*	N/A	P	P	P

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Surface Transportation Technical Committee Attendance Roster
September 2025 - September 2026

STTC MEMBERS	Entity	09/26/25	10/24/25	12/04/25	01/23/26	02/27/26	03/27/26	04/24/26	05/22/26	6/26/26	7/24/26	8/28/26	9/25/26
Matthew Hotelling	Flower Mound	A	A	P	*	P	P	P	*	N/A	P	P	P
Jeremy Hutt	Cleburne	R	P	P	*	P	P	P	*	N/A	P	P	P
Thuan Huynh	McKinney	P	P	R	*	P	A	P	*	N/A	P	P	P
Joseph Jackson	Tarrant County	P	P	P	*	P	P	P	*	N/A	P	E	E
Joel James	NTTA	A	P	P	*	P	P	P	*	N/A	P	P	P
Major L. Jones	Eules	R	P	P	*	E	R	A	*	N/A	P	P	P
Wilson Kakembo	Midlothian	--	A	P	*	P	P	A	*	N/A	A	A	A
Gus Khankarli	Dallas	P	P	P	*	P	P	P	*	N/A	P	P	P
Alonzo Liñán	Keller	A	A	A	*	A	A	A	*	N/A	A	A	A
Eron Linn	DART	P	E	P	*	P	P	A	*	N/A	P	P	P
Paul Luedtke	Garland	A	P	A	*	A	P	P	*	N/A	A	P	A
Stanford Lynch	Hunt County	P	R	P	*	R	P	A	*	N/A	R	R	R
Auro Majumdar	Dallas	P	P	P	*	P	P	P	*	N/A	A	P	P
Chad Marbut	Weatherford	P	P	P	*	P	P	P	*	N/A	R	P	R
Alberto Mares	Ellis County	P	A	P	*	P	P	P	*	N/A	P	P	E
Dillon Maroney	Tarrant County	--	--	--	--	--	P	P	*	N/A	P	E	P
John Mears	Mesquite	A	P	P	*	P	P	P	*	N/A	A	A	P
Brian Moen	Frisco	A	A	P	*	P	P	P	*	N/A	P	P	P
Mark Nelson	Richardson	P	P	P	*	P	P	P	*	N/A	P	E	P
Alfredo Ortiz	Dallas	P	P	P	*	P	A	A	*	N/A	P	P	E
Cintia Ortiz	Parker County	A	A	A	*	A	A	A	*	N/A	A	A	A
Chad Ostrander	Plano	--	--	--	--	--	--	--	--	--	--	--	P
Joyce Palmer	Arlington	--	--	--	*	P	P	P	*	N/A	P	P	P
John Polster	Denton County	P	P	P	*	P	P	P	*	N/A	P	P	A
Kelly Porter	Fort Worth	E	E	P	*	P	P	E	*	N/A	P	P	P
Minesha Reese	Dallas County	P	P	E	*	P	E	P	*	N/A	P	A	A
Elizabeth Reynolds	Grapevine	P	P	A	*	P	P	P	*	N/A	A	E	P
Greg Royster	DFW Int. Airport	P	P	P	*	P	R	A	*	N/A	P	P	P
Angela Pflanz	Plano	--	--	--	--	--	--	--	--	--	--	--	A
Robert Saucedo	Hurst	--	--	--	--	--	--	--	--	N/A	P	P	R
Brian Shewski	Plano	R	P	P	*	R	P	P	*	N/A	P	P	P
Jason Shroyer	Little Elm	A	A	A	*	A	A	P	*	N/A	P	P	A
Ray Silva-Reyes	Farmers Branch	R	P	P	*	A	A	A	*	N/A	A	A	A
Chelsea St. Louis	Fort Worth	P	A	P	*	P	P	A	*	N/A	P	P	P
Aaron Tainter	Coppell	R	P	P	*	P	P	P	*	N/A	A	E	P
Sarah Thomas	TCEQ	--	--	--	--	--	--	--	--	--	--	A	A
Errick Thompson	Burleson	E	P	P	*	P	P	P	*	N/A	A	P	A
Jennifer VanderLaan	Johnson County	E	P	P	*	P	P	P	*	N/A	E	E	E
Gregory Van	Haltom City	P	R	R	*	P	P	P	*	N/A	P	P	P
Daniel Vedral	Irving	P	P	A	*	E	E	P	*	N/A	A	R	P
Caroline Waggoner	North Richland	A	P	A	*	P	P	A	*	N/A	A	A	A
Tommy Weir	Wylie	P	P	P	*	P	P	P	*	N/A	A	P	P

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-- =Not yet eligible to attend *Meeting held by video/audio conference. Individual attendance not taken.

Surface Transportation Technical Committee Attendance Roster
September 2025 - September 2026

STTC MEMBERS	Entity	09/26/25	10/24/25	12/04/25	01/23/26	02/27/26	03/27/26	04/24/26	05/22/26	6/26/26	7/24/26	8/28/26	9/25/26
Jana Wentzel	Dallas	P	P	P	*	P	P	P	*	N/A	P	P	P
Robert Woodbury	Cedar Hill	P	P	P	*	P	P	P	*	N/A	P	P	A
Larry Wright	Colleyville	P	P	P	*	P	P	P	*	N/A	P	P	P

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MEETING SUMMARY

SURFACE TRANSPORTATION TECHNICAL COMMITTEE Friday, August 28, 2026

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

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

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

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

2. **Consent Agenda:**

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

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

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

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

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

REQUESTED ACTION - Distribution of Recommended TDC Amounts

Recommendation for RTC approval of:

- 34,900,000 Transportation Development Credits distributed to successful Policy Bundle applicants for Round 6, which includes an increase of 4,900,000 in TDCs over the original 30,000,000.
- Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate the awards.

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

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

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

Recommendation for STTC to:

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

STTC Action Item: August 28, 202618

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

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

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

• STTC approval of:

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

STTC Action Item – August 28, 2026

 FTA Innovative Coordinated Access and Mobility Pilot Program FY20265

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

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

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

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

- Recommendation for RTC approval of:
 - 2026 Bus and Bus Facilities and Low or No Emissions Grant Applications as presented
 - If awarded, administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate the projects.

STTC Action Item – August 28, 2026



NCTCOG Presentation

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

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

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

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

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

STTC Action Item – August 28, 2026



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

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

REQUESTED ACTION – FY 2026 PUBLIC TRANSPORTATION FUNDING PROGRAMS OF PROJECTS

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

STTC Action Item – August 28, 2026

FY 2026 Public Transportation Funding: Programs of Projects 9

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

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

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

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

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

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

Meeting adjourned at 3:30 p.m.