

AGENDA

Regional Transportation Council

Thursday, November 13, 2025

North Central Texas Council of Governments

11:00 am - RTC Transit Vision Subcommittee Meeting

12:30 pm

1:00 pm Full RTC Business Agenda

(NCTCOG Guest Secured Wireless Connection Password: rangers!)

Pledge to the United States and Texas Flags

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

Information

Minutes: 10

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

Background: N/A

1:10 – 1:15 2. Approval of October 9, 2025, Minutes

Action Possible Action Information Minutes: 5

Presenter: Rick Bailey, RTC Chair

Item Summary: Approval of the October 9, 2025, meeting minutes contained in [Electronic Item 2](#) will be requested.

Background: N/A

1:15 – 1:20 3. Consent Agenda

Action Possible Action Information Minutes: 5

3.1. Modifications to the Fiscal Year 2026 and Fiscal Year 2027

Unified Planning Work Program

Presenter: Vickie Alexander, NCTCOG

Item Summary: Regional Transportation Council (RTC) approval of modifications to the Fiscal Year (FY) 2026 and FY2027 Unified Planning Work Program (UPWP) will be requested. Direction for staff to administratively amend the Transportation

Improvement Program and update any administrative and/or planning documents, as needed, to incorporate the programs and projects contained in the UPWP modifications will also be sought.

Background: The UPWP is required by federal and State transportation planning regulations and provides a summary of the transportation and related air quality planning tasks to be conducted by Metropolitan Planning Organization staff. The FY2026 and FY2027 UPWP was approved by the RTC and North Central Texas Council of Governments Executive Board in July 2025 and identifies the activities to be carried out between October 1, 2025, and September 30, 2027. Amendments to this document are being proposed to reflect new initiatives, project updates, and funding adjustments. The proposed amendments are provided in [Electronic Item 3.1.1](#), and additional information is provided in [Electronic Item 3.1.2](#). A draft resolution approving the modifications is included in [Electronic Item 3.1.3](#). The Surface Transportation Technical Committee took action at its October 24, 2025, meeting to recommend Regional Transportation Council approval.

Performance Measure(s) Addressed: Administrative

3.2. Air Quality Funding Recommendations Related to the Environmental Protection Agency National Clean Diesel Funding Assistance Program

Presenter: Jason Brown, NCTCOG

Item Summary: Staff will request Regional Transportation Council approval of funding recommendations for Waste Management through the North Texas Diesel Emissions Reduction Project 2024 Call for Projects (CFP) utilizing Environmental Protection Agency (EPA) funds.

Background: The North Central Texas Council of Governments opened the North Texas Diesel Emissions Reduction Project 2024 CFP through an EPA National Clean Diesel Funding Assistance Program award. The CFP award grants fund

replacements of on-road diesel vehicles and engines, nonroad diesel equipment, diesel transport refrigeration unit trailers, diesel drayage trucks, locomotive engines, and locomotive shore power installation in North Central Texas. One eligible application was received by the CFP round three deadline of September 12, 2025; Waste Management for four certified Low-NO_x compressed natural gas-powered refuse haulers. [Electronic Item 3.2.1](#) provides an overview of the call for projects and staff recommendations. [Electronic Item 3.2.2](#) provides detailed project listings. This initiative is an extension of clean vehicle efforts listed as Weight-of-Evidence in the current State Implementation Plan.

Performance Measure(s) Addressed: Air Quality

3.3. Fédération Internationale de Football Association World Cup Operational Projects and Staff Support and Trinity Railway Express Funding Trade

Presenter: Karla Windsor, NCTCOG

Item Summary: Regional Transportation Council (RTC) approval will be requested to assign \$800,000 of Regional Toll Revenue (RTR) funds from the existing Transit Sustainability Program to McKinney Avenue Transit Authority (MATA) for Fédération Internationale de Football Association (FIFA) preparedness and operations of the historic M-Line trolley, to replace \$400,000 of staff time out of the Transit Sustainability Program with RTC Local funds, and award the North Central Texas (NCT) 9-1-1 with \$200,000 in RTC Local funds to support Artificial Intelligence (AI) transcription and translation services in preparation for the World Cup. Approval to repurpose \$3.5 million of Surface Transportation Block Grant Program (STBG) funding previously approved for improvements to the Trinity Railway Express (TRE) in preparation for the FIFA World Cup will also be requested.

Background: In preparation for the FIFA 2026 World Cup, additional projects have been identified to support mobility efforts in the region. MATA has requested assistance in preparation for the FIFA World Cup

to refurbish their trolley cars and for operating assistance to support increased FIFA demand. The allocation of \$800,000 in RTR funds from the existing Transit Sustainability Program, and \$400,000 in RTC Local funds for labor budgeted to that program and for transit planning and connections around the International Broadcast Center and Fan Fest in Dallas and the Arlington Entertainment District is recommended. Coordination of Americans with Disabilities Act accessibility or barriers will also occur. Staff has also received a request from NCT9-1-1 for \$200,000 to deploy live 911 AI capabilities to deliver real-time voice translation and transcription for foreign-language callers during special events and recommend the award of RTC Local funds for these activities. In addition, the RTC approved \$7.2 million in STBG funds in March 2025 for improvements to the TRE, including painting and repair of locomotives, cab car/coach overhauls, upgrades to internal speaker systems, seat upgrades, and leasing two train sets. As Dallas Area Rapid Transit was preparing to execute a grant agreement for these funds, it was determined that federal funds cannot be utilized to lease the train sets. To allow the necessary contracts to move forward and ensure upgrades can be made prior to the World Cup, a funding trade is being proposed. More information is available in [Electronic Item 3.3.](#)

Performance Measure(s) Addressed: Safety, Transit

3.4. Approval of Regional Transportation Council Local Funds to Support Regional Energy Management Assistance Program

Presenter: Lori Clark, NCTCOG

Item Summary: Staff will request approval of \$62,500 in additional Regional Transportation Council (RTC) Local funds to support the Regional Energy Management Assistance Program which is anticipated to be funded by the State Energy Conservation Office (SECO).

Background: Since 2018, the North Central Texas Council of Governments (NCTCOG) Transportation and

Environment and Development Departments have received Department of Energy (DOE) funding through SECO to implement a Regional Energy Management Assistance Program. This initiative helps reduce air pollution contributing to local efforts to attain federal air quality standards. It also enables NCTCOG to develop a relationship with the state agency as a valued resource on energy-related topics, which may facilitate future partnerships and opportunities. In June 2025, in anticipation of a funding solicitation to continue this work, the RTC approved use of up to \$75,000 to be used as a non-federal match over three years of this program, with an expectation of \$125,000 federal funds and \$25,000 match to be programmed in fiscal year 2026. When SECO released the funding solicitation in August 2025, it imposed new limits on the amount of indirect and direct fringe expenses that may be reimbursed in fiscal year 2026 to reflect new guidance from the DOE. This has the effect of increasing the amount of non-federal funds that NCTCOG must contribute beyond the required match. To accommodate this change in funding structure and enable ongoing participation, additional RTC Local funds are needed to pay for ineligible indirect and direct fringe costs. The Transportation Department is in a position to support these ineligible costs for both the Transportation and Environment and Development Departments. Thus, staff proposes use of an additional \$62,500 in RTC Local funds, for a total contribution of \$137,500 RTC Local to support NCTCOG participation in this program during fiscal year 2026. More information is available in [Electronic Item 3.4](#).

Performance Measure(s) Addressed: Air Quality

3.5. Funding for Klyde Warren Park Phase 2 Cost Overrun

Presenter: Brian Dell, NCTCOG

Item Summary: Regional Transportation Council approval of \$7.85 million in Surface Transportation Block Grant Program (STBG) funding and changes to non-federal funding for the Klyde Warren Park Phase 2 project will be requested.

Background: The Klyde Warren Park Phase 2 project in the City of Dallas is scheduled for a June 2026 letting and costs have increased based on 95 percent design plans. To facilitate a June 2026 letting, a funding plan needs to be finalized so an amendment to the Advance Funding Agreement can be executed by the end of the year. The project is part of the 2023 Reconnecting Communities and Neighborhood (RCN) grant award from the United States Department of Transportation. Additional STBG funding is being requested to fill the funding gap to ensure that the project can proceed to construction. More details can be found in [Electronic Item 3.5.1](#) and [Electronic Item 3.5.2](#).

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

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

Action Possible Action Information Minutes: 15

Presenter: Michael Morris, NCTCOG

1. Implications from Federal Government Shutdown
2. Status Report on Regional Transportation Council Transit Vision Subcommittee Meeting in January
3. Denton County Judge Eads Honored with Texas Department of Transportation Road Hand Award ([Electronic Item 4.1](#))
4. Dallas Area Rapid Transit Correspondence ([Electronic Item 4.2](#)) and Proposed Action on Regional Transportation Council Correspondence ([Electronic Item 4.3](#))
5. 2025 Federal Certification Review Report for the Dallas-Fort Worth-Arlington, Denton-Lewisville, and McKinney-Frisco Transportation Management Areas ([Electronic Item 4.4](#))

6. 2025 Regional Transportation Council Federal Surface Transportation Authorization Priorities ([Electronic Item 4.5](#)) and (Handout)
7. North Texas Zero Emission Vehicles Call for Projects Is Open Now ([Electronic Item 4.6](#)) and (Handout)
8. Auto Occupancy/High-Occupancy Vehicle Quarterly Subsidy Report ([Electronic Item 4.7](#))
9. Additional Correspondence from Hunt-Related Entities on High-Speed Rail ([Electronic Item 4.8](#))
10. Local Clean Air Project Spotlight ([Electronic Item 4.9](#))
11. 2025 Ozone Season Update ([Electronic Item 4.10](#))
12. Air Quality Funding Opportunities (www.nctcog.org/aqfunding)
13. Upcoming Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org/events)
14. September – October Public Comment Report ([Electronic Item 4.11](#))
15. October Public Meeting Minutes ([Electronic Item 4.12](#))
16. November Public Meeting Notice ([Electronic Item 4.13](#))
17. Recent News Articles ([Electronic Item 4.14](#))
18. Recent Correspondence ([Electronic Item 4.15](#))
19. Recent Press Releases ([Electronic Item 4.16](#))

1:35 – 1:45

5. **Proposed Traffic Signal Program Funding Process**

Action Possible Action Information Minutes: 10

Presenter: Natalie Bettger, NCTCOG

Item Summary: Staff will present and request Regional Transportation Council (RTC) approval of the proposed strategic traffic signal funding process.

Background: The RTC has funded traffic signal projects across the region over the years. Staff will provide an overview of the proposed strategic traffic signal funding process that includes agency eligibility requirements, the evaluation criteria for funding requests, and the categorization of traffic signal improvements. It will also include recommendations for cost-sharing between agencies and the North Central Texas Council of Governments. This effort continues in response to ongoing requests from local agencies. The proposed initiative aims to establish a structured process for evaluating and funding traffic signal projects as requests are received. Additional information is provided in [Electronic Item 5](#).

Performance Measure(s) Addressed: Safety

1:45 – 1:55 6. **Approval of Dallas-Fort Worth Air Quality Improvement Plan - Transportation Elements**

Action Possible Action Information Minutes: 10

Presenter: Chris Klaus, NCTCOG

Item Summary: Staff will request Regional Transportation Council approval of transportation elements of the Dallas-Fort Worth Air Quality Improvement Plan (DFW AQIP).

Background: The North Central Texas Council of Governments (NCTCOG) Transportation and Environment and Development Departments are collaborating on comprehensive air quality improvements, including efforts to support attainment of the Environmental Protection Agency's National Ambient Air Quality Standards, continued transportation conformity determinations, and other regional concerns. As part of this work, NCTCOG is creating the DFW AQIP Comprehensive Action Plan (CAP), which will create a roadmap on how to comprehensively improve air quality from all sectors through 2050, including future emission reduction targets and measures to reach these targets for multiple pollutants. The DFW AQIP includes an inventory of current and projected carbon dioxide equivalent (CO₂e) and nitrogen oxide (NO_x) emissions through 2050. For transportation, a NO_x reduction target was established in order to ensure successful transportation conformity analyses in the future. Future CO₂e reductions were estimated by applying the recommended NO_x target. Finally, staff identified measures consistent with Mobility 2050 which can support the region reaching these transportation sector targets. [Electronic Item 6.1](#) provides additional details on the DFW AQIP CAP and [Electronic Item 6.2](#) details proposed measures (i.e., policies and programs) to be implemented to reduce emissions and reach the transportation target.

Performance Measure(s) Addressed: Air Quality

1:55 – 2:05 7. **Advance Fort Worth to Houston High-Speed Rail Corridor Identification and Development Program, Dallas-Fort Worth High-Speed Rail Study, and the McKinney Passenger Rail Corridor Study**

Action Possible Action Information Minutes: 10

Presenter: Dan Lamers, NCTCOG

Item Summary: Staff will review background and current context for each item and request the Regional Transportation Council (RTC) consider the following items:

- Request the North Central Texas Council of Governments (NCTCOG) Executive Board and Project Team to proceed with the Federal Railroad Administration (FRA) Corridor Identification and Development (Corridor ID) Program for Step 1: Scope of Work Development.
- Request the NCTCOG Executive Board and Project Team to proceed with Federal Transit Administration's (FTA) National Environmental Policy Act (NEPA) initiative already underway.
- Request the City of Fort Worth and City of Arlington to complete their high-speed rail Economic Impact Study for evaluation, along with completed economic impact study efforts.
- Add the City of Plano withdrawal election from Dallas Area Rapid Transit to Go/No-Go decision point between Phase 1 and Phase 2 of the McKinney Passenger Rail Corridor Study.

Background: The RTC has elected to pursue two parallel initiatives in advancing high-speed rail in the region: FRA-led Corridor ID Program which develops a national pipeline of intercity passenger rail projects for future federal funding opportunities and an FTA-led NEPA process between Fort Worth and Dallas to promote an environmentally cleared corridor for private investment opportunities. Staff advanced an alternate western alignment in downtown Dallas as directed by the RTC in August 2024. Staff will update the RTC on latest developments and seek action to advance the parallel high-speed rail initiatives (NEPA and Corridor ID). Additional information for this briefing is provided in [Electronic Item 7](#). Following the positive results of the Collin County Transit Study in 2021, the RTC funded a study on the McKinney Passenger Rail Corridor (between Plano and McKinney) to serve as an extension of the DART rail system.

Current events that may positively or negatively impact the success of this study include the ongoing work of the RTC Transit Vision Subcommittee following the Transit 2.0 Study and recent developments between Dallas Area Rapid Transit and some of its member cities, including Plano.

Performance Measure(s) Addressed: Safety, Transit

2:05 – 2:15 8. Interim Final Rule on the Disadvantaged Business Enterprise Program

Action Possible Action Information Minutes: 10

Presenter: Ken Kirkpatrick, NCTCOG

Item Summary: The United States (U.S.) Department of Transportation (DOT) issued an Interim Final Rule on the Disadvantaged Business Enterprise (DBE) Program on October 3, 2025. Staff will provide a summary of impacts on the DBE Program.

Background: In August 2025, the Regional Transportation Council approved an overall DBE Goal of 8.6 percent for Fiscal Years 2026-2028. During presentation of the goal, staff highlighted a pending U.S. Federal District Court case in Kentucky which could impact the DBE Program regulations in the future. The Interim Final Rule was published and became effective on October 3, 2025. The Interim Final Rule eliminates the sex and race-based presumptions to determine social and economic disadvantage. This requires all DBE firms to be re-certified under the new rule. Staff will provide a summary of changes and impacts on the DBE Program. [Electronic Item 8.1](#) and [Electronic Item 8.2](#) contain U.S. DOT's initial guidance and frequently asked questions regarding the new DBE Rule. Additional information is included in [Electronic Item 8.3](#).

Performance Measure(s) Addressed: Administrative

2:15 – 2:25 9. Status Report on Major Regional Transportation Council Initiatives; Path Forward for 2027–2029 Management and Operations Program

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will update the Regional Transportation Council (RTC) on accomplishments since June 2025 and Policy challenges over the next 60 days. Focus will be placed

on the “every three years” approval of the Management and Operations Program.

Background: RTC approval of the ongoing Management and Operations Program is scheduled for December 2026. It included largely existing transportation programs needing approval for three more years. Examples include the Texas Department of Transportation Mobility Assistance Patrol, the Regional Vanpool Program, Regional Traffic Signal Program, and other continuous programs conducted by staff to the RTC. [Electronic Item 9.1](#) contains major accomplishments since June 2025. [Electronic Item 9.2](#) contains activities for the next 60-plus days.

Performance Measure(s) Addressed: Roadway, Transit

2:25 – 2:35 10. **Metropolitan Transportation Plan Policy Bundle Round 6**
 Action Possible Action Information Minutes: 10
Presenter: Amy Johnson, NCTCOG
Item Summary: Staff will provide an overview of the Metropolitan Transportation Plan (MTP) Policy Bundle Round 6.
Background: The MTP Policy Bundle Program was created to encourage entities such as local governments, school districts, and transportation agencies to voluntarily implement a selection of the policies identified in Mobility 2050. By voluntarily implementing these policies, participating entities will receive Transportation Development Credits (TDCs) to offset local funds as matching funds for federal transportation projects.

Performance Measure(s) Addressed: Air Quality, Safety

2:35 – 2:45 11. **Off-System Rail Grade Separation State Fund Program**
 Action Possible Action Information Minutes: 10
Presenter: Michael Johnson, NCTCOG
Item Summary: Staff will provide a brief overview of the Texas Off-System Rail Grade Separation State Fund Program, established to provide financial assistance to eligible state government entities for rail grade separation projects that improve public safety, support economic development, and reduce traffic congestion.
Background: In 2025, the 89th Texas State Legislature passed Senate Bill (SB) 1555, establishing the Texas Off-System Rail Grade Separation State Fund Program. The Legislature

allocated \$250 million for this program through a supplemental budget allocation and authorized the Texas Department of Transportation (TxDOT) to prepare administrative rules governing its management and implementation. TxDOT will conduct a two-staged solicitation process that began on November 3, 2025, targeting the development and construction of projects that eliminates one or more existing adjacent at-grade roadway-rail crossings or provides a grade-separated pedestrian-rail crossing. Applications will be web-based and submitted online through TxDOT's Rail Division website, with preliminary applications due by November 14, 2025. Following an expedited review by TxDOT's Project Evaluation Committee, applicants will be selected to prepare a detailed application starting in December 2025 (deadline to be determined). Selected projects will be recommended to the Texas Transportation Commission for final approval and award. TxDOT's webpage for this program is located at: <https://www.txdot.gov/business/grants-and-funding/off-system-rail-grade-separation-state-fund-program.html>. [Electronic Item 11](#) summarizes essential details known to date about the program, and TxDOT is expected to post additional information once the solicitation process formally begins.

Performance Measure(s) Addressed: Roadway, Safety

2:45 – 2:50 12. **Regional Public Transportation Agency Safety Plan Transit Safety Performance Measures – Crime Data Request**

Action Possible Action Information Minutes: 5

Presenter: Karla Windsor, NCTCOG

Item Summary: Staff will provide an overview of the collected crime statistics from Dallas Area Rapid Transit (DART), Trinity Metro, and Denton County Transportation Authority as requested by the Regional Transportation Council (RTC).

Background: On September 11, 2025, the RTC adopted updated targets to cover Fiscal Years 2026-2029 for the federally required Public Transportation Agency Safety Plan (PTASP). PTASP includes measures related to transit safety for passengers, transit workers, and those who share the road with transit vehicles. A request was made for staff to collect current crime data, preferably in the National Incident-Based Reporting System (NIBRS)

format. The information will include an overview of the data provided to Federal Transit Administration's National Transit Database and NIBRS for DART as the only transit agency in the region with an independent police force. Additional details are provided in [Electronic Item 12](#).

Performance Measure(s) Addressed: Safety, 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, December 11, 2025**.

MINUTES**Regional Transportation Council
Thursday, October 9, 2025**

The Regional Transportation Council (RTC) met on Thursday, October 9, 2025, at 1:00 pm at the North Central Texas Council of Governments. The following RTC members or representatives were present: Daniel Aleman, Bruce Arfsten, Steve Babick, Rick Bailey, Curtis Bergthold, Lorie Blair, Alan Blaylock, Jeff Bush (representing Ceason Clemens), Jorga Clemson (representing Ron Jenson), Bill Cox, Michael Crain, Theresa Daniel, Pat Deen, Michael Evans, Vernon Evans, Carlos Flores, T.J. Gilmore, Raul Gonzalez, Mojy Haddad, Clay Lewis Jenkins, Stephen Mason, Cara Mendelsohn, Cesar Molina, Ed Moore, John Muns, Matthew Porter, Manny Ramirez, Paul Ridley, Jim Ross, William Roth (representing Kathy Stewart), David Salazar, Gary Slagel, Bobby Stovall, Burt Thakur, Jeremy Tompkins, William Tsao, Dennis Webb, and Duncan Webb.

Others present at the meeting were: Vickie Alexander, Susan Alvarez, Davis Arthur, Melissa Baker, Micah Baker, Jay Barksdale, Emily Beckham, Natalie Bettger, Alberta Blair, Randall Bryant, Ken Bunkley, Daniel Byrd, Katherine Cadena, Angie Carson, Lori Clark, Dina Colarossi, Liam Crowley, Chad Edwards, Tom Flaherty, Andrew Fortune, Austin Frith, Eric Gault, Rebekah Gongora, Christie Gotti, Rick Grady, Major Greene, Michael Haithcock, Tony Hartzel, Harris Hassan, Millie Hayes, Joel James, Jim Jarratt, Matt Johnson, Wilson Kakembo, Travis Kelly, Dan Kessler, Gus Khankarli, Tony Kimmey, Ken Kirkpatrick, Chris Klaus, Garry Kraus, Dan Lamers, Anette Landers, Travis Liska, Aaron Long, Paul Luedtke, Terry Lynne, Cam Maddox, Dillon Maroney, Rob Matwick, Rich Matyiku, Malcolm Mayhew, Jessica Mendera, Monte Mercer, Kate Milner, Brian Moen, Joaquin Moreno, Michael Morris, Faith Morse, Jeff Neal, Mark Nelson, Jackie Nolasco, Amir Omar, David Parnell, Michael Peters, James Powell, Nicholas Powell, Ezra Pratt, Vercie Pruitt-Jenkins, Marcus E. Ray, T. Reynolds, Rickey Rodriguez, Jackson Rose, Claude Spivey, Toni Stehling, Steve Templer, Lauren Trimble, Dan Vedral, Elisa Villhave, Brendon Wheeler, Amanda Wilson, Brian Wilson, Karla Windsor, and Marcus Wood.

1. **Opportunity for Public Comment on Today's Agenda:** Rick Bailey, Regional Transportation Council Chair and Johnson County Commissioner, asked if there were any public comments. Chair Bailey noted that no members of the public chose to speak at the meeting or provide written comments.
2. **Approval of September 11, 2025, Minutes:** Approval of the September 11, 2025, meeting minutes contained in Electronic Item 2 was requested.
A motion was made to approve the September 11, 2025, meeting minutes as submitted in Electronic Item 2. Paul Ridley (M); Duncan Webb (S). The motion passed unanimously.
3. **Consent Agenda**
 - 3.1. **November 2025 Transportation Improvement Program:** Regional Transportation Council approval of revisions to the 2025-2028 Transportation Improvement Program (TIP) was requested, along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes.

- 3.2. **Transit Strategic Partnerships Program: November 2024 Cycle Project Selection**: Regional Transportation Council approval was requested to award funding for the Handitran Community Access and Ridership Enhancement for Safety project selected for the November 2024 Cycle of Transit Strategic Partnerships Program. The project will utilize existing Transit Strategic Partnerships Program funding in an amount not to exceed \$311,000 total for the selected project, with the City of Arlington providing 62,200 Transportation Development Credits as the local match.
- 3.3. **2025 Public Participation Plan Update**: The 2025 Public Participation Plan (PPP) has been updated to incorporate additional federal guidance received after Regional Transportation Council approval on September 11, 2025. Staff requested approval on the updated 2025 PPP and appendices, which include the new revisions.
- 3.4. **Ratification of Emergency Funding: Additional Local Match for the Federal Transit Administration Grant for the Trinity Railway Express Transit-Oriented Development Plan**: Staff requested ratification of emergency funding authorization to support the Federal Transit Administration grant award for Transit-Oriented Development planning for the Trinity Railway Express corridor, increasing the project budget by \$250,000 (\$200,000 federal and \$50,000 local match) for a total project budget of \$1,250,000. An additional \$50,000 of the Regional Transportation Council Local funds was requested to satisfy match requirements. This action included directing staff to administratively amend the Transportation Improvement Program and other administrative/planning documents to implement this project.

A motion was made to approve Items 3.1, 3.2, 3.3, and 3.4 on the Consent Agenda. Jim Ross (M); Michael Crain (S). The motion passed unanimously.

4. **Orientation to Agenda/Director of Transportation Report**: Michael Morris briefly highlighted items 1 through 4, and item 7.
 1. Implications from the Federal Government Shutdown
 2. Follow up on Regional Transportation Council Member Orientation
 3. AMTRAK President Harris – Meeting within the Region – October 2, 2025
 4. Regional Transportation Council (RTC) Transit Vision Subcommittee: Next Three Meetings: 1) After the October 9, 2025, RTC meeting at 2:30 p.m.; 2) Week of October 20; 3) Prior to the November 13, 2025, RTC meeting
 5. Anticipation of Focus on Texas Department of Transportation Funding
 6. Regional Public Transit Agency Safety Plan Transit Safety Performance Measures - Crime Data Request Has Been Made
 7. Fall 2025 Traffic Incident Management Executive Level Course Announcement – November 6, 2025
 8. Additional Correspondence from Hunt-Related Entities on High-Speed Rail
 9. Local Clean Air Project Spotlight
 10. 2025 Ozone Season Update
 11. Air Quality Funding Opportunities (www.nctcog.org/aqfunding)
 12. Upcoming Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org/events)
 13. August – September Public Comment Report
 14. October Public Meeting Notice
 15. Recent News Articles
 16. Recent Correspondence
 17. Recent Press Releases

5. **2025 Regional Transportation Council Priorities for Federal Surface Transportation:**

Rebekah Gongora presented and requested action on the draft 2025 Regional Transportation Council Federal Surface Transportation Authorization Priorities.

A motion was made to approve the proposed 2025 Regional Transportation Council Priorities and Principles for Federal Surface Transportation Reauthorization. Jim Ross (M); Ed Moore (S). Cara Mendelsohn opposed. The motion passed.

6. **North Texas Multimodal Operations, Velocity, Efficiency, and Safety Local Match Partnership:**

Partnership: Christie Gotti requested a recommendation for Regional Transportation Council approval of a partnership with the Texas Department of Transportation and the Denton County and Dallas County Regional Toll Revenue accounts in order to offset the local match no longer available for the western section of the North Texas Multimodal Operations, Velocity, Efficiency, and Safety Better Utilizing Investments to Leverage Development federal competitive grant.

A motion was made to approve the partnership with the Texas Department of Transportation to receive \$15 million in Texas Mobility Funds (TMF) funds; release \$15 million in Category 2 funds from State Spur (SS) 394 (CSJ 2921-01-010); program \$15 million in Surface Transportation Block Grant Program (STBG) funds on SS 394; and utilize resulting TMF to cover \$15 million in non-federal match for North Texas Multimodal Operations, Velocity, Efficiency, and Safety (NT MOVES) Better Utilizing Investments to Leverage Development (BUILD) grant. The motion also included approval of a partnership with Denton County and Dallas County Regional Toll Revenue (RTR) accounts to add \$37,675,733 in STBG funds to Farm-to-Market 407 project (CSJ 1310-01-050) [includes 20 percent state match]; reclassify \$27 million in Denton County RTR funds from the Denton County account to the Regional RTR Accounts (\$17 million Western, \$10 million Eastern); reclassify \$10 million in Dallas County RTR funds from the Dallas County account to the Western Regional RTR Accounts; and utilize \$9.6 million in RTR funds to cover non-federal match for NT MOVES BUILD grant. Lastly, the motion included direction for staff to administratively amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program and update any administrative and/or planning documents as needed to incorporate the program/policy/project/change. Clay Lewis Jenkins (M); Jeremy Tompkins (S). The motion passed unanimously.

7. **Approval to Open North Texas Zero Emission Vehicle Call for Projects:** Lori Clark

requested Regional Transportation Council approval to open a Call for Projects to fund the replacement of existing heavy-duty vehicles with zero emission vehicles through the North Texas Zero Emission Vehicle Project.

A motion was made to approve opening the North Texas Zero-Emission Vehicle Call for Projects, including eligibility requirements, scoring criteria, funding allocation, schedule, and updating any administrative and/or planning documents as needed to incorporate the North Texas Zero Emission Vehicle Call for Projects. Paul Ridley (M); Theresa Daniel (S). The motion passed unanimously.

8. **Fédération Internationale de Football Association 2026 World Cup Transportation Plan:**

Natalie Bettger presented an overview of the Transportation Mobility Plan for the Fédération Internationale de Football Association 2026 World Cup.

9. **Progress Reports**: Regional Transportation Council attendance was provided in Electronic Item 9.1, and Surface Transportation Technical Committee attendance and minutes were provided in Electronic Item 9.2.
10. **Other Business (Old or New)**: There was no discussion on this item.
11. **Future Agenda Items**: There was no discussion on this item.
12. **Next Meeting**: The next meeting of the Regional Transportation Council is scheduled for **1:00 pm, Thursday, November 13, 2025**.

Meeting adjourned at 2:27pm.



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

TO: Regional Transportation Council

DATE: November 6, 2025

FROM: Vickie Alexander
Program Manager
Program Administration

SUBJECT: Modifications to the FY2026 and FY2027 Unified Planning Work Program for Regional Transportation Planning

The Unified Planning Work Program for Regional Transportation Planning (UPWP) is required by federal and State transportation planning regulations and provides a summary of the transportation and related air quality planning tasks to be conducted by Metropolitan Planning Organization (MPO) staff. The FY2026 and FY2027 UPWP was approved by the Regional Transportation Council and NCTCOG Executive Board in July 2025 and identifies the activities to be carried out between October 1, 2025, and September 30, 2027.

Listed below, and in the following attachment, is the first set of proposed modifications to the FY2026 and FY2027 UPWP. Included in these amendments are new initiatives, project updates, and funding adjustments.

The following modifications reflect new initiatives proposed for inclusion in the Unified Planning Work Program that have not yet been approved by the Regional Transportation Council:

- 3.04 Public Transportation Planning – Planning to Address Transit Needs in Fort Worth’s 76104 Zip Code (add initiative and \$90,000 in unspent Federal Transit Administration funds from the FY2024 and FY2025 UPWP, matched with Transportation Development Credits, to support completion of the final report in FY2026)
- 5.02 Subarea Studies and Local Government Assistance – Comprehensive Transportation Planning Studies and Technical Support (add Southwest Tarrant County/Southeast Parker County Roadway Connections as a Category 1 new initiative for FY2026 and program \$64,000 in Transportation Planning Funds that were removed from Subtasks 5.01 and 5.03 as noted below)

The following modifications affect existing projects for which text updates and/or financial adjustments are being proposed:

- 3.03 Air Quality Management and Operations – Car Care Safety Integration Project (remove initiative and \$122,000 in Regional Transportation Council Local funds due to a lack of responses to the Request for Proposals and a shift in priority to other air quality initiatives)

- 3.05 Transit Management and Operations – FTA Urban Funding Grant Administration (add \$90,000 in Federal Transit Administration funds unspent from the FY2024 and FY2025 UPWP to FY2026 for the Emergency Relief Grant for Public Transportation Systems)
- 3.05 Transit Management and Operations – Sustainability and Innovative Solutions for Transit (add \$200,000 in Regional Transportation Council Local funds in FY2026 and \$100,000 in FY2027 to offset funding re-allocated to support the McKinney Avenue Transit Authority [MATA] during the 2026 World Cup and update text to reflect staff activities)
- 3.07 Congestion Management Operations – Special Events (add \$200,000 in Regional Transportation Council Local funds in FY2026 and update text to implement live 911 Artificial Intelligence to allow for translation and transcription services over voice channel for special event foreign visitors)
- 3.07 Congestion Management Operations – Regional TRADE Platform and 511DFW (remove the flood warning driver alert system as an anticipated product, as it is being moved to a separate project write-up in Subtask 3.07, noted below)
- 3.07 Congestion Management Operations – Flooded Roadways Information Systems Project (add separate project narrative for this initiative, with no change in project funding; previously reflected as an anticipated product from Subtask 3.07, Regional TRADE Platform and 511DFW project noted above)
- 5.01 Regional Transportation Studies – Corridor Studies/Environmental Studies Support (move \$30,000 in Transportation Planning Funds from FY2026 to Subtask 5.02, Subarea Studies and Local Government Assistance, Comprehensive Transportation Planning Studies and Technical Support, to support the Southwest Tarrant County/Southeast Parker County initiative as noted above)
- 5.01 Regional Transportation Studies – High-Speed Passenger Technology (add \$311,000 in Federal Railroad Administration funds unspent from the FY2024 and FY2025 UPWP to FY2026 to support the completion of Step 1 of the Corridor Identification and Development Program to develop a Service Development Plan scope, schedule, and budget for the Fort Worth to Houston [through Dallas] high-speed rail corridor)
- 5.03 Land-Use/Transportation Initiatives – Sustainable Development Initiatives, General Land Use and Transportation Coordination (move \$34,000 in Transportation Planning Funds from FY2026 to Subtask 5.02, Subarea Studies and Local Government Assistance, Comprehensive Transportation Planning Studies and Technical Support, to support the Southwest Tarrant County/Southeast Parker County initiative noted above)
- 5.06 Regional Freight Planning – Regional Goods Movement (update text to reflect staff use of goods movement principles in planning activities such as eliminating food deserts utilizing existing Transportation Planning Funds and update text to reflect staff coordination with local governments and service providers in the use of innovative technologies identified through the Certification of Emerging and Reliable Transportation Technologies Program to implement projects, studies, and Calls for Projects utilizing existing Surface Transportation Block Grant Program funds)

The following modifications have previously been approved by the Regional Transportation Council and are now being incorporated into the Unified Planning Work Program:

- 3.03 Air Quality, Fuels, and Energy Management and Operations – Regional Energy Management (add initiative and \$125,000 in Department of Energy funds, through the State Energy Conservation Office, and \$75,000 in Regional Transportation Council Local funds in FY2026 upon receipt of grant award)
- 3.07 Congestion Management Operations – Managed Lane Technology Assessment (add \$250,000 in Regional Toll Revenue funds and \$250,000 in Regional Transportation Council [RTC] Local funds in FY2026 and \$250,000 Regional Toll Revenue funds in FY2027 for GoCARMA system updates, and update text to reflect use of RTC Local)
- 5.03 Land-Use/Transportation Initiatives – Regional Trail Wayfinding Signage and User Count Equipment (add initiative and \$325,000 in Surface Transportation Block Grant Program funds for FY2026 and \$450,000 for FY2027, matched with Transportation Development Credits)
- 5.03 Land-Use/Transportation Initiatives – Community Schools and Transportation (add \$125,000 in Regional Transportation Council [RTC] Local funds in FY2026 as transitional funding pending receipt of federal authorization to begin spending funds, and update text to reflect use of RTC Local)
- 5.03 Land-Use/Transportation Initiatives – Transit-Oriented Development (add \$125,000 in Regional Transportation Council [RTC] Local funds in FY2026, as transitional funding pending receipt of federal authorization to begin spending funds, and update text to reflect use of RTC Local)
- 5.03 Land-Use/Transportation Initiatives – Bicycle and Pedestrian Planning (add \$150,000 in Regional Transportation Council [RTC] Local funds in FY2026, as transitional funding pending receipt of federal authorization to begin spending funds, and update text to reflect use of RTC Local)
- IX. NCTCOG Planning and Implementation Activities Beyond the FY2026 and FY2027 Unified Planning Work Program (update table of FY2028 Non-Locally Funded Projects Approved by the Regional Transportation Council for Inclusion in the Transportation Improvement Program)
- X. Regional Transportation Council Funding to Advance Project Implementation (update table to reflect \$2,362,000 of Regional Transportation Council Local funds for Transportation Improvements in Cleburne Near an Amazon Facility, \$3,500,000 in Regional Toll Revenue funds to support the Heartland Flyer, and \$175,000 in Regional Transportation Council Local funds for Diesel Emission Reduction Act backstop funding)

Please contact Vercie Pruitt-Jenkins at (817) 608-2325 or VPruitt-Jenkins@nctcoq.org or me at (817) 695-9242 or valexander@nctcoq.org if you have any questions or comments regarding these proposed modifications to the FY2026 and FY2027 UPWP prior to the Regional Transportation Council meeting. Your approval of these modifications will be requested at the meeting, as well as direction for staff to administratively amend the Transportation Improvement Program and update any administrative and/or planning documents, as needed, to incorporate the programs and projects contained in the UPWP modifications. A draft resolution approving the proposed UPWP modifications is attached for your consideration.

va
Attachments

AMENDMENT #1 TO THE FY2026 AND FY2027 UNIFIED PLANNING WORK PROGRAM

3.03 Air Quality, Fuels, and Energy Management and Operations

Car Care Safety Integration Project

Other Funding Sources

~~In an effort to reach the Department of Transportation's Vision Zero goal of eliminating vehicle-related fatalities in the region by 2050, there is interest to continue educating the public on the importance of proper vehicle safety component operation and maintenance. Vehicle safety assessments will be integrated into existing emissions Car Care Awareness efforts through partnerships with vendors, who will assess the need for the replacement of safety components in vehicles. The costs for needed component replacements will be reimbursed. Public event priority will be within the 10-county ozone nonattainment area. Partner assistance will be used. This work element will be supported through Regional Transportation Council Local funds and will be ongoing throughout FY2026. NCTCOG is the responsible agency. Anticipated products include:~~

- ~~• Partner agreement(s) and oversight;~~
- ~~• Outreach and education at Car Care Awareness events;~~
- ~~• Maintenance of website; and~~
- ~~• Data analysis and final report.~~

Regional Energy Management

Other Funding Sources

Through an Agreement with the State Energy Conservation Office (SECO) and in Collaboration with the NCTCOG Environment and Development Department, NCTCOG Transportation Department staff will complete efforts to increase the capacity and resources of local governments related to the integration of energy and transportation sectors. As electric vehicle (EV) adoption grows and the transportation system and energy grid become more integrated, this topic is growing in importance. Work includes energy efficiency and conservation, renewable energy, distributed energy resources, and energy reliability and resilience. Reduction in energy consumption through efficiency and conservation measures help improve air quality by minimizing increases in emissions associated with energy generation as power demand grows. Energy reliability and resilience measures may reduce risks of operational interruptions associated with power outages or other grid events. This work element will be supported through Department of Energy funds and Regional Transportation Council Local funds through FY2026. NCTCOG is the responsible agency. Anticipated products include:

- ~~• Educational and outreach events for local governments to provide information on energy management topics;~~
- ~~• Efforts, including targeted outreach, to encourage local governments to participate in regional energy-related programs;~~
- ~~• A regional survey to identify energy management interests, needs, priorities, and capacities;~~

- Information resources on energy management measures local governments can adopt;
- Outreach and technical assistance to local governments regarding required energy reporting;
- Maintenance of websites at www.gosolartexas.org and www.conservenorthtexas.org;
- Partnerships within the region and across the State to expand regional energy efficiency programs, including support for the Regional Integration of Sustainability Efforts (RISE) Coalitions, SolSmart, Charging Smart, and the North Central Texas Regional C-PACE Program; and
- Submittal of reports to SECO.

3.04 Public Transportation Planning

Planning to Address Transit Needs in Fort Worth's 76104 Zip Code

Other Funding Sources

In FY2022, NCTCOG was awarded grant funding from the United States Department of Transportation (USDOT) under the Areas of Persistent Poverty (AoPP) Discretionary Grant Program to engage residents and stakeholders to identify innovative transit solutions that connect residents to healthy food, healthcare, affordable housing, jobs, and other needs. The study, *Planning to Address Transit Needs in Fort Worth's 76104 Zip Code*, identifies solutions that improve transit access in the 76104 area focusing on fares, outreach, safety and accessibility, and operations. Activities to complete the study will be conducted in FY2026. This initiative is supported through Federal Transit Administration grant funds, matched with Transportation Development Credits. NCTCOG is the responsible agency. Anticipated products include:

- Final report.

3.05 Transit Management and Operations

Sustainability and Innovative Solutions for Transit

Other Funding Sources

This implementation activity is ongoing throughout both FY2026 and FY2027, supporting coordination and implementation of sustainable transit initiatives and innovative solutions. The Program supports Chapter 461 of the Texas Transportation Code that focuses on maximizing the benefits of the State's investment in public transit through the coordination of services and other innovative transit-related projects. Activities include developing projects to encourage access to public transportation, including coordination with local Transportation Management Associations (TMAs) and Local Government Corporations (LGC). Regional Toll Revenue funds and Regional Transportation Council Local funds will support these activities. NCTCOG is the responsible agency. Anticipated products include:

- Identification and preparation of competitive grant applications to seek additional funds to support regional initiatives;
- Coordination with transit agencies, community colleges, colleges, and universities to provide students with transit passes;

- Technical assistance for new and existing TMAs and LGCs;
- Short- and long-range solutions that move the region toward more comprehensive, coordinated, accessible, efficient, and effective public transit services; **and**
- Policies, programs, and projects that support and encourage sustainable transportation options around the region while elevating customer service and air quality; **and**
- **Assistance with the 2026 World Cup transit coordination around the Dallas International Broadcast Center, Fan Fest, and in other seamless traveler connections to the Entertainment District, coordinating Americans with Disabilities Act compliance and balancing of service levels.**

3.07 Congestion Management Operations

Special Events

Other Funding Sources

This initiative, continuing through FY2026 and FY2027, focuses on planning and implementing transportation services to support special event needs. NCTCOG remains committed to collaborating with local governments, transportation providers, and other key stakeholders in North Central Texas to coordinate regional special event management plans and address critical infrastructure requirements. Funding for this program will come from Surface Transportation Block Grant Program funds, Regional Toll Revenue funds, Regional Transportation Council Local funds, and Transportation Development Credits. NCTCOG is the responsible agency and will oversee the program. Expected outcomes include:

- Compilation of a regional inventory of major special events;
- Coordination with regional partners to ensure collective involvement;
- Implementation of integrated congestion management strategies, including transit solutions and traveler information, tailored for special events;
- Identification of roadways and multimodal improvements to optimize traffic and pedestrian flow during special events;
- Evaluation of express bus services between Fort Worth and Arlington for sports and entertainment purposes;
- Identification of funding sources, execution of resource-sharing agreements, and finalized funding contracts with regional partners;
- Organization and facilitation of committee meetings;
- Development and implementation of a 2026 World Cup Mobility Plan;
- Lot improvements to accommodate staging areas for transit, charter buses, and transportation network companies, including shade structures, lighting, wayfinding, benches, and rider amenities for the 2026 World Cup;
- Development and implementation of strategies to reduce regular commuter travel demand during special events;**and**
- Improvements to parking Lot H to accommodate transit services for the 2026 World Cup, including pavement, drive approaches, curbs, and sidewalks; **and**
- **Deployment of live 911 Artificial Intelligence (AI) capabilities to deliver real-time voice translation and transcription for foreign-language callers.**

Managed Lane Technology Assessment

Other Funding Sources

This element is ongoing throughout FY2026 and FY2027. To facilitate efficient operation and toll collection on the managed lanes, the region desired that a technology-based system be implemented to verify auto occupancy. The region utilizes advanced technology for vehicle occupancy detection and verification, as well as other equipment to improve the safety and operations of managed lanes. As part of this element, NCTCOG staff will provide public outreach and education regarding high-occupancy vehicle (HOV)/managed lane pricing. Staff will also work with regional partners to implement occupancy-based tolling and dynamic pricing. Surface Transportation Block Grant Program funds, Federal Highway Administration funds, Regional Toll Revenue funds, **Regional Transportation Council Local funds**, and Transportation Development Credits will be used to support these activities. NCTCOG is the responsible agency. Anticipated products include:

- Coordination and meetings with partner agencies as needed;
- Public outreach and education on HOV/managed lanes;
- Implementation and integration of technology to detect/verify auto occupancy on the HOV/managed lane system; and
- Identification and implementation of additional roadways and scenarios to implement auto occupancy verification technologies to help with traffic congestion.

Regional TRADE Platform and 511DFW

Other Funding Sources

This program is ongoing throughout FY2026 and FY2027, with NCTCOG providing oversight for the development, testing, implementation, and operations of the Transportation Systems Management and Operations Regional Aggregated Data Exchange (TRADE) data hub and 511DFW. There is a significant need for the transportation industry to roll out an enterprise solution that will provide standardized interfaces to reduce integration costs with the result being consistent and effective data sharing across the region. NCTCOG plans to utilize a consultant to integrate data sources from the various regional partners and other sources into a cloud-based system that will reduce redundancy while maximizing scalability, consistency, and security. The TRADE platform will incorporate standard data inputs from across the region and allow each agency the freedom to procure systems that best meet its needs. The 511DFW system will feed information into and may consume data from the data hub. 511DFW comprises the public-facing regional Traveler Information System, and the agency-facing user interface for information and performance measures platform. The 511DFW system's public website (511dfw.org) provides travel information and links to other transportation applications. This program uses Surface Transportation Block Grant Program funds, Regional Toll Revenue funds, and Transportation Development Credits to support activities in this area. NCTCOG is the responsible agency. Anticipated products include:

- Review of data hub platforms in other regions to utilize best practices (e.g., CalTrans and Florida Department of Transportation);
- Inventory of data sources and prioritization of data needs for agencies in the region;
- Evaluation and integration of new and existing data types/sources into and from a regional data hub;

- Evaluation, improvement, implementation, and operations of the 511DFW system with outreach and communications planning and educational services to enhance public awareness and use of 511DFW;
- Collection and verification of data, ensuring that devices and systems are operated and maintained at a level to detect and report accurate information (i.e., speeds, counts, and other data items);
- Agreements for regional communication, infrastructure, and information sharing, including the Memorandum of Understanding between the Dallas-Fort Worth regional Intelligent Transportation System (ITS) partner agencies;
- Agreements for data and video sharing with individual partners or third-party sources;
- Establishment of the North Central Texas Regional Communications Network Committee, comprised of the partners that have executed a Memorandum of Understanding, to move forward with formation of a regional network, including determination of scope, schedule, framework, components, and other criteria to establish the structure and cost of the regional network;
- Guidance and assistance to the North Central Texas Regional Communications Network Committee as it proceeds with the development of regional network parameters and requirements; **and**
- Implementation of the ITS data sharing opportunities for the Dallas-Fort Worth region; **and**
- ~~Flood warning driver alert system.~~

Flooded Roadways Information Systems Project

Other Funding Sources

This unique program will be initiated in FY2026 and continue into FY2027. The project will utilize a consultant to create a preemptive warning system for roads in the Metropolitan Planning Area (MPA) that could flood from an upcoming storm. Artificial Intelligence (AI) will be used to design an adaptive program utilizing existing and historical data to identify segments of roads that would have a high probability of flooding during a precipitation event, send this information out to the public and emergency responders, and close these roads to traffic before flooding occurs. This program uses Surface Transportation Block Grant Program funds and Transportation Development Credits to support activities in this area. NCTCOG is the responsible agency. Anticipated products for this subtask include:

- Historical weather and flooding data;
- Meetings and meeting notes;
- Existing ground and soil data;
- Catalogs of weather events and patterns;
- Hydraulic and watershed information;
- Computer software (AI program);
- Hosting services during the contract for the AI software;
- Instruction manuals for ongoing maintenance and implementation of the AI software;
- Training sessions on how to use and maintain the AI software; and
- Application Programming Interface (API) integration into other programs.

5.02 Subarea Studies and Local Government Assistance

Comprehensive Transportation Planning Studies and Technical Support

Transportation Planning Funds

NCTCOG work in this subtask is ongoing throughout FY2026 and FY2027, providing an evaluation of multimodal transportation needs within a specific geographic area or along an arterial corridor. Subarea studies are designed to study a specific issue and allow for a comprehensive assessment of general transportation needs within an area prior to examining system alternatives. A portion of this subtask is dedicated to assisting local governments in developing the transportation component of a city's comprehensive plan or in the development of citywide transportation plans through the delivery of travel forecasts and technical support for these efforts. This subtask includes technical assistance enabling NCTCOG to respond to ad hoc requests for information and assistance from local governments, transportation authorities, public agencies, Transportation Management Associations, and private interests. Due to the large number of similar requests, NCTCOG will prepare countywide subarea forecasts that can be used to assist local governments with thoroughfare planning needs and to answer many technical assistance questions.

Projects in this work subtask being conducted by NCTCOG are listed below. The list is not all inclusive, as additional requests may be considered pending staff and resource availability. The timing in which local governments are ready to begin studies and the availability of NCTCOG staff and consultant assistance drive the scheduling of these efforts. Consultant assistance may be utilized to support these studies, and local governments may be responsible for consultant assistance funding. The policies set forth to guide the activity in this Work Program element are contained in Exhibit I-7. This Work Program subtask also provides traffic forecasting and technical support for subtasks conducted by other program areas within the department. NCTCOG is the responsible agency. Anticipated products include:

- Countywide subarea forecasts and identification of recommendations;
- Thoroughfare planning guidelines;
- Travel demand modeling for study corridor alternatives and alignment analyses;
- Report of daily volumes, peak-hour volumes, levels-of-service, vehicle miles traveled, and other travel model data for studies;
- Collection and transmittal of travel model networks, Geographic Information System shape files, and performance reports as model outputs;
- Project updates on the NCTCOG website; and
- Incorporation of recommendations into the next Metropolitan Transportation Plan.

Provided below is a list of ongoing and candidate projects in the Dallas-Fort Worth area which will be conducted based on regional priorities, schedules of partner transportation agencies, and staff and funding availability. Projects are divided into two categories that provide a scaled level of NCTCOG staff involvement: Category 1 (shown below) – NCTCOG is conducting the study; Category 2 – NCTCOG is providing limited analysis and data to support an external study or providing existing data in response to small, ad hoc requests for technical assistance.

Roadway

Category 1

Arlington Traffic Congestion Mitigation Plan (Phase 1): Phase 1 of this project will be comprised of a needs assessment of transportation congestion concerns in the city of Arlington. This effort will include review and analysis of key regional roadways and destinations that may become corridors of focus in the congestion mitigation plan. Projects within the study area that are already funded will be highlighted.

Parker County FM 3325 Corridor Study: This regional corridor study will be conducted for FM 3325 in Parker County, including where it extends into Tarrant and Wise Counties. This corridor study will assess potential route options or determine if a no-build alternative is appropriate.

Southwest Tarrant County/Southeast Parker County Roadway Connections: Efforts will include evaluating thoroughfare capacity and connectivity in the Southwest Tarrant County and Southeast Parker County area.

5.03 Land-Use/Transportation Initiatives

Community Schools and Transportation

Other Funding Sources

During FY2026 and FY2027, NCTCOG staff will coordinate with various local cities, counties, independent school districts (ISDs), and the Texas Department of Transportation to assist in Safe Routes to School project development. The team will provide technical assistance related to needed safety improvements and best practices related to school siting. Surface Transportation Block Grant Program funds, **Regional Transportation Council Local funds**, and Transportation Development Credits will support work activities. NCTCOG is the responsible agency. Anticipated products include:

- Development of Safe Routes to School plans, training, and education information, as well as promotion of Safe Routes to School encouragement activities;
- Technical assistance and best practices related to school siting and transportation connections to schools, assistance in reviewing roadway and active transportation projects impacting schools, and analysis of potential school sites;
- Maps and route analysis for specific safety or access projects;
- Training opportunities for technical staff and elected officials;
- Coordination meetings between ISDs and other stakeholders to engage in regional issues related to school siting, safe routes to school, and policy and transportation issues;
- Practical tools for rapidly growing and greenfield cities and ISDs to plan proactively for school siting and safe bicycle/pedestrian access to schools;
- Survey and/or data collection of site conditions as needed;
- Development of Teen Driver education materials and outreach to targeted high school campuses and Independent School Districts around the region.

Transit-Oriented Development

Other Funding Sources

The Transit-Oriented Development (TOD) Program was established to provide training, planning, data collection, and technical assistance to TOD projects. Under this element in FY2026 and FY2027, NCTCOG staff will coordinate with public-sector sponsors to evaluate specific needs for the successful implementation of TOD. Additional work will also be conducted to promote TOD in the region and to develop funding strategies and programs. Staff will analyze local data and identify and develop best practices for development around various transit modes. A regional TOD strategy will also be developed with local government participation. Work for this task will provide for the coordination and implementation of Transit 2.0 recommendations. Surface Transportation Block Grant Program funds, **Regional Transportation Council Local funds**, and Transportation Development Credits will be utilized to support these efforts. NCTCOG is the responsible agency. Anticipated products include:

- Data collection intended to document existing conditions, develop performance measures for long-term transportation and land-use planning for areas surrounding rail stations, and other transit-supportive modes;
- Analysis, training, and planning assistance on TOD-related issues such as the impact of the transit stations and TOD on property values, demographics, parking, job-housing balance, development codes, performance measures, and analysis of options for density and design/form-based code zoning;
- Technical assistance to develop market assessments and station area plans to promote TOD in the region; and
- Regional TOD coordination and technical meetings for stakeholders.

Bicycle and Pedestrian Planning

Other Funding Sources

NCTCOG's focus in this element during FY2026 and FY2027 is to assist in the development, education, and promotion of bicycle and pedestrian mobility and safety throughout the region. Utilizing Surface Transportation Block Grant Program funds, **Regional Transportation Council Local funds**, and Transportation Development Credits, staff will plan facilities for active transportation modes; support and provide technical assistance to local governments and the Bicycle and Pedestrian Advisory Committee (BPAC); and advance general data collection, mapping, and a regional bicycle and pedestrian count program. Consultant assistance may be utilized. Staff will also develop and provide public education and information related to safety, accessibility, design, and economic impacts of bicycle and pedestrian facilities. Staff will also manage the updated Regional Safety Campaign: Look Out Texans. NCTCOG is the responsible agency. Anticipated products include:

- Monitoring of the Active Transportation Planning element for Mobility 2050, including the Regional Veloweb, and performance measures and targets;
- Implementation of a bicycle and pedestrian monitoring and data collection program in the region and coordination with local governments on initiatives;
- Bicycle and pedestrian facility plans associated with transit-oriented development areas, bicycle and pedestrian transportation districts, and corridor-area plans;
- Design guidelines and best practices for wayfinding, on-street and off-street bicycle facilities, and shared-use paths, including policies related to context-sensitive solutions for multimodal accommodations within street rights-of-way;

- Healthy initiatives and air quality coordination data;
- Regional pedestrian and bicycle plans;
- Active transportation funding programs;
- Bicycle and Pedestrian Advisory Committee meetings;
- Bicycle and pedestrian public education, research, and information programs;
- Purchase of automated bicycle and pedestrian count equipment, parts, and services;
- Federal and State active transportation programs which may include transportation alternatives programs such as Transportation Enhancement, Safe Routes to Schools, and Urban Thoroughfares;
- Technical assistance to large, regionally significant projects, including the Cotton Belt Trail;
- Grant proposals to secure additional program funds or to support regional applications; and
- Technical assistance to cities, towns, and counties, including policy guidance, planning studies, data, mapping, and Geographic Information System support.

NCTCOG staff will also oversee the implementation of the Regional Bicycle/Pedestrian Sustainable Development Initiatives projects which utilize pass-through Congestion Mitigation and Air Quality Improvement Program funds and Transportation Development Credits available to local governments for the implementation of various bicycle and pedestrian projects. These projects may include, but are not limited to, spot improvements, safety countermeasures, innovative facilities, street reconstruction and rehabilitation as part of bicycle and pedestrian accommodation projects, multiuse trails, signage, pavement markings, traffic signals, and other supportive infrastructure. Staff oversight activities will be supported by Surface Transportation Block Grant Program funds and Transportation Development Credits. NCTCOG is the responsible agency. Anticipated products include:

- Identification of funding needs and project scopes; and
- General project coordination and project development.

Regional Trail Wayfinding Signage and User Count Equipment

Other Funding Sources

Beginning in FY2026 and continuing through FY2027, efforts will focus on planning and implementing wayfinding signage and user count equipment for significant Regional Veloweb trails designated in Mobility 2050 and included as part of the statewide network reflected in the TxDOT Bicycle Tourism Trails Study. Staff will initiate the preparation of a branding and wayfinding signage plan for the Cotton Belt Trail corridor extending through 12 cities from Fort Worth on the west to Plano on the east. Consultant assistance will be utilized for the plan. In addition, implementation of wayfinding signage for the DFW Discovery Trail will be advanced for the associated wayfinding plan completed in 2023 through the procurement of wayfinding signs for installation along the trail corridor through the cities of Arlington, Dallas, Grand Prairie, Fort Worth, and Irving. User count equipment will be procured for both regional trail corridors to provide data related to the volume of pedestrians and bicyclists using the trails in proximity to transit facilities and other major destinations. The user count equipment is anticipated to be installed in 2027 upon construction completion of various segments of both trails. This initiative is funded by Surface Transportation Block Grant funds and Transportation Development Credits. NCTCOG is the responsible agency. Anticipated products include:

- **Development of branding and wayfinding plan for the Cotton Belt Trail;**
- **Installation of wayfinding signage for the DFW Discovery Trail; and**

- Installation of bicycle and pedestrian monitoring and data collection equipment for the DFW Discovery Trail and the Cotton Belt Trail.

5.06 Regional Freight Planning

Regional Goods Movement

Transportation Planning Funds

This element is ongoing throughout FY2026 and FY2027, supporting planning activities related to the movement of freight within and through the Dallas-Fort Worth region. NCTCOG staff activities include support for meetings of the Regional Freight Advisory Committee, as well as the Regional Transportation Council Intermodal/Multimodal/High-Speed Rail/Freight Subcommittee, as needed. NCTCOG staff will also monitor progress of projects identified in freight-related planning documents such as the Freight Mobility Plan, Truck Parking Study, and freight land-use planning documents. **In addition, NCTCOG staff will apply goods movement principles to support ongoing planning activities such as eliminating food deserts within the region.** NCTCOG is the responsible agency. Anticipated products include:

- Public involvement activities;
- Coordination meetings that monitor and ensure the continued progress of freight document completion;
- Review of feasibility and freight study components; and
- Project-related Fact Sheets.

Other Funding Sources

This element is ongoing throughout FY2026 and FY2027, assessing the impact of truck traffic, rail freight, and other freight movement issues within and through the Dallas-Fort Worth region. NCTCOG activities will be conducted based on truck, rail, and air cargo movements throughout the region in support of city, county, State, and federal agencies. Coordination between private-sector stakeholders and public-sector staff will be initiated through multiple initiatives and meetings. This element also includes the collection and analysis of data pertaining to freight mobility and safety. These activities will include continued coordination with private-sector partners in the trucking, rail, and freight-forwarding businesses. **NCTCOG staff will also work with local municipalities and service providers to utilize innovative technologies identified through the Certification of Emerging and Reliable Transportation Technologies (CERTT) Program to implement planned pilot projects, studies, and Calls for Projects to address regional goals such as the elimination of food deserts.** In FY2020, NCTCOG was chosen for an award by the United States Department of Transportation (USDOT) under the Better Utilizing Investments to Leverage Development (BUILD) grant program for the North Texas Multimodal Operations Velocity Efficiency and Safety (NT MOVES) Program. The NT MOVES Program seeks to improve freight and passenger mobility in the Dallas-Fort Worth region through strategic investment in rail capacity to improve multimodal transportation. It is anticipated that a portion of these funds will be used in FY2026 and FY2027 to support rail project improvements. NCTCOG staff will oversee project management of the NT MOVES/BUILD grant rail project improvements once initiated and will also oversee other freight rail initiatives. Consultant assistance may be utilized. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized for planning and management work activities. Federal Transit Administration funds may be utilized for potential pass-through administrative costs for the NT MOVES Program once project implementation begins. NCTCOG is the responsible agency. Anticipated products include:

- Monitoring of truck-lane restriction corridor conditions;
- Reports and studies regarding freight conditions in the Dallas-Fort Worth region, including a Truck Bottleneck Analysis and Rail Crossing Analysis;
- Recommended follow-up studies identified in Freight North Texas 2022, including Truck Safety Analysis, First-and-Last Mile Improvement Study, Air Cargo Analysis and a Data Collection Program which could include traffic counts, classification counts, and origin/destination data for the Regional Freight Model;
- Support to the US Department of Transportation, Federal Highway Administration, and Texas Department of Transportation for various projects as needed;
- Corridor studies;
- Truck routing criteria;
- Roadway assessments;
- Railroad crossing improvement program;
- Program management of the NT MOVES/BUILD grant projects;
- Public outreach and educational programs; and
- Technical assistance to local governments for freight planning.

Chapter IX. NCTCOG Planning and Implementation Activities Beyond the FY2026 and FY2027 Unified Planning Work Program

The following table reflects non-locally funded planning and implementation projects that have been approved by the Regional Transportation Council for FY2028 and beyond. These projects will be carried out by the North Central Texas Council of Governments and are or will be included in the 2025-2028 Transportation Improvement Program ([TIP](#)) and the [Statewide Transportation Improvement Program \(STIP\)](#). The FY2026 and FY2027 Unified Planning Work Program covers the period of October 1, 2025, through September 30, 2027. Initiation of the projects in the table below falls outside the timeframe of this Work Program and the projects are being shown here to reflect NCTCOG's commitment to the projects and aid in the federal review of the [TIP/STIP Transportation Improvement Program](#).

FY2028 Non-Locally Funded Projects Approved by the Regional Transportation Council for Inclusion in the Transportation Improvement Program

TIP CODE	PROJECT DESCRIPTION	FUNDING SOURCE	MATCH SOURCE	FY2028+ FUNDING
14091.1	BUTLER HOUSING PROJECT BOUNDED BY IH 35W, IH 30, AND US 287; PLANNING STUDY TO CONDUCT AN ANALYSIS OF ALTERNATIVES TO IMPROVE ROADWAY ACCESSIBILITY TO FORMER BUTLER PLACE HISTORIC DISTRICT THAT WILL ASSESS ECONOMIC AND SOCIAL OPPORTUNITIES, INCLUDING TRAFFIC STUDY OF THE E LANCASTER AVE INTERSECTIONS OF JONES ST	STBG	LOCAL	\$1,250,000
16008	TECHNOLOGY AND INNOVATION 3.0; STAFF SUPPORT FOR PROJECTS FOCUSED ON IMPROVING REGIONAL BROADBAND ACCESS FOR TRANSPORTATION PURPOSES, COORDINATING AND SUPPORTING EMERGING MOBILITY TECHNOLOGY DEPLOYMENTS AND CONNECTED VEHICLE/INFRASTRUCTURE IMPROVEMENTS; SUPPORTING WORKFORCE DEVELOPMENT AND RESEARCH INITIATIVES; AND MANAGING ADMINISTRATIVE TASKS TO FACILITATE PROJECTS	STBG	TDCs	\$7,550,000
21018	TARRANT COUNTY PEOPLE/GOODS MOVER; ALONG SH 360; ENGINEERING AND CONSTRUCTION OF AN AUTOMATED CARGO MOVEMENT SYSTEM TO IMPROVE FREIGHT AND GOODS MOVEMENT	STBG	TDCs	\$11,000,000

TIP CODE	PROJECT DESCRIPTION	FUNDING SOURCE	MATCH SOURCE	FY2028+ FUNDING
21044	DALLAS INTERNATIONAL DISTRICT AUTOMATED TRANSPORTATION SYSTEM BOUNDED BY IH 635 TO THE SOUTH, DALLAS NORTH TOLLWAY TO THE WEST, PRESTON ROAD TO THE EAST, AND SPRING VALLEY ROAD TO THE NORTH; ENGINEERING AND CONSTRUCTION OF THE DALLAS INTERNATIONAL DISTRICT AUTOMATED TRANSPORTATION SYSTEM	STBG	TDCs	\$8,000,000
			Subtotal	\$ 39,298,697 \$ 19,800,000

Chapter X. Regional Transportation Council Funding to Advance Project Implementation

The following table inventories non-planning funding initiatives approved by the Regional Transportation Council (RTC) and included in the North Central Texas Council of Governments' (NCTCOG) Transportation Improvement Program to support the implementation of transportation-related projects. These initiatives are managed by NCTCOG staff. For example, the use of RTC Local funding may be approved as backstop or contingency funding for activities to keep a project moving forward and avoid unintended consequences. Funds may be expended, may never need to be spent, or may be repaid, depending on the particular situation.

Project	Funding Source	Amount
Enhancing Mobility within the Southern Dallas Inland Port	RTC Local	\$1,004,000
Meandering Road	RTC Local	\$950,000
Transit Subrecipients	RTC Local	\$200,000
Heartland Flyer Intercity Passenger Rail	RTR	\$100,000
Regional Air Quality Initiatives Program	RTC Local	\$300,000
Transportation Improvements in Cleburne Near Amazon Facility	RTC Local	\$2,362,000
Heartland Flyer Intercity Passenger Rail	RTR	\$3,500,000
Diesel Emissions Reduction Act	RTC Local	\$175,000

E. Funding Summary

Table 3a: Task 3 – FY2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Section 5307 Funds	FTA	CMAQ	DOE	EPA
3.01	NCTCOG	\$1,996,144	\$0	\$0	\$0	\$0	\$0
3.02	NCTCOG	\$736,545	\$0	\$0	\$0	\$0	\$158,000
3.03	NCTCOG	\$0	\$0	\$0	\$0	\$1,084,000	\$12,172,000
3.04	NCTCOG	\$1,102,683	\$316,000	\$90,000	\$0	\$0	\$0
3.05	NCTCOG	\$0	\$7,895,000	\$7,232,000	\$269,000	\$0	\$0
3.06	NCTCOG	\$652,216	\$0	\$0	\$0	\$0	\$0
3.07	NCTCOG	\$0	\$0	\$0	\$2,627,000	\$0	\$0
Total		\$4,487,588	\$8,211,000	\$7,322,000	\$2,896,000	\$1,084,000	\$12,330,000

Subtask	Responsible Agency	FHWA	RTR	STBG	TCEQ	Local	Total Funds	Amount of 2.5% Safety/Safe and Accessible Streets Set-Aside Funding ²
3.01	NCTCOG	\$0	\$615,000	\$618,000	\$0	\$0	\$3,229,144	\$0
3.02	NCTCOG	\$0	\$0	\$0	\$382,000	\$0	\$1,276,545	\$0
3.03	NCTCOG	\$14,290,000	\$905,000	\$3,403,000	\$0	\$11,724,000	\$43,578,000	\$0
3.04	NCTCOG	\$0	\$366,000	\$381,000	\$0	\$0	\$2,255,683	\$300,000
3.05	NCTCOG	\$0	\$625,000	\$533,500	\$0	\$2,468,000	\$19,022,500	\$0
3.06	NCTCOG	\$0	\$119,000	\$0	\$0	\$0	\$771,216	\$0
3.07	NCTCOG	\$52,000	\$3,245,000	\$8,731,000	\$0	\$17,150,000	\$31,805,000	\$0
Total		\$14,342,000	\$5,875,000	\$13,666,500	\$382,000	\$31,342,000	\$101,938,088	\$300,000

¹ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Safe and Accessible Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

² 2.5% Safety/Safe and Accessible Streets Set-Aside – This funding must come from the PL funds within TPF.

Table 3b: Task 3 – FY2027 Funding Summary Table

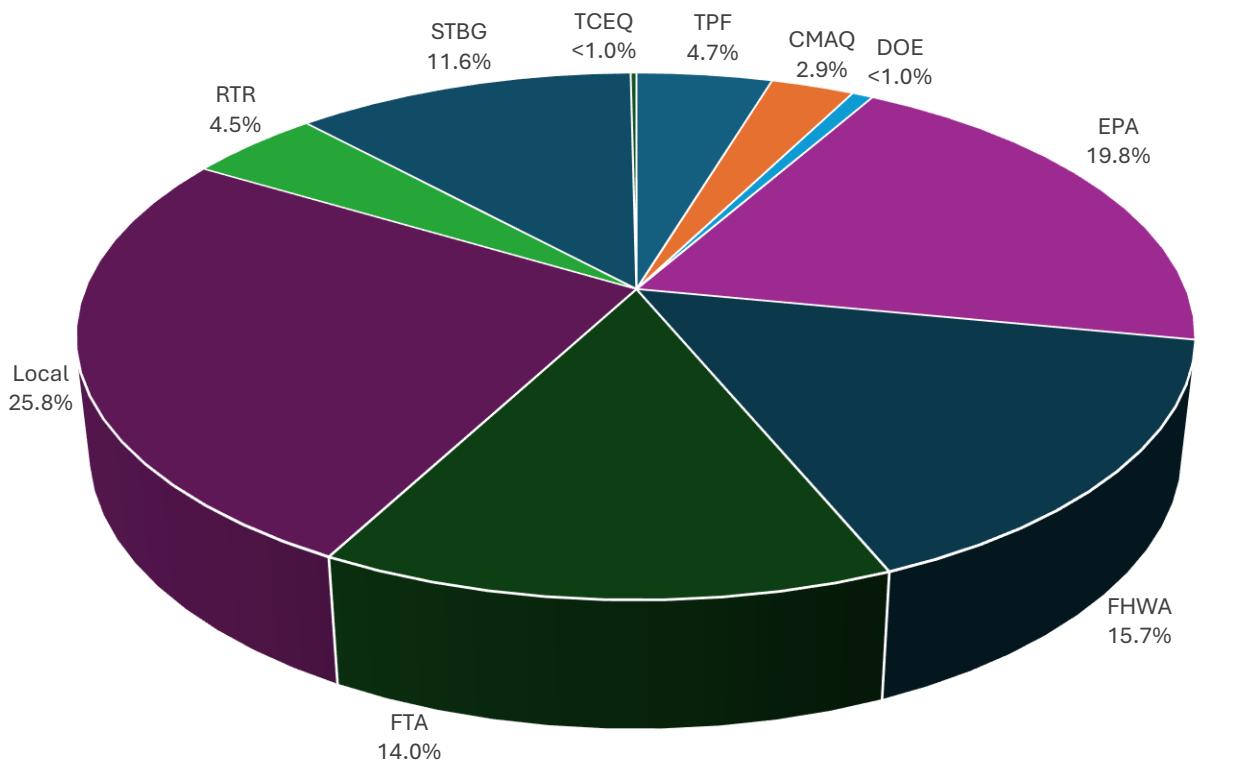
Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Section 5307 Funds	FTA	CMAQ	DOE	EPA
3.01	NCTCOG	\$2,027,506	\$0	\$0	\$0	\$0	\$0
3.02	NCTCOG	\$744,077	\$0	\$0	\$0	\$0	\$42,000
3.03	NCTCOG	\$0	\$0	\$0	\$0	\$312,000	\$25,753,000
3.04	NCTCOG	\$1,025,704	\$415,000	\$0	\$0	\$0	\$0
3.05	NCTCOG	\$0	\$6,702,000	\$4,289,000	\$261,000	\$0	\$0
3.06	NCTCOG	\$656,783	\$0	\$0	\$0	\$0	\$0
3.07	NCTCOG	\$0	\$0	\$0	\$2,341,000	\$0	\$0
Total		\$4,454,070	\$7,117,000	\$4,289,000	\$2,602,000	\$312,000	\$25,795,000

Subtask	Responsible Agency	FHWA	RTR	STBG	TCEQ	Local	Total Funds	Amount of 2.5% Safety/Safe and Accessible Streets Set-Aside Funding ²
3.01	NCTCOG	\$0	\$560,000	\$7,000	\$0	\$0	\$2,594,506	\$0
3.02	NCTCOG	\$0	\$0	\$0	\$0	\$0	\$786,077	\$0
3.03	NCTCOG	\$15,803,000	\$1,203,000	\$1,469,000	\$0	\$16,923,000	\$61,463,000	\$0
3.04	NCTCOG	\$0	\$50,000	\$181,000	\$0	\$0	\$1,671,704	\$300,000
3.05	NCTCOG	\$0	\$601,000	\$610,000	\$0	\$1,393,000	\$13,856,000	\$0
3.06	NCTCOG	\$0	\$0	\$0	\$0	\$0	\$656,783	\$0
3.07	NCTCOG	\$0	\$457,000	\$6,444,000	\$0	\$19,000	\$9,261,000	\$0
Total		\$15,803,000	\$2,871,000	\$8,711,000	\$0	\$18,335,000	\$90,289,070	\$300,000

¹ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Safe and Accessible Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

² 2.5% Safety/Safe and Accessible Streets Set-Aside – This funding must come from the PL funds within TPF.

Task 3 Funding Summary - FY2026 and FY2027



E. Funding Summary

Table 5a: Task 5 – FY2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA	CMAQ	DOD	FHWA	FRA
5.01	NCTCOG	\$1,011,838	\$0	\$0	\$0	\$0	\$452,000
5.02	NCTCOG	\$930,775	\$0	\$0	\$0	\$0	\$0
5.03	NCTCOG	\$953,397	\$507,000	\$0	\$0	\$3,294,000	\$0
5.04	NCTCOG	\$61,912	\$0	\$0	\$0	\$0	\$0
5.05	NCTCOG	\$30,956	\$0	\$0	\$0	\$0	\$0
5.06	NCTCOG	\$231,638	\$22,500,000	\$0	\$0	\$0	\$0
5.07	NCTCOG	\$346,923	\$0	\$0	\$0	\$1,880,000	\$0
5.08	NCTCOG	\$204,952	\$0	\$0	\$0	\$0	\$0
5.09	NCTCOG	\$178,265	\$0	\$0	\$3,205,000	\$0	\$0
5.10	NCTCOG	\$209,221	\$0	\$0	\$0	\$0	\$0
5.11	NCTCOG	\$0	\$0	\$0	\$0	\$0	\$0
5.12	NCTCOG	\$0	\$0	\$0	\$0	\$0	\$0
5.13	NCTCOG	\$116,353	\$0	\$0	\$0	\$0	\$0
Total		\$4,276,230	\$23,007,000	\$0	\$3,205,000	\$5,174,000	\$452,000

¹ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Safe and Accessible Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

Subtask	Responsible Agency	RTR	STBG	TxDOT	Local	NTTA	Total Funds	Amount of 2.5% Safety/Safe and Accessible Streets Set-Aside Funding ²
5.01	NCTCOG	\$960,000	\$3,023,000	\$191,000	\$260,000	\$33,000	\$5,930,838	\$0
5.02	NCTCOG	\$0	\$0	\$0	\$0	\$0	\$930,775	\$76,000
5.03	NCTCOG	\$366,000	\$3,830,000	\$0	\$1,205,500	\$0	\$10,155,897	\$272,374
5.04	NCTCOG	\$0	\$236,000	\$0	\$0	\$0	\$297,912	\$0
5.05	NCTCOG	\$0	\$0	\$0	\$0	\$0	\$30,956	\$0
5.06	NCTCOG	\$0	\$3,832,000	\$0	\$296,000	\$0	\$26,859,638	\$0
5.07	NCTCOG	\$1,579,000	\$1,546,000	\$0	\$1,500,000	\$0	\$6,851,923	\$0
5.08	NCTCOG	\$0	\$0	\$0	\$1,713,000	\$0	\$1,917,952	\$0
5.09	NCTCOG	\$0	\$0	\$0	\$600,000	\$0	\$3,983,265	\$0
5.10	NCTCOG	\$0	\$3,991,000	\$0	\$0	\$0	\$4,200,221	\$0
5.11	NCTCOG	\$0	\$0	\$0	\$254,000	\$0	\$254,000	\$0
5.12	NCTCOG	\$0	\$0	\$0	\$197,000	\$0	\$197,000	\$0
5.13	NCTCOG	\$0	\$0	\$0	\$0	\$0	\$116,353	\$0
Total		\$2,905,000	\$16,458,000	\$191,000	\$6,025,500	\$33,000	\$61,726,730	\$348,374

² 2.5% Safety/Safe and Accessible Streets Set-Aside – This funding must come from the PL funds within TPF.

Table 5b: Task 5 – FY2027 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA	CMAQ	DOD	FHWA	FRA
5.01	NCTCOG	\$1,239,782	\$0	\$0	\$0	\$0	\$0
5.02	NCTCOG	\$1,127,547	\$0	\$0	\$0	\$0	\$0
5.03	NCTCOG	\$707,705	\$245,000	\$0	\$0	\$1,955,000	\$0
5.04	NCTCOG	\$102,882	\$0	\$0	\$0	\$0	\$0
5.05	NCTCOG	\$31,176	\$0	\$0	\$0	\$0	\$0
5.06	NCTCOG	\$4,157	\$881,000	\$0	\$0	\$0	\$0
5.07	NCTCOG	\$362,686	\$0	\$0	\$0	\$313,000	\$0
5.08	NCTCOG	\$207,843	\$0	\$0	\$0	\$0	\$0
5.09	NCTCOG	\$58,196	\$0	\$0	\$273,000	\$0	\$0
5.10	NCTCOG	\$257,725	\$0	\$0	\$0	\$0	\$0
5.11	NCTCOG	\$0	\$0	\$0	\$0	\$0	\$0
5.12	NCTCOG	\$0	\$0	\$0	\$0	\$0	\$0
5.13	NCTCOG	\$235,902	\$0	\$0	\$0	\$0	\$0
Total		\$4,335,601	\$1,126,000	\$0	\$273,000	\$2,268,000	\$0

¹ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Safe and Accessible Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

Subtask	Responsible Agency	RTR	STBG	TxDOT	Local	NTTA	Total Funds	Amount of 2.5% Safety/Safe and Accessible Streets Set-Aside Funding ²
5.01	NCTCOG	\$328,000	\$2,539,000	\$0	\$0	\$0	\$4,106,782	\$0
5.02	NCTCOG	\$0	\$0	\$0	\$0	\$0	\$1,127,547	\$76,000
5.03	NCTCOG	\$2,202,000	\$3,662,000	\$0	\$1,061,700	\$0	\$9,833,405	\$293,940
5.04	NCTCOG	\$0	\$35,000	\$0	\$0	\$0	\$137,882	\$0
5.05	NCTCOG	\$0	\$0	\$0	\$0	\$0	\$31,176	\$0
5.06	NCTCOG	\$0	\$2,177,000	\$0	\$0	\$0	\$3,062,157	\$0
5.07	NCTCOG	\$728,000	\$2,831,000	\$0	\$1,500,000	\$0	\$5,734,686	\$0
5.08	NCTCOG	\$0	\$0	\$0	\$260,000	\$0	\$467,843	\$0
5.09	NCTCOG	\$0	\$0	\$0	\$36,000	\$0	\$367,196	\$0
5.10	NCTCOG	\$0	\$2,461,000	\$0	\$0	\$0	\$2,718,725	\$0
5.11	NCTCOG	\$0	\$0	\$0	\$93,000	\$0	\$93,000	\$0
5.12	NCTCOG	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5.13	NCTCOG	\$0	\$0	\$0	\$0	\$0	\$235,902	\$0
Total		\$3,258,000	\$13,705,000	\$0	\$2,950,700	\$0	\$27,916,301	\$369,940

² 2.5% Safety/Safe and Accessible Streets Set-Aside – This funding must come from the PL funds within TPF.

Task 5 Funding Summary - FY2026 and FY2027

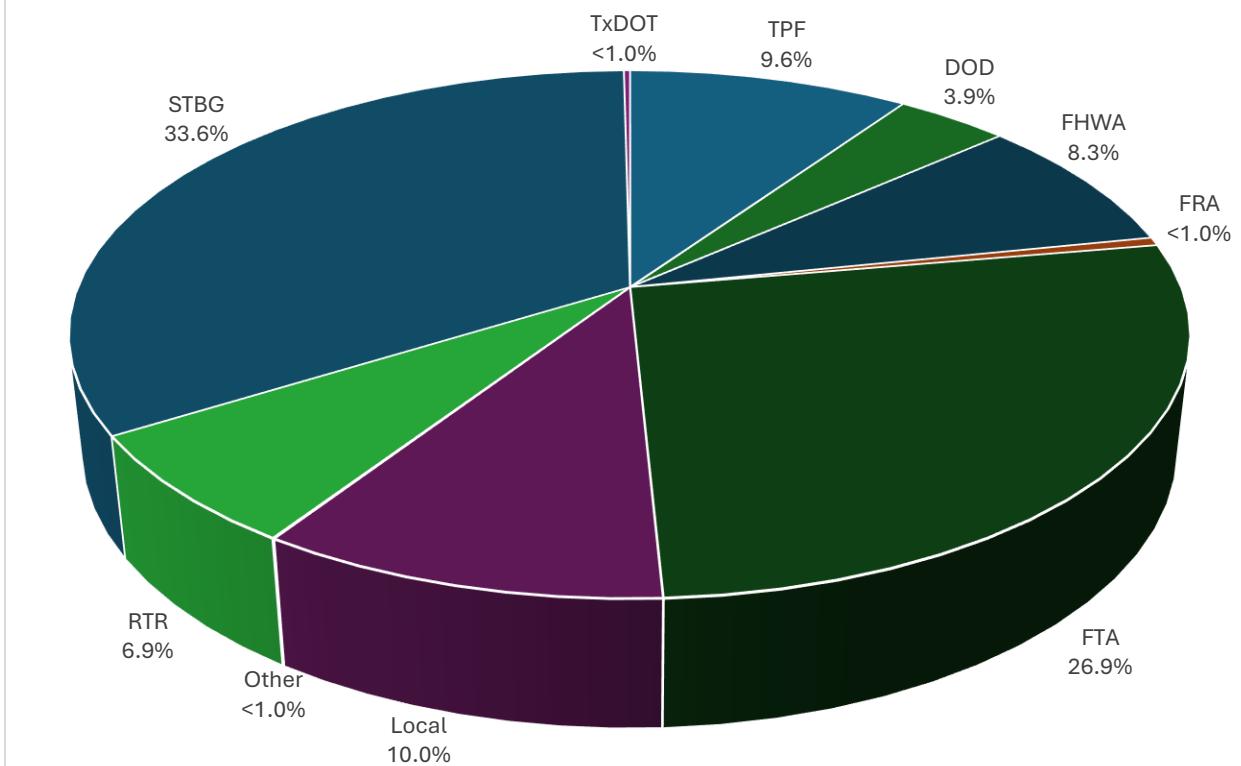
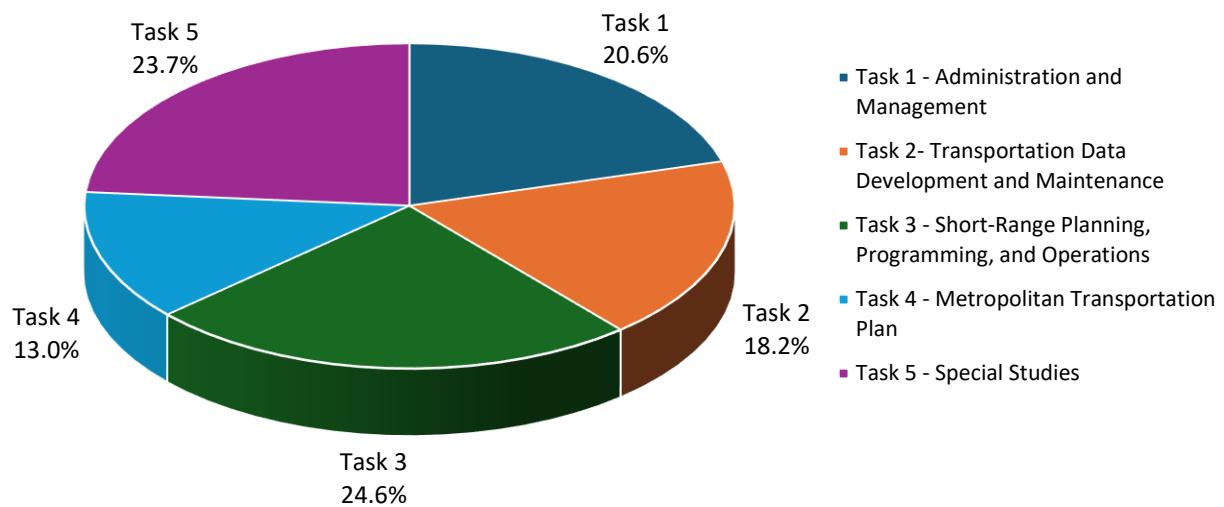


EXHIBIT VII-2
FY2026 and FY2027 Allocation of Transportation Planning Funds

Subtask	Subtask Title	TPF		
		FY2026	FY2027	Total
1.01	Community Outreach	\$3,209,842	\$3,394,072	\$6,603,914
1.02	Program and Policy Administration	\$219,897	\$268,117	\$488,014
1.03	Fiscal Management	\$0	\$0	\$0
1.04	Computer and Audio/Video Resources	\$230,571	\$172,509	\$403,080
	Task 1 - Administration and Management	\$3,660,310	\$3,834,698	\$7,495,008
2.01	Development of Travel Models	\$535,863	\$485,313	\$1,021,176
2.02	Transportation Data Collection and Development	\$220,964	\$223,431	\$444,395
2.03	Model Applications	\$540,133	\$634,960	\$1,175,093
2.04	Demographic Data and Forecasts	\$688,510	\$650,548	\$1,339,058
2.05	Data Management	\$1,048,242	\$1,070,390	\$2,118,632
2.06	Ensuring Nondiscrimination in MPO Planning/Program Activities	\$114,218	\$115,353	\$229,571
2.07	Performance-based Planning and Coordination	\$147,309	\$142,372	\$289,681
	Task 2 - Transportation Data Development and Maintenance	\$3,295,239	\$3,322,367	\$6,617,605
3.01	Transportation Project Programming	\$1,996,144	\$2,027,506	\$4,023,650
3.02	Regional Air Quality Planning	\$736,545	\$744,077	\$1,480,622
3.03	Air Quality, Fuels, and Energy Management and Operations	\$0	\$0	\$0
3.04	Public Transportation Planning	\$1,102,683	\$1,025,704	\$2,128,387
3.05	Transit Management and Operations	\$0	\$0	\$0
3.06	Congestion Management Planning	\$652,216	\$656,783	\$1,308,999
3.07	Congestion Management Operations	\$0	\$0	\$0
	Task 3 - Short-Range Planning, Programming, and Operations	\$4,487,588	\$4,454,070	\$8,941,658
4.01	Metropolitan Transportation Planning	\$1,992,942	\$2,110,643	\$4,103,585
4.02	Coordination of Transportation and Environmental Planning Processes	\$276,471	\$281,627	\$558,098
4.03	Understanding the Public Return on Investment for Transportation Funding	\$34,159	\$34,294	\$68,453
	Task 4 - Metropolitan Transportation Plan	\$2,303,572	\$2,426,564	\$4,730,136
5.01	Regional Transportation Studies	\$1,011,838	\$1,239,782	\$2,251,620
5.02	Subarea Studies and Local Government Assistance	\$930,775	\$1,127,547	\$2,058,322
5.03	Land-Use/Transportation Initiatives	\$953,397	\$707,705	\$1,661,102
5.04	Transportation Asset Management	\$61,912	\$102,882	\$164,794
5.05	Transportation System Security and Emergency Preparedness	\$30,956	\$31,176	\$62,132
5.06	Regional Freight Planning	\$231,638	\$4,157	\$235,795
5.07	Roadway and Railroad Safety	\$346,923	\$362,686	\$709,609
5.08	Regional Aviation Planning and Education	\$204,952	\$207,843	\$412,795
5.09	Regional Military and Community Coordination	\$178,265	\$58,196	\$236,461
5.10	Transportation Technology and Innovation Program	\$209,221	\$257,725	\$466,946
5.11	North Texas Center for Mobility Technologies	\$0	\$0	\$0
5.12	Red River Navigation System Feasibility Study	\$0	\$0	\$0
5.13	Alternative Fuel Corridor Planning	\$116,353	\$235,902	\$352,255
	Task 5 - Special Studies	\$4,276,230	\$4,335,601	\$8,611,831
	FUNDING TOTALS	\$18,022,938	\$18,373,299	\$36,396,237

Transportation Planning Funds (TPF) Summary by Task



Budget Summary

Table 6a: Funding Summary - FY2026

UPWP Task	Description	TPF ¹	FTA Section 5307 Funds	FTA	CMAQ	DOD	DOE	EPA
1	Administration – Management	\$3,660,310	\$0	\$0	\$949,000	\$0	\$0	\$0
2	Data Development and Maintenance	\$3,295,239	\$0	\$0	\$0	\$0	\$0	\$0
3	Short Range Planning	\$4,487,588	\$8,211,000	\$7,322,000	\$2,896,000	\$0	\$1,084,000	\$12,330,000
4	Metropolitan Transportation Plan	\$2,303,572	\$0	\$0	\$0	\$0	\$0	\$0
5	Special Studies	\$4,276,230	\$0	\$23,007,000	\$0	\$3,205,000	\$0	\$0
Total		\$18,022,938	\$8,211,000	\$30,329,000	\$3,845,000	\$3,205,000	\$1,084,000	\$12,330,000

UPWP Task	Description	FHWA	FRA	RTR	STBG	TCEQ	TxDOT	NCTCOG Local
1	Administration – Management	\$0	\$0	\$181,000	\$1,183,600	\$0	\$0	\$71,900
2	Data Development and Maintenance	\$0	\$0	\$0	\$3,275,000	\$0	\$84,000	\$0
3	Short Range Planning	\$14,342,000	\$0	\$5,875,000	\$13,666,500	\$382,000	\$0	\$0
4	Metropolitan Transportation Plan	\$0	\$0	\$362,000	\$921,000	\$0	\$0	\$0
5	Special Studies	\$5,174,000	\$452,000	\$2,905,000	\$16,458,000	\$0	\$191,000	\$0
Total		\$19,516,000	\$452,000	\$9,323,000	\$35,504,100	\$382,000	\$275,000	\$71,900

UPWP Task	Description	NTTA	Local Funds	TWDB	Total Funds	Amount of 2.5% Safety/Safe and Accessible Streets Set-Aside Funding ²
1	Administration – Management	\$0	\$841,085	\$0	\$6,886,895	\$0
2	Data Development and Maintenance	\$0	\$0	\$0	\$6,654,239	\$0
3	Short Range Planning	\$0	\$31,342,000	\$0	\$101,938,088	\$300,000
4	Metropolitan Transportation Plan	\$0	\$378,000	\$973,000	\$4,937,572	\$0
5	Special Studies	\$33,000	\$6,025,500	\$0	\$61,726,730	\$348,374
Total		\$33,000	\$38,586,585	\$973,000	\$182,143,523	\$648,374

¹ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Safe and Accessible Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

² 2.5% Safety/Safe and Accessible Streets Set-Aside – This funding must come from the PL funds within TPF.

Table 6b: Funding Summary - FY2027

UPWP Task	Description	TPF ¹	FTA Section 5307 Funds	FTA	CMAQ	DOD	DOE	EPA
1	Administration – Management	\$3,834,698	\$0	\$0	\$1,003,000	\$0	\$0	\$0
2	Data Development and Maintenance	\$3,322,367	\$0	\$0	\$0	\$0	\$0	\$0
3	Short Range Planning	\$4,454,070	\$7,117,000	\$4,289,000	\$2,602,000	\$0	\$312,000	\$25,795,000
4	Metropolitan Transportation Plan	\$2,426,564	\$0	\$0	\$0	\$0	\$0	\$0
5	Special Studies	\$4,335,601	\$0	\$1,126,000	\$0	\$273,000	\$0	\$0
Total		\$18,373,299	\$7,117,000	\$5,415,000	\$3,605,000	\$273,000	\$312,000	\$25,795,000

UPWP Task	Description	FHWA	FRA	RTR	STBG	TCEQ	TxDOT	NCTCOG Local
1	Administration – Management	\$0	\$0	\$119,000	\$1,003,000	\$0	\$0	\$71,900
2	Data Development and Maintenance	\$0	\$0	\$0	\$3,630,000	\$0	\$255,000	\$0
3	Short Range Planning	\$15,803,000	\$0	\$2,871,000	\$8,711,000	\$0	\$0	\$0
4	Metropolitan Transportation Plan	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0
5	Special Studies	\$2,268,000	\$0	\$3,258,000	\$13,705,000	\$0	\$0	\$0
Total		\$18,071,000	\$0	\$6,448,000	\$27,049,000	\$0	\$255,000	\$71,900

26

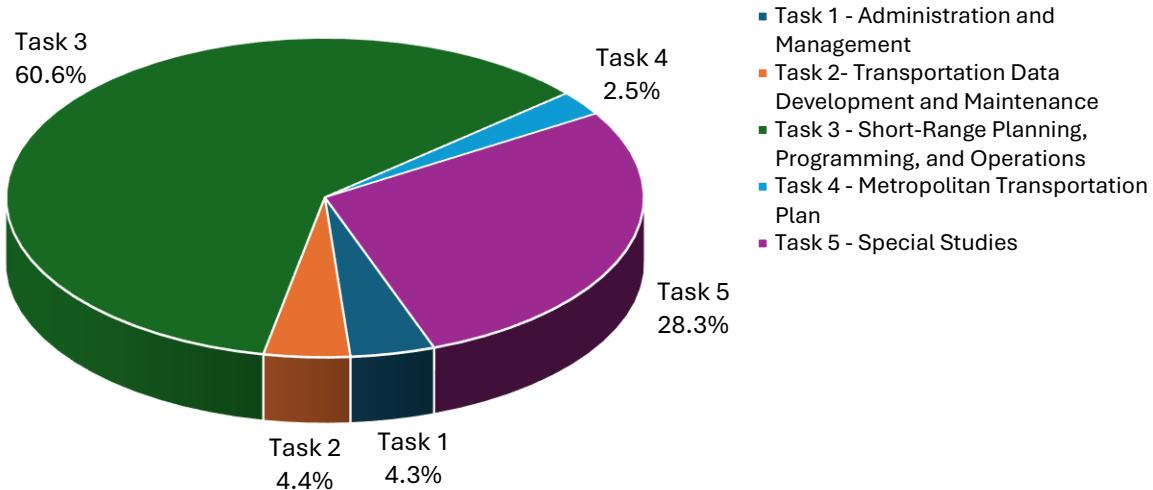
UPWP Task	Description	NTTA	Local Funds	TWDB	Total Funds	Amount of 2.5% Safety/Safe and Accessible Streets Set-Aside Funding ²
1	Administration – Management	\$0	\$643,700	\$0	\$6,675,298	\$0
2	Data Development and Maintenance	\$0	\$0	\$0	\$7,207,367	\$0
3	Short Range Planning	\$0	\$18,335,000	\$0	\$90,289,070	\$300,000
4	Metropolitan Transportation Plan	\$0	\$17,000	\$358,000	\$3,001,564	\$0
5	Special Studies	\$0	\$2,950,700	\$0	\$27,916,301	\$369,940
Total		\$0	\$21,946,400	\$358,000	\$135,089,599	\$669,940

¹ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Safe and Accessible Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

² 2.5% Safety/Safe and Accessible Streets Set-Aside – This funding must come from the PL funds within TPF.

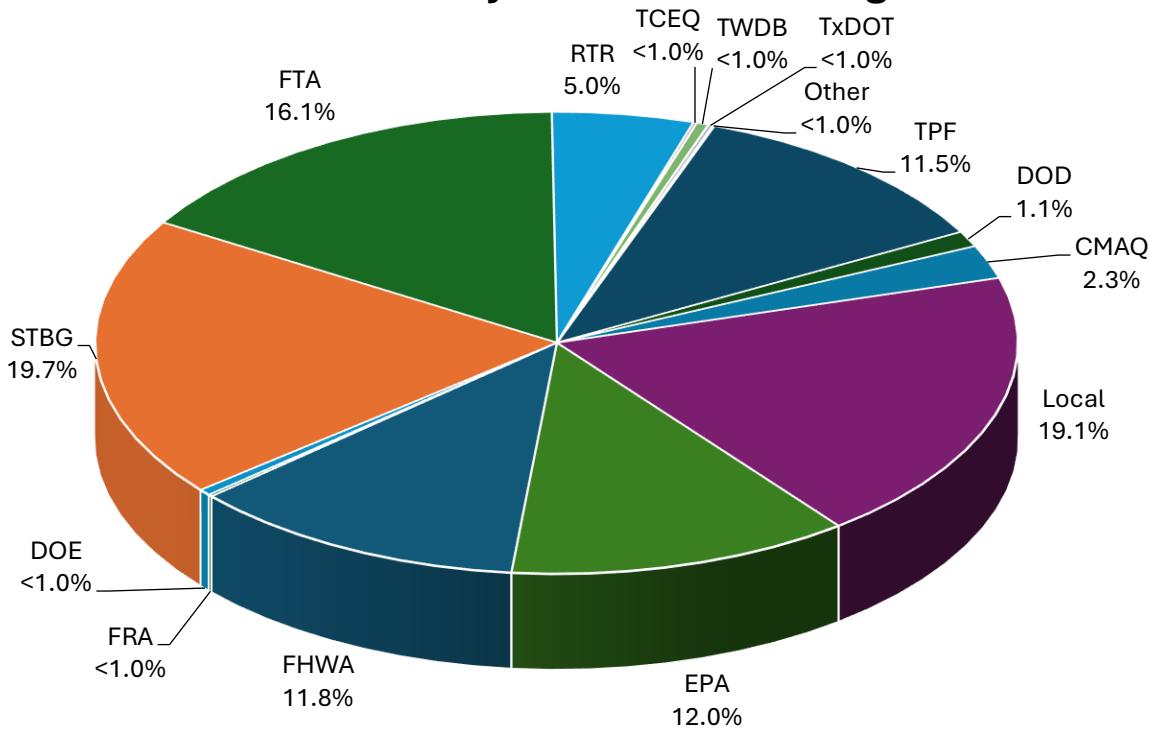
Combined TPF Allocations (WO 1 and WO 2) for FY2026 and FY2027	<u>\$29,727,207</u>
Estimated Unexpended TPF Carryover (WO 3) from Previous FYs	<u>\$6,669,030</u>
TOTAL TPF for FY2026 and FY2027	<u>\$36,396,237</u>

Summary of All Funding by Task



- Task 1 - Administration and Management
- Task 2- Transportation Data Development and Maintenance
- Task 3 - Short-Range Planning, Programming, and Operations
- Task 4 - Metropolitan Transportation Plan
- Task 5 - Special Studies

Summary of All Total Funding





MODIFICATIONS TO THE FY2026 AND FY2027 UNIFIED PLANNING WORK PROGRAM

Regional Transportation Council
November 13, 2025

Transportation Department
North Central Texas Council of Governments



REALLOCATION OF FUNDING BETWEEN PROJECTS – NO ADDITIONAL FUNDING

UPWP Project	Funding Source	UPWP Funding Changes	Revised Two-Year TPF Programming
Subtask 5.01 – Corridor Studies/ Environmental Studies Support	TPF	(\$30,000)	\$2,251,620
Subtask 5.02 – Comprehensive Transportation Planning Studies and Technical Support	TPF	\$64,000	\$1,698,479
Subtask 5.03 – General Land Use and Transportation Coordination	TPF	(\$34,000)	\$888,279



FY2026 and FY2027 TPF Funding Summary

FY2026 and FY2027 US FTA (5303)	\$ 8,531,876
FY2026 and FY2027 US FHWA (Estimated PL)	\$21,195,331
FY2025 US FHWA (Estimated PL-Carryover)	<u>\$ 6,669,030</u>
Total Transportation Planning Funds	\$36,396,237
Anticipated Expenditures	\$32,847,600
PL Balance to Carry Over to FY2028	\$ 3,548,637



TOTAL PROGRAMMING INCREASES/ DECREASES IN OTHER FUNDING SOURCES

UPWP Project	Funding Source	UPWP Funding Changes	Revised Two-Year Programming (All Funding Sources)
Subtask 3.03 – Regional Energy Management	DOE RTC Local	\$125,000 \$75,000	\$200,000
Subtask 3.03 – Car Care Safety Integration Project	RTC Local	(\$122,000)	\$0
Subtask 3.04 – Planning to Address Transit Needs in Fort Worth's 76104 Zip Code	FTA	\$90,000	\$90,000
Subtask 3.05 – Sustainability and Innovative Solutions for Transit	RTC Local	\$300,000	\$2,486,000
Subtask 3.05 – FTA Urban Funding Grant Administration	FTA	\$90,000	\$20,533,000
Subtask 3.07 – Special Events	RTC Local	\$200,000	\$19,730,000



TOTAL PROGRAMMING INCREASES/ DECREASES IN OTHER FUNDING SOURCES (CONTINUED)

UPWP Project	Funding Source	UPWP Funding Changes	Revised Two-Year Programming (All Funding Sources)
Subtask 3.07 – Managed Lane Technology Assessment	RTR RTC Local	\$500,000 \$250,000	\$3,828,000
Subtask 5.01 – High-Speed Passenger Technology	FRA	\$311,000	\$1,257,000
Subtask 5.03 – Regional Trail Wayfinding Signage and User Count Equipment	STBG	\$775,000	\$775,000
Subtask 5.03 – Community Schools and Transportation	RTC Local	\$125,000	\$817,000
Subtask 5.03 – Transit-Oriented Development	RTC Local	\$125,000	\$592,000
Subtask 5.03 – Bicycle and Pedestrian Planning	RTC Local	\$150,000	\$1,663,000
Total Increase		\$2,994,000	



MODIFICATION SCHEDULE

October 24

**Action by Surface Transportation
Technical Committee**

November 13

**Action by Regional Transportation
Council**

November 20

Action by NCTCOG Executive Board

November 21

**Submittal of Modifications to Texas
Department of Transportation**



REQUESTED ACTION - Modifications to the FY2026 and FY2027 Unified Planning Work Program

- Recommendation for RTC approval of:
 - Proposed UPWP modifications
 - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating other administrative and/or planning documents as needed to incorporate the programs and projects contained in the UPWP modifications.

RTC Action Item – November 13, 2025

UNIFIED PLANNING WORK PROGRAM CONTACT INFORMATION

Dan Kessler
Assistant Director of Transportation
817-695-9248
dkessler@nctcog.org

Vickie Alexander
Program Manager
817-695-9242
valexander@nctcog.org

Vercie Pruitt-Jenkins
Administrative Program Supervisor
817-608-2325
vpruitt-jenkins@nctcog.org

Jasmine Rodriguez
Administrative Assistant
817-704-5601
jrodriguez@nctcog.org



Copy of draft FY2026 and FY2027 UPWP can be found at
<https://www.nctcog.org/trans/study/unified-planning-work-program>

**RESOLUTION APPROVING
MODIFICATIONS TO THE FY2026 AND FY2027 UNIFIED PLANNING WORK PROGRAM
FOR REGIONAL TRANSPORTATION PLANNING
(R25-04)**

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

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

WHEREAS, federal law, the Infrastructure Investment and Jobs Act (IIJA), assigns the MPO the responsibility for carrying out the metropolitan planning process, in cooperation with the State and operators of publicly owned transit service; and,

WHEREAS, the Infrastructure Investment and Jobs Act assigns the MPO the responsibility for development of a Unified Planning Work Program (UPWP) which addresses the planning priorities of the metropolitan area and describes the metropolitan transportation and related air quality planning activities to be undertaken and capital purchases to be made to support the planning process; and,

WHEREAS, the FY2026 and FY2027 Unified Planning Work Program for Regional Transportation Planning was approved by the Regional Transportation Council and NCTCOG Executive Board in July 2025; and,

WHEREAS, new initiatives, project updates, and funding adjustments have resulted in the need to amend the FY2026 and FY2027 Unified Planning Work Program; and

WHEREAS, the proposed modifications to the FY2026 and FY2027 Unified Planning Work Program for Regional Transportation Planning were approved by the Surface Transportation Technical Committee on October 24, 2025.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

Section 1. The Regional Transportation Council approves the November 2025 amendments to the FY2026 and FY2027 Unified Planning Work Program for Regional Transportation Planning.

Section 2. The Regional Transportation Council approves staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and update other administrative and/or planning documents as needed to incorporate the programs and projects contained in the UPWP modifications.

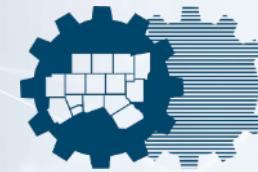
Section 3. This resolution shall be transmitted to the Texas Department of Transportation.

Section 4. This resolution shall be in effect immediately upon its adoption.

Rick Bailey, Chair
Regional Transportation Council
Commissioner, Johnson County

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on November 13, 2025.

Jill Jester, Secretary
Regional Transportation Council
Councilmember, City of Denton



NCTCOG PRESENTATION

Air Quality Funding Recommendations Related to the Environmental Protection Agency National Clean Diesel Funding Assistance Program

Regional Transportation Council
November 13, 2025
Jason Brown, Program Manager

Funding and Applicant Eligibility

Funding Source: Environmental Protection Agency (EPA)

National Clean Diesel Funding Assistance Program

Call for Projects	North Texas Diesel Emissions Reduction Project 2024 – Opened December 16, 2024; Round 3 Deadline September 12, 2025
Project Types	Replace Onroad and Nonroad Diesel Engines/Vehicles/Equipment; Install Locomotive Shore Power and Other Idle Reduction Technologies
Round 3 Amount for CFP*	\$561,256
Applicants	Private Fleets and Companies; Public Entities such as Municipalities and Airports
Geographic Area	10-County Nonattainment Area**, Area of Air Toxics Concern***
Clean Fleet Policy	Must Adopt RTC Clean Fleet Policy or Similar

*CFP Round 1 resulted in a Paccar Leasing project of \$360,017 EPA funds and approved at the June RTC meeting. Round 2 resulted in DFW Airport and Delta Air Lines projects of \$714,676 EPA funds and approved at the August RTC meeting.

**This includes Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise counties.

***This includes Dallas, Denton and Tarrant counties. Source: [2022-2023 DERA Priority County List](#)



Summary of Application Requesting Funds

North Texas Diesel Emissions Reduction Project 2024 Call for Projects*

Applicant	Activities Requested	Applicant Eligible	Activities Eligible	EPA Funds Requested	Award Status	Recommend	
						Activities	EPA Funds
Waste Management	4	Yes	Yes	\$461,184	Full – 35%	4	\$461,184
Activity: Class 8 CARB Certified Low-NOx Compressed Natural Gas (CNG) Refuse Haulers; 35% Funding Level Eligible							
Approximate Remaining Funding for Round 4 Call for Projects							\$100,072

*Refer to Electronic Item 3.2.2 for More Details.

CARB = California Air Resources Board



Air Quality Funding Recommendations

Examples of Projects



Photos Source: Waste Management Price Quote

Schedule

Milestone	Estimated Timeframe
STTC Action to Recommend Rebate	October 24, 2025
RTC Action to Recommend Rebate	November 13, 2025
Executive Board Agreement Authorization	November 20, 2025
Next Interim Application Deadline (Rolling 90-day deadline until all funds awarded or until project implementation deadline)	December 12, 2025
Project Implementation Deadline	June 30, 2027



REQUESTED ACTION – Air Quality Funding Recommendations Related to EPA National Clean Diesel Funding

RTC approval of:

- Recommended Rebate Award
 - \$461,184 (full rebate award of EPA funding) to Waste Management to replace four class 8 diesel refuse haulers with four class 8 CARB certified Low-NOx CNG powered refuse haulers
- Continuing the Call for Projects until Funds are Exhausted
- 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 change

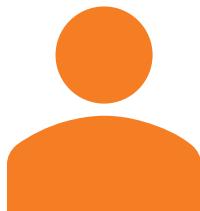
RTC Action Item – November 13, 2025



CONTACT US



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



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



Chris Klaus
Senior Program Manager
Cklaus@nctcog.org | 817-695-9286



North Texas Diesel Emissions Reduction Project 2024 Call For Projects

Awarded Project - North Texas Diesel Emissions Reduction Project 2024 (Round 3; June 14 - September 12, 2025)															Other Environmental Benefits							
Applicant	Activity	Old Vehicle/Equipment Information						New Vehicle/Equipment Information (Model Year 2021 or Newer)			Maximum Allowed Funding Level	Recommended Project Amounts			NO _x Benefits		Scoring Criteria	Other Environmental Benefits				
		Type	Class/Equipment	Engine Model Year	Fuel Type	Avg Annual Fuel Usage (gal)	Avg Annual Mileage	Annual Usage Hours	Model Year	Fuel Type	Total Cost	Requested Rebate Amount	Total Rebate Award	Local Match	NOx Tons Reduced Over 6 Years*	Cost Per Ton of NO _x Reduced	Total Score (Max 100 Points)	PM2.5 Reduced Over 6 Years*	HC Reduced Over 6 Years*	CO Reduced Over 6 Years*	CO ₂ Reduced Over 6 Years*	
Waste Management	1	Onroad	Class 8 Refuse Hauler	2012	Diesel	6,502	19,507	N/A	2025	Low-NOx CNG	\$308,416	35%	\$107,946	\$107,946	\$200,470	0.29	\$370,416	47.2	0.00	0.01	0.26	104
Waste Management	2	Onroad	Class 8 Refuse Hauler	2014	Diesel	10,298	30,896	N/A	2025	Low-NOx CNG	\$392,420	35%	\$137,347	\$137,347	\$255,073	0.31	\$441,084	46.2	0.00	0.00	0.11	164
Waste Management	3	Onroad	Class 8 Refuse Hauler	2011	Diesel	10,078	30,235	N/A	2025	Low-NOx CNG	\$308,416	35%	\$107,946	\$107,946	\$200,470	0.47	\$230,878	69.5	0.00	0.02	0.34	108
Waste Management	4	Onroad	Class 8 Refuse Hauler	2012	Diesel	6,508	19,525	N/A	2025	Low-NOx CNG	\$308,416	35%	\$107,946	\$107,946	\$200,470	0.29	\$370,218	48.2	0.00	0.01	0.26	2
Awarded Project - North Texas Diesel Emissions Reduction Project 2024 (Round 2; March 15 - June 13, 2025)															Other Environmental Benefits							
Applicant	Activity	Old Vehicle/Equipment Information						New Vehicle/Equipment Information (Model Year 2021 or Newer)			Maximum Allowed Funding Level	Recommended Project Amounts			NO _x Benefits		Scoring Criteria	Other Environmental Benefits				
		Type	Class/Equipment	Engine Model Year	Fuel Type	Avg Annual Fuel Usage (gal)	Avg Annual Mileage	Annual Usage Hours	Model Year	Fuel Type	Total Cost	Requested Rebate Amount	Total Rebate Award	Local Match	NOx Tons Reduced Over 6 Years*	Cost Per Ton of NO _x Reduced	Total Score (Max 100 Points)	PM2.5 Reduced Over 6 Years*	HC Reduced Over 6 Years*	CO Reduced Over 6 Years*	CO ₂ Reduced Over 6 Years*	
DFW International Airport	1	Nonroad [^]	Class 8 Shuttle Bus	2009	Diesel	1,638	N/A	3,650	2025	Electric	\$745,000	45%	\$335,250	\$335,250	\$409,750	1.62	\$207,215	70.1	0.01	0.08	0.35	111
Delta Air Lines	10	Nonroad	Ground Support Equipment	1996-2011	Diesel	4,354	N/A	800	2025	Electric	\$843,170	45%	\$379,426	\$379,426	\$463,744	13.85	\$27,404	91.9	1.62	1.49	8.49	2,939
Awarded Project - North Texas Diesel Emissions Reduction Project 2024 (Round 1; December 16, 2024 - March 14, 2025)															Other Environmental Benefits							
Applicant	Activity	Old Vehicle/Equipment Information						New Vehicle/Equipment Information (Model Year 2021 or Newer)			Maximum Allowed Funding Level	Recommended Project Amounts			NO _x Benefits		Scoring Criteria	Other Environmental Benefits				
		Type	Class/Equipment	Engine Model Year	Fuel Type	Avg Annual Fuel Usage (gal)	Avg Annual Mileage	Annual Usage Hours	Model Year	Fuel Type	Total Cost	Requested Rebate Amount	Total Rebate Award	Local Match	NOx Tons Reduced Over 6 Years*	Cost Per Ton of NO _x Reduced	Total Score (Max 100 Points)	PM2.5 Reduced Over 6 Years*	HC Reduced Over 6 Years*	CO Reduced Over 6 Years*	CO ₂ Reduced Over 6 Years*	
PACCAR Leasing Company	1	Onroad	S 8 - Short Haul Combination	2015	Diesel	3,000	21,212	N/A	2024	Electric	\$800,037	45%	\$360,017	\$360,017	\$440,020	0.60	\$596,421	45.5	0.00	0.01	0.27	203
Total Projects												\$800,037				\$360,017		\$440,020				2.49 \$320,519

Round 1 Funds Available for Call for Projects

Round 1 Funds Awarded

Balance Available for CFP Round 2

Round 2 Funds Awarded

Balance Available for CFP Round 3

Round 3 Funds Awarded

Balance Available for CFP Round 4

\$1,635,949

\$360,017

\$1,275,932

\$714,676

\$561,256

\$461,184

\$100,072

EPA = Environmental Protection Agency

NO_x = Nitrogen Oxides; PM2.5 = Particulate Matter Less Than 2.5 Micrometers; HC = Hydrocarbons; CO = Carbon Monoxide; CO₂ = Carbon Dioxide

B5 = 5% Biodiesel blend; B20 = 20% Biodiesel blend; ULSD = Ultra-Low Sulfur Diesel; CNG = Compressed Natural Gas

*Emissions Impacts Quantified Using EPA Diesel Emissions Quantifier (DEQ)

**The Federal Highway Administration (FHWA) produced cost effectiveness tables for projects funded by Congestion Mitigation Air Quality funds.

The values used in the tiers reference data related to the low, median, and high cost-effectiveness projects for nitrogen oxide emissions reduction.

See https://www.fhwa.dot.gov/environment/air_quality/cmaq/reference/cost_effectiveness_tables/.

[^]Per EPA approval, project is a clear example where non-road requirements applies for eligibility since the shuttle bus does not leave the terminal premises and is being used in a predominantly nonroad application. Shuttle bus operates more than 500 hours per year.

Cost Effectiveness Tiers Based On Data Produced By FHWA**	Point Scale for Cost per Ton Tier
Tier 1 < \$20,000	64
Tier 2 \$20,001 - \$90,999	55
Tier 3 \$91,000 - \$168,000	50
Tier 4 \$168,001 - \$248,999	40
Tier 5 \$249,000 - \$367,000	30
Tier 6 > \$367,001	10

Priority Project Location Criteria	Points
Ozone 2008 and/or 2015 standard nonattainment area	1
Area of air toxics concern	1
Areas of freight-oriented development	1
Areas in which poverty levels and minority populations are above regional percentages	2
Or	
Areas in which poverty levels are above regional percentages only or Areas in which minority populations are above regional percentages only	1



North Central Texas
Council of Governments

FIFA World Cup Operational Projects and Staff Support and Trinity Railway Express Funding Trade

Regional Transportation Council

11.13.2025

Karla Windsor, Senior Program Manager

McKinney Avenue Transit Authority

Several needs related to long-term vision for historic streetcar/McKinney Avenue Transit Authority (MATA) in Dallas.

DART is discontinuing Route 209 which runs in parallel with streetcar service. Anticipating an increase to operating and maintenance to run longer hours.

Specific projects identified for 2026 FIFA World Cup Readiness to showcase the region and area:

- Fleet Improvements under Capital Projects: \$500,000
- Enhanced Operations and Maintenance: \$300,000

Utilize existing Transit Sustainability Program funding for MATA and allocate an additional \$400,000 in RTC Local funds for staff program support and advance transit coordination for the FIFA 2026 World Cup.



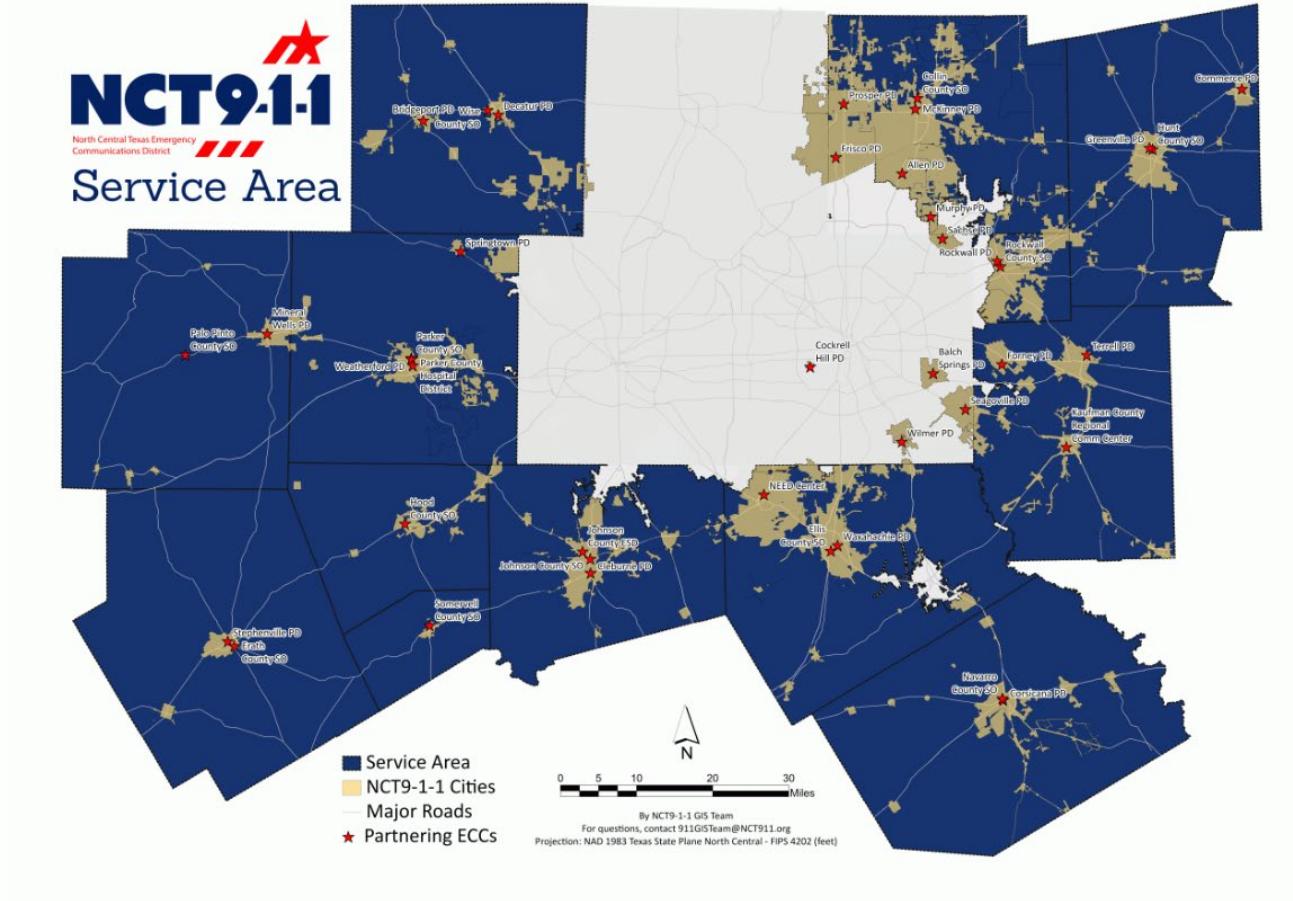
NCT911 Need in the Region

- The FIFA World Cup 2026 presents unprecedented challenges with international visitors using foreign cell phones creating communication barriers, especially among smaller dispatch centers.
- Language barriers compound these issues, as human interpreter services through traditional services can take up to 10 minutes or more per call to locate qualified translators, potentially overwhelming 9-1-1 systems during high-volume events.
- Artificial Intelligence (AI) translation and transcription services offer a solution by providing instant language processing capabilities that can handle multiple simultaneous calls.



NCT911 Need in the Region

- Implementation of AI translation and transcription services would ensure that international visitors receive critical emergency assistance while preventing system overload that could impact service for residents during World Cup events.
- These systems could be deployed within the NCT911 area for \$200,000/year based on call volumes for 40 dispatch centers.
- Recommend funding one year with \$200,000 in RTC Local funds to meet the FIFA World Cup needs.



TRE Improvements Funding

- \$7.2 million of Surface Transportation Block Grant funds were approved by the RTC in March 2025 for improvements to the Trinity Railway Express (TRE) in preparation for the 2026 World Cup, including:
 - Painting and repair of locomotives
 - Cab car/coach overhauls
 - Upgrades to internal speaker systems
 - Seat upgrades
 - Leasing two train sets
- As Dallas Area Rapid Transit (DART) was preparing to execute a grant agreement for these funds, it was determined that federal funds cannot be utilized to lease the proposed train sets.
- To ensure that the additional trains can be leased prior to the World Cup, DART needs to execute contracts as soon as possible.



Proposed Funding Trade

- To ensure contract execution can proceed, a funding trade is being proposed:
 - DART would cover the cost of leasing the additional train sets (\$3,517,853) with 100 percent local funds
 - In return, \$3,517,853 of federal funds (to be matched with regional Transportation Development Credits(TDCs)) previously approved for these TRE improvements would be repurposed
 - DART has requested to utilize the repurposed federal funds to purchase replacement compressed natural gas (CNG) buses
 - Existing regional TDCs allocated with these funds would remain



REQUESTED ACTION – Approval of FIFA World Cup Operational Projects and Staff Support and TRE Funding Trade

- RTC approval of:
 - The use of \$800,000 to MATA for the World Cup Readiness and Operations from the Transit Sustainability Program and award of \$400,000 of RTC Local funds to replace staff program support and advance transit coordination for the FIFA World Cup
 - The award of \$200,000 of RTC Local funds for the NCT911 program for AI transcription and translation services to support regional system networks for the upcoming FIFA World Cup
 - The proposed funding trade with DART to reallocate \$3,517,853 federal and existing regional TDCs to CNG buses and use DART local funds for TRE upgrades
 - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed.

Contact Information



Karla Windsor, AICP
Senior Program Manager
KWindsor@nctcog.org
817-608-2376



Natalie Bettger
Senior Program Manager
NBettger@nctcog.org
817-695-9280



Gypsy Gavia
Program Manager
GGavia@nctcog.org
817-695-9134



Christie J. Gotti
Senior Program Manager
CGotti@nctcog.org
817-608-2338



Brian Dell
Program Manager
BDell@nctcog.org
817-704-5694





Approval of RTC Local Funds to Support Regional Energy Management Assistance Program

Lori Clark

Senior Program Manager

Regional Transportation Council

11.13.2025

Regional Energy Management Assistance Program: Background

**Collaboration between NCTCOG Transportation and Environment and Development Departments,
ongoing since 2018**

Funded by Department of Energy (DOE) through the State Energy Conservation Office (SECO)

Supports regional air quality improvement

Builds relationship as a valued resource with the State and enables collaboration on energy-related issues

**Continuation of effort and use of RTC Local funds approved by Regional Transportation Council in
June 2025**



Regional Energy Management Assistance Program: Issue

Funding structure for Fiscal Year 2026 contract modified by SECO based on DOE directive issued after June RTC Action

- Required Match Reduced to only 10% of federal award
- Eligible reimbursement of Indirect and Direct Fringe Benefit costs limited to 10% of federal award

Net impact is an increase in non-federal funds needed to pay for ineligible Indirect and Direct Fringe Benefit costs

- \$250,000 total federal request from NCTCOG
- \$25,000 match required
- Indirect and Fringe limited to \$25,000 reimbursable costs
- Approximately \$124K estimated in non-reimbursable NCTCOG Indirect and Direct Fringe Benefit expenses



Funding Proposal

Prior RTC action:

- Anticipated \$250,000 federal funds for fiscal year 2026, with potential for two one-year contract renewals
 - \$125,000 to Transportation Department per fiscal year
- Authorized use of approximately \$25,000 RTC Local Funds per fiscal year, for a total of approximately \$75,000 over a 3-year program, to fulfill Transportation Department share of match requirements

New Staff Request:

- Authorize an additional \$62,500 in RTC Local for a total of up to \$137,500 RTC Local
- Anticipates a one-year program
 - Fulfills Transportation Department share of match requirements
 - Funds non-reimbursable Indirect and Direct Fringe Benefit expenses for both the Transportation and Environment and Development Departments



Action Requested – Regional Energy Management Assistance Program

Regional Transportation Council approval of:

Use of up to \$62,500 RTC Local, to be combined with \$75,000 RTC Local Funds previously approved, to support Fiscal Year 2026 participation in the Regional Energy Management Assistance Program

Amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate the project funding

RTC Action Item – November 13, 2025



Approval of RTC Local Funds to Support Regional Energy Management Assistance Program

Contact Us



Lori Clark

Senior Program Manager & DFW Clean Cities Director

lclark@nctcog.org | 817-695-9232



Savana Nance

Principal Air Quality Planner

snance@nctcog.org | 682-433-0488





NCTCOG PRESENTATION

FUNDING FOR KLYDE WARREN PARK PHASE 2

Regional Transportation Council | November 13, 2025

BACKGROUND

- Expansion of existing Klyde Warren Park to west of Akard Street
- Project is part of 2023 Reconnecting Communities and Neighborhoods (RCN) grant award from US DOT
- Letting scheduled for June 2026



RECENT DEVELOPMENTS

- US DOT rescinded a portion of the RCN grant (Lower 5 Plaza in McKinney); Rest of projects, including Klyde Warren Park, are unaffected
- Klyde Warren Park Foundation secured a State Infrastructure Bank (SIB) loan from the Texas Department of Transportation in June 2025
- Costs have increased since last update to the STTC and RTC in spring 2024 as project design approaches completion (\$79.8M to \$111.25M)
- Need to finalize funding plan to permit Advance Funding Agreement amendment to be executed by end of 2025 so project can let in June 2026



PROPOSED FUNDING PLAN (\$ IN MILLIONS)

Phase	STBG (Federal) ¹	RCN Grant (Federal)	Dallas ²	Dallas County	SIB Loan ³	Private ⁴	Total
Engineering						<u>\$11.13</u> \$12.24	<u>\$11.13</u> \$12.24
Utilities ⁵			<u>\$0</u> \$0.40				<u>\$0</u> \$0.40
Construction/ TxDOT Admin Fees ⁵	<u>\$44.65</u> \$36.80	\$20.00	<u>\$16.85</u> \$16.10	\$1.30	<u>\$21.35</u> \$21.60	<u>\$7.10</u> \$16.20	<u>\$111.25</u> \$112.00
Total	<u>\$44.65</u> \$36.80	\$20.00	<u>\$16.85</u> \$16.50	\$1.30	<u>\$21.35</u> \$21.60	<u>\$18.23</u> \$28.44	<u>\$122.38</u> \$124.64

Notes

¹ RTC funds for deck structure only; \$10M of those funds to be paid back over time; RTC funds will be capped in the event of further cost overruns; Includes \$1,396,408 of funding to cover signal improvements that were originally included in a separately funded project (TIP 14070.1/CSJ 0196-07-036) and will be transferred to this project

² Includes \$349,102 from the City of Dallas to match funding for signal components (moving from TIP 14070.1/CSJ 0196-07-036)

³ SIB loan approved at June 2025 TTC meeting for up to \$21,595,000, but a portion is for administrative overhead

⁴ Construction funding being reduced from amount in last TIP action, which assumed local/private funds would fill gap; \$8,845,600 for construction previously committed to in RCN grant application & letter of support from Klyde Warren Park Foundation

⁵ Utilities and TxDOT Admin Fees combined into construction at TxDOT's request; Utilities may be covered by the private sector



REQUESTED ACTION – FUNDING FOR KLYDE WARREN PARK PHASE 2 COST OVERRUN

- RTC approval of:
 - \$7.85 million of STBG funds (\$6.45 million of new funds plus \$1.4 million to be transferred from signal project) and changes to non-federal funding as detailed in slide 4 and the funding table in the RTC packet
 - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate these changes

RTC Action Item – November 13, 2025



QUESTIONS?



Christie Gotti, Senior Program Manager

cgotti@nctcog.org | 817-608-2338



Brian Dell, Program Manager

bdell@nctcog.org | 817-704-5694



Klyde Warren Park Phase 2 Proposed Funding Plan

DRAFT

Project Component	Phase	Costs	RTC Grant - STBG (Federal) ¹	Reconnecting Communities and Neighborhoods Grant (Federal)	City of Dallas ²	Dallas County	SIB Loan ³	Private Sector (Klyde Warren Park Foundation) ⁴	Total
SS 366 from West of Akard Street to Saint Paul Street - Construct extension of existing Klyde Warren Park Deck Plaza; Structure only	Engineering	\$11,135,459 \$12,240,000	\$0	\$0	\$0	\$0	\$0	\$11,135,459 \$12,240,000	\$11,135,459 \$12,240,000
	Utilities ⁵	\$0 \$400,000	\$0	\$0	\$0 \$400,000	\$0	\$0	\$0	\$0 \$400,000
	Construction/TxDOT Admin Fees ⁵	\$111,248,529 \$112,000,000	\$44,648,437 \$36,800,000	\$20,000,000	\$16,849,102 \$16,100,000	\$1,300,900	\$21,350,000 \$21,595,000	\$7,100,090 \$16,204,100	\$111,248,529 \$112,000,000
	TOTAL	\$122,383,988 \$124,640,000	\$44,648,437 \$36,800,000	\$20,000,000	\$16,849,102 \$16,500,000	\$1,300,900	\$21,350,000 \$21,595,000	\$18,235,549 \$28,444,100	\$122,383,988 \$124,640,000

1: RTC funds for deck structure only; \$10 million of those funds to be paid back over time; RTC funds will be capped in the event of further cost overruns; Includes \$1,396,408 of funding to cover signal improvements that were originally included in a separately funded project (TIP 14070.1/CSJ 0196-07-036) and will be transferred to this project

2: Includes \$349,102 from the City of Dallas to match funding for signal components (moving from TIP 14070.1/CSJ 0196-07-036)

3: SIB loan approved at June 2025 TTC meeting for up to \$21,595,000, but a portion is for administrative overhead

4: Construction funding being reduced from amount in last TIP action, which assumed local/private funds would fill gap; \$8,845,600 for construction previously committed to in RCN grant application & letter of support from Klyde Warren Park Foundation

5: Utilities and TxDOT Admin Fees combined into construction at TxDOT's request; Utilities may be covered by the private sector

HOOLINE

DENTON COUNTY JUDGE HONORED WITH TXDOT AWARD FOR REGIONAL TRANSPORTATION IMPACT

By Margie Townsend

October 30, 2025

In a noteworthy ceremony, Denton County Judge Andy Eads was recognized with the Texas Department of Transportation's (TxDOT) highest honor, the Road Hand Award, as revealed during the Oct. 28 Commissioners Court meeting – an award celebrating his contributions to transportation in the region, per [Denton County](#).

Adjudged for his dedication and vision, Eads stands among a select group of six recipients this year, his work with TxDOT since 2007 having manifested in a clear and tangible impact for both the citizens of Denton County and North Texas.

He has served in capacities that include roles on noteworthy boards, like the Regional Transportation Council and the Dallas Regional Mobility Coalition, since 2009 and facilitated key agreements crucial to regional development including the I-635 reconstruction and the 35Express project, which have improved the infrastructure and traffic flows and have had a profound effect on economic development across multiple communities.

Dallas District Engineer Ceason Clemens, in a statement to the Denton County Commissioners Court, praised Judge Eads for being a true partner and visionary leader in regional transportation, and urged the community to recognize his substantial efforts in supporting transportation initiatives – sentiments that underscore the necessity of cooperation between state agencies and local stakeholders in the realm of transportation.

Road Hand Award Recipients



Last Name	First Name	TxDistrict, Area or Entity	Year Honored
Dwelle	R.E. "Dick"	Dallas	1973
Marchman	E.R. "Gene"	Azle	1973
Wright	Jim	Fort Worth	1973
Clemons	Heywood	Fort Worth	1974
Meacham	Guy E.	Ft. Worth	1974
Stemmons, Sr.	John M.	Dallas	1974
Worley	John Davis	Richardson	1992
Kirkham	Charles D.	Cleburne	1993
Vandergriff	Tom	Arlington	1993
Raines	Katherine	Cleburne	1994
Griffin	David	Pottsboro	1995
Morris	Michael	Arlington	1996
Harris	Ron	McKinney	1997
Lerma	Carlos	Celina	1997
Humann	Walter J.	Dallas	1999
Jacobs	Sandy	Carrollton	2001
Harmon	Ron	Burleson	2002
Fickes	Grover Garland	Hurst	2004
Hatchell	Jack	McKinney	2005
Lewis	Gibson D.	Fort Worth	2006
Laughlin	Russell	Fort Worth	2007
Smithey, Jr.	Grady W.	Duncanville	2007
Horn	Mary	Denton	2008
Price	John Wiley	Dallas	2008
Short	Gene	Pottsboro	2008
Jackson	Lee	Dallas	2009
Ingle	Kathy	Dallas	2010
Wageman	Paul N.	Dallas	2010
Moncrief	Mike	Fort Worth	2011
Jordan	Jungus	Fort Worth	2014
Whitley	B. Glen	Hurst	2015
Cantrell	Mike	Richardson	2017
Hilton	W.D. "Dee"	Hunt County	2023
Webb	Duncan	Collin County	2023
Eads	Andy	Denton County	2025

Dallas Area Transit Alliance
 Website: dallasareatransitalliance.org
 Socials: @ridewithdata
FOR IMMEDIATE RELEASE



Dallas Area Transit Alliance Opposes Pullout Election Efforts

PLANO, TX, October 29, 2025—The Dallas Area Transit Alliance (DATA) stands firmly opposed to the proposals by Farmers Branch, Highland Park, and Plano to hold a pullout election from Dallas Area Rapid Transit (DART).

If these cities leave DART, these proposed withdrawals would jeopardize vital transit services for thousands of riders both inside and outside their city who rely on DART every day to access jobs, education, healthcare, and essential services.

If these cities withdraw...

- They will still have to use the sales tax revenue to pay off their portion of the DART debt accrued by their city, meaning there will likely be no **tax relief for residents in the cities who pull out of DART for years**
- Riders and Paratransit users who work for or utilize medical services in Plano, Farmers Branch, or Highland Park will no longer have access to critical care via DART
- Commuters will no longer have DART access to their jobs in Plano, Farmers Branch, or Highland Park; **Commutes will be longer for everyone in DFW as more people will be forced to drive**
- Residents lose rail access to major cultural events like Stars/Mavericks games, concerts/theater/museums in Downtown Dallas, and **the State Fair of Texas**

DATA does not believe that what these city councils are proposing is in the best interest of their residents. If action is taken to put a DART pullout measure on a 2026 ballot, DATA will work to oppose it using all available resources. It is important for all city leaders to know that the riders do not want this and that participation in regional transit is a benefit to all, including Plano, Farmers Branch, and Highland Park.

About Dallas Area Transit Alliance

The Dallas Area Transit Alliance (DATA) is a grassroots organization dedicated to preserving and advancing public transit in the service area of Dallas Area Rapid Transit (DART). Founded in 2024, DATA advocates for the continued funding and improvement of services, ensuring that all residents have access to safe, reliable, and efficient public transportation.

Dallas Area Transit Alliance (DATA) is a rider-run advocacy group that is not affiliated with Dallas Area Rapid Transit (DART) or any other transit or government agency.

Press Contact:

Chelsea Limboy

press@ridewithdata.org

For general inquiries:

info@ridewithdata.org



Dallas Area Rapid Transit
P.O. Box 660163
Dallas, Texas 75266-0163
214/749-3278

From the desk of the Chairman of DART

Date: November 3, 2025

To: Honorable Mayors
Will C. Beecherl (Highland Park)
John B. Muns (Plano)
Terry Lynne (Farmers Branch)
Rick Stopfer (Irving)

Subject: Request for 30-day Deferral of Votes to Call Elections for DART Withdrawal

The coming days can mark the beginning of one of the darkest periods for millions of our constituents and visitors who have relied on a strong and regional public transit agency for more than 40 years. Or, it can be a turning point that sets a path for the next four decades of economic growth and prosperity. Our constituents look to us – elected and appointed leaders in some of the finest cities and towns in America – to come together and solve complicated problems. I believe the various issues raised by our member cities are in fact solvable if we remain committed to finding those solutions amongst ourselves. That is why I am asking for a 30-day deferral of your resolutions calling for May 2026 DART withdrawal elections.

It is the honor of a lifetime to serve as the newly installed DART Board Chair. Having been appointed by my colleagues less than a week ago, I urge you to give me and my colleagues this time to convince you that we can take a more constructive path together for the good of our region and the people we represent. Last Tuesday night, in my first remarks as DART Chair to my fellow board members and the public, I called on our 13 member cities to work collaboratively to end the acrimony from here to the Texas Capitol. In collaboration with my fellow board members, I also laid a framework to address your funding concerns, enhance public safety, and expand our system. These are solutions that I have every intent to immediately discuss with you, as the elected officials representing your respective cities and towns. Most importantly, these solutions will require your city's collaboration on development and implementation.

We will have no ability to solve these and many other complex challenges if we find ourselves weighted down by a cloud of uncertainty amidst withdrawal elections. Such elections could not come at a worse time, as the eyes of the world are on the North Texas region in the lead up to the 2026 FIFA World Cup next summer.

As I write this correspondence, I am meeting directly with leaders of all our cities to personally convey this urgent message. I would like us to take this moment not as a breaking point, but as a turning point. Let us recommit to the partnership that has allowed DART to serve as the backbone of regional mobility and economic growth for more than four decades. A 30-day delay is a modest request for us to re-engage in good faith and to craft solutions that benefit all of our cities and the millions that depend on us.

The challenges we face are significant, but they are not insurmountable. Our history of collaboration and selflessness to build this region is needed now more than ever as our shared constituents are weary of the divisiveness that will dominate a political battle. I urge you to stand with me in unity, in patience, and in purpose as we work to ensure that DART remains a model of regional collaboration for generations to come.

Sincerely,



Randall Bryant

Chairman, DART Board of Directors



Dallas Area Rapid Transit
P.O. Box 660163
Dallas, Texas 75266-0163
214/749-3278

From the desk of the Chairman of DART

November 3, 2025

Michael Morris, P.E.
Director of Transportation
North Central Texas Council of Governments
616 Six Flags Drive, Centerpoint Two
Arlington, TX 76011

Dear Mr. Morris,

I am writing to request the Regional Transportation Council's assistance in conducting research to determine if any air quality conformity measures were established as part of our region's federal transportation funding agreements related to the development and construction of any DART rail infrastructure.

With multiple member cities considering a withdrawal election from DART, the potential discontinuation of service along specific rail corridors has raised concerns that such actions could be inconsistent with the terms of those federal agreements and cause a violation of the original covenants. Accordingly, a breach of this magnitude may subject DART, our affected member cities, and possibly the NCTCOG region as a whole to federal penalties.

Therefore, I would appreciate your help in determining the following:

1. Identify and summarize any specific measures tied to federal funds that have been utilized for the establishment of any DART rail infrastructure.
2. Clarify the nature and duration of any covenants associated with those funds, particularly whether any partial cessation of service constitutes non-compliance.
3. Assess any potential remediation impacts on TXDOT, our region, DART, and member cities (financial, roadway sanctions, etc.) should any discovered covenants be violated.

Your office's expertise and records are essential to ensuring all potentially impacted parties fully understand any potential legal and financial ramifications before taking any action that could affect our federally supported transportation commitments and partnership.

We appreciate your prompt attention to this matter and welcome a written summary at your earliest convenience.

Sincerely,

A handwritten signature in black ink, appearing to read 'R. Bryant'.

Randall Bryant
Chairman, DART Board of Directors



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

November 13, 2025

The Honorable Brooke T. Paup
Chairwoman
Texas Commission on Environmental Quality
PO Box 13087
Austin, TX 78711-3087

The Honorable W. Alvin New
Acting Chair
Texas Department of Transportation
125 East 11th Street
Austin, TX 78701-2409

Dear Chairwoman Paup and Acting Chair New:

This correspondence is to inform the Texas Commission on Environmental Quality (TCEQ) and the Texas Department of Transportation (TxDOT) of on-going discussions related to transit services in the Dallas-Fort Worth (DFW) region that could have implications to the State Implementation Plan (SIP). Multiple member cities are considering an election to withdraw from the DART system. If this occurs, there will be changes to transit rail operations.

Transit investments and activity projections are incorporated as both legally binding commitments and weight of evidence elements in the SIP. This is important as federal law identifies legal implications for failing to implement or maintain transportation control measures and other commitments in the SIP.

Regional Transportation Council (RTC) staff is evaluating whether potential changes to transit services that may result from DART member city withdrawals have implications to 1) any existing commitments in TCEQ's SIP, 2) the DFW region's ability to achieve attainment for ozone with both the 2008 and 2015 National Ambient Air Quality Standards as reflected in the SIP, and 3) federal funding previously used for transit capital and operating projects that may or may not continue to operate.

The RTC is seeking assistance from TCEQ and TxDOT on the items outlined above. Should you have any questions, please contact Chris Klaus, Senior Program Manager, at the North Central Texas Council of Governments, at 817-695-9286 or cklaus@nctcog.org.

Sincerely,

Rick Bailey, Chair
Regional Transportation Council
County Commissioner, Johnson County

CK:jls



October 22, 2025

Refer to: HPP-TX

Dallas-Fort Worth-Arlington, Denton-Lewisville and McKinney-Frisco Transportation Management Area 2025 FHWA/FTA Certification Action

Rick Bailey, RTC Chair
Commissioner, Johnson County
3400 FM 1434
Cleburne, Texas 76033

Dear Commissioner Bailey:

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) worked with the Dallas-Fort Worth-Arlington, Denton-Lewisville and McKinney-Frisco Transportation Management Area (DFW TMA), Texas Department of Transportation (TxDOT) and staff to prepare for and conduct a 2025 planning certification review for the DFW TMA. This review was conducted in accordance with 23 United States Code (U.S.C.), Section 134(k)(5) and consisted of meetings (June 4-6) with DFW TMA, TxDOT and staff, public input and a public comment period. The Certification Review report that documents the various components of the 2025 review including, but not limited to notes, commendations, and recommendations, is enclosed.

Based upon our review, FHWA and FTA find that the planning process for the DFW TMA is in substantial compliance with the requirements of 23 U.S.C. 134 and 49 U.S.C. 1607. Accordingly, we hereby certify the DFW TMA planning process.

If you have any questions or desire a formal presentation to the Regional Transportation Council (RTC), regarding the Certification Review process and/or the Certification Review Summary Report, please contact FHWA Genevieve Bales (512) 536-5941 or Jose Campos (512) 536-5932, or FTA Michelle Bloomer (817) 978-0570 or Marc Oliphant at (817) 978-0554.

Sincerely yours,

ED KENNETH
BURGOS GOMEZ  Digitally signed by ED
KENNETH BURGOS
GOMEZ

Ed Burgos-Gomez
Acting Director, Program Development
Federal Highway Administration

DAVID EDMUND
BARTELS

David Bartels
Director, Planning and Program Development
Federal Transit Administration

Enclosure

Electronic copies:

Federal Transit Administration (FTA), Region 6

Gail Lyssy

Gail.Lyssy@dot.gov

Planning and Program Development (PPD)

Marc Oliphant

Marc.Oliphant@dot.gov

Michelle Bloomer

Michelle.Bloomer@dot.gov

Federal Highway Administration (FHWA), Texas Division

Edward Ofori

Edward.Ofori@dot.gov

Program Development

Genevieve Bales

Genevieve.Bales@dot.gov

Jose Campos

Jose.Campos@dot.gov

Barbara Maley

Barbara.Maley@dot.gov

Environmental Protection Agency (EPA), Region 6

Jeff Riley

Riley.Jeffrey@epa.gov

Texas Department of Transportation (TxDOT) – Divisions and Districts

Marc Williams

Marc.Williams@txdot.gov

Transportation Planning and Programming (TPP)

Humberto 'Tito' Gonzalez, Jr.

Humberto.Gonzalez@txdot.gov

Mildred Litchfield

Mildred.Litchfield@txdot.gov

Casey Wells

Casey.Wells@txdot.gov

Janie Temple

Janie.Temple@txdot.gov

Shannon Hawkins

Shannon.Hawkins@txdot.gov

Public Transportation (PTN)

Eric Gleason

Eric.Gleason@txdot.gov

Environmental Affairs (ENV)

Doug Booher

Doug.Booher@txdot.gov

Dallas District (DAL)

Ceason Clemens

Ceason.Clemens@txdot.gov

Fort Worth District (FTW)

David Salazar

David.Salazar@txdot.gov

Paris District (PAR)

Noel Paramanantham

Noel.Paramanantham@txdot.gov

Texas Commission on Environmental Quality (TCEQ)

Sarah Thomas

Sarah.Thomas@tceq.texas.gov

Dallas Area Rapid Transit (DART)

Nadine Lee

NLee@dart.org

Fort Worth Transportation Authority (Trinity Metro)

Richard Andreski

RAndreski@ridetrinitymetro.org

Denton County Transportation Authority (DCTA)

Paul Cristina

PCristina@dcta.net

North Central Texas Council of Governments (NCTCOG)

Todd Little

TLittle@nctcog.org

Michael Morris

MMorris@nctcog.org

Vercie Pruitt-Jenkins

V.Pruitt-Jenkins@nctcog.org



U.S. Department
of Transportation

Federal Highway
Administration

Federal Transit
Administration



Transportation Management Area Planning Certification Review

2025 North Central Texas Metropolitan Planning Organization

Federal Certification Review

Prepared by:

Federal Highway Administration Texas Division

and

Federal Transit Administration Region 6

Table of Contents

INTRODUCTION.....	3
PREVIOUS FINDINGS AND DISPOSITION	3
CURRENT FINDINGS	3
REVIEW SUMMARY	3
METROPOLITAN TRANSPORTATION PLANNING PROCESS (MTPP).....	4
UNIFIED PLANNING WORK PROGRAM (UPWP).....	5
MPO DESIGNATION & REDESIGNATION.....	6
METROPOLITAN PLANNING AREA (MPA) BOUNDARIES.....	7
MPO PLANNING AGREEMENTS.....	7
PUBLIC PARTICIPATION PLAN (PPP).....	8
CONGESTION MANAGEMENT PROCESS (CMP).....	8
REGIONAL / METROPOLITAN TRANSPORTATION PLAN (R/MTP) & AIR QUALITY CLEAN AIR ACT	9
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)	10
TRANSPORTATION PERFORMANCE MEASURES (TPM)	12
LOCAL ELECTED OFFICIALS FEEDBACK	14
PUBLIC LISTENING SESSION	14
JOINT DETERMINATION BY FHWA TEXAS DIVISION AND FTA REGION 6.....	15

INTRODUCTION

The Federal Highway Administration – Texas Division (FHWA-TX) and the Federal Transit Administration – Region 6 (FTA-6) conducted the onsite portion of the Planning Certification Review of the transportation planning process for the North Central Texas Metropolitan Planning Organization (NCT MPO) on June 4-6, 2025. The FHWA and FTA are required to jointly review and evaluate the transportation planning process for each urbanized area over 200,000 in population at least every four years to determine, review, assess, and document NCT MPO compliance with applicable federal metropolitan transportation planning requirements and laws as stipulated in 23 CFR Part 450 and consistency with 23 United States Code 134.

PREVIOUS FINDINGS AND DISPOSITION

The 2021 review found that the metropolitan transportation planning process for the Dallas-Fort Worth-Arlington, Denton-Lewisville and McKinney TMA substantially met the Federal planning requirements of 23 U.S.C. 134 and 49 U.S.C. 5303. As such, FHWA and FTA certified the transportation planning process on September 23, 2021. The first enhanced planning review for the NCT MPO was conducted in 1996; subsequent planning certification reviews were conducted in 1999, 2002, 2005, 2009, 2013, 2017, and 2021. The 2021 Certification Review concluded in September 2021, and its detailed Summary Report was formally released on May 26, 2022, as is available upon request from FHWA-TX and FTA-6.

CURRENT FINDINGS

As a result of the 2025 review, FHWA-TX and FTA-6 certified the metropolitan transportation planning process (MTPP) conducted by the regional planning partners Texas Department of Transportation (TxDOT), NCT MPO, and public transit providers (See Table 2 Abbreviations / Acronyms). There are recommendations in this report that warrant attention and follow-up, as well as areas that the NCT MPO is performing well and merit commendation.

REVIEW SUMMARY

The TMA Certification Review was conducted by the Federal Review Team through a combination of MPO, document reviews, public input and engagement, and on-site and virtual public meetings with NCT MPO staff and regional stakeholders. The Federal Review Team focused on NCT MPO compliance with federal regulations under 23 CFR Part 450 and other relevant metropolitan planning-related requirements.

The review areas, observations, commendations, and recommendations are summarized subsequent tables. For ease, these are ordered by the Code of Federal Regulations (CFR) citation: 23 CFR 20.117; 23 CFR Parts 450 Subpart C; Appendix A to Part 450; as well as Part 490 Subparts B to H.

In advance of (and following) the June 4 to 6, 2025 on-site meeting at the NCT MPO, the Federal Review Team reviewed various topics as part of a Desk Audit. **Table 1** includes Requirements, Citations, and the Assessments; **Table 2** includes a list of Abbreviations/Acronyms; and **Table 3** is a list of Federal Certification Review participants. The NCT MPO Federal Certification Review co-leads included: Michelle Bloomer and Marc Oliphant from FTA-6; and Barbara Maley from FHWA-TX.

Table 1 – Requirements, Citations and Assessments

Requirements Citations & Assessment	Observations, Commendations, Recommendations and Corrective Actions
<p>METROPOLITAN TRANSPORTATION PLANNING PROCESS (MTPP)</p> <p>23 U.S.C.134 49 U.S.C.5304 23 CFR 450.306</p> <p>ASSESSMENT: Compliant</p>	<p>The MTPP is designed to be continuous, cooperative, and comprehensive, ensuring compliance with Federal requirements while effectively addressing applicable planning factors. It employs a performance-based approach to decision-making and utilizes NCT MPO staff, consultants, and local partners for implementation. The MTPP is carried out in coordination with TxDOT's statewide transportation planning process, with compliance ensured through NCT MPO's Mobility 2045: 2022 Update (MTP). Additionally, the process demonstrates effective stakeholder coordination with TxDOT, public transit providers, local governments, and other partners to foster an integrated planning approach.</p> <p>The MTPP and FYs 2024 and 2025 Unified Planning Work Programs (UPWP) addresses ten factors and are reflected, as appropriate in each. The MTPP provides for a performance-based approach to decision-making. The NCT MPO carries out the MTPP in coordination with TxDOT's statewide transportation planning process. The MTPP is consistent with intelligent transportation system architecture.</p> <p>The NCT MPO prepared a coordinated public transportation plan entitled '2022 Access North Texas Plan' and is dated October 2022 and was approved by the RTC and endorsed by the North Central Texas Council of Governments (NCTCOG) Executive Board in October 2022. There are plans for a 2026 update.</p> <p>The NCT MPO staff, public transit provider staff, consultant resources as well as other local partners are used to carry out the elements of the MTPP.</p> <p>The NCT MPO addresses various transportation safety and security requirements within various subchapters of the MTP:</p> <ul style="list-style-type: none">• <u>MTP Freight links:</u><ul style="list-style-type: none">○ <u>Freight North Texas</u>○ <u>Freight</u>• <u>MTP Safety</u>• <u>MTP Operational Safety</u> <p>The NCT MPO is adequately considering the planning factors set forth in 23 U.S.C. 134(h) and 49 U.S.C. 5303(h) and in accordance with 23 CFR 450.306(b) and (c). The degree of consideration and analysis of the factors is based on the scale and complexity of the area including transportation systems development, land use, employment, economic development, and the human and natural environment.</p>

Requirements Citations & Assessment	Observations, Commendations, Recommendations and Corrective Actions
<p>UNIFIED PLANNING WORK PROGRAM (UPWP)</p> <p>Annual Performance and Expenditure Report</p> <p>23 CFR 420.117 23 CFR 450.308</p>	<p>The UPWP as approved by the RTC on July 13, 2023, and transmitted by TxDOT Transportation Planning and Programming Division (TPP) to the FHWA-TX and the FTA-6 on August 13, 2023, and subsequently approved by the FHWA-TX and FTA-6 on September 27, 2023, complies with all federal regulatory elements outlined in 23 CFR Part 450, providing a comprehensive framework for metropolitan transportation planning. It incorporates performance-based planning principles that align with federal mandates and facilitate data-driven decision-making.</p> <p>The UPWP emphasizes full and transparent public participation, encouraging community involvement to ensure that planning decisions reflect public input. Amendment 4 was adopted by the RTC on April 11, 2025; transmitted to FHWA-TX / FTA-6 on June 11, 2025; and federally approved on August 28, 2025.</p>
<p>ASSESSMENT: Compliant</p>	<p>TxDOT TPP provided the 2024 Annual Performance and Expenditure Report for NCT MPO to FHWA-TX and FTA-6 on February 6, 2025. It is also posted to the NCT MPO's website. After internal review, comments were provided to the NCT MPO on April 30, 2025, and the MPO responded on August 20, 2025. Federal partners advised that there were no further comments on August 21, 2025.</p> <p><u>UPWP link:</u> Unified Planning Work Program</p> <p>The UPWP is developed cooperatively between the NCT MPO, TxDOT and the public transit providers.</p> <p>While the 2026-2027 UPWP was not yet available, the following four (4) forms were available at the time of the on-site review including: planning studies; air quality studies; technical studies; and public transit planning studies.</p> <p>As part of the jointly agreed upon template, various appendices are included in the UPWP:</p> <ul style="list-style-type: none"> • Appendix A. Policy and Technical Committee Membership, and NCTCOG Transportation Department Staff Roster (June 2023) • Appendix B. Metropolitan Area Boundary Map (October 2009) • Appendix C. Debarment Certification (June 2023) • Appendix D. Lobbying Certification (June 2023) • Appendix E. Certification of Compliance (2023) • Appendix F. Certification of internal Ethics and Compliance Program (June 2023) • Appendix G. Public Participation Plan (November 2022 Update) • Appendix H. Memorandum of Understanding Among the MPO, TxDOT and the Public Transit Providers (June 2018) • Appendix I. RTC Adopted Performance Targets

Requirements Citations & Assessment	Observations, Commendations, Recommendations and Corrective Actions
	<p>Recommendation. The Federal Review Team suggests posting a schedule for UPWP development including but not limited to possible amendments. The Federal Team will work with the State and NCT MPO on organizing the document for a more streamlined review by its FHWA-TX and FTA-6 partners.</p>
<p>MPO DESIGNATION & REDESIGNATION 23 CFR 450.310</p>	<p>The NCT MPO, was established on April 12, 1974, and serves as the federally designated MPO for the Dallas-Fort Worth-Arlington, Denton-Lewisville, and McKinney-Frisco Urbanized Areas. The NCT MPO is responsible for coordinating regional transportation planning and managing the allocation of transportation funding in accordance with federal regulations. Its organizational structure consists of a governing Policy Board, a Technical Committee, and a professional staff led by a Departmental Transportation Director and Agency Executive Director.</p>
<p>ASSESSMENT: Compliant</p>	<p>Three Transportation Management Areas (TMA) are designated: Dallas-Fort Worth-Arlington, TX: 5,732,354 population; Denton-Lewisville, TX: 429,461 population; and McKinney-Frisco, TX: 504,803 population (new TMA). Source: 88 FR 36637; Effective June 5, 2023.</p> <p>The Bylaws most recently updated by the Policy Board aka Regional Transportation Council (RTC) on November 10, 2022.</p> <p>Information regarding the RTC, Surface Transportation Technical Committee (STTC), Air North Texas Coalition, Air Quality Technical Committee, Air Transportation Advisory Committee, Bicycle and Pedestrian Advisory Committee, Dallas-Fort Worth Clean Cities Technical Advisory Committee, North Texas Clean Air Steering Committee, Regional Coordination Committee, Regional Freight Advisory Committee, Regional Safety Advisory Committee, are posted to the NCT MPO website under Committees.</p> <p>The RTC consists of 45 members, including 28 city officials and 17 others (e.g., county (10), TxDOT (2), public transit providers (3), North Texas Tollway Authority (1) and Dallas Fort Worth International Airport (1)). The NCT MPO oversees several committees that support its regional transportation planning efforts.</p> <p>The RTC meets on the second Thursday of the month at 1:30 pm while the STTC meets on the fourth Friday of the month at 1:00 pm. A TxDOT/NCT MPO Coordination Group meets monthly.</p>

Requirements Citations & Assessment	Observations, Commendations, Recommendations and Corrective Actions
	<p>The NCT MPO follows its contracting procedures as modeled after the State of Texas Comptroller Purchasing requirements. The following are available on NCTCOGS website:</p> <ul style="list-style-type: none"> • Requests for Proposals, Qualifications, and Information • Purchasing • Instructions for Proposers (June 2023)
METROPOLITAN PLANNING AREA (MPA) BOUNDARIES 23 U.S.C. 134(e) 23 CFR 450.312(a)	<p>The Metropolitan Planning Area (MPA) encompasses the urbanized area along with the areas anticipated to be urbanized within a 20-year forecast period, adhering to federal requirements for transportation planning. The Metropolitan Area Boundary Map is dated October 2009; a copy is conveniently located as Appendix B of Unified Planning Work Programs.</p>
ASSESSMENT: Compliant	
MPO PLANNING AGREEMENTS 23 U.S.C. 134(d) 23 CFR 450.314(a) Transit Planning 49 U.S.C. 5303 23 U.S.C. 134	<p>The NCT MPO coordinates with TxDOT, local agencies, and public transit providers to establish performance targets. Formal agreements and coordination meetings are documented to support this collaborative process. The NCT MPO, TxDOT and the public transit providers cooperatively determine their mutual responsibilities in carrying out the MTTP as well as their sharing of information. The NCT MPO planning agreements and contracts (e.g., Planning Agreement and Transportation Performance Measure (TPM) Memorandum of Understanding (MOU)) are posted to the NCT MPO website.</p>
ASSESSMENT: Compliant	<p>The NCT MPO has adopted a MOU in conjunction with the public transit providers and TxDOT for cooperatively developing and sharing information related to: a) transportation performance data; b) the selection of performance targets; c) the reporting of performance targets; d) the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the NCT MPO and the collection of data for the State asset management plan for the National Highway System, per 23 CFR 450.314(h).</p> <p>Recommendation(s). The Federal Review Team suggests increased coordination between staff from the FTA-6, NCTCOG, and the public transit providers.</p> <p>The Federal Review Team also supports annual and quarterly meetings that:</p> <ul style="list-style-type: none"> • serve to inform subrecipients; • address Statewide Transportation Improvement Program (STIP) Administrative Modifications;

Requirements Citations & Assessment	Observations, Commendations, Recommendations and Corrective Actions
	<ul style="list-style-type: none"> foster an increased understanding of FTA's Public Transportation Agency Safety Plan (PTASP) and Transit Asset Management (TAM) requirements e.g., in advance of the Triennial Review; and explain FTA grant administration.
<p>PUBLIC PARTICIPATION PLAN (PPP)</p> <p>Interested parties, participation, and consultation</p> <p>23 U.S.C. 134(i)(6)</p> <p>23 U.S.C. 134(g)</p> <p>23 CFR 450.316 and</p> <p>23 CFR 450.324(g)</p>	<p>The NCT MPO has demonstrated full compliance with the public participation requirements outlined in 23 CFR 450.316, effectively establishing a clear framework for public involvement that includes targeted outreach to underserved populations. The organization has also embraced virtual engagement options introduced during the Coronavirus Disease 2019 pandemic, enhancing accessibility for all community members. Additionally, the NCT MPO evaluates the effectiveness of its public participation process reflecting a commitment to continuous improvement.</p> <p>The Public Participation Plan (PPP) as approved by the RTC (November 2018, November 2022, and 2025 Update) includes, as appropriate a) public ports; b) private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool/vanpool programs, public transit benefits program, parking cash-out programs, shuttle programs, or telework programs as applicable, per 23 CFR 450.316(a). Copies of the PPP are routinely provided to FHWA-TX and FTA-6 and posted on the NCT MPO website.</p>
<p>ASSESSMENT: Compliant</p>	<p><u>Public involvement link:</u> Get Involved</p> <p>The NCT MPO Title VI resources include: 1) Title VI Complaint Procedures; 2) Title VI Signed Statement dated May 26, 2022; and 3) the Title VI / Non-Discrimination Assurances dated May 26, 2022. Since, the date of the onsite review, the updated Title VI/Non-Discrimination Assurances were provided to the Federal Review Team.</p> <p>Appendix B of the PPP is the Language Assistance Plan that was updated 2025.</p> <p>Recommendation. The Federal Review Team supports the NCT MPOs ongoing efforts to update the PPP.</p>
<p>CONGESTION MANAGEMENT PROCESS (CMP)</p> <p>23 U.S.C. 134(k)(3)</p> <p>23 CFR 450.322</p>	<p>The 2021 NCT MPO Congestion Management Process (CMP) complies with Federal requirements under 23 CFR 450.322 by establishing a systematic approach to managing congestion through the identification of performance measures, evaluation of strategies, and involvement of stakeholders in the planning process.</p> <p>The NCT MPO CMP strategies for managing congestion include travel demand management; transportation system management and operations; public transit, bicycle and pedestrian; and performance measurement.</p>
<p>ASSESSMENT: Compliant</p>	

Requirements Citations & Assessment	Observations, Commendations, Recommendations and Corrective Actions
	<p>CMP link: Congestion Management Process</p> <p>The NCT MPO Congestion Management Process publication includes sections on:</p> <ul style="list-style-type: none"> • Overview of the Congestion Management Process • Transportation System Identification • Transportation System Performance Criteria and Asset Inventory • Corridor Analysis and Strategy Identification. <p>Recommendation. The Federal Review Team supports the on-going 2021 update from a static document to a document with annual updates.</p>
<p>REGIONAL / METROPOLITAN TRANSPORTATION PLAN (R/MTP) & AIR QUALITY CLEAN AIR ACT</p> <p>Metropolitan Transportation Plan 23 U.S.C. 134, 168 23 CFR 450.324 & Appendix A</p> <p>Air Quality Clean Air Act 42 U.S.C. 7401 40 CFR Part 93</p>	<p>Mobility 2045 Update was adopted on June 9, 2022. The Mobility 2045 Update served as the long-range, 20-years plus plan as updated every four years. The MTP establishes goals for safety, mobility, and economic development, incorporating federally required performance measures and targets. The NCT MPO, TxDOT, public transit providers and other local partners coordinated on the data used for the Mobility 2045 Update. Following adoption of the Mobility 2045 Update, copies were provided to the Governor, FHWA-TX and FTA-6.</p> <p>Mobility 2050 was adopted by the RTC on June 12, 2025. The Mobility 2050 covers 25 years (through 2050) with a total cost of \$217.3 billion, including \$29.8 billion for infrastructure maintenance, \$25.7 billion for management and operations, \$6.4 billion for growth, development, and land use strategies, \$57.9 billion for rail and bus, and \$97.5 billion for HOV/managed lanes, freeways/tollways, and arterials. Financial constraint is ensured by matching projected revenues with expenditures, and all costs are adjusted to year-of-expenditure dollars.</p>
<p>ASSESSMENT: Compliant</p>	<p>The Dallas-Fort Worth area is designated as nonattainment for ozone under the National Ambient Air Quality Standards. This designation requires NCT MPO demonstrate that transportation plans and programs conform to the State Implementation Plan for air quality. The MTP was found air quality compliant with title 23 United States Code and 23 CFR 450 by FTA-6 and FHWA-TX on November 21, 2024. Mobility 2050 is currently under review by the air quality consultative partners (e.g., Environmental Protection Agency, FHWA-TX, Texas Commission on Environmental Quality, and TxDOT) as part of Regional Transportation Conformity.</p> <p>There are 12 items found within 23 CFR 450.324(f) to be addressed in the Plan e.g., 1) current and projected transportation demand of persons and goods; 2) existing and proposed transportation facilities; 3) and 4) performance measures/targets; 5) operational and management strategies; 6) results of the congestion management process; 7) preservation of infrastructure; 8) transportation and transit enhancement</p>

Requirements Citations & Assessment	Observations, Commendations, Recommendations and Corrective Actions
	<p>activities; 9) design concept and design scope; 10) environmental mitigation; 11) financial plan; and 12) pedestrian walkway and bicycle transportation facilities. The MTP, as revised included the referenced items at the time of adoption.</p> <p>Interested parties are provided reasonable opportunity(ies) to comment on Plans. The NCT MPO publishes its Plan for public review.</p> <p><u>Air Quality link:</u> Federal Air Quality Requirements</p> <p>The NCT MPO staff were complimentary of TxDOT TPP-Traffic Analysis' (Janie Temple) efforts. The NCT MPO suggested that the State's map be updated more regularly.</p> <p>Recommendation. The Federal Review Team suggested that the State/NCT MPO efforts be continued.</p>
<p>TRANSPORTATION IMPROVEMENT PROGRAM (TIP)</p> <p>Annual Listing of Projects (ALOP)</p> <p>23 U.S.C. 134</p> <p>23 CFR 450.326</p> <p>23 CFR 450.334</p>	<p>The RTC adopted (June 2024), four-year 2025-2028 Transportation Improvement Program (TIP) is a fiscally constrained program of regionally significant projects aligned with the MTP. It is developed through a performance-driven, outcome-based process, and supports federal performance targets: Performance Measure Rule 1 -Safety (PM1); Performance Measure Rule 2 - Pavement and Bridge Condition (PM2); Performance Measure Rule 3 - System Performance, Freight, and Congestion Mitigation and Air Quality (CMAQ) Improvement Program (PM3); PTASP; and TAM and includes a required assessment of its impact on achieving those targets.</p>
<p>ASSESSMENT: Compliant</p>	<p>The NCT MPO cooperatively develops its TIPs in concert with TxDOT's two-year STIP schedule. The STIP is approved by the Governor, or his designee. Interested parties are provided with a reasonable opportunity to comment on the TIP. Public meetings are held as part of the TIP review process. Projects included in the FY 2025 -2028 TIP were found to be consistent with the MTP except as otherwise noted in the FY 2025-2028 STIP approval letters.</p> <p>The TIP includes a financial plan that includes funds expected to be reasonably available to carry out the TIP. The Surface Transportation Block Grant Program funds are not suballocated based on predetermined percentages or formulas. The NCT MPO uses procedures consistent with its PPP to prepare, adopt then revise the TIP. The State, in cooperation with the NCT MPO, selects projects to be implemented.</p> <p><u>TIP links:</u></p> <ul style="list-style-type: none"> • TIP Frequently Asked Questions (FAQ) • How Are Transportation Projects Funded? • 2025 - 2028 Transportation Improvement Program

Requirements Citations & Assessment	Observations, Commendations, Recommendations and Corrective Actions
	<ul style="list-style-type: none"> • Public Meeting Minutes, May 13, 2024 • Modifications to the TIP Program • Funding Initiatives <p>The annual listing of obligated projects (ALOP) poses a significant challenge for many metropolitan planning organizations, including the NCT MPO. One of the main statewide issues is that the published lists often fail to capture all project obligations, including modifications and grouped projects designated for the region. This incomplete capture of obligations can lead to discrepancies in reporting and hinder effective oversight and planning.</p> <p>The MPO, TxDOT and the public transit providers cooperatively develop the ALOP of federally funded projects. The ALOPs are made available in accordance with the NCT MPO PPP.</p> <p>ALOP link: Annual Project Listings</p> <p>Self-Certification links:</p> <ul style="list-style-type: none"> • 2025 – 2028 TIP Chapter VI Self-Certification (June 2024) • Unified Planning Work Program <p>Commendation: The Federal Review Team commends NCT MPO on its significant staff effort e.g., 1,000 active projects; 70 implementing agencies. This includes their coordinating > tracking > troubleshooting and development activities.</p>

Requirements Citations & Assessment	Observations, Commendations, Recommendations and Corrective Actions
<p>TRANSPORTATION PERFORMANCE MEASURES (TPM)</p> <p>Performance Based Planning</p> <p>PM1 – Safety 23 CFR 490.207</p> <p>PM2 – Pavement & Bridge Condition 23 CFR 490.307</p> <p>PM3 – System Performance, ... 23 CFR 490.507</p> <p>PTASP – Public Transportation</p> <p>Agency Safety Plan 49 CFR 673.11</p> <p>TAM – Transit Asset Management 49 CFR 625.45</p>	<p>The NCT MPO demonstrates compliance with Performance-Based Planning and Programming (PBPP) and TPM as required by metropolitan planning regulations (23 CFR Parts 450 and 490). The NCT MPO utilizes performance measures and targets related to PM1, PM2, PM3, PTASP; and TAM ensuring that these metrics guide planning processes.</p> <p>Collaboration with TxDOT and local transit agencies allows NCT MPO to set and support consistent regional performance targets in the metropolitan area.</p> <p>Performance measures and targets are fully incorporated into the MTP and the FY 2025-2028 TIP, guiding investment decisions and project prioritization.</p> <p>The NCT MPO integrates PBPP elements across documents, ensuring that performance measures related to safety, infrastructure, and transit assets are consistently applied. The relationships between the MTP; TIP and UPWP and CMP further enhance consistent planning practices. Included in the TIP is a description of the anticipated effect of the current TIP toward achieving performance targets adopted by the NCT MPO, per 23 CFR 450.326(d).</p> <p><u>TPM links:</u></p> <ul style="list-style-type: none"> • Performance Measures • Federal Performance Measures • Changing Mobility • 2025-2028 TIP Chapter V Regional Performance
<p>ASSESSMENT: Compliant</p>	

Requirements Citations & Assessment	Observations, Commendations, Recommendations and Corrective Actions
<p>STUDIES AND PROJECTS</p> <p>23 CFR 450.318</p>	<p>Development of planning studies are a joint effort between the NCT MPO, TxDOT and/or the public transit providers.</p> <p>Examples, since the last Federal review include:</p> <ul style="list-style-type: none"> • Access North Texas Update (2022) • Dallas CBD-Fair Park Links Study • Dallas-Fort Worth High-Speed Transportation Connections Study • Denton County Transit Study • East Dallas, Kaufman, and Rockwall Counties Regional Transit Study • Forest Hill Drive Study • Grand Avenue (Dallas) Study • Highway Corridor Studies • Intermodal Transportation Hubs for Colleges and Universities Study • Silver Line Corridor TOD Planning Study <p>Open RFP listings are posted to the NCT MPO website e.g.,</p> <ul style="list-style-type: none"> • Car Care Awareness Safety Integration • Digital Asset Management • Environmental Economics Services for Integrating Transportation & Stormwater Infrastructure - West Study Area • Flooded Roads Information System Project • Las Colinas Automated Transportation System • McKinney Avenue Transit Authority ADA Accessibility Study • NTX Airspace Awareness Pilot Program • Predictive Crash Analysis Software • RAISE FY21 EV Charging Stations • Request for Information for Food Desert Analysis
<p>ASSESSMENT: Compliant</p>	<p>At closeout, NCT MPO staff highlighted the following as commendable State-MPO and/or MPO efforts:</p> <ul style="list-style-type: none"> • Teen Driver Safety Program, NCTCOG • Southeast Connector, Fort Worth District • IH 345 Connects, Dallas District

LOCAL ELECTED OFFICIALS FEEDBACK

As part of the NCT MPO Federal Certification Review, a total of 18 RTC members volunteered to provide feedback concerning the performance of the MPO. The consensus of the feedback supported a conclusion that NCT MPO functions with a strong sense of regional unity and collaboration. Staff are exceedingly knowledgeable, well-prepared, and responsive to community needs. While RTC members are inundated with a massive amount of information, officials report that new member orientations, training, and reference material (binders) are very helpful with the transition. It was suggested, however, that NCT MPO staff provide more contextual information to aid decision-making, especially for newer members.

A clear concern of rapid growth and urban sprawl, especially on the fringes, was shared amongst the elected officials which may pose planning challenges for the region. Connectivity between transit operations was also an area of interest. The NCT MPO staff addresses these concerns through forward thinking technologies and studies designed to assess all modes of transportation. It was generally reported that there is a fair balance of representation amongst both large and small cities/counties across the region, however, several officials were concerned with ensuring the voting is accurately distributed given the rapid growth occurring.

PUBLIC LISTENING SESSION

The Federal Review Team conducted a Public Listening Session on June 5, 2025, in conjunction with the NCT MPO's regularly scheduled monthly public meeting held at their offices located at 616 Six Flags Drive, Arlington, Texas 76011. The NCT MPO Federal Certification Review was the first item on the agenda, where a member of the Federal Review Team provided an overview of the purpose of the Federal Certification Review and requested comments from the public related to the following three (3) topics:

- 1) What are your comments regarding the North Central Texas Council of Governments' (NCTCOG) Regional Transportation Council (RTC) performance in carrying out the responsibility of the region's Metropolitan Planning Organization (MPO)?
- 2) Is NCTCOG doing an overall good job of providing the public with a reasonable opportunity to provide input and participate as part of the *Planning Process*?
- 3) What specific areas do you feel NCTCOG could improve?

Other comments.

Comments from the public were accepted from June 5, 2025, through July 18, 2025.

During the public involvement participation process, the following comments were received:

Comment. The commenter is in favor of NCTCOGs monthly public meetings.

Comment. The commenter feels engaged in the regional initiative.

Comment. In response to 2) the commenter responded 'yes'.

Comment. It is the commenter's opinion, there are two major issues for improvement:

- Pedestrian safety after leaving a bus/train.
Examples provided were Willow Bend Mall and Preston Rd (North Dallas).
Re. Willow Bend Mall – it's the conflict between pedestrians and vehicles.
Re. Preston Rd – it needs a pause/delay for pedestrians.
The present signal timing creates a peds/turning cars conflict.
- Wrong way drivers (and the resulting fatalities).
Efforts to address should be accelerated especially. at night e.g., increased

lighting, increased signage.

There was some discussion related to the '*Friends of the TxDOT/MPO Safety Committee*'.

JOINT DETERMINATION BY FHWA TEXAS DIVISION AND FTA REGION 6

FTA-FHWA determination: **CERTIFIED**

Based on the results of the 2025 Transportation Management Area (TMA) Certification Review of the North Central Texas MPO (NCT MPO), the Federal Highway Administration Texas Division (FHWA-TX) and the Federal Transit Administration Region 6 (FTA-6) find that the NCT MPO metropolitan transportation planning process substantially meets the federal requirements of 23 CFR Part 450.

Table 2 – Abbreviations/Acronyms

ALOP	Annual Listing of Obligated Projects
CFR	Code of Federal Regulations
CMAQ	Congestion and Mitigation Air Quality Improvement Program
CMP	Congestion Management Plan
FHWA-TX	Federal Highway Administration-Texas Division
FTA-6	Federal Transit Administration-Region 6
MOU	Memorandum of Understanding
MPA	Metropolitan Planning Area
MTP	Metropolitan Transportation Plan* *Mobility 2045: 2022 Update versus Mobility 2050
MTPP	Metropolitan Transportation Planning Process
NCT MPO	North Central Texas Metropolitan Planning Organization
NCTCOG	North Central Texas Council of Governments
PBPP	Performance-Based Planning and Programming
PM1	Performance Measure Rule 1 (Safety)
PM2	Performance Measure Rule 2 (Pavement and Bridge Condition)
PM3	Performance Measure Rule 3 (System Performance, Freight, and CMAQ)
PPP	Public Participation Plan
PTASP	Public Transportation Agency Safety Plan
Public Transit Providers	City of Arlington (Handitran, RAPID, Via) Dallas Area Rapid Transit (DART) (member cities: Addison, Carrollton, Cockrell Hill, Dallas, Farmers Branch, Garland, Glenn Heights, Highland Park, Irving, Plano, Richardson, Rowlett, and University Park; contract city: McKinney) Denton County Transportation Authority (DCTA) (member cities: Denton, Highland Village and Lewisville; contract city: Frisco) Fort Worth Transportation Authority (Trinity Metro) (member cities: Forest Hill, Fort Worth, Grapevine, Mansfield, North Richland Hills, and River Oaks) City of Grand Prairie (Via, Grand Connection) Star Transit (Mesquite)
RTC	Regional Transportation Council
STIP	Statewide Transportation Improvement Program
STTC	Surface Transportation Technical Committee
TAM	Transit Asset Management
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TPM	Transportation Performance Measures
TxDOT	Texas Department of Transportation
TPP	Transportation Planning and Programming Division
UPWP	Unified Planning Work Program * *FYs 2024 and 2025 UPWP versus FYs 2025 and 2026 UPWP

Table 3 - Review Participants

Last Name	First Name	Organization	Email
Al Hweil	Mohammad	TxDOT	Mohammad.AlHweil@txdot.gov
Alexander	Vickie	NCTCOG	Valexander@nctcog.org
Arrington	Mark	FHWA	Mark.Arrington@dot.gov
Bales	Genevieve	FHWA	Genevieve.Bales@dot.gov
Barks	Berrien	NCTCOG	BBarks@nctcog.org
Baylor	Carli	NCTCOG	CBaylor@nctcog.org
Beckham	Emily	NCTCOG	EBeckham@nctcog.org
Bergstrom	Kenny	NCTCOG	KBergstrom@nctcog.org
Bettger	Natalie	NCTCOG	NBettger@nctcog.org
Bloomer	Michelle	FTA	Michelle.Bloomer@dot.gov
Bunkley	Ken	NCTCOG	KBunkley@nctcog.org
Carson	Angie	NCTCOG	ACarson@nctcog.org
Cox	Liza	NCTCOG	LAcox@nctcog.org
Dalrymple	Dawn	NCTCOG	DDalrymple@nctcog.org
Dell	Brian	NCTCOG	BDell@nctcog.org
Derrick	Cody	NCTCOG	CDerrick@nctcog.org
Dintino	Shawn	NCTCOG	SDintino@nctcog.org
Finch	Sara	TxDOT	Sara.Finch@txdot.gov
Flood	Brian	NCTCOG	BFlood@nctcog.org
Fontenot	Tammye	TxDOT	Tammye.Fontenot@txdot.gov
Gongora	Rebekah	NCTCOG	RGongora@nctcog.org
Gonzalez	Ricardo	TxDOT	Ricardo.Gonzalez@txdot.gov
Gotti	Christie	NCTCOG	CGotti@nctcog.org
Johnson	Amy	NCTCOG	AJohnson@nctcog.org
Jones	Elizabeth	TxDOT	Elizabeth.Jones@txdot.gov
Kessler	Dan	NCTCOG	DKessler@nctcog.org
Kirkpatrick	Ken	NCTCOG	KKirkpatrick@nctcog.org
Klaus	Chris	NCTCOG	CKlaus@nctcog.org
Lamers	Dan	NCTCOG	DLamers@nctcog.org
Lopez	Glendora	TxDOT	Glendora.Lopez@txdot.gov
Lyssy	Gail	FTA	Gail.Lyssy@dot.gov
Maley	Barbara	FHWA	Barbara.Maley@dot.gov
Marsh	Charles	NCTCOG	CMarsh@nctcog.org
Medlock	Sierra	NCTCOG	SMedlock@nctcog.org
Mirzaei	Arash	NCTCOG	AMirzaei@nctcog.org
Morris	Michael	NCTCOG	MMorris@nctcog.org
Nance	Savana	NCTCOG	SNance@nctcog.org
Neal	Jeffrey	NCTCOG	JNeal@nctcog.org
Nguyen	Rachel	NCTCOG	RNguyen@nctcog.org
Niles	Dylan	NCTCOG	DNiles@nctcog.org
Oliphant	Marc	FTA	Marc.Oliphant@dot.gov
Pruitt-Jenkins	Vercie	NCTCOG	VPruit-Jenkins@nctcog.org

Reed	Chris	NCTCOG	CReed@nctcog.org
Sanchez	Raymond	TxDOT	Raymond.Sanchez@txdot.gov
Shaikh	Aliyah	NCTCOG	AShaikh@nctcog.org
Simmons	Samuel	NCTCOG	SSimmons@nctcog.org
Spillman	Tamelia	TxDOT	Tamelia.Spillman@txdot.gov
Temple	Janie	TxDOT	Janie.Temple@txdot.gov
Vandiver	Whitney	NCTCOG	WVandiver@nctcog.org
Wheeler	Brendon	NCTCOG	BWheeler@nctcog.org
Windsor	Karla	NCTCOG	KWindsor@nctcog.org
Wilson	Amanda	NCTCOG	AWilson@nctcog.org
Witcher	Hannah	NCTCOG	HWitcher@nctcog.org
Wood	Tim	TxDOT	Tim.Wood@txdot.gov
Wright	Jared	NCTCOG	JWright@nctcog.org



Adequately Fund the Transportation System

Enact a long-term bill that provides stable funding and addresses the solvency of the Highway Trust Fund. This should include increasing traditional revenue sources for all modes of transportation and air quality programs, leveraging innovative funding methods, and updating allocation formulas to reflect current needs.

Streamline Project Delivery by Formula Allocation

Shift select competitive grants to formula funding, empower MPOs to act as direct recipients of certain federal funds, and reduce local match requirements. This would simplify funding processes, enhance flexibility, and accelerate transportation project implementation.

Pursue Safety through Technology

Utilize technology to enhance the transportation system by improving safety and congestion. This includes the consistent and safe implementation of technological advances, such as autonomous vehicles and data sharing, as well as examining new technologies to deter unsafe driving behaviors, while opposing proposals that could increase risks, like raising truck weight or length limits.

Expand Options

Maximize transportation efficiencies through transit-oriented developments, support shared mobility solutions, and strengthen regional, state, and national goods movement with smart ports and multimodal freight networks. Encourage high-speed rail and deploy advanced air quality technologies, such as hydrogen fuel cell electric systems, to reduce congestion and emissions.

Increase Efficiency

Incentivize regions that initiate streamlined project delivery and directly formula allocate funds to states and MPOs to increase efficiency. Additionally, encourage partnerships between federal agencies and focus on the preservation of existing transportation assets.

2025-2026 Regional Transportation Council

About the Regional Transportation Council

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The 12-county Dallas-Fort Worth Metropolitan Planning Area includes Collin, Dallas, Denton, Ellis, Hunt, Hood, 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/rtc.

Rick Bailey, Chair Commissioner, Johnson County	Pat Deen County Judge, Parker County	John B. Muns Mayor, City of Plano
Stephen Mason, Vice Chair Mayor, City of Cedar Hill	Andy Eads County Judge, Denton County	Mathew Porter Mayor, City of Wylie
Jill Jester, Secretary Councilmember, City of Denton	Michael Evans Mayor, City of Mansfield	Manny Ramirez Councilmember, Tarrant County
Daniel Alemán, Jr. Mayor, City of Mesquite	Vernon Evans Vice Chair Dallas Fort Worth International Airport	Paul Ridley Councilmember, City of Dallas
Bruce Arfsten Mayor, Town of Addison	Carlos Flores Mayor Pro Tem, City of Fort Worth	Jim R. Ross Mayor, City of Arlington
Steve Babick Mayor, City of Carrollton	T. J. Gilmore Mayor, City of Lewisville	David Salazar, P.E. District Engineer, Texas Department of Transportation, Fort Worth District
Adam Bazaldua Councilmember, City of Dallas	Raul H. Gonzalez Deputy Mayor Pro Tem, City of Arlington	Gary Slagel Chair, Dallas Area Rapid Transit
Elizabeth M. Beck Councilmember, City of Fort Worth	Lane Grayson Commissioner, Ellis County	Kathy Stewart Councilmember, City of Dallas
Curtis Berghold Mayor, City of Richland Hills	Mojo Haddad Vice Chair, North Texas Tollway Authority	Bobby Stoval County Judge, Hunt County
Lorie Blair Councilmember, City of Dallas	Clay Lewis Jenkins County Judge, Dallas County	Burt Thankur Councilmember, City of Frisco
Alan Blaylock Councilmember, City of Fort Worth	Ron Jensen Mayor, City of Grand Prairie	Jeremy Tompkins Councilmember, City of Euless
Ceason Clemons, P.E. District Engineer Texas Department of Transportation, Dallas District	Matt Krause Commissioner, Tarrant County	William Tsao, P.E. Citizen Representative City of Dallas
Bill Cox Mayor, City of McKinney	Cara Mendelsohn Councilmember, City of Dallas	Dennis Webb Commissioner, City of Irving
Michael D. Crain Councilmember, City of Fort Worth	Cesar Molina Vice Chair, Denton County Transportation Authority	Duncan Webb Commissioner, Collin County
Theresa Daniel, Ph.D. Commissioner, Dallas County	Ed Moore Deputy Mayor Pro Tem, City of Garland	Staff Director Michael Morris, P.E. Director of Transportation, NCTCOG
Jeff Davis Chair, Trinity Metro	Jesse Moreno Mayor Pro Tem, City of Dallas	

NORTH TEXAS ZERO EMISSION VEHICLES CALL FOR PROJECTS

\$58.6 million is available for fleets to replace existing heavy-duty vehicles with zero-emission vehicles

Eligible Projects: Replacement of existing Class 6 and 7 vocational vehicles operating in the NCTCOG region with battery-electric or hydrogen fuel cell electric vehicles

- Vocational vehicles can include Step Vans, Box Trucks, Street Sweepers, Bucket Trucks, Refuse Haulers, Transit Buses, and More

Eligible Applicants: Public or private fleets

Funding Level: 33% to 80% of the new vehicle price

Interested? Attend one of our North Texas Zero Emission Vehicles Workshops to learn more!

Recordings of the workshops will be available at
www.nctcog.org/ntxzev after the event.



Image Source:Trinity Metro

Workshop 1



Thursday
November 6, 2025



1:00 - 3:00 PM CT



Hybrid; Virtual via Zoom OR
In person at NCTCOG offices

Workshop 2

Tuesday
December 2, 2025



Image Source:NCTCOG

JOIN US



www.publicinput.com/ntxzev_workshop



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

Regional Transportation Council
November 13, 2025



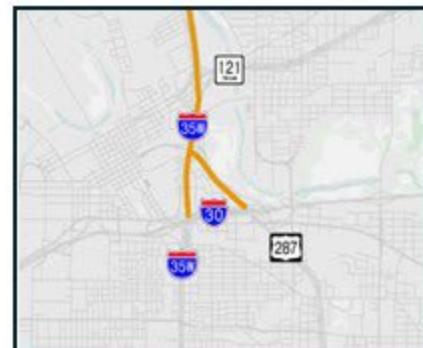
North Central Texas
Council of Governments

Managed Lane System

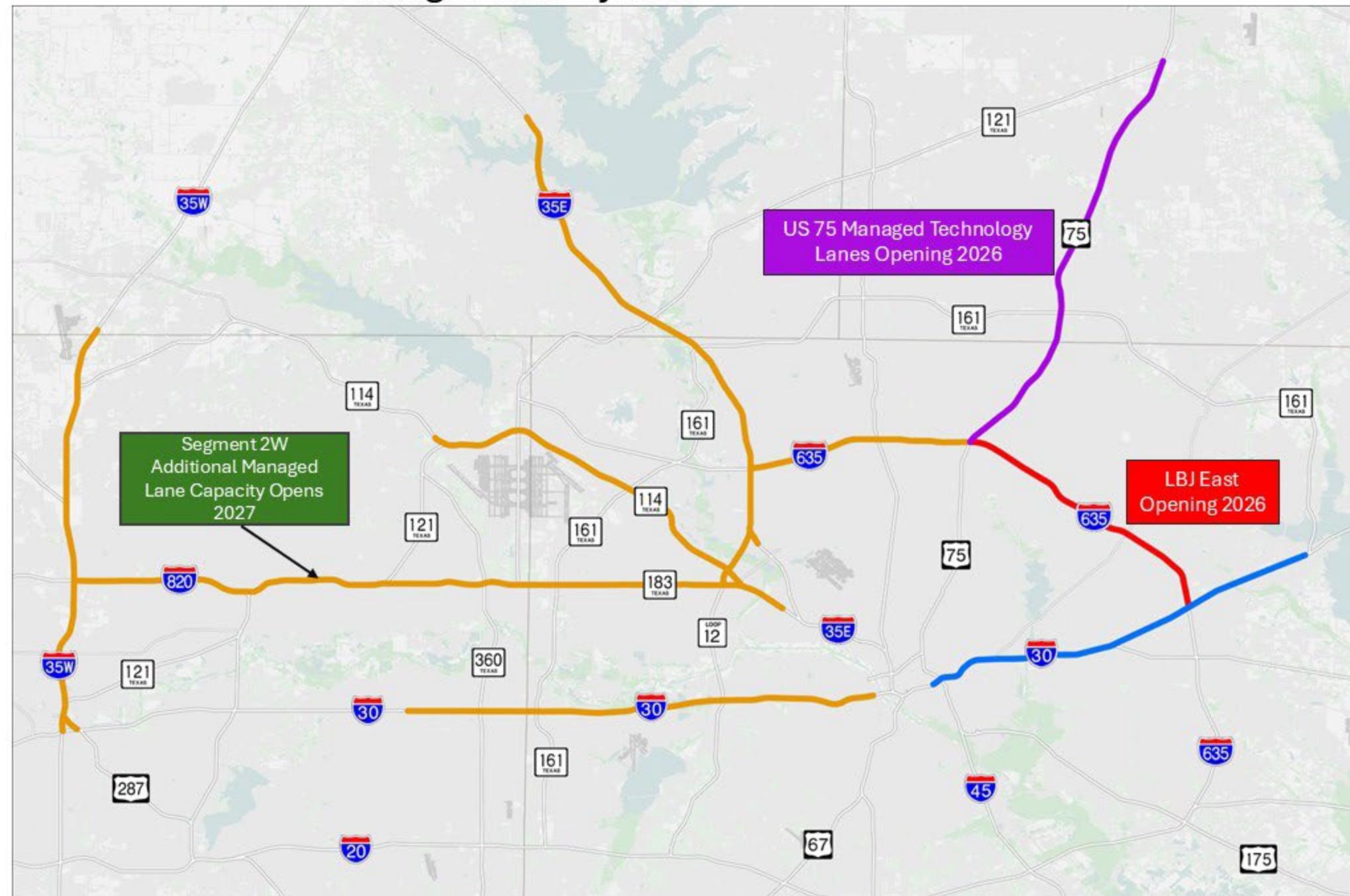
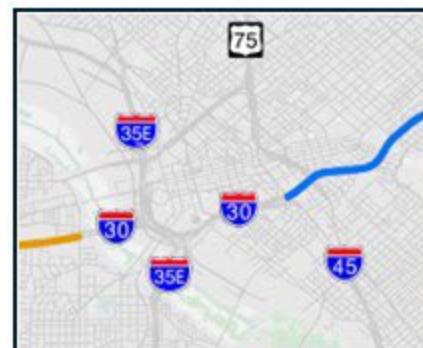
Current Express/HOV + Managed Lanes

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

Fort Worth CBD



Dallas CBD



Toll Managed Lane Data Monitoring

Cumulative December 2013 - August 2025

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

\$11,587,651 as of August 2025

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

\$12,407 from October 2014 - August 2025

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

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

Have there been any additional NTTA customer service needs?

No, minimal impact

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

No

Toll Managed Lane Data Monitoring

Cumulative December 2013 - August 2025

Facility	HOV 2+ Subsidy Costs	NTTA Customer Service (Additional Needs)	Project Performance Events (Speeds < 35 mph)
North Tarrant Express • SH 183/121 from IH 35W to SH 121 • IH 35W from IH 30 to US 287	\$7,193,199	Negligible	0
LBJ Express • IH 635 from IH 35E to US 75 • IH 35E from Loop 12 to IH 635	\$4,394,452	Negligible	0
DFW Connector SH 114 from Kimball Avenue to Freeport Parkway	N/A	Negligible	0
IH 30 Managed Lanes IH 30 from SH 161 to Westmoreland Road	N/A	Negligible	0
IH 35E Managed Lanes IH 35E from FM 2181 (Teasley) to LBJ	N/A	Negligible	0

GoCarma Registration Totals

January 24, 2020 – September 30, 2025

Users: 93,835



Vehicles: 90,454

Occupant Passes: 16,163

Total and HOV Transactions

January 24, 2020 – September 30, 2025

Total Transactions – 7,396,138

LBJ/NTE Partners – 4,834,983

TxDOT – 2,561,154

Total HOV Transactions – 3,341,034 (~45%)

LBJ/NTE Partners – 2,274,661

TxDOT – 1,066,373

Unique Vehicles – 80,365



Akin Gump Strauss Hauer & Feld LLP
2300 N. Field Street
Suite 1800
Dallas, TX 75201

T +1 214.969.2800
F +1 214.969.4343
akingump.com

ERIC GAMBRELL
214.969.2799/214.969.4343
egambrell@akingump.com

Akin

October 6, 2025

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

Re: City of Arlington Economic Study Assessment of Financial Benefits to Owners of Restaurants, Lounges and other Venues in the Arlington Entertainment District

Dear Mr. Kirkpatrick:

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

At the August meeting of the Regional Transportation Council (the “RTC”), certain representatives of the North Central Texas Council of Governments, specifically including Michael Morris and Brendon Wheeler, referenced an allegedly ongoing economic study by the City of Arlington and the City of Fort Worth regarding the “economics of high-speed rail to those communities.”

What was not made clear at that meeting is whether that supposed study will specifically analyze the economic windfall of a higher-speed rail station being located in the Arlington Entertainment District specifically to the owners of restaurants/lounges, and other venues in the Arlington Entertainment District. As we have reported, an RTC Member who is also currently the Mayor of Arlington, publicizes his business interests in at least one restaurant/lounge in the Arlington Entertainment District.

Finally, while Mr. Morris has conceded that no station can be located in the City of Arlington given that municipality’s repeated refusal to join a metropolitan transit authority, he inexplicably (and irresponsibly) continues to advocate for a station in the Arlington Entertainment District.

Ken Kirkpatrick
General Counsel
October 6, 2025
Page 2

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

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

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

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

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

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

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

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

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

ERIC GAMBRELL
214.969.2799/214.969.4343
egambrell@akingump.com

October 13, 2025

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

Re: Misleading Misrepresentations in the “2025 DFW High-Speed Update” (Part One): The hours-long pedestrian walkway “connection”

Dear Mr. Kirkpatrick:

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

The limited purpose of this letter is to *begin* the process of exposing the numerous misleading misrepresentations to the public in the DFW High-Speed Update 2025 Newsletter, Issue No. 1 (the “2025 Newsletter”) engineered by Michael Morris, in his capacity as the Transportation Director of the North Central Texas Council of Governments (the “NCTCOG”).

Today, we flag the gross mischaracterization in the 2025 Newsletter that “a climate-controlled walkway or people mover built under the high-speed rail viaduct” would supposedly provide “connections [to] allow users to cross traditional barriers like highways and existing rail lines” to “access [] key destinations and new projects in west Dallas and downtown.” As we show below, when confronted with actual specifics and data, this is bad faith misdirection.

Moving pedestrian walkways, also known as travelators, move at speeds slower than average walking speed. If you have been to DFW Airport, you might have experienced these motorized walkways traveling less than 1.5 miles per hour, including between terminals. DFW Airport uses moving walkways manufactured by ThyssenKrupp (n/k/a TK Elevator). It sells travelators with speeds of between 1.1 and 1.4 miles per hour. *See* https://www.tkelevator.com/uk-en/products/moving-walks/iwalk/#standard_text. They also have a maximum length of 100 meters. *Id.*

Ken Kirkpatrick
General Counsel
October 13, 2025
Page 2

Using these metrics, a moving walkway from the proposed location outside of Downtown Dallas for possible future Dallas to Houston high-speed rail to EBJ Union Station would be approximately one mile. Based on the above-cited speeds, it would take a person between 43 and 60 minutes (a full hour) to make that journey. Given the maximum 100-meter length of each such travelator, a person would need to endure no less than 26 separate travelators to get to EBJ Union Station to “connect” with other transportation to reach the final destination.¹

“Connect[ing]” with “new projects” in “west Dallas” such as Trinity Groves, would double the expedition. Those roughly two miles on a moving walkway would entail an hour and a half to two hours traversing more than 50 of the 100-meter motorized walkways. This, even without considering that the travelator would have to somehow find a way to get across various highways and, of course, the Trinity River.²

No reasonable or rational person is going to do any of this. The City of Dallas would be left with an environmentally and economically nonviable blight of an empty beltway to nowhere.

The supposed “connections” to be provided by the suggested ultramarathon of a pedestrian walkway are conclusively shown as nothing more than the continued false propaganda campaign emanating from the Transportation Director’s office to attempt to muscle through the legally precluded and procedurally barred so-called alignment “2(b)” regarding possible future Dallas-to-Arlington Entertainment District-to-Fort Worth.

As the chief legal officer of the NCTCOG, you are deemed to have actual notice of your delineated strict duties to ameliorate and mitigate these misleading misstatements, including in the protection of public integrity.

¹ It is also noteworthy that this imagination of a “walkway” would not in any way “connect” with the Omni Hotel and Conference Center – it would require even more travel time after disembarking the travelator.

² You *should* know that there is no DART rail service between Union Station and Trinity Groves in West Dallas (we have previously noted the “DART desert” in West Dallas and the lack of any benefit for those neighborhoods from possible future higher-speed rail plowing through and dividing those neighborhoods causing massive environmental and economic damage).

Ken Kirkpatrick
General Counsel
October 13, 2025
Page 3

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

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

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

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

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

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

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

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

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

ERIC GAMBRELL
214.969.2799/214.969.4343
egambrell@akingump.com

October 20, 2025

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

Re: Misleading Misrepresentations in the “2025 DFW High-Speed Update (Part Two): Manipulation and Misdirection Regarding the Boston Consulting Group Report

Dear Mr. Kirkpatrick:

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

The limited purpose of this letter is to *continue* the process of exposing the numerous misleading misrepresentations to the public in the DFW High-Speed Update 2025 Newsletter, Issue No. 1 (the “2025 Newsletter”) engineered by Michael Morris, in his capacity as the Transportation Director of the North Central Texas Council of Governments (the “NCTCOG”).

Today, we highlight the materially misleading mischaracterization in the 2025 Newsletter that “the Dallas-Fort Worth [higher-speed rail] connection would translate to roughly 3,400 new jobs and more than \$1 billion in additional annual economic output for Dallas County compared to a Dallas-to-Houston line alone” and cause an “increase[] in GDP.” This is intentional, and a brazen, misdirection.

The above-cited conclusion by the Boston Consulting Group (“BCG”) has absolutely nothing to do with alignment “2(b)” regarding possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail. Rather, those conclusions by BCG, who notably characterizes itself as the (not disinterested) “leading railroad consulting firm” that “support[s] the rail industry” and “partners with rail operators,” dealt solely with the distinct “western” alignment that would not plow through the heart of Downtown Dallas.

BCG (again, even as predisposed self-described “support[ers]” of “the “rail industry”) concedes that **alignment “2(b)” would not create jobs, not add to economic input for Dallas County, and not increase GDP.** As Mr. Morris and his Transportation Department well understand, BCG concludes just the opposite.

Ken Kirkpatrick
General Counsel
October 20, 2025
Page 2

The BCG Report – as you well know – actually finds that alignment “2(b)” would cause massive loss and generational economic and environmental harm to the City of Dallas and its residents, including, as just some examples, the:

Loss of over 7,000 jobs each year;

Loss of nearly \$2 billion in annual economic output; and

Loss of over \$1 billion in annual GDP.

Mr. Morris nowhere in the 2025 Newsletter points out or acknowledges these damages as explicitly identified in the conclusions of the report by rail industry consultant BCG.

As the chief legal officer of the NCTCOG, you are deemed to have actual notice of your delineated strict duties to ameliorate and mitigate these misleading misstatements (further exhibiting a wholesale lack of transparency), including in the protection of public integrity.

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

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

or

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

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

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

Ken Kirkpatrick
General Counsel
October 20, 2025
Page 3

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

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

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

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

Akin Gump Strauss Hauer & Feld LLP
2300 N. Field Street
Suite 1800
Dallas, TX 75201

T +1 214.969.2800
F +1 214.969.4343
akingump.com

Akin

ERIC GAMBRELL
214.969.2799/214.969.4343
egambrell@akingump.com

October 27, 2025

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

*Re: Misleading misrepresentations in the “2025 DFW High-Speed Update” (Part Three):
The as fast but far less expensive (and non-damaging) Trinity Railway Express*

Dear Mr. Kirkpatrick:

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

The limited purpose of this letter is to *continue* the process of exposing the numerous misleading misrepresentations made to the public in the DFW High-Speed Update 2025 Newsletter, Issue No. 1 (the “2025 Newsletter”) engineered by Michael Morris, in his capacity as the Transportation Director of the North Central Texas Council of Governments (the “NCTCOG”). Today, we point to material mischaracterizations in the 2025 Newsletter relating to the Trinity Railway Express (the “TRE”).

First, the 2025 Newsletter intentionally conceals from the public the published conclusions of railroad consulting firm Boston Consulting Group (“BCG”), in its economic study regarding possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail, that – instead of the fatally flawed alignment “2(b)” – the TRE could be “upgrade[d],” which would:

- “achieve a Dallas-to-Fort Worth travel time of 30 minutes” and thus have a competitive and comparable travel time with the so-called alignment “2(b);”
- cost five billion dollars (\$5,000,000,000.00) less than alignment “2(b);” and
- not result in billions of dollars in economic losses each year that would be annually suffered under alignment “2(b).”

Second, Mr. Morris expressly represented to the public in an official meeting earlier this year that:

the TRE is “obviously the backbone of the region” for transportation.

See Dallas Area Rapid Transit (“DART”) Committee Meetings Video Transcript. This unequivocal and unambiguous admission highlights even more willful misdirection in the 2025 Newsletter, which contradictorily – and baselessly – refers to possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail as the supposed “backbone” of the region.

As the chief legal officer of the NCTCOG, you are deemed to have actual notice of your delineated strict duties to ameliorate and mitigate these misleading misstatements, including in the protection of public integrity.

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

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

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

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

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

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

Ken Kirkpatrick

General Counsel

October 27, 2025

Page 3

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

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

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

ERIC GAMBRELL
214.969.2799/214.969.4343
egambrell@akingump.com

November 3, 2025

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

Re: The Escalating Misleading Misinformation Regarding the Heartland Flyer \$3.5 Million Dollar Bailout: Michael Morris Tells RTC Members that the Heartland Flyer is Critical to the Success of FIFA World Cup '26 – so that Chicagoans can Travel 23.5 Hours on Amtrak to Attend a Match at Dallas Stadium

Dear Mr. Kirkpatrick:

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

The limited purpose of this letter is to memorialize the latest misleading statement by Michael Morris made to the Members of the Regional Transportation Council (the “RTC”) and the public regarding the \$3.5 million “subsidy” payout to Amtrak for passenger rail service between Fort Worth to Oklahoma City (the “Heartland Flyer”).

At the October 9, 2025 RTC Meeting, Mr. Morris actually represented that this multi-million dollar dissipation of regional taxpayer dollars to bail out the Heartland Flyer is supposedly “critical for FIFA” [World Cup ‘26] to “move people from Chicago” “by passenger rail service” to Fort Worth to watch a soccer match at Dallas Stadium. Morris even threatened that it would purportedly be a “black eye” for the region if FIFA World Cup ‘26 failed because, as one of his specific examples, Chicagoans were not able to take Amtrak through Oklahoma City to Fort Worth on the Heartland Flyer to watch a match.

Mr. Morris’ spurious statements are axiomatically implausible, irresponsible and indefensible:

•Mr. Morris materially omitted from his argument that **the travel time on Amtrak from Chicago to Fort Worth (one-way) is 23 1/2 hours** – just shy of an entire day on a train. In comparison, there are numerous daily *airplane flights* from multiple airports in Chicago to both DFW International Airport and Dallas Love Field that take approximately **2 1/2 hours** (including multiple flights as short as 2 hours and 15 minutes).

Ken Kirkpatrick
General Counsel
November 3, 2025
Page 2

•**There is no cost savings to take the train from Chicago.** Roundtrip airline tickets from Chicago to Dallas can be purchased for less money than roundtrip tickets for the same route on Amtrak, which exceed \$500 for a single coach seat.

No one is going to take Amtrak from Chicago to Fort Worth to attend FIFA World Cup '26 at Dallas Stadium.

Michael Morris' official representation that the *gift* to Amtrak of millions of taxpayer dollars for the Heartland Flyer was supposedly necessary for the success of FIFA World Cup '26 is instantly exposed as just more bad faith propaganda – no different than the raft of misleading statements relating to the fatally flawed and legal precluded alignment “2(b)” regarding possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail.

We finally remind you of our previous correspondence evidencing the gross waste of public monies to resuscitate the Heartland Flyer – flatly rejected by the State of Texas – because it (1) uses Regional Toll Revenue funds that have geographically regional limitations even as the Heartland Flyer route is 75% *outside* the region, and (2) provides an approximately \$175.00 subsidy per person per roundtrip between Fort Worth and Oklahoma City – approaching or even potentially exceeding the cost of air or car travel.

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

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

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

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

Ken Kirkpatrick
General Counsel
November 3, 2025
Page 3

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

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

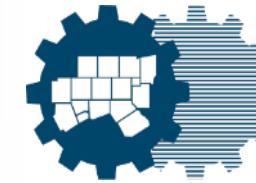
NCTCOG’s continued action involving the so-called “Alignment 2(b)” is in defiance and disregard of the Resolution passed unanimously by the City Council of the City of Dallas on June 12, 2024.

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

Sincerely,

/s/ Eric Gambrell

Eric Gambrell



Local Clean Air Project Spotlight Arts & Autos - Electric Avenue

2025 DFW National Drive Electric Month

Regional Transportation Council

11/13/2025

2025 National Drive Electric Month Overview

Providing an opportunity for electric vehicle (EV) education in a neutral no-sale environment

Date: Saturday, September 13th, 2025

Location: Downtown Denton Square at Denton Arts and Auto Festival

Attendees Registered: 290

Attendance: 300+

Exhibitors: 11

Static Electric Vehicles: 14

Electric Avenue was a collaboration between Dallas Fort Worth Clean Cities, Texas Electric Vehicle Education Project, Charge Across America, and Denton Main Street Association



Photo Source: NCTCOG



Local Clean Air Project Spotlight Arts & Autos – Electric Avenue 2025 DFW National Drive Electric Month

2025 NDEM Exhibitors

Exhibitors: 11

EV Community Groups/Owner:

- North Texas Electric Auto Association
- North Texas Rivian Club
- Texas EV Alliance
- E-Muscle
- Ford Lightning

EV Exhibitors:

- Huffines Kia Corinth

EV Charging Manufacturers:

- EV Tech

Local Governments:

- City of Denton Sustainability Department

Other:

- Bunch Bikes
- North Texas Renewable Energy Group



Photo Source: NCTCOG

Types of EV Displayed

- E-Ford Mustang G.T. 350
- Ford Lightning
- Rivian R1T
- Tesla Polestar
- Tesla Model I3
- Tesla Model Y
- Chevrolet
- Chevrolet
- BMW
- Kia
- Ford
- Tesla
- Hyundai Ioniq 5
- Kia EV6



2025 NDEM Ride & Drive Results

Impact of Ride & Drive Experience

Pre-Survey Results		Post-Survey Results	
Perception of EVs	61% Very Positive	Perception of EVs	90% Very Positive
Likelihood to Lease/Purchase EV	24% Very Likely	Likelihood to Lease/Purchase EV	66% Very Likely

- Over 110 ride & drives
- 80 completed surveys
- 38% of participants had no prior EV experience

Top Reasons Participants Liked EVs

1. Acceleration
2. Comfort
3. Fun



Photo Source: NCTCOG



Local Clean Air Project Spotlight Arts & Autos – Electric Avenue 2025 DFW National Drive Electric Month

Contact Us



Kimberlin To
Communication Supervisor
kto@nctcog.org



Savana Nance
Principal Planner
snance@nctcog.org



Irlenia Hermosillo
Air Quality Planner
ihermosillo@nctcog.org



Kenneth Bergstrom
Communication Manager
kbergstrom@nctcog.org

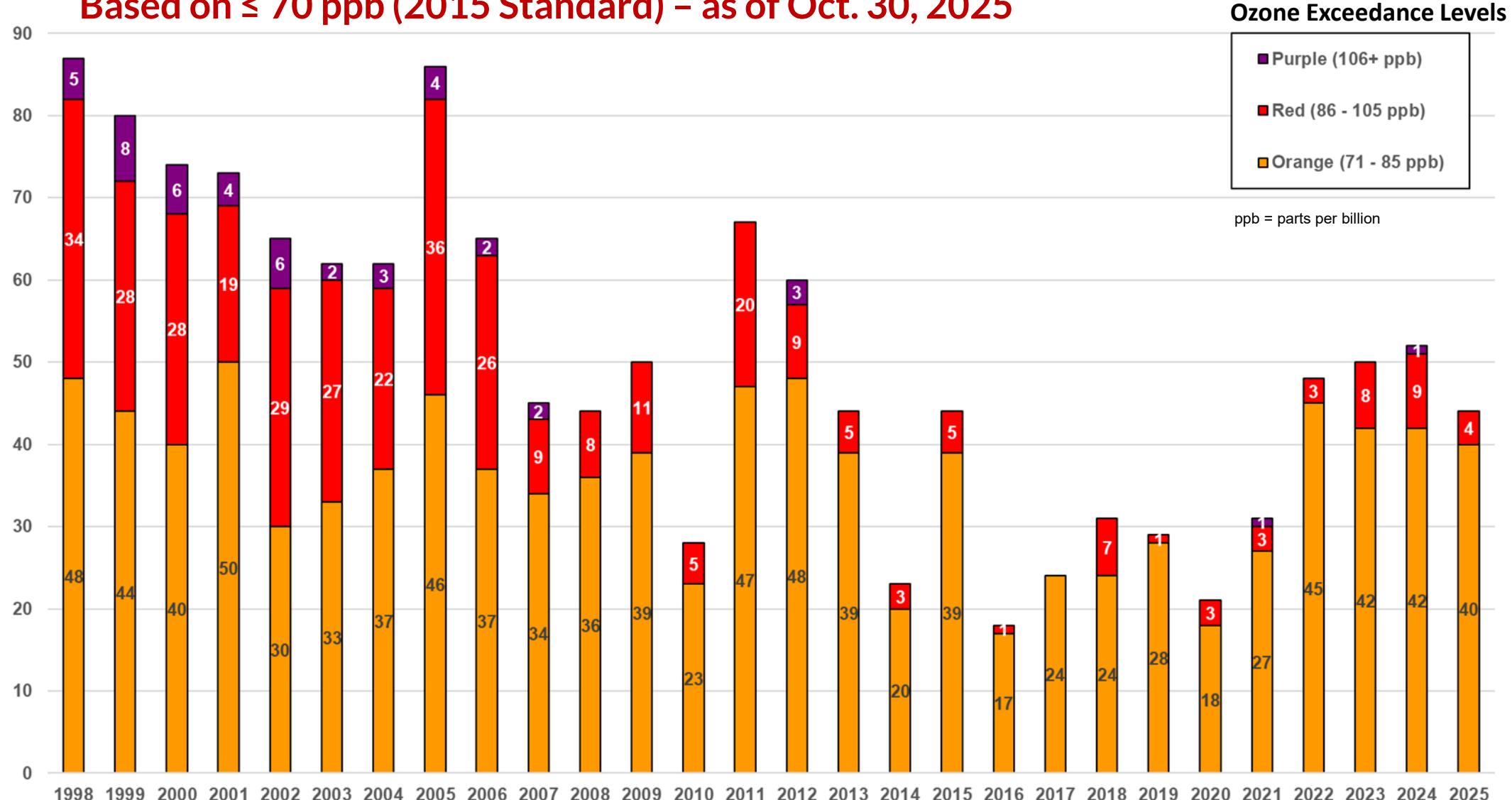


Jacki Kocmoud
Communication Coordinator
jkocmoud@nctcog.org



8-hour Ozone NAAQS Historical Trends

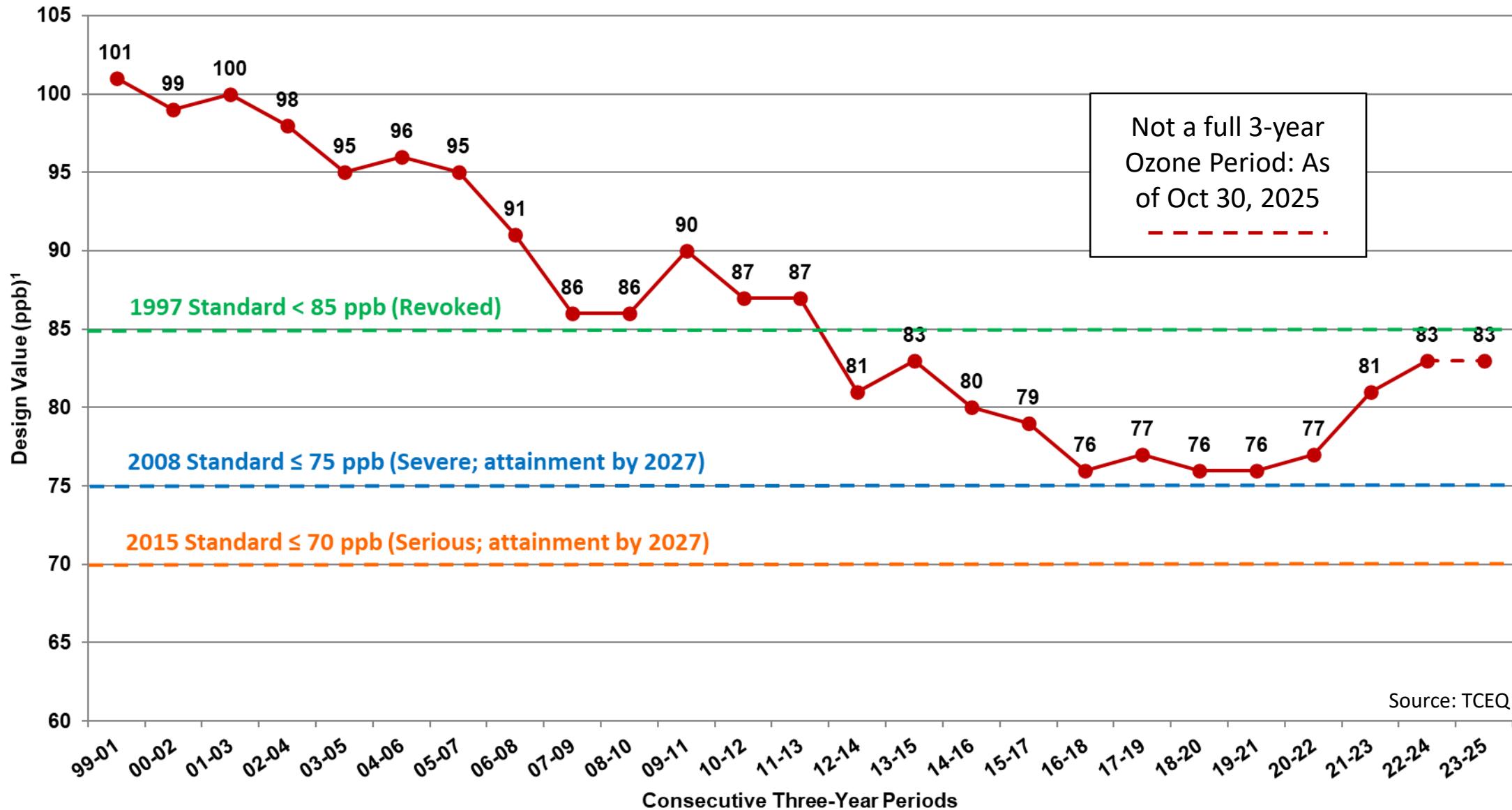
Based on ≤ 70 ppb (2015 Standard) – as of Oct. 30, 2025



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

Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb. Source: TCEQ http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl

8-hour Ozone NAAQS Historical Trends



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

For More Information

CHRIS KLAUS
Senior Program Manager
cklaus@nctcog.org
817-695-9286

JENNY NARVAEZ
Program Manager
jnarvaez@nctcog.org
817-608-2342

VIVEK THIMMAMAVAJJHALA
Senior Transportation System Modeler
vthimmavajjhala@nctcog.org
817-704-2504

ANALISA GARCIA
Air Quality Planner
agarcia@nctcog.org
817-695-9170

DANIELA TOWER
Air Quality Planner
dtower@nctcog.org
817-704-5629

<https://www.nctcog.org/trans/quality/air/ozone>

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

Purpose

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

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

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

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

Public Involvement

Facebook –

1. Rail crossing improvements & more for review/comment. www.publicinput.com/nctcogOct25
 – NCTCOG Transportation Department



Yes, let's do hear more about the conflicts of interest with DCTA and Lewisville since DCTA's board chairman is also the Mayor of Lewisville, a city which is providing them funds. – Bonni Crisfulli

No more public transportation! Ever again! Get with technology and wake up! Uber share is doing it right now and every individual whether they're in the lower income or in need of assistance should be able to use Uber share. Uber share needs to allow each individual to give the rating to the driver as well as the opportunity to give the driver a tip otherwise Uber share will not work! — Stephen Chacko

Doesn't seem like uber share could handle mass transportation. I guess at this point, even low income have debit cards, maybe? Is the tipping to make up for lower driver pay by having those who can afford to tip, tip more to make up for those who can't? — Japheth Pace

Would be more open if public transportation was accessible in Arlington and Mesquite. But then I have a DART Yearly Pass for places I like to go. Even if raising the rates is planned, it is still a bargain. — Charles George

Those cities chose not to be a DART member city. — C.J. Mashburn

They also do not have Public Transportation. I use DART but also the TRE to go places. Arlington could have supported TRE. — C.J. Mashburn

So, another consideration should be that all EVs can use toll roads free of charge. — Jim Duncan

INSTALL THESE, EVERYWHERE. Get on bicycles and ride! — Brian Spencer



No. Bicycles belong on sidewalks, not on the road. — C.J. Mashburn

That's no less than ignorant. Bicycles are legal vehicles on the road according to the Texas Vehicle Code, have been since the 1980's. Last century. — Brian Spencer

To view more comments on this post, visit:

<https://www.facebook.com/NCTCOGtrans/posts/pfbid04yyRFhLH69b7Qe1yu1Yfnyk7kDjSch8EWKn8zPwCPDiMSiEXyphefknMuf7SdFrpl>

Air Quality

Facebook –

1. Don't get scammed. Online vehicle inspections are illegal. There is no "All Pass!"
www.NTxCarCare.org – NCTCOG Transportation Department



Inspections should all be illegal. – Jim Hamilton

We no longer need an inspection in Texas. – Kerry McCaughey

Unless you live in the big cities. – Tracy Conine

And that's just for emissions system, not tires, wiper blades, lights etc. –
Kerry McCaughey

Tail pipe counties still have to. – Jim Hamilton

Yeah, it's a Federal mandate because of EPA, not a state requirement. Plus, there's a way of monitoring emissions from the side of the highway so actual testing using the OBD-II really isn't needed. – Bob Nester

Inspections aren't required in Texas anymore. – Eddie Akin

Just emission test in major counties. – Noah Hill

Yeah, but they still take your money out anyway for it so to me that's theft it was a big old gimmick in the first place. – Jimmy Jones

It depends where you live. – Judy Scott

I just got one on my car. – Johnny Coronado

Vehicle inspections at all should be illegal, I will never live in a state that has them. – Ray Dull

2. Que no te estafen. La inspección vehicular en línea es ilegal. ¡No existen las de "TODO PASA!"
Translation: Don't get scammed. Online vehicle inspection is illegal. There are no "ALL PASS!" — NCTCOG Transportation Department



Por eso carro viejito bien afinado sin tanto sensor para pasar la inspección y sin la preocupación de pagos y aseguranza full cover para un carro salvage bien cara para nomas estar comiendo tacos del jack y maruchan como el batman. **Translation:** That's why a well-tuned old car without so many sensors to pass the inspection and without the worry of payments and full cover insurance for a very expensive salvage car to just be eating tacos from the jack and maruchan like the batman. — Eduardo Lopez

Eso es ilegal y no te valen, al menos en Weatherford no la valen. **Translation:** That's illegal and they're not worth it, at least in Weatherford they're not. — Pedro Rodriguez

Puras estafas. **Translation:** Pure scams. — Sergio Hernandez

Información por favor. **Translation:** Information please. — Marco Antonio Rocha

Tu mama también pasa. **Translation:** Your mom passes, too. — Jorge Ortiz

Jorge Ortiz hahahaah y su abuela también **Translation:** Hahahaah and her grandmother, too. — Juan F Portillo

Muy cierto, es ilegal pero esta gente pendeja hasta se anuncia en Facebook. **Translation:** Very true, it is illegal, but these stupid people even advertise on Facebook. — Joaquin Carreno

Instagram -

1. Don't get scammed. Online vehicle inspections are illegal. There is no "All Pass!"
www.NTxCarCare.org— NCTCOG Transportation Department



Since the first of the year most vehicles in the state of Texas don't have the safety inspection. The emissions test is different because it is required in certain counties on all gasoline powered vehicles. — David Ray Shelton (@sheltondavidray)

Instagram Threads –

1. Don't get scammed. Online vehicle inspections are illegal. There is no "All Pass!" www.NTxCarCare.org— NCTCOG Transportation Department



It's not illegal unless you get caught. — Don juan (@4don7juan)

LinkedIn –

1. Big Day For Our Team! We officially launched the beta version of the HAQ app at the **City of Dallas + NCTCOG Transportation** Air Quality Summit—and the response was overwhelmingly positive. Special team-spirit award goes to **Keith Thode**, our amazing app builder, who even showed up in HAQ colors for the debut! HAQ is designed to be a game changer at the intersection of Climate + Health + Equity. It uniquely integrates real-time heat and air quality data with community resources, municipal services, and tailored health messaging—all in one smart platform. 📱 Explore the app here on Apple Store <https://lnkd.in/ewp-vHMU>. We're ready to grow and expand HAQ for greater impact. Our interdisciplinary team—**Anusha Govind, Sheila**

Modi, Marsha Prior, Ph.D. and Keith Thode—would love to connect with partners and sponsors to help strengthen and scale this work. ⚡ Have a great idea? Want to collaborate? Let's connect.

We're just getting started. — Rose Jones, Ph.D.

To view the comments on this post, visit:

<https://www.linkedin.com/feed/update/urn:li:activity:7376625770003324928/?actorCompanyld=103355982>



BlueSky –

1. October is the season for gathering with friends and family, exploring the outdoors, and soaking up all the autumn traditions. Read how you can embrace fall traditions while being mindful of the environment in our latest post on Clean Air Corner: www.airnorthtexas.org/aq-resources... Suburbanista shared our post, adding: Some amazing, festive options for North Texans from all over to drive to! 🍂 Carpooling is a great idea. A family of four shouldn't need more than two cars. You can also help the environment by turning down the music on your 100 mile trip to the pumpkin patch, saving a few watt-hours for our Earth! — Suburbanista (@suburbanista@bsky.social)



Alternative Fuel Vehicles

LinkedIn –

1. We're still buzzing from our Ride & Drive event in Denton, Texas, part of the annual Arts & Autos Festival! With over 100 EV test drives, the day was filled with community, culture, and clean transportation. Set against the historic Denton Town Square, about 40 miles outside of Dallas, the event highlighted Denton's vibrant mix of families, businesses, and its role as a college town with two local universities, all within a thriving arts scene. We were proud to team up with the **Texas EV** and **NCTCOG Transportation** to showcase the latest electric vehicles and give residents a chance to get behind the wheel of the future! ⚡ 🚗 — Charge Across Town

To view the pictures on this post, visit:

<https://www.linkedin.com/feed/update/urn:li:activity:7376363257294528513/?actorCompanyKey=d=103355982>



Safety

1. Speeding is the #1 factor in serious injury and fatality crashes in DFW. Life has no reset buttons. Drive safe, not fast. www.DriveAwareNTx.org



How to track untuned CB radio knocking. How long do I gotta knock for? Is my 5-channel able to be located? Snapshots went in. Beeps. Has power indicated braking orientation(s).
— Jo Limo

Apparently, the LEFT doesn't have a reset button either. — Rick Robbins

Transit

LinkedIn –

1. Smart City Mobility Company is pleased to share our #Vision34Corridor White Paper and outline, focusing on the restoration of #Masstransit in the Arlington Entertainment District. Our goal is to reconnect the 9th and 11th largest American cities with the heart of the Metroplex and The University of Texas at Arlington, paving the way for innovation and a brighter future. The discussion surrounding High-Speed Rail serves as a productive avenue for engaging our neighbors about the return of transit to Arlington. We propose shifting the focus less than 1 mile south along a 6-lane, 140 ft wide existing right of way, which was developed alongside and on top of the Interurban Electric Railway that operated from July 2, 1902, until December 24, 1934. It is known locally as #Texas180. #Lancaster #Division and #Jeffersonblvd. This initiative is informed by the

blueprint of **DART (Dallas Area Rapid Transit)** #TrinityMetro, which is supported by \$70 billion in **NCTCOG Transportation** dollars outlined in the 2050 plan released in June. Transit is returning to McKinney and expanding to Midlothian, Mansfield Waxahachie, and **City of Frisco** and **Dallas Cowboys**. However, the city with the most to gain is hesitant to engage in a conversation about moving away from a car-centric focus. A staggering 65% of Visitors polled over the last 15 years cite parking and time as the primary reasons for their reluctance to return to this entertainment district. Students at UTA face an average of 15-20 minutes each day competing for 16,500 parking spaces among 45,000 students and 5,000 faculty. This results in millions of hours annually that could be spent studying or engaging with the community. The costs associated with parking, including tickets, accidents, and overall stress, are significant and entirely fixable. The VISION 34 CORRIDOR is a patent-pending project that offers an innovative solution to the transit challenges facing this Metroplex. I encourage everyone to read and comment. This is about having a conversation about real solutions. As the Founder of Smart City Texas, and the Smart City Mobility Company I believe the Vision 34 Corridor is that solution. Have a blessed day!

#Smartcitymobilitytx #Smartcitytexas #Vision34Corridor #Mobility #Masstransit #Connection #future #intelligent #Infrastructure #autonomy – James Gyurkovic Jr.

To view attachments on this post, visit:

<https://www.linkedin.com/feed/update/urn:li:activity:7379915252660043776/?actorCompanyld=103355982>

High-Speed Rail

X.com (Formerly Twitter) –

1. NCTCOG Transportation Department shared: These fans are lucky @NCTCOGtrans stepped up to fund Texas' portion of the operating budget to support the continuation of Heartland Flyer service this year! | @koconeews – <https://koco.com/article/oklahoma-texas-train-dallas-okc-heartland-flyer/68921335> #trains #rail #TX #Oklahoma #OK #OKC #DFW #Dallas – RAIL Magazine (@RAILMag)



BlueSky –

1. NCTCOG Transportation Department shared: These fans are lucky @nctcogtrans.bsky.social stepped up to fund Texas' portion of the operating budget to support the continuation of Heartland Flyer service this year! – RAIL Magazine (@railmag.bsky.social)



RTC

Facebook –

1. The October Regional Transportation Council Meeting will be held tomorrow at 1 pm. Find this month's agenda at the link in our comments below. Find the agenda here: <https://nctcog.org/.../regional-transportation-council> – NCTCOG Transportation Department



For goodness's sake, don't let that DCTA Chairman/ Lewisville Mayor take over the entire discussion, as he has caused enough damage in Denton County transportation already with his conflicts of interest. – Bonni Crisfulli

2. NCTCOG Transportation Department shared Fort Worth Report's post: "In June, a long-range regional transportation plan outlining \$217.3 billion in needs for North Texas road, rail and air quality improvements through 2050 was approved by the Regional Transportation Council, an independent policy group of the council of governments that has local leaders on its board." Read more: – NCTCOG Transportation Department

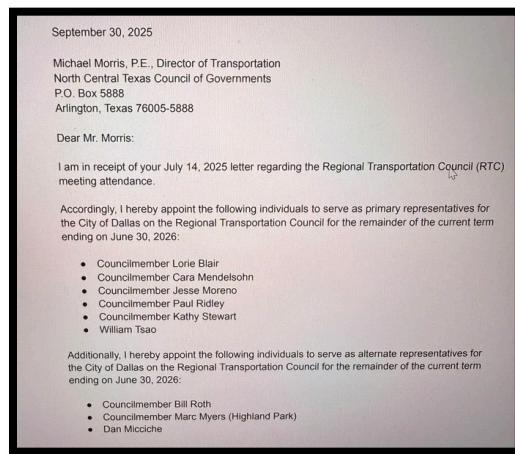
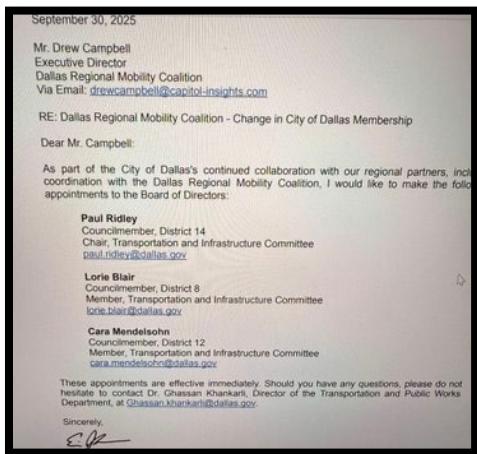
Original post: Drive time: Billions in road projects aim to ease Fort Worth's traffic congestion https://fortworthreport.org/2025/09/28/drive-time-billions-in-road-projects-aim-to-ease-fort-worths-traffic-congestion/?utm_source=facebook&utm_medium=organic-social – Fort Worth Report



Adding more and more concrete is the literal definition of insanity. Doing the same thing over and over expecting a different result. It's great to see plans for alternatives, but skeptical that it really gets done. The politically charged, anti-transit sentiment being led by elected leaders in Collin County, specifically, is cause for concern with a plan like this. — Dan Phillips

X.com (Formerly Twitter)

1. Appointments to Regional Transportation Council (RTC) & Dallas Regional Mobility Coalition (DRMC). The Mayor isn't playing games - he attached the 12 month attendance sheet to his RTC memo. Congrats to my colleagues - let's continue to show up and help @CityOfDallas advance. @NCTCOGtrans @Johnson4Dallas — Cara Mendelsohn (@caraathome)



Has there been pretty good attendance for this important council from previous @CityOfDallas appointments? — JohnyBot (@Johnyalamo)

I'm surprised that your crony, Mr. Ice Cream, from Lewisville wasn't on that nomination list, especially since he has weaseled his way onto every other transportation board in town without being qualified in an attempt to hoard all the power. — Bonni M. Crisfulli (@BonniCrisfulli)

About Us

LinkedIn –

1. Hook 'Em, Y'all! **NCTCOG Transportation** had a great time last week connecting with students at **The University of Texas at Austin - College of Liberal Arts** career fair! If you're interested in learning more about our internship opportunities or full-time positions, visit nctcog.org/careers. – Carli K. Baylor, MJ



2. Lumberjacks make great transportation planners! 🌲 If you're a student at **Stephen F. Austin State University**, swing by the All Majors Career Fair today from 1-4 PM at the student center. Come chat with **NCTCOG Transportation** staff – we can't wait to meet you and talk about career opportunities in regional planning! #CareerFair #Transportation #SFA #Lumberjacks #NCTCOG – Carli K. Baylor, MJ



MINUTES

REGIONAL TRANSPORTATION COUNCIL PUBLIC MEETING

Dallas-Fort Worth Air Quality Improvement Plan Update

Rail Crossing Improvement Program

Fiscal Year 2020-2024 Annual Project Listings

Meeting Date and Location

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting on Monday, Oct. 13, 2025, at noon in Arlington. Patrons could attend in person, via phone or view the live stream at www.publicinput.com/nctcogOct25. Dan Lamers, Senior Program Manager, moderated the meeting attended by 62 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:

- Dallas-Fort Worth Air Quality Improvement Plan Update – **presented by Irlenia Hermosillo**
- Rail Crossing Improvement Program – **presented by Elijah Cook**

The public meeting was held to educate, inform and seek comments from the public. Comments were solicited from those attending who wished to speak for the record. The presentations made during the meeting as well as a video recording were posted online at: www.publicinput.com/nctcogOct25.

Summary of Presentations

Dallas-Fort Worth Air Quality Improvement Plan Update presentation:

<https://www.nctcog.org/getmedia/24cc10f2-49fe-4c26-a037-f3802ed31b38/DFW-AQIP-Update.pdf>

The Dallas-Fort Worth Air Quality Improvement Plan, developed under the EPA's Climate Pollution Reduction Grant Program, includes two main deliverables: a completed Priority Action Plan and a forthcoming Comprehensive Action Plan (CAP). The CAP is a 25-year

plan that includes emissions projections through 2050 and sets long-term reduction goals. The plan also addresses the region's nonattainment status for ground-level ozone and the expected population and economic growth that may worsen air quality. Criteria pollutants, particularly ozone and particulate matter, remain a concern for public health and the environment.

Regional projections show carbon dioxide equivalent (CO₂e) emissions increasing by 123 percent from 2022 to 2050, driven by growth in the energy and transportation sectors. Transportation-related emissions alone are expected to rise by 55 percent during this period. The regional target aims to reduce NO_x, CO₂e and related pollutants by 25 percent by 2050.

Key transportation strategies under evaluation include:

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

Public feedback is being collected through the DFW Air Quality Improvement Plan website at www.PublicInput.com/dfwaqip. A virtual public meeting will be held on November 12, and the final Comprehensive Action Plan will be available for review in December.

Rail Crossing Improvement Program presentation:

<https://www.nctcog.org/getmedia/fe37cd04-331b-4b04-82fe-69e2e5ff3b94/Rail-Crossing-Improvement-Program.pdf>

The Rail Crossing Improvement Program was approved by the Regional Transportation Council in February 2024. Its goal is to enhance safety and quality of life near at-grade rail crossings across North Texas by identifying and implementing low-cost safety and repair solutions. The program works in partnership with cities, counties, the Texas Department of Transportation and rail operators.

Staff evaluated hundreds of crossings across the region using both quantitative and qualitative criteria. Data from the Federal Railroad Administration included vehicle and train volumes, train speeds and incident history over the past 10 years. Field visits were also conducted to assess warning devices, signage, pavement markings, visibility and overall crossing conditions. The program does not fund high-cost improvements such as grade separations or intersection reconfigurations.

Two project corridors were selected based on this analysis as well as stakeholder input:

- **Southeast Fort Worth Corridor:** Includes eight crossings from Ellis Street to Jessamine Street. The corridor was chosen due to high traffic volumes and multiple

incidents over the past decade. Improvements will supplement existing city projects at Kellis, Bolt, Dickson, Biddison and Bewick streets, provide new safety enhancements at Morningside and Jessamine streets and fully fund the closure of Page Avenue. Fort Worth will receive \$3.1 million with a 20 percent local match.

- **West Dallas Corridor:** Includes three crossings at Vilbig Road, East Jefferson Street and Manila Road. Selected for similar safety concerns and geometry issues, this project will fund the closure of Vilbig Road and safety upgrades at East Jefferson Street and Manila Road. Dallas will receive \$6.9 million with a 20 percent local match.

The Rail Crossing Improvement Program continues to prioritize projects that deliver measurable safety benefits through low-cost, high-impact solutions across the region.

Summary of Online Review and Comment Topics

Fiscal Year 2020-2024 Annual Project Listings link:

<https://www.nctcog.org/trans/funds/tip/annual-project-listings>

Annual project listings outline federal funds obligated for projects within the Dallas-Fort Worth region for each fiscal year. The reports are submitted to the Texas Department of Transportation annually and are then sent to the Federal Highway Administration. Project listings for fiscal years 2020-2024 are available for public review at: [NCTCOG - Annual Project Listings](#).

COMMENTS RECEIVED DURING THE MEETING

Dallas-Fort Worth Air Quality Improvement Plan Update

Gary Hennessey, Citizen

A. Pollution management

Comment: I see your AQIP projections and targets include all the possible sources of CO2e. Y'all are doing a great job, but I'd also like to remind you that pollution controls will work off of the compound interest program. If you make improvements to pollution controls and pollution evaluation in five to ten years, somebody else is going to come up with some other way to look at it and find an even better way to manage pollution controls. If we fail to implement our pollution controls this year, in five years they're going to be trying to implement exactly what we have now, or they may not do anything because they don't see the value in investing in the future. We need to find a way to get them implemented. Part of that is evaluating the actual pollution point source, whether it be a dry cleaner or a fracking site. I don't know if we have any way to officially evaluate sites right now, but the RTC and NCTCOG staff said they were not recommending any enhanced requirements to the dry cleaners to improve their pollution controls, and that

enhancing transportation pollution controls would take care of the problem. If you don't take care of all the problems, it just shifts the problem from one place to another.

The latest study indicates that the average vehicle on the road is 12 years old. 12-year-old vehicles don't have the latest, greatest pollution controls. The car manufacturers put in the latest, greatest pollution controls on every brand-new vehicle, but if we don't take the old cars off the road, or continue to require fracking sites, dry cleaners or the General Motors plant to control their pollution, then it's going to cost more for the latest and greatest vehicles, and people will have to keep their old vehicles longer. I call that the compound interest program. It works great when you're putting money in the bank and your investments, but if we don't have compound investments in pollution controls, we're never going to get to a point where we actually reduce pollution.

I want to commend the RTC for coming up with the money for the Texas portion of Amtrak between Oklahoma City and Fort Worth. I'd also like to see added efficiency in traffic light management. I know they're trying to do it, but there was suddenly an enormous amount of money available for traffic light management when they sent out the red-light camera tickets—except all the money went to the traffic light providers. I would like to see some way that we could continue to enhance traffic light efficiency and not have to depend on tickets to get the funds. The traffic light improvements are what matter to me most because there is no other transportation available to me. I live in Arlington. We don't have a bus system. We have the Trinity Metro service, which I use when I can. But mostly I just drive, and sitting at a traffic light waiting on the traffic light to change because there are no actual vehicles in the intersection is really annoying. I'd like to see the red-light cameras turn around and be green light cameras, if it's possible. Now, of course, that won't work at rush hour, but it can work on the off hours when I drive.

The dry cleaners, the fracking sites and the construction are not integrated with you all, and you're not integrated with them. That is something I would like to see the Texas Commission on Environmental Quality or the government work on. Doing what you can is great, but there's more that could be done by combining these.

Summary of response by Savana Nance: The projections you mentioned show all of the sectors and their growth. We do our best to estimate some of those policies mentioned in a snapshot in time. For example, the growth you see in the energy sector takes today's renewable energy adoption in Texas and assumes that stays the same. It is similar to an "if we don't do anything" scenario. If we see all this economic and population growth coming to our region, this is what our emissions are going to look like. And then the second half of that presentation is our proposed strategies and implementation.

Additionally, you talked about the importance of addressing all of the sectors. I'm not familiar with the dry cleaners not being addressed, so I'll have to look into that. We are working with our Environment and Development Department to develop targets and measures for the materials management sector, energy sector and fugitive emissions.

Summary of response by Dan Lamers: Regarding all of the sectors, we are responsible for the transportation component of it. We work closely with our Environment and Development Department, but we also work hand in hand with TCEQ to identify what transportation's responsibility is toward the whole picture. So, we are not responsible for any of those other items. I completely agree with your point about transportation not being able to fully shoulder the burden. Transportation has had tremendous improvements in technology when it comes to vehicles. That has been a primary reduction strategy over the years. Everybody says, "we never know when we're at the end of our technology road," but our cars today are much cleaner than the cars built a few years ago. We are going to start seeing diminishing returns in improvements from vehicles over the years because the vehicles are already so clean that it's going to be very hard to get them even cleaner, while the other sectors generally have not made as much progress on the technological side. So, your point is an extremely important one, and we'll keep up the good fight to do what we can. It's also not necessarily a local issue. Even if we do everything we want, other parts of the State may not be doing everything they need to, which still creates problems. It is a statewide issue, not just a local one.

Regarding your point about removing cars from roads, we used to run a vehicle repair and replacement program for older vehicles. If there was a serious emissions problem, we used to be able to provide funding to get vehicles fixed so they would meet emissions standards. We would also pay for people to trade in their vehicles and get credit toward the purchase of a vehicle that did meet standards. Unfortunately, the program was stopped by the legislature a few years back, so we don't have that tool in our toolbox any longer and must double down on the utilization of other tools.

You also mentioned traffic lights. It's hard starts from a traffic light that really cause a lot of emissions — the precursors out of your tailpipe. Making traffic flow smoother on our arterial streets through better coordination of our traffic signals can have a big impact on our air quality. One of the primary sources of funding we have for that is the federal Congestion Mitigation and Air Quality Program, which is allocated to the State. We were recently notified that the State is likely going to reduce our share of that funding over the next few years. As a result, we're going to have to be very proactive now, so we're not trying to play catch-up in the future.

Rail Crossing Improvement Program

Don Stilley, Citizen

A. Arlington rail crossing improvements

Comment: I live north of IH 30 in Arlington, but I often travel south to my retail sector. Is there any plan to improve the crossings? You talked about crossings in the east and the west, but my city seems to be missing. Any plans to go over or under the railroad at Cooper or Collins?

Summary of response by Dan Lamers: There are no definitive plans at the moment. The rail line that runs through Arlington is one of Union Pacific's national main lines. It is an extremely busy line, and there's not a lot that can be done to deal with the train. On the non-railroad side, you have the City of Arlington. Over the years, we have worked with the city to evaluate different configurations for separating various crossings through downtown Arlington. Unfortunately, we haven't been able to identify anything that would work. It would be extremely cost prohibitive, and it would have dramatic impacts on land use around those rail lines in those streets. For example, for a lot of those businesses that are built right up next to the railroad, Collins Street is their only entrance and exit. If you grade separated it, you will lose access to the land use. That's a very expensive proposition for the city to undertake as well. We continue to work with the City of Arlington on the safety aspects of the existing crossings. In fact, we're working with the city right now on some safety improvements on the Mesquite Street crossing to help make that safer for pedestrians and vehicles.

Unfortunately, funding is a large issue with these grade separations. Now with that said, there will be some funding available soon through the legislature's Railroad Crossing Elimination Program. We are constantly looking for opportunities to fund railroad grade crossings because they are very expensive. But safety is critical, and we'll look for any opportunity to be able to eliminate train, vehicle and pedestrian interactions.

Phyllis Silver, Citizen

A. Terminology clarification

Comment: Regarding the rail crossing, it sounded like Elijah said, "geometry issues." I don't know what that refers to.

Summary of response by Elijah Cook: Whenever you cross a railroad it can be extremely bumpy because it is not in line with the road. It can also be a safety concern if cars slow down whenever approaching or crossing the tracks. The rail crossings won't intersect the roadway itself at 90 degrees. If it's at a very awkward angle, it might make it more difficult for people in cars to see the train coming down the line.

Other

Carol Stilley, Citizen

A. Electric vehicles initiatives at the city level

Comment: Is there any way we could have the cities lead the way? Can we ask them for all their vehicles to be EV and have stations placed everywhere? Realizing it's not going to be the mass quantity that we need, at least it would show that there's an interest. Could all new hotels have things like that included?

Summary of response by Savana Nance: That's part of our intention with the development of the Air Quality Improvement Plan — to identify strategies where cities can pick and choose what's relevant and appropriate for them to implement. The Council of Governments has a Clean Fleet Policy cities can adopt. The City of Arlington has been testing some electric vehicles. It also always helps to have citizens encourage cities, so make sure your voice is heard. I do believe the City of Arlington is a Clean Fleet Policy adoptee, which means they've adopted the RTC resolution to have the lowest possible fleet emissions.

To your point about charging stations, we have a call for projects open right now for cities to apply for funding to install charging stations on their property. I can follow up and share more information about that if you'd like. I suspect Arlington is aware of it, since we've been bringing a lot of information about this to our committees. If you have input, it's always helpful for cities to know that the work they're doing is supported. You should definitely encourage them to submit because that funding opportunity closes at the end of this month. If they don't apply soon, they could miss out.

Regarding hotels, that gets more into a code issue. There are "EV-ready" codes that require a certain number of new buildings to be capable of supporting EV charging. That's one thing cities can do at the local level — adopt those updated codes. That's not something the Council of Governments controls.

Phyllis Silver, Citizen

A. EPA standards

Comment: I was initially very concerned about NCTCOG lowering its standards. I seem to be reassured that everything is going to be on track, but now I'm increasingly concerned about the EPA, with all the layoffs taking place. I'm also concerned about the ideas from some individuals that climate change is not important. I'm increasingly worried about whether we'll see lowering of the EPA standards.

Now, my comment relates to leaf blowers. We don't hear anything about them. I mostly walk to the transit station. Whenever I get to my destination, I tell people every day is "Leaf Blower Day" in Addison. I don't know the mechanics, but I think they're filled with propane or something like that, plus all the dust. I don't know if anybody is taking that into consideration, but there's got to be another way.

Summary of response by Savana Nance: We received funding for the Dallas-Fort Worth Air Quality Improvement Plan in 2023. It was awarded during the previous administration, and the grant focuses on reducing CO₂e — carbon dioxide equivalent — which is what you're referring to when you talk about climate change.

We've committed to participating in the grant because it allows us to address local air quality issues, particularly our nonattainment areas for the National Ambient Air Quality Standards. When you hear us talk about NOx, particulate matter and ground-level ozone — those are the pollutants that impact us locally. They're the reason our skies in Texas sometimes aren't as blue and bright as they should be. If you've ever seen ozone alerts on the highway, those are the major concerns. Those pollutants not only have health implications, but they can also have future economic impacts.

Ground-level ozone has been a major focus for us since those standards were first implemented — and we've never actually achieved attainment with them. This plan is comprehensive. We're looking at reducing NOx and particulate matter — which are the key air quality standards — as well as CO2e, which we're required to address under the grant. While CO2e reductions are part of our scope, we're treating all of these pollutants comprehensively, considering what our region can do.

Right now, this is just a plan — we don't yet have funding to support implementation — but we're evaluating all pollutants and their regional impacts. We've checked with our EPA project officer several times, and they've told us to continue our work. No one has instructed us to stop, and our deadline is at the end of this year. Until we're told otherwise, we're moving forward.

Regarding the EPA potentially lowering standards — I can't say whether they will or won't. But I do want to clarify that the two pollutants we are at risk of being in nonattainment for are ground-level ozone and particulate matter. We've been in nonattainment for ground-level ozone since the standard was first introduced in the 1990s. The current ozone standard was set in 2015 — it's been in place for 10 years, and while it hasn't changed, we're still working toward attainment.

As for particulate matter, our region is still determining whether we are in nonattainment. Last year, the EPA proposed lowering the standard from 12 to 9. That proposal came toward the end of the previous administration, and the current administration is now revisiting that decision — not the standard itself, but the proposed lowering. Before that, the last update to the particulate matter standard was in 2012. I mention this to highlight that many of these standards have been in place for decades — the National Ambient Air Quality Standards were first established in the 1970s. The current standards we're trying to meet for particulate matter and ground-level ozone date back to 2012 and 2015, respectively.

And yes — I completely understand the concern about leaf blowers. They're loud, smelly, and I've seen statistics showing they can emit as much pollution as a Ford F-150, which is pretty surprising to think about.

Michael McPhail, Citizen

A. Heartland Flyer funding

Question: Will NCTCOG continue funding for the Heartland Flyer in 2026?

Summary of response by Dan Lamers: Yes, the RTC approved \$3.5 million to fund the Texas portion of the Heartland Flyer through September 2026. When the World Cup is here in North Texas, we anticipate that more people will use the Heartland Flyer, which also should help reduce whatever subsidy is needed for the next fiscal year. Unfortunately, the RTC does not fund operations for railroads or Amtrak on a long-term basis, but members felt it was critically important – especially with the World Cup coming – to keep the service running through fiscal year 2026 and then explore other options in the future.

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

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

Other

Mail

Phyllis Silver, Citizen

Please see Attachment 1 for comments submitted via postal mail.

Dallas-Fort Worth Air Quality Improvement Program

Page 4-

Questions

- What are fugitive emissions?
- In the bar graph, what is TR? example ~50% from TR

Page 5

Comment

I made the comment during the Q+A section of the October Public Meeting and I would like to emphasize the topic now, in writing. The topic is leaf blowers, the repeated use of those devices, in addition to being a source of noise pollution, is creating air pollution. The dust and leaves are tossed around in the air and the propane or whatever powers the blower makes it hard to breathe in the area of the blower's use.

This would go under the topic as shown on Page 5, "Reduced Emissions from Non-Road Equipment." The photo shows a lawn mower. In my neighborhood, we mainly have mid-rise apartments and not homes. So the leaf blowers are the major problem.

I realize that your department works with transportation issues. Since you also deal with air quality issues as a whole, I recommend continued emphasis on these non-road equipment sources.

Rail Crossing Improvement Program

Comment This is a worthwhile project. With the wear and tear at the at-grade rail crossings caused by the trains and automobiles, it's refreshing that an organization is monitoring the disposal of these crossings.

Phyllis Silver
10/27/2025

To Carlis Baylor or Hannah Witcher's
Successor in the Transportation Department;

I received an informative letter dated September 10, 2025 from Ken Bunkley in response to a question that I had about an August 2025 Public Involvement letter. I asked what "Precision docking technology" was. Mr. Bunkley indicated in his letter that if I have any further questions I should contact Hannah Witcher.

I am aware that Hannah is no longer with the Transportation Department and I do not have a further question, however I would like to make a favorable comment about this. I was not aware of this technology and I find it exciting that this technology exists. One of the challenges of boarding and deboarding buses is that some bus operators park far from the curb and also the height of the step on platform is too high. I would like to see the precision docking technology become prevalent on buses. Mr. Bunkley indicated that ^{DOT} was ^{considering} updating some shuttles to provide precision docking technology — I would like to see it throughout the system.

Thank you.

Phyllis Silver
10/27/2025



North Central Texas
Council of Governments

TRANSPORTATION PUBLIC MEETING

NOV. 10 | NOON | 616 SIX FLAGS DR. ARLINGTON, TX 76011

PRESENTATIONS

TECHNOLOGY PROJECT IDENTIFICATION

Staff will present an overview of the *Technology Project Identification* process, a new framework under the *Transportation Technology and Innovation Program* designed to identify and advance emerging transportation solutions in coordination with public-sector partners. This process will identify emerging technologies and concepts that enhance safety, mobility and system efficiency. The presentation will outline program process, project eligibility, evaluation criteria and an implementation schedule. Input received will help refine the process, ensure alignment with regional priorities and guide future funding decisions to support innovative transportation deployments across North Central Texas.

NORTH TEXAS ZERO EMISSION CALL FOR PROJECTS

Staff will present information on the North Texas Zero Emission Vehicle (NTxZEV) Call for Projects set to open in late October 2025. NCTCOG was awarded \$60 million under the Environmental Protection Agency's (EPA) Clean Heavy-Duty Vehicles Program on behalf of the region. NCTCOG will use this funding to award rebates to public and private entities to replace existing heavy-duty vehicles with battery-electric or hydrogen fuel cell electric vehicles. For more information, visit www.nctcog.org/trans/quality/air/funding-and-resources/chdv

FY2027-2029 MANAGEMENT, OPERATIONS AND AIR QUALITY PROGRAM

The Management, Operations and Air Quality Program provides funding to improve the region's air quality, manage the transportation system and address safety issues. The funds are also used to provide planning and implementation assistance to reduce congestion and support public transit and bicycle/pedestrian projects and programs. Details of the program and the projects being proposed for funding will be presented.

RESOURCES + INFORMATION

Interactive Public Input: Map Your Experience: nctcog.org/mapyourexperience

Administrative Revisions: Mobility 2045 and Mobility 2050: PublicInput.com/nctcogNov25

Regional Transportation Council Orientation Video: nctcog.new.swagit.com/videos/357690

Regional Transportation Council Priorities for Surface Transportation Reauthorization: PublicInput.com/nctcogNov25

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

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

Attend in person, watch the presentations live at publicinput.com/nctcogNov25 or participate via phone by dialing 855-925-2801 then code 5672.

HOODLINE

DALLAS MAYOR ERIC JOHNSON APPOINTS LOCAL LEADERS TO KEY REGIONAL TRANSPORTATION BODIES

By Sofia Vasquez

October 1, 2025

Dallas Mayor Eric L. Johnson has put forth a slate of names for key organizations that shape the city's transportation, tourism, and economic strategy, tapping various local leaders for roles that could steer the city's future. Yesterday, the mayor announced a set of appointments for the Regional Transportation Council (RTC), the Dallas Regional Mobility Coalition (DRMC), and Visit Dallas, as reported by the [City of Dallas](#).

The list of appointees for the RTC is headlined by Mayor Pro Tem Jesse Moreno and includes Councilmembers Paul Ridley, who also serves as the chair of the Dallas City Council Committee on Transportation and Infrastructure, Lorie Blair, Cara Mendelsohn, Kathy Stewart, and William Tsao, with alternate representatives Councilmember Bill Roth, Highland Park Councilmember Marc Myers, and Dan Micciche to back them up, a move suggesting the city's intent to exert greater influence over regional transport policy, which encompasses decisions that range from road improvements to the integration of new mobility technologies. Mayor Johnson underscored the need for Dallas to have a "strong voice" in these bodies to push the city's interests forward, according to the announcement.

On another transport-related front, the DRMC will see Ridley, Blair, and Mendelsohn taking seats, indicating continuity in the city's approach to regional mobility advocacy and strategic investment. Meanwhile, the tourism sector gets a nod with Mayor Pro Tem Jesse Moreno's appointment to the Visit Dallas Board of Directors, a role central to promoting Dallas as a top-tier destination for travelers—both business and leisure—a sector crucial for the city's economic vitality.

Mayor Johnson expressed his expectations firmly, stating, per the [City of Dallas](#), "I expect all my appointees to represent Dallas with excellence and deliver great results for our city, and have every confidence that they will do so." The appointment announcement is a clear signal of Dallas's ambition to shape its destiny within the broader regional context these organizations' missions reflect the interconnection of transport, economic growth, and the quality of life for Dallas residents, the RTC focuses on policymaking within the North Texas Council of Governments, the DRMC is a united front for regional mobility projects, and Visit Dallas serves as an independent marketer for the city.

MAN KILLED AFTER ARGUMENT ON DART TRAIN IN DALLAS

By Madi Marks
October 2, 2025

A man was shot and killed Monday night following an argument aboard a DART train, according to DART police.

What we know:

DART police officers responded to the Market Center Station on Harry Hines Boulevard just before 10:15 p.m. on Monday.

Officers found the victim, identified as 53-year-old Daniel Tom Gormley, inside a train car. He had multiple gunshot wounds to the chest. First responders attempted to save Gormley's life, but he was pronounced dead at the scene.

A DART rail operator witnessed the scene and described the events to police. The witness reported hearing Gormley tell the suspect to get off the train before the suspect fired three times.

Police quickly located and arrested a man matching the suspect's description near the station. The man was identified as Christopher Clemson Akins and was charged with murder.

Friends said Gormley worked at a restaurant in Irving. Sunday was his birthday, so he was taking the train to Deep Ellum on Monday to have drinks with friends.

"Daniel was the kind of guy that everybody got along with. That was kind of puzzling about this whole situation. He wasn't confrontational. He wasn't hot-headed," said Mel LeMane, Gormley's boss at Po Melvins. "He was from Slow-dessa and just a country boy from out in West Texas that was never in a hurry and never confrontational, just a sweet guy."

LeMane said Gormley would always joke about being from Odessa, but he called it Slow-dessa.

He reportedly didn't have much family aside from a son living in Illinois.

What they're saying:

DART Police Chief Cato emphasized the agency's commitment to safety in a statement:

"Incidents like the one that occurred earlier this week are both extremely rare and are taken very seriously," Chief Cato said. "DART Police remain deeply committed to the safety of our riders, employees, and the communities we serve."

What we don't know:

It remains unclear whether Akins and Gormley knew each other prior to the confrontation or what the subject of the argument was.

THE DALLAS MORNING NEWS

COLLIN COUNTY'S GROWING PAINS – CAN ONE OF THE FASTEST GROWING REGIONS IN THE U.S. KEEP UP?

The suburbs north of Dallas have exploded with people and development. But maturing comes with growing pains.

By Lilly Kersh, Casey He and Kathryn Muchnick
October 2, 2025



Signs at the corner of E Monte Carlo Boulevard and Longneck Road point to new, and future, construction on Friday, Aug. 29, 2025, in Princeton. Princeton was the fastest-growing city in America last year, according to the U.S. Census Bureau. Smiley N. Pool / Staff Photographer

There was just a stoplight at the intersection of Eldorado Parkway and U.S. Highway 75 when Halcyon Ramsey, pregnant with her first child, [moved to McKinney](#) about 15 years ago in search of a better school district for her now-teenage daughter.

Ramsey is among the 1 million Californians who have [moved to Texas](#) since 2010, settling in [McKinney](#) in 2011. Since then, she has watched that intersection [become an unrecognizable](#) jumble of more than a dozen lanes with a Trader Joe's and a pickleball court.

Friends questioned why she'd move to what they then considered the countryside.

"In the last 14 years, [McKinney](#) is now on the map," Ramsey said.

Amid the [influx of new residents](#), Dallas' once-sleepy suburban communities are exploding with new subdivisions and ever-expanding fields of concrete. Some of them, such as Frisco and Plano, are emerging from the shadow of Dallas as regional focal points in their own right. Roads

and homes can't be built fast enough, and school districts struggle to cope with shifting enrollment. And demand for a spot in the sprawl is straining water and sewage systems.

Consider this: Princeton, once a speck of a community in North Texas, was the [fastest-growing city in America](#) last year, according to the U.S. Census Bureau — and one of three [Collin County](#) cities in the top five.

[Princeton](#) had just under 7,000 residents in 2010. Today, it has more than 46,000, according to city estimates. City leaders have temporarily halted new residential development to ensure services and infrastructure can keep pace.

"A lot of the incremental growth now is happening in places that aren't fully ready for it," said Cullum Clark, an economist at Southern Methodist University.

Collin County cities frequently top lists of the state's safest and best places to live and is home to D-FW gems such as the Dallas Cowboys' home at The Star in Frisco and [regional headquarters](#) such as Toyota Motor North America and JPMorgan Chase in Plano, one of the county's largest cities with nearly 300,000 residents.

Corporate relocations and the technology industry are driving [economic growth](#) that is projected to rival "several entire U.S. states" by 2050, [according to a report](#) from the Texas Association of Business.

Between 2020 and 2024, Collin County grew 13.6%, according to the Texas Demographic Center, now with more than 1.2 million residents. By 2060, the county's population is [expected to nearly double](#) to more than 2.2 million residents assuming migration rates keep steady, according to projections by the center. By contrast, Dallas County's current population is 2.6 million people, according to the U.S. Census Bureau, expected to exceed 3.1 million by 2060.

The next chapter in Collin County's story will have to address a multitude of growing pains as the region comes of age.

Changing identity

The county's very identity has undergone a rapid evolution, changing from a [rural outskirt](#) to a sleepy bedroom community to a thriving region with unique identities, led by the larger cities of Frisco, Plano, McKinney and Allen.

Take Plano, whose leaders have championed a goal for residents to [live, work and play](#) in the city, rather than commuting to Dallas for work or to neighboring communities for leisure.

As the county becomes an epicenter of development, economic prosperity and entertainment, Frisco has emerged as another [jewel in the crown](#) of the metro area — D-FW to some, adding Frisco to the name.

Collin County has sought to add a host of big-city cultural amenities, from a planned 20,000-seat amphitheater in McKinney to the Plano Independent School District's [\\$67.5 million fine arts center](#).

But some efforts for larger cultural infrastructure have not succeeded. A regional venue never took shape despite plans since the early 2000s to build a larger [Collin County arts hall](#). And a

performing arts [center in Frisco](#) didn't make it off the runway after voters rejected the \$340 million idea in May.

In its quest for a unique identity, the county's cities have become unrecognizable to some lifelong residents, now a minority in a region of [transplants](#).

For [newcomers](#), development is easier to accept than for residents whose families have lived in the area for generations — like Maria McKinzie, 66, born, raised and still living in one of McKinney's so-called [legacy neighborhoods](#) located in the historically Black and Hispanic areas east of its downtown.

"To them, it may not be a big deal, but to me, it is," McKinzie said. "I like seeing the water tower from my house. I like being able to see what I've grown up in."

Development has caused tension in Collin County cities. In McKinney, disagreement over the [city's expanding airport](#) has pitted residents against leaders. In Fairview, whose slogan remains "Keeping it Country," a [proposed temple](#) for the Church of Jesus Christ of Latter-day Saints set to tower over the small community's rooftops [sparked indignation](#).

When land that has been vacant for decades is suddenly home to big developments, [residents can be dubious](#) about the influx of people and traffic, said Michael Kowski, president of the McKinney Economic Development Corporation.

"That is one of the big challenges and opportunities for us," he said, "to really spotlight to those neighboring people the value-add of these projects for the community."



Flags of the Republic of India are presented before the annual BAPS Charities Walk on Sunday, June 1, 2025, in Frisco. Smiley N. Pool / Staff Photographer

In McKinney specifically, Kowski said maintaining the sense of community as the city grows is a priority — something he thinks McKinney does well by preserving downtown [gathering spaces and parks](#).

For Ramsey, the transplant from California, population growth has meant [more diversity](#). She appreciates that her kids meet friends at school who speak different languages and come from other cultures.

“It’s not just the stereotypical suburban community,” Ramsey said, adding that it now boasts [more diversity](#) and [culture](#).

Housing in a transforming county

During the COVID-19 pandemic, the influx of homebuyers to Collin County in search of affordable, bigger spaces and better schools ignited the housing market, said Shelyna Tinglin, a real estate agent in the D-FW market for 10 years.

In 2021, the county had less than a one-month supply of homes — meaning all listings would have sold in under a month at the pace buyers were purchasing — compared to the six months usually seen in a balanced market, according to Collin County Area Realtors, now merged with the MetroTex Association of Realtors.

Properties were snapped up within days, often for above the asking price.

Things have improved. In February of this year, Collin County had a roughly [three-month supply of homes](#). But even as the inventory grows, most homes are priced out of the reach of first-time buyers.

[Housing affordability](#) for first-time home-buyers in Collin County is worse than in Dallas and Denton counties, according to Texas A&M University’s Real Estate Research Center. Median family income in Collin County, which the U.S. Census Bureau reported as \$146,400 in 2024, is not sufficient to buy a median-priced home, the center found.

The median listing [price for housing](#) in Collin County was more than \$525,000 in August, according to data published by the Federal Reserve Bank of St. Louis.

The lack of affordable homes and the costs associated with homeownership, such as property taxes and maintenance costs, are also pushing [more residents to rent](#).

[An analysis](#) by the rental market research firm Point2Homes named Frisco and McKinney the two fastest-growing suburban rental markets in the country between 2018 and 2023.

Tinglin said she does not anticipate the housing market shifting significantly. Population growth will continue moving north, where more land is available for [new developments](#). She said the competition between new developments and existing properties, and between larger and smaller cities, will help stabilize prices.

As growth continues northward, Ebby Halliday Realtor Johnny Mowad thinks the county will still see high demand in its major cities, fueled by a [healthy job market](#) and good schools.

One such example is McKinney, which WalletHub named the [best real estate market](#) in the U.S. this year based on housing-market attractiveness and economic strength. Nearly 40% of houses

in the Collin County seat were built between 2010 and 2023 and the city boasts a 21% annual job growth rate, according to the study. Frisco and Allen also cracked WalletHub's top 10.

As residents choose to rent to make the suburban dream a reality, the market could hit some bumps, Mowad said. Leasing over buying could signal an economic downturn and could risk overdevelopment.

"The suburban markets aren't used to those types of things," Mowad said.

Once [houses fill up](#), the county's businesses will have to keep up with demand from new residents. If they can't, consumers will have to look to neighboring cities for goods and services, adding to commutes already exacerbated as companies phase out [remote work options](#).

"That's going to require all those people to have transportation to get to and from," Mowad said. "Unfortunately, Dallas' strong suit is not public transportation."

More traffic congestion on the horizon

As more people and vehicles move to [Collin County](#), road congestion is expected to triple by 2050, according to the North Central Texas Council of Governments.

"We all know how bad Dallas County traffic is," said Brendon Wheeler, senior program manager at the North Texas Council of Governments. "Collin County is quickly getting there and it will quickly surpass it."



Traffic is seen headed northbound on U.S. Highway 75 near Eldorado Parkway on Monday, Sept. 8, 2025, in McKinney. Smiley N. Pool / Staff Photographer

Last year, two of the 100 most congested roads in Texas were in Collin County, according to a [study from the Texas A&M Transportation Institute](#) — a portion of U.S. Highway 75 and U.S. Highway 380. By next year, [traffic delays](#) across the county are expected to account for \$3.1 billion of lost time annually or about \$2,500 per person.

Even with \$15 billion in planned road improvements over the next 25 years — including tollway expansions and widening projects along Spur 399 and U.S. 75 — the cost of congestion could reach \$9.5 billion in lost time annually, or about \$4,400 per person, according to the council of governments.

“If all the money fell out of the sky tomorrow to work on transportation in the state of Texas, there’s only so much construction you can do at once,” said David Schrank, senior research scientist at the Texas A&M Transportation Institute.

A more developed transit system will be required to support the explosive growth, Wheeler said. Plano and Carrollton are the only cities in Collin County that contribute to the [Dallas Area Rapid Transit](#) system, which means other cities in the county don’t have dedicated funding to build [public transportation](#).

“At that stage,” Wheeler said, “just having a mature highway system is not enough to be able to provide reliable transportation around the region.”

Wheeler said the council of governments is formulating a long-term [transit plan](#) that could include several commuter rail lines. But coordinating a transit system in a large region is complicated and requires buy-in from the whole area, an expensive endeavor to attempt to connect a sprawling, suburban county.

Schools feel the strain

Shifting demographics have been especially hard on [Collin County’s schools](#). Plano Mayor John Muns remembers the explosive growth Plano experienced three decades ago, when he served on the school district’s board of trustees.

“Everybody wanted to be here,” he said. “We were building five or six [schools](#) a year.”

Planning for growth meant trying to see the future and know how many students to expect in which neighborhoods, Muns said. The district overshot its estimates. This year, Plano [closed four schools](#), citing declining enrollment. The district lost nearly 5,000 students from 2019 to 2024, data from the Texas Education Agency shows.

The city ballooned from about 130,000 people in 1990 to nearly 300,000 today, many wooed by the [city’s school](#) district, which recently received a [B rating](#) by the Texas Education Agency. But growth hit a ceiling.

Plano, once an open frontier for Dallas’ northward sprawl, [now has little room](#) for new development. New families with young kids aren’t replacing established residents — whose children have graduated and left the local schools — at a rate that can replenish the campuses.

For [school districts](#) across Collin County, predicting enrollment trends and planning for a future full of unknowns is a hurdle for administrators that can lead to difficult decisions to consolidate campuses and move students.



A long line of fans waits to enter Jackie Hendricks Stadium for a high school football game between Princeton and West Mesquite on Friday, Aug. 29, 2025, in Princeton. The Princeton Independent School district reported having 11,225 students enrolled for the 2025-26 school year, just over double the 5,524 students enrolled for 2019-20. Smiley N. Pool / Staff Photographer

“Growth really creates that disruption,” Muns said. He hopes districts now in their phase of growth use data to understand trends and predict what their students will need in the future.

McKinney’s enrollment has started to plateau. Frisco’s is shrinking slightly. Both district’s school boards are now considering closing or repurposing campuses. But in [Prosper](#) and Celina, growth is still staggering, and these booming districts can [barely keep up](#).

Earlier this year, [voters in the Celina school district approved](#) a \$2.3 billion bond measure to help build 11 new campuses. In Prosper, voters in 2023 approved a \$2.7 billion school bond package.

Ramsey, who watched the city transform after moving to McKinney 15 years ago, was attracted to Collin County because of the [area’s quality schools](#), like many who settle in the area. But she’s seen shifting levels of enrollment [limit the district’s ability](#) to maintain that quality.

“In order to continue growing in a positive way, we need to be able to support the population that is moving here,” Ramsey said. “Right now, that is not happening because schools are not able to.”



Princeton faces West Mesquite in a high school football game at Jackie Hendricks Stadium on Friday, Aug. 29, 2025, in Princeton. Smiley N. Pool / Staff Photographer

Over the past two decades, Todd Fouche, the deputy superintendent of [Frisco ISD](#), has seen his district grow from less than 20,000 to nearly 67,000. The challenge for district leaders, he said, is planning for growth without the benefit of certainty.

Fouche recalls reviewing a demographic report in 2018 that predicted the district would reach 82,000 students. But Frisco currently has fewer students than it did two years ago — around 65,000 — as residents in existing neighborhoods stay put after their kids move away, leaving less room for younger, incoming families with school-aged children.

Pressure on infrastructure, public safety

The surge in new residents has been challenging not only for schools but has also put significant pressure on municipal services — for water and [electricity](#), as well as other needs like public safety, parks and libraries.

Lloyd Potter, Texas' state demographer, said [water remains](#) the state's most pressing infrastructure need. Most of Collin County gets its water from the North Texas Municipal Water District, which is supplied by several lakes in the region, including Bois d'Arc and Lavon Lakes.

[Water planning analysis](#) for the region suggests its current supply will fall significantly short of what will be needed to satisfy the 2.1 million residents projected by 2050.

In [Celina, a city of 65,000 northwest of McKinney](#), officials recently adopted water restrictions limiting when residents can water their lawns as they continue to find more supply to meet the growing demand.

As [municipalities grow](#), local governments have also been expanding their police and fire departments.

In May, [Plano](#) voters approved a [bond package](#) that includes more than \$200 million for new police facilities and about \$37 million for its fire stations. Prosper voters are also set to decide on a \$29 million [police headquarters expansion](#) as the department has doubled in size since 2018.

In [McKinney](#), the fire department has added 40 new staff members since 2020 in response to the city's growth, Fire Chief Paul Dow said. Between 2020 and 2024, the department has seen a [40% increase in call volume](#).

Population growth's strain on cities has also led several to opt out of their county contracts to provide emergency services for residents living outside city limits.

Rural residents will vote in November on creating the county's first [emergency services district](#). Supporters of the proposal, which would levy a new property tax on rural residents, said it would help funnel more money to the resource-strapped fire departments.

The pressure to keep up with increasing [costs for public safety](#), city services and maintaining infrastructure is real.

McKinney's increased tax revenue has cushioned it from having to raise its tax rate, but [Plano was not as fortunate](#). For the first time in 16 years, rising costs caught up with flattening revenues, moving city leaders to [hike up property taxes](#) by two cents — from 41.76 cents per \$100 of assessed property valuations to 43.76.

[McKinney council member](#) Patrick Cloutier thinks Plano's situation is different from other cities in Collin County for several reasons — such as its financial commitment to public transportation and its tax freeze for seniors. But the city's reality still signals to Cloutier that McKinney and other municipalities should be on the lookout for ways to avoid passing higher costs on to residents.

"One day we'll be a mature city," Cloutier said of McKinney. "But we're not there yet. It won't be while I'm in office, but we have to think about that, and Plano is there now."

THE DALLAS MORNING NEWS

BY THE NUMBERS: 10 STATISTICS THAT SHOW HOW COLLIN COUNTY IS CHANGING

By Lilly Kersh
October 3, 2025



Construction is seen on homes in the Monticello Park subdivision on Monday, Sept. 8, 2025, in Princeton, Texas. Smiley N. Pool / Staff Photographer

Collin County's [fast-paced growth](#) is altering the region at break-neck speed, transforming the suburbs north of Dallas into a booming hub for people, business and development.

Here are 10 numbers that help us understand how [the county](#) has changed and show where the [growth is headed](#).

2.2 million people

By 2060, the [county's population](#) is expected to nearly double to more than 2.2 million residents assuming migration rates hold steady, according to projections by the Texas Demographic Center.

3 cities

Three Collin County cities – [Princeton, Celina and Anna](#) – were listed among the country's five fastest-growing cities, according to the U.S. Census Bureau.

30.6%

[Princeton](#), the country's fastest-growing city, had a growth rate of 30.6% between July 2023 and July 2024, according to the U.S. Census. The [Collin County](#) city's population has more than doubled from roughly 17,000 in 2020 to an estimated 37,000.

22%

As the region has grown, so has its diversity.

Texas had the largest increase in the nation of its [Asian American population](#) between 2022 and 2023, gaining over 91,000 residents of Asian descent, according to a report by Austin-based nonprofit Asian Texans for Justice.

The Dallas-Fort Worth area accounted for nearly 44,000 of that increase, with nearly 20,000, or almost 22% of those new residents, [in Collin County](#). The county had had the largest county-level increase in Asian Americans in the nation, the nonprofit reported.

21 days

In 2021, the county had a 0.7-month [supply of homes](#), about 21 days — meaning all listings would have sold in under a month at the pace buyers were purchasing — compared to the six months usually seen in a balanced market, according to Collin County Area Realtors, now merged with the MetroTex Association of Realtors.

Properties were snapped up within days, often for above the asking price.

Things have improved. In February of this year, Collin County had a roughly three-month supply of homes. But even as the inventory grows, most homes are [priced out of the reach](#) of first-time buyers.

\$525,000

The median listing [price for housing](#) in Collin County was more than \$525,000 in August, according to data published by the Federal Reserve Bank of St. Louis.

[Housing affordability](#) for first-time home-buyers in Collin County is worse than in Dallas and Denton counties, according to Texas A&M University's Real Estate Research Center. Median family income in Collin County, which the U.S. Census Bureau reported as \$146,400 in 2024, is not sufficient to buy a median-priced home, the center found.

2050

Collin County will see [growth that rivals](#) "several entire U.S. states" by the year 2050, according to the North Texas Technology and Economic Impact report, produced by the Texas Association of Business.

\$3.1 billion

By next year, [traffic](#) delays across the county are expected to account for \$3.1 billion of lost time annually or about \$2,500 per person. As more [people and vehicles](#) move to Collin County, road congestion is expected to triple by 2050, according to the North Central Texas Council of Governments.

\$15 billion

Even with \$15 billion in planned [road improvements](#) over the next 25 years – including tollway expansions and widening projects along Spur 399 and U.S. 75 – the cost of road congestion in Collin County could reach \$9.5 billion in lost time annually, or about \$4,400 per person, according to the North Central Texas Council of Governments.

11 campuses

Earlier this year, voters in the Celina school district approved a \$2.3 billion bond measure to help build 11 new campuses. Meanwhile, [Plano closed four campuses](#) this year, citing declining enrollment.

For [school districts](#) across Collin County, predicting enrollment trends and planning for a future full of unknowns is a hurdle for administrators that can lead to difficult decisions to consolidate campuses and move students.

NEW RAIL LINE REVS UP NORTH TEXAS TRANSIT, TOURISM AHEAD OF WORLD CUP

By Eric Garcia
October 6, 2025

Riders on Fort Worth's TEXRail system can soon reach more North Texas cities — thanks to a new 26-mile passenger rail line that launches later this month.

Dallas Area Rapid Transit's [Silver Line](#) — which starts running Oct. 25 — will bolster regional transportation systems by connecting with TEXRail at two stations at Dallas Fort Worth International Airport, officials said. DART will pay Trinity Metro about \$6 million annually for that link.

"It's a welcome addition, no doubt," said Chris Wallace, president and CEO of the North Texas Commission, a public-private partnership that promotes regional business and workforce development across 13 counties, including Tarrant and Dallas.

"Cities have invested years and years to make this happen. It will help keep us competitive with other regions when corporations are looking to relocate," Wallace said.

The regional connectivity will fast track tourism and move more workers across the area as well as provide welcome [transportation options](#) in advance of the FIFA World Cup games headed to North Texas in 2026, Wallace said.

"This will certainly help," he said.

Dallas Area Rapid Transit's new Silver Line will connect with TEXRail to increase passenger rail service to northern Dallas County and southern Collin County. (Courtesy image | Dallas Area Rapid Transit)

Regional transportation systems often play a strategic part in corporate relocations as company leaders consider logistics in not only tapping talent but moving them to job sites.

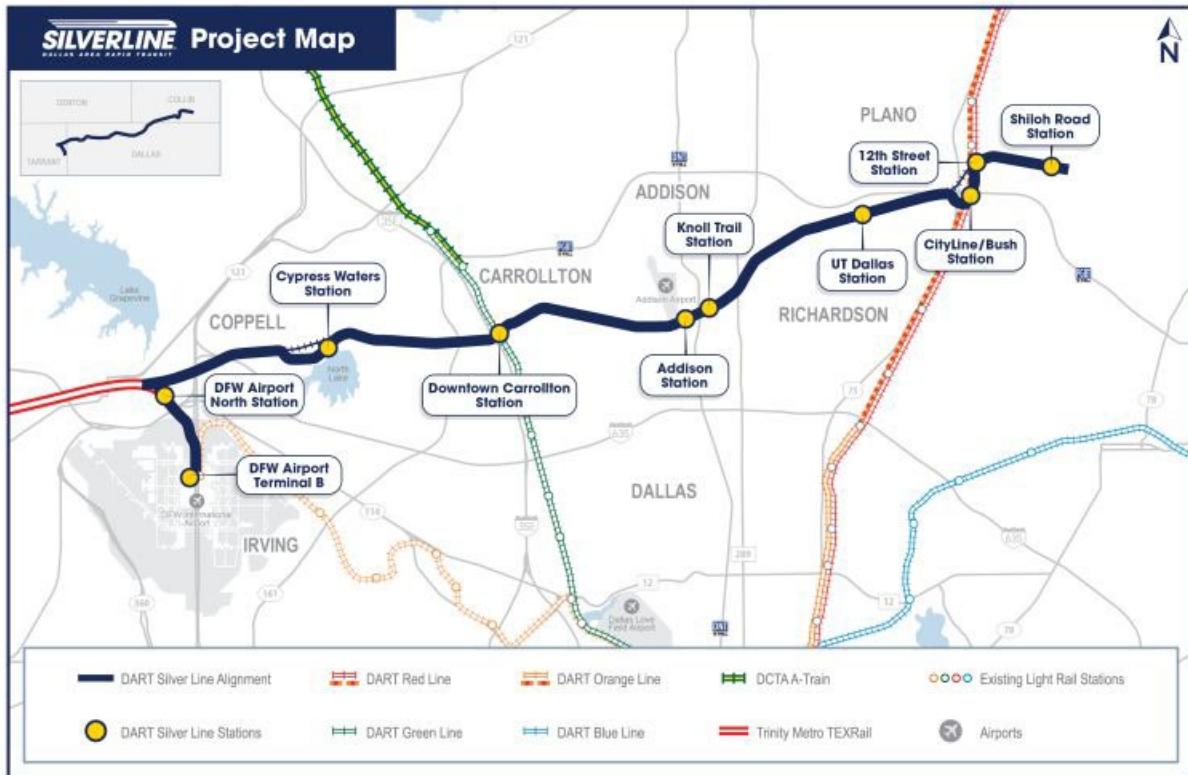
"We believe we have a role to play in making Fort Worth even more attractive to business relocations," said Richard Andreski, president and CEO of Trinity Metro. "There's a handful of things that businesses are looking for when they relocate. ... Access to talent is always in the top three."

Eventually, the Silver Line will connect passengers with Denton, Lewisville and Highland Village. The Denton County Transportation Authority is planning a 2-mile A-train extension to downtown Carrollton to reach the Silver Line.

"That's going to be a game changer," Paul Christina, president and CEO of the Denton County transit agency, said in April during a [rail conference](#).

The Silver Line's debut comes as [TEXRail](#) is increasingly popular with Fort Worth-area passengers.

Ridership jumped 11% in August compared to the same month last year, Brad Beason, manager of rail operations, told the Trinity Metro board of directors at a Sept. 22 meeting.



"TEXRail's ridership continues to increase, as you can see, for the month of August. We had a ridership just above 73,000 riders," he said.

Special events, such as GrapeFest in downtown Grapevine, drew about 5,000 train riders.

The line's on-time performance is 98%, Beason said.

To encourage more workers to use rail stations, Trinity Metro officials are discussing upgrades to TEXRail's DFW stations, which will be shared with the Silver Line.

For instance, the north airport station could expand its park-and-ride lot so airport workers can park there and take a short rail trip to Terminal B. Extended parking is also being considered at the station, officials said.

Trinity Metro officials will work with airport officials to boost rail station signage and visibility at Terminal B. Some passengers reported having trouble locating the ground-floor station at the terminal's east end.

Creating more public awareness of the station is a priority with World Cup games coming, he stressed.

"It's not easy to find," Trinity Metro board chair Jeff Davis said at the Sept. 22 meeting.

"We are on that wavelength," Anette Landeros, chief strategy officer for Trinity Metro, said.

"It's all hands on deck. We're going to look at it together."

Riders said they are excited about reaching cities in Dallas and Collin counties via train.

Frequent TEXRail rider Jemini Miller, 24, said she's impressed that the Silver Line connection will enable her to travel to more cities.

"That's pretty neat," she said.

Wallace said the Silver Line will help more people use transit systems.

"A lot of cities are not part of a transit system," he said. "It's great for our region. We should celebrate that success as a region."

Silver Line rides will be free until Nov. 8, officials said.

'BEHEMOTH OF A PROJECT' PLANNED TO EASE BONDS RANCH ROAD CONGESTION IN FAR NORTH FORT WORTH

By Drew Shaw
October 7, 2025

Aaron Salinas' morning commute begins with a 1-mile drive that typically takes him anywhere from 40 to 50 minutes.

The logjam between his driveway and U.S. 287? Bonds Ranch Road.

The two-lane country road stretches about 8 miles through land that was, until a few years ago, sprawling prairie along Fort Worth's far northern border. It's the only access point to Fort Worth for thousands of new residents in the area, whose commutes see them crawling east to the highway or west to Morris Dido Newark Road.

Officials from Tarrant County, Fort Worth and transportation entities held a public meeting on Monday to discuss a [nearly \\$200 million project to tackle traffic woes](#) along the Bonds Ranch Road corridor by widening the street, adding streetlights and making other improvements.

More than 150 people attended, as officials outlined designs and promised tentative groundbreaking dates over the next three years.

"This will be a behemoth of a construction project. You're going to have to be patient with us," said Dillon Maroney, executive administrator for Tarrant County's Precinct 4.

The road's worsening congestion has built up frustration in residents who've seen the area develop. During the past decade, [thousands of houses](#) have gone up in the once-rural area; covering the patchy native grasses with new turf and planting baby trees where dry brush once grew thick.

"It's more than likely move time, because I'm not sitting through this anymore," said Salinas, who bought his house in 2022 and has since seen cars collide and veer into fences on the road.

Some days, commutes are worsened by a train halting traffic at one of the road's three railroad crossings. Congestion is compounded by cars trickling into the [recently opened](#) Eagle Mountain High School, which has capacity for 2,200 students.

Meanwhile, [over 3,000 new homes](#) stand to be developed in the remaining vacant land nearby as Fort Worth's fast growth continues.

Tarrant County Commissioner Manny Ramirez, who took a lead on the project, emphasized that the project is a top priority. He told the Report he understands residents' frustration, but he's proud that entities are aiming to widen the road before the next large wave of houses is built.

"We can't control the pace of growth, when it comes to new residential populations or commercial businesses moving here," Ramirez said. "But what we can do is make sure that our infrastructure is ready for those new residents, and we can make sure that our infrastructure works for our existing residents."

Tackling traffic woes in six segments

The Bonds Ranch corridor project includes widening the road to four lanes with a median in the middle, sidewalks on the side and a 35 to 45 mph speed limit. Crossings will be built over or tunneled under the railroad tracks. Several traffic lights are planned along the road.

Officials break the project into six segments, each with varying budgets, funding sources and planning entities. The work is expected to last at least until 2029, as some segments don't have a set groundbreaking date.

"We're running with an aggressive timeline on everything," Maroney said.

Ramirez led the project's coordinating efforts, partnering with Fort Worth, the Texas Department of Transportation, the railway and the North Central Texas Council of Governments.

He told the Report that, two years ago, nobody had taken the lead on building out the road's infrastructure. Traditionally, Tarrant County doesn't engage in Fort Worth roads, but Ramirez saw Bonds Ranch as different because it borders the city and its unincorporated territory.

"We really just started driving the bus on the process, not because we necessarily wanted to, but because it was necessary," he said.



County Commissioner Manny Ramirez speaks with county staff before an Aug. 19, 2025 meeting at the Tom Vandergriff Civil Courts Building. (Drew Shaw | Fort Worth Report)

Alan Blaylock, who represents a portion of the corridor on Fort Worth City Council, said in an email the project is "far too long in coming."

"I am gratified that the significant efforts at city, county, and NCTCOG have resulted in this project moving significantly forward," Blaylock said.

He previously told the [Fort Worth Report](#) he hears complaints about Bonds Ranch Road congestion almost daily.

“That is one of my top priorities,” said Blaylock, who is also a member of the Regional Transportation Council.

Fort Worth residents frustrated with timeline

Residents Mary and Stormy Weathers had one main takeaway after the presentation: They’re glad they’re retired, or they’d be moving if they weren’t.

Mary Weathers said she’d spend an hour of her commute driving the 2 miles from her house to the highway.

The couple, who moved to the area about 10 years ago, said they’ve seen the road’s traffic worsen and get more dangerous over the decade. People increasingly struggle to exit their subdivisions onto Bonds Ranch Road because of the road’s poor visibility and traffic.

“I specifically did not look at (moving into) some neighborhoods because I could see, ‘Well, you’re never going to be able to turn left out of there,’” Stormy Weathers recalled.

The couple was happy to hear the road’s roundabouts would be replaced with traffic lights, because traffic light intersections can be expanded more easily.

But the presentation didn’t answer their central question: How did it come to this?

“(The city) knows the developments are going on, why are we waiting so long to improve the roads?” Mary Weathers said.

Fort Worth City Council can’t control who buys land in the city’s extraterritorial jurisdiction, but it has approved [multiple agreements with developers](#) to build out the Bonds Ranch Corridor.

These spell out that the city will provide services too and eventually absorb the neighborhoods.

Ramirez, the county commissioner, said he lives in the area and drives on Bonds Ranch Road every day, so he understands residents’ frustrations. He said residents can take comfort in knowing the county is prioritizing the project and the region, as they see it as the future growth driver of Fort Worth and North Texas.

“We’re stepping up to do something about it, and that’s why they’re going to have a brand-new corridor in less than half a decade, when, ordinarily, without our involvement, it would probably take 10 to 15 years.”

Last year, Fort Worth [hit a population of 1 million](#). Much of the city’s recent growth has been in its far north. In March, it broke ground on a new [far north library](#) to help residents feel connected with the city.

To Salinas, the night’s presentation represented more of a delay to a project his neighborhood thought would be nearly finished by now, he said.

“I chose to move here because this was supposed to already be done,” he said. “You’ve seen all this growth, and all they do is keep adding.”

Officials asked residents to leave feedback and ideas for the designs that have yet to be finished.

Maroney, the county administrator, emphasized to the crowd the project's "aggressive" timeline and partnership between governing entities. He and other officials laid out the different challenges — such as funding issues and the railway crossings — that make the project difficult for entities to pull off.

He said they aren't just planning a road project — they're planning a system.

"When you look at this on a map, after a few more years, you're going to see connections all the way up to Avondale, Haslet, 287," he said. "We're going to see something start to form on a map where you can get places, raise your family, go to work and live a happy life."

How the project is broken down:

Section 1:

Where: East of Morris Dido Newark Road to just west of Business 287.

What: Widens road to four lanes, makes it more level, and adds sidewalks and five traffic lights.

When: Estimated to break ground in March 2026.

Cost: \$98 million.

Section 2:

Where: Business 287 intersection, two railroad intersections.

What: Routing Bonds Ranch Road through two railroad crossings, either by going over or under.

When: Project still in early design phase, with officials unsure what the timeline will look like.

Cost: Unknown, with North Texas Council of Governments and North Texas footing most of the bill.

Section 3:

Where: From the Business 287 intersection to Wagley Robertson Road.

What: Widens road to four lanes, makes it more level, adds sidewalks, dedicated turn lanes, and traffic lights at the Thatcher Road and Willow Springs intersections.

When: Groundbreaking date to be determined due to funding. At the earliest, construction will be ready to start in spring or summer 2027.

How much: About \$34.6 million, engineering paid for by Tarrant County, construction paid for by Fort Worth.

Section 4:

Where: From Wagley Robertson Road to west of U.S. 287.

What: Widens road to four lanes, makes it more level, adds sidewalks and traffic lights at the intersection of Fossil Springs/Kittering Terrace.

When: Breaking ground spring 2026, finishing fall 2027.

Cost: \$36.4 million, funded by Fort Worth through its [2022 bond](#), traffic impact fees on developers and miscellaneous funds.

Segment 5:

Where: The road's third railroad crossing between Fossil Springs Drive and U.S. 287.

What: Builds a bridge over railroad. The road will be closed during construction, rerouting cars to newly constructed frontage roads.

When: Design to be complete in 2027, construction starting in 2028.

Cost: Unknown.

Segment 6:

Where: Bonds Ranch Road at U.S. 287.

What: Connects frontage roads along U.S. 287 and creates U-turns at Bonds Ranch Road.

When: Ground breaking summer 2027.

Cost: Unknown.

A HYDROGEN-POWERED ROAD TRIP: 365 MILES ACROSS TEXAS

By Staff
October 7, 2025

In 2003, a convoy of hydrogen-fueled vehicles traveled through the Los Angeles area to demonstrate the growth of this next-generation energy technology. The drivers, including hydrogen luminary Alan Lloyd, weren't sure how it would go. Due to safety concerns about the then-emerging technology, they brought along a police escort for the "Rally Thru the Valley."

Twenty-two years later, another hydrogen fuel cell-powered vehicle caravan took to the road. This time, it happened in Texas, which is emerging as a global hydrogen hub. A group of students and staffers from [The University of Texas at Austin's Center for Electromechanics \(CEM\)](#) drove from Austin to Houston to attend the Hydrogen Technology Expo.

On this occasion, the fleet of Toyota Mirai fuel cell vehicles didn't need a police escort. And the drivers and passengers, which also included Lloyd in a full-circle moment, weren't nearly as worried about the 365-mile round trip's success.

"We drove effortlessly and smoothly along Highway 290," Lloyd said. "Seeing what we had started 20 years ago in California manifest on Texas roads is satisfying. The drive stirred enthusiasm with the students, staff and attendees of the expo."

They made it back with a quarter tank to spare, averaging the equivalent of 85 miles per gallon. The trip signifies the steady progress of hydrogen research and marks 20 years of hydrogen innovation at CEM. It shows the possibilities of hydrogen vehicles, the efficiency chief among them, and the need to develop infrastructure around them.

"We installed the first permanent hydrogen fueling station in Texas nearly 20 years ago to support R&D at the University," said Mike Lewis, director of CEM. "Today, we have an upgraded hydrogen R&D facility, known as the Hydrogen ProtoHub, which is providing a proving ground for hydrogen technologies and supporting training and education."

A First-of-Its-Kind Hydrogen Facility

In April 2024, UT CEM opened a first-of-its-kind hydrogen technology facility at the J.J. Pickle Research Campus. The Hydrogen ProtoHub has on-site hydrogen generation, storage, distribution and a vehicle fueling station — demonstrating the entire hydrogen ecosystem.

Beyond vehicle fueling, the Hydrogen ProtoHub also seeks to address another critical energy challenge.

"We are looking to help meet the power demands of AI and data centers," said Lewis, "so we are using some of the hydrogen we generate on-site to create power for the Texas Advanced Computing Center."

A few days before the opening of the facility, three Toyota Mirais arrived, playing an important role in demonstrating hydrogen fueling for mobility. Like California, Japan was an early adopter of hydrogen integration and is now a global leader in hydrogen technology development. In the early 1990s, Toyota began researching fuel cell electric vehicles, which eventually led to the development of the current-day second-generation Toyota Mirai. The Mirai is an electric vehicle

that runs on energy from hydrogen and emits only water vapor, making it a zero-emissions vehicle. “Mirai” means “future” in Japanese.

Lloyd, now a research associate at CEM, was instrumental in arranging the use of the vehicles in Texas as part of the team’s research. Lloyd has a hydrogen résumé dating back to 1999, when he was chairman of the California Air Resources Board. He worked closely with organizations such as California’s Hydrogen Fuel Cell Partnership, of which Toyota was and currently is an industry member.

Qualified UT staff members, students and project partners operate and use the vehicles daily in their research efforts. Because these are zero-emissions vehicles, the team has slightly decreased its carbon footprints. During the past year, the Mirais have driven more than 25,000 miles on Texas roads, while averaging 76 miles per gallon equivalent overall.

Road Trip

Since obtaining the vehicles and implementing the fueling dispensers, the CEM hydrogen team has tested the range and fuel economy by traveling to other areas of Texas, including Gonzales, San Antonio, West and Fredericksburg.

CEM student research assistant Grace Childers is a chemical engineering senior who drove one of the cars on the Houston trip. For the past three years, Childers has gained hands-on experience at the Hydrogen ProtoHub, with a focus on systems integration with hydrogen production and end-use technologies, including hydrogen fueling for fuel cell electric vehicles. Graduating in December, Childers is exploring the possibility of graduate school, while keeping her employment options open.

“When I explained to my friends and family or anybody who asks how the hydrogen car works, I usually start by describing the fueling process and how similar that is to fueling an internal combustion engine vehicle,” Childers said. “Then, just explaining that the hydrogen gas in the car combines with oxygen, and that reaction creates energy. The only emission is water vapor.”

The Hydrogen ProtoHub at UT is the only publicly available hydrogen fueling station in Texas. Since Texas does not have a hydrogen fueling station network, the Houston trip carried some risk. Based on the miles per gallon equivalent from the range tests, it’s always been possible to make a round trip to Houston or Dallas, but lacking options for refueling along the way still makes for a stressful trip.

“The range anxiety is real, partially caused by the Toyota Mirai displaying a conservative value for miles to empty. However, in our testing and daily operation of the Mirais, we gained confidence in the true range of the vehicles,” said Austin Mabrey, a research engineer at CEM. “We drove conservatively on the way to Houston, consuming less than half a tank of fuel, ensuring plenty of fuel for the return trip to Austin.”

“It was a little risky, right? We had no opportunity to refuel,” Lewis said. “Thinking about it beforehand, monitoring the vehicles for about a year, and our daily driving gave us confidence that we could do this and meet the range.”

He continued, “We talked about doing such a road trip for over a year, often with hesitancy and doubt, but decided now was the time to prove it could be done, to make it happen,”

In June, they used the Hydrogen Technology Expo at the NRG Center in Houston as the perfect opportunity to showcase the vehicles and take a field trip with their student interns.

While Childers felt confident about the trip based on previous range tests, “I knew I wasn’t going to feel 100% sure until we got to Houston,” she said.

“But after the first leg of the trip and having five-eighths of a tank left, I was ready to book it on the way home,” she continued. “When we were back in the CEM parking lot, that’s when it felt really great. It felt really cool to be part of this.”

The Texas Hydrogen Hub

The trip marks the first time a hydrogen fuel cell caravan has traveled Texas roads. Fuel cell vehicles are rare because of a lack of hydrogen fueling infrastructure across the state.

However, the road to hydrogen integration in Texas is gaining some traction. Recently, the North Central Texas Council of Governments received a federal grant to build a heavy-duty truck fueling station network in Texas. The HyVelocity Hydrogen Hub, a collaborative project across the Texas Gulf Coast with significant involvement from UT, aims to support a hydrogen fueling station network with its hydrogen production and distribution projects.

Building this future requires workforce development and hands-on training, and the Hydrogen ProtoHub serves as a vital educational resource. The facility regularly hosts visitors, giving tours weekly to various groups including students, potential industry partners and community stakeholders.

“The value that this site brings to students is really about the hands-on experience,” Lewis said. “Taking what they’re learning in school — all the math, physics and thermodynamics — and really making it real and tangible. It’s a great place for education, outreach, workforce development and training.”

For students like Childers, the experience has been career-defining.

“Getting to work on hydrogen technology in such a practical sense, coupled with the theoretical knowledge that we gain in the classroom, has confirmed that I would love to stay in the energy industry somehow,” she said.

DENTON COUNTY OUTER LOOP PROJECT MAKES PROGRESS IN DESIGN, STUDY PHASE

By Micah Pearce

October 6, 2025

Denton County continues to work on a project that would lay a freeway across the northeastern section of the county, improving infrastructure before residential and commercial growth swallow up the area.

The Denton County Outer Loop project calls for a six-lane freeway that goes east-west, spanning from I-35 north of the I-35W/I-35E junction out to the Dallas North Tollway in Collin County.

Plans on the Outer Loop website shows one option with a plan to start the freeway at Milam Road and another plan that starts the freeway further north at Rector Road.

Denton County said three main purposes fueled the anticipated project: rapid population and traffic growth, high crash rates on nearby roadways and limited mobility in the area due to a lack of east-west routes.

A fourth round of public hearings in regard to the project was recently held by the county.

Currently, the project is in the study phase and the county is developing an environmental impact statement, which is the most rigorous level of environmental review, according to the county.

The study will allow Denton County to preserve the land needed for the corridor to protect it from future development. According to the county, the current planning will account for 30 years of growth.

A timeline on the Denton County Outer Loop Project website estimates the final buildout of all six lanes will be completed around 2050, if all goes according to plan.

However, a two-lane frontage road could be completed as early as 2035 and a second two-lane frontage road could be completed around 2040.

“We have been identifying projects for this list for many years. We have worked with each one of our cities,” said Denton County Judge Andy Eads [in 2022 when Commissioners Court hosted a second bond meeting on the topic](#), adding the county has also worked with the North Central Texas Council of Governments and the Texas Department of Transportation. “These projects do not happen overnight.”

The Outer Loop project website shows four alternative routes and a no-build option that all take into consideration the residential and commercial properties that would be affected.

A public hearing is scheduled for spring 2026 and the Denton County Outer Loop team is interested in all residents’ opinions and ideas.

To learn more about the project and watch the full presentation, which will be available until Oct. 29, [visit the Denton County Regional Outer Loop project’s website](#).

FORT WORTH STAR-TELEGRAM

THE 6-PART, \$200M PLAN TO TRANSFORM BONDS RANCH ROAD: WHAT TO EXPECT

By Rachel Royster
October 7, 2025



Traffic builds up during rush hour stretching out from the roundabout on Bonds Ranch Road going towards Blue Mound Road in north Fort Worth on Friday, Jan. 17, 2025. Chris Torres/Star-Telegram

With this “behemoth of a construction project” and patience from the public, government officials are hoping to turn Bonds Ranch Road from a nightmare of traffic into a safe and efficient roadway for commuters.

At a [meeting on Monday night](#), representatives from Tarrant County, the City of Fort Worth and Texas Department of Transportation presented the public with a six-part plan that will span across the next several years to fix the far north Fort Worth congestion problem.

The roughly \$200 million project will target Bonds Ranch Road west of U.S. 287 to Boat Club Road and will transform it from two lanes into a mostly-four-lane road.

The corridor is expected to see [thousands of homes](#) popping up in the next five years. A collaborative effort among government from top to bottom, private stakeholders and rail partners is aiming to create solutions that benefit the quickly-developing area.

Breaking it down

Segment 1, which encapsulates the roadway west of Business 287 to Boat Club Road, will add five traffic lights, a four-lane divided roadway and improve the storm drain throughout the

corridor. Dillon Maroney, Tarrant County Precinct 4 executive administrator of operations, estimated that Segment 1 will be ready to break ground in March 2026.

Segment 3, spanning from east of Business 287 to Wagley Robertson Road will get sidewalks on either side of a four-lane road with dedicated turn lanes. The Thatcher Road and Willow Springs intersections will be getting traffic lights. The beginning of construction will depend on the 2026 City of Fort Worth bond, Maroney said.

Segment 4, encompassing the roadway from Wagley Robertson Road to west of U.S. 287, will also be made into a four-lane road with sidewalks on either side. This section will see a new traffic light at the Fossil Springs/Kittering Terrace intersection and improvements to the Wagley Robertson Road intersection. It will break ground in spring 2026, according to City of Fort Worth Project Manager Alex Ayala. She expects Segment 4 to be finished in fall 2027.

Each of these sections will have traffic flowing continually throughout the construction process. Once the north two lanes are finished being built, traffic will move to those two lanes while the south two lanes are reconstructed.

Segments 2, 5 and 6 are more complicated.

Segment 2 deals with the intersection of Bonds Ranch and the railroad crossings. Michael Morris, North Central Texas Council of Governments director of transportation, said he's unsure if the construction will put Bonds Ranch going over those railroads or under them. As this section is still early on in the design phase, the leaders are unsure about how long the road will be shut down, if at all.

Segment 5 focuses on creating a bridge for Bonds Ranch Road to pass over Burlington Northern Santa Fe Railway near U.S. 287.

Segment 6 works on connecting Wagley Robertson Road to U.S. 287, creating U-turns at the Bonds Ranch-U.S. 287 intersection and connecting frontage roads. This section will be completed before Segment 5 to give vehicles a way between Bonds Ranch and U.S. 287 while Segment 5 has part of the road shut down.

Construction for Segment 6 will start in summer 2027 and Segment 5 is expected to start in fall 2028.

BILLION DOLLAR COMMUNITY COMING TO BURLESON

Tallgrass could eventually reach 4K residents, with eye toward 'multigenerational' living

Seth Bodine
October 8, 2025

A master-planned community of more than \$1 billion, dubbed a new "western gateway" to Burleson, is moving forward.

The development, called Tallgrass, will span 621 acres at the intersection of Chisholm Trail Parkway and FM 1902. At full buildout, Groundwork Development Partners expects to deliver 4,000 residential units across single-family homes, estates, apartments and townhomes, plus more than 1 million square feet of commercial development, a town center and about 90 acres of parks.

The land for the development has been owned by the Armstrong family since 1951, according to a presentation to Burleson City Council. Groundwork Development is working with the family to develop the new community. The council unanimously approved a development agreement with AP-Groundwork Venture LLC on Oct. 7.

Brandi Armstrong Reckling, a member of the family that owns the land, said in a statement that the land has long represented a respite from daily stresses and connection with nature.

"Therefore, it was important to us that any future development carried with it our family's relationship to the land for future residents," she said. "In partnering with Groundwork and the city of Burleson, we are able to accomplish these goals."

Steven Spears, principal at Groundwork Development Partners, said Tallgrass is meant to be a "multigenerational" mixed-use development. That is why it will have a mix of housing types.

"It's tailored toward a wide spectrum of demographic and price points and needs in a person's life cycle," he said. "And it's a place that somebody literally could grow up in this community and find themselves living the majority of their adult life in this community."

Spears said the Chisholm Trail Parkway corridor is an attractive place for residential development that his company is in talks with multiple potential homebuilders. By 2045, the area along Chisholm Trail parkway in southwest Fort Worth is projected to add more than 90,000 people to the area's population according to estimates from the North Central Texas Council of Governments.

Spears also said that several different "major employers" are inquiring about planting a flag on the land, but he declined to say which companies.

"Fingers crossed, in the next three to six months, we could also make an announcement about that as well," he said.

Alex Philips, Burleson's economic development director, said Tallgrass development complements other big master-planned communities nearby such as Chisholm Summit, which is [poised to bring 2,000 homes](#), a new school and miles of trails to the area.

"I think it just gives our community another destination within itself that people can be a part of," he said.

Of the 621 acres in the project, 421 are located in unincorporated Johnson County, and were removed from Fort Worth's extraterritorial jurisdiction this year by a landowner petition.

Spears has submitted preliminary plats for the first phase of the development, which includes 200 acres and 645 residential lots and 45 acres of parks. The project will receive water from the Johnson County Special Utility District. Public roads and will be owned and maintained by a municipal management district, according to the presentation to council.

Austin-based Lionheart Places LLC is the planner and landscape architect on the project. Kimley Horn is the civil and traffic engineer. RCLCO and RSI contributed with market analysis.

THE OKLAHOMAN

HEARTLAND FLYER TO OU-TX ALMOST WASN'T AN OPTION THIS YEAR. HERE'S HOW IT WAS SAVED

By Jeff Elkins
October 9, 2025

On the second weekend in October, [University of Oklahoma](#) fans heading to the [Red River Rivalry game](#) at the Cotton Bowl take the Heartland Flyer to avoid the slow crawl of southbound traffic on Interstate 35.

But this year, taking the train almost wasn't an option.

Amtrak's Heartland Flyer, a passenger rail service between Oklahoma City and Fort Worth, Texas, offers two daily trains, one each way, with stops in Norman, Purcell, Pauls Valley, Ardmore and Gainesville, Texas.

It departs daily from Oklahoma City at 8:25 a.m., and arrives in Fort Worth, Texas, at noon.

On the Friday before OU takes on its bitter rival in the University of Texas, Amtrak offers The Big Game Train, which includes the Sightseer lounge that features floor-to-ceiling windows to give fans an "unrivaled view" of both states, according to the state's website.

Heartland Flyer nearly halted

Oklahoma's only Amtrak passenger train opened on June 15, 1999, as a partnership between the company and the Oklahoma Department of Transportation.

The train got its name from a contest. The winner was an 11-year-old girl, according to [transportation.org](#). In the summer of 1999, an 11-car Inaugural Heartland Flyer took a trip north from Fort Worth, Texas, with officials from each city on the route, in addition to former Oklahoma Gov. Frank Keating and Sen. Don Nickles.

Since then, the train has been a reliable option for football fans who would rather not deal with the stress that can come with hectic traffic and limited parking on the weekend of OU's rivalry matchup.

This year, however, it was close to shutting down. The service was scheduled to cease operation on Oct. 1 due to the Texas Legislature opting not to fund its portion.

But an injection of \$3.5 million in funds from the North Central Texas Council of Governments in July means the service that reached more than 80,000 customers in FY 2024 and reached \$2.2 million in ticket revenue, will keep operating for at least another year, according to Amtrak.

Company President Roger Harris said the service supports the region's connectivity, and sustaining the Heartland Flyer is "essential to maintaining momentum and ensuring long-term mobility in the region."

Taking the Big Game Train to Dallas for the game?

The Big Game Train departs from the Santa Fe Depot in downtown Oklahoma City at 8:25 a.m. on Friday Oct. 10 and is scheduled to arrive at 2 p.m. at the Union Station in downtown Dallas.

For those not looking to stay overnight on Friday, the train makes another trip south on Saturday and arrives in Fort Worth just before 12:30 p.m., which allows for time to make it inside the Cotton Bowl for the 2:30 p.m. kickoff, according to the state's website.

Those looking to commute on the Heartland Flyer can also board from the stops in Norman, Purcell, Pauls Valley, Ardmore, and Gainesville, Texas.

The Heartland Flyer will make the return trip at 3:15 p.m. on Sunday, Oct. 12, departing from Dallas Union Station and arriving in Oklahoma City at 9:27 p.m.

Tickets start at \$61 each and can be purchased at Amtrak.com/HeartlandFlyerBigGame.

NBC DFW

LATEST PLAN TO GET FANS TO AND FROM 2026 WORLD CUP MATCHES IN ARLINGTON RELEASED

By Keenan Willard
October 9, 2025

Every day brings us closer to the 2026 FIFA World Cup, when a tournament-high nine matches will come to North Texas next summer.

On Thursday, officials from the North Central Texas Council of Governments talked through the latest plan to help hundreds of thousands of soccer fans get to AT&T Stadium in time for kickoff.

Mary Sue's Hot Chicken and Dough in Arlington is about as close as a business can be to AT&T Stadium.

"I may be able to throw a rock and hit it on a good day," said Kevin Jacobs.

From right across the street, they've had a front row seat to what traffic looks like on a Dallas Cowboys gameday and the impact it can have on people trying to make it to their restaurant.

"It's pretty congested," said Jacobs. "It can pose some challenges."

A challenge that's getting taken to a whole other level in summer 2026.

"The challenge we have is having transit to the stadium," said Natalie Bettger, Senior Program Manager with NCTCOG.

In a meeting on Thursday, North Texas leaders walked through the latest transportation plan for the 2026 FIFA World Cup, which will bring nine Super Bowl-sized matches to DFW from June 14 to July 14.

"In the past, we've developed a plan for one big game," said Bettger. "Well, we get to develop a plan, but we have nine opportunities to make it better."

Organizers said they would have to get more than 70,000 fans inside the stadium for each match.

The latest plan relied on multiple tools, including car traffic and a fleet of 120 charter buses traveling back and forth on I-30.

Fans will also be able to take rail lines from Dallas and Fort Worth to the DFW Airport area, where charter buses will also shuttle fans south to AT&T Stadium.

Kevin Jacobs said transit officials have already come by Mary Sue's to warn them to get ready for the incoming flood of humanity.

"I was excited and at the same time, a little bit just more so thinking, okay, how can we capitalize on it, how does this become an opportunity?" said Jacobs.

Jacobs told NBC 5 that Mary Sue's planned to increase staffing to serve the huge crowds of fans walking around the area.

And for their usual customers who may struggle to get into Arlington on match days, they would be bringing on more delivery drivers.

They said with the proper planning, the World Cup could be a chance to get Mary Sue's chicken and "dough babies" to more customers than ever before.

"It's pretty good, if it was me, I might fight through the crowd to get here," said Jacobs.

Organizers said the final transit plan is due to FIFA in March, and they would run a full test of the plan in the spring.

WFAA

FANS RIDE AMTRAK'S HEARTLAND FLYER INTO FORT WORTH FOR RED RIVER RIVALRY AMID QUESTIONS ABOUT THE TRAIN'S FUTURE

By Tiffany Liou
October 10, 2025

The Heartland Flyer pulled into Fort Worth on Friday carrying more than passengers — it brought tradition, anticipation and fans heading south for the [Red River Rivalry](#).

The Amtrak route, which runs daily from Oklahoma City to Fort Worth with a stop in Norman near the University of Oklahoma, was packed ahead of Saturday's game. Riders said the atmosphere was more festive than usual.

"There are a lot more people on the train this week," said Eva Morenoff, a junior at OU from Dallas. She has taken the train several times, calling it easier than navigating traffic.

"It's more of a party than usual," said Eva's dad, Dan Morenoff, who greeted her at Fort Worth's Union Station. "I feel like usually when we pick her up at different times of the year, there are two or three cars on the train, and now there are five, so it's about twice the size."

Earlier this year, [the future of the service was uncertain](#). The Heartland Flyer is part of Amtrak's state-supported routes. Earlier this year, the State of Oklahoma paid its portion, but the State of Texas legislators did not approve the funding during the legislative session. It put the train at risk of expiring before the showdown between Texas and OU.

But over the summer, the North Central Texas Council of Governments ultimately stepped in. The Regional Transportation Council approved \$3.5 million in emergency funding to keep the line operating through next year.

Michael Morris, NCTCOG's Director of Transportation, said in a statement, "The Regional Transportation Council and the North Central Texas Council of Governments are grateful to the Texas Transportation Commission for approving use of Regional Toll Revenue funding for the Heartland Flyer. This decision will help secure the future of the Heartland Flyer, which serves as a vital link for both commuters and leisure travelers traveling between Fort Worth and Oklahoma City. We extend our thanks to the Texas Department of Transportation, the Texas Transportation Commission and all partners involved in making this historic action happen. We look forward to working with them on building a strong future for passenger rail."

For Oklahoma fans Sheldon Barksdale and Nicole Baker, the train offers comfort and convenience — and the chance to avoid Interstate 35 congestion. They knew about the funding struggles this year.

"It's a cool experience and it's a good deal for transit to get from Oklahoma to Texas," Barksdale said. "I hope they continue to make it happen."

The 206-mile trip takes about four hours. While this weekend is all about the rivalry, the train truly connects neighbors from Oklahoma to Texas.

FOX 4 NEWS

NORTH TEXAS TRANSPORTATION PLANS IN THE WORKS FOR 2026 FIFA WORLD CUP

By Dionne Anglin
October 10, 2025

There are just over eight months until the [2026 FIFA World Cup](#), with North Texas hosting more matches than any other location. The games will be played at AT&T Stadium, but there are venues spread across North Texas for other events.

Thursday, transportation planners talked about the logistics of how visitors will get from place to place during the world's biggest sporting event.

North Texas FIFA transportation planning

More than 100,000 daily visitors are expected to converge on the region. Arlington will play host to nine matches at the stadium, the most of any host city.

The City of Dallas will host the tournament's international broadcast center. Fort Worth also has a major role in accommodating fans.

Therefore, mobility is a huge consideration with planning underway now for months.

The North Texas Central Council of Governments presented the latest overview of the plan at their Thursday meeting. Every major transportation entity is involved.



NCTCOG

The plans include enhanced versions of service from Trinity Rail Express, Dallas Area Rapid Transit, local bus systems, shuttle buses, private shuttles and ride-share companies.

Traffic flow will be critical, with the possibility of reversible managed lanes during peak travel times.

While it's believed many local fans may drive to attend matches, a more concentrated planning effort is focused on moving visitors about on public transit.

Natalie Bettger with NTCCOG spoke about their plan at the meeting.

"The good thing about our stadium in this area is we have a lot of parking. Unlike other host cities, they don't have the opportunity to have a lot of parking. The challenge we have is having transit to the stadium, and so we have offered transit to the stadium before we utilize the Trinity Railway Express and we charter folks in down from the Center Port Station. So we do plan to have transit. We expect a large number of fans to attend by transit, and that's what we're balancing with NTCCOG and the transit agencies to ensure that we can provide that service for the World Cup," Bettger said.

Transportation details coming in December

This is the second draft of the current transportation plan. More of the details will unfold in December, when specific teams and matches will be revealed.

Times for the matches and specifics like which teams will stay where at the designated base camps.

Lots of moving parts are still coming together. Thursday even heard discussions of working with major freight trains to assure no railway crossings would be blocked by passing trains at peak times during the games.

Further plans include the use of technology like mobile phone apps with real-time updates and info about options for getting around.

ROCKWALL COUNTY HERALD-BANNER

RESIDENTS RAISE CONCERNS AHEAD OF OUTER LOOP DISCUSSION

By Kent Miller
October 11, 2025

A proposed route for the Rockwall Outer Loop has drawn strong opposition from residents in several rural neighborhoods who say the planned highway could bring traffic, pollution and unwanted development to the area.

The Rockwall County Road Consortium will meet on Wednesday at 5:30 p.m. on the third floor of the Rockwall County Historic Courthouse. The meeting will include a presentation by Michael Morris, director of transportation for the North Central Texas Council of Governments, outlining current plans for the regional highway loop.

The proposed route would run near several unincorporated residential communities, including High Point Ranch, High Point Lake Estates, Bluebonnet Ridge, Lariat Estates and Chisholm Ranch Estates. Some homeowners in those areas say the loop would disrupt quiet neighborhoods and pave the way for large-scale development.

Among the concerns raised by opponents: increased traffic, crime and noise; construction in flood-prone areas; and long-term pressure on local infrastructure. Residents also have pointed to nearby proposed developments – including thousands of new homes and multi-family units – as evidence that the loop could accelerate rapid growth and strain county resources that are already stretched thin.

NCTCOG projections suggest the loop would reduce traffic volumes in Kaufman County by as much as 30% while Rockwall County would see only a 10-15% reduction, leading critics to argue that Rockwall taxpayers could end up subsidizing a bypass that serves neighboring counties more than their own.

Additionally, the proposed route would require elevated sections of roadway – possibly 14 to 20 feet tall – in areas with existing floodplains, leading to concerns about visibility, drainage and neighborhood aesthetics.

Only a limited number of community members are expected to speak at the upcoming meeting but organizers of the opposition effort are encouraging residents to attend, bring signs and make their presence known.

“This is a crossroads between growth and livability,” one flyer circulating ahead of the meeting reads. “This loop doesn’t belong here.”

More information about the agenda and the Rockwall County Road Consortium is available at <https://www.rockwallcountytexas.com/279/road-consortium>.

BLUE RIBBON NEWS

MULTI-DAY, LARGE SCALE EMERGENCY RESPONSE EXERCISE TO TAKE PLACE ACROSS DFW AREA

By Staff
October 14, 2025

Public safety agencies across the Dallas-Fort Worth region will take part in **MetroX**, a multi-day, full-scale emergency response exercise simulating terrorist attacks and mass casualty incidents across multiple cities. The three-day training event will take place Oct. 27-29, 2025, and will involve police and fire departments, emergency medical services, hospitals, school districts, dispatch centers, emergency managers and city officials across the region.

The purpose of the exercise is to test and strengthen regional preparedness, coordination and communication across all levels of emergency response.

“MetroX is one of the largest regional exercises coordinated by the North Central Texas Council of Governments (NCTCOG) Emergency Preparedness Department and regional public safety teams,” NCTCOG Executive Director Todd Little said. “This will help test our systems, plans and capabilities to ensure we are ready as a region for any large incident or disaster.”

Area residents may see and hear simulated gunfire, emergency vehicles, role players acting as victims and increased first responder activity near exercise locations. The public is asked to not be alarmed and to follow instructions provided by participating agencies if near an exercise site.

WORST AIR QUALITY MONTH FOR NORTH TEXAS SO FAR SEES 14 DAYS OF UNHEALTHY LEVELS

By Nicole Lopez

October 14, 2025

North Texas saw 14 days of unhealthy air pollution in September, the most the region has seen in one month so far this year, according to the latest regional data.

The Texas Commission on Environmental Quality issued ozone action day alerts on most of those days. Such alerts warn residents, businesses and industries when weather conditions are likely to create high levels of ozone, urging them to mitigate emissions, such as those generated by cars and power plants.

August had 10 days of high smog levels, according to the data.

When smog exceeds the federal standard of 70 parts per billion, the alerts encourage the public to adjust daily routines to minimize health risks and exposure to poor air conditions, according to the North Central Texas Council of Governments, the agency responsible for monitoring the region's air quality.

Last year, only three alerts were issued in Dallas-Fort Worth for that September, according to data from the state environmental commission. A total of [43 alerts](#) were issued in 2024.

While ozone levels fluctuated throughout the past decade, smog in North Texas gradually increased within the past three years.

From 2015 to 2024, the region had the most ozone action day alerts in 2022 at 61, with 16 issued in September.

Ozone comes from several sources. However, vehicles, construction equipment, locomotives and aircraft account for about 60% of emissions.

North Texas' [booming growth](#) contributes to ozone formation, council of governments air quality planner Daniela Tower previously told the Report.

Ozone action days occur during hot temperatures, sunny weather, light winds and a lack of atmospheric movement. When combined with pollutants, these conditions can form unhealthy air quality, Tower has said.

Smog measured between 71 and 85 parts per billion is considered unhealthy for young children, older adults, people with lung disease and those who are active outdoors.

What is ozone?

Ground-level [ozone](#), or smog, forms when volatile organic compounds and nitrogen oxides emitted by human activities and natural sources react in the sunlight, according to the council of governments. Vehicle emissions, power plants, industrial sites and area sources such as paints and motorized lawn equipment largely contribute to ground-level ozone.

Exposure to smog can cause various [health effects](#) such as coughing, difficulty breathing, inflamed and damaged airways, and infection, according to the Environmental Protection Agency.

Such pollution can worsen existing respiratory conditions, such as asthma, lung disease and bronchitis.

North Texas could see more ozone action days as smog typically spikes between March through November, according to the state environmental commission.

Per the EPA's Clean Air Act, Fort Worth polluters or major sources of volatile organic compounds could face annual fines of \$45 million if ozone levels are not brought to or below 75 parts per billion.

Dallas-Fort Worth's design value of ozone sits at [83 parts per billion](#) so far this year. That value is the average of the fourth-worst ozone day from each year in a three-year period, according to the council of governments.

Whether polluters will see those fines is unclear as the Trump administration has repeatedly promised to repeal or [roll back federal environmental regulations](#), including those on climate change and air quality.

Officials with the council of governments are drafting the Dallas-Fort Worth Air Quality Improvement Plan, which outlines strategies to [improve the region's air quality](#) through 2050.

As part of a federal grant application, officials have until Dec. 1 to finalize and submit the plan to the EPA.

The public can review and comment on the plan at the [North Central Texas Council of Governments' website](#). Public comment closes Nov. 11.

FOX 4 NEWS

DART RECEIVES FEMA SECURITY GRANT AHEAD OF 2026 FIFA WORLD CUP

By Shaun Rabb
October 14, 2025

The [FIFA World Cup](#) comes to North Texas next year, and officials from the association were on the ground in [Dallas](#) this past weekend.

The officials met with Dallas Area Rapid Transit leadership during the Red River Rivalry game to see how the DART system handles special events with a surge in riders.

The University of Texas vs Oklahoma University football game was a test run in real time for FIFA officials to see how DART moved masses, and we learned in the CEO's update before the committee of the whole board meeting that the transit system is getting some financial aid to bolster security from the feds.

After three murders on DART buses, platforms or trains this year, the federal government is now giving the transit system a grant of more than \$436,000 to support safety during big events.

What they're saying:

"Through FEMA's transit security grant program, the DART police will use this grant to fund salary and benefits for enhanced security presence during events which cause a surge in ridership, like the 2026 FIFA World Cup," said DART CEO Nadine Lee.

The Red River Rivalry game brought over 92,000 fans to Fair Park during the State Fair of Texas. DART drives close to twice that number around town, as well as in and out of Fair Park, without weekend events.

Lee is proud of how the train and shuttle bus system worked for the big game.

"We are especially proud because we had representatives from FIFA World Cup, along with the North Central Texas Council of Governments, who were with us throughout the day, observing our operations both in the field itself and also in our operations control center," Lee said.

The CEO said FIFA reps and DART's leaders talked about things that were crucial for the thousands of visitors expected in North Texas when the games began.

Not just at the nine matches that will be played in Arlington, but big events that will happen in Dallas could total over a million visitors to the city while FIFA is here.

"The day-to-day things that will be happening at Fan Fest at Fair Park, as well as the International Broadcast Center, so we're really really thrilled that they spent the day with us, and we hoped that they walked away with some confidence that DART knows how to run these big, large event operations," Lee said.

Transportation plans in works

Current plans include enhanced versions of service from Trinity Rail Express, Dallas Area Rapid Transit, local bus systems, shuttle buses, private shuttles and ride-share companies.

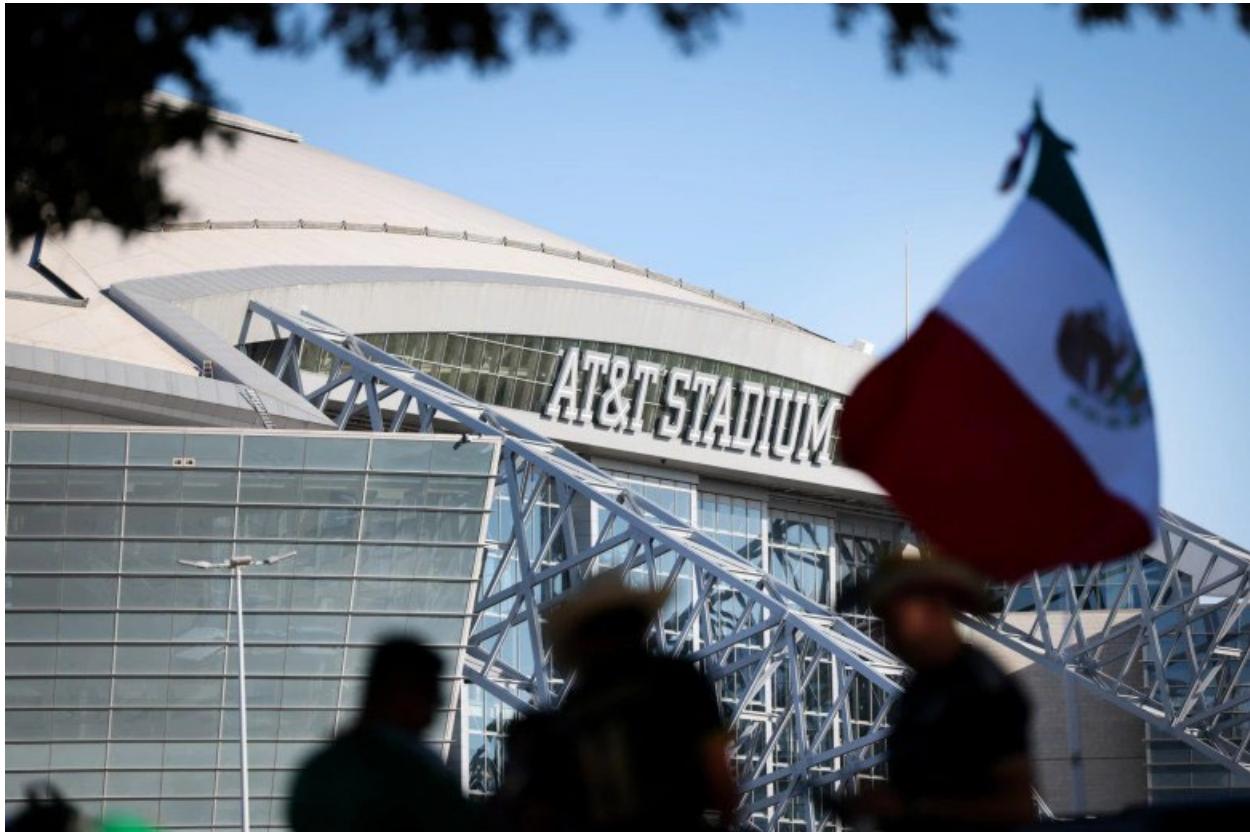
This is the second draft of the current transportation plan. More of the details will unfold in December, such as when specific teams and matches will be revealed, times for the matches and specifics like which teams will stay where at the designated base camps.

ARLINGTON REPORT

MILLIONS ARE EXPECTED AT THE WORLD CUP IN NORTH TEXAS. HOW WILL THEY GET AROUND ONCE THEY'RE HERE?

By James Hartley, Pablo Arauz Pena and Yfat Yossifor

October 14, 2025



Tailgating fans before the Mexico vs. Colombia game on Saturday, October 11, 2025, at AT&T Stadium in Arlington. (Yfat Yossifor | KERA News)

Fans of the Mexican and Colombian men's national soccer teams formed a sea of yellow, orange, green, red and black this past Saturday, flowing through the streets of downtown and the Arlington Entertainment District into AT&T Stadium.

They were there for a friendly match between the two nations, [part of the MexTour](#) series of friendly matches across the U.S.

Ahead of the match, fans of both countries gathered in the stadium's parking lots, cooking up tacos, tortas, burgers and hot dogs, filling the air with the tempting aroma of freshly grilled meats while they listened and danced to Spanish music.

Come the start of the match, AT&T Stadium was near its seating capacity of 80,000 (the stadium can fit around 105,000 fans including standing room tickets), offering a small taste of what city, regional and FIFA organizers expect next summer for the 2026 FIFA World Cup.

With the [World Cup kicking off on June 11, 2026](#), organizers expect millions of visitors to converge on North Texas. They'll bring with them demand for public transit unlike anything the area has experienced in recent memory.

They won't just be going to the nine matches hosted in Arlington — the most of any host city — but for fan festivals there and across the region. Base camps, the places teams will call home during the tournament, will also draw visitors to cities spread out across Dallas-Fort Worth.

Proud to host

Tens of thousands of Mexico and Colombia soccer fans filled AT&T Stadium Saturday to catch the game.

Angel Estrada was tailgating for the Mexico team with his family outside the fan fest in one of the parking lots.

Sporting his black and green Mexico jersey, he said he's proud that the region is hosting nine matches and, with that, people and cultures from all over the world during the tournament. It's an event people across the globe wait (and, in many cases, save up for) during the four-year gap between World Cups.

While local and regional leaders have an idea of what to expect from fan turnout, how those global visitors will get around the Metroplex isn't as clear.

Getting to the game

Driving to AT&T Stadium Saturday took a KERA reporter about 20 minutes longer than normal, with stop-and-go traffic on Interstate 30 backed up as far west as the Eastchase Parkway exit and continuing to the Center Street exit, where highway signs encouraged stadium traffic to exit.

KERA also took public transit from east Dallas to the match. Another reporter took the lengthy journey riding a Dallas Area Rapid Transit bus with a transfer at Eddie Bernice Johnson Union Station in downtown Dallas to a Trinity Railway Express train to Centreport/DFW station in east Fort Worth.

From there, the reporter took an Arlington Via car all the way to AT&T stadium. The overall trip took about two hours.

For Estrada, the Mexico fan, it doesn't matter to him how long it takes to get to a game so long as people are having a good time.

With local leaders in Arlington and with the [North Central Texas Council of Governments](#) trying to figure out the best and most efficient ways to move people around the region, fans like Estrada know they'll be going to games no matter how long it takes to get there.

"I don't care — if people come to enjoy and have a friendly time," Estrada said in Spanish. "Honestly, I do not care if it takes me two hours to get to the match, well, I can't help it."

Colombia fan and Arlington resident John Byron drove his pickup to the match to tailgate with his family.

He said that he's optimistic about traveling during the games, even while he expects big crowds.

“There’s going to be a bit of traffic,” Byron said in Spanish. “Of course, there will be going out, but after that, it’ll be easier.”

He added that Arlington is well positioned for all the traffic coming into the city, with I-30 to the north, Interstate 20 to the south and State Highway 360 to the east of the stadium.

The experience taking DART, Trinity Rail Express and Arlington’s subsidized on-demand transit isn’t exactly what organizers are hoping for come next June.

The details are still in the works but elected leaders and transit officials from across North Texas are preparing for the influx of international visitors.

The North Central Texas Council of Governments learned more about those preparations during an Oct. 9 meeting.

“The good thing about our stadium in this area is we have a lot of parking,” said Natalie Bettger, senior program manager for NCTCOG. “The challenge we have is having transit to the stadium.”

The plans include a “reversible managed lane” on Interstate 30 from both downtowns in Dallas and Fort Worth. Drivers will be able to access the lane before and after matches on gamedays.

Bettger said planners are also coordinating with rideshare companies like Uber and Lyft for fans to use their services to get dropped off at Lot H, near the stadium.

As for transit, Bettger said fans will be able to take the Trinity Railway Express to Centreport/DFW Station in far east Fort Worth, where ticketholders can board a shuttle directly to the stadium.

“What is really unique about this situation though, and exciting, is in the past we developed a plan for one big game,” Bettger said. “But we have nine opportunities to make it better ... because we can improve as we proceed through to the final match that we get to have, which is a semifinal.”

Regional transportation director Michael Morris has said each game will be like a Super Bowl in terms of attendance and along with the games, Dallas will be hosting thousands of journalists at the International Broadcast Center and thousands more fans at Fan Fest at Fair Park.

“We’re laser focused on the stadium, whatever Dallas needs at the convention center and whatever Dallas needs at Fair Park,” Morris said.

Morris said at this point, regional planners are “crossing the T’s and dotting the I’s” for an updated plan to submit to the [North Texas FIFA World Cup Organizing Committee](#).

AI, rideshare and bus drop-offs

Planners in Arlington aren’t taking as active a role in planning how to get visitors into the city.

Alicia Winkelblech, the city’s director of transportation, said Arlington’s focus is on what visitors will find when they reach the entertainment district.

“The North Central Texas Council of Governments is taking the lead on coordinating regionally as, they do for these big events,” she said. “They’re the one organizing and coordinating with the transit agencies to bring in people on the trains, people on the busses, get people home.”

With the logistics of getting to the stadium being handled by NCTCOG, Arlington is instead focusing on making sure the experience is smooth once fans actually reach the stadium.

Daniel Burnham, the city's assistant director of public works, said that mission manifests itself in multiple ways.

With buses coming from three directions for matches, festivals and other events, he said it's the city's job to find a parking lot near the stadium to designate for drop-off.

The entertainment district will also have more pedestrians than usual.

"We've been upgrading sidewalks throughout the entertainment district to make sure that people who are parking in the various areas around the area have a way to walk," Burnham said. They're also making sure to create "places that FIFA will be able to put up their signage and say, 'This is where you go,' wayfinding type stuff, making that accessible."

AI will play a role in traffic management, too.

Arlington has been working to install NoTraffic across the city, allowing it to utilize the AI software to manage how long drivers and pedestrians wait at traffic signals to, hopefully, limit how long people wait at red lights.

Two major transit modes won't play a role in moving [World Cup](#) visitors around.

Flying taxis, which Arlington Mayor Jim Ross hoped would be ready in time for the tournament, won't be taking spectators to the stadium through the skies.

The city hopes to have them in the skies above the entertainment district, they just won't be able to board passengers because the vehicles won't be certified in time.

"We are still going to have at our municipal airport, we're going to have a location for air taxis to land, take off, and charge," Winkelblech told KERA News. "But it's going to be more of a demonstration type thing, if you think kind of world's fair."

The city's take on public transit also won't play a role.

Via, also known as Arlington On-Demand, is a rideshare service subsidized by the city. Arlington doesn't have any of its own buses, trains or light rails.

Winkelblech said Via meets the average needs of people looking for public transportation, it's not a good fit for the World Cup.

"Our on-demand vehicles will be doing a little bit more of their regular day-to-day, moving people to and from jobs," she said. "If we've got people that work in the entertainment district, we still want to be able to get them to their jobs, but specifically moving large masses of people, that's not where microtransit excels because they get stuck in the traffic with everyone else."

Jennifer Wichmann, Arlington's deputy city manager, said the city doesn't yet know how many people are estimated to drive to AT&T Stadium in personal or rented cars, but that the current expectation is that more visitors will utilize public transit and rideshare like Uber and Lyft than driving themselves.

FORT WORTH REPORT

TARRANT REGIONAL WATER DISTRICT SEEKS DEVELOPMENT PROPOSALS FOR PANTHER ISLAND

By Scott Nishimura

October 17, 2025



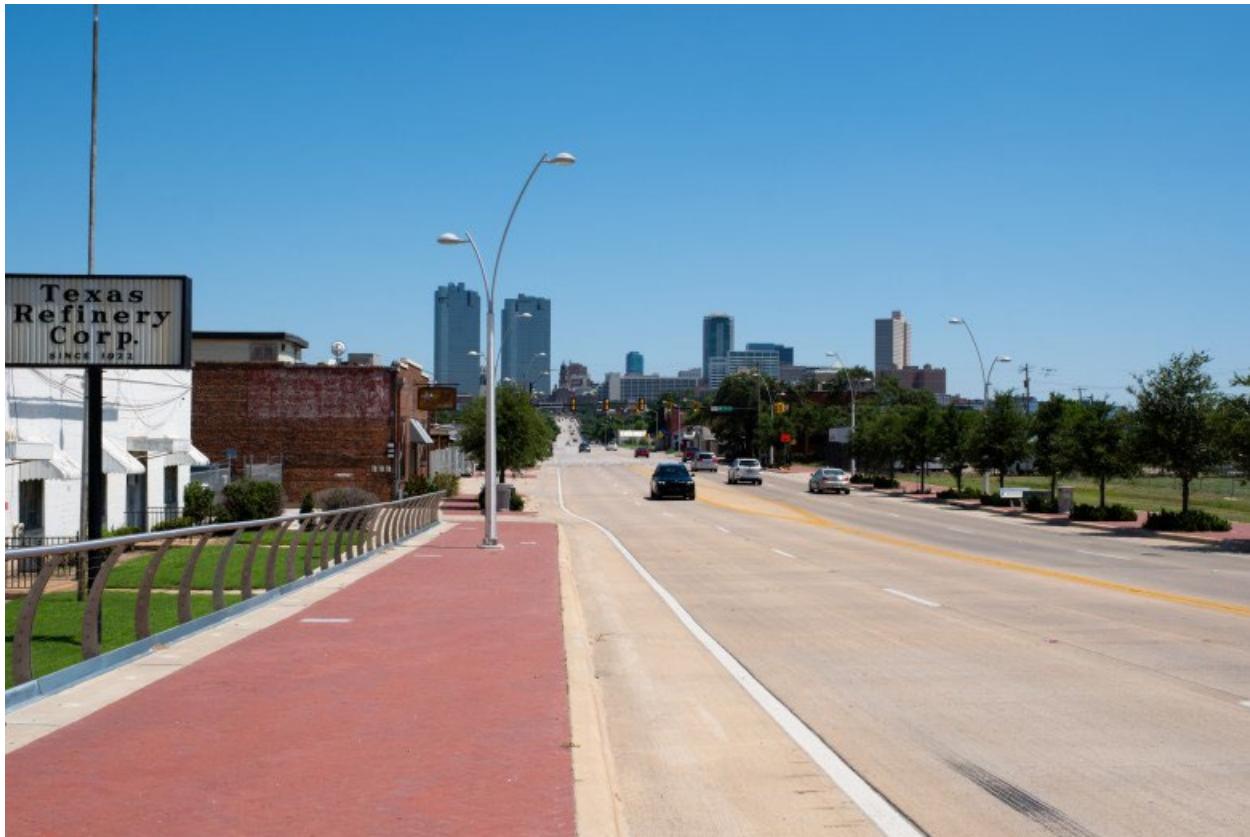
The development of Fort Worth's Panther Island is moving ahead — slowly. (Courtesy image | LanCarte Commercial Real Estate)

The long-awaited Panther Island project, intended to transform the Northside with new housing, retail and businesses, is moving forward.

The Tarrant Regional Water District is seeking proposals from potential partners interested in starting [redevelopment](#) projects on Fort Worth's Northside.

The water district on Thursday afternoon [issued a request for qualifications](#), or RFQs, officially opening the process of seeking a development partner for 20 acres off of North Main Street and, more broadly, inviting ideas from groups interested in the entire district. Proposals are due Nov. 26.

"We think that there's going to be a lot of demand there," Susan Alanis, Panther Island program director for the water district, said in an interview. "Everybody's been waiting in this community for this to happen, and now our responsibility is to let everyone know what preparation work has been done and that the infrastructure is ready for us to make progress."



Motorists across the North Main Street bridge, one of three bridges the Tarrant Regional Water District has built over dryland in preparation for a bypass channel to be dug beneath the span. (Camilo Diaz | Fort Worth Report)

The initial focus is on several properties bounded by North Main Street on the west, 5th Street on the north, the Trinity River levee on the east, and 4th Street on the south.

The acreage in the first phase map is held by the water district; [Seco Ventures](#), an office, residential and mixed-use developer based in Austin; and other private property owners. The request for proposals doesn't address the privately held property, "but we intend to coordinate with them," Alanis said.

The water district's action, while small, is one of multiple events moving the complicated project forward.

The Fort Worth City Council on Oct. 21 will [consider a city-initiated zoning change](#) that will widen the permissible range of building heights in part of the Panther Island district. Other changes the city is expected to make next year include updating the "form-based codes" that govern [development on the island](#) and encourage densely populated, walkable environments.

The project includes building a bypass channel to reroute the Trinity River south of downtown to north of the city, creating "Panther Island."

Construction on the project's north channel is expected to start late next year and be completed in 2029. The water district is still seeking full funding for the south part of the bypass channel.

The river levees will be removed once the bypass channel is complete, opening a significantly greater amount of land to development. But getting to that point will take more than 10 years, given the pace of obtaining federal funding to support the flood control aspect, Alanis said.



Spectators watch fireworks during Fort Worth's Fourth on July 4, 2025, at Panther Island Pavilion in Fort Worth. (Mary Abby Goss | Fort Worth Report)

In the meantime, a small part of Panther Island can be developed, built around existing assets — such as Panther Island Pavilion on the Trinity River and a green space that will replace the current 4th Street east of North Main.

“What’s great is that there’s a lot of developable property before (the levees come down), and the intent is to really gain some momentum now,” Alanis said.

The water district earmarked up to \$50 million for construction of canals, “paseos” and park improvements to begin in 2026 in the first phase, according to the RFQ documents.

Design is 30% complete for those, according to water district documents. The city of Fort Worth and North Central Texas Council of Governments allocated money for street design and bridges to be built over the network of canals also to be built in the first phase, according to documents.

In mid-2026, the water district expects to begin construction of the next section of the canal system, creating a walkable waterfront.

“It seems like a real opportune time to have some place-making alongside the development,” Alanis said.

The water district is talking to the owner of the [Coyote Drive-In](#), whose site is in the first phase map. The district owns the property that Coyote leases; the site is due to be redeveloped with greater density at some point.

The drive-in has four screens, and the water district is talking to Coyote about continuing to operate at least two screens, at least through construction, and whether they'd be interested in managing events at Panther Island Pavilion and a park to be built, Alanis said.

"It's going to be a complex place out there during construction and really difficult for a little while," Alanis said, "and so it's great to have a long-term partner who will understand that and, hopefully, be willing to work with us through it."

Additionally, development on Panther Island is critical to the performance of the city's [Trinity River Vision Tax Increment Finance District](#), which generates money for public infrastructure based on future growth in the district's property tax base.

The Trinity River Vision taxing district effectively generates the local match necessary for the federal funding allocated to complete the flood control project.

"It's important for us to be advancing (development on the island) as quickly as possible," Alanis said. "But we're just finally ready with all of the preparation work. Land assembly, design work, infrastructure planning, all of those things have come together."

LOCAL CLIMATE ACTION: THE SCOOP ON DALLAS' RECENTLY APPROVED BUDGET AND THE CLIMATE INITIATIVES IT PAYS FOR

By Kathryn Guerra

October 17, 2025

With an administration in Washington, D.C. that's more interested in protecting fossil fuel corporate profit and a Texas Legislature that's at best indifferent to the crisis, climate action at the local level is even more critical. While one city won't solve the climate crisis by itself, it is genuinely an issue where every little bit helps and local communities can come together to do their part.

In Dallas, the newly adopted \$5 billion budget for fiscal year 2025-2026 went into effect on Oct. 1. Despite a projected overall shortfall of nearly \$36 million, the budget for the city's Office of Environmental Quality and Sustainability increased slightly from the year before, from \$5.3 million to \$5.6 million.

Before the budget's adoption, a freshman councilmember from North Dallas circulated a memo to his council colleagues proposing \$13 million in cuts to the city manager's budget, including *all* of the budget for the Office of Environmental Quality and Sustainability funding for the current and next fiscal year. In the memo, which also proposed cuts to programs focused on citywide diversity, equity & inclusion initiatives, he reasoned that climate strategies represent "an avoidable expense" that is "too costly to prioritize now."

[Public Citizen responded](#), saying that the councilmember "wants to give Dallas the DOGE treatment, slashing budgets and killing programs. We've seen how that's working in D.C., and we don't want it here. We suggest the council member take some time to learn about what's working in Dallas before proposing changes."

Ultimately, the councilmember did not introduce his proposed cuts as formal budget amendments to be voted on, and the city council never considered them. Late efforts to remove \$400,000 in funding for the city's newly adopted Bike Plan also failed.

In the approved budget, the city invested \$800,000 for electric vehicle charging stations, \$350,000 for solar off-grid charging stations, and \$5 million for 75 to 100 transit and medium-duty electric vehicles. The budget also included \$500,000 for maintenance of the city's existing solar.

Public Citizen advocated during budget hearings for the city to purchase additional light and heavy-duty electric vehicles for the city's fleet, taking advantage of North Central Texas Council of Governments grants to underwrite them. One council member introduced an amendment to direct sanitation to order an electric truck, but since it didn't involve any funding, he procedurally had to withdraw. The council member then issued a directive to the city manager and fleet to consider the purchase.

Results from the city's greenhouse gas inventory will be released this fall. We hope the city will use this inventory to measure the city's progress toward achieving the climate action plan goals and to set new priorities for the coming years.

New Leadership

For the past ten months, the city's Office of Environmental Quality has been under the interim leadership of Paul White, the department's assistant director. White took the helm after Carlos Evans announced his departure from the role in January 2025.

Last week, the city announced that Angela Hodges Gott will lead the city's Office of Environmental Quality & Sustainability as Chief Resiliency Officer. Gott, like her predecessor, is a U.S. Environmental Protection Agency attorney who has worked in the Office of Regional Counsel at EPA Region 6 since 2010.

Gott will start the new role on Oct. 20.

CANCELING THE HEARTLAND FLYER WILL HURT NORTH TEXAS

By Cooper Collins
October 18, 2025

The Heartland Flyer Amtrak train route has served North Texas and Oklahoma since 1999 as a cost-effective way to travel between the two sprawling regions. The route was initially scheduled to shut down at the beginning of October.

Canceling the Heartland Flyer route would jeopardize the positive economic effects the Heartland Flyer line has on North Texas and Oklahoma locals for generations to come. What happens to the Heartland Flyer route will set the example for how public transportation is regarded in the state.

The Heartland Flyer is a daily train that runs along I-35 to connect the Oklahoma City and DFW area. It is operated in partnership between the Texas Department of Transportation and the Oklahoma Department of Transportation, according to the [Amtrak media center](#).

The cancellation follows a decision by state officials in June to deny the Texas Department of Transportation a request for \$3.5 million in appropriations to keep the route operational.

However, after a \$3.5 million cash infusion from the Regional Transportation Council of the North Central Texas Council of Governments — the regional metropolitan planning organization for North Texas — the route will be able to continue for at least another year.

The Heartland Flyer served over 63,000 passengers in 2022. That number increased to 80,000 passengers during the 2024 fiscal year, generating \$2.2 million in ticket revenue for Amtrak.

Additionally, the Heartland Flyer generated \$5.3 million in revenue, alongside \$23.7 million in economic activity. Amtrak also employs 50 full-time crew members to keep the route running daily. Without the route, those crew members would be out of a job, and the positive economic impact that the route provides would also be lost.

Local towns, such as Gainesville, Texas rely on the route to connect their residents to larger cities like Fort Worth. According to the [Gainesville Economic Development](#) Corporation, almost 7,000 passengers boarded or disembarked the route in Gainesville in 2024.

“It provides a vital transportation option for Texans and Oklahomans alike, and losing it will be a major setback for mobility, our environment, and our economy,” Gainesville Mayor [Tommy Moore](#) said in a press release.

As sprawling urban development consumes North Texas land, some residents use the route as a way to commute easily.

“I’ve heard from individuals who frequently use the Heartland Flyer to connect with their families,” said Paulina Schutt-Swiatkowski, the communications and outreach director for Gainesville, in an interview on Sept. 16. “They commute to work because Gainesville has a really low cost of living, especially relative to bigger cities like Oklahoma City or the metroplex.”

North Texas, as a region, has also [experienced](#) significant population growth, with Tarrant County's population increasing by 22.2 percent from 1.8 million in 2010 to 2.2 million in 2025.

A larger population leads to more individuals owning private vehicles and contributing to higher traffic levels. Higher traffic congestion leads to increased accidents, lower air quality and [higher](#) economic costs. The most effective way to alleviate traffic is to encourage people to use [public transit](#).

Another factor that makes it critical for the Heartland Flyer to continue is the upcoming 2026 World Cup, where the DFW metroplex is expected to play a significant role. The Federation Internationale de Football Association [announced](#) that the metroplex will host nine soccer matches, the most out of any host city, along with the [international broadcast center](#) for the whole competition.

While the World Cup will come and go, the factors that make DFW a center for business and commerce will continue to sharpen. However, if DFW loses the Heartland Flyer, that edge would be lost, and DFW would appear less competitive, potentially harming its business.

Having the Heartland Flyer as a vital piece of public transportation for the metroplex is crucial in attracting visitors from Oklahoma and setting a [positive example](#) for promoting public transportation in the area.

Alongside a cascading effect on other public transit systems in DFW, such as [Dallas Area Rapid Transit](#) and [Trinity Metro](#), canceling the Heartland Flyer could also lead to [reduced support](#) from cities and the state government. Fort Worth should strive to keep the Heartland Flyer operating not just for those who use the route now, but also as a promise for what public transportation in DFW could be in the future if it is properly invested in.

The Texas State government must step up and do its due diligence to fund public intercity transportation, especially since community leaders across North Texas and Oklahoma have expressed the [significance](#) the Heartland Flyer has for the area. If the Heartland Flyer is not properly invested in now, public transportation in DFW will take a step back, and communities that benefit from it will suffer the consequences.

DFW GEARS UP FOR ONE OF ITS LARGEST EMERGENCY EXERCISES YET

For three days, activity across DFW will signal a major regional exercise

By Staff
October 16, 2025

If you hear sirens in every direction or spot police cruisers racing through intersections at the end of October, don't panic — it's a test.

For three days, Oct. 27–29, 2025, the Dallas-Fort Worth region will turn itself into a proving ground for emergency response. The exercise, known as Metro X, will simulate coordinated terrorist attacks and mass casualty events across multiple cities — a scenario designed to stretch the region's emergency systems to their limits.

Police and fire departments, paramedics, hospitals, dispatch centers, school districts, and city officials will all take part. The goal: to see how well North Texas can communicate, coordinate, and move as one in a crisis.

Residents near exercise sites may hear simulated gunfire or see emergency responders treating mock victims. Officials are asking the public not to be alarmed and to follow any instructions from participating agencies.

These sites will be part of the operation during Metro X:

- Plano Fire-Rescue Training Center, 4637 McDermott Road, Plano — Monday, Oct. 27, 9 a.m. to noon
- Amon G. Carter Stadium at Texas Christian University, 2850 Stadium Drive, Fort Worth — Monday, Oct. 27, 9 a.m. to noon
- Frederick P. Herring Parks and Recreation Center, 191 Civic Circle, Lewisville — Wednesday, Oct. 29, 10 a.m. to 3 p.m.

The North Central Texas Council of Governments is a regional planning body founded in 1966 that coordinates emergency preparedness efforts among sixteen North Texas counties. Its mission is to help local governments work together, eliminate duplication, and plan for the future.

"MetroX is one of the largest regional exercises coordinated by the North Central Texas Council of Governments (NCTCOG) Emergency Preparedness Department and regional public safety teams," NCTCOG Executive Director Todd Little said. "This will help test our systems, plans and capabilities to ensure we are ready as a region for any large incident or disaster."

For more information about NCTCOG's programs, visit www.nctcog.org/trans.

MORE PEOPLE, MORE TRASH. FORT WORTH LOOKS FOR BALANCE AS GROWTH STRAINS LANDFILL

By Nicole Lopez

October 20, 2025

Most people understand that trash needs to go somewhere, but a rapidly growing North Texas faces increasing challenges on where to put the waste that comes from more residents, businesses and construction.

Take a recent [plan to build a landfill in Lake Worth](#) to process Tarrant County-area waste from construction and demolition projects, much of that stemming from booming growth. Residents near the Silver Creek neighborhood and elected officials opposed the project, saying they worried how local water sources, such as the nearby lake, would be impacted by runoff from the trash.

The developer ultimately withdrew its application, but residents and others say that the northwest area of Tarrant County is still being eyed by industrial developers. Their concerns are part of a larger ask by the community that new developments — from housing to landfills — be approached with minimal impact on the environment, housing and transportation.

“It’s going to get more crowded, and it’s coming,” Silver Creek resident Don Brewer said. “Change is coming.”

Population increases and growing development in and around Tarrant County are adding strain to waste management and landfill capacity — including at Fort Worth’s only dump site, which is expected to max out in about a decade, almost 30 years sooner than expected.

This year, Fort Worth reached 1 million residents. Estimates show Tarrant County will reach 2.8 million residents by 2040.

By then, waste planners project, residents in the area are on track to generate about 70 million tons of trash. The planners examined patterns for the western side of North Texas, which includes eight counties, to predict waste and capacity over a two-decade period starting in 2022.

Those predictions put the area’s three landfills beyond their capacity of 63 million tons.

Meanwhile, planning for landfills takes time as it requires securing sites, navigating millions in costs to obtain an environmental permit and working with nearby residents. That process can take up to 20 years, waste industry officials say.

Jim Lattimore’s company has subcontracted with the city for over two decades to oversee the Fort Worth dump site, which is along the southeastern part of the city near Kennedale.

Fort Worth city officials and contractors do “everything they can” to maximize its capacity, including compacting loose trash, Lattimore said. But population growth is one of the leading causes of landfills nearing closure.

“I don’t see any efforts right now toward permitting new capacity, and I think that’s something that needs some attention,” Lattimore said.

Area leaders know more landfills will be needed as well as other solutions to deal with waste.



Mounds created by trash are incorporated into the roadways of the landfill. **Right:** The Fort Worth skyline is visible from the southeast landfill on Oct. 2, 2025. (Maria Crane | Fort Worth Report/CatchLight Local/Report for America)

This prompts local officials to be environmentally minded as developers with waste needs move into the area, said Tarrant County Commissioner Manny Ramirez who was at the forefront fighting the Lake Worth proposal.

“It’s only fair for developers, communities, government officials alike, to all have a solid idea and plan on where we see the development of our landfills, waste management facilities,” Ramirez said. “There has to be a clear road map.”

Growth gradually increases Fort Worth’s waste stream

Rapidly rising population estimates prompted the North Central Texas Council of Governments to seek ways to more efficiently process waste and minimize landfilling.

“People are not going to stop creating trash, right? So it has to go somewhere,” said Hannah Ordonez, a senior waste planner with the council.

In 2022, the council outlined recommendations for North Texas that included offering business incentives for using recyclable materials and for manufacturers that reduce excess packaging and single-use products.

But the strategies listed in the solid waste plan also require effort from local leaders to meet growing demands. For example, area city and county officials should work to expand landfills,

minimize illegal dumping and encourage environmental stewardship, according to recommendations in the plan.

Other efforts could include attracting compost businesses and investing in recycling- and organic waste processing-focused positions at the city.

Which counties use the Western Region's municipal solid waste landfills?

- Tarrant County
- Parker County
- Johnson County
- Erath County
- Hood County
- Somervell County
- Wise County
- Palo Pinto County

Fort Worth collected about 374,000 tons of waste so far this year, accounting for bulk, yard, recycling and residential garbage. That's above the average amount of 350,000 tons of trash generated for each of the last three years.

Fort Worth leaders could offset a premature closure of its only landfill, originally slated to last [through the 2060s](#), by identifying new dump sites and putting more public dollars into modern technology, Lattimore said.

City staffers are working on long-term solid waste solutions, environmental services department director Cody Whittenburg said in a statement. Those plans recommend officials consider waste transfer stations, new landfills and additional recycling centers.

"We know the (landfill) is going to fill up and reach its capacity. We have to start planning for the future," Whittenburg later told council members during an Oct. 14 update.

The other two landfills that serve the Tarrant County area are in north Arlington and Alvarado.

Arlington's dump site, which has been in operation since the 1960s, could be used for another 30 years or longer following an [expansion project](#) approved in 2014. The Turkey Creek site in Alvarado is expected to max out in two years, the latest data shows.

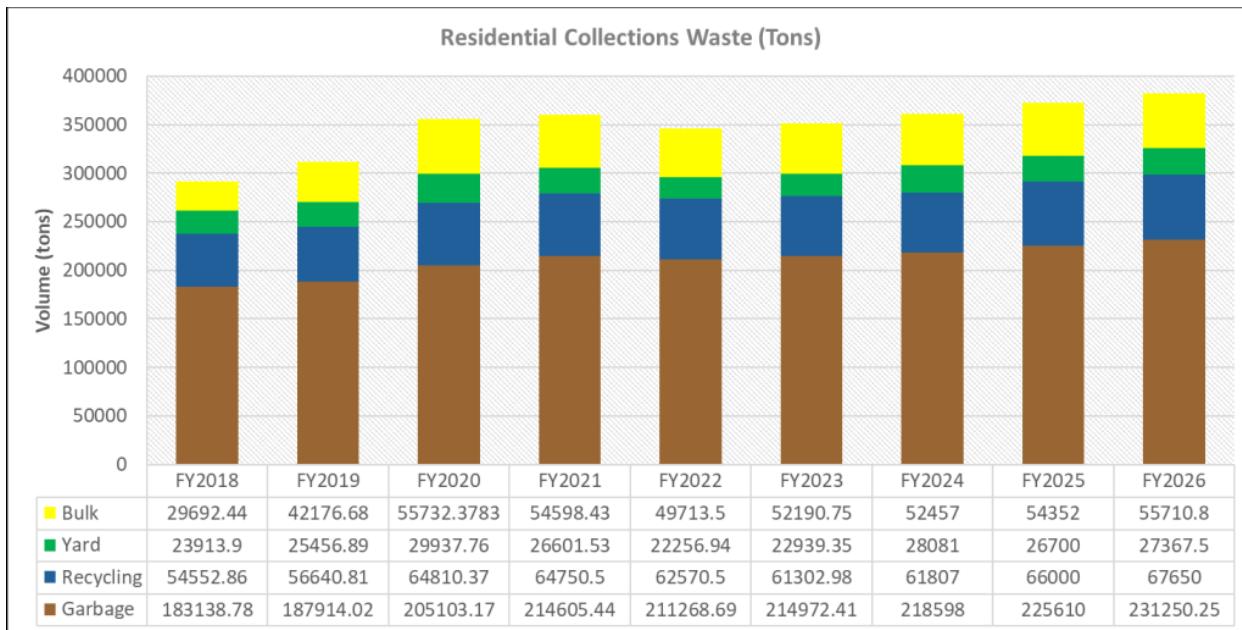
While Fort Worth can use those sites, that would cause transportation costs to surge, officials said.

Fort Worth solid waste staffers meet daily with the trash collection company contracted with the city, Waste Management, as they monitor pickups and assess existing staff and equipment in response to rapid growth, Whittenburg told the Fort Worth Report in September.

North Texas' growing population prompts Fort Worth leaders and company officials to regularly consider equipment and staffing needs, he added.

But with urbanization, other types of waste are burdening Fort Worth's landfill.

As most waste from businesses are accepted at dump sites, commercial trash leads North Texas' total waste load by 66%, the council's data shows.



The graph shows the amount of different types of residential waste collected in Fort Worth's service area between 2018 and 2025. The graph includes Fort Worth's waste projections for 2026. (Courtesy image | City of Fort Worth)

However, companies generating [specific types of waste](#) — sewage sludge, medical waste, scrap tires, batteries, pesticides and paints — must be permitted by state environmental regulators to operate industrial or hazardous landfills.

That process and environmental factors such as air, water quality and [land subsidence](#) — the sinking of land most often touted by the removal of water, oil, natural gas or mineral resources — can pose difficulties for developers looking to process waste and operate in North Texas.

Millions of dollars for permitting, environmental risks

Fort Worth and North Texas once had many more dump sites.

After the Environmental Protection Agency enacted more prohibitive [requirements](#) for landfills in 1991, most were forced to close.

And obtaining a new landfill permit is no easy feat, which could give would-be operators pause, industry officials note.

"People don't want to be around landfills. They take a huge amount of land and space," Ordóñez said. "There is a huge cost associated with the development and permitting of landfills."

On average, it takes about 15 to 20 years for a landfill to receive an environmental permit from the Texas Commission on Environmental Quality, Lattimore said.

Engineering and soil studies for a potential location can cost anywhere from \$30 million to \$55 million, Lattimore said. Design and construction adds about another \$300 million for every acre of the dump site.

Meanwhile, local officials must consider environmental impacts stemming from landfills, such as water and air quality and [land subsidence](#), said Sahadat Hossain, civil engineering professor and director of the Solid Waste Institute for Sustainability at the University of Texas at Arlington.

Runoff from trash sites can carry [contaminants](#) that threaten water quality, human health and wildlife.

Federal guidelines now require landfills to have a protective layer to catch the runoff.

Most dump sites constructed before 1991 did not have those protections, leaving contaminants to come into contact with soil and nearby water sources, Hossain added.

Methane is also a product of landfills when waste comes in contact with water. Landfills, even when they are closed, must be designed in a way that allows those gases to be safely released and monitored.

A [greenhouse gas](#), methane contributes to ground level ozone, or smog, which can cause difficulty breathing and worsen conditions such as respiratory issues, heart disease and cancer.

“A clear road map”

In July, Tarrant County commissioners made it harder for landfills to process waste in most areas of the county.

They adopted an ordinance establishing specific distances between dump sites and schools, homes and water wells.

While prohibitive, it's meant to benefit residents and developers, Ramirez said.

“There have been applications for landfills that were filed to build in areas that, 20 years ago, were not developed, but today they are,” Ramirez said. “They're surrounded by residential communities. It's not the most suitable place.”

As waste generation grows, the establishment of industrial landfills makes it harder for commercial developers to find safe soil to construct human habitation.

Building homes and public places near or adjacent to landfills must be approached with caution and extensive planning due to the possibility of land sliding and [subsidence](#), which happens when the earth's surface settles or sinks.

As part of environmental permitting, industrial and hazardous waste sites must fall within a “buffer zone,” which sets limits between dump sites and homes or businesses.

“Because of the growth, cities are growing in all directions,” Hossain said. “Getting a new landfill space is not going to be easy.”

Fort Worth and other Tarrant County cities can look to a variety of options to keep landfills from growing and expanding outward, Hossain said.

For example, Denton had planned [landfill mining and rehabilitation](#) at that city's dump site to extend its life. The process involves the recycling of landfill space after waste has decomposed and eliminates the need for a new dump site. Officials backed off those plans after challenges, such as mounting costs, arose, according to reports.

Driving more recyclable material into recovery stations, particularly paper and cardboard, supports landfills and waste management operations in the long run, Lattimore said.

That's because recyclable materials are known for their versatile makeup. It is also due to the fact that certain materials, such as cardboard, can be harder to compact.

"By pulling (those materials) out of the waste streams, it benefits the landfills," he said. "By diverting (recyclables) you not only get that volume out of the landfill, but you increase the density."

County officials want creative solutions and technology to meet growing waste needs going forward. That includes more transfer stations for short-term waste processing and continued collaboration with partnering governments, including Fort Worth officials, Ramirez said.

"We're very interested in making sure that the (waste) industry itself has every tool that we can give it to thrive and to serve all of our citizens, because waste disposal and landfills, they're critical to a functioning society," he said. "We just have to make sure that they're not negatively impacting the daily lives of our residents."

THE DALLAS EXPRESS

FORT WORTH FACES GROWING TRASH CHALLENGE AS LANDFILL NEARS CAPACITY

By Staff
October 21, 2025

Fort Worth's rapid population growth is straining the city's waste management system and pushing its only landfill toward capacity decades earlier than expected. City officials, residents, and industry leaders are weighing new strategies to handle millions of tons of trash generated each year.

Earlier this year, developers [proposed](#) building a landfill in Lake Worth to manage construction and demolition waste from Tarrant County. Residents near Silver Creek and local officials opposed the plan, citing concerns over water contamination and environmental harm. The developer later withdrew the proposal, but residents say industrial developers still target the area.

"It's going to get more crowded, and it's coming," Silver Creek resident Don Brewer said, [according](#) to the Fort Worth Report. "Change is coming."

Fort Worth reached 1 million residents in 2025. Waste planners estimate that by 2040, Tarrant County will have 2.8 million residents producing about 70 million tons of trash. The region's three landfills can hold up to 63 million tons, according to the North Central Texas Council of Governments.

Jim Lattimore, who oversees Fort Worth's landfill near Kennedale, said population growth drives the need for more capacity. "I don't see any efforts right now toward permitting new capacity, and I think that's something that needs some attention," Lattimore said.

City officials and contractors compact trash to extend the landfill's life, but projections show it could fill within a decade. "We know the landfill is going to fill up and reach its capacity," said environmental services director Cody Whittenburg. "We have to start planning for the future."

Tarrant County Commissioner Manny Ramirez, who helped block the Lake Worth project, said collaboration is key. "It's only fair for developers, communities, and government officials alike to all have a solid idea and plan on where we see the development of our landfills and waste management facilities," Ramirez said. "There has to be a clear road map."

Fort Worth officials are exploring expanded recycling, composting, and waste transfer stations to reduce landfill pressure. Experts say obtaining environmental permits for new sites can take up to 20 years and cost hundreds of millions of dollars. As the city grows, leaders aim to balance economic development with environmental stewardship.

HOODLINE

DALLAS-FORT WORTH AREA RAMPS UP PREPAREDNESS WITH METROX EMERGENCY SIMULATION

By Sofia Vasquez

October 22, 2025

Fort Worth is gearing up for a significant practice run in emergency response, joining forces with the wider Dallas-Fort Worth area for MetroX, an extensive multi-day simulation exercise.

Set for Oct. 27-29, this exercise will engage a host of public safety agencies to test their readiness against potential terrorist threats and large-scale emergencies.

According to information from the [City of Fort Worth's official announcement](#), participants will include local police and fire departments, EMS, hospitals, school districts, and various city officials spread across the region.

The preparation comes in light of the upcoming 2026 FIFA World Cup, prompting the North Central Texas Council of Governments (NCTCOG) to hire The Olson Group to helm the MetroX project.

Approximately 2,000 individuals representing 20-30 agencies and organizations will converge to examine and improve upon interagency coordination and preparedness.

Exercise aims revolve around several key objectives: establishing operational coordination, assessing situations accurately, maintaining operational communication, and ensuring the continuity of critical transportation.

The NCTCOG, a cooperative ring of local governments, aims to bolster regional planning and development through such exercises.

In Fort Worth specifically, drills are scheduled at locations including the Fort Worth Joint Emergency Operations Center, Bob Bolen Public Safety Complex, and TCU's Amon Carter Stadium. "The event is really important for the City of Fort Worth to be an active participant due to the city's growth and the number of events headed to the city, especially the FIFA World Cup in 2026," said Sonny Saxton, Emergency Management & Communications Director, in a statement reported by the [City of Fort Worth](#). Saxton further asserted that such exercises equip emergency teams with the skills to tackle large-scale impacts hitting various agencies and resources.

APATHY IN TRUCKING TECHNOLOGIES

By Rick Mihelic
October 22, 2025

*I'd love to change the world
But I don't know what to do
So, I'll leave it up to you*

The band Ten Years After nailed apathy in their 1971 song lyrics from *I'd Love To Change The World*.

Thankfully there are manufacturers, suppliers, fleets, shippers, drivers, technicians, back office people, front office people, non-government organizations (NGOs), government organizations and many more that actually are figuring out what to do in trucking by reducing emissions, improving efficiency, and reducing costs.

More than 10 years after accurately describes my post-trucking OEM life supporting the [North American Council for Freight Efficiency](#). I left the OEM world in 2014 with the label "retired" but not really knowing what that meant for me. Within months, a friend I'd worked with suggested to NACFE that I might be a potential resource. I've since met quite a few recycled and repurposed "retired" OEM resources enjoying helping move the needle on improving the trucking industry.

If you are apathetic about trucking's future and willing to leave it to others to figure it out, there are plenty of skilled, knowledgeable people and groups doing that. Just wait and the future always will come to you. You can complain about it as much as you like.

If, instead, you feel overwhelmed by a seemingly endless tidal wave of new and old arguments, are tired of seeing endless debates on technologies with no progress to show, then, I suggest you actively participate in networking events. Meet people and appreciate diverse opinions and experiences. Research. Join. Volunteer. Work towards consensus. Help move the needle.

Consider that you being right does not require others to be wrong.

Change happens in this industry because people are motivated by a common desire to improve, even where they disagree on how.

Don't give into trucking apathy. As Doc Brown suggested in Back To The Future III, "The future is what you make it, so make it a good one."

I've met some phenomenal organizations and their people in my time after OEM life and if you are looking to get involved any of these would be a good choice.

The [North Central Texas Council of Governments](#) (NCTCOG), has tirelessly been helping Texas cities move into the future, providing information on cleaner freight choices and holding demonstrations of all the alternatives. They also have been key participants in the [Clean Cities Coalition](#) with counterparts in nearly every state.

[CALSTART](#) is another good group. While their name includes CAL, this organization operates in many other states helping to clarify funding opportunities, present useful analysis and information on technologies, and helping others understand technology choices. Their [Zero-](#)

[Emission Technology Inventory](#) (ZETI) tool highlights available alternative energy vehicles in different regions and they regularly track and report on where these vehicles are being registered and deployed in reports like [Zeroing In On Zero-Emission Trucks](#).

Gladstein, Neandross & Associates (GNA) now part of the TRC group has helped the industry through hosting the tremendously valuable [ACT EXPO](#) annual conference while also facilitating countless information sharing panels and reports through [ACT News](#).

[Freight Transportation Research](#) (FTR) provides regular visibility into what is really happening in the freight marketplace, providing hard data and analysis composited from a wide range of sources. Their annual FTR Transportation Conference is a wealth of critical information and perspectives.

[ACT Research](#) is a critical source of analysis and factual data on the trucking market. Their twice-yearly market vitals seminars provide excellent insights into trucking trends.

The American Trucking Associations' (ATA) [Technology Maintenance Council](#) (TMC) has proven to be a rich source of information and inspiration. TMC is composed largely of industry volunteers from fleets, OEMs, suppliers, local, state and federal organizations, and various NGOs. Their Recommended Practices represent an extensive effort by many volunteers to help the industry understand the constantly evolving freight technology world. The [TMC Annual Meeting](#) provides broad perspectives on key topics by those living and breathing trucking and represents a tremendous environment for networking.

[The Transport Project](#) (TTP) has established itself as an excellent resource for details on gaseous fuel infrastructure and use in vehicles. They bring together a range of voices, mostly volunteers helping to accelerate adoption of alternatives like renewable natural gas and hydrogen.

[SAE International](#) has long been where volunteers help move the bar on clarifying technologies and their uses through standards and analysis. Their many conferences such as COMVEC and SAE World Congress are excellent networking opportunities for attendees.

The [International Council on Clean Transportation](#) (ICCT) regularly dives deep into technology information to help improve understanding of trucking technology, including relevant perspectives and insights from regions beyond the U.S. borders.

[RMI](#) is another global organization helping the transportation industry understand technology choices and advocating for continuous improvements towards the zero-emission future.

There are many more people at countless national laboratories in the U.S. and Canada that I've met in the last 11 years that have devoted their careers to improving trucking. Still more in many other non-profit and NGOs in North America and around the world.

This list is just a start of the many opportunities to learn and help trucking towards a more efficient future.

THE WYLIE NEWS

DON'T PANIC – IT'S ONLY A DRILL

By Staff
October 23, 2025

For three days this month, public safety agencies across the Dallas-Fort Worth region will take part in a full-scale emergency response exercise simulating terrorist attacks and mass casualty incidents.

The training event, called MetroX, will involve police and fire departments, emergency medical services, hospitals, school districts, dispatch centers, emergency managers and city officials across the region.

According to the North Central Texas Council of Governments (NCTCOG), the exercise will be held Monday, Oct. 27, through Wednesday, Oct. 29, to test and strengthen regional preparedness, coordination and communication across all levels of emergency response.

"This will help test our systems, plans and capabilities to ensure we are ready as a region for any large incident or disaster," NCTCOG Executive Director Todd Little said,

He said area residents may see and hear simulated gunfire, emergency vehicles, role players acting as victims and increased first responder activity near exercise locations.

"The public is asked to not be alarmed and to follow instructions provided by participating agencies if near an exercise site," Little said.

NCTCOG Communications Supervisor Brian Wilson said the specific locations could not be released, but would involve 11 sites, 14 emergency operations centers, a regional joint information center and several hospitals. He said Collin County locations would include Plano, Frisco and McKinney.

TCU TO HOST EMERGENCY RESPONSE TRAINING OCT. 27

By Eric Garcia
October 24, 2025

Don't be alarmed if you see scores of emergency vehicles and hear sounds of "gunfire" near TCU on the morning of Oct. 27.

It's just an emergency response exercise involving about 250 volunteers who portray disaster victims, hostages and spectators.

Public safety agencies across North Texas will take part in a three-day training exercise called MetroX, beginning Monday. The full-scale emergency training, coordinated by the North Central Texas Council of Governments, will simulate terrorist attacks and mass casualty incidents in several local cities.

MetroX is one of the largest regional exercises coordinated by the council's Emergency Preparedness Department and regional public safety teams, officials said.

"This will help test our systems, plans and capabilities to ensure we are ready as a region for any large incident or disaster," Todd Little, executive director of the council of governments, said in a statement.

The training will include hospitals, schools, dispatch centers, emergency managers and city officials. On-site responses training will occur at TCU's Amon G. Carter Stadium in Fort Worth, Plano Fire-Rescue Training Center in Plano and Frederick P. Herring Recreation Center in Lewisville.

Residents may see and hear simulated gunfire, emergency vehicles, role players acting as victims and increased first responder activity near exercise locations, according to a council of governments news release.

Texas Christian University officials said they are sending out multiple messages and reminders to students, faculty and staff prior to the exercise.

"They will come via email, newsletters, social media and our TCU Alert emergency mass notification system," Holly Ellman, TCU associate director of communications, said in an email. "We also sent a message to the city's neighborhood liaison to share the message with our neighbors so that they are not alarmed."

DART'S SILVER LINE OPENS THIS WEEKEND. HERE'S WHAT YOU NEED TO KNOW BEFORE RIDING

By Michael Ludgood
October 24, 2025

The long-awaited [DART Silver Line](#) makes its grand debut Saturday, Oct. 25, connecting seven cities and DFW International Airport with a new commuter rail service designed for the region's growing future.

Spanning 26 miles, the Silver Line links Plano, Richardson, Dallas, Addison, Carrollton, Coppell, Grapevine, and DFW Airport, offering a way to get to work, school, or your next flight, all without battling I-635 traffic.

"This project connects neighborhoods, employers, and the world's third-busiest airport in one seamless ride," said Nadine Lee, DART president and CEO, in a release. "It's a catalyst for economic growth and a step toward a more connected North Texas."

What will riding the Silver Line be like?

The new line features Stadler trains that have bike and luggage racks, USB chargers and ADA-compliant boarding. Service will run daily from 4 a.m. - 1 a.m., and trains will arrive every 30 minutes during rush hours.

Passengers can [expect rides to take between seven minutes to an hour](#) based on their destination.

How much will it cost to ride?

A three-hour pass for the line costs \$3, and an all-day pass will run you \$6. But from Oct. 25 through Nov. 8, all rides on the Silver Line will be free.

Where can I purchase a pass?

There are several ways to purchase a pass. You can download the [GoPass App](#) on your phone and buy a pass through the app. You can also buy a GoPass card at [many different retail locations](#). And you buy a pass through [DART ticket vending machines](#).

The Silver Line timeline: from conception to completion

Discussions for a rail connecting the DFW Airport to multiple cities across North Texas date back to the 1980s, said DART spokesperson Laura Varela. The agency purchased land for the project in 1990s. Construction was [delayed many times in the '00s](#) and '10s. Finally, in 2021, ground was broken. The line was initially slated to deliver by March 2023 — but pandemic-related supply chain issues caused significant delays.

The total cost of the project is \$2.1 billion, and operational costs are expected to exceed \$25 million in its first year. The Silver Line, which is segmented into three parts, aims to connect riders from Plano all the way to Dallas-Fort Worth International Airport.

Deemed "the region's most anticipated rail expansion in decades," DART [anticipates 1,240 daily riders](#) on the line by 2040.

HOOLINE

NORTH TEXAS TO EXPERIENCE METRO X EMERGENCY RESPONSE DRILL IN MULTI-CITY PUBLIC SAFETY EXERCISE

By Richard Dawson

October 25, 2025

Residents of North Texas are set to witness an extensive emergency response drill known as Metro X, from Oct. 27-29, as numerous public safety agencies come together to simulate terrorist attacks and mass casualty incidents.

According to the [City of Lewisville's official announcement](#), this large-scale exercise involves cities across the region and is aimed at testing the readiness and response coordination of emergency units in case of disastrous events.

The North Central Texas Council of Governments (NCTCOG) Emergency Preparedness Department is orchestrating this massive endeavor in cooperation with regional public safety teams. Todd Little, NCTCOG Executive Director, highlighted the significance of Metro X, stating, per the [City of Lewisville](#), "This will help test our systems, plans and capabilities to ensure we are ready as a region for any large incident or disaster."

A high concentration of police or fire department activity is expected, particularly around Frederick P. Herring Parks and Recreation Center in Lewisville on the last day of the exercise.

The initiative is not only about gauging current capabilities but also about fine-tuning regional preparedness and improving how agencies communicate and collaborate during emergencies.

While the orchestrated chaos unfolds, locals are likely to notice an unusual bustle of emergency services around specific areas meant to emulate the reality of public distress and crisis management.

One such designated location for the drill is the Frederick P. Herring Parks and Recreation Center, which will be used as a "family assistance center" during the exercise.

The [Lewisville press release](#) emphasized that the choice of Herring as a location is key for agencies "to learn how best to set up an assistance center during an actual emergency." With such elaborate preparations in place, the community is getting a firsthand look at the demanding and vital work that goes into safeguarding public safety.

WFAA

NORTH TEXAS AGENCIES CONDUCTING EMERGENCY RESPONSE TRAINING

By Rachel Snyder
October 27, 2025

Agencies across North Texas are participating in a three-day emergency response training exercise this week.

The training exercise, which will take place from Oct. 27-29, is called MetroX and will involve police and fire departments, emergency medical services, hospitals, school districts, dispatch centers, emergency managers and city officials across North Texas.

During the training exercises, residents may hear simulated gunfire, emergency vehicles and increased first responder activity near the training exercise locations.

"MetroX is one of the largest regional exercises coordinated by the North Central Texas Council of Governments (NCTCOG) Emergency Preparedness Department and regional public safety teams," NCTCOG Executive Director Todd Little said. "This will help test our systems, plans and capabilities to ensure we are ready as a region for any large incident or disaster."

Dallas Area Rapid Transit (DART) said in a post on X that people in the area of the UNT-Dallas station in the 1500 block of E. Kirnwood Drive in Dallas may hear simulated gunfire or see emergency vehicles in the area as part of the training exercise.

"Don't be alarmed. This week, from October 27–29 you may see increased emergency activity at UNT Dallas Station as part of a large-scale regional training exercise. We're working with agencies across North Texas to test our emergency response to a large-scale crisis," the post read.

Frisco police say people near RoughRiders Stadium at 7300 RoughRiders Trail in Frisco may notice emergency activity during the training exercises.

The City of Plano said people may see emergency vehicles or hear simulated gunfire near the Plano Fire-Rescue Training Center on McDermott Road during the training.

"This is part of MetroX, a regional emergency response exercise designed to test how agencies work together during a large-scale crisis," a post on the City of Plano's social media pages read.

The City of Carrollton says people in the area of the McLinnish Sports Complex in the 2300 block of Sandy Lake Road may notice emergency activity during the training exercise.

"From Mon., Oct. 27, through Wed., Oct. 29, residents may see and hear emergency vehicles near the McLinnish Sports Complex as MetroX, a large-scale, multi-day emergency response exercise, takes place. Conducted by the North Central Texas Council of Governments, the exercise is designed to simulate a real emergency and will help coordinate and strengthen regional preparedness across multiple agencies," a social media post from the city reads.

KRLD NEWS RADIO

NORTH TEXAS LAUNCHES METROX EMERGENCY DRILL AHEAD OF 2026 WORLD CUP

By Joe Kelley
October 27, 2025

Public safety agencies from across the Dallas-Fort Worth region are launching MetroX, a multiday emergency response exercise running Oct. 27-29, 2025, that will simulate terrorist attacks, mass-casualty incidents and other crises.

The exercise will involve police, fire, EMS, hospitals, school districts, dispatch centers, emergency managers and city officials from multiple jurisdictions.

Organized by the North Central Texas Council of Governments (NCTCOG), the drill is designed to test and strengthen regional coordination, communications and operational readiness ahead of large-scale events.

Residents may see and hear simulated gunfire, emergency vehicles and role players acting as victims near sites including stadiums and public safety facilities.

THE DALLAS MORNING NEWS

NORTH TEXAS AGENCIES TRAIN FOR THE WORST IN 3-DAY EMERGENCY RESPONSE EXERCISE

By Elissa Jorgensen

October 27, 2025

MetroX, a public safety training exercise that simulates mass casualty incidents, will occur through Wednesday across North Texas.

Public safety agencies such as [North Central Texas Council of Governments](#) and [North Texas Public Information Officers Group](#) will take part, as well as city officials, local emergency departments, hospitals, dispatch centers and school districts.

The training exercises are taking place in Plano, Lewisville and Fort Worth, according to a NCTCOG news release.

“MetroX is one of the largest regional exercises coordinated by the NCTCOG Emergency Preparedness Department and regional public safety teams,” NCTCOG executive director Todd Little said. “This will help test our systems, plans and capabilities to ensure we are ready as a region for any large incident or disaster.”

Local residents may hear simulated gunfire, emergency vehicles and sirens, increased first responder presence and role players acting as victims, the release said.

Residents are asked to stay calm and follow instructions provided by participating agencies if near a training site.

NCTCOG is a voluntary association, founded in 1966, aiming to assist local governments in a 16-county region of North Central Texas, centered in Dallas-Fort Worth.

For more information, visit [the NCTCOG website](#).

OPINION: ROADS AGAIN....THAT NASTY SUBJECT

It's time for the court members to make that hard decision. Get the roads built and stop messing around

By Guest Columnist Jerry Hogan
October 28, 2025

State Highway 205 is jammed full of traffic going both north and south and State Highway 276 going east and west is completely full.

One can't get through on Ridge Road or the SH 205 underpass in Rockwall without sitting through four to five stop lights. State Highway 66 from Rowlett to Rockwall, during busy hours, is backed up all the way from Rockwall to Dalrock Road.

When will the Rockwall County Commissioners Court start using the 2021 bond funds of \$150 million to fix these roads? Why hasn't this money been used already? What is holding up the commissioners?

Instances of congested roads and lack of progress in constructing new roads are well-known among residents of Rockwall County.

There are two major issues that have basically halted the construction of roads in the county for the past four years. The first is the controversy over the Outer Loop in the southern part of the county and the second is the Road Consortium and its current leader's inaction to move aggressively forward in the planning and execution of a construction plan.

First the Outer Loop.

The state has a master transportation plan that has shown the construction of the Outer Loop since 2008. This loop starts in the northern counties of Denton and Collin, comes down through Rockwall County and extends to Kaufman County. It is basically a second loop around the Metroplex augmenting Interstate 635 and George Bush Tollway.

The portion through the northern counties is either completed or under construction. The interchange with Interstate 30 is currently under construction. This road is an important road for both the future of Rockwall and the Metroplex.

Then what is stopping this construction here in Rockwall County?

Unfortunately, the proposed layout of the road in the southern part of the county goes close to several current housing developments that have been built since the road was planned. When residents of those areas became aware of the start of engineering for the road, they started a very loud protest movement that gained a lot of sympathy with the current county judge.

He then stopped the commissioners court from voting to move ahead with the engineering for the road. As a result, that road – and no other road in the county – has been moving to any sort of a construction date.

It is unfortunate that a group of protesters are impacting so severely the rest of the roads in Rockwall County. As discussed many times in the past, the partnership between the county and the state around road construction has been solid for the last 20 years.

Both partners have benefited from this relationship through give-and-take on both sides.

The Outer Loop is very important to the state in their transportation plan for North Texas. Unless that road is constructed, it will be very difficult for the county to recover from breaking that partnership by not going ahead with the Outer Loop.

Michael Morris, the state decisionmaker for roads in the North Texas area, met with the Road Consortium the week of Oct. 13. He carefully outlined why four alternate routes proposed by the county would not be feasible and labeled the fifth route as less than optimum. He additionally proposed alternative design solutions for the road to address the concerns raised by the protesting homeowners.

In his subtle way, he also emphasized the importance of this road and how its construction will impact future roads in the county.

The commissioners court called a special meeting for this week to discuss the Outer Loop and other roads in the county.

It's time to quit delaying and to get going on building more roads in our county. We all know the problem. Let's see a solution from those we voted into office to take care of issues like this.

The second major reason – that of inaction by the Road Consortium – should be solved if the court does the right thing and moves ahead with the engineering of the Outer Loop.

If they do not, two things must happen:

- The head of the Road Consortium, Judge Frank New, needs to be immediately replaced with Commissioner Bobby Gallana or Commissioner Lorne Liechty.
- The name of the Road Consortium must be reinstated. The current name imposed solely by New, the Infrastructure Consortium, does not represent the intended purpose of this group that was established more than 20 years ago.

Voters have approved every road bond issue proposed in the county. The last one of \$150 million – authorized in 2021 – has not even been used. The commissioners court members are derelict in their duty and obligation to we citizens who voted for their representation.

One of the things I found after being elected county judge was that the first law of politics is to get reelected. I said when running that I would only serve one term because I did not want to have to make compromise hard decisions. I wavered a little while in the office but stuck to my statement of not running again.

It's time for the court members to make that hard decision. Get the roads built and quit messing around.

– Jerry Hogan is a former Rockwall County judge who can be reached at jerryhogan@sbcglobal.net or (214) 394-4033.

FORT WORTH STAR-TELEGRAM

CAN GRAPEVINE'S MAIN STATION BE A MODEL FOR DEVELOPING FORT WORTH TEXRAIL STOPS?

By Matthew Adams

October 27, 2025

[Trinity Metro](#) hopes to develop areas around a number of its rail stations in the coming years, and the organization is looking for an economic development director to help lead those efforts.

Rich Andreski, Trinity Metro CEO, and Greg Jordan, chief financial officer, pointed to the development around [Grapevine Main Station](#), which includes a hotel, a food hall and numerous nearby restaurants, retailers and residences, as something of a model for what they want to see in Fort Worth.



Trinity Metro wants to develop land around its stations, turning them into mixed-use transportation drivers. Bob Booth Special to the Star-Telegram

Trinity Metro's TEXRail commuter trains serve the Grapevine station. Before coming to Trinity Metro, Jordan was chief financial officer for the city of Grapevine, and he had a hand in helping bring the hotel operator to Grapevine Main Station, which kicked off other development.

Andreski said as Fort Worth continues to grow, improved mobility should be a top priority. Part of that improvement includes building up areas around transportation hubs to make them more attractive places to live and commute from.

At the same time, there's a value in turning transportation hubs into destinations in and of themselves. You see that with Grapevine, which draws visitors from elsewhere in Tarrant County who travel by rail to take advantage of all the city has to offer within walking distance of its train station.

Andreski and Jordan said the development in Grapevine created a virtuous circle where ridership drives economic growth, and economic growth drives ridership. Today, Grapevine is one of the busiest stops on the TEXRail line.

Neither Andreski nor Jordan would provide specific plans, but Trinity Metro owns around 30 acres of land near its [stations](#) that they said was prime for development.

You already see some residential development near the North Richland Hills/Iron Horse Station. Andreski and Jordan said people can expect future development around the North Richland Hills/Smithfield Station as well as the Trinity Lakes Station near the Loop 820 and Texas 121 merge point.

Andreski talked about the need for increased mobility in downtown Fort Worth with the coming [Texas A&M campus](#). That lies half a mile from [Fort Worth T&P Station](#), though Andreski acknowledged that it will be difficult to further develop given the residences above it and the buildings all around, not to mention the parking lots that encircle the station, which are deemed necessary to accommodate commuters.

On Oct. 20, Trinity Metro announced that it was partnering with an operator to [bring a wine bar](#) to the T&P Station and facilitate event rentals for the station's historic ballroom.

When the position is filled, the Trinity Metro economic development director won't directly seek out developers for properties under consideration, Andreski said. Instead, that person will work with the city and other stakeholders to find "the highest and best use" for the land around Trinity Metro's stations.

NORTH TEXAS CITIES MAY BREAK TIES WITH DART DUE TO FINANCIAL STRUCTURE

By Amelia Jones

October 29, 2025

The North Texas cities of Plano, Farmers Branch and Highland Park are considering cutting ties with [Dallas Area Rapid Transit](#) due to a financial structure they say is unfair.

The announcement comes after the opening of the Silver Line in Plano last weekend.

DART's revenues would take a big hit if any of these cities approve a withdrawal, but the cities argue the current financial structure is imbalanced, and they want a more equitable arrangement.

City councils in Plano, Farmers Branch, and Highland Park will discuss withdrawing from the public transit service next week and letting voters decide what to do.

A portion of DART revenues are collected through sales tax from the cities it serves. City officials argue they are spending more on the services than they are receiving back in investment.

The City of Plano cited an independent study done in 2023 that found taxpayers contributed \$109 million to DART, while only \$44 million was spent within the city.

DART officials say this isn't the first time they've had these conversations at the local or state level.

DART responds to city challenges

DART CEO Nadine Lee spoke Wednesday on the possible change.

"I'm really heartbroken, mostly for the riders, because I believe the riders who are impacted don't really have a voice in this right now," said Lee.

"I think that it is hard to imagine that losing a Plano would not impact our revenues. The sales tax collected in Plano is about \$110 million a year, and I understand that a lot of people would want a dollar in, dollar out, but that's just the way things work," Lee continued.

State Representative Matt Shaheen, who represents parts of Collin County, filed a bill to address the financial imbalance between cities and DART. He voiced his support for the Plano City Council addressing the issue.

"The problem is that the DART trains, the DART buses, they just, most of the time, are empty, and the city of Plano, Farmers Branch, Highland Park, they're just overpaying for those services. DART failed to address their concerns, and so now we're in this situation," Shaheen said.

No city council members in Plano, Farmers Branch, or Highland Park were available for interviews Wednesday.

FIFA World Cup impacts

If approved, the measure would be on the ballot in May 2026, right before the FIFA World Cup begins and thousands descend on DFW.

DART officials say if a withdrawal is approved by voters, services could end immediately in those areas, and it would have a big impact on how DART operates during the World Cup.

It's unclear what the alternative public transit options would be if the cities move forward with the withdrawal. One option Shaheen brought up was creating an on-demand app like Uber that's funded by the city.

Plano's city council will hold a special session next Wednesday.

Farmers Branch and Highland Park will discuss it at their upcoming city council meetings on Tuesday.

LOCAL PROFILE

PLANO CONSIDERS BREAKING FROM DART, CITING \$65M FUNDING GAP

Voters could decide the fate of DART during the next May election

By Matilda Preisendorf
October 30, 2025



DART

Plano may soon ask residents to decide whether the city should part ways with Dallas Area Rapid Transit (DART), a move that could reshape public transportation in North Texas.

Despite the long-awaited opening of the [DART Silver Line](#), Plano, along with Farmers Branch and Highland Park, is considering placing a measure on the May ballot to withdraw from the regional transit system. The proposal comes after years of frustration over what local leaders describe as an imbalance between the money their cities contribute and the services they receive in return.

"Plano is committed to ensuring safe, reliable mobility options that serve the best interests of our residents," said Mayor John Muns in an [official statement](#). "We want our council and community to feel empowered to choose what transportation options work best for us."

The Plano City Council will hold a special session at 5 p.m. on Nov. 5 to decide whether to place the issue on the ballot.

Plano Sees Financial Imbalance

An independent study conducted by EY Associates found a stark spending gap: in 2023, Plano taxpayers contributed \$109 million to DART, while only \$44 million was spent within the city. City officials say the discrepancy, combined with recent revelations that DART awarded more than \$800,000 in executive bonuses last year, has pushed the issue to a breaking point.

“When Plano taxpayers invest \$109 million for DART services, but only receive \$44 million in return, it is clear that an extreme imbalance exists and alternatives need to be discussed,” said State Representative Matt Shaheen. “I am beyond disappointed with DART’s failure to work with Plano and other cities on their failure to enact equitable reforms.”

DART Responds

DART CEO Nadine Lee addressed the potential departures in an Oct. 29 press conference, expressing disappointment that the discussion was happening so soon after major milestones for the agency. DART CEO Nadine Lee described the situation as “heartbreaking,” adding that the loss of member cities would “severely impact” the agency’s ability to serve riders during next year’s [World Cup](#).

“It’s really devastating and frustrating to understand that they would do this not only on the heels of a wonderful and successful opening of the Silver Line last week, but on the eve of the World Cup,” Lee said.

If the Plano City Council votes to proceed, residents could weigh in on the issue as early as May 2026. Farmers Branch and Highland Park are also expected to consider similar measures in upcoming council meetings in November.

Exploring Alternatives

Regardless of the outcome, Plano officials say the city remains committed to maintaining accessible transportation options for residents — including people with disabilities, seniors and those who rely on public transit.

“As Plano continues to grow, our community’s needs are evolving,” said City Manager Mark Israelson. “We need transit solutions that evolve with us to provide flexible and responsive options for everyone who lives and works in Plano.”

Funding is already earmarked for a Microtransit system, designed to provide fast, flexible rides within the city’s limits.

“We need our money spent to benefit our Plano residents,” said Mayor Pro Tem Maria Tu in a [social media post](#). “We need our own transit system dedicated to Plano’s needs and interests.”

If approved, Plano’s exit from DART would mark one of the most significant transportation shifts in the region’s history, potentially trading buses and trains for a more localized, on-demand system built to fit the city’s future.

TEXAS APPROACHES 25 YEARS OF DAILY TRAFFIC FATALITIES

By Hannah Norton
October 29, 2025

Since Nov. 7, 2000, at least one person has died on Texas roads every day, according to the Texas Department of Transportation. As the Lone Star State nears 25 years of daily traffic deaths, officials at all levels of government are investing in new roadway safety projects and encouraging Texas drivers to do their part to curb deadly crashes.

The big picture

In the past 25 years, over 91,000 people have died on Texas roads. That is enough people to fill Cotton Bowl Stadium in Dallas, according to TxDOT.

On average, 11 people died daily on Texas roads last year, while in 2025, an average of 10 people had died per day as of Sept. 24.

Texas' annual traffic fatality rate spiked during the COVID-19 pandemic, which officials attribute to people driving at higher speeds when faced with less traffic. Although fatalities have remained "stubbornly high" in recent years, the annual number of deaths on Texas roads fell from 2022-24 as the state's population grew.

"[That] is encouraging, because more people are moving here and there are more vehicle miles traveled, which means more people on the road," TxDOT Media Relations Director Adam Hammons told *Community Impact*. "Yet, the total traffic fatalities [are] going down, so that does give us hope."

The details

To get a comprehensive view of traffic safety trends and initiatives, *Community Impact* staff spoke with TxDOT and local agencies in the Austin, Houston, Dallas-Fort Worth and San Antonio areas. Staff also reviewed state and local crash data and roadway safety plans.

"Traffic crashes aren't accidents. They are preventable," Austin City Council member Vanessa Fuentes said during an Oct. 10 event. "They are a public health crisis, and like any health crisis, they require a direct, holistic response."

State and local leaders told *Community Impact* that their teams analyze traffic data to determine when, where and how severe crashes are occurring. They found that the top factors in crashes resulting in serious injuries or deaths include:

- Drunken or impaired driving
- High speeds
- Distracted driving
- Pedestrian and cyclist safety

- Drivers or passengers not wearing seatbelts
- Roadway or lane departures
- Wrong-way driving

Measures to combat those trends include constructing protected bike lanes and pedestrian crossings; improving roadway lighting; adding roundabouts; and reducing congestion, according to government documents.

Officials also stressed the importance of educating drivers—through public safety campaigns, [driver education courses](#) and word of mouth—about dangerous behaviors and risk factors.

Zooming in

Speed and impaired driving are involved in the majority of deadly crashes on Texas roads, data shows. Of the 4,150 total traffic fatalities last year, TxDOT reported that about 35% were speed-related and 25% were caused by drunken drivers.

As people move to Texas from other states or countries, they bring different driving styles and attitudes, Sonya Landrum, a transportation program manager for [the North Central Texas Council of Governments](#), said.

“One thing that is consistent amongst a lot of people, regardless of where they are from, is the component of speeding,” Landrum told *Community Impact*. “[It] seems like everybody loves to speed, and speeding is one of the top contributing factors for crashes within our region. So more people, more crashes—or more chances to be involved in a crash.”

Texas law also allows higher speed limits than many other states, data shows. Speed limits on state roadways, such as highways and toll roads, must be set at 70 mph unless studies show that a lower speed limit would improve safety, [according to TxDOT](#).

[The Texas Transportation Commission](#), which governs TxDOT, has the authority to set a 75 mph speed limit, and speeds of 80 or 85 mph are allowed on highways that are “designed to accommodate that speed.” A 41-mile stretch of SH 130 south of Austin has a posted speed limit of 85 mph, which is higher than that of any other state, [according to data](#) from the Insurance Institute for Highway Safety and Highway Loss Data Institute, or [IIHS-HLDI](#).

“People often drive faster than the speed limit, and if the limit is raised, they will go faster still,” IIHS senior research transportation engineer Raul Avelar wrote in [an article](#) on the nonprofit’s website. “Research shows that when speed limits are raised, speeds go up, as do fatal crashes. By the same token, lowering speed limits cuts injury crashes.”

San Antonio Transportation Director Cat Hernandez said it is important for drivers to remember that they cannot control others on the road.

“You can only control yourself when driving,” she told *Community Impact*. “That’s why it’s important that we kind of just take a moment, slow down a little bit, and be aware that there [are] other people. Whether they’re driving, whether they’re walking, whether they’re cycling, they’re

also sharing that road with you.”

TxDOT’s primary driver safety campaign, which is featured on roadway signs throughout the state, encourages motorists to “[Drive Like a Texan](#).” According to TxDOT, that means being kind, courteous and safe on and off the road.

“If you remember who you are as a Texan, and understand that these are your neighbors, your fellow Texans around you, then that could change your mindset,” Hammons said. “If we want to prevent drunk drivers, just drive like a Texan, because Texans don’t do that to other people. Texans think of other people.”

Joel Meyer, a transportation officer with [Austin Transportation and Public Works](#), said that looks like “being a little more empathetic” on the road.

“Recognizing how big of a factor that speed plays in these crashes—just even slowing down five miles an hour can really lower your risk of crash and risk of injury,” he said. “And then just recognizing that everyone out there is trying to get home safely to their family... goes a long way.”

The local impact

As Texas grows and more people hit the road, TxDOT and local transportation authorities are working to meet demand and reduce congestion. Officials told *Community Impact* that safety is “our top priority” in those projects.

Since 2015, Austin has invested more than \$1.3 billion in safety and mobility improvements through three voter-approved [mobility bonds](#), *Community Impact* [previously reported](#). In 2022, Harris County voters approved three bond propositions totaling \$1.2 billion dollars, [according to previous reporting](#). Patrick Mandapaka, the Senior Director of Planning and Development Services for [the Harris County Engineer’s office](#), said Harris County’s bonds funded a variety of roadway safety projects and multimodal transportation initiatives.

In North Texas, the NCTCOG’s [Regional Transportation Council](#) recently allocated \$54 million for local roadway safety improvements, Landrum said. In San Antonio, Hernandez said local officials received \$5.5 million from the federal government to construct a set of mid-block crosswalks and other safety measures in 2022.

Despite the trend of roughly 10 deaths per day on Texas roads, Hammons said TxDOT has recorded some days with a single fatality, including a day in January 2024.

“We have not ended the streak yet, but we know we can,” he said. “And the hope is if we do end the streak one day, then maybe we can do two, and then maybe three—we know it is possible. ... We need everyone’s help when they get behind the wheel to improve safety and save lives, because the streak has gone on too long, for 25 years.”

YAHOO! NEWS

BRYANT REPLACES CONTROVERSY-PLAGUED SLAGEL AS DART CHAIR

By Logan Washburn

October 29, 2025

Dallas Area Rapid Transit has elected **Randall Bryant** as its new board chair, replacing **Gary Slagel** as the top official.

DART elected Bryant as board chair on October 28, according to a press release, replacing Slagel, who had held office since 2023.

DART confirmed that the officer elections are part of a routine two-year rotation. The agency did not specify whether former Chair Gary Slagel will continue serving on the board representing Richardson, Addison, Highland Park, and University Park.

Slagel led the agency through recent service cuts.

Bryant, age 38, is the **youngest board chair in the agency's history**, according to the release. He will serve a two-year term. The Dallas City Council first appointed him in 2024 to fill a vacancy, and he was reappointed in May 2025.

Bryant called it an "honor" to lead DART into what he called "the next era."

"I'm dedicated to developing amicable legislative solutions on governance and funding, ensuring a safe and secure system, expanding the use of innovation and technology across the Agency, extending dedicated service to new member cities, and partnering with local school districts to drive trade education benefitting DART and our future workforce," Bryant said.

Bryant was chair of the Dallas Black Chamber of Commerce and served as a member of the Dallas Citizens Council and the North Texas Commission, which "manages the region's unified advocacy at the state and federal levels."

Bryant is CEO of Politics United Marketing, a regional firm that provides "government affairs, public relations, and political consultancy services to public entities, corporations, and political committees."

After joining DART, Bryant was elected to the board of the American Public Transportation Association. He will now represent DART on the Regional Transportation Council of the North Central Texas Council of Governments. As *The Dallas Express* reported, NCTCOG holds massive influence over transportation funding across the region.

Bryant will replace Slagel, a former Richardson mayor who has served on the board since 2011. He was first elected chair two years ago.

Mayors of participating DART cities have become increasingly critical of DART's funding and governance structure, and some cities may reconsider their membership in 2026.

For example, Plano gave \$109.6 million in sales taxes to DART but received only \$44.6 million in services – a \$65 million annual deficit, according to a 2023 study obtained by *The Dallas*

Express. Meanwhile, Dallas contributed just \$407.8 million to DART, but received \$690.5 million in services in return.

The DART board also spent a total of \$2.4 million on executive bonuses from 2020 to 2024, as *The Dallas Express* exclusively reported.

Dallas maintains a vast majority on the DART board, while cities like Plano and Farmers Branch share a single representative, an imbalance that mayors said makes it difficult to represent their constituents.

Crime has also been increasing across the DART system. Group A Offenses – including arson, assault, robbery, and drugs – doubled from 3.4 per 100,000 riders in January to 6.81 in June. These crimes have increased by nearly 44% since last year.

Amid these frustrations, the DART board of directors approved a “General Mobility Program” in March – returning 5% of annual sales tax revenue to several member cities. Still, the cities went to the Texas legislature, supporting bills to reform the DART board and divert some of its sales tax revenue.

DART Board Chair Gary Slagel demanded that the member cities drop reforms in exchange for the GMP funding, as *The Dallas Express* exclusively reported.

Carrollton Mayor Steve Babick previously told *The Dallas Express* that DART had proposed the funding as a compromise, only to turn it into a “poison pill.”

The GMP funding caused a \$42-43 million financial shortfall for DART, leading to massive service cuts in September that slashed routes and lengthened wait times.

The Board also selected Marc C. Abraham to serve as Vice Chair, appointed Carmen Garcia as Secretary, and designated Mark C. Enoch as Assistant Secretary.

THE DALLAS MORNING NEWS

COMPANIES BRING WORK OPPORTUNITIES TO TEXAS STATE TECHNICAL COLLEGE AT JOB FAIR

By Wilborn Nobles

October 31, 2025

[Edward Wilds](#) said he worked various low-pay jobs. But he didn't find work that fit him, until he saw HVAC workers at a FedEx building in Hutchins. The work looked fun, and paid well, so the Palmer native wanted to try that.

Wilds went on to enroll with the HVAC technology program at [Texas State Technical College](#)'s North Texas campus in Red Oak. He's planning to receive his HVAC technician certification next year, so the 25-year-old recently attended the campus' first-ever job fair.

"Growing up in school, I've not really been good at paperwork and homework and schoolwork. I learn a lot with my hands. I'm a hands-on learner. I'd say that that's the best part about learning at TSTC," Wilds told *The Dallas Morning News*.

Texas State Technical College is a system of public two-year campuses where students can obtain technical and workforce training credentials in fields for electricians, plumbers and construction workers, among other occupations.

Job fairs for TSTC's North Texas students typically occur at the campus in Waco. But the Red Oak site held its own event with over 30 companies after the campus expanded to more than 500 students, said Marcus Balch, provost of TSTC's North Texas campus.

Balch told *The News* many students were excited to network with companies in their own backyard, creating a "festive, celebratory kind of day."

"We've had [business] partners that have been with us for a very long time, and some new partners here today as well," Balch said.

One of those newer partners is Schneider Electric, an energy management and automation company in Dallas-Fort Worth. Amy Martin, a service operations manager at Schneider Electric, told *The News* the company needs to hire field technicians and service field representatives.

Martin also said the company has hired students from the Waco campus who have gone on to do good things with the company.

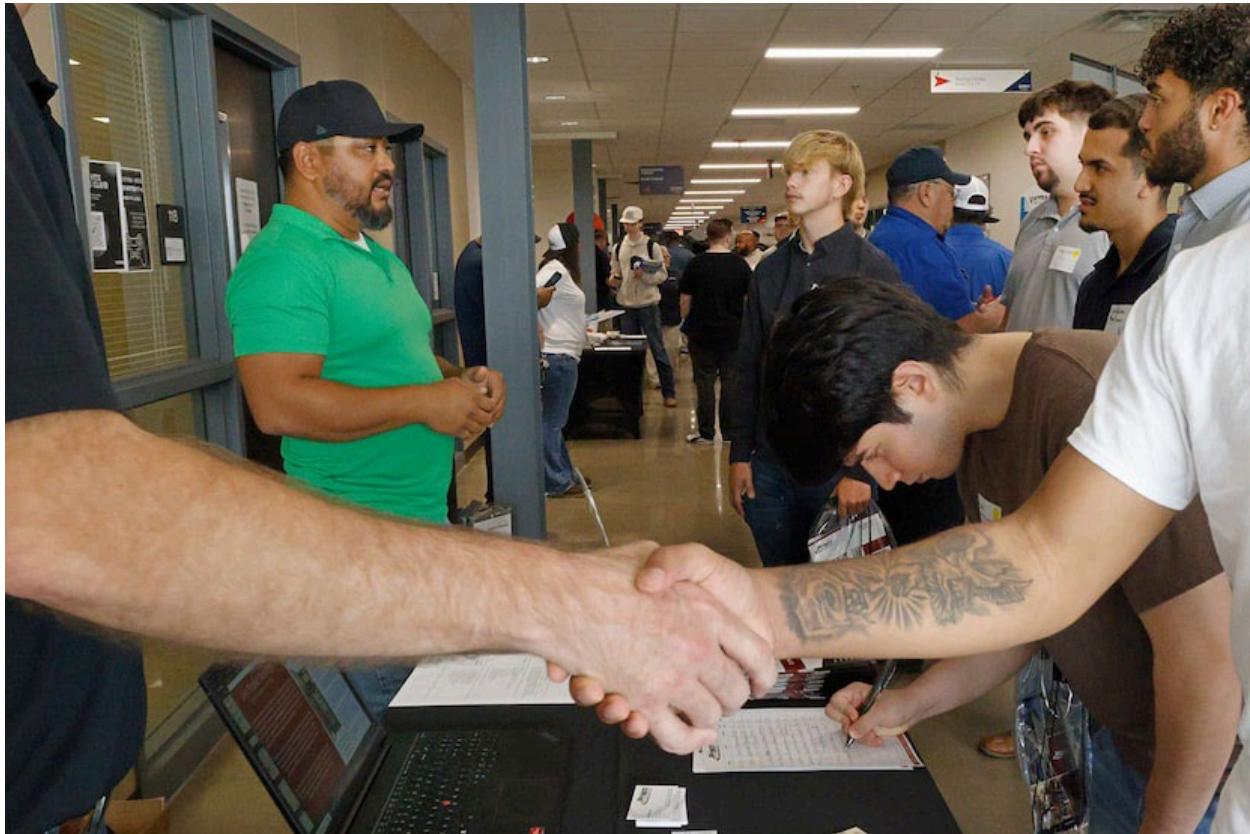
"I love the programs that are here because they're not specifically focused on just one thing," Martin said. "You need to know a little bit about everything in order to do what we do."

Workforce development is a major priority in Texas as the state works to build upon its standing as the world's eighth-largest economy.

Approximately 48% of Texas jobs require postsecondary skills training, but only 30% of Texas workers possess those qualifications, according to a report from the Texas Workforce Commission's [Labor Market Information](#) Department.

By 2031, 63% of Texas jobs will require education beyond high school, according to a report by [Georgetown University](#). That's due in part to population growth, especially in North Texas,

which is expected to grow from over 7.9 million residents to more than 9.1 million by 2035, according to the [North Central Texas Council of Governments](#).



Leo Ruiz of Prism Electric, background left, talks with students of Texas State Technical College during a job fair as his colleague David King shakes hands with a student at the college's North Texas campus, Tuesday, Oct. 28, 2025, in Red Oak. Chitose Suzuki / Staff Photographer

The job fair highlighted critical workforce needs in several industries, including semiconductors, health care and data centers.

Leo Ruiz is an account manager for Prism Electric, an electrical contracting company that works across health care, commercial, industrial and data center sectors. He told *The News* the state technical college creates students who understand complex systems and instrumentation.

"We still have individuals that have graduated" from Texas State Technical College, Ruiz said.

Workforce development advocates consider Texas State Technical College a longtime champion for job-seekers. According to the college system, the college's job placement rate exceeds 90%.

"As far as what type of training [graduates] want to pursue, there's not a right or wrong answer," Balch said. "If there's a person that likes to build, repair, design, work with your hands, not only are there opportunities, but there's really incredible opportunities right now in technical fields."

DENTON RECORD-CHRONICLE

DENTON COUNTY JUDGE ANDY EADS EARNS TXDOT'S TOP HONOR FOR TRANSPORTATION LEADERSHIP

By Camila Gonzalez

October 31, 2025



At Tuesday's Denton County Commissioners Court meeting, County Judge Andy Eads received statewide recognition for his work in regional transportation.

Eads was honored with the Road Hand Award, the Texas Department of Transportation's highest accolade, according to a press release.

"Judge Eads' leadership has provided steadfast and crucial support for dozens of projects ranging from small Farm-to-Market roads to significant interstate corridors," Dallas District Engineer Ceason Clemens said in the release.

Eads was one of six Texans to receive the Road Hand Award this year. Since his election in 2007, he has been an active supporter and partner of TxDOT.

Eads has held several roles that have involved transportation policy, including serving on the Regional Transportation Council since 2009 and as the RTC chairman in 2019-20.

As chair, he facilitated an agreement that laid the groundwork for the Interstate 635 reconstruction and led local and regional support for the 35 Express project.

Eads has also been part of the Dallas Regional Mobility Coalition executive board since 2018, working with North Texas leaders on a variety of policy initiatives.

Eads' name will be inscribed on the Road Hand Hall of Honor award plaque in the foyer of the Dewitt C. Greer Building, located directly across from the Capitol building in Austin.

According to the release, this award originated in 1973 and has since been given to about 280 Texans. It highlights the importance of collaboration among TxDOT, local governments and other stakeholders to implement transportation projects throughout the state.

HOODLINE

DENTON COUNTY JUDGE HONORED WITH TXDOT AWARD FOR REGIONAL TRANSPORTATION IMPACT

By Margie Townsend

October 30, 2025

In a noteworthy ceremony, Denton County Judge Andy Eads was recognized with the Texas Department of Transportation's (TxDOT) highest honor, the Road Hand Award, as revealed during the Oct. 28 Commissioners Court meeting – an award celebrating his contributions to transportation in the region, per [Denton County](#).

Adjudged for his dedication and vision, Eads stands among a select group of six recipients this year, his work with TxDOT since 2007 having manifested in a clear and tangible impact for both the citizens of Denton County and North Texas.

He has served in capacities that include roles on noteworthy boards, like the Regional Transportation Council and the Dallas Regional Mobility Coalition, since 2009 and facilitated key agreements crucial to regional development including the I-635 reconstruction and the 35Express project, which have improved the infrastructure and traffic flows and have had a profound effect on economic development across multiple communities.

Dallas District Engineer Ceason Clemens, in a statement to the Denton County Commissioners Court, praised Judge Eads for being a true partner and visionary leader in regional transportation, and urged the community to recognize his substantial efforts in supporting transportation initiatives – sentiments that underscore the necessity of cooperation between state agencies and local stakeholders in the realm of transportation.



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

October 2, 2025

The Honorable Ted Cruz
U.S. Senate
167 Russell Senate Office Building
Washington, DC 20510

Dear Senator Cruz:

On behalf of the North Central Texas Council of Governments (NCTCOG) and the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, thank you for your service in the United States Senate. The RTC requests support in clarifying and advancing the status of NCTCOG's Texas Hydrogen and Electric Freight Infrastructure (Tx-HEFTI) Project in the Texas Triangle.

NCTCOG was awarded \$70 million under the Federal Highway Administration (FHWA) Charging and Fueling Infrastructure (CFI) Grant Program for the Tx-HEFTI Project. With this funding, NCTCOG plans to build five publicly accessible hydrogen refueling stations for medium/heavy duty trucks around the Texas Triangle. This project will facilitate substantial private sector investment in both truck manufacturing and fueling infrastructure, while reinforcing Texas' leadership in the energy sector - particularly in the advancement of hydrogen technologies. It will also expand jobs and workforce development opportunities in Texas' energy sector and contribute to national initiatives to reduce costs in critical industries, such as semiconductor and energy production, where hydrogen fuel can be a critical resource.

Project zones and potential locations include:

- Zone 1: City of Fort Worth
- Zone 2: City of Dallas
- Zone 3: City of Brookshire or City of Houston
- Zone 4: City of San Antonio or City of New Braunfels
- Zone 5: City of Waco or City of Robinson

NCTCOG has successfully obligated approximately \$31 million of federal funding for program administration costs and the two locations in the DFW area (Zones 1 and 2). To make the project whole and create a true hydrogen refueling network in the Texas Triangle, we are requesting your support for the remaining obligation requests.

The three remaining locations (Zones 3, 4, and 5) are at various stages of submittal or approval in the Texas Department of Transportation's (TxDOT) Statewide Transportation Improvement Program (STIP). However, staff contacts at FHWA have indicated that there is still uncertainty about whether future approvals or obligations will be issued for the CFI awards. Approvals and obligations for a different award for EV charging stations under the CFI program have been delayed for several months, with minimal explanation other than all CFI awards are on hold. This has raised concern that the Tx-HEFTI project may also run into delays despite the fact that

Senator Cruz
Page Two

October 2, 2025

this project is not related to electric vehicles. FHWA has indicated the funds must be obligated by September 2026. Thus, once these projects are listed in the STIP, it will be critical that FHWA review and process approvals quickly.

Considering the current time constraints, I respectfully request your support for the project and your assistance in facilitating a more comprehensive understanding of its current status at the federal level. Your leadership and involvement will be crucial to ensuring that Texas continues to be at the forefront of energy innovation while achieving national manufacturing and cost-cutting goals.

Please let me know if you would like to schedule a meeting to discuss the project further. For questions and to schedule a meeting, please contact Michael Morris at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,



Rick Bailey, Chair
Regional Transportation Council
Johnson County Commissioner

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)

October 2, 2025

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

Dear Senator Cornyn:

On behalf of the North Central Texas Council of Governments (NCTCOG) and the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, thank you for your service in the United States Senate. The RTC requests support in clarifying and advancing the status of NCTCOG's Texas Hydrogen and Electric Freight Infrastructure (Tx-HEFTI) Project in the Texas Triangle.

NCTCOG was awarded \$70 million under the Federal Highway Administration (FHWA) Charging and Fueling Infrastructure (CFI) Grant Program for the Tx-HEFTI Project. With this funding, NCTCOG plans to build five publicly accessible hydrogen refueling stations for medium/heavy duty trucks around the Texas Triangle. This project will facilitate substantial private sector investment in both truck manufacturing and fueling infrastructure, while reinforcing Texas' leadership in the energy sector - particularly in the advancement of hydrogen technologies. It will also expand jobs and workforce development opportunities in Texas' energy sector and contribute to national initiatives to reduce costs in critical industries, such as semiconductor and energy production, where hydrogen fuel can be a critical resource.

Project zones and potential locations include:

- Zone 1: City of Fort Worth
- Zone 2: City of Dallas
- Zone 3: City of Brookshire or City of Houston
- Zone 4: City of San Antonio or City of New Braunfels
- Zone 5: City of Waco or City of Robinson

NCTCOG has successfully obligated approximately \$31 million of federal funding for program administration costs and the two locations in the DFW area (Zones 1 and 2). To make the project whole and create a true hydrogen refueling network in the Texas Triangle, we are requesting your support for the remaining obligation requests.

The three remaining locations (Zones 3, 4, and 5) are at various stages of submittal or approval in the Texas Department of Transportation's (TxDOT) Statewide Transportation Improvement Program (STIP). However, staff contacts at FHWA have indicated that there is still uncertainty about whether future approvals or obligations will be issued for the CFI awards. Approvals and obligations for a different award for EV charging stations under the CFI program have been delayed for several months, with minimal explanation other than all CFI awards are on hold. This has raised concern that the Tx-HEFTI project may also run into delays despite the fact that

Senator Cornyn
Page Two

October 2, 2025

this project is not related to electric vehicles. FHWA has indicated the funds must be obligated by September 2026. Thus, once these projects are listed in the STIP, it will be critical that FHWA review and process approvals quickly.

Considering the current time constraints, I respectfully request your support for the project and your assistance in facilitating a more comprehensive understanding of its current status at the federal level. Your leadership and involvement will be crucial to ensuring that Texas continues to be at the forefront of energy innovation while achieving national manufacturing and cost-cutting goals.

Please let me know if you would like to schedule a meeting to discuss the project further. For questions and to schedule a meeting, please contact Michael Morris at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,



Rick Bailey, Chair
Regional Transportation Council
Johnson County Commissioner

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)

October 7, 2025

The Honorable Sean McMaster
Administrator
Federal Highway Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Administrator McMaster:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth area, I would like to congratulate you on being confirmed as Administrator of the Federal Highway Administration. An RTC membership roster is enclosed.

The RTC and the North Central Texas Council of Governments' (NCTCOG) Transportation Department work with all levels of government, elected officials, transportation partners, and the region's residents to plan coordinated transportation systems to meet mobility and air quality needs for the Dallas-Fort Worth Area. We look forward to discussing important transportation issues with you and will assist you in any way possible.

Again, congratulations on your appointment and for your leadership. If you have any questions, feel free to contact Michael Morris, P.E., Director of Transportation for NCTCOG, at mmorris@nctcog.org or (817) 695-9241.

Sincerely,

A handwritten signature in black ink, appearing to read 'Rick Bailey'.

Rick Bailey, Chair
Regional Transportation Council
Johnson County Commissioner

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)

October 7, 2025

The Honorable Marc Molinaro
Administrator
Federal Transit Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Administrator Molinaro:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth area, I would like to congratulate you on being confirmed as Administrator of the Federal Transit Administration. An RTC membership roster is enclosed.

The RTC and the North Central Texas Council of Governments' (NCTCOG) Transportation Department work with all levels of government, elected officials, transportation partners, and the region's residents to plan coordinated transportation systems to meet mobility and air quality needs for the Dallas-Fort Worth Area. We look forward to discussing important transit issues with you and will assist you in any way possible.

Again, congratulations on your appointment and for your leadership on transportation issues. If you have any questions, feel free to contact Michael Morris, P.E., Director of Transportation for NCTCOG, at mmorris@nctcog.org or (817) 695-9241.

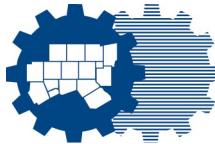
Sincerely,

A handwritten signature in black ink, appearing to read 'Rick Bailey'.

Rick Bailey, Chair
Regional Transportation Council
Johnson County Commissioner

JN:kw

cc: Michael Morris, P.E., Director of Transportation, NCTCOG



North Central Texas Council of Governments

October 17, 2025

United States Department of Transportation
Office of the Assistant Secretary for Research and Technology
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Research Ideas to Support Nationwide Automated Vehicle (AV) Deployment

Dear United States Department of Transportation (USDOT):

The Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG) would like to submit comments in response to the Request for Information (Docket No. DOT-OST-2025-1029) on Research Ideas To Support Nationwide Automated Vehicle (AV) Deployment. The NCTCOG Transportation Department serves as the Metropolitan Planning Organization (MPO) for the 12-county Dallas-Fort Worth metropolitan area, with the RTC serving as the MPO's policy body. As the MPO, we work closely with regional, state, and federal partners to plan transportation projects and implement programs that will improve air quality, increase mobility, and encourage more efficient land use.

1. Data Standards and Integration
2. Supervision Dynamics and Human Interaction
3. Transparency and Public Understanding

The goal is to help USDOT plan research that supports safe and smooth AV deployment across the country. The comments below suggest practical ways to make AV operations more consistent, open, and easy to understand for both agencies and the public.

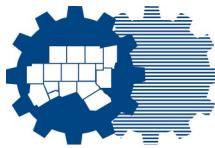
1. Data Standards and Integration

Research Focus: Create a National AV Operational Data Framework

The USDOT should develop a national system that sets common rules for how AV information is collected, shared, and analyzed. Currently, different companies record and report AV data in different ways. This makes it hard for cities, states, and researchers to compare results or understand overall safety performance. A common data framework would help everyone report information in the same way, such as when an AV stops driving by itself (called a disengagement), or how it reacts to other road users. This would make it easier for USDOT and local agencies to see patterns and make better policy decisions.

Integration with Traffic Management Data:

One area for study is how AVs follow speed limits compared to human drivers. Most AVs obey posted speed limits exactly, but regular traffic often moves a bit faster depending on the flow. This difference can cause safety and flow issues. Research should look at how AVs can safely use real-time speed information from Traffic Management Centers (TMCs) or roadway data systems. If AVs know the "real flow speed" of the road from reliable data, they can adjust safely to match traffic conditions without breaking traffic laws.



North Central Texas Council of Governments

- This research can explore: How to share speed and traffic data between AVs and TMCs in real time;
- What format or data standards to use, in order for systems to talk to each other; and
- How often this data will be updated to stay accurate.

A national AV data framework would help make AV operations safer, smoother, and more consistent nationwide.

2. Supervision Dynamics and Human Interaction

Research Focus: Developing Transparent and Responsible Operator Reporting Frameworks for AV Systems

The USDOT should support research on how AV companies can share performance information openly while protecting proprietary data. Current AV data reporting varies widely across operators, limiting comparability. A consistent approach would make it easier for USDOT and the public to understand how safe and reliable AV systems really are. This research should explore:

- What basic performance data all companies should share (e.g., the number of disengagements, reasons for them, or the type of environment);
- How to report that data in a clear, summarized, and anonymous way, so company secrets are not revealed; and
- How to make sure the information shared is accurate and verified, so it can be trusted.

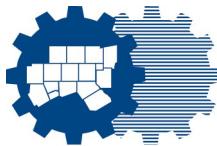
By balancing transparency and privacy, USDOT can help build public trust while allowing companies to keep developing new technologies safely and responsibly.

3. Transparency and Public Understanding

Research Focus: Create National 3D Mapping Standards with Open Access

The USDOT should support the creation of nationwide, high-quality 3D maps that all AV systems can use. Currently, many companies make their own private maps, which means they may not work well in all areas or with each other. A common mapping standard would make sure all AVs and agencies are using consistent, accurate information about roads, intersections, and signs. These maps could be shared through open Application Programming Interfaces (APIs), allowing approved users such as researchers, cities, and planners to access and use the data easily. The mapping standards could include:

- Basic accuracy requirements for road details like lanes, signals, and bridges;
- A standard coordinate system so all data lines up correctly;
- Rules for updating map information when there are construction zones or other changes; and
- Open-access APIs enabling authorized users to retrieve and integrate standardized map data into AV and planning applications.



North Central Texas Council of Governments

Publicly available and easy-to-understand map data would help the public see how AVs see the road and improve overall safety and confidence in technology.

These recommendations focus on creating a national framework for AV data reporting, developing transparent but secure reporting rules, and supporting national mapping standards that are open and consistent. Together, these actions will help ensure AVs operate safely and effectively while building trust between technology developers, government entities, and the public.

We welcome the opportunity to meet with you to discuss these recommendations in greater detail and answer any questions you may have. We greatly value our partnership with USDOT and look forward to continuing to work together throughout this process. If you have any questions, please contact me at (817) 695-9280 or nbettger@nctcog.org.

Sincerely,

Natalie Bettger
Senior Program Manager
North Central Texas Council of Governments

JN:kw



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

October 15, 2025

The Honorable Keith Self
U.S. House of Representatives
Room 1404 Longworth House Office Building
Washington, DC 20515

Dear Representative Self:

On behalf of the North Central Texas Council of Governments (NCTCOG) and the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, thank you for your service in the United States House of Representatives. The RTC requests support in extending the Fiscal Year (FY) 2022 Rebuilding American Infrastructure with Sustainability and Equity (RAISE), now Better Utilizing Investments to Leverage Development (BUILD), grant program obligation deadline, which is currently set to occur on September 30, 2026.

NCTCOG submitted a RAISE grant application for the **South Dallas Improved Bicycle/Pedestrian Route to Rail & Transit Technology Upgrades Project** to the United States Department of Transportation (USDOT) on April 14, 2022, and was awarded the grant on August 11, 2022. The objective of the project is to construct over 30 miles of sidewalk within one half mile of Dallas Area Rapid Transit's (DART) 8th & Corinth, Morrell, Illinois, and Kiest Stations in southern Dallas. This would enhance first/last mile access and address safety concerns caused by missing sidewalks. This project would also expand the existing Cedar Crest Trail by 1.5 miles to provide further economic development opportunities and increase transit access by improving safety at neighboring bus stops on DART Route 217 and many Blue Line light rail stations.

The project was added to NCTCOG's Unified Planning Work Program (UPWP), as well as the Transportation Improvement Program (TIP), and the first draft of the agreement was forwarded to the Federal Highways Administration's (FHWA) Texas Division in July of 2023. Following FHWA feedback, several iterations have been submitted back and forth since 2023. NCTCOG received the last set of comments from FHWA on August 28, 2025, and submitted a revised version of the agreement on September 2, 2025. According to NCTCOG's FHWA Texas Division point of contact, as of September 15, 2025, the agreement is being reviewed by the Division's Grant Management team and will require additional evaluation and approval. We cannot confirm these are working employees during the government shutdown. FHWA also appears to be adopting a revised interpretation of the "obligation" of awarded FY2022 RAISE funds that includes not just the execution of the grant agreement with FHWA, but also **all** parts of the project advancing by the obligation date (design, right-of-way, utilities, and construction).

The complexities in the agreement review process have pushed the start date back several times since the award date, and NCTCOG is unable to begin work on the project without the executed agreement. Meeting the rapidly approaching obligation deadline may be impossible with the new interpretation of "obligation," even with an executed agreement. Following federal procurement procedures for design

Representative Self
Page Two

October 15, 2025

and construction would place us outside of the window (which is currently less than a year) to begin construction where the bulk of the funding is allocated.

These delays are not of our making. Considering the complexities in the agreement review process, the RTC respectfully requests your support in extending the program obligation deadline. Please let me know if you would like to schedule a meeting to discuss this issue further. For questions and to schedule a meeting, please contact Michael Morris at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,



Rick Bailey, Chair
Regional Transportation Council
Johnson County Commissioner

JN:kw

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



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

October 15, 2025

The Honorable Pat Fallon
U.S. House of Representatives
1118 Longworth House Office Building
Washington, DC 20515

Dear Representative Fallon:

On behalf of the North Central Texas Council of Governments (NCTCOG) and the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, thank you for your service in the United States House of Representatives. The RTC requests support in extending the Fiscal Year (FY) 2022 Rebuilding American Infrastructure with Sustainability and Equity (RAISE), now Better Utilizing Investments to Leverage Development (BUILD), grant program obligation deadline, which is currently set to occur on September 30, 2026.

NCTCOG submitted a RAISE grant application for the **South Dallas Improved Bicycle/Pedestrian Route to Rail & Transit Technology Upgrades Project** to the United States Department of Transportation (USDOT) on April 14, 2022, and was awarded the grant on August 11, 2022. The objective of the project is to construct over 30 miles of sidewalk within one half mile of Dallas Area Rapid Transit's (DART) 8th & Corinth, Morrell, Illinois, and Kiest Stations in southern Dallas. This would enhance first/last mile access and address safety concerns caused by missing sidewalks. This project would also expand the existing Cedar Crest Trail by 1.5 miles to provide further economic development opportunities and increase transit access by improving safety at neighboring bus stops on DART Route 217 and many Blue Line light rail stations.

The project was added to NCTCOG's Unified Planning Work Program (UPWP), as well as the Transportation Improvement Program (TIP), and the first draft of the agreement was forwarded to the Federal Highways Administration's (FHWA) Texas Division in July of 2023. Following FHWA feedback, several iterations have been submitted back and forth since 2023. NCTCOG received the last set of comments from FHWA on August 28, 2025, and submitted a revised version of the agreement on September 2, 2025. According to NCTCOG's FHWA Texas Division point of contact, as of September 15, 2025, the agreement is being reviewed by the Division's Grant Management team and will require additional evaluation and approval. We cannot confirm these are working employees during the government shutdown. FHWA also appears to be adopting a revised interpretation of the "obligation" of awarded FY2022 RAISE funds that includes not just the execution of the grant agreement with FHWA, but also **all** parts of the project advancing by the obligation date (design, right-of-way, utilities, and construction).

The complexities in the agreement review process have pushed the start date back several times since the award date, and NCTCOG is unable to begin work on the project without the executed agreement. Meeting the rapidly approaching obligation deadline may be impossible with the new interpretation of "obligation," even with an executed agreement. Following federal procurement procedures for design

Representative Fallon
Page Two

October 15, 2025

and construction would place us outside of the window (which is currently less than a year) to begin construction where the bulk of the funding is allocated.

These delays are not of our making. Considering the complexities in the agreement review process, the RTC respectfully requests your support in extending the program obligation deadline. Please let me know if you would like to schedule a meeting to discuss this issue further. For questions and to schedule a meeting, please contact Michael Morris at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,



Rick Bailey, Chair
Regional Transportation Council
Johnson County Commissioner

JN:kw

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



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

October 15, 2025

The Honorable Lance Gooden
U.S. House of Representatives
425 Cannon House Office Building
Washington, DC 20515

Dear Representative Gooden:

On behalf of the North Central Texas Council of Governments (NCTCOG) and the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, thank you for your service in the United States House of Representatives. The RTC requests support in extending the Fiscal Year (FY) 2022 Rebuilding American Infrastructure with Sustainability and Equity (RAISE), now Better Utilizing Investments to Leverage Development (BUILD), grant program obligation deadline, which is currently set to occur on September 30, 2026.

NCTCOG submitted a RAISE grant application for the **South Dallas Improved Bicycle/Pedestrian Route to Rail & Transit Technology Upgrades Project** to the United States Department of Transportation (USDOT) on April 14, 2022, and was awarded the grant on August 11, 2022. The objective of the project is to construct over 30 miles of sidewalk within one half mile of Dallas Area Rapid Transit's (DART) 8th & Corinth, Morrell, Illinois, and Kiest Stations in southern Dallas. This would enhance first/last mile access and address safety concerns caused by missing sidewalks. This project would also expand the existing Cedar Crest Trail by 1.5 miles to provide further economic development opportunities and increase transit access by improving safety at neighboring bus stops on DART Route 217 and many Blue Line light rail stations.

The project was added to NCTCOG's Unified Planning Work Program (UPWP), as well as the Transportation Improvement Program (TIP), and the first draft of the agreement was forwarded to the Federal Highways Administration's (FHWA) Texas Division in July of 2023. Following FHWA feedback, several iterations have been submitted back and forth since 2023. NCTCOG received the last set of comments from FHWA on August 28, 2025, and submitted a revised version of the agreement on September 2, 2025. According to NCTCOG's FHWA Texas Division point of contact, as of September 15, 2025, the agreement is being reviewed by the Division's Grant Management team and will require additional evaluation and approval. We cannot confirm these are working employees during the government shutdown. FHWA also appears to be adopting a revised interpretation of the "obligation" of awarded FY2022 RAISE funds that includes not just the execution of the grant agreement with FHWA, but also **all** parts of the project advancing by the obligation date (design, right-of-way, utilities, and construction).

The complexities in the agreement review process have pushed the start date back several times since the award date, and NCTCOG is unable to begin work on the project without the executed agreement. Meeting the rapidly approaching obligation deadline may be impossible with the new interpretation of "obligation," even with an executed agreement. Following federal procurement procedures for design

Representative Gooden
Page Two

October 15, 2025

and construction would place us outside of the window (which is currently less than a year) to begin construction where the bulk of the funding is allocated.

These delays are not of our making. Considering the complexities in the agreement review process, the RTC respectfully requests your support in extending the program obligation deadline. Please let me know if you would like to schedule a meeting to discuss this issue further. For questions and to schedule a meeting, please contact Michael Morris at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,



Rick Bailey, Chair
Regional Transportation Council
Johnson County Commissioner

JN:kw

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



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

October 15, 2025

The Honorable Jake Ellzey
U.S. House of Representatives
1725 Longworth House Office Building
Washington, DC 20515

Dear Representative Ellzey:

On behalf of the North Central Texas Council of Governments (NCTCOG) and the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, thank you for your service in the United States House of Representatives. The RTC requests support in extending the Fiscal Year (FY) 2022 Rebuilding American Infrastructure with Sustainability and Equity (RAISE), now Better Utilizing Investments to Leverage Development (BUILD), grant program obligation deadline, which is currently set to occur on September 30, 2026.

NCTCOG submitted a RAISE grant application for the **South Dallas Improved Bicycle/Pedestrian Route to Rail & Transit Technology Upgrades Project** to the United States Department of Transportation (USDOT) on April 14, 2022, and was awarded the grant on August 11, 2022. The objective of the project is to construct over 30 miles of sidewalk within one half mile of Dallas Area Rapid Transit's (DART) 8th & Corinth, Morrell, Illinois, and Kiest Stations in southern Dallas. This would enhance first/last mile access and address safety concerns caused by missing sidewalks. This project would also expand the existing Cedar Crest Trail by 1.5 miles to provide further economic development opportunities and increase transit access by improving safety at neighboring bus stops on DART Route 217 and many Blue Line light rail stations.

The project was added to NCTCOG's Unified Planning Work Program (UPWP), as well as the Transportation Improvement Program (TIP), and the first draft of the agreement was forwarded to the Federal Highways Administration's (FHWA) Texas Division in July of 2023. Following FHWA feedback, several iterations have been submitted back and forth since 2023. NCTCOG received the last set of comments from FHWA on August 28, 2025, and submitted a revised version of the agreement on September 2, 2025. According to NCTCOG's FHWA Texas Division point of contact, as of September 15, 2025, the agreement is being reviewed by the Division's Grant Management team and will require additional evaluation and approval. We cannot confirm these are working employees during the government shutdown. FHWA also appears to be adopting a revised interpretation of the "obligation" of awarded FY2022 RAISE funds that includes not just the execution of the grant agreement with FHWA, but also **all** parts of the project advancing by the obligation date (design, right-of-way, utilities, and construction).

The complexities in the agreement review process have pushed the start date back several times since the award date, and NCTCOG is unable to begin work on the project without the executed agreement. Meeting the rapidly approaching obligation deadline may be impossible with the new interpretation of "obligation," even with an executed agreement. Following federal procurement procedures for design

Representative Ellzey
Page Two

October 15, 2025

and construction would place us outside of the window (which is currently less than a year) to begin construction where the bulk of the funding is allocated.

These delays are not of our making. Considering the complexities in the agreement review process, the RTC respectfully requests your support in extending the program obligation deadline. Please let me know if you would like to schedule a meeting to discuss this issue further. For questions and to schedule a meeting, please contact Michael Morris at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,



Rick Bailey, Chair
Regional Transportation Council
Johnson County Commissioner

JN:kw

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



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

October 15, 2025

The Honorable Craig Goldman
U.S. House of Representatives
1026 Longworth House Office Building
Washington, DC 20515

Dear Representative Goldman:

On behalf of the North Central Texas Council of Governments (NCTCOG) and the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, thank you for your service in the United States House of Representatives. The RTC requests support in extending the Fiscal Year (FY) 2022 Rebuilding American Infrastructure with Sustainability and Equity (RAISE), now Better Utilizing Investments to Leverage Development (BUILD), grant program obligation deadline, which is currently set to occur on September 30, 2026.

NCTCOG submitted a RAISE grant application for the **South Dallas Improved Bicycle/Pedestrian Route to Rail & Transit Technology Upgrades Project** to the United States Department of Transportation (USDOT) on April 14, 2022, and was awarded the grant on August 11, 2022. The objective of the project is to construct over 30 miles of sidewalk within one half mile of Dallas Area Rapid Transit's (DART) 8th & Corinth, Morrell, Illinois, and Kiest Stations in southern Dallas. This would enhance first/last mile access and address safety concerns caused by missing sidewalks. This project would also expand the existing Cedar Crest Trail by 1.5 miles to provide further economic development opportunities and increase transit access by improving safety at neighboring bus stops on DART Route 217 and many Blue Line light rail stations.

The project was added to NCTCOG's Unified Planning Work Program (UPWP), as well as the Transportation Improvement Program (TIP), and the first draft of the agreement was forwarded to the Federal Highways Administration's (FHWA) Texas Division in July of 2023. Following FHWA feedback, several iterations have been submitted back and forth since 2023. NCTCOG received the last set of comments from FHWA on August 28, 2025, and submitted a revised version of the agreement on September 2, 2025. According to NCTCOG's FHWA Texas Division point of contact, as of September 15, 2025, the agreement is being reviewed by the Division's Grant Management team and will require additional evaluation and approval. We cannot confirm these are working employees during the government shutdown. FHWA also appears to be adopting a revised interpretation of the "obligation" of awarded FY2022 RAISE funds that includes not just the execution of the grant agreement with FHWA, but also **all** parts of the project advancing by the obligation date (design, right-of-way, utilities, and construction).

The complexities in the agreement review process have pushed the start date back several times since the award date, and NCTCOG is unable to begin work on the project without the executed agreement. Meeting the rapidly approaching obligation deadline may be impossible with the new interpretation of "obligation," even with an executed agreement. Following federal procurement procedures for design

Representative Goldman
Page Two

October 15, 2025

and construction would place us outside of the window (which is currently less than a year) to begin construction where the bulk of the funding is allocated.

These delays are not of our making. Considering the complexities in the agreement review process, the RTC respectfully requests your support in extending the program obligation deadline. Please let me know if you would like to schedule a meeting to discuss this issue further. For questions and to schedule a meeting, please contact Michael Morris at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,



Rick Bailey, Chair
Regional Transportation Council
Johnson County Commissioner

JN:kw

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



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

October 15, 2025

The Honorable Ronny Jackson
U.S. House of Representatives
118 Cannon House Office Bulding
Washington, DC 20515

Dear Representative Jackson:

On behalf of the North Central Texas Council of Governments (NCTCOG) and the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, thank you for your service in the United States House of Representatives. The RTC requests support in extending the Fiscal Year (FY) 2022 Rebuilding American Infrastructure with Sustainability and Equity (RAISE), now Better Utilizing Investments to Leverage Development (BUILD), grant program obligation deadline, which is currently set to occur on September 30, 2026.

NCTCOG submitted a RAISE grant application for the **South Dallas Improved Bicycle/Pedestrian Route to Rail & Transit Technology Upgrades Project** to the United States Department of Transportation (USDOT) on April 14, 2022, and was awarded the grant on August 11, 2022. The objective of the project is to construct over 30 miles of sidewalk within one half mile of Dallas Area Rapid Transit's (DART) 8th & Corinth, Morrell, Illinois, and Kiest Stations in southern Dallas. This would enhance first/last mile access and address safety concerns caused by missing sidewalks. This project would also expand the existing Cedar Crest Trail by 1.5 miles to provide further economic development opportunities and increase transit access by improving safety at neighboring bus stops on DART Route 217 and many Blue Line light rail stations.

The project was added to NCTCOG's Unified Planning Work Program (UPWP), as well as the Transportation Improvement Program (TIP), and the first draft of the agreement was forwarded to the Federal Highways Administration's (FHWA) Texas Division in July of 2023. Following FHWA feedback, several iterations have been submitted back and forth since 2023. NCTCOG received the last set of comments from FHWA on August 28, 2025, and submitted a revised version of the agreement on September 2, 2025. According to NCTCOG's FHWA Texas Division point of contact, as of September 15, 2025, the agreement is being reviewed by the Division's Grant Management team and will require additional evaluation and approval. We cannot confirm these are working employees during the government shutdown. FHWA also appears to be adopting a revised interpretation of the "obligation" of awarded FY2022 RAISE funds that includes not just the execution of the grant agreement with FHWA, but also **all** parts of the project advancing by the obligation date (design, right-of-way, utilities, and construction).

The complexities in the agreement review process have pushed the start date back several times since the award date, and NCTCOG is unable to begin work on the project without the executed agreement. Meeting the rapidly approaching obligation deadline may be impossible with the new interpretation of "obligation," even with an executed agreement. Following federal procurement procedures for design

Representative Jackson
Page Two

October 15, 2025

and construction would place us outside of the window (which is currently less than a year) to begin construction where the bulk of the funding is allocated.

These delays are not of our making. Considering the complexities in the agreement review process, the RTC respectfully requests your support in extending the program obligation deadline. Please let me know if you would like to schedule a meeting to discuss this issue further. For questions and to schedule a meeting, please contact Michael Morris at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,



Rick Bailey, Chair
Regional Transportation Council
Johnson County Commissioner

JN:kw

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



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

October 15, 2025

The Honorable Beth Van Duyne
U.S. House of Representatives
1337 Longworth House Office Building
Washington, DC 20515

Dear Representative Van Duyne:

On behalf of the North Central Texas Council of Governments (NCTCOG) and the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, thank you for your service in the United States House of Representatives. The RTC requests support in extending the Fiscal Year (FY) 2022 Rebuilding American Infrastructure with Sustainability and Equity (RAISE), now Better Utilizing Investments to Leverage Development (BUILD), grant program obligation deadline, which is currently set to occur on September 30, 2026.

NCTCOG submitted a RAISE grant application for the **South Dallas Improved Bicycle/Pedestrian Route to Rail & Transit Technology Upgrades Project** to the United States Department of Transportation (USDOT) on April 14, 2022, and was awarded the grant on August 11, 2022. The objective of the project is to construct over 30 miles of sidewalk within one half mile of Dallas Area Rapid Transit's (DART) 8th & Corinth, Morrell, Illinois, and Kiest Stations in southern Dallas. This would enhance first/last mile access and address safety concerns caused by missing sidewalks. This project would also expand the existing Cedar Crest Trail by 1.5 miles to provide further economic development opportunities and increase transit access by improving safety at neighboring bus stops on DART Route 217 and many Blue Line light rail stations.

The project was added to NCTCOG's Unified Planning Work Program (UPWP), as well as the Transportation Improvement Program (TIP), and the first draft of the agreement was forwarded to the Federal Highways Administration's (FHWA) Texas Division in July of 2023. Following FHWA feedback, several iterations have been submitted back and forth since 2023. NCTCOG received the last set of comments from FHWA on August 28, 2025, and submitted a revised version of the agreement on September 2, 2025. According to NCTCOG's FHWA Texas Division point of contact, as of September 15, 2025, the agreement is being reviewed by the Division's Grant Management team and will require additional evaluation and approval. We cannot confirm these are working employees during the government shutdown. FHWA also appears to be adopting a revised interpretation of the "obligation" of awarded FY2022 RAISE funds that includes not just the execution of the grant agreement with FHWA, but also **all** parts of the project advancing by the obligation date (design, right-of-way, utilities, and construction).

The complexities in the agreement review process have pushed the start date back several times since the award date, and NCTCOG is unable to begin work on the project without the executed agreement. Meeting the rapidly approaching obligation deadline may be impossible with the new interpretation of "obligation," even with an executed agreement. Following federal procurement procedures for design

Representative Van Duyne
Page Two

October 15, 2025

and construction would place us outside of the window (which is currently less than a year) to begin construction where the bulk of the funding is allocated.

These delays are not of our making. Considering the complexities in the agreement review process, the RTC respectfully requests your support in extending the program obligation deadline. Please let me know if you would like to schedule a meeting to discuss this issue further. For questions and to schedule a meeting, please contact Michael Morris at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,



Rick Bailey, Chair
Regional Transportation Council
Johnson County Commissioner

JN:kw

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



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

October 15, 2025

The Honorable Roger Williams
U.S. House of Representatives
1323 Longworth House Office Building
Washington, DC 20515

Dear Representative Williams:

On behalf of the North Central Texas Council of Governments (NCTCOG) and the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, thank you for your service in the United States House of Representatives. The RTC requests support in extending the Fiscal Year (FY) 2022 Rebuilding American Infrastructure with Sustainability and Equity (RAISE), now Better Utilizing Investments to Leverage Development (BUILD), grant program obligation deadline, which is currently set to occur on September 30, 2026.

NCTCOG submitted a RAISE grant application for the **South Dallas Improved Bicycle/Pedestrian Route to Rail & Transit Technology Upgrades Project** to the United States Department of Transportation (USDOT) on April 14, 2022, and was awarded the grant on August 11, 2022. The objective of the project is to construct over 30 miles of sidewalk within one half mile of Dallas Area Rapid Transit's (DART) 8th & Corinth, Morrell, Illinois, and Kiest Stations in southern Dallas. This would enhance first/last mile access and address safety concerns caused by missing sidewalks. This project would also expand the existing Cedar Crest Trail by 1.5 miles to provide further economic development opportunities and increase transit access by improving safety at neighboring bus stops on DART Route 217 and many Blue Line light rail stations.

The project was added to NCTCOG's Unified Planning Work Program (UPWP), as well as the Transportation Improvement Program (TIP), and the first draft of the agreement was forwarded to the Federal Highways Administration's (FHWA) Texas Division in July of 2023. Following FHWA feedback, several iterations have been submitted back and forth since 2023. NCTCOG received the last set of comments from FHWA on August 28, 2025, and submitted a revised version of the agreement on September 2, 2025. According to NCTCOG's FHWA Texas Division point of contact, as of September 15, 2025, the agreement is being reviewed by the Division's Grant Management team and will require additional evaluation and approval. We cannot confirm these are working employees during the government shutdown. FHWA also appears to be adopting a revised interpretation of the "obligation" of awarded FY2022 RAISE funds that includes not just the execution of the grant agreement with FHWA, but also **all** parts of the project advancing by the obligation date (design, right-of-way, utilities, and construction).

The complexities in the agreement review process have pushed the start date back several times since the award date, and NCTCOG is unable to begin work on the project without the executed agreement. Meeting the rapidly approaching obligation deadline may be impossible with the new interpretation of "obligation," even with an executed agreement. Following federal procurement procedures for design

Representative Williams
Page Two

October 15, 2025

and construction would place us outside of the window (which is currently less than a year) to begin construction where the bulk of the funding is allocated.

These delays are not of our making. Considering the complexities in the agreement review process, the RTC respectfully requests your support in extending the program obligation deadline. Please let me know if you would like to schedule a meeting to discuss this issue further. For questions and to schedule a meeting, please contact Michael Morris at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,



Rick Bailey, Chair
Regional Transportation Council
Johnson County Commissioner

JN:kw

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



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

October 15, 2025

The Honorable Brandon Gill
U.S. House of Representatives
1305 Longworth House Office Building
Washington, DC 20515

Dear Representative Gill:

On behalf of the North Central Texas Council of Governments (NCTCOG) and the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, thank you for your service in the United States House of Representatives. The RTC requests support in extending the Fiscal Year (FY) 2022 Rebuilding American Infrastructure with Sustainability and Equity (RAISE), now Better Utilizing Investments to Leverage Development (BUILD), grant program obligation deadline, which is currently set to occur on September 30, 2026.

NCTCOG submitted a RAISE grant application for the **South Dallas Improved Bicycle/Pedestrian Route to Rail & Transit Technology Upgrades Project** to the United States Department of Transportation (USDOT) on April 14, 2022, and was awarded the grant on August 11, 2022. The objective of the project is to construct over 30 miles of sidewalk within one half mile of Dallas Area Rapid Transit's (DART) 8th & Corinth, Morrell, Illinois, and Kiest Stations in southern Dallas. This would enhance first/last mile access and address safety concerns caused by missing sidewalks. This project would also expand the existing Cedar Crest Trail by 1.5 miles to provide further economic development opportunities and increase transit access by improving safety at neighboring bus stops on DART Route 217 and many Blue Line light rail stations.

The project was added to NCTCOG's Unified Planning Work Program (UPWP), as well as the Transportation Improvement Program (TIP), and the first draft of the agreement was forwarded to the Federal Highways Administration's (FHWA) Texas Division in July of 2023. Following FHWA feedback, several iterations have been submitted back and forth since 2023. NCTCOG received the last set of comments from FHWA on August 28, 2025, and submitted a revised version of the agreement on September 2, 2025. According to NCTCOG's FHWA Texas Division point of contact, as of September 15, 2025, the agreement is being reviewed by the Division's Grant Management team and will require additional evaluation and approval. We cannot confirm these are working employees during the government shutdown. FHWA also appears to be adopting a revised interpretation of the "obligation" of awarded FY2022 RAISE funds that includes not just the execution of the grant agreement with FHWA, but also **all** parts of the project advancing by the obligation date (design, right-of-way, utilities, and construction).

The complexities in the agreement review process have pushed the start date back several times since the award date, and NCTCOG is unable to begin work on the project without the executed agreement. Meeting the rapidly approaching obligation deadline may be impossible with the new interpretation of "obligation," even with an executed agreement. Following federal procurement procedures for design

Representative Gill
Page Two

October 15, 2025

and construction would place us outside of the window (which is currently less than a year) to begin construction where the bulk of the funding is allocated.

These delays are not of our making. Considering the complexities in the agreement review process, the RTC respectfully requests your support in extending the program obligation deadline. Please let me know if you would like to schedule a meeting to discuss this issue further. For questions and to schedule a meeting, please contact Michael Morris at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,



Rick Bailey, Chair
Regional Transportation Council
Johnson County Commissioner

JN:kw

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



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

October 15, 2025

The Honorable Jasmine Crockett
U.S. House of Representatives
1616 Longworth House Office Building
Washington, DC 20515

Dear Representative Crockett:

On behalf of the North Central Texas Council of Governments (NCTCOG) and the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, thank you for your service in the United States House of Representatives. The RTC requests support in extending the Fiscal Year (FY) 2022 Rebuilding American Infrastructure with Sustainability and Equity (RAISE), now Better Utilizing Investments to Leverage Development (BUILD), grant program obligation deadline, which is currently set to occur on September 30, 2026.

NCTCOG submitted a RAISE grant application for the **South Dallas Improved Bicycle/Pedestrian Route to Rail & Transit Technology Upgrades Project** to the United States Department of Transportation (USDOT) on April 14, 2022, and was awarded the grant on August 11, 2022. The objective of the project is to construct over 30 miles of sidewalk within one half mile of Dallas Area Rapid Transit's (DART) 8th & Corinth, Morrell, Illinois, and Kiest Stations in southern Dallas. This would enhance first/last mile access and address safety concerns caused by missing sidewalks. This project would also expand the existing Cedar Crest Trail by 1.5 miles to provide further economic development opportunities and increase transit access by improving safety at neighboring bus stops on DART Route 217 and many Blue Line light rail stations.

The project was added to NCTCOG's Unified Planning Work Program (UPWP), as well as the Transportation Improvement Program (TIP), and the first draft of the agreement was forwarded to the Federal Highways Administration's (FHWA) Texas Division in July of 2023. Following FHWA feedback, several iterations have been submitted back and forth since 2023. NCTCOG received the last set of comments from FHWA on August 28, 2025, and submitted a revised version of the agreement on September 2, 2025. According to NCTCOG's FHWA Texas Division point of contact, as of September 15, 2025, the agreement is being reviewed by the Division's Grant Management team and will require additional evaluation and approval. We cannot confirm these are working employees during the government shutdown. FHWA also appears to be adopting a revised interpretation of the "obligation" of awarded FY2022 RAISE funds that includes not just the execution of the grant agreement with FHWA, but also **all** parts of the project advancing by the obligation date (design, right-of-way, utilities, and construction).

The complexities in the agreement review process have pushed the start date back several times since the award date, and NCTCOG is unable to begin work on the project without the executed agreement. Meeting the rapidly approaching obligation deadline may be impossible with the new interpretation of "obligation," even with an executed agreement. Following federal procurement procedures for design

Representative Crockett
Page Two

October 15, 2025

and construction would place us outside of the window (which is currently less than a year) to begin construction where the bulk of the funding is allocated.

These delays are not of our making. Considering the complexities in the agreement review process, the RTC respectfully requests your support in extending the program obligation deadline. Please let me know if you would like to schedule a meeting to discuss this issue further. For questions and to schedule a meeting, please contact Michael Morris at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,



Rick Bailey, Chair
Regional Transportation Council
Johnson County Commissioner

JN:kw

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



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

October 15, 2025

The Honorable Julie Johnson
U.S. House of Representatives
221 Cannon House Office Building
Washington, DC 20515

Dear Representative Johnson:

On behalf of the North Central Texas Council of Governments (NCTCOG) and the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, thank you for your service in the United States House of Representatives. The RTC requests support in extending the Fiscal Year (FY) 2022 Rebuilding American Infrastructure with Sustainability and Equity (RAISE), now Better Utilizing Investments to Leverage Development (BUILD), grant program obligation deadline, which is currently set to occur on September 30, 2026.

NCTCOG submitted a RAISE grant application for the **South Dallas Improved Bicycle/Pedestrian Route to Rail & Transit Technology Upgrades Project** to the United States Department of Transportation (USDOT) on April 14, 2022, and was awarded the grant on August 11, 2022. The objective of the project is to construct over 30 miles of sidewalk within one half mile of Dallas Area Rapid Transit's (DART) 8th & Corinth, Morrell, Illinois, and Kiest Stations in southern Dallas. This would enhance first/last mile access and address safety concerns caused by missing sidewalks. This project would also expand the existing Cedar Crest Trail by 1.5 miles to provide further economic development opportunities and increase transit access by improving safety at neighboring bus stops on DART Route 217 and many Blue Line light rail stations.

The project was added to NCTCOG's Unified Planning Work Program (UPWP), as well as the Transportation Improvement Program (TIP), and the first draft of the agreement was forwarded to the Federal Highways Administration's (FHWA) Texas Division in July of 2023. Following FHWA feedback, several iterations have been submitted back and forth since 2023. NCTCOG received the last set of comments from FHWA on August 28, 2025, and submitted a revised version of the agreement on September 2, 2025. According to NCTCOG's FHWA Texas Division point of contact, as of September 15, 2025, the agreement is being reviewed by the Division's Grant Management team and will require additional evaluation and approval. We cannot confirm these are working employees during the government shutdown. FHWA also appears to be adopting a revised interpretation of the "obligation" of awarded FY2022 RAISE funds that includes not just the execution of the grant agreement with FHWA, but also **all** parts of the project advancing by the obligation date (design, right-of-way, utilities, and construction).

The complexities in the agreement review process have pushed the start date back several times since the award date, and NCTCOG is unable to begin work on the project without the executed agreement. Meeting the rapidly approaching obligation deadline may be impossible with the new interpretation of "obligation," even with an executed agreement. Following federal procurement procedures for design

Representative Johnson
Page Two

October 15, 2025

and construction would place us outside of the window (which is currently less than a year) to begin construction where the bulk of the funding is allocated.

These delays are not of our making. Considering the complexities in the agreement review process, the RTC respectfully requests your support in extending the program obligation deadline. Please let me know if you would like to schedule a meeting to discuss this issue further. For questions and to schedule a meeting, please contact Michael Morris at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,



Rick Bailey, Chair
Regional Transportation Council
Johnson County Commissioner

JN:kw

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



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

October 15, 2025

The Honorable Marc Veasey
U.S. House of Representatives
2348 Rayburn House Office Building
Washington, DC 20515

Dear Representative Veasey:

On behalf of the North Central Texas Council of Governments (NCTCOG) and the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, thank you for your service in the United States House of Representatives. The RTC requests support in extending the Fiscal Year (FY) 2022 Rebuilding American Infrastructure with Sustainability and Equity (RAISE), now Better Utilizing Investments to Leverage Development (BUILD), grant program obligation deadline, which is currently set to occur on September 30, 2026.

NCTCOG submitted a RAISE grant application for the **South Dallas Improved Bicycle/Pedestrian Route to Rail & Transit Technology Upgrades Project** to the United States Department of Transportation (USDOT) on April 14, 2022, and was awarded the grant on August 11, 2022. The objective of the project is to construct over 30 miles of sidewalk within one half mile of Dallas Area Rapid Transit's (DART) 8th & Corinth, Morrell, Illinois, and Kiest Stations in southern Dallas. This would enhance first/last mile access and address safety concerns caused by missing sidewalks. This project would also expand the existing Cedar Crest Trail by 1.5 miles to provide further economic development opportunities and increase transit access by improving safety at neighboring bus stops on DART Route 217 and many Blue Line light rail stations.

The project was added to NCTCOG's Unified Planning Work Program (UPWP), as well as the Transportation Improvement Program (TIP), and the first draft of the agreement was forwarded to the Federal Highways Administration's (FHWA) Texas Division in July of 2023. Following FHWA feedback, several iterations have been submitted back and forth since 2023. NCTCOG received the last set of comments from FHWA on August 28, 2025, and submitted a revised version of the agreement on September 2, 2025. According to NCTCOG's FHWA Texas Division point of contact, as of September 15, 2025, the agreement is being reviewed by the Division's Grant Management team and will require additional evaluation and approval. We cannot confirm these are working employees during the government shutdown. FHWA also appears to be adopting a revised interpretation of the "obligation" of awarded FY2022 RAISE funds that includes not just the execution of the grant agreement with FHWA, but also **all** parts of the project advancing by the obligation date (design, right-of-way, utilities, and construction).

The complexities in the agreement review process have pushed the start date back several times since the award date, and NCTCOG is unable to begin work on the project without the executed agreement. Meeting the rapidly approaching obligation deadline may be impossible with the new interpretation of "obligation," even with an executed agreement. Following federal procurement procedures for design

Representative Veasey
Page Two

October 15, 2025

and construction would place us outside of the window (which is currently less than a year) to begin construction where the bulk of the funding is allocated.

These delays are not of our making. Considering the complexities in the agreement review process, the RTC respectfully requests your support in extending the program obligation deadline. Please let me know if you would like to schedule a meeting to discuss this issue further. For questions and to schedule a meeting, please contact Michael Morris at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,



Rick Bailey, Chair
Regional Transportation Council
Johnson County Commissioner

JN:kw

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



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

October 15, 2025

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

Dear Senator Cornyn:

On behalf of the North Central Texas Council of Governments (NCTCOG) and the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, thank you for your service in the United States House of Representatives. The RTC requests support in extending the Fiscal Year (FY) 2022 Rebuilding American Infrastructure with Sustainability and Equity (RAISE), now Better Utilizing Investments to Leverage Development (BUILD), grant program obligation deadline, which is currently set to occur on September 30, 2026.

NCTCOG submitted a RAISE grant application for the **South Dallas Improved Bicycle/Pedestrian Route to Rail & Transit Technology Upgrades Project** to the United States Department of Transportation (USDOT) on April 14, 2022, and was awarded the grant on August 11, 2022. The objective of the project is to construct over 30 miles of sidewalk within one half mile of Dallas Area Rapid Transit's (DART) 8th & Corinth, Morrell, Illinois, and Kiest Stations in southern Dallas. This would enhance first/last mile access and address safety concerns caused by missing sidewalks. This project would also expand the existing Cedar Crest Trail by 1.5 miles to provide further economic development opportunities and increase transit access by improving safety at neighboring bus stops on DART Route 217 and many Blue Line light rail stations.

The project was added to NCTCOG's Unified Planning Work Program (UPWP), as well as the Transportation Improvement Program (TIP), and the first draft of the agreement was forwarded to the Federal Highways Administration's (FHWA) Texas Division in July of 2023. Following FHWA feedback, several iterations have been submitted back and forth since 2023. NCTCOG received the last set of comments from FHWA on August 28, 2025, and submitted a revised version of the agreement on September 2, 2025. According to NCTCOG's FHWA Texas Division point of contact, as of September 15, 2025, the agreement is being reviewed by the Division's Grant Management team and will require additional evaluation and approval. We cannot confirm these are working employees during the government shutdown. FHWA also appears to be adopting a revised interpretation of the "obligation" of awarded FY 2022 RAISE funds that includes not just the execution of the grant agreement with FHWA, but also **all** parts of the project advancing by the obligation date (design, right-of-way, utilities, and construction).

The complexities in the agreement review process have pushed the start date back several times since the award date, and NCTCOG is unable to begin work on the project without the executed agreement. Meeting the rapidly approaching obligation deadline may be impossible with the new interpretation of "obligation," even with an executed agreement. Following federal procurement procedures for design and construction would place us outside of the window (which is currently less than a year) to begin construction where the bulk of the funding is allocated.

Senator Cornyn
Page Two

October 15, 2025

These delays are not of our making. Considering the complexities in the agreement review process, the RTC respectfully requests your support in extending the program obligation deadline. Please let me know if you would like to schedule a meeting to discuss this issue further. For questions and to schedule a meeting, please contact Michael Morris at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,



Rick Bailey, Chair
Regional Transportation Council
Johnson County Commissioner

JN:kw

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



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

October 15, 2025

The Honorable Ted Cruz
U.S. Senate
404 Russell Senate Office Building
Washington, DC 20510

Dear Senator Cruz:

On behalf of the North Central Texas Council of Governments (NCTCOG) and the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, thank you for your service in the United States House of Representatives. The RTC requests support in extending the Fiscal Year (FY) 2022 Rebuilding American Infrastructure with Sustainability and Equity (RAISE), now Better Utilizing Investments to Leverage Development (BUILD), grant program obligation deadline, which is currently set to occur on September 30, 2026.

NCTCOG submitted a RAISE grant application for the **South Dallas Improved Bicycle/Pedestrian Route to Rail & Transit Technology Upgrades Project** to the United States Department of Transportation (USDOT) on April 14, 2022, and was awarded the grant on August 11, 2022. The objective of the project is to construct over 30 miles of sidewalk within one half mile of Dallas Area Rapid Transit's (DART) 8th & Corinth, Morrell, Illinois, and Kiest Stations in southern Dallas. This would enhance first/last mile access and address safety concerns caused by missing sidewalks. This project would also expand the existing Cedar Crest Trail by 1.5 miles to provide further economic development opportunities and increase transit access by improving safety at neighboring bus stops on DART Route 217 and many Blue Line light rail stations.

The project was added to NCTCOG's Unified Planning Work Program (UPWP), as well as the Transportation Improvement Program (TIP), and the first draft of the agreement was forwarded to the Federal Highways Administration's (FHWA) Texas Division in July of 2023. Following FHWA feedback, several iterations have been submitted back and forth since 2023. NCTCOG received the last set of comments from FHWA on August 28, 2025, and submitted a revised version of the agreement on September 2, 2025. According to NCTCOG's FHWA Texas Division point of contact, as of September 15, 2025, the agreement is being reviewed by the Division's Grant Management team and will require additional evaluation and approval. We cannot confirm these are working employees during the government shutdown. FHWA also appears to be adopting a revised interpretation of the "obligation" of awarded FY 2022 RAISE funds that includes not just the execution of the grant agreement with FHWA, but also **all** parts of the project advancing by the obligation date (design, right-of-way, utilities, and construction).

The complexities in the agreement review process have pushed the start date back several times since the award date, and NCTCOG is unable to begin work on the project without the executed agreement. Meeting the rapidly approaching obligation deadline may be impossible with the new interpretation of "obligation," even with an executed agreement. Following federal procurement procedures for design and construction would place us outside of the window (which is currently less than a year) to begin construction where the bulk of the funding is allocated.

Senator Cruz
Page Two

October 15, 2025

These delays are not of our making. Considering the complexities in the agreement review process, the RTC respectfully requests your support in extending the program obligation deadline. Please let me know if you would like to schedule a meeting to discuss this issue further. For questions and to schedule a meeting, please contact Michael Morris at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,



Rick Bailey, Chair
Regional Transportation Council
Johnson County Commissioner

JN:kw

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



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

October 27, 2025

The Honorable Patrick J. Fuchs
Chairman
Surface Transportation Board
395 E Street SW
Washington, DC 20423

Subject: Union Pacific and Norfolk Southern Merger, Docket Number: FD 36873

Dear Chairman Fuchs:

The Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG) together serve as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) Area. On behalf of the Regional Transportation Council (RTC), I would like to express support for the proposed merger between Union Pacific (UP) and Norfolk Southern, contingent upon achieving passenger rail reliability through the planned expansion of Amtrak service along UP's existing track extending from the Dallas-Fort Worth (DFW) region through Marshall, Longview, and Mineola in East Texas, and onward to the east.

The I-20 Corridor Intercity Passenger Rail Project, connecting the DFW region to Meridian, Mississippi and ultimately to Atlanta, Georgia, represents a critical investment in Texas' transportation network. This corridor would enhance passenger service efficiency through direct east-west connectivity, facilitate convenient transfers at East Texas stations, and eliminate alternative circuitous routes being proposed. The corridor would also help strengthen the national passenger rail network, improve overall system reliability, and connect with existing Amtrak routes such as the Texas Eagle to Chicago with the new east-west Amtrak service to Meridian, Mississippi.

The RTC emphasizes that passenger rail reliability must be a key condition of merger approval, alongside the expected freight efficiencies. Ensuring passenger rail operations along the I-20 Corridor in East Texas will not only expand transportation options, but it would also support tourism and economic growth in smaller communities along the route. The RTC continues to support the Federal Railroad Administration (FRA)-designated I-20 Corridor alignment on the existing UP track, which offers the most direct, efficient, and cost-effective solution compared with alternative routes. Other alignments would be longer, less direct, and require the construction of new depots and track upgrades.

The RTC supports both freight and passenger rail improvements as vital components of the nation's transportation system. We look forward to continuing our partnership with UP to advance future rail projects that enhance capacity, improve reliability, and expand travel options for both people and goods. Recent correspondence to the FRA is attached for additional clarity.

Chairman Fuchs
Page Two

October 27, 2025

If you have any questions, please contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,



Rick Bailey, Chair
Regional Transportation Council
Johnson County Commissioner

RG:kw
Attachment

cc: The Honorable David Fink, Federal Railroad Administration, Administrator
Karen Hedlund, Surface Transportation Board, Member
Michelle Schultz, Surface Transportation Board, Member
I-20 Corridor Council Steering Committee Members
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)

August 27, 2025

The Honorable Michael Lestangi
Executive Director
Federal Railroad Administration
1200 New Jersey Ave.
Washington, D.C. 20590

Dear Executive Director Lestangi:

The Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG) together serve as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) Area. On behalf of the Regional Transportation Council (RTC), I would like to express our support for the planning and implementation of rail service for the proposed I-20 Corridor Passenger Rail Project between the Dallas-Fort Worth (DFW) region and Meridian, Mississippi (to Atlanta, Georgia). The East Texas route segment through Marshall, Longview, and Mineola is essential. This rail service would provide new transportation options for the state of Texas, create environmental benefits, promote tourism and economic development, create transfers between Amtrak routes, and would serve to reduce traffic on an already congested highway.

In December of 2023, the Federal Railroad Administration (FRA) announced the Fiscal Year 2022 Corridor Identification and Development Program selections. The Southern Rail Commission (SRC) was awarded a grant for the I-20 Corridor Intercity Passenger Rail Service between Meridian, Mississippi and Dallas/Fort Worth, and specifically referenced serving the East Texas cities of Marshall, Longview, and Mineola. However, an alternative northern route in East Texas is now being proposed by others outside of the state of Texas, moving away from the I-20 Corridor.

This alternative northern Texas route is at odds with the prior FRA designation, as well as TXDOT's Texas Rail Plan. The alternative route segment would be longer and less direct, require the construction of depots and other rail infrastructure, and require upgrades to the existing track. Not taking the I-20 Corridor route through East Texas would be inefficient and cost more per mile. This is a dynamic situation that requires action in the planning stage before it reaches the next step, the Service Development Plan.

The proposed I-20 Corridor passenger rail project would not only provide an east-west connection between two of the nation's fastest-growing urban mega-regions, the Dallas-Fort Worth region and the greater Atlanta, Georgia region, but it would also connect rural communities and smaller cities along the route. In addition, this route would connect these cities to the East Coast, Washington, DC, and New York City.

Executive Director Lestingi
Page Two

August 27, 2025

Again, the RTC supports the planning and implementation of passenger rail service along the I-20 corridor with East Texas stops in Marshall, Longview, and Mineola. Thank you for your time and attention to this matter. If you have any questions about this project, please contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,



Rick Bailey, Chair
Regional Transportation Council
Johnson County Commissioner

JN:kw

cc: The Honorable Lance Gooden, U.S. House of Representatives
The Honorable Roger Williams, U.S. House of Representatives
The Honorable Beth Van Duyne, U.S. House of Representatives
The Honorable Marc Veasey, U.S. House of Representatives
The Honorable Jasmine Crockett, U.S. House of Representatives
The Honorable David Fink, Federal Railroad Administration, Administrator
Caroline Mays, AICP, Director of Planning and Modal Programs, Texas Department of Transportation
Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments



PRESS RELEASE
 Contact: Brian Wilson
 (817) 704-2511
bwilson@nctcog.org

NCTCOG INVITES PUBLIC INPUT ON TRANSPORTATION, AIR QUALITY INITIATIVES AT OCT. 13 PUBLIC MEETING

Public comments will be accepted through Nov. 11

Oct. 6, 2025 (Arlington, TEXAS) – The North Central Texas Council of Governments (NCTCOG) invites the public to provide input on recent transportation initiatives, including proposed strategies for air quality improvement and railroad crossing safety during a hybrid public meeting at noon on Monday, Oct. 13.

The meeting will be held in the Transportation Council Room at the NCTCOG offices, located at 616 Six Flags Drive in Arlington. Those unable to attend in person can view the meeting online at PublicInput.com/nctcogOct25. Residents can also participate by calling 855-925-2801 and entering code 12019. Public comments will be accepted until Nov. 11.

The meeting will include an update and request feedback on the Dallas-Fort Worth Air Quality Improvement Plan (DFW AQIP). The DFW AQIP Comprehensive Action Plan aims to improve air quality and protect public health through 2050. This project is supported through funding from the Environmental Protection Agency's Climate Pollution Reduction Grants program.

Additionally, staff will present details on the Rail Crossing Improvement Program, which aims to identify at-grade railroad crossings within the region that need rehabilitation or enhancement to increase safety. The two corridors identified for improvement include 11 at-grade railroad crossings with eight crossings in Southeast Fort Worth and three crossings in West Dallas. The corridors were selected based on various criteria such as annual average daily traffic, crossing incidents, number of trains per day and site-specific safety equipment.

Finally, Fiscal Year 2020-2024 annual project listings will be available for online review and comment. Annual Project Listings outline federal funds obligated on projects within the Dallas-Fort Worth region for each fiscal year. The reports are submitted to the Texas Department of Transportation (TxDOT) annually and are then sent to the Federal Highway Administration (FHWA).

Residents planning to use transit to attend the meeting can take advantage of \$6 round-trip rides from the CentrePort/DFW Airport Station to NCTCOG via the Arlington Transportation app. Visit ArlingtonTX.gov/ondemand to download the app.

For special accommodation related to disabilities or language interpretation, please contact 817-573-1719 or email hwitcher@nctcog.org at least 72 hours prior to the meeting.

About the Regional Transportation Council:

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 44 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at www.nctcog.org.

###

FOR IMMEDIATE RELEASE

Contact: Brian Wilson

(817) 704-2511

bwilson@nctcoq.org

Amanda McNew

(682)321-0110

amcnew@plano.gov

NORTH TEXAS AGENCIES TO CONDUCT LARGE-SCALE EMERGENCY RESPONSE EXERCISE

The three-day training event will take place throughout North Texas Oct. 27-29, 2025

Oct. 14, 2025 (Arlington, TEXAS) – Public safety agencies across the Dallas-Fort Worth region will take part in **Metro X**, a multi-day, full-scale emergency response exercise simulating terrorist attacks and mass casualty incidents across multiple cities. The three-day training event will take place Oct. 27-29, 2025, and will involve police and fire departments, emergency medical services, hospitals, school districts, dispatch centers, emergency managers and city officials across the region.

The purpose of the exercise is to test and strengthen regional preparedness, coordination and communication across all levels of emergency response.

“MetroX is one of the largest regional exercises coordinated by the North Central Texas Council of Governments (NCTCOG) Emergency Preparedness Department and regional public safety teams,” NCTCOG Executive Director Todd Little said. “This will help test our systems, plans and capabilities to ensure we are ready as a region for any large incident or disaster.”

Area residents may see and hear simulated gunfire, emergency vehicles, role players acting as victims and increased first responder activity near exercise locations. The public is asked to not be alarmed and to follow instructions provided by participating agencies if near an exercise site.

Media interviews and photo opportunities will be available at the following site locations:

- 9 a.m. to noon Monday, Oct. 27, Plano Fire-Rescue Training Center, 4637 McDermott Road, Plano
- 9 a.m. to noon Monday, Oct. 27, Amon G. Carter Stadium at Texas Christian University, 2850 Stadium Drive, Fort Worth
- 10 a.m. to 3 p.m. Wednesday, Oct. 29, Frederick P. Herring Parks and Recreation Center, 191 Civic Circle, Lewisville

About the North Central Texas Council of Governments:

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development. 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. NCTCOG serves a 16-county region of North Central Texas, which is centered in the two urban centers of Dallas and Fort Worth. For more information on the Transportation Department, visit www.nctcog.org/trans.



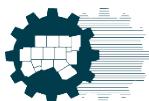
PROPOSED TRAFFIC SIGNAL PROGRAM FUNDING PROCESS

REGIONAL TRANSPORTATION COUNCIL
NOVEMBER 13, 2025

OVERVIEW OF REGIONAL TRAFFIC SIGNAL PROGRAM

Traffic Signal Equipment + Traffic Signal Performance = Identify Need

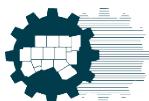
1. Signal Retiming
2. Signal Equipment
3. Signal Software
4. Roadway Capacity Improvement



PROPOSED TRAFFIC SIGNAL PROGRAM FUNDING REQUIREMENTS

To be eligible, agencies must:

1. Develop and maintain a Traffic Signal Maintenance Standard Operating Procedures and Replacement Strategy (all 22 elements).
City Develop or NCTCOG Support
2. Monitor traffic signal performance through INRIX platform.
3. Participate in regional data sharing efforts consistent with Traffic Management Data Dictionary (TMDD) standards for Center-to-Center communication.
4. Participate in NCTCOG Traffic Signal Committee and Peer-to-Peer subject matter experts.

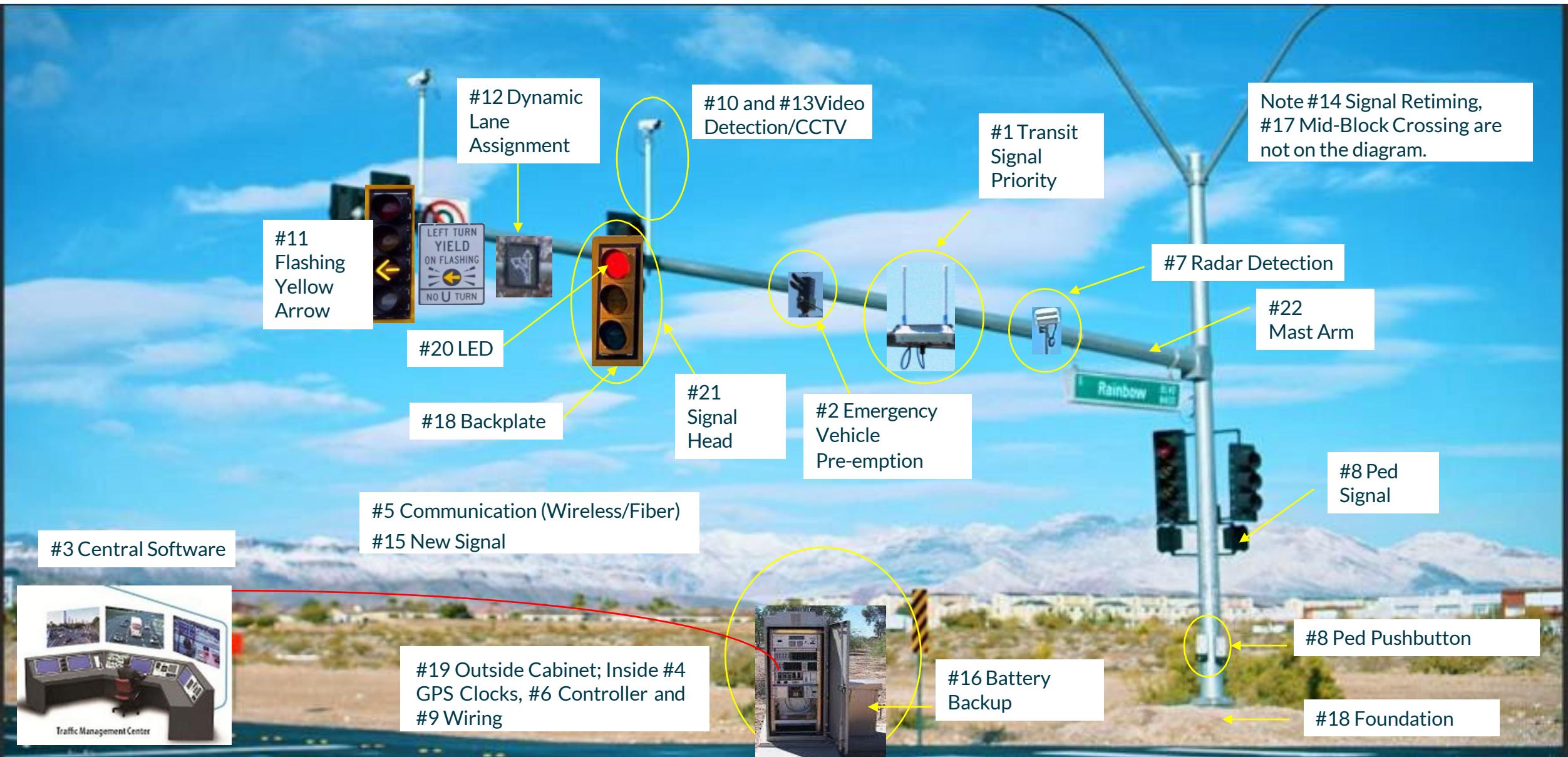


EVALUATION PROCESS FOR SIGNAL FUNDING REQUESTS

1. Review Equipment Inventory Assessment
 - Review age, condition, and availability of key components (e.g., controllers, detection, cabinets).
2. Review Signal Performance Measures
 - Use of INRIX Signal Analytics to evaluate delay, arrivals on green, split failures, coordination issues.
3. Identify / Prioritize Improvements
 - Identify upgrades aligned with improvement categories and available funding.



TRAFFIC SIGNAL COMPONENTS



STEP 1. REVIEW EQUIPMENT INVENTORY ASSESSMENT (BEGAN 2022; UPDATED 2024)

Projects are evaluated based on the type of improvement and corridor characteristics.

Improvement Category: Central Software, Coordination Equipment, Operations and Physical Equipment.

Corridor Characteristics: Located on transit, freight, or special event corridors or documented safety concerns or crash history.



STEP 2. REVIEW SIGNAL PERFORMANCE MEASURES (BEGAN 2024)

Evaluate Average Control Delay/Vehicle

24 hour

AM peak

PM peak

Weekend

A <= 10 seconds

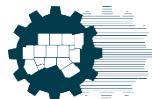
B > 10 - 20 seconds

C > 20 - 35 seconds

D > 35 - 55 seconds

E > 55 - 80 seconds

F > 80 seconds



STEP 3: CATEGORIZING IMPROVEMENTS

#	Types of Improvements	Cost Sharing (Federal / Match)
1	Transit Signal Priority / Transit Signal 2.0	80/20
2	Emergency Vehicle Pre-Emption	80/20
3	Central Software	80/20
4	GPS Clocks	80/20
5	Communication (Fiber or Wireless)	80/20
6	Controllers	80/20
7	Vehicle Detection (No Loops)	80/20
8	Bike / Ped Equipment / Low and High-End Volume Warrant	80/20
9	Wiring	80/20
10	Freight Signal Optimization	80/20
11	Flashing Yellow Arrows	80/20



STEP 3: CATEGORIZING IMPROVEMENTS (CONT.)

	Types of Improvements	Cost Sharing (Federal / Match)
12	Dynamic / Reversible Lane Assignments	80/20
13	CCTV / Camera for Operations (Non-Scheduled Events)	80/20
14	Signal Retiming / Safety / High Volumes	80/20
15	New Signals (Warrants 4,5,6,7, and 9)	80/20
16	Battery Back-Up	80/20
17	Mid-Block Crossing	0/100
18	Backplate	0/100
19	Cabinets / Foundations	0/100
20	LEDs	0/100
21	Signal Head Replacement	0/100
22	Span Wire to Mast Arm / Poles	0/100



SCHEDULE

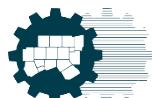
Action	Meeting	Date
Information – Traffic Signal Program	STTC	June 27, 2025
Information – Traffic Signal Program	RTC	September 11, 2025
Action – Traffic Signal Program	STTC	October 24, 2025
Action – Traffic Signal Program	RTC	November 13, 2025



REQUESTED ACTION – PROPOSED TRAFFIC SIGNAL FUNDING PROCESS

- **RTC approval of:**
 - Approve eligibility requirements, evaluation criteria for funding requests, categorization of traffic signal improvements, and cost-sharing.
 - Develop funding program through RTC to implement traffic signal needs identified as part of this process.
 - 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.

RTC Action Item – November 13, 2025



CONTACT US



Natalie Bettger

Senior Program Manager

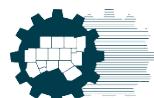
nbettger@nctcog.org | 817-695-9280



Gregory Masota

Principal Transportation Planner

gmasota@nctcog.org | 817-695-9264





Approval of Dallas-Fort Worth Air Quality Improvement Plan- Transportation Elements

Chris Klaus

Regional Transportation Council

November 13, 2025

Comprehensive Air Quality Planning

Dallas-Fort Worth Air Quality Improvement Plan: Comprehensive Action Plan (CAP)*

Outlines through 2050:

- Comprehensive Emissions Inventory and Projections
- Targets and Measures to Improve Air Quality in All Sectors

Includes:

- Comprehensive Stakeholder Engagement
- Air Quality Planning for All Emissions of Local Concern
- Integrating NCTCOG Regional and Statewide Efforts**

Potential Impact of Regional Growth:



Nonattainment and
Conformity Lapse



Section 185 Fees (*Failure to
Attain Fees*)



Constrained Resources and
Lacking Infrastructure



Health Impacts

*The DFW AQIP development is supported by funding from Environmental Protection Agency's (EPA) Climate Pollution Reduction Grants (CPRG): Planning Grants

**TCEQ's Comprehensive Roadmap to Reduce Emissions: <https://www.tceq.texas.gov/agency/climate-pollution-reduction-grants>



Establishing a Future Target

Transportation Conformity

Required by the Clean Air Act section 176(c) (42 U.S.C. 7506(c))

Ensures Metropolitan Transportation Plans (MTP) align with air quality goals in the State Air Quality Plan

State Air Quality Plan emphasizes **Nitrogen Oxides** reductions

Impacts of Failing Conformity

Significant Project Delays - building or expanding roadways

Planning Disruptions – MTP and TIPs must be revised - Increased administrative burden

Proposed Multi-Pollutant Emissions Reduction

Nitrogen Oxides (NO_x), Volatile Organic Compounds (VOC), Particulate Matter (PM_{2.5}), and Carbon Dioxide Equivalent (CO₂e)

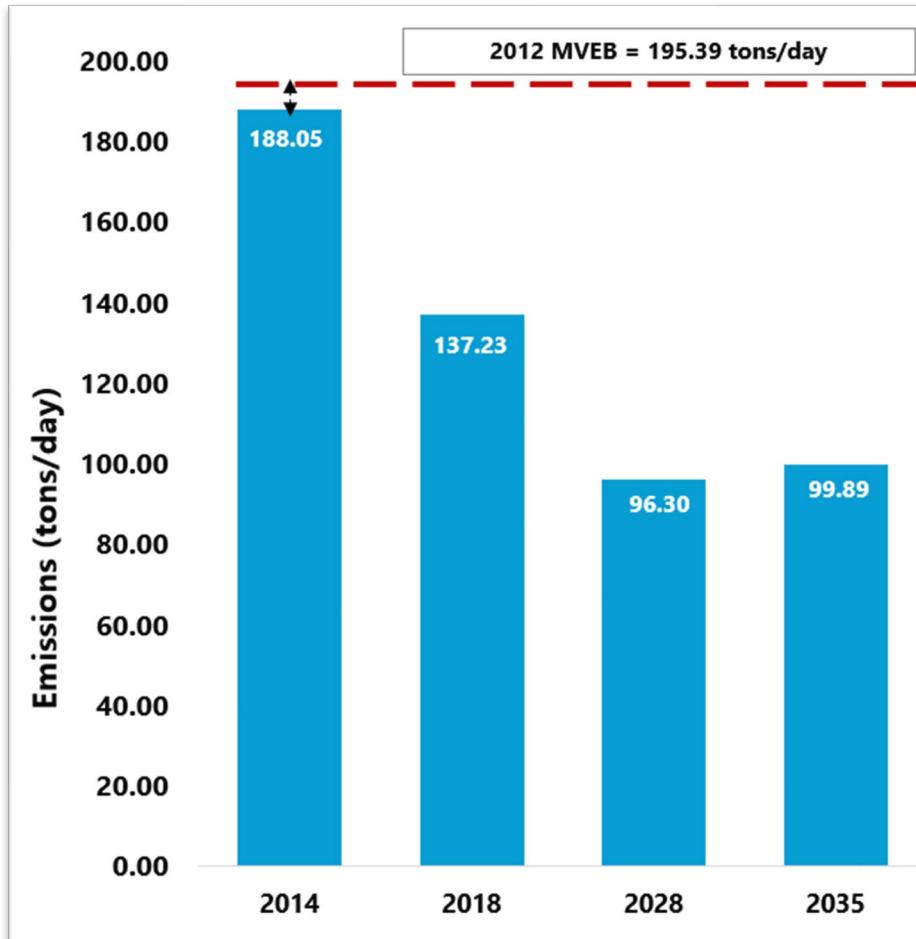
25% **Nitrogen Oxides** reduction by 2050 Horizon Year



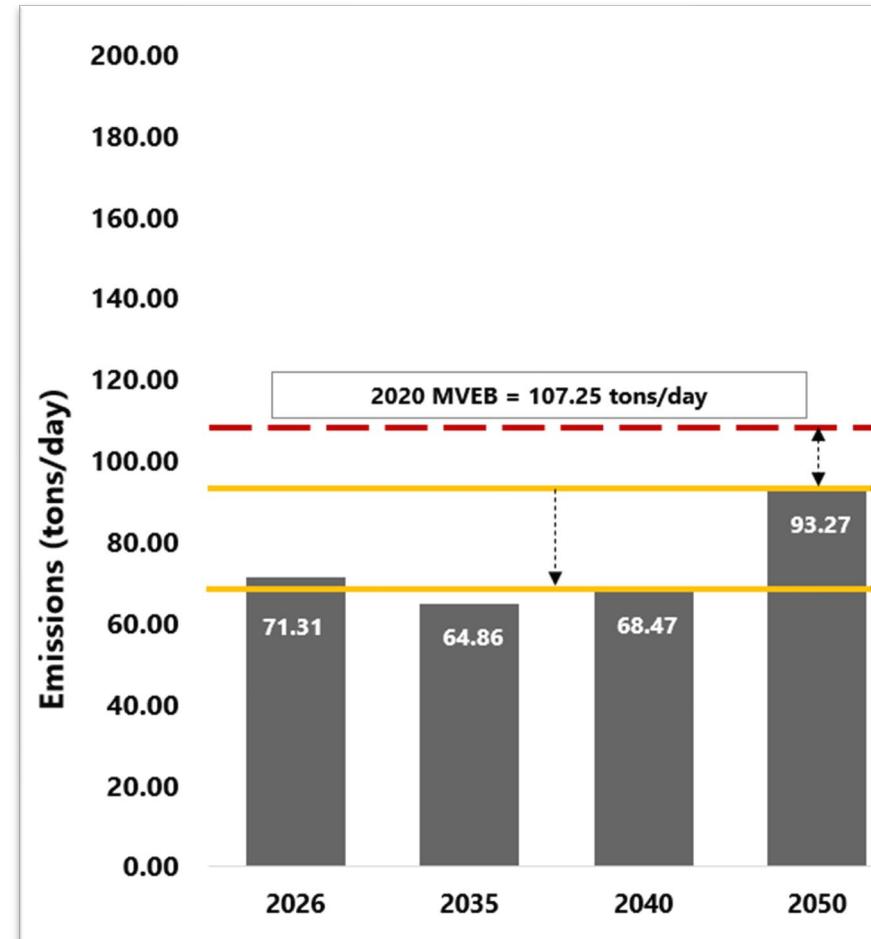
Historical and Modeled Future Nitrogen Oxides (NO_x)

On-road, Tons/Weekday, NCTCOG 10-county ozone nonattainment area

Old - Conformity Analysis



New - 2025 Conformity Analysis



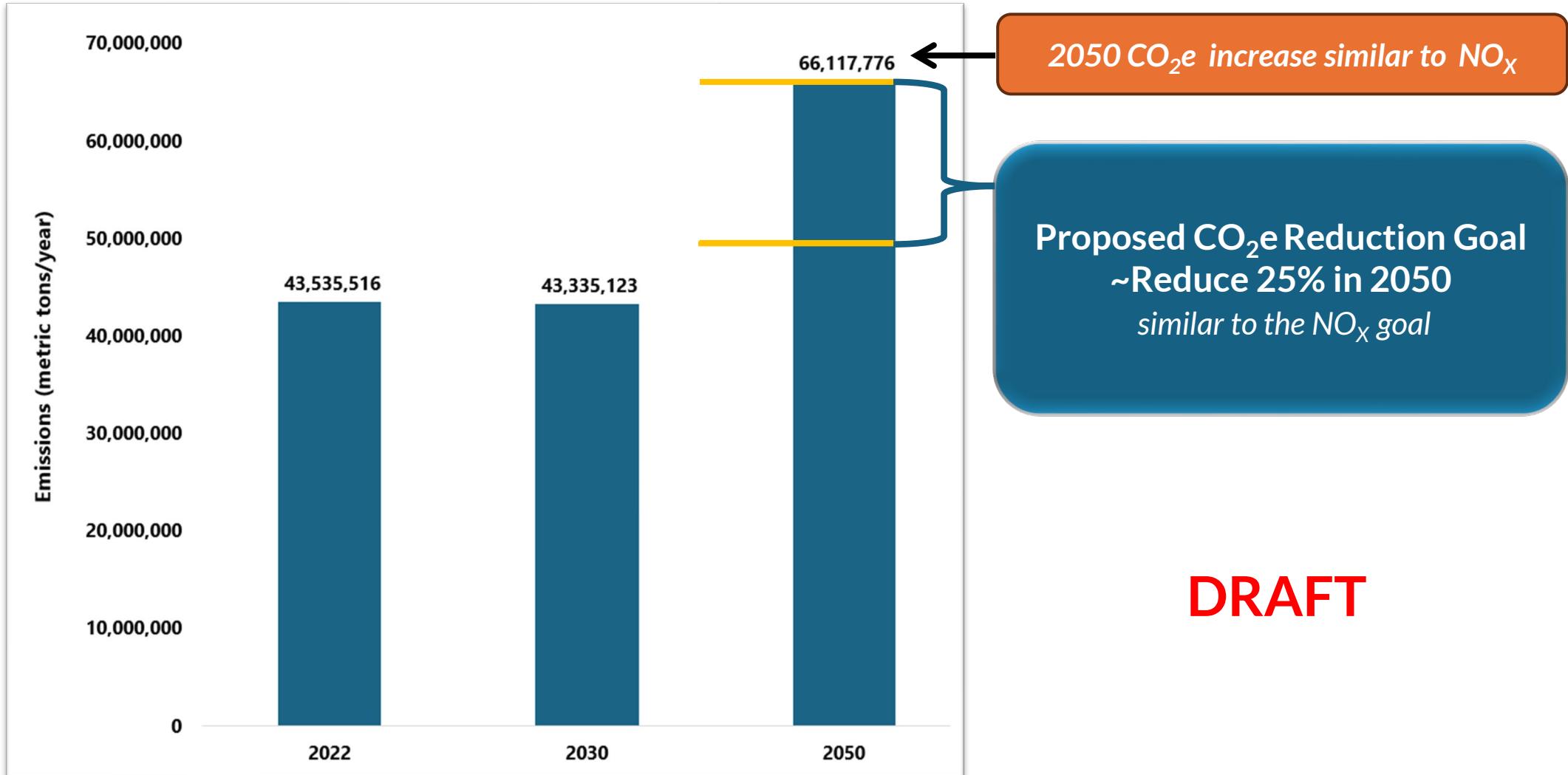
Proposed NO_x Reduction Goal
~Reduce 25% in 2050
Align 2050 NO_x emissions with levels around current analysis year (2026)

Combination of Federal, State, and Local efforts needed



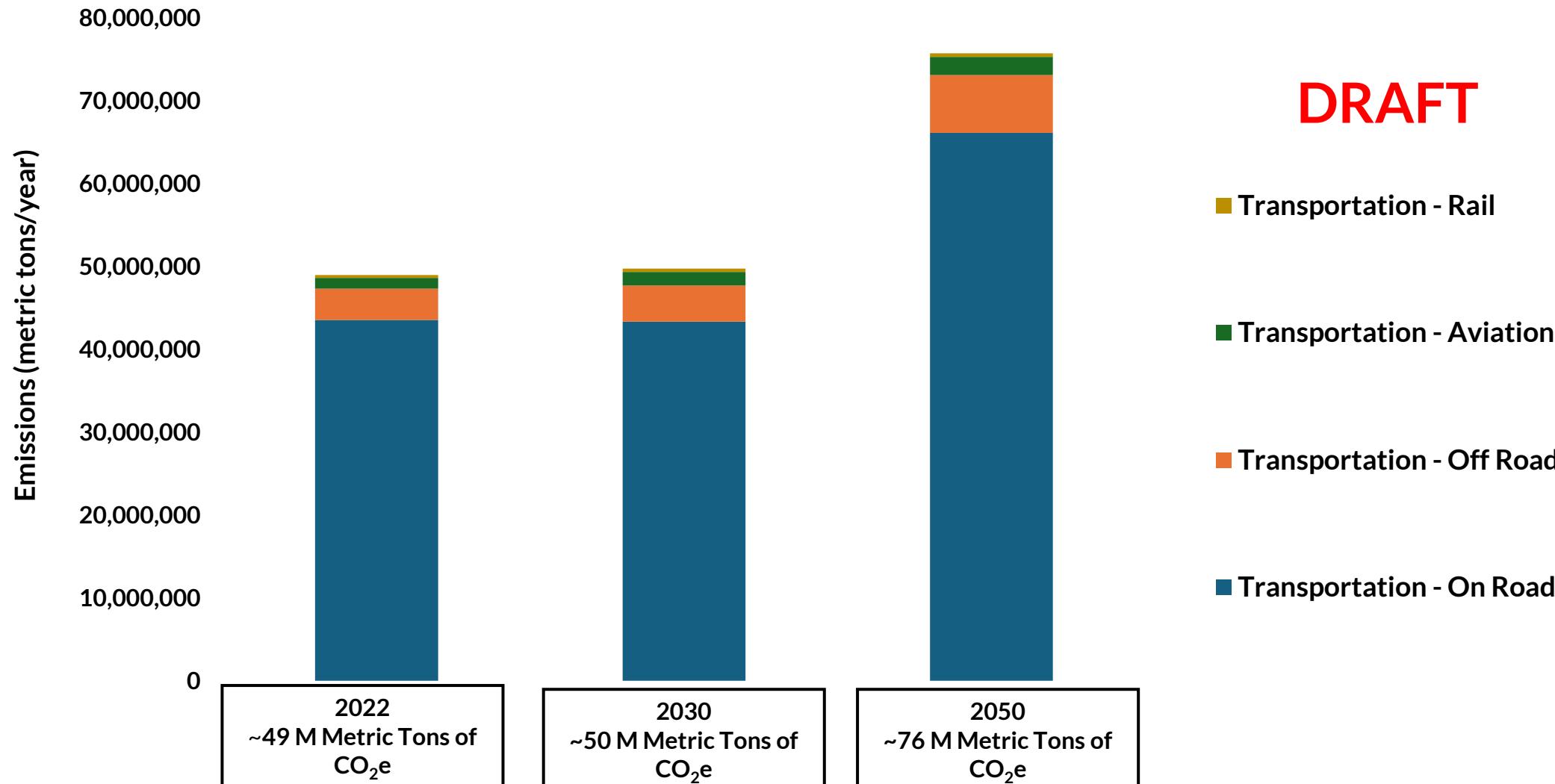
DFW AQIP Emissions Inventory and Projections

On-road, Carbon Dioxide Equivalent (CO₂e), Metric Tons/Year, NCTCOG 16-county area



DFW AQIP Emissions Inventory and Projections

Transportation, Carbon Dioxide Equivalent (CO₂e), Metric Tons/Year, NCTCOG 16-county area

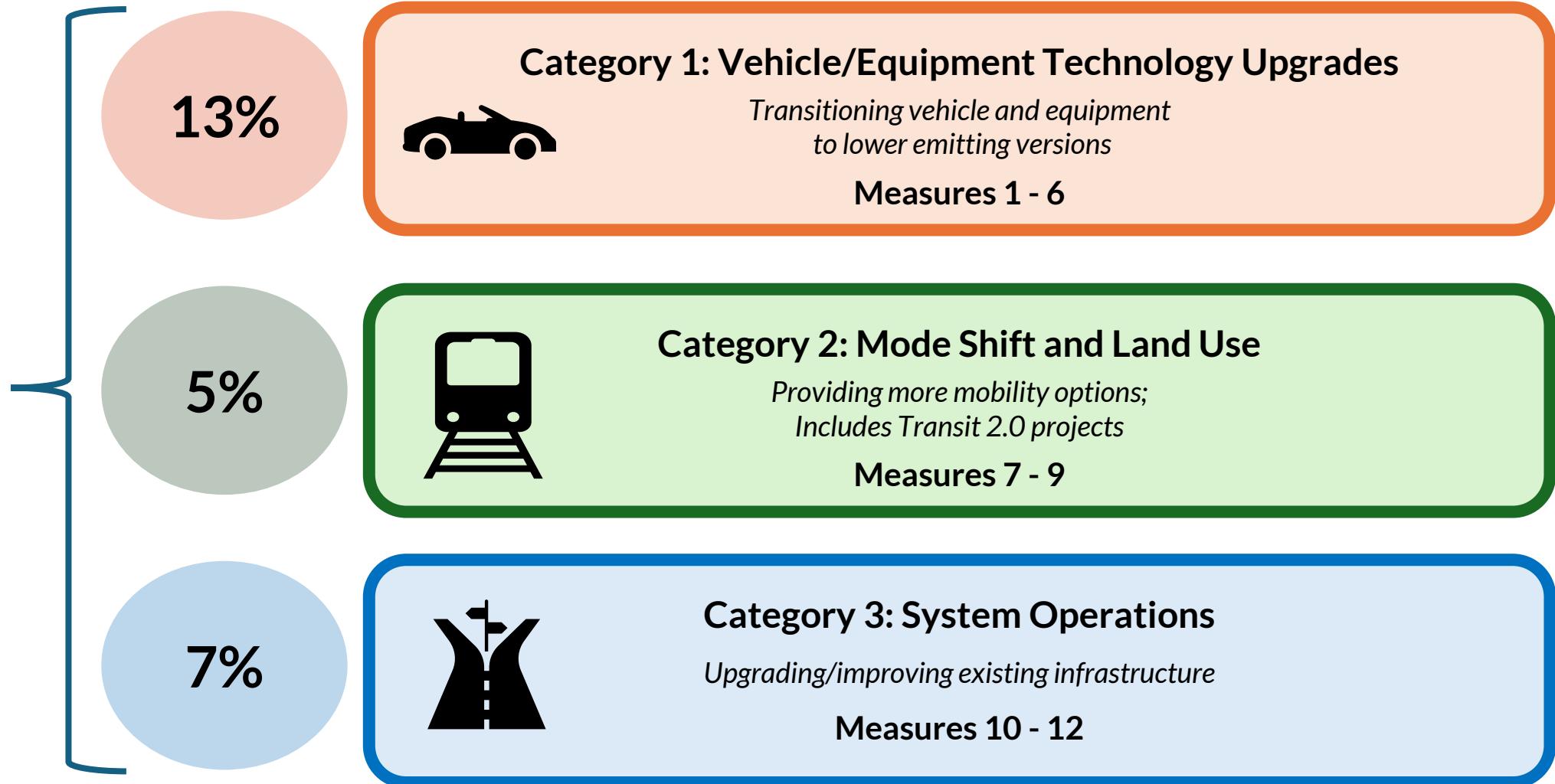


DRAFT



Path to 2050 Goals and Measures

Contribution of Proposed Measure Categories Toward Goal of 25% Emissions Reduction by 2050



Measures Support Policy and Programs within Mobility 2050



Schedule

Process	Proposed Milestone	Date
Draft Emissions Inventory and Transportation Projections	STTC Information	June 27, 2025
	RTC Information	August 7, 2025
	Executive Board Status Report	October 23, 2025
Final Plan	STTC Action – Transportation Elements Only	October 24, 2025
	RTC Action – Transportation Elements Only	November 13, 2025
	Executive Board Action – Final Plan	November 20, 2025
	Submit Plan to EPA	No Later Than December 1, 2025
Status Report	Status Report to EPA	December 2027

Other Sectors (Water/Wastewater, Energy, Materials Management, Agriculture/Forestry/Land-Use, and Fugitive Emissions) being reviewed/approved by other subject matter expert committees/working groups



REQUESTED ACTION – Dallas-Fort Worth Air Quality Improvement Plan

RTC Approval of:

- DFW AQIP: Comprehensive Action Plan - Transportation Elements
 - Emissions Inventories
 - 2030 and 2050 Transportation Emissions Projections
 - 25% Emission Reduction Goal
 - Transportation Measures
- Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed.

RTC Action Item – November 13, 2025



Contact Us



616 Six Flags Drive
Arlington, TX 76011



dfwaqip@publicinput.com



Publicinput.com/dfwaqip



Lori Clark
Senior Program Manager &
DFWCC Director
lclark@nctcog.org

Chris Klaus
Senior Program Manager
cklaus@nctcog.org

Susan Alvarez, P.E., CFM
Director of Environment &
Development
salvarez@nctcog.org



Savana Nance
Principal Air Quality Planner
snance@nctcog.org

Vivek Thimmavajjhala
Senior Transportation System
Modeler
vthimmavajjhala@nctcog.org

Corinne Buckley
Environment &
Development Planner
cbuckley@nctcog.org



Jenny Narvaez
Program Manager
jnarvaez@nctcog.org

Daniela Tower
Air Quality Planner
dtower@nctcog.org

Alyssa Knox
Environment & Development
Planner
aknox@nctcog.org



DRAFT - Dallas-Fort Worth Air Quality Improvement Plan Comprehensive Action Plan (CAP) Transportation Measures

This list of CAP Transportation Measures was developed by refining Transportation Measures published in March 2024 as part of the Dallas-Fort Worth Air Quality Improvement Plan; Priority Action Plan (PAP). NCTCOG staff considered regional stakeholder support, alignment with Mobility 2050, estimated emission reductions, and feasibility. For more information, including previous PAP measures, please visit www.publicinput.com/dfwaqip.

Category	Proposed CAP Measures		Estimated % of Measure's Contribution to Category's Reduction	Related Mobility 2050 Policies and Programs	Implementing Agencies	Estimated Cost Per Project	Explanation of Cost Estimate	Expected Community Benefits		
	Measure Name	Project								
Measure Category 1: Vehicle/Equipment Technology Upgrades: Contributes 13% of the Goal to Reduce Emissions 25% by 2050	Measure 1: Expand Use of On-Road Alternative Fuel Vehicles	Expand Adoption of Light and Medium Duty Alternative Fuel Vehicles	30%	CF3-002, CF2-002, CF2-003	Public and Private Entities	\$ 50,000 - \$ 75,000	Cost Range of New Alternative Fuel Vehicle. Cost Varies Depending on Vehicle Type (Ex: Car vs Pickup Truck)	Economic Development; Improved Health and Well-Being; Increased Resiliency and Adaptability; Reduced Noise Pollution		
		Expand Adoption of Medium and Heavy Duty Alternative Fuel Vehicles					Cost Range of New Alternative Fuel Vehicle. Cost Varies Depending on Vehicle Type (Ex: Step Van Vs. Transit Bus/18 Wheeler)			
	Measure 2: Reduce Emissions from Locomotives	Demonstrate a Zero Emission Locomotive	1%	CF3-002, CF2-003	Rail Operators	\$ 6,000,000 - \$ 12,500,000	Cost of Repowering Existing Locomotive or Purchasing One New Locomotive	Improved Health and Well-Being; Increased Resiliency and Adaptability		
		Convert Tier 0/ Uncontrolled Switcher Locomotives to Tier 4 or Lowest Emitting Technology			Private Railroad Agencies	\$ 3,000,000 - \$ 12,500,000				
		Convert Existing Passenger Rail Locomotives to Tier 4 or Lowest Emitting Technology			Transit Agencies					
		Add Wayside Power to Trinity Railway Express			DART and Trinity Metro	\$5,000,000	Cost of 9 Wayside Power Units			
	Measure 3: Expand Use of Alternative Fuel Non-road Equipment	Expand Alternative Fuel Equipment Adoption: Engines >25hp	9%	CF3-004, CF2-002, CF2-003	Public and Private Fleets	\$ 60,000 - \$ 2,425,000	Cost Range of New Alternative Fuel Equipment. Cost Varies Depending on Equipment Type (Ex: Forklift vs Crane)	Economic Development; Improved Health and Well-Being; Increased Resiliency and Adaptability; Reduced Noise Pollution; Reduced Costs		
		Expand Alternative Fuel Equipment Adoption: Engines <25hp			Public and Private Fleets and Residents	\$ 30 - \$500	Cost Range of New Alternative Fuel Equipment. Cost Varies Depending on Equipment Type (Ex: Weedwhacker vs Mower)			
	Measure 4: Expand Sources and Use of Low-Emitting Fuels	Expand Availability and Adoption of On-Road Low Emitting Fuels (Gasoline Alternatives)	5%	CF2-002, CF2-001	Public and Private Entities	\$2,195	Average Annual Cost of Alternative Fuels for Light Duty Vehicles Operating 15,000 Miles Annually	Economic Development; Improved Health and Well-Being; Increased Resiliency and Adaptability; Reduced Noise Pollution; Reduced Costs		
		Expand Availability and Adoption of On-Road Low Emitting Fuels (Diesel Alternatives)		CF3-002, CF2-003	Public and Private Entities	\$4,533	Average Annual Cost of Alternative Fuels for Medium/Heavy Duty Vehicles Operating 30,000 Miles Annually			
	Measure 5: Implement Regional Emissions Compliance Program	Implement Law Enforcement Operations Focused on Illegal Engine Tampering and Emissions Compliance Activities	TBD	AQ3-003, AQ3-004, AQ2-001	NCTCOG & Public Entities	\$8,000,000	Cost Represents Regional Implementation (i.e. Multiple Projects in the 10-County Ozone Nonattainment Region)	Improved Health and Well-Being; Increased Engagement and Awareness; Increased Safety; Reduced Noise Pollution		
	Measure 6: Reduce Emissions from Airports	Increase Airport Accreditation, Establish Best Practices, and Increase Use of Sustainable Aviation Fuel	5%	AV3-003, AQ2-004, AV2-002	Airports	\$27,917,910	Annual Cost to Fuel a Boeing 737 With Sustainable Aviation Fuel (710 Gallons per hour at 3000 hours)	Economic Development; Increased Safety; Increased Resiliency Adaptability		

DRAFT - Dallas-Fort Worth Air Quality Improvement Plan Comprehensive Action Plan (CAP) Transportation Measures

This list of CAP Transportation Measures was developed by refining Transportation Measures published in March 2024 as part of the Dallas-Fort Worth Air Quality Improvement Plan; Priority Action Plan (PAP). NCTCOG staff considered regional stakeholder support, alignment with Mobility 2050, estimated emission reductions, and feasibility. For more information, including previous PAP measures, please visit www.publicinput.com/dfwaqip.

Category	Proposed CAP Measures		Estimated % of Measure's Contribution to Category's Reduction	Related Mobility 2050 Policies and Programs	Implementing Agencies	Estimated Cost Per Project	Explanation of Cost Estimate	Expected Community Benefits
	Measure Name	Project						
Measure Category 2: System Operations: Contributes 5% of the Goal to Reduce Emissions 25% by 2050	Measure 7: Optimize Transportation System Efficiency	Optimize Technology and Multimodal Connectivity	8%	FP3-004, FP2-004, TT2-001, FP2-001, TT2-005	Public Entities	\$5,000,000	Cost for One Project Implementation	Increased Access to Service; Economic Development; Increased Safety; Reduced Costs; Increased Resiliency and Adaptability; Improved Health and Well-Being; Reduced Noise Pollution
	Measure 8: Optimize Truck and Rail Flow	Improve Roadways with Features such as Improved Alignments, Roundabouts, Dedicated Turn Lanes, etc.	3%	MO3-001, FP2-004, TSSF2-002	Public Entities	\$40,000,000	Cost for Completion of One Project	Increased Access to Service; Economic Development; Increased Safety; Reduced Costs; Increased Resiliency and Adaptability; Improved Health and Well-Being; Reduced Noise Pollution
		Install Grade Separations		FP3-014	TxDOT and Local Governments	\$40,000,000		
	Measure 9: Enhance Regional Traffic Signal Operations	Upgrade or Replace All Traffic Signal Equipment that do not Meet Regional Minimum Standard	9%	TSMO3-008, TSMO2-002, RD2-002	Public Entities	\$50,000,000	Cost to Upgrade/Replace All Traffic Signal Equipment that does Not Meet Regional Minimum Standards	Increased Access to Service; Economic Development; Increased Safety; Reduced Costs; Increased Resiliency and Adaptability; Improved Health and Well-Being; Reduced Costs
		Improve Signal Timing in the Region		TSMO-007, TSMO2-002, TSMO2-003, RD2-002	Public Entities	\$6,500	Cost for Upgrading One Signal	
		Install Bus Signal Prioritization Equipment		TR3-008, TSMO2-002, RD2-002	Public Entities	\$187,000	Cost of the Upgrading of One Route with Multiple Signals and Purchase Installation of Associated Vehicle Equipment	
Measure Category 3: Mode Shifts: Contributes 7% of the Goal to Reduce Emissions 25% by 2050	Measure 10: Expand Active Transportation Network	Improve and expand bicycle and pedestrian facilities, improving connections with major destinations	9%	BP3-001, BP2-002	Public Entities	\$2,000,000	Cost for One Project Implementation (i.e. One Trail, Off-Street Bikeway, Sidewalk)	Economic Development; Improved Health and Well-Being; Increased Access to Service; Increased Resiliency and Adaptability; Increased Safety; Increased Awareness and Engagement; Reduced Noise Pollution
	Measure 11: Reduce Vehicle Miles Traveled	Incentivize Commuting During Off Peak Times & Other Alternative Commute Methods	15%	SD3-006, TDM2-001, BP2-002	Employers	\$500,000	Cost for One Project Implementation	Economic Development; Improved Health and Well-Being; Increased Resiliency and Adaptability; Increased Safety
		Utilize Smart Infrastructure to Improve Operations		AQ3-008, AQ2-005, TT2-004	Public Entities	\$1,000,000		
	Measure 12: Increase Access to Transit Service	Expand Transit Service Area	6%	MO3-001, CF2-006	Local Governments and Transit Agencies	\$1,125,000	Cost for One Transit Service Expansion/Frequency Project	Economic Development; Improved Health and Well-Being; Increased Access to Service; Increased Resiliency and Adaptability; Increased Awareness and Engagement; Reduced Costs
		Increase Transit Attractiveness		TR3-007, TR3-008	Public Entities	\$8,000,000	Annual Cost for Regional Implementation	
		Increase Development of Transit Oriented Developments and Mobility Hubs		SD3-002, TDM2-001, SD2-001, EJ2-001	Public Entities	\$1,833,333	Cost of the Development of One Mobility Hub	

Measures from the PAP that were Removed from DFW AQIP CAP: Transportation Sector

NA	Green Purchasing/ Green Construction Program	Measure Removed From Plan; unable to clearly quantify emissions reductions potential
	Expand Landscaping, Vegetation and Tree Cover	Removed From Sector; Addressed as part of the Agriculture, Forestry, and Land Use Sector
	Develop Regional Transit Plan	Measure Removed From Plan; is a foundational step but does not provide quantifiable air quality benefits



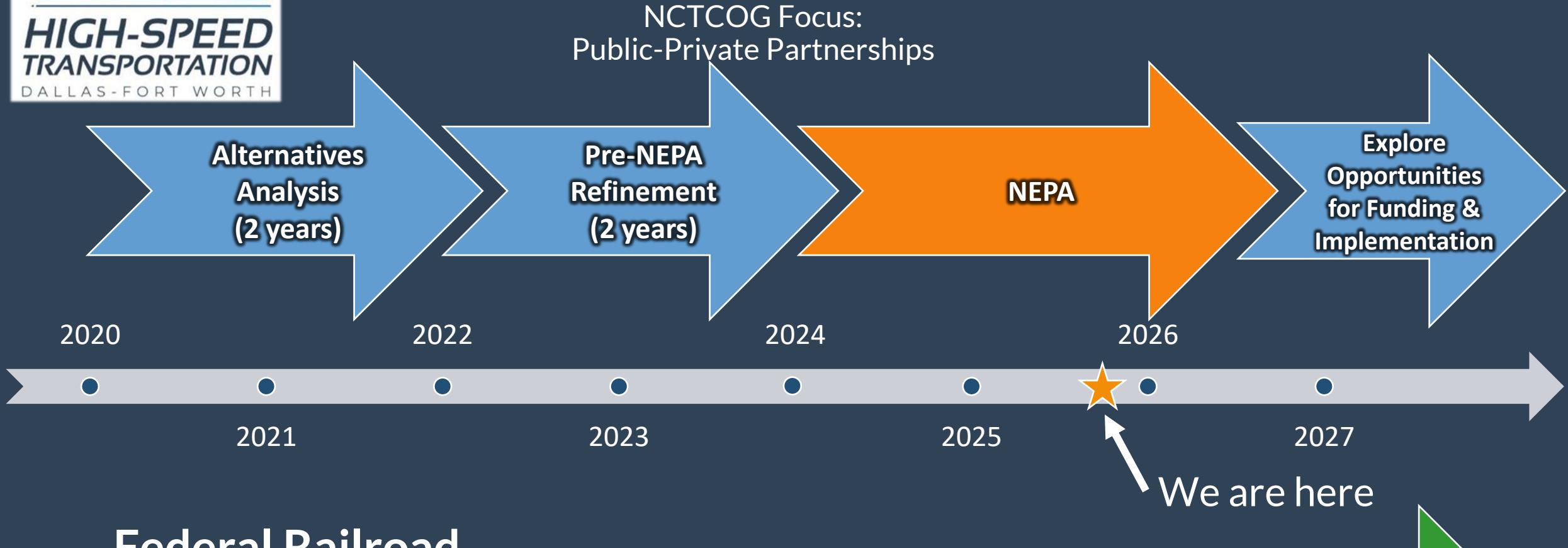
NCTCOG PRESENTATION

Advance Fort Worth to Houston High-Speed Rail Corridor Identification and Development Program, Dallas-Fort Worth High- Speed Rail NEPA Study, and McKinney Passenger Rail Corridor Study

DAN LAMERS, PE | RTC | 11.13.2025

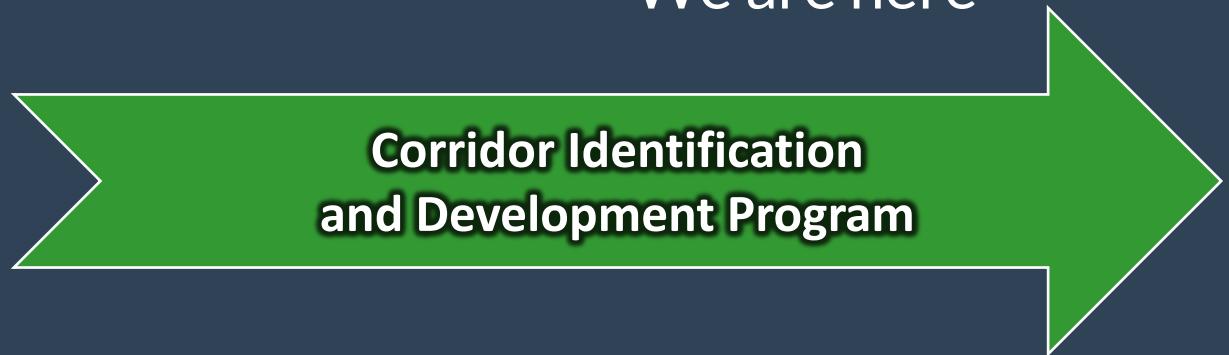


Federal Transit Administration Process



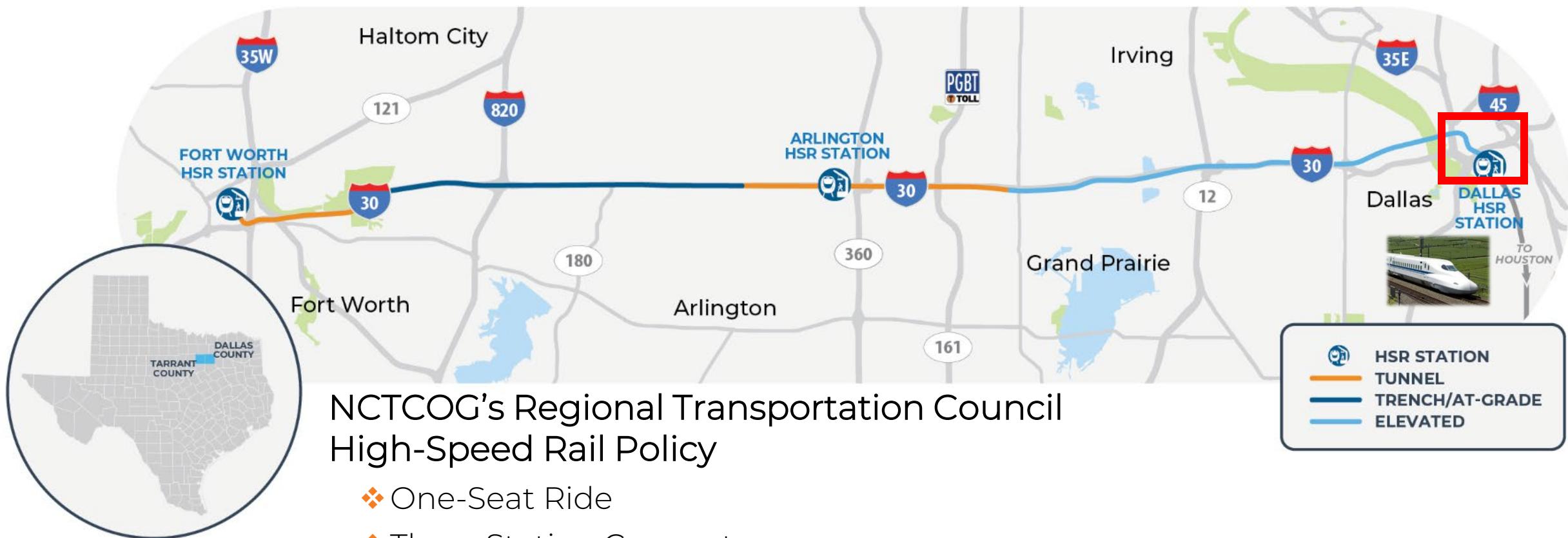
Federal Railroad Administration Process

NCTCOG Focus:
Federal Funding

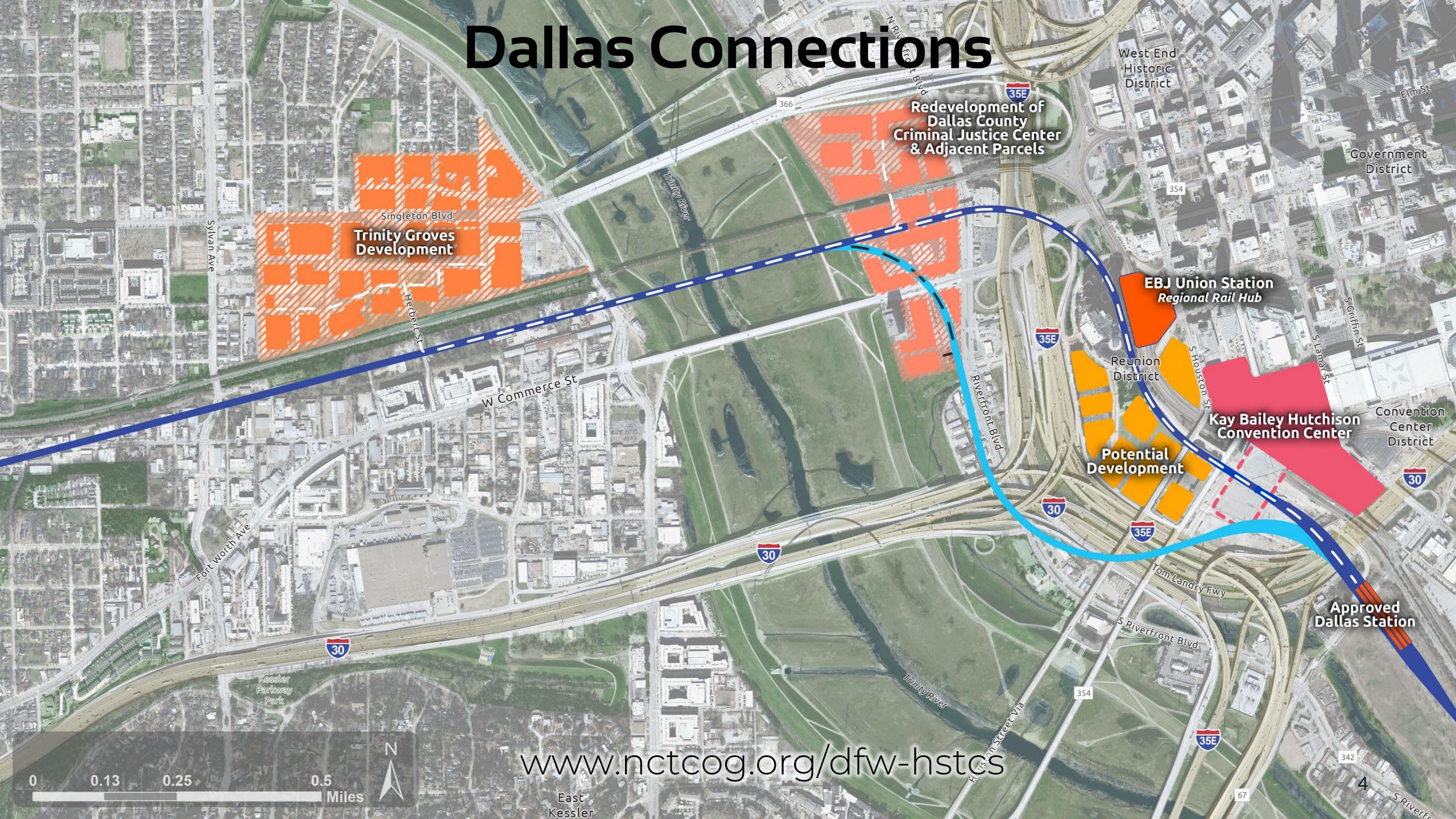


NEPA: National Environmental Policy Act

Dallas-Fort Worth Alignment for NEPA Review (Early 2024)



Dallas Connections



www.nctcog.org/dfw-hsts

0 0.13 0.25

0.5
Miles





Recent Developments Related to High-Speed Rail Initiatives

Fort Worth to Houston Corridor ID Program

October 2025 NCTCOG Executive Board “tabled” consultant contract for Federal Railroad Administration Corridor Identification and Development Program

Dallas-Fort Worth Alignment for NEPA Process

- August 2024 RTC direction (motion by Councilmember Omar Narvaez; council vote was unanimous): advance engineering and stakeholder coordination for Western Concept
- Project Team advanced western concept to same level of engineering and analysis as eastern downtown alternative (2B); stakeholder coordination included Trinity Park Conservancy and City of Dallas Kay Bailey Hutchison Convention Center project team

Economic Impact Studies for Dallas-Fort Worth High-Speed Rail

- Hunt’s Study (The Perryman Group) complete Spring 2025
- City of Dallas Study (Boston Consulting Group) complete Spring 2025
- Cities of Fort Worth and Arlington Study (AECOM) expected complete by end of 2025



RTC Next Steps: High-Speed Rail Initiatives

Fort Worth to Houston Corridor ID Program

Advance consultant contract to complete Step 1: Scope of Work development by April 2026

Dallas-Fort Worth Alignment for NEPA Process

- Advance Western Dallas Alignment Alternative with the rest of the IH 30 Integrated High-Speed Rail Corridor
- Continue stakeholder coordination
- Continue FRA and FTA coordination
- Complete engineering and environmental analysis/documentation for Dallas to Fort Worth HSR corridor to deliver an environmentally cleared high-speed rail corridor

McKinney Passenger Rail Study Context – Current Initiatives

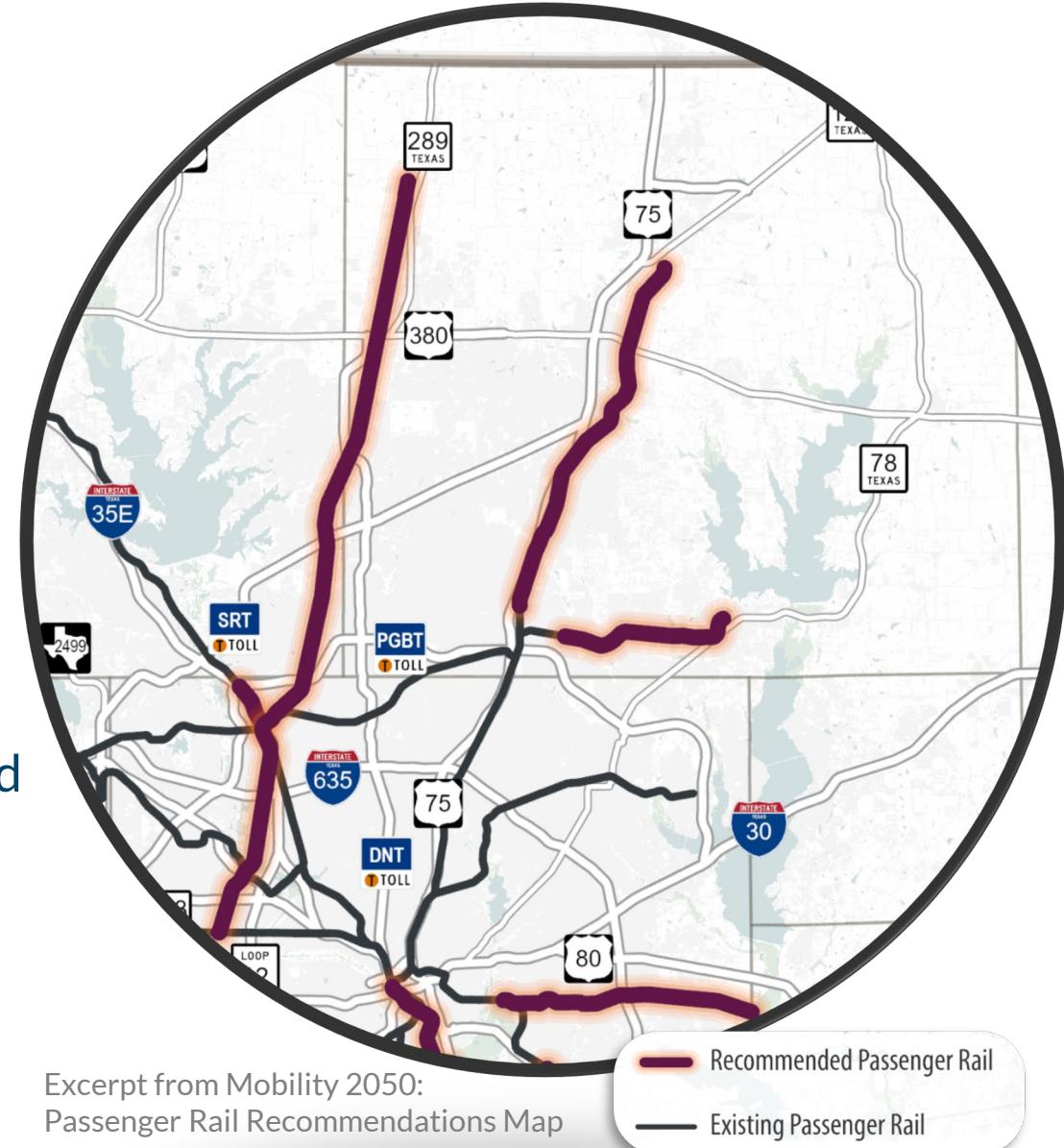
McKinney Passenger Rail Corridor Study

- Focus: transit need, public interest, and technical solution
- Builds on Collin County Transit Study (2021) and McKinney Line Conceptual Engineering and Funding Study (2010)
- Scope structured in Phases to be responsive to interest

Transit Vision Subcommittee

Focus: regional transit vision, including governance and funding

Cities of Plano, Irving, Farmers Branch, and Highland Park set to hold DART withdrawal elections





Requested Final Action to Advance High-Speed Rail Initiatives

RTC approval to:

- Request NCTCOG Executive Board and direct Project Team to proceed with Federal Railroad Administration led **Corridor Identification and Development Program** for Step 1: Scope of Work development for the **Fort Worth to Houston High-Speed Rail Corridor**.
- Request NCTCOG Executive Board and direct Project Team to proceed with Federal Transit Administration's **National Environmental Policy Act (NEPA)** initiative for **Dallas-Fort Worth High-Speed Rail Study**, including direction to advance Western Dallas Alignment Alternative with the IH 30 Integrated High-Speed Rail Corridor through the NEPA process.
- Request the city of Fort Worth and city of Arlington to complete their high-speed rail Economic Impact Study for evaluation, along with completed economic impact study efforts.



Requested Action – Advance McKinney Passenger Rail Corridor Study

RTC approval to:

- Add city of Plano withdrawal election from Dallas Area Rapid Transit (DART) to Go/No-Go decision point between Phase 1 and Phase 2 of McKinney Passenger Rail Corridor Study.
- Administratively amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and update any administrative and/or planning documents as needed to incorporate the above actions.



Contacts

www.nctcog.org/dfw-hstcs

Public Involvement

Rebekah Gongora
Program Manager
682.433.0477
rgongora@nctcog.org

Project Oversight

Dan Lamers, PE
Senior Program Manager
817.695.9263
dlamers@nctcog.org

Project Management

Brendon Wheeler, PE, CFM
Senior Program Manager
682.433.0478
bwheeler@nctcog.org

Ezra Pratt, AICP
Principal Transportation Planner
817.695.9259
epratt@nctcog.org



**U.S. Department of
Transportation**
**Office of the Secretary
of Transportation**

Office of Civil Rights

1200 New Jersey Avenue,
S.E.
Washington, D.C. 20590

September 30, 2025

This guidance provides information about important changes that the U.S. Department of Transportation (“Department” or “DOT”) is requiring recipients of financial assistance from the Department to make with respect to the Disadvantaged Business Enterprise (“DBE”) and the Airport Concession Disadvantaged Business Enterprise (“ACDBE”) programs.

Background

Recipients of highway, transit, and airport funding distributed by DOT are subject to the requirements of the DBE program, under which they must set goals for participation by small businesses owned and controlled by “socially and economically disadvantaged” individuals.¹ Recipients of airport funding are also subject to the requirements of the ACDBE program, which requires them to set similar goals with respect to airport concessionaries.²

Unfortunately, not all individuals have been treated equally under this program. Instead, Congress has mandated that DOT treat certain individuals—women and members of certain racial and ethnic groups—as “presumed” to be disadvantaged.³ Other individuals do not benefit from that presumption. This means that two similarly situated small business owners may face different standards for entering the program, based solely on their race, ethnicity, or sex.

On September 23, 2024, the U.S. District Court for the Eastern District of Kentucky determined that the DBE program’s use of race- and sex-based presumptions likely does not comply with the Constitution’s promise of equal protection under the law.⁴ Accordingly, the Court issued a

¹ See Infrastructure Investment and Jobs Act (“IIJA”) § 11101(e), Pub. L. No. 117-58 (2021) (reauthorizing DBE program with respect to highway and transit funding); 49 U.S.C. § 47113(b) (DBE program for airport funding); 49 CFR part 26 (DOT implementing regulations).

² See 49 U.S.C. § 47107(e); 49 CFR part 23.

³ Congress has provided that: (1) “women shall be presumed to be socially and economically disadvantaged individuals”; and (2) the term “socially and economically disadvantaged individuals” should otherwise be given the meaning given by section 8(d) of the Small Business Act and its implementing regulations. See IIJA § 11101(e)(2) (B); 49 U.S.C. §§ 47107(e)(1), 47113(a)(2). Section 8(d) of the Small Business Act and its implementing regulations create a rebuttable presumption that “Black Americans,” “Hispanic Americans,” “Native Americans,” “Asian Pacific Americans,” and “Subcontinent Asian Americans” are disadvantaged. See 15 U.S.C. § 637(d)(3); 13 CFR 124.103(b)(1).

⁴ *Mid-America Milling Co. v. U.S. Dep’t of Transp.*, No. 3:23-cv-00072, 2024 WL 4267183 (Sept. 23, 2024).

preliminary injunction that prohibits DOT from mandating the use of race- and sex-based presumptions with respect to contracts on which the two plaintiff entities bid.

In accordance with the directives of the President and the Attorney General, DOT and the Department of Justice (“DOJ”) have evaluated the DBE and ACDBE programs. DOT and DOJ, consistent with the ruling of the District Court, have determined that the DBE program’s race- and sex-based presumptions do not comply with the Fifth Amendment’s Due Process Clause, which prohibits the Federal Government from depriving individuals of the equal protection of the laws.

On May 28, 2025, DOT (represented by DOJ), along with the plaintiffs in the litigation in the U.S. District Court for the Eastern District of Kentucky, asked the Court to enter a Consent Order resolving a constitutional challenge to the DBE program.⁵ The motion is currently pending. In the proposed Consent Order, DOT stipulated and agreed that “the DBE program’s use of race- and sex-based presumptions of social and economic disadvantage . . . violates the equal protection component of the Due Process Clause of the Fifth Amendment of the U.S. Constitution.” The parties asked the Court to declare that “the use of DBE contract goals in a jurisdiction, where any DBE in that jurisdiction was determined to be eligible based on a race- or sex-based presumption, violates the equal protection component of the Due Process Clause of the Fifth Amendment,” and to hold and declare that DOT “may not approve any federal, state, or local DOT-funded projects with DBE contract goals where any DBE in that jurisdiction was determined to be eligible based on a race- or sex-based presumption.”

On June 25, 2025, the Solicitor General wrote to the Speaker of the House, consistent with 28 U.S.C. § 530D, to advise the Speaker that DOJ had concluded that the DBE program’s presumptions violate the Constitution, that DOJ would no longer defend the presumptions in court, and that DOJ had taken that position in ongoing litigation.⁶ DOT agrees with and adopts the Solicitor General’s analysis.

Interim Final Rule and Guidance

In light of DOT’s determination that the DBE program’s race- and sex-based presumptions are unconstitutional, DOT issued an interim final rule removing the presumptions from the DBE program regulations (“Interim Final Rule”).⁷ Because the ACDBE presumptions are functionally identical and suffer the same constitutional infirmity, the rule also removes the presumptions from the ACDBE regulations.

Accordingly, DOT issues the following guidance to recipients of DOT highway, transit, and airport funding.

⁵ Joint Motion for Entry of Consent Order, *Mid-America Milling Co. v. U.S. Dep’t of Transp.*, No. 3:23-cv-00072 (E.D. Ky. May 28, 2025).

⁶ Letter from Solicitor General D. John Sauer to Hon. Mike Johnson (June 25, 2025), <https://www.justice.gov/oip/media/1404871/dl?inline>.

⁷ See Interim Final Rule, *Disadvantaged Business Enterprise Program and Disadvantaged Business Enterprise in Airport Concessions Program Implementation Modifications*, [DBE Laws, Policy, and Guidance | US Department of Transportation](#) (Sept. 30, 2025).

Unified Certification Programs may not use race- or sex-based presumptions in determining DBE/ACDBE eligibility.

The Interim Final Rule removes race- and sex-based presumptions from the definitions of “socially and economically disadvantaged individual,” and instead provides that the owner of a DBE or ACDBE applicant must demonstrate on a case-by-case basis that the individual meets the criteria described in 49 CFR § 26.67.⁸

Section 26.67 provides, in turn, that an owner must:

- (1) demonstrate that the owner is socially and economically disadvantaged based on his or her own experiences and circumstances that occurred within American society, and without regard to race or sex;
- (2) submit to the certifier a personal narrative establishing the existence of disadvantage by a preponderance of the evidence based on individualized proof regarding specific instances of economic hardship, systemic barriers, and denied opportunities that impeded the owner’s progress or success in education, employment, or business, including obtaining financing on terms available to similarly situated, non-disadvantaged persons;
- (3) state how and to what extent the impediments caused the owner economic harm, including a full description of type and magnitude, and establish the owner is economically disadvantaged in fact relative to similarly situated non-disadvantaged individuals; and
- (4) state how and to what extent the impediments caused the owner economic harm, including a full description of type and magnitude; and
- (5) attach to the Personal Narrative a current personal net worth statement and any other financial information the owner considers relevant.⁹

Each Unified Certification Program (“UCP”) established pursuant to 49 CFR § 26.81 must immediately begin to apply these new certification standards.

UCPs must reevaluate the eligibility of existing DBEs and ACDBEs.

The Interim Final Rule requires each UCP to reevaluate all current DBEs and ACDBEs, to recertify any DBE or ACDBE that meets the new certification standards, and to decertify any DBE or ACDBE that does not meet the new certification standards. The decertification procedures of 49 CFR § 26.87 do not apply to any decertification decisions under this process.¹⁰

The reevaluation process mandated by the Interim Final Rule will ensure a level playing field between existing participants and new applicants, while also eliminating the effects of the unconstitutional presumptions.

⁸ Interim Final Rule (§§ 23.3, 26.5).

⁹ *Id.* (§ 26.67).

¹⁰ *Id.* (§§ 23.81, 26.111).

The Interim Final Rule sets out rules governing the transition to the new requirements.

The Interim Final Rule provides that until a UCP completes the reevaluation process outlined above, each recipient covered by that UCP may not: (1) include DBE contract goals or concession-specific ACDBE goals; or (2) count any participation toward overall DBE or ACDBE goals.¹¹ These requirements will ensure that existing DBEs and ACDBEs do not continue to receive any benefits as a result of their certification under the old standards.

The Interim Final Rule provides that until a UCP completes the reevaluation process, no recipient covered by that UCP shall be subject to the compliance provisions of 49 CFR § 23.57 or 49 CFR § 26.47.¹² Recipients will also not be required to update their overall goals during this process.¹³

Thank you for your cooperation as the Department seeks to ensure that its DBE and ACDBE programs treat all Americans equally and do not discriminate on the basis of race or sex.

¹¹ *Id.* (§§ 23.25, 23.53, 23.55, 26.51, 26.55).

¹² *Id.* (§§ 23.57, 26.47).

¹³ *Id.* (§§ 23.41, 26.45).

**Official Frequently Asked Questions (FAQs) on the U.S. Department of Transportation's
Disadvantaged Business Enterprise (DBE) Program and Disadvantaged Business
Enterprise in Airport Concessions (ACDBE) Program Implementation Modifications,
Interim Final Rule**

(Effective Date October 3, 2025)

The General Counsel of the Department of Transportation has reviewed these questions and answers and approved them as consistent with the language and intent of 49 CFR parts 23 and 26. The contents of this document do not have the force and effect of law and are not meant to bind the public in any way. This document is intended only to provide clarity to the public regarding existing requirements under the law or agency policies.

A. General

1. When did the Interim Final Rule (IFR) become effective?

The IFR was published in the Federal Register on October 3, 2025 and became effective that day.

2. By when must the recipients update their DBE program plans?

In accordance with § 26.21(b), significant changes to DBE plans must be submitted to DOT for approval. The Department believes the IFR significantly changes the way recipients must implement their DBE plans. Therefore, we expect that recipients will amend their plans as soon as practicable after the Unified Certification Program (UCP) in their jurisdiction completes the reevaluation process described in § 26.111 to reflect the changes in the IFR. Any portion of a DBE program plan that is dependent upon presumptions of disadvantage, DBE goals, or any aspect of the prior DBE rule that has changed based on the IFR is no longer valid.

3. Do these changes apply to the Airport Concession Disadvantaged Business Enterprise (ACDBE) Program?

Yes, the IFR made changes to the ACDBE regulations in 49 CFR part 23 in a substantially similar manner to those changes made in 49 CFR part 26. Accordingly, these FAQs apply to ACDBEs.

B. Contracting Questions

1. How does the IFR affect projects that are currently authorized/advertised and projects/contracts already awarded that have DBE goals?

Recipients with DBE goals on contracts that have been advertised but not yet let (*i.e.*, bids not yet opened) must issue amendments to the advertisements removing the DBE contract goals.

For projects with DBE contract goals that have been let (*i.e.*, bids opened) but contracts not yet awarded (*i.e.*, executed), recipients must take appropriate action to zero out the DBE goal. Due to the program changes in the IFR, DOT will allow recipients to amend the contracts without readvertising the projects, but each recipient should make its own determination on whether the contract needs to be recompeted under State law.

Contracts with a DBE goal that were let and executed prior to October 3, 2025 are not required to be modified, but DBE participation on such contracts cannot be counted toward the DBE contract goal or toward the recipient's overall DBE goal until the UCP in the recipient's jurisdiction completes the reevaluation process described at 49 CFR § 26.111. If, after the reevaluation process, every DBE performing work on a contract is recertified under the new standards, then the contract will not need to be modified. In contrast, if a DBE performing work on a contract is not recertified during the reevaluation process, the recipient will be required to take appropriate action to discontinue the effect of the unconstitutional certification; if a recipient does not take appropriate action with respect to a contract, DOT will not make any payments with respect to that contract.

2. Do recipients need to continue to perform commercially useful function (CUF) reviews of DBE work on existing contracts during the reevaluation process described in 49 CFR § 26.111?

No. Because the purpose of CUF reviews is to ensure that DBE participation on a project can be properly counted toward DBE goals (contract goals and overall DBE goals) and the counting of DBE participation is suspended during the reevaluation process, it is unnecessary for recipients to conduct CUF reviews during the reevaluation process. Recipients may determine whether any existing contracts should be modified with respect to ongoing CUF requirements.

3. Do the regulatory DBE termination provisions continue to apply during the reevaluation period described in 49 CFR § 26.111?

Yes. The termination provisions at 49 CFR § 26.53(f) continue to apply to existing contracts. A prime contractor cannot terminate a DBE or any portion of the DBE's work

listed in response to the good faith efforts bidding requirements of 49 CFR § 26.53(b) without the recipient's prior written consent upon a showing of good cause, unless the recipient causes the termination or reduction. (49 CFR § 26.53(f)). The regulations provide:

“Good cause does not exist if the prime contractor seeks to terminate a DBE or any portion of its work that it relied upon to obtain the contract so that the prime contractor can self-perform the work for which the DBE contractor was engaged, or so that the prime contractor can substitute another DBE or non-DBE contractor after contract award.”

Good cause for termination exists if a DBE loses its DBE certification after the reevaluation process described in § 26.111 is completed because it is ineligible to receive DBE credit for the type of work required. (49 CFR 26.53(viii)).

4. How does the IFR affect DBE open-ended performance plans for design-build projects?

In cases in which a design-build contractor has already signed contracts prior to October 3, 2025 with DBE subcontractors toward meeting an open-ended performance plan, the contractor should proceed with the contract. The DBE subcontractor may not be terminated or have its work reduced without the written consent of the recipient and only for good cause, including a change in eligibility. See 49 CFR 26.53 for additional grounds for good cause. Where a DBE goal has been established for a design-build contract or a separate phase of a design-build contract, but no DBEs have yet been awarded contracts, the recipient should take appropriate action to zero out the DBE goal.

If, after the reevaluation process, every DBE performing work on a design-build contract is recertified under the new standards, then the recipient need not take any further action. In contrast, if a DBE performing work on a design-build contract is not recertified during the reevaluation process, the recipient will be required to take appropriate action to discontinue the effect of the unconstitutional certification; if a recipient does not take appropriate action with respect to a contract, DOT will not make any payments with respect to that contract.

5. How does a recipient remove an advertised DBE contract goal prior to a letting?

Recipients should issue amendments to the project advertisements to remove the DBE goal.

6. Does Section II (Nondiscrimination), Part 10.a, of Federal Highway Administration (FHWA) Form 1273 incorporate by reference the DBE regulations as amended by the IFR?

Yes. For contracts awarded on or after October 3, 2025, the new DBE program regulations apply.

7. What changes should be made to DBE special provisions that recipients use for contract awards?

DBE special provisions based on the DBE regulations in effect before October 3, 2025, should not be included in contracts entered into on or after October 3, 2025. For any contracts entered into on or after October 3, 2025, recipients should review and update any such DBE special provisions to comply with the DBE regulations as amended by the IFR. To the extent that an operating administration approves DBE special provisions, updated DBE special provisions must be approved by that DOT operating administration. Recipients may use their revised and DOT-approved DBE special provisions (when required) on contracts entered into after the recipient's UCP has completed the reevaluation described in 49 CFR § 26.111 and adopted a new overall DBE goal in accordance with 49 CFR § 26.45.

8. Are DOT recipients required to include the contract clauses in 49 CFR §§ 23.9 and 26.13 in contracts awarded on or after October 3, 2025 during the UCP reevaluation period?

Yes, DOT recipients are required to include the contract clauses listed in 49 CFR §§ 23.9 and 26.13(a-b) in all contracts. The IFR did not make changes to this requirement.

9. Are DOT recipients required to comply with the prompt payment requirements in 49 CFR § 26.29 during the UCP reevaluation period?

Yes. DOT recipients are required to implement and document compliance with the prompt payment requirements in 49 CFR § 26.29, including: (1) ensuring prime contractors pay subcontractors for satisfactory performance of their contract no later than 30 days from receipt of each payment made to the prime contractor, and (2) prompt and full payment of retainage from the prime contractor to the subcontractor within 30 days after the subcontractors work is satisfactorily completed. The IFR did not make changes to this requirement.

C. Certification Reevaluation

1. Does a UCP have to reevaluate all currently certified DBEs in its DBE directory or only those DBEs for which the UCP was the jurisdiction of original certification?

Under the certification reevaluation requirements at 49 CFR § 26.111, UCPs are required to reevaluate the certifications only of those DBEs for which the UCP is the jurisdiction

of original certification. UCPs are not required to reevaluate the certifications of DBEs that obtained certification from the UCP through the interstate certification procedures at 49 CFR § 26.85. DBEs that received certification from UCPs through interstate certification will have their certifications reevaluated by the UCPs in their jurisdiction of original certification. If such DBEs are recertified by the UCP in their jurisdiction of original certification, they will be required to reapply for interstate certification with the UCPs for the jurisdictions in which they wish to be certified.

2. Is there a date by which a UCP must complete its certification reevaluation process?

No. The regulation at 49 CFR § 26.111 provides that UCPs should complete the reevaluation process “as quickly as practicable.”

3. Can a UCP impose a deadline on currently certified DBEs for submission of the reevaluation documentation required under 49 CFR § 26.111?

No, the regulation at 49 CFR § 26.111 does not provide a deadline for a currently certified DBE to submit documentation demonstrating its DBE eligibility under the new standards provided in the IFR. Firms that do not submit the necessary information, however, will remain ineligible for the DBE program until they submit the required documentation demonstrating DBE eligibility under the new standards.

4. Can a UCP simply decertify all currently certified DBEs without completing the reevaluation process?

No. The IFR requires UCPs to identify each currently certified DBE and provide each identified firm with the opportunity to submit documentation demonstrating its DBE eligibility under the standards described at 49 CFR § 26.67

5. Are recipients required to submit Uniform Reports during the reevaluation process?

Under the IFR, recipients are not required to update their overall DBE goals until the UCP in the recipient’s jurisdiction has completed the reevaluation process described in 49 CFR § 26.111 and notified the Department that the reevaluation process is complete. In addition, recipients may not set any contract goals and may not count any DBE participation toward DBE goals until the UCP in the recipient’s jurisdiction completes the reevaluation process described in 49 CFR § 26.111. As a result of these requirements, recipients are not required to submit Uniform Reports under 49 CFR § 26.21 until the recipient has established a new overall annual DBE goal following completion of the reevaluation process at 49 CFR § 26.111.

6. What is the Department's role in the reevaluation process?

Each UCP is responsible for carrying out the reevaluation of currently certified DBEs for which the UCP was the jurisdiction of original certification. DOT is available to provide technical assistance as necessary.

7. Can a firm that is decertified through the reevaluation process appeal the decision to DOT?

Yes. A firm that is decertified under the reevaluation procedures described at 49 CFR § 26.111 is entitled to appeal the decertification to DOT under the procedures described at 49 CFR § 26.89.

D. Goal Setting and Counting

1. What do recipients need to do about their existing overall annual DBE goals?

Recipients are not required to do anything with their DBE goals until their respective UCPs have completed the reevaluation process described in 49 CFR § 26.111. Until the UCP completes the reevaluation process, a recipient is not required to update its DBE goal (§ 26.45(h)) and may not count any DBE participation toward its goal (§ 26.55(i)).

2. What is the role of DOT operating administrations in reviewing the three-year DBE goal setting methodology?

DOT operating administrations will continue to review and approve the DBE goal methodologies of their recipients in accordance with 49 CFR § 26.45. Recipients are not required to update their overall goal methodologies until the UCP in the recipient's jurisdiction has completed the reevaluation process described in 49 CFR § 26.111.

3. Can recipients continue to set DBE contract goals before the recipient's UCP has completed the reevaluation process described in 49 CFR § 26.111?

No. A recipient may not set any DBE contract goals until the UCP in the recipient's jurisdiction has completed the reevaluation process described in 49 CFR § 26.111.

4. Should recipients continue counting DBE participation on existing contracts without DBE goals toward the recipient's overall goal?

No. Starting on October 3, 2025, no DBE participation may be counted toward a recipient's overall goal, including such participation obtained through race and gender-neutral means.

E. New Certification Applications

- 1. Will new DBE applicants only need to provide a personal narrative statement and personal net worth statement, or will other components of the regulatory application process apply?**

New applicants will be required to provide a personal narrative statement in addition to meeting the other certification standards at 49 CFR part 26, Subpart D. Applicants are required to submit the Uniform Application Form found at <https://www.transportation.gov/civil-rights/disadvantaged-business-enterprise/uniform-certification-application-english>. DOT expects to provide an updated Uniform Application Form on its website.

F. Transit Vehicle Manufacturers

- 1. Are transit vehicle manufacturers (TVM) required to set DBE goals and submit Uniform Reports in accordance with 49 CFR § 26.49(b) and (c)?**

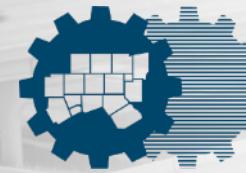
DOT will treat TVMs similarly to recipients. A TVM will not be required to update its DBE goal or submit Uniform Reports until after the UCP reevaluation of DBEs described in 49 CFR § 26.111. A manufacturer that wants to request eligibility as a TVM before the completion of the UCP reevaluation can submit a request to the Federal Transit Administration (FTA) at ftatvmsubmissions@dot.gov. During this time, FTA will not require the submission of a DBE program or DBE goal to become a TVM.

- 2. Are FTA recipients required to continue checking the eligible list of TVMs when purchasing vehicles?**

Yes. FTA recipients are required to continue checking the eligible list of TVMs to determine if the manufacturer is eligible to bid or propose on an FTA-assisted transit vehicle procurement. FTA is working directly with the manufacturers to ensure that this list is kept up-to-date.

- 3. Are FTA recipients required to comply with the requirement in 49 CFR § 26.49(a)(4) and report transit vehicle purchases within 30 days of becoming contractually required during the UCP reevaluation period?**

No. FTA recipients are not required to submit Transit Vehicle Award Reports during the UCP reevaluation period.



NCTCOG Transportation

Disadvantaged Business Enterprise Program – USDOT Interim Final Rule

Ken Kirkpatrick | Regional Transportation Council

November 13, 2025

NCTCOG DBE Program FY26-28

U.S. Department of Transportation Assisted Contracting Opportunities.

NCTCOG went through the standard process of the DBE goal update for 2026-2028, based on regulatory requirements at the time.

On August 7, 2025, and August 28, 2025, the RTC and Executive Board approved an updated goal of 8.6%.

The updated DBE goal was slated to go into effect on October 1, 2025.



Context of DBE Interim Final Rule

MID-AMERICA MILLING COMPANY VS. USDOT

(Case No. 3:23-cv-00072-GFVT)

Mid-America filed a lawsuit in the U.S. District Court in Eastern District of Kentucky in 2023 challenging the constitutionality of the DBE program.

Challenge is based on the use of race- and sex-based presumptions under the equal protection component of the Due Process Clause of the 5th Amendment.

May 28, 2025 – Joint Consent Order filed (not signed) with the Court.

June 25, 2025 – Solicitor General advised Speaker of the House that the DOJ concluded the DBE program's sex and race-based presumptions violate the constitution and would no longer defend these aspects in court.

As of October 2025, this court case is not resolved.



Release of DBE Interim Final Rule

October 1, 2025 – The USDOT posted a draft DBE Interim Final Rule (IFR) along with DOT initial guidance to the [US DOT DBE Laws, Policy and Guidance website](#).

October 3, 2025 – The IFR was published to the Federal Register effective immediately with a public comment period of thirty (30) days.



Significant Changes in Interim Final Rule

Recertification

All currently certified DBEs to be reevaluated. (timeframe unknown)

Race- and sex-based presumptions of social and economic disadvantage are eliminated.

Social and economic disadvantage to be demonstrated through individualized evidence.

Procurements Advertised, but not yet Awarded

DBE goals must be removed before award.

Contracts Already Executed

DBE commitments and participation cannot be counted toward goal attainment during re-certification period.

Future Procurements

No DBE goals may be included until Unified Certification Programs (UCPs) complete reevaluations



Next Steps

UCPs will complete reevaluations of all DBE firms – no timeline provided for this effort.

NCTCOG communication to existing and pending contractors and subrecipients.

NCTCOG will continue to apply nondiscrimination clauses, prompt payment rules, and termination protections for subcontractors, as these provisions were not impacted by the IFR.

NCTCOG to update the DBE program and establish new goals, upon completion of re-certification process.



CONTACT US



Aurelia Witt

Sr. Contracts & Risk Specialist

awitt@nctcog.org | 817-695-9290



Emily Beckham

Program Manager

ebeckham@nctcog.org | 817-608-2308



Ken Kirkpatrick

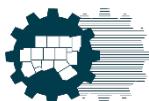
General Counsel

kkirkpatrick@nctcog.org | 817-695-9278



RTC Empasis Areas for 2025

1. Mobility 2050 Plan	June
2. Unified Planning Work Plan	September
3. Executive Board Approval of Transportation Department Budget	September
4. RTC Transit Vision Subcommittee Initiation	September
5. RTC Orientation	October
6. RTC (Metropolitan Planning Organization) Federal Certification	October
7. Submittal of Second Transportation Draft to FIFA	October
8. New Traffic Signal Program	Proposed November
9. Notification to State on Possible DART Withdrawal Elections	Proposed November



RTC: Next 60 Days

1. Responding to City / DART / State Requests on DART Withdrawal Elections	Ongoing
2. FIFA Response to Second DRAFT (Service Test, Withdrawal Refinements)	Ongoing
3. Implications to Federal Government Shutdown	Ongoing
4. TxDOT Funding Challenges	Ongoing
5. FRA Rail Corridor ID Program	Ongoing
6. Air Quality Conformity	Ongoing
7. Funding for 2027 – 2029 Management and Operations Program (Mobility Assistance Patrols Program, Van Pool, Traffic Signal Progression +)	December 2025
8. Transit Vision Subcommittee Status Report	January 2026





NCTCOG PRESENTATION

Off-System Rail Grade Separation State Fund Program

Regional Transportation Council | November 13, 2025

Michael Johnson, Principal Transportation Planner

SB 1555 Off-System Rail Grade Separation State Fund Program

Program Overview – Funding, Applications, Eligibility, and Delivery Details

Key Points

- Program is focused specifically on projects located off the TxDOT system.
- Projects must be for the construction of a grade separation structure that will either eliminate one or more adjacent at-grade rail-highway grade crossings or provide a grade-separated pedestrian-rail crossing.
- The project sponsor must be a political subdivision of the state (e.g., county, city, special district, ISD) with jurisdiction over project location.

Careers » Contact us » English »

 Discover Texas » Data and maps » Do business » Explore projects » Stay safe » About »

Home / Business / Grants and funding

Off-System Rail Grade Separation State Fund Program

Senate Bill 1555 (89th Texas State Legislature) established the Texas Off-System Rail Grade Separation State Fund Program, authorized under Transportation Code § 471.010. This program provides financial assistance to eligible governmental entities in Texas for rail grade separation projects that improve public safety, support economic development, and reduce traffic congestion. The Legislature allocated \$250 million through a supplemental budget appropriation. The Department's administrative rules governing implementation and administration of the Program are located at 43 TAC §§7.120 – 7.134 and became effective October 15, 2025.

Program overview

Funding is available for project development and construction of projects that eliminate one or more existing adjacent at-grade rail-highway crossings or provide a grade-separated pedestrian-rail crossing.

Project eligibility

To be eligible for funding under the program, a must:

1. be for the construction of a grade separation structure that will either eliminate one or more adjacent at-grade rail-highway crossings or provide a grade-separated pedestrian-rail crossing;
2. be located off the state highway system (roadways that are not under TxDOT's jurisdiction);
3. increase public safety, enhance economic development, or reduce traffic; and
4. constitute a logical, self-contained unit of work that can be constructed as an independent project whether it is proposed as an independent project or as part of a larger transportation project.

Program funding may be used for the following:

- Planning, detailed design activities including preparation of construction plans, environmental, right of way (ROW) acquisition, and utility adjustment
- Project construction

Eligible project sponsor

The project sponsor must be the political subdivision of the state (e.g., counties, cities, special districts, and school districts) that has jurisdiction over the project's location, authority to undertake the project, and authority to enter into an agreement with TxDOT.

2025 Call for projects

TxDOT will hold a Call for Projects beginning November 3, 2025. This Call for Projects will consist of a Preliminary Application and a Detailed Application. The applications will be web-based, submitted online through TxDOT's Rail Division website. There is no limit to the number of projects sponsors can submit.

The Preliminary Application is designed to capture high-level project details, enabling the Committee to assess funding eligibility, challenges encountered by the community by the rail grade crossing, benefits created by the proposed project, and initial project readiness.

If a proposed project is selected for further evaluation, project sponsors will then complete a Detailed Application. The Detailed Application requests additional details, including, but not limited to, project complexity, project costs, letters of support, a conceptual layout or design plan if applicable, and ability to meet non-State match requirements.

Through the Call for Projects, selected projects will be recommended to the Texas Transportation Commission for final approval and awards.

Questions?
  RRD_RailPlan@txdot.gov
  [737-243-4470](tel:737-243-4470)

SB 1555 Off-System Rail Grade Separation State Fund Program

Program Overview – Funding, Applications, Eligibility, & Delivery Details

- Available Funding – \$250M
- Call for Projects – November 3, 2025
- Preliminary Application Due – November 14, 2025
- Detailed Application Selection – November 30, 2025
- Detailed Application Due – TBD
- No Application Limit per Sponsor
- Project Selection – 90% Urban/10% Rural
- **Sponsor Eligibility:**
 - Political subdivision of state (e.g., county, city, special district, ISD) with jurisdiction over project location
 - Authority to undertake project and enter into agreement with TxDOT
- **Non-State Funding Match:**
 - 10% minimum (*economically disadvantaged county adjustment possible per Transportation Code 222.053*)
 - Participating railroad must share in the project cost in accordance with 23 CFR 646.210
 - Federal funds can be used
- **Project Delivery:**
 - Before funding, sponsor must execute TxDOT agreement, demonstrate required public involvement has been provided, and complete environmental documentation
 - TxDOT agreement must be executed within ONE year of Commission award & construction initiated within THREE years of Commission award
 - TxDOT will be responsible for project inspection, final acceptance, and certification

CONTACT US



Dan Lamers, P.E.

Senior Program Manager

dlamers@nctcog.org | (817) 695-9263



Christie Gotti

Senior Program Manager

cgotti@nctcog.org | (817) 608-2338



Jeffrey C. Neal, PTP

Senior Projects Manager

jneal@nctcog.org | (214) 223-0578



Jeff Hathcock

Program Manager

jhathcock@nctcog.org | 817-608-2354



Mike Johnson

Principal Transportation Planner

mjohnson@nctcog.org | 817-695-9160



Savannah Briscoe

Transportation Planner II

sbriscoe@nctcog.org | 817- 608-2347



Regional Public Transportation Agency Safety Plan Transit Safety Performance Measures – Crime Data Request

Karla Windsor, Senior Program Manager
Regional Transportation Council | 11.13.2025

Public Transportation Agency Safety Plan

Public Transportation Agency Safety Plans (PTASP) are a means for transit providers and Metropolitan Planning Organizations to monitor and improve the safety of transit systems under their jurisdiction.

PTASP requirements focus largely on safety measures and agencies' priorities to reduce risk. Provider targets are established annually, while regional safety targets are established every four years.

The five required groups of performance measures are listed below:

- **Safety Events**
- **Fatalities**
- **Injuries**
- **Assaults on Transit Workers** [New Measure added in April 2024]
- **System Reliability**



Role of Security in Transit

Safety reports are provided to the Federal Transit Administration, and summarized data is published in the National Transit Database (NTD).

Crime data in NTD is only limited to significant incidents within the transit environment.

Agencies with dedicated law enforcement report in the National Incident-Based Reporting System (NIBRS) with the Federal Bureau of Investigation (FBI).



National Transit Database: *Identifying Crime Related Data*

The NTD program collects and releases data on safety and security events.

Transit agencies provide a Major Event Report (S&S-40) for severe events that occur *within* a transit environment, this includes suicides, homicides, assaults, terror events, and other security-related events.

A reportable event is one that (1) meets the event definition AND (2) meets one or more of the following thresholds:

- A fatality confirmed within 30 days (including suicide)
- An injury requiring transport away from the scene for medical attention for one or more persons
- Property damage equal to or exceeding \$25,000
- An evacuation for life safety reasons
- Collisions involving transit roadway revenue vehicles that require towing away of a transit roadway vehicle or other non-transit roadway vehicle due to disabling damage.

NTD - S&S Time Series (2024)	DART	Trinity Metro	DCTA
Security Total	120	0	0
Assault Events	80	0	0
Other Security Events	40	0	0



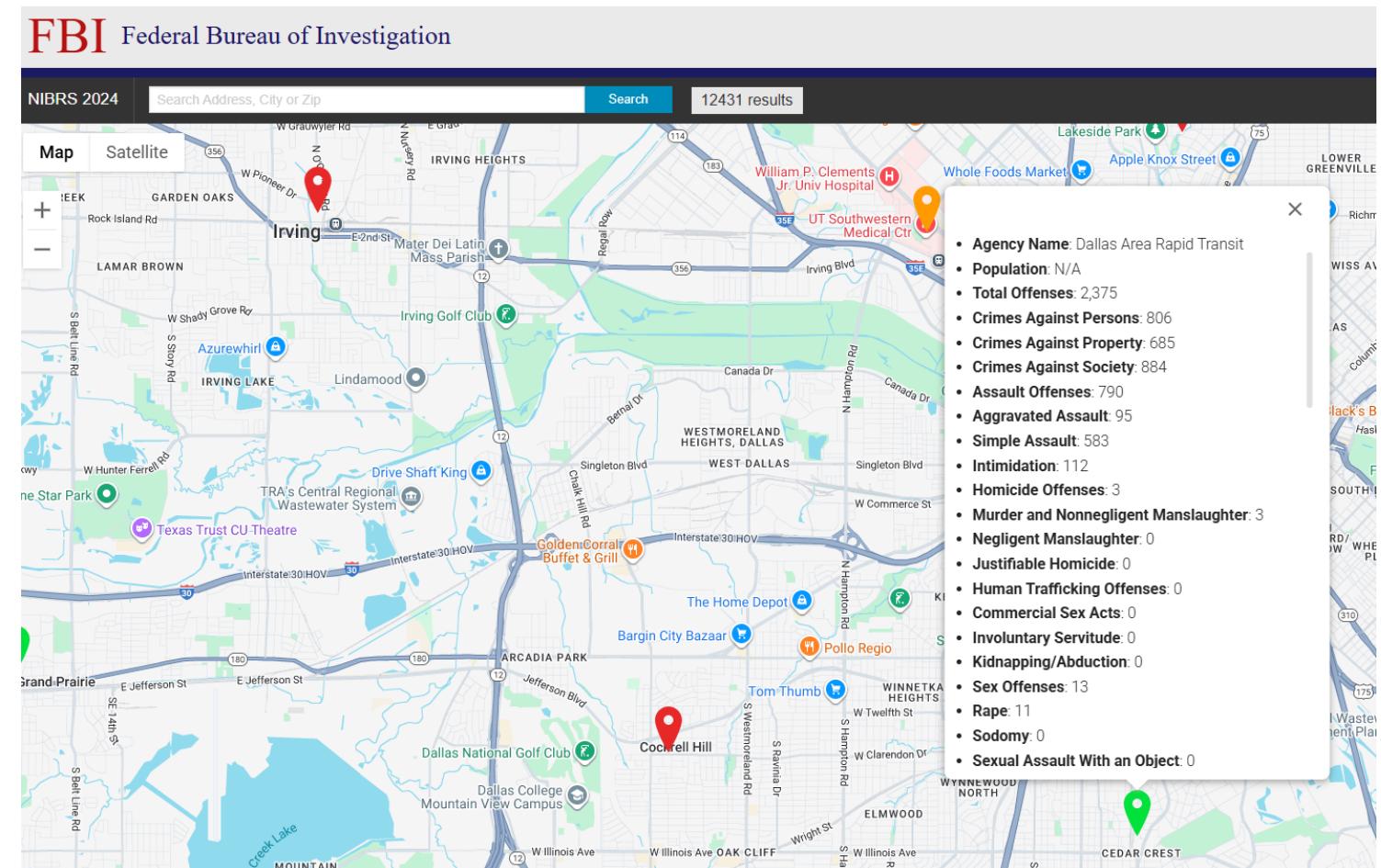
National Incident-Based Reporting System

Implemented in 2021 to improve the overall quality of crime data collected by law enforcement.

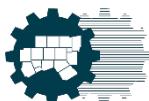
Dallas Area Rapid Transit (DART) is the only transit agency with a dedicated law enforcement and shares quarterly reports with board.

Annually, DART shares data with FBI and reports Offenses and Arrests by facility online.

FBI verifies data and posts on their portal map by incident.



National NIBRS 2024 Map available at <https://nibrs.fbi.gov/2024/>



Integrating into PTASP Measures

NTD Major Event Incidents

- Crime data is already categorized under Major Events.
- Staff will continue to collect and evaluate data for performance targets.
- Evaluate need to review security events separately.

NIBRS Reporting

- Utilized by agencies that have dedicated law enforcement.
- Staff can continue to monitor and ensure annual data is posted online.
- Due to differences with NTD/PTASP, recommended to evaluate independently.



Contacts

Land Use & Mobility Options

Karla Windsor, AICP
Senior Program Manager
kwindsor@nctcog.org
(817) 608-2376

Gypsy Gavia
Program Manager
ggavia@nctcog.org
(817) 695-9134

Metropolitan Transportation Plan

Brendon Wheeler, PE, CFM
Senior Program Manager
bwheeler@nctcog.org
(682) 433-0478

Ezra Pratt, AICP
Principal Transportation Planner
epratt@nctcog.org
(817) 695-9259



Regional Transportation Council Attendance Roster
September 2024 - October 2025

RTC MEMBER	Entity	9/12/24	10/17/24	12/12/24	1/23/25	2/13/25	3/13/25	4/10/25	6/12/25	7/10/25	8/7/25	9/11/25	10/9/25
Daniel Alemán Jr (01/22)	Mesquite	P	E(R)	P	E(R)	P	P	P	P	P	P	P	P
Arfsten, Bruce (07/23)	Addison	P	P	P	P	P	P	P	P	P	P	P	P
Steve Babick (06/22)	Carrollton	P	P	P	P	P	P	E(R)	P	P	P	P	P
Rick Bailey (07/22)	Johnson County	P	P	P	E(R)	P	P	P	P	P	P	P	P
Elizabeth M. Beck (08/21)	Fort Worth	P	A	E(R)	E	P	P	P	A	P	A	A	A
Curtis Bergthold (07/25)	Richland Hills	--	--	--	--	--	--	--	--	P	P	P	P
Alan Blaylock (03/23)	Fort Worth	P	P	P	P	P	P	P	P	P	P	P	P
Lorie Blair (10/25)	Dallas	--	--	--	--	--	--	--	--	--	--	--	P
Ceason Clemens (10/22)	TxDOT, Dallas	P	P	P	P	E(R)	P	P	P	P	P	P	E(R)
Bill Cox (07/25)	McKinney	--	--	--	--	--	--	--	--	P	P	E(R)	P
Michael Crain (06/22)	Fort Worth	P	P	P	P	P	P	E	E(R)	P	A	E	P
Theresa Daniel (11/18)	Dallas County	P	P	P	A	E(R)	P	P	A	E	E	P	P
Jeff Davis (11/19)	Trinity Metro	P	P	P	P	P	P	P	A	P	P	P	E
Pat Deen (07/24)	Parker	P	P	P	P	P	E	P	P	P	P	P	P
Andy Eads (1/09)	Denton County	P	P	P	E	E(R)	P	P	P	P	P	P	E
Michael Evans (2/23)	Mansfield	P	P	P	E(R)	P	P	P	E	P	A	P	P
Vernon Evans (4/24)	DFW Airport	E(R)	P	A	P	P	P	A	P	A	P	A	P
Carlos Flores (07/25)	Fort Worth	--	--	--	--	--	--	--	--	A	P	E	P
T.J. Gilmore (06/25)	Lewisville	--	--	--	--	--	--	--	A	P	P	P	P
Raul H. Gonzalez (09/21)	Arlington	P	P	P	P	P	P	P	P	P	P	E(R)	P
Lane Grayson (01/19)	Ellis County	P	A	P	A	E	P	P	E	P	P	P	A
Mojo Haddad (10/14)	NTTA	E	P	P	A	P	P	P	A	P	P	A	P
Clay Lewis Jenkins (04/11)	Dallas County	P	P	P	P	P	P	P	P	A(R)	E	P	P
Ron Jensen (06/13)	Grand Prairie	P	P	P	P	P	P	P	P	P	E(R)	P	E(R)
Jill Jester (08/24)	Denton	A	P	P	P	E	E	P	P	P	P	P	E
Matt Krause (01/25)	Tarrant County	--	--	--	P	E	E	P	E	P	P	P	E
Stephen Mason (05/24)	Cedar Hill	P	P	P	E	P	P	P	P	P	P	P	P
Cara Mendelsohn (07/20)	Dallas	P	P	P	A	P	P	P	P	P	P	P	P
Cesar Molina (08/24)	DCTA	P	P	P	E	P	P	P	A	P	A	P	P
Jesse Moreno (07/24)	City of Dallas	P	P	P	P	P	A	P	P	P	P	P	A
Ed Moore (07/22)	Garland	P	E	A	P	P	P	P	P	P	P	P	P
Matthew Porter (07/24)	Wylie	P	P	P	E(R)	P	P	P	P	P	P	P	P
John Muns (6/23)	Plano	P	P	E(R)	E	P	P	P	P	A(R)	P	P	P
Manny Ramirez (1/23)	Tarrant County	E	P	P	E	P	P	E	P	E	P	A	P
Paul Ridley (10/25)	Dallas	--	--	--	--	--	--	--	--	--	--	--	P
Jim R. Ross (07/21)	Arlington	P	E(R)	P	P	P	P	P	P	P	P	P	P

P= Present

A= Absent

R=Represented by Alternate

-- Not yet appointed

E= Excused Absence (personal illness, family emergency, jury duty, business necessity, or fulfillment of obligation arising out of elected service)

Regional Transportation Council Attendance Roster
September 2024 - October 2025

RTC MEMBER	Entity	9/12/24	10/17/24	12/12/24	1/23/25	2/13/25	3/13/25	4/10/25	6/12/25	7/10/25	8/7/25	9/11/25	10/9/25
David Salazar (10/22)	TxDOT, FW	P	E(R)	P	P	P	P	P	P	P	P	E(R)	P
Gary Slagel (11/23)	DART	P	P	P	P	P	P	P	P	P	P	P	P
Kathy Stewart (10/25)	Dallas	--	--	--	--	--	--	--	--	--	--	--	A(R)
Bobby Stovall (07/24)	Hunt County	P	P	P	P	P	P	P	P	P	P	P	P
Burt Thakur (08/25)	Frisco	--	--	--	--	--	--	--	--	--	P	P	P
Jeremy Tompkins (10/19)	Euless	P	P	P	P	P	P	E(R)	P	P	P	P	P
William Tsao (3/17)	Dallas	P	P	P	P	P	P	P	P	A	P	P	P
Webb, Dennis (08/25)	Irving	--	--	--	--	--	--	--	--	--	P	P	P
Webb, Duncan (6/11)	Collin County	P	P	P	E(R)	P	P	P	P	P	P	P	P

Note: Date in parenthesis indicates when member was 1st eligible to attend RTC meetings

P= Present

A= Absent

R=Represented by Alternate

--= Not yet appointed

E= Excused Absence (personal illness, family emergency, jury duty, business necessity, or fulfillment of obligation arising out of elected service)

Surface Transportation Technical Committee Attendance Roster
October 2024 - October 2025

STTC MEMBERS	Entity	10/25/24	12/06/24	01/24/25	02/28/25	03/28/25	04/25/25	05/23/25	06/27/25	07/25/25	08/22/25	09/26/25	10/24/25
Rifat Alam	Lancaster	R	A	P	P	*	*	*	*	P	*	P	P
Ahmed Alqaisi	DeSoto	--	--	--	--	--	--	--	--	--	--	--	P
Marah Aqqad	Bedford	--	--	--	--	--	--	--	--	--	*	P	P
Joe Atwood	Hood County	P	A	P	A	*	*	*	*	P	*	R	P
Melissa Baker	Irving	P	P	E	P	*	*	*	*	E	*	P	P
James Bell	Grand Prairie	P	P	P	A	*	*	*	*	P	*	P	P
David Boski	Grand Prairie	P	P	P	P	*	*	*	*	P	*	P	P
Shon Brooks	Waxahachie	P	P	P	P	*	*	*	*	P	*	P	P
Tanya Brooks	DART	P	P	P	P	*	*	*	*	R	*	P	R
Matt Bryant	City of Duncaville	A	A	A	A	*	*	*	*	A	*	A	A
Daniel Burnham	Arlington	P	R	P	P	*	*	*	*	P	*	P	P
Jeffrey Bush	TxDOT Dallas	--	--	--	--	*	*	*	*	P	*	P	P
Farhan Butt	Denton	P	P	P	P	*	*	*	*	P	*	P	P
Bryan Cabrera	Mesquite	--	--	--	--	--	*	*	*	A	*	A	A
Brenda Callaway	Rockwall County	A	A	P	P	*	*	*	*	P	*	P	A
Travis Campbell	TxDOT - Dallas	P	P	P	P	*	*	*	*	P	*	P	P
Aaron Ceder	Dallas County	A	A	P	P	*	*	*	*	A	*	P	E
John Cordary, Jr.	TxDOT FW	P	P	P	A	*	*	*	*	P	*	R	P
Tara Crawford	Trinity Metro	P	A	P	P	*	*	*	*	P	*	A	P
Clarence Daugherty	Collin County	P	P	P	P	*	*	*	*	P	*	P	P
Chad Davis	Wise County	P	A	P	P	*	*	*	*	P	*	A	A
Taylor Derden	Mansfield	--	--	--	P	*	*	*	*	P	*	P	P
Pritam Deshmukh	Richardson	P	P	P	P	*	*	*	*	P	*	P	P
Becky Diviney	Town of Addison	--	A	P	P	*	*	*	*	P	*	P	P
Phil Dupler	FWTA	A	P	P	A	*	*	*	*	P	*	P	P
Eric Fladager	Fort Worth	A	P	P	A	*	*	*	*	P	*	P	P
Chris Flanigan	Allen	P	P	P	P	*	*	*	*	A	*	P	P
Ann Foss	Arlington	--	--	--	--	--	--	--	--	--	*	A	R
Austin Frith	DCTA	P	A	P	P	*	*	*	*	P	*	A	P
Gary Graham	McKinney	R	P	R	R	*	*	*	*	P	*	P	P
Michael Haithcock	TxDOT - Fort Worth	--	--	--	--	--	--	--	--	--	--	--	P
Scott Hall	Tarrant County	P	A	A	P	*	*	*	*	A	*	A	A
Tom Hammons	Carrollton	P	P	P	P	*	*	*	*	P	*	A	P
Namoo Han	Garland	--	--	--	--	--	--	--	--	P	*	P	A
Craig Hancock	NTTA	--	--	P	P	*	*	*	*	P	*	P	P
Chris Harris	Greenville	--	A	A	A	*	*	*	*	A	*	P	P
Ron Hartline	The Colony	A	A	P	P	*	*	*	*	A	*	A	R
Sophia Harvey	Dallas	--	--	--	--	*	*	*	*	A	*	P	A
Barry Heard	Kaufman County	P	P	P	P	*	*	*	*	P	*	A	P
Duane Hengst	Hurst	--	--	A	P	*	*	*	*	A	*	P	P
Matthew Hotelling	Flower Mound	P	A	P	P	*	*	*	*	P	*	A	A
Jeremy Hutt	Colburne	P	P	P	P	*	*	*	*	P	*	R	P

Present: R=Present, A=Absent, P=Represented, E=Excused (personal illness, family emergency, jury duty, business necessity)

-- =Not yet eligible to attend *Meeting held by video/audio conference. Individual attendance not taken.

Surface Transportation Technical Committee Attendance Roster
October 2024 - October 2025

STTC MEMBERS	Entity	10/25/24	12/06/24	01/24/25	02/28/25	03/28/25	04/25/25	05/23/25	06/27/25	07/25/25	08/22/25	09/26/25	10/24/25
Thuan Huynh	McKinney	P	R	P	P	*	*	*	*	P	*	P	P
Joseph Jackson	Tarrant County	P	A	P	P	*	*	*	*	P	*	P	P
Joel James	NTTA	P	P	P	P	*	*	*	*	P	*	A	P
William Janney	Frisco	A	A	A	P	*	*	*	*	A	*	A	A
Major L. Jones	Euless	P	P	R	P	*	*	*	*	A	*	R	P
Wilson Kakembo	Midlothian	--	--	--	--	--	--	--	--	--	--	--	A
Gus Khankarli	Dallas	P	P	P	P	*	*	*	*	P	*	P	P
Lauren LaNeave	Southlake	--	--	--	A	*	*	*	*	A	*	A	A
Alonzo Liñán	Keller	A	A	A	A	*	*	*	*	A	*	A	A
Eron Linn	DART	P	E	E	P	*	*	*	*	P	*	P	E
Clay Lipscomb	Plano	P	A	P	P	*	*	*	*	P	*	P	R
Paul Luedtke	Garland	P	P	P	P	*	*	*	*	A	*	A	P
Stanford Lynch	Hunt County	R	R	A	P	*	*	*	*	P	*	P	R
Auro Majumdar	Dallas	--	--	--	--	--	--	--	--	--	--	P	P
Chad Marbut	Weatherford	P	P	P	P	*	*	*	*	P	*	P	P
Alberto Mares	Ellis County	P	A	P	P	*	*	*	*	P	*	P	A
John Mears	Mesquite	P	A	A	A	*	*	*	*	A	*	A	P
Brian Moen	Frisco	P	A	P	A	*	*	*	*	P	*	A	A
Mark Nelson	Richardson	P	P	P	R	*	*	*	*	P	*	P	P
Jim O'Connor	Irving	P	P	P	P	*	*	*	*	R	*	R	R
Alfredo Ortiz	Dallas	E	P	P	P	*	*	*	*	E	*	P	P
Cintia Ortiz	Parker County	P	P	P	P	*	*	*	*	P	*	A	A
Martin Phillips	Fort Worth	P	E	P	E	*	*	*	*	E	*	A	A
John Polster	Denton County	P	A	P	P	*	*	*	*	P	*	P	P
Kelly Porter	Fort Worth	P	P	P	P	*	*	*	*	E	*	E	E
Tim Porter	Wylie	R	P	R	R	*	*	*	*	A	*	R	R
Minesha Reese	Dallas County	P	P	P	A	*	*	*	*	P	*	P	P
Elizabeth Reynolds	Grapevine	E	P	P	A	*	*	*	*	P	*	P	P
Greg Royster	DFW Int. Airport	P	P	P	P	*	*	*	*	R	*	P	P
David Salmon	Lewisville	P	P	P	P	*	*	*	*	A	*	R	A
Brian Shewski	Plano	R	P	P	P	*	*	*	*	P	*	R	P
Jason Shroyer	Little Elm	--	--	--	--	--	--	--	--	A	*	A	A
Ray Silva-Reyes	Farmers Branch	P	P	P	P	*	*	*	*	P	*	R	P
Chelsea St. Louis	Fort Worth	P	E	P	P	*	*	*	*	P	*	P	A
Aaron Tainter	Coppell	E	P	P	P	*	*	*	*	P	*	R	P
Erick Thompson	Burleson	P	P	P	P	*	*	*	*	P	*	E	P
Caleb Thornhill	Plano	A	A	P	A	*	*	*	*	A	*	A	P
Jennifer VanderLaan	Johnson County	P	P	P	P	*	*	*	*	P	*	E	P
Gregory Van	Haltom City	P	R	R	A	*	*	*	*	P	*	P	R
Daniel Vedral	Irving	P	E	P	R	*	*	*	*	P	*	P	P
Caroline Waggoner	North Richland	A	A	P	R	*	*	*	*	A	*	A	P
Jana Wentzel	Dallas	P	P	P	P	*	*	*	*	--	--	P	P

Present =P=Absent =A=Absent =R=Represented =E=Excused (personal illness, family emergency, jury duty, business necessity)

-- =Not yet eligible to attend *Meeting held by video/audio conference. Individual attendance not taken.

Surface Transportation Technical Committee Attendance Roster
October 2024 - October 2025

STTC MEMBERS	Entity	10/25/24	12/06/24	01/24/25	02/28/25	03/28/25	04/25/25	05/23/25	06/27/25	07/25/25	08/22/25	09/26/25	10/24/25
Robert Woodbury	Cedar Hill	P	P	P	P	*	*	*	*	P	*	P	P
Larry Wright	Colleyville	A	A	A	A	*	*	*	*	A	*	P	P
Jamie Zech	TCEQ	A	A	A	A	*	*	*	*	A	*	A	A

P=Present A=Absent R=Represented E=Excused (personal illness, family emergency, jury duty, business necessity)

-- =Not yet eligible to attend *Meeting held by video/audio conference. Individual attendance not taken.

MEETING SUMMARY

SURFACE TRANSPORTATION TECHNICAL COMMITTEE **Friday, August 22, 2025**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, August 22, 2025, at 1:30 pm by videoconference. The Regional Transportation Council Bylaws and Operating Procedures establish that the Technical Committee approved membership in attendance at a meeting shall constitute a quorum for action to be taken, therefore individual attendance was not taken for committee members or other attendees.

1. **Approval of the July 25, 2025, Meeting Summary:** Approval of the July 25, 2025, meeting summary contained in Electronic Item 1 was requested.

The Meeting Summary of the July 25, 2025, meeting were approved as submitted in Electronic Item 1. Gus Khankarli (M); Chad Marbut (S).

2. **Consent Agenda:**

- 2.1. **Transportation Paid Education Campaigns for Fiscal Year 2026:** The Committee's support was requested for the Regional Transportation Council's recommendation to the North Central Texas Council of Governments Executive Board for the approval of funding up to \$1,849,500 for Transportation Paid Campaigns that will initiate in Fiscal Year 2026.

The Committee approved staff's recommendations in Item 2.1 on the Consent Agenda. Kelly Porter (M); Clarence Daugherty (S).

3. **New Regional Transit Safety Performance Measure Targets:** Ezra Pratt requested a recommendation for Regional Transportation Council approval for updated federally required Public Transit Agency Safety Plan regional performance measure targets for Fiscal Year 2026-2029.

The Committee approved staff's recommendation as illustrated below. Robert Woodbury (M); Gus Khankarli (S).

REQUESTED ACTION - Regional Transit Safety (PTASP) Performance Measures

Recommendation for RTC approval of:

- New Regional Transit Safety Performance Measure Targets for FY2026 -FY2029.
- Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate the new transit safety targets.

4. **2025 Public Participation Plan Update:** Carli Baylor provided an overview of the Public Participation Plan and outlined proposed revisions, which are necessary to reflect federal policies and Infrastructure Investment and Jobs Act requirements.

The Committee approved staff's recommendation as illustrated below. Kelly Porter (M); Gus Khankarli (S).

REQUESTED ACTION 2025 Public Participation Plan Update

- Recommendation for RTC approval of proposed revisions:
 - Federal policy and planning regulation updates
 - Reaffirmation of Unified Planning Work Program (UPWP) public involvement process
 - Reaffirmation of public comments cataloging
 - Updates to terminology for keypad polling and virtual public engagement
 - Performance measures review and evaluation
 - New layout and design of Public Participation Plan (PPP) document
- Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate the program/policy/project/change.

STTC Action Item – August 22, 2025

 NCTCOG Presentation

10

5. **Fiscal Year 2025 Public Transportation Funding: Programs of Projects:** Shawn Dintino requested a recommendation for Regional Transportation Council action on the Fiscal Year 2025 Public Transportation Funding Programs of Projects.

The Committee approved of the staff's recommendation with modification as illustrated below. Gus Khankarli (M); Brian Moen (S).

REQUESTED ACTION – FISCAL YEAR 2025 PUBLIC TRANSPORTATION FUNDING PROGRAMS OF PROJECTS

- Recommend RTC approval of:
 - Provision requested for NCTCOG to review 5337 allocations pertaining to the Dallas Streetcar, including how statistics are being reported to the National Transit Database and determining what funding it brings to the region, and bring back any necessary updates to the Committee
 - The proposed funding for the FY2024 and FY2025 Programs of Projects included in the packet
 - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate this funding on these projects.

STTC Action Item – August 22, 2025

 NCTCOG Presentation

7

6. **Rail Crossing Improvement Program:** Savannah Briscoe briefed the Surface Transportation Technical Committee on the Rail Crossing Improvement Program and requested a recommendation for Regional Transportation Council approval for funding of the program. The Rail Crossing Improvement Program is to improve crossing safety near at-grade rail crossings.

The Committee approved staff's recommendation as illustrated below. Gus Khankarli (M); Kelly Porter (S).

REQUESTED ACTION – Rail Crossing Improvement Program Funding

Recommendation for RTC approval of:

The allocation of Regional Toll Revenue for:

- Corridor 1 - City of Fort Worth Rail Crossings - \$3.1 Million
- Corridor 2 - City of Dallas Rail Crossings - \$6.9 Million

Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate the Rail Crossing Improvement Program.

Regional Toll Revenue funding will be from the West Set-Aside account and the Dallas account

STTC Action Item – August 22, 2025

 NCTCOG Goods Movement Planning Program

9

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

1. Regional Transportation Council (RTC) Member Orientation in October and RTC Subcommittee Meeting in September
2. Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery
3. Dallas-Fort Worth High-Speed Rail Update and Proposed Fiscal Year 2026 House Appropriation Bill
4. The Importance of Getting Your Projects to Construction

8. **2025 Texas Department of Transportation Travel Surveys in the Dallas-Fort Worth Metropolitan Planning Area:** Arash Mirzaei provided information on the Texas Department of Transportation travel surveys being conducted in the Dallas-Fort Worth Metropolitan Planning Area beginning in August 2025.

9. **Fast Facts:** Staff provided a brief presentation on each item below:

1. Brian Dell – West/East Equity Update
2. Sydnee Mangini – Coordinated Land Use and Transportation Planning Task Force – September 24, 2025, Meeting Announcement (www.nctcog.org/luttf)
3. Trey Pope – Local Clean Air Spotlight
4. Daniela Tower – 2025 Ozone Season Update
5. Carolyn Burns – Air Quality Funding Opportunities (www.nctcog.org/AQfunding)

6. Carolyn Burns – Dallas-Fort Worth Clean Cities Events
(<https://www.dfwcleancities.org/events>)
7. Written Progress Reports:
 - Partner Progress Reports
 - July Public Meeting Minutes
 - June–July Public Comments Report

10. **Other Business (Old or New):** No items were provided.

11. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for ***1:30 pm on September 26, 2025, in the NCTCOG offices.***

Meeting adjourned at 2:44 p.m.