

Background: Planning Work Program and other planning documents with TIP-related changes. February 2026 revisions to the 2025-2028 TIP are provided as [Electronic Item 3.1](#) for the Council's consideration. These modifications have been reviewed for consistency with the mobility plan, the air quality conformity determination, and financial constraint of the TIP.

Performance Measure(s) Addressed: Roadway, Transit

1:20 – 1:35

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

Action Possible Action Information Minutes: 15

Presenter: Michael Morris, NCTCOG

1. Three Dallas District Texas Department of Transportation Award Winners – Director of Construction, Brenan Honey; Deputy District Engineer, Jeff Bush; and Northeast Texas Communications Director, Tony Hartzel ([Electronic Item 4.1](#))
2. North Central Texas Council of Governments Senior Program Manager, Brendon Wheeler, is Leaving to Become the New Metropolitan Planning Organization Director for the San Antonio Region
3. Texas Transportation Commission Awarded \$25 Million for Cotton Belt Trail Corridor
4. Awarded Safe Streets for All Fiscal Year 2024 North Central Texas Council of Governments Crossing Students Safety Grant Agreement
5. Invest IN HER Awards – Lori Clark Nominated for the Game Changer Award (Award Recipients Announced January 22, 2026)
6. American Security Drone Act of 2023 and Office of Management and Budget Memorandum M-26-02 ([Electronic Item 4.2](#))
7. President's Executive Order on Fast Tracking Electric Vehicle Take Off and Landing (<https://www.whitehouse.gov/presidential-actions/2025/06/unleashing-american-drone-dominance/>) and Executive Summary ([Electronic Item 4.3](#))
8. Mobility Assistance Patrol Program ([Electronic Item 4.4](#))
9. Dallas Area Rapid Transit and Early State Coordination ([Electronic Item 4.5](#))

10. Triennial Federal Transit Administration Review Will Be Conducted in 2026
11. High-Speed Rail Corridor Identification and Development Program
12. State Off-System Grade Separation
13. Additional Correspondence from Hunt-Related Entities on High-Speed Rail ([Electronic Item 4.6](#))
14. Air Quality Funding Opportunities (www.nctcog.org/aqfunding)
15. Upcoming Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org/events)
16. November - December Public Comment Report ([Electronic Item 4.7](#))
17. December Public Meeting Minutes ([Electronic Item 4.8](#))
18. Recent News Articles ([Electronic Item 4.9](#))
19. Recent Press Releases ([Electronic Item 4.10](#))

1:35 – 1:45

5. **Approval of Partnership Letter to the Executive Board**

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Selected Regional Transportation Council (RTC) members suggested a letter be sent to the North Central Texas Council of Governments (NCTCOG) Executive Board reestablishing a greater partnership position. Several examples over the last few months underscore the need to clarify the two bodies' roles and responsibilities related to the Metropolitan Planning Organization as well as the Director of Transportation position. A draft letter is included as [Electronic Item 5](#) and staff will ask for approval for the RTC Chair to send the letter to the NCTCOG Executive Board President.

Background: During the December 11, 2025, RTC meeting, the Director of Transportation shared a succession plan that was submitted to the NCTCOG Executive Director. Significant discussion occurred during that meeting on the need for additional communication and partnership with the NCTCOG Executive Board.

Performance Measure(s) Addressed: Administrative

1:45 – 1:55 6.

Regional Transportation Council Approval to Hire External Legal Assistance for Regional Transportation Council Agreements

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: External legal counsel is being requested to review numerous agreements and laws impacting responsibilities of the Regional Transportation Council (RTC). This item will request \$50,000 in RTC local to be approved to prepare the RTC for upcoming agreement deadlines.

Background: Internal legal counsel is more than qualified for this particular task but has a conflict under the Texas Disciplinary Rules of Professional Conduct Rule 1.06 as they represent both the RTC and Executive Board. As such, this review would need to be done independent of internal counsel. The key statutory, regulatory, and agreements related to RTC responsibilities that need review include, but are not limited to the following:

- Title 23 United States Code – Highways
Section 134, Metropolitan Planning
23 CFR Part 450 – Joint FHWA/FTA Implementing Regulations related to Metropolitan Planning
- Title 49 United States Code – Transportation (Transit)
Section 5303, Metropolitan Planning
Texas Transportation Code and Texas Administrative Code provisions related to the metropolitan transportation planning and programing functions
- MPO Planning Agreement (Texas Department of Transportation, RTC, North Central Texas Council of Governments [NCTCOG]) – expires September 30, 2027
- Metropolitan Planning Organization (MPO) Planning MOU (RTC, NCTCOG, Public Transportation Operators, and Other Transportation Entities) – perpetual
- Original MPO Designation for the Dallas-Fort Worth-Metropolitan Area– Governor Dolph Briscoe, April 12, 1974

Performance Measure(s) Addressed: Administrative

1:55 – 2:05

7. **North Texas Electric Vehicle Infrastructure Call for Projects Funding Recommendations**

Action Possible Action Information Minutes: 10

Presenter: Lori Clark, NCTCOG

Item Summary: Staff will provide an overview of the North Texas Electric Vehicle Infrastructure Call for Projects including applications received, scoring results, and sites recommended for funding. Regional Transportation Council approval of funding recommendations will be requested.

Background: In 2024, the North Central Texas Council of Governments (NCTCOG) was awarded \$15 million through the Charging and Fueling Infrastructure Community Program to deploy up to 100 electric vehicle (EV) charging ports on public-sector properties in the region and to hire a consultant to streamline implementation. This project aims to fill gaps in the existing charging station network and achieve more equal access to charging stations across the region. The Regional Transportation Council approved the North Texas Electric Vehicle Infrastructure Call for Projects, including scoring criteria, in July 2025. The Call for Projects opened on July 25, 2025, and applications were accepted through October 31, 2025. [Electronic Item 7.1](#) provides additional details on the Call for Projects and [Electronic Item 7.2](#) provides details on scoring and funding recommendations for each proposed site. The Surface Transportation Technical Committee recommended approval of the funding recommendations at its December 5, 2025, meeting.

Performance Measure(s) Addressed: Air Quality

2:05 – 2:15

8. **Metropolitan Transportation Plan Policy Bundle Round 6**

Action Possible Action Information Minutes: 10

Presenter: Amy Johnson, NCTCOG

Item Summary: Staff will request approval of the Metropolitan Transportation Plan (MTP) Policy Bundle Round 6 policy list and scoring framework.

Background: The MTP Policy Bundle Program encourages local governments and transit authorities to voluntarily implement policies from Mobility 2050. Participating entities receive Transportation Development Credits (TDCs) to offset local matching funds for federal

transportation projects. The Transit 2.0 Study identified the Policy Bundle as an opportunity to better incentivize transit-supportive actions, concluding that prior program rounds did not adequately reward cities investing local resources in transit. Round 6 proposes structural changes to address this finding, including expanded policy options for transit authorities and integrating transit funding participation into the scoring methodology for all applicants. [Electronic Item 8](#) provides additional information.

Performance Measure(s) Addressed: Air Quality, Safety

- 2:15 – 2:25** 9. **Progress Report from the RTC Transit Vision Subcommittee Chair**
 Action Possible Action Information Minutes: 10
Presenters: Jill Jester, Subcommittee Chair, with Assistance from Karla Windsor, NCTCOG
Item Summary: The Regional Transportation Council (RTC) Transit Vision Subcommittee has been meeting twice a month since September 2025. The purpose of the subcommittee is to create a transit vision that meets the needs of the region before 2050, when it is anticipated the population will exceed 12 million people.
Background: The subcommittee members have put together a preliminary vision impacting the delivery of transit in the region for the next 25 years. The purpose of the subcommittee is not to fix the Dallas Area Rapid Transit issue, but to create an institutional approach that meets both the regional and neighborhood transit needs of the future. A working draft vision statement will be presented to the RTC for information. [Electronic Item 9](#) contains the list of committee members. No action is requested at this time; however, the subcommittee would appreciate any direction that the full RTC wishes to communicate.

Performance Measure(s) Addressed: Transit

- 2:25 – 2:35** 10. **2027 – 2030 Transportation Improvement Program Development – Draft Listings**
 Action Possible Action Information Minutes: 10
Presenter: Brian Dell, NCTCOG
Item Summary: The Regional Transportation Council (RTC) will be briefed on the 2027-2030 Transportation Improvement Program (TIP) development process. The draft listing of

current RTC commitments will be provided for review and comment.

Background: A new TIP is developed every two years through a cooperative effort between the North Central Texas Council of Governments (NCTCOG), the Texas Department of Transportation (TxDOT), local governments, and transportation authorities. The TIP is a staged, multi-year listing of transportation projects with committed funding from federal, state, and local sources within the Dallas-Fort Worth Metropolitan Area. [Electronic Item 10](#) contains an overview of the TIP development process, focus areas, and schedule. The draft listing of all active projects in the region is available at the following weblink for review: <https://www.nctcog.org/trans/funds/tip/transportation-improvement-program-docs/2027-2030-transportation-improvement-program>.

Performance Measure(s) Addressed: Roadway, Transit

2:35 – 2:45

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

Action Possible Action Information Minutes: 10

Presenter: Shawn Conrad, NCTCOG

Item Summary: Staff will provide a brief overview of the Integrating Transportation and Stormwater Infrastructure (TSI) Study and announce a Model Development Code/Floodplain Ordinance Workshop scheduled for January 29, 2026. This project is led by the North Central Texas Council of Governments (NCTCOG) Environment and Development Department.

Background: Initiated in 2023, the \$10 million TSI Study is a proactive and comprehensive planning effort to identify projects that reduce future flood risk, along with other complementary and voluntary measures for averting flood impacts on community health, safety, and growth. Staff will briefly outline the study purpose, progress, and explain how policy recommendations related to development and floodplain management are essential components to the study's potential success. Next month's Model Development Code/Floodplain Ordinance Workshop, to be conducted at the NCTCOG campus, will be an opportunity to provide and obtain critical feedback on how/what policies in both infrastructure-and nature-

based stormwater solutions can be incorporated into effective regulations for flood prevention and mitigation. [Electronic Item 11](#) provides additional details.

Performance Measure(s) Addressed: Roadway, Safety

12. **Progress Reports**

Action Possible Action Information

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

- RTC Attendance ([Electronic Item 12.1](#))
- STTC Attendance and Minutes ([Electronic Item 12.2](#))

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

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

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

MINUTES

**Regional Transportation Council
Thursday, December 11, 2025**

The Regional Transportation Council (RTC) met on Thursday, December 11, 2025, at 1:00 pm at the North Central Texas Council of Governments. The following RTC members or representatives were present: Daniel Alemán, Steve Babick, Rick Bailey, Elizabeth Beck, Curtis Bergthold, Lorie Blair, Alan Blaylock, Randall Bryant, Ceason Clemens, Jorga Clemson (representing Ron Jensen), Bill Cox, Michael Crain, Theresa Daniel, Jeff Davis, Pat Deen, Andy Eads, Michael Evans, Vernon Evans, Carlos Flores, T.J. Gilmore, Raul Gonzalez, Mojoy Haddad, Clay Lewis Jenkins, Jill Jester, Matt Krause, Stephen Mason, Cara Mendelsohn, Cesar Molina, Ed Moore, John Muns, Amir Omar (representing Bruce Arfsten), Matthew Porter, Paul Ridley, Jim Ross, William Roth (representing Jesse Moreno), David Salazar, John Stacy (representing Bobby Stovall), Kathy Stewart, Burt Thakur, Jeremy Tompkins, William Tsao, and Duncan Webb.

Others present at the meeting were: Vickie Alexander, Susan Alvarez, Renee Arnold, Micah Baker, Jay Barksdale, Emily Beckham, Will Bepresi, Kenny Bergstrom, Natalie Bernal, Natalie Bettger, Brandi Bird, Jonathan Blackman, Farhan Butt, Daniel Byrd, Katherine Cadena, Angie Carson, Lori Clark, Mardy Clash, Dina Colarossi, Shawn Conrad, Paul Cristina, Liam Crowley, Dawn Dalrymple, Clarence Daugherty, Brian Dell, Cody Derrick, Caryl DeVries, Emily Dryden, Chris Dyser, Chad Edwards, Andrew Fortune, Eric Gallt, Eric Garcia, Jillian Giles, Rebekah Gongora, Christie Gotti, Gary Graham, Shala Greer-Smith, Scott Hall, Tony Hartzel, Millie Hayes, Irlenia Hermosillo, Robert Hinkle, Ernest Huffman, Joel James, Jim Jarrat, Matt Johns, Amy Johnson, Mike Johnson, Wilson Kakembo, Dan Kessler, Gus Khankarli, Tony Kimmey, Ken Kirkpatrick, Andrew Kissig, Chris Klaus, Denise Koon, Tom Kramritz, Garry Kraus, Dan Lamers, Anette Landeros, Zihau Li, Eron Linn, Todd Little, Aaren Long, Dee Long, Paul Luedtke, Stanford Lynch, Chad Marbut, Dillion Maroney, Kit Marshall, Rob Matwick, Rich Matyiku, Malcolm Mayhew, Brian Moen, Erin Moore, Alex Morgan, Eric Morris, Michael Morris, Faith Morse, Jenny Narvaez, Jeff Neal, Mark Nelson, Jackie Nolasco, Darla Paybzzrah, Michael Peters, Christopher Poe, Caleb Polster, John Polster, Kelly Porter, James Powell, Ezra Pratt, Vercie Pruitt-Jenkins, David Purnell, Randy Richardson, Kay Shelton, Walter Shumac III, Samuel Simmons, Gary Slagel, Sidney Sonch, Claude Spivey, Feliz Stafford, Toni Stehling, David Sweet, Luke Tinker, Kimberlin To, Lauren Trimble, Caroline Vandergriff, Victor Vandergriff, Elisa Villnave, Noah Walker, Brendon Wheeler, Brian Wilson, Karla Windsor, Carson Wright, Chris Wright, Sam Yacomb, and Colleen Zweibel.

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 November 13, 2025, Minutes:** Approval of the November 13, 2025, meeting minutes contained in Electronic Item 2 was requested.

A motion was made to approve the November 13, 2025, meeting minutes as submitted in Electronic Item 2. Matthew Porter (M); Ed Moore (S). The motion passed unanimously.

3. Consent Agenda

- 3.1. **Ratification of Emergency Funding: North Texas Multimodal Operations, Velocity, Efficiency, and Safety Cost Increase for Eastern Segment**: Regional Transportation Council ratification was requested for emergency funding of \$3.82 million in Congestion Mitigation and Air Quality Improvement Program funds with a local match of \$955,000 committed by Dallas Area Rapid Transit as the last funding piece for the eastern section of the Trinity Railway Express federal discretionary grant. The action included amending the Transportation Improvement Program and other administrative/planning documents to enable the project to proceed to construction.
- 3.2. **Funding for Klyde Warren Park Phase 2 Cost Overrun**: Regional Transportation Council approval of \$7.85 million in Surface Transportation Block Grant Program funding and changes to non-federal funding for the Klyde Warren Park Phase 2 project was requested.
- 3.3. **Technology Project Identification Framework**: Regional Transportation Council approval was requested of projects within the Transportation Technology and Innovation Program and the new Technology Project Identification process.

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

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

1. Status Report on the Regional Transportation Council Transit Vision Subcommittee Meeting in January
2. Federal Railroad Administration Corridor Identification Development Program
3. 2026 Schedule of Meetings for the Regional Transportation Council and Surface Transportation Technical Committee
4. End of 2025 Ozone Season
5. Integrating Transportation and Stormwater Infrastructure Study Workshop: January 29, 2025
6. Additional Correspondence from Hunt-Related Entities on High-Speed Rail
7. Status Update on 2025 Transportation Conformity
8. Attendance Report: Dallas-Fort Worth Clean Cities Technical Advisory Committee
9. Local Clean Air Project Spotlight
10. Air Quality Funding Opportunities (www.nctcog.org/aqfunding)
11. Upcoming Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org/events)
12. October – November Public Comment Report
13. November Public Meeting Minutes
14. December Public Meeting Notice
15. Recent News Articles
16. Recent Correspondence
17. Recent Press Releases

5. **Fiscal Year 2024 – 2025 National Railroad Partnership Program**: Jeff Neal requested Regional Transportation Council approval to submit applications for the Fiscal Year 2024-2025 National Railroad Partnership Program. Applications are due to the United States Department of Transportation by February 6, 2026.

A motion was made to approve the submittal of applications supporting the Prairie Creek Road Grade Separation and East Trinity Railway Express Corridor Improvement projects for funding consideration through the Fiscal Year (FY) 2024-2025 National Railroad Partnership Program; along with 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 proposed projects, if selected for FY2024-2025 National Railroad Partnership Program awards. Paul Ridley (M); Daniel Alemán (S). The motion passed unanimously.

6. **Status Report on Major Regional Transportation Council Initiatives for 2025 and Approval of Fiscal Year 2027-2029 Management, Operations, and Air Quality Program**

Michael Morris updated the Regional Transportation Council on accomplishments since June 2025 and Policy challenges over the next 60 days. Christie Gotti requested approval of funding to extend the region's ongoing Management, Operations, and Air Quality projects and programs into Fiscal Year 2027-2029.

A motion was made to approve proposed projects and programs listed in Electronic Item 6.3; along with 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 these changes. Elizabeth Beck (M); Bill Cox (S). The motion passed unanimously.

7. **Metropolitan Transportation Plan Policy Bundle Round 6**: Amy Johnson provided an overview of the Metropolitan Transportation Plan Policy Bundle Round 6 policy list and scoring framework.

8. **Project Status Report: Metropolitan Planning Organization Milestone Policy Round 2, Fiscal Year 2025 and Fiscal Year 2026 Project Tracking Update**: Brian Dell provided the Regional Transportation Council with a status report on the Fiscal Year 2025 and FY2026 Project Tracking and Milestone Policy Round 2 projects.

9. **Off-System Rail Grade Separation State Fund Program**: Michael Johnson provided a brief overview of the Texas Off-System Rail Grade Separation State Fund Program. The program was 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.

10. **Regional Public Transportation Agency Safety Plan Transit Safety Performance Measures – Crime Data Request**: Karla Windsor provided an overview of the collected crime statistics from Dallas Area Rapid Transit, Trinity Metro, and Denton County Transportation Authority as requested by the Regional Transportation Council.

11. **North Texas Electric Vertical Takeoff and Landing and Advanced Air Mobility Aircraft Integration Pilot Program Proposal**: Ernest Huffman provided an overview of the North Central Texas Council of Governments planned competitive application to the Federal Aviation Administration's Electric Vertical Takeoff and Landing Aircraft Integration Pilot Program to demonstrate near-term, real-world Advanced Air Mobility operations in the Dallas-Fort Worth region.

12. **Interim Final Rule on the Disadvantaged Business Enterprise Program**: Ken Kirkpatrick provided an update on the United States Department of Transportation Interim Final Rule on the Disadvantaged Business Enterprise (DBE) Program issued on October 3, 2025, and a summary of implications.
13. **Transportation Director Succession Plan**: Michael Morris provided an update on the North Central Texas Council of Governments Transportation Department Director's Succession Plan for 2025 through 2027.
14. **Progress Reports**: Regional Transportation Council attendance was provided in Electronic Item 14.1, and Surface Transportation Technical Committee attendance and minutes were provided in Electronic Item 14.2.
15. **Other Business (Old or New)**: There was no discussion on this item.
16. **Future Agenda Items**: There was no discussion on this item.
17. **Next Meeting**: The next meeting of the Regional Transportation Council is scheduled for **1:00 pm, Thursday, January 8, 2026.**

Meeting adjourned at 3:28 pm.

How to Read the Project Modification Listings - Roadway Section

The project listing includes all projects for which Regional Transportation Council action will be requested during this Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) modification cycle. Below is a sample TIP modification project listing. The fields are described below.

TIP Code: 11461 **Facility:** SH 289 **Location/Limits From:** AT INTERSECTION OF PLANO PARKWAY **Modification #:** 2017-0004
Implementing Agency: PLANO
County: COLLIN **CSJ:** 0091-05-053
City: PLANO **Desc:** INTERSECTION IMPROVEMENTS TO REMOVE DOUBLE INTERSECTION, INCLUDING ADDING DUAL LEFT TURN LANES AND A RIGHT TURN LANE ON EACH APPROACH; INTERSECTION WILL BE NORMALIZED AND SOUTHERN SIGNAL WILL BE REMOVED
Request: REVISE LIMITS TO SH 289 FROM VENTURA DR TO 500 FEET WEST OF BURNHAM DRIVE AND ON PRESTON ROAD FROM ALLIANCE BLVD TO DEXTER DRIVE; REVISE SCOPE TO INTERSECTION IMPROVEMENTS TO REMOVE DOUBLE INTERSECTION, INCLUDING ADDING DUAL LEFT TURN LANES AND A RIGHT TURN LANE ON EACH APPROACH; RECONSTRUCT ALLIANCE BLVD INTERSECTION; ADD SIDEWALKS; INCREASE ENGINEERING FUNDING IN FY2015 AND DELAY TO FY2017; INCREASE CONSTRUCTION FUNDING IN FY2017

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2007	ENG	0091-05-053	Cat 7:	\$144,000	\$18,000	\$0	\$18,000	\$0	\$180,000
2015	ENG	0091-05-053	Cat 7:	\$256,000	\$32,000	\$0	\$32,000	\$0	\$320,000
2017	CON	0091-05-053	Cat 5:	\$1,280,000	\$160,000	\$0	\$160,000	\$0	\$1,600,000
2017	CON	0091-05-053	Cat 7:	\$1,200,000	\$150,000	\$0	\$150,000	\$0	\$1,500,000
Phase Subtotal:				\$2,480,000	\$310,000	\$0	\$310,000	\$0	\$3,100,000
Grand Total:				\$2,880,000	\$360,000	\$0	\$360,000	\$0	\$3,600,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2007	ENG	0091-05-053	Cat 7:	\$144,000	\$18,000	\$0	\$18,000	\$0	\$180,000
2016	ENG	0091-05-053	Cat 7:	\$496,000	\$62,000	\$0	\$62,000	\$0	\$620,000
2017	CON	0091-05-053	Cat 5:	\$2,050,000	\$260,000	\$0	\$260,000	\$0	\$2,570,000
2017	CON	0091-05-053	Cat 7:	\$1,950,000	\$240,000	\$0	\$240,000	\$0	\$2,430,000
Phase Subtotal:				\$4,000,000	\$500,000	\$0	\$500,000	\$0	\$5,000,000
Grand Total:				\$4,640,000	\$580,000	\$0	\$580,000	\$0	\$5,800,000

TIP CODE:	The number assigned to a TIP project, which is how NCTCOG identifies a project.
FACILITY:	Project or facility name or location (i.e., highway number); some HWY labels used for non-highway projects in the TIP are: VA (various), CS (city street), MH (municipal highway), and SL (state loop).
LOCATION/LIMITS FROM:	Cross-street or location identifying the ends limits of a project.
LOCATION/LIMITS TO:	Identifies the ending point of the project.
MODIFICATION #:	The number assigned to the modification request by North Central Texas Council of Governments (NCTCOG) staff.
IMPLEMENTING AGENCY:	Identifies the lead public agency or municipality responsible for the project.
COUNTY:	County in which project is located.
CONT-SECT-JOB (CSJ):	The Control Section Job Number is a TxDOT-assigned number given to track projects.
CITY:	City in which project is located.
DESCRIPTION (DESC):	Brief description of work to be performed on the project.
REQUEST:	As projects are modified through subsequent TIP/STIP modification cycles, the requested change will be noted.
CURRENTLY APPROVED FUNDING TABLE:	Provides the total funding currently approved for a project; incorporates total funding for all fiscal years and phases. This table will not appear for a modification that is adding a new project to the TIP/STIP.
FY:	Identifies the fiscal year in which the project occurs.
PHASE:	Identifies the phases approved for funding. ENG is Engineering, ENV is Environmental, ROW is Right-of-Way Acquisition, UTIL is Utility Relocation, CON is construction, CON ENG is Construction Engineering, IMP is Implementation, and TRANS is a Transit Transfer.
FUNDING SOURCE:	Identifies the sources that are used to fund the project. Chapter III of the TIP/Statewide Transportation Improvement Plan (STIP) provides description of the different funding categories and outlines abbreviations commonly used for the categories: www.nctcog.org/trans/funds/transportation-improvement-program
REVISION REQUESTED FUNDING TABLE:	Provides the total proposed funding for a project as a result of the requested change; incorporates total funding for all fiscal years and phases.

PROPOSED FEBRUARY 2026 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 40098 **Facility:** VA **Location/Limits From:** NEWTON RAYZOR ELEMENTARY SCHOOL SRTS BOUNDED BY W WINDSOR DRIVE TO THE NORTH **Modification #:** 2025-0469
Implementing Agency: DENTON **Location/Limits To:** FULTON ST TO THE EAST, PANHANDLE ST TO THE SOUTH, AND ECTOR ST TO THE WEST
County: DENTON **CSJ:** 0918-46-362
City: DENTON **Desc:** CONSTRUCT NEW SIDEWALKS, BICYCLE LANES, AND OTHER BICYCLE AND PEDESTRIAN SAFETY ENHANCEMENTS
Request: ADD PROJECT TO 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS APPROVED BY RTC ON JUNE 12, 2025; PROJECT GROUPED UNDER CSJ 5000-00-916; REVISE SOUTHERN LIMITS FROM LINDEN ST TO PANHANDLE ST SINCE ORIGINAL RTC ACTION
Comment: PART OF 2025 TASA CALL FOR PROJECTS; PROJECT GROUPED UNDER CSJ 5000-00-916

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2028	CON	0918-46-362	Cat 9 TA Set Aside:	\$4,584,000	\$0	\$0	\$1,146,000	\$0	\$5,730,000
Grand Total:				<u>\$4,584,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$1,146,000</u>	<u>\$0</u>	<u>\$5,730,000</u>

TIP Code: 13088 **Facility:** SS 399 **Location/Limits From:** SH 5 **Modification #:** 2025-0534
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** AIRPORT DR
County: COLLIN **CSJ:** 0047-10-005
City: MCKINNEY **Desc:** SH 5 TO STEWART RD: RECONSTRUCT AND WIDEN 4 TO 8 LANE FREEWAY AND 4/6 LANE CONTINUOUS TO 4/6 LANE CONTINUOUS FRONTAGE ROADS; STEWART RD TO AIRPORT DR: CONSTRUCT 0 TO 8 LANE FREEWAY AND 0 TO 4/6 LANE DISCONTINUOUS FRONTAGE ROADS
Request: ADD PROJECT TO APPENDIX D OF THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS APPROVED BY THE RTC ON AUGUST 7, 2025; ADD ENGINEERING PHASE; REVISE SCOPE AS FROM SH 5 TO STEWART RD: RECONSTRUCT AND WIDEN 4 TO 8 LANE FREEWAY AND 4/6 LANE CONTINUOUS TO 4/6 LANE CONTINUOUS FRONTAGE ROADS; STEWART RD TO AIRPORT DR: CONSTRUCT 0 TO 8 LANE FREEWAY AND 0 TO 4/6 LANE DISCONTINUOUS FRONTAGE ROADS; CATEGORY 2 FUNDING OFFSET BY DECREASE ON TIP 55287/CSJ 0047-10-002
Comment: REGIONAL 10-YEAR PLAN PROJECT

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2032	ENG	0047-10-005	SW PE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2032	CON	0047-10-005	Cat 12:	\$120,560,558	\$30,140,139	\$0	\$0	\$0	\$150,700,697
2032	CON	0047-10-005	Cat 2M:	\$36,993,879	\$9,248,470	\$0	\$0	\$0	\$46,242,349
2032	CON	0047-10-005	Cat 4:	\$33,897,566	\$8,474,391	\$0	\$0	\$0	\$42,371,957
Phase Subtotal:				<u>\$191,452,003</u>	<u>\$47,863,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$239,315,003</u>
Grand Total:				<u>\$191,452,003</u>	<u>\$48,863,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$240,315,003</u>

PROPOSED FEBRUARY 2026 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 54032.1 **Facility:** FM 740 **Location/Limits From:** RANCH ROAD **Modification #:** 2025-0542
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** NORTH OF MAVERICK
County: KAUFMAN **CSJ:** 1091-01-023
City: VARIOUS **Desc:** RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES (ULTIMATE 6 LANES)
Request: ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	1091-01-023	SW PE:	\$0	\$4,112,494	\$0	\$0	\$0	\$4,112,494
2026	ROW	1091-01-023	SW ROW:	\$0	\$25,178,537	\$0	\$0	\$0	\$25,178,537
Grand Total:				\$0	\$29,291,031	\$0	\$0	\$0	\$29,291,031

TIP Code: 54032.2 **Facility:** FM 740 **Location/Limits From:** IH 20 **Modification #:** 2025-0543
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** SOUTHERNCROSS TRAIL
County: KAUFMAN **CSJ:** 1091-02-025
City: KAUFMAN **Desc:** RECONSTRUCT AND WIDEN FROM 2 LANE TO 4 LANE
Request: ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	1091-02-025	SW PE:	\$0	\$735,925	\$0	\$0	\$0	\$735,925
2026	ROW	1091-02-025	SW ROW:	\$0	\$3,003,777	\$0	\$0	\$0	\$3,003,777
Grand Total:				\$0	\$3,739,702	\$0	\$0	\$0	\$3,739,702

PROPOSED FEBRUARY 2026 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 50014 **Facility:** FM 460 **Location/Limits From:** FM 740 **Modification #:** 2025-0544
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** US 80
County: KAUFMAN **CSJ:** 2249-01-009
City: FORNEY **Desc:** RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES (ULTIMATE 6 LANES)
Request: ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	2249-01-009	SW PE:	\$0	\$753,217	\$0	\$0	\$0	\$753,217
2026	ROW	2249-01-009	SW ROW:	\$0	\$3,074,356	\$0	\$0	\$0	\$3,074,356
Grand Total:				\$0	\$3,827,573	\$0	\$0	\$0	\$3,827,573

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2030	ENG	2249-01-009	SW PE:	\$0	\$753,217	\$0	\$0	\$0	\$753,217
2030	ROW	2249-01-009	SW ROW:	\$0	\$3,074,356	\$0	\$0	\$0	\$3,074,356
Grand Total:				\$0	\$3,827,573	\$0	\$0	\$0	\$3,827,573

Revisions since STTC Meeting: Delayed engineering and right-of-way phases to FY2030 at the request of TXDOT.

TIP Code: 25137 **Facility:** VA **Location/Limits From:** ON WESLEY ST AT IH 30 EB FRONTAGE ROAD **Modification #:** 2025-0599
Implementing Agency: VICTRON ENERGY, INC.
County: HUNT **CSJ:** 5000-00-276
City: GREENVILLE **Desc:** INSTALL 4 DIRECT CURRENT FAST CHARGE PORTS ALONG THE ELECTRIC ALT FUEL CORRIDORS PLUS 5 YEARS OF OPERATIONS AND MAINTENANCE
Request: ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: PROJECT IS PART OF 2023 NEVI GRANT AWARD; CAT 10 IS NEVI FUNDING; LOCAL MATCH TO BE PAID BY PROJECT SPONSOR

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	CON	5000-00-276	Cat 10 - NEVI:	\$626,979	\$0	\$0	\$156,745	\$0	\$783,724
Grand Total:				\$626,979	\$0	\$0	\$156,745	\$0	\$783,724

PROPOSED FEBRUARY 2026 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 25138 **Facility:** VA **Location/Limits From:** ON FULGHUM RD AT IH 45 NB FRONTAGE RD **Modification #:** 2025-0600
Implementing Agency: LOVE'S TRAVEL STOPS & COUNTRY STORES, INC.
County: DALLAS **CSJ:** 5000-00-264
City: HUTCHINS **Desc:** INSTALL 4 DIRECT CURRENT FAST CHARGE PORTS ALONG THE ELECTRIC ALT FUEL CORRIDORS PLUS 5 YEARS OF OPERATIONS AND MAINTENANCE
Request: ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: PROJECT IS PART OF 2023 NEVI GRANT AWARD; CAT 10 IS NEVI FUNDING; LOCAL MATCH TO BE PAID BY PROJECT SPONSOR

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	CON	5000-00-264	Cat 10 - NEVI:	\$1,003,000	\$0	\$0	\$250,750	\$0	\$1,253,750
Grand Total:				\$1,003,000	\$0	\$0	\$250,750	\$0	\$1,253,750

TIP Code: 25139 **Facility:** VA **Location/Limits From:** ON W WHITE AVE AT US 75 NB FRONTAGE RD **Modification #:** 2025-0601
Implementing Agency: EVGATEWAY
County: COLLIN **CSJ:** 5000-00-257
City: MCKINNEY **Desc:** INSTALL 4 DIRECT CURRENT FAST CHARGE PORTS ALONG THE ELECTRIC ALT FUEL CORRIDORS PLUS 5 YEARS OF OPERATIONS AND MAINTENANCE
Request: ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: PROJECT IS PART OF 2023 NEVI GRANT AWARD; CAT 10 IS NEVI FUNDING; LOCAL MATCH TO BE PAID BY PROJECT SPONSOR

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	CON	5000-00-257	Cat 10 - NEVI:	\$751,875	\$0	\$0	\$187,969	\$0	\$939,844
Grand Total:				\$751,875	\$0	\$0	\$187,969	\$0	\$939,844

PROPOSED FEBRUARY 2026 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 25140 **Facility:** VA **Location/Limits From:** ON BROADWAY BLVD NEAR IH 30 WB FRONTAGE RD AND DUCK CREEK DR **Modification #:** 2025-0602

Implementing Agency: ECAMION USA, INC (DBA JULE)

County: DALLAS **CSJ:** 5000-00-252

City: GARLAND **Desc:** INSTALL 4 DIRECT CURRENT FAST CHARGE PORTS ALONG THE ELECTRIC ALT FUEL CORRIDORS PLUS 5 YEARS OF OPERATIONS AND MAINTENANCE

Request: ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Comment: PROJECT IS PART OF 2023 NEVI GRANT AWARD; CAT 10 IS NEVI FUNDING; LOCAL MATCH TO BE PAID BY PROJECT SPONSOR

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	CON	5000-00-252	Cat 10 - NEVI:	\$650,029	\$0	\$0	\$162,507	\$0	\$812,536
Grand Total:				\$650,029	\$0	\$0	\$162,507	\$0	\$812,536

Revisions since STTC Meeting: Change city from Mesquite to Garland.

TIP Code: 25141 **Facility:** VA **Location/Limits From:** ON GASOLINE ALLEY NEAR IH 35W NB FRONTAGE RD AND SH 114 **Modification #:** 2025-0603

Implementing Agency: VICTRON ENERGY, INC.

County: DENTON **CSJ:** 5000-00-277

City: NORTHLAKE **Desc:** INSTALL 4 DIRECT CURRENT FAST CHARGE PORTS ALONG THE ELECTRIC ALT FUEL CORRIDORS PLUS 5 YEARS OF OPERATIONS AND MAINTENANCE

Request: ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Comment: PROJECT IS PART OF 2023 NEVI GRANT AWARD; CAT 10 IS NEVI FUNDING; LOCAL MATCH TO BE PAID BY PROJECT SPONSOR

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	CON	5000-00-277	Cat 10 - NEVI:	\$626,979	\$0	\$0	\$156,745	\$0	\$783,724
Grand Total:				\$626,979	\$0	\$0	\$156,745	\$0	\$783,724

PROPOSED FEBRUARY 2026 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 25142 **Facility:** VA **Location/Limits From:** ON FM 148 NEAR SP 557 AND APACHE TRAIL **Modification #:** 2025-0604

Implementing Agency: VICTRON ENERGY, INC.

County: KAUFMAN **CSJ:** 5000-00-247

City: TERRELL **Desc:** INSTALL 4 DIRECT CURRENT FAST CHARGE PORTS ALONG THE ELECTRIC ALT FUEL CORRIDORS PLUS 5 YEARS OF OPERATIONS AND MAINTENANCE

Request: ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Comment: PROJECT IS PART OF 2023 NEVI GRANT AWARD; CAT 10 IS NEVI FUNDING; LOCAL MATCH TO BE PAID BY PROJECT SPONSOR

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	CON	5000-00-247	Cat 10 - NEVI:	\$626,979	\$0	\$0	\$156,745	\$0	\$783,724
Grand Total:				\$626,979	\$0	\$0	\$156,745	\$0	\$783,724

TIP Code: 11980.2 **Facility:** VA **Location/Limits From:** VARIOUS LOCATIONS WITHIN THE DART SERVICE AREA **Modification #:** 2025-0605

Implementing Agency: DART

County: VARIOUS **CSJ:** 0918-00-249

City: VARIOUS **Desc:** PURCHASE OF TRANSIT VEHICLES (BUSES) TO EXPAND SERVICE

Request: REVISE SCOPE TO PURCHASE REPLACEMENT CNG BUSES

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	TRANS	0918-00-249	Cat 5:	\$3,220,000	\$0	\$0	\$805,000	\$0	\$4,025,000
Grand Total:				\$3,220,000	\$0	\$0	\$805,000	\$0	\$4,025,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	TRANS	0918-00-249	Cat 5:	\$3,220,000	\$0	\$0	\$805,000	\$0	\$4,025,000
Grand Total:				\$3,220,000	\$0	\$0	\$805,000	\$0	\$4,025,000

PROPOSED FEBRUARY 2026 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 24039 **Facility:** SH 289 **Location/Limits From:** IH 635 **Modification #:** 2025-0610
Implementing Agency: DALLAS **Location/Limits To:** FRANKFORD ROAD
County: DALLAS **CSJ:** 0091-06-063
City: DALLAS **Desc:** CONSTRUCT TRAFFIC SIGNAL CONTROL SYSTEM IMPROVEMENTS
Request: SPLIT PROJECT INTO 2 PROJECTS DUE TO A CONTROL SECTION BREAK; REVISE LIMITS TO SH 289 FROM IH 635 TO MCCALLUM BLVD, CLARIFY SCOPE AS CONSTRUCT TRAFFIC SIGNAL CONTROL SYSTEM IMPROVEMENTS ALONG PRESTON ROAD, AND DECREASE FUNDING; OFFSETS AN INCREASE ON TIP 24039.1/CSJ 0091-05-081
Comment: RELATED TO TIP 14070/CSJ 0196-07-034 AND TIP 24039.1/CSJ 0091-05-081

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	CON	0091-06-063	Cat 5:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
Grand Total:				\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	CON	0091-06-063	Cat 5:	\$3,040,000	\$760,000	\$0	\$0	\$0	\$3,800,000
Grand Total:				\$3,040,000	\$760,000	\$0	\$0	\$0	\$3,800,000

Revisions since STTC Meeting: Added CSJ for TIP 24039.1.

PROPOSED FEBRUARY 2026 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 14013.6 **Facility:** VA **Location/Limits From:** DART SILVER LINE PROJECT **Modification #:** 2025-0615

Implementing Agency: DART

County: DALLAS **CSJ:** 0 18-47-329

City: DALLAS

Desc: CONSTRUCTION SAFETY WALLS IN RAIL CORRIDOR NEAR FAIRHILL SCHOOL AND LYNN MOTT SSOFF SCHOOL

Request: ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS AGENCY DID NOT INCLUDE PROJECT INTO IN A GRANT AGREEMENT IN A TIMELY MANNER; FUNDS PREVIOUSLY TRANSFERRED/OBLIGATED IN FY2022; GROUPED UNDER CSJ 5800-00-950

Comment: GROUPED UNDER CSJ 5800-00-950; REGIONAL TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; REGIONAL TDCS; COTTON BELT TRAIL PROJECT #6

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	TRANS	0918-47-329	Cat 3 - TDC (MPO):	\$0	\$0	\$49,000	\$0	\$0	\$0
2022	TRANS	0918-47-329	STBG:	\$245,000	\$0	\$0	\$0	\$0	\$245,000
Phase Subtotal:				\$245,000	\$0	\$49,000	\$0	\$0	\$245,000
Grand Total:				\$245,000	\$0	\$0	\$0	\$0	\$245,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	TRANS	0918-47-329	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$49,000	\$0	\$0
2025	TRANS	0918-47-329	STBG:	\$245,000	\$0	\$0	\$0	\$0	\$245,000
Phase Subtotal:				\$245,000	\$0	\$0	\$49,000	\$0	\$245,000
Grand Total:				\$245,000	\$0	\$0	\$0	\$0	\$245,000

Revisions since STTC Meeting: Per FTA, this modification is no longer needed.

PROPOSED FEBRUARY 2026 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13040	Facility: FM 157	Location/Limits From: MAIN ST FROM 8TH ST	Modification #: 2025-0621
Implementing Agency: TXDOT-FORT WORTH		Location/Limits To: NORTH OF CR 108B	
County: JOHNSON	CSJ: 0747-05-043		
City: VENUS	Desc: REHAB 2 LANE TO 2 LANE ROADWAY WITH SIDEWALKS AND TURN LANES		
	Request: INCREASE CONSTRUCTION FUNDING; PROJECT GROUPED UNDER CSJ 5000-00-952		
	Comment: REGIONAL 10-YEAR PLAN PROJECT; RELATED TO TIP 13040.1/CSJ 0747-08-002 AND TIP 13041/CSJ 0747-05-042; PROJECT GROUPED UNDER CSJ 5000-00-952		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0747-05-043	SW PE:	\$0	\$375,000	\$0	\$0	\$0	\$375,000
2022	ROW	0747-05-043	SW ROW:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2023	UTIL	0747-05-043	SW ROW:	\$0	\$500,000	\$0	\$0	\$0	\$500,000
2026	CON	0747-05-043	Cat 2M:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
Grand Total:				\$0	\$3,875,000	\$0	\$0	\$0	\$3,875,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0747-05-043	SW PE:	\$0	\$375,000	\$0	\$0	\$0	\$375,000
2022	ROW	0747-05-043	SW ROW:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2023	UTIL	0747-05-043	SW ROW:	\$0	\$500,000	\$0	\$0	\$0	\$500,000
2026	CON	0747-05-043	Cat 2M:	\$0	\$3,567,899	\$0	\$0	\$0	\$3,567,899
Grand Total:				\$0	\$5,442,899	\$0	\$0	\$0	\$5,442,899

PROPOSED FEBRUARY 2026 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 24016 **Facility:** US 67 **Location/Limits From:** MAIN ST **Modification #:** 2025-0625
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** WARD ROAD
County: ELLIS **CSJ:** 0260-02-055
City: VARIOUS **Desc:** INSTALLATION OF NEW CCTV, DMS AND VEHICLE DETECTION UNITS
Request: INCREASE CONSTRUCTION FUNDING, AND DELAY TO FY2027; CHANGE CITY TO MIDLOTHIAN

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	CON	0260-02-055	Cat 5:	\$480,000	\$120,000	\$0	\$0	\$0	\$600,000
Grand Total:				\$480,000	\$120,000	\$0	\$0	\$0	\$600,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	CON	0260-02-055	Cat 5:	\$880,000	\$220,000	\$0	\$0	\$0	\$1,100,000
Grand Total:				\$880,000	\$220,000	\$0	\$0	\$0	\$1,100,000

Revisions since STTC Meeting: Changed city from Various to Midlothian.

TIP Code: 55309 **Facility:** FM 546 **Location/Limits From:** JCT 546 **Modification #:** 2025-0626
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** COUNTY RD 393
County: COLLIN **CSJ:** 1013-01-040
City: MCKINNEY **Desc:** RECONSTRUCT AND WIDEN 2 LANE TO 4 LANE (ULTIMATE 6 LANE)
Request: INCREASE ENGINEERING AND ROW FUNDING AND DELAY TO FY2027
Comment: RELATED TO TIP 55309.1/CSJ 1013-03-002

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	1013-01-040	SW PE:	\$0	\$287,500	\$0	\$0	\$0	\$287,500
2025	ROW	1013-01-040	SW ROW:	\$0	\$11,677,907	\$0	\$0	\$0	\$11,677,907
Grand Total:				\$0	\$11,965,407	\$0	\$0	\$0	\$11,965,407

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	ENG	1013-01-040	SW PE:	\$0	\$3,858,229	\$0	\$0	\$0	\$3,858,229
2027	ROW	1013-01-040	SW ROW:	\$0	\$30,007,278	\$0	\$0	\$0	\$30,007,278
Grand Total:				\$0	\$33,865,507	\$0	\$0	\$0	\$33,865,507

PROPOSED FEBRUARY 2026 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 24017 **Facility:** VA **Location/Limits From:** VARIOUS LOCATIONS ALONG IH 30, IH 35E, IH 35W, IH 45, IH 20 & US 75 **Modification #:** 2025-0629

Implementing Agency: TXDOT-DALLAS

County: VARIOUS **CSJ:** 0918-00-474

City: VARIOUS **Desc:** INSTALL NEW DYNAMIC MESSAGE SIGNS

Request: INCREASE CONSTRUCTION FUNDING AND DELAY TO FY2027

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	CON	0918-00-474	Cat 5:	\$2,000,000	\$500,000	\$0	\$0	\$0	\$2,500,000
Grand Total:				\$2,000,000	\$500,000	\$0	\$0	\$0	\$2,500,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	CON	0918-00-474	Cat 5:	\$3,200,000	\$800,000	\$0	\$0	\$0	\$4,000,000
Grand Total:				\$3,200,000	\$800,000	\$0	\$0	\$0	\$4,000,000

TIP Code: 24016.1 **Facility:** US 67 **Location/Limits From:** BELT LINE ROAD **Modification #:** 2025-0630

Implementing Agency: TXDOT-DALLAS **Location/Limits To:** DALLAS COUNTY LINE

County: DALLAS **CSJ:** 0261-02-086

City: VARIOUS **Desc:** INSTALLATION OF NEW CCTV, DMS AND VEHICLE DETECTION UNITS

Request: INCREASE CONSTRUCTION FUNDING AND DELAY TO FY2027; CHANGE CITY TO CEDAR HILL

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	CON	0261-02-086	Cat 5:	\$480,000	\$120,000	\$0	\$0	\$0	\$600,000
Grand Total:				\$480,000	\$120,000	\$0	\$0	\$0	\$600,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	CON	0261-02-086	Cat 5:	\$960,000	\$240,000	\$0	\$0	\$0	\$1,200,000
Grand Total:				\$960,000	\$240,000	\$0	\$0	\$0	\$1,200,000

Revisions since STTC Meeting: Changed city from Various to Cedar Hill.

PROPOSED FEBRUARY 2026 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 24016.2 **Facility:** US 67 **Location/Limits From:** DALLAS COUNTY LINE **Modification #:** 2025-0631
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** MAIN ST
County: VARIOUS **CSJ:** 0261-01-052
City: VARIOUS **Desc:** INSTALLATION OF NEW CCTV, DMS AND VEHICLE DETECTION UNITS
Request: INCREASE CONSTRUCTION FUNDING AND DELAY TO FY2027

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	CON	0261-01-052	Cat 5:	\$580,000	\$145,000	\$0	\$0	\$0	\$725,000
Grand Total:				\$580,000	\$145,000	\$0	\$0	\$0	\$725,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	CON	0261-01-052	Cat 5:	\$960,000	\$240,000	\$0	\$0	\$0	\$1,200,000
Grand Total:				\$960,000	\$240,000	\$0	\$0	\$0	\$1,200,000

TIP Code: 50015 **Facility:** US 380 **Location/Limits From:** GEESLING RD **Modification #:** 2025-0634
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** LAKEVIEW BLVD
County: DENTON **CSJ:** 0135-10-066
City: DENTON **Desc:** RECONSTRUCT ARTERIAL FROM 6 TO 6 LANES; CONSTRUCT ACCESS RAMP
Request: ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	ENG	0135-10-066	SW PE:	\$0	\$2,233,210	\$0	\$0	\$0	\$2,233,210
2027	ROW	0135-10-066	SW ROW:	\$0	\$18,438,000	\$0	\$0	\$0	\$18,438,000
Grand Total:				\$0	\$20,671,210	\$0	\$0	\$0	\$20,671,210

PROPOSED FEBRUARY 2026 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 53085 **Facility:** SL 288 **Location/Limits From:** EAST OF IH 35 **Modification #:** 2025-0635
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** SOUTH OF KINGS ROW
County: DENTON **CSJ:** 2250-02-025
City: DENTON **Desc:** RECONSTRUCT AND WIDEN 4 LANES ARTERIAL TO 6 LANES FREEWAY; CONSTRUCT 0 TO 4/6 LANE CONTINUOUS FRONTAGE ROADS
Request: ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	ENG	2250-02-025	SW PE:	\$0	\$27,222,791	\$0	\$0	\$0	\$27,222,791
2027	ROW	2250-02-025	SW ROW:	\$0	\$74,275,475	\$0	\$0	\$0	\$74,275,475
Grand Total:				\$0	\$101,498,266	\$0	\$0	\$0	\$101,498,266

TIP Code: 24040 **Facility:** VA **Location/Limits From:** ON WESTERN BLVD FROM JIM CRYSTAL **Modification #:** 2025-0638
Implementing Agency: DENTON **Location/Limits To:** US 380
County: DENTON **CSJ:** 0918-46-358
City: DENTON **Desc:** RECONSTRUCT AND WIDEN FROM 3 LANES TO 4 LANES INCLUDING SHARED USE PATHS
Request: CORRECT THE LIMITS FROM AS ON WESTERN BLVD FROM JIM CHRISTAL RD TO US 380; REALLOCATE FEDERAL ENGINEERING FUNDS TO CONSTRUCTION PHASE; ADD LOCAL CONTRIBUTIONFOR ENG AND MOVE TO FY2028; LOCAL CONTRIBUTION PAID BY CITY OF DENTON
Comment: LOCAL CONTRIBUTION PAID BY CITY OF DENTON

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	0918-46-358	STBG:	\$400,000	\$0	\$0	\$100,000	\$0	\$500,000
2028	CON	0918-46-358	STBG:	\$4,368,000	\$0	\$0	\$1,092,000	\$0	\$5,460,000
Grand Total:				\$4,768,000	\$0	\$0	\$1,192,000	\$0	\$5,960,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2028	ENG	0918-46-358	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$500,000	\$500,000
2028	CON	0918-46-358	STBG:	\$4,768,000	\$0	\$0	\$1,192,000	\$0	\$5,960,000
Grand Total:				\$4,768,000	\$0	\$0	\$1,192,000	\$500,000	\$6,460,000

PROPOSED FEBRUARY 2026 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 24039.1 **Facility:** SH 289 **Location/Limits From:** MCCALLUM BLVD **Modification #:** 2025-0641
Implementing Agency: DALLAS **Location/Limits To:** FRANKFORD RD
County: COLLIN **CSJ:** 0091-05-081
City: DALLAS **Desc:** CONSTRUCT TRAFFIC SIGNAL CONTROL SYSTEM IMPROVEMENTS
Request: ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); BREAKOUT PROJECT FROM TIP 24039/CSJ 0091-06-063
Comment: PROJECT RELATED TO TIP 24039/CSJ 0091-06-063

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	CON	0091-05-081	Cat 5:	\$960,000	\$240,000	\$0	\$0	\$0	\$1,200,000
Grand Total:				<u>\$960,000</u>	<u>\$240,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$1,200,000</u>

Revisions since STTC Meeting: **Added CSJ.**

PROPOSED FEBRUARY 2026 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 14015.3 **Facility:** CS **Location/Limits From:** HARRY HINES/MCKINNON COUPLET WRONG WAY DRIVING AND AA CENTER STUDY BOUNDED BY SLOCUM ON THE WEST, MCKINNON ON THE EAST, **Modification #:** 2025-0642

Implementing Agency: DALLAS **Location/Limits To:** SOUTH OF OAK LAWN ON THE NORTH, AND MOODY/WOODALL RODGERS NORTHERN SERVICE ROAD ON THE SOUTH

County: DALLAS **CSJ:** 0918-47-483

City: DALLAS **Desc:** PLANNING STUDY FOR IMPROVED CIRCULATION IN FULL STUDY AREA AND FULL ENGINEERING FOR THE HARRY HINES/MCKINNON COUPLET INCLUDING THE MOODY CONNECTION INCLUDING IMPROVEMENTS NEEDED FOR WRONG WAY DRIVING ON DNT AND MOBILITY IMPROVEMENTS AROUND AA CENTER

Request: REVISE LIMITS TO ON HARRY HINES BLVD/MCKINNON STREET FROM DALLAS NORTH TOLLWAY TO MOODY STREET; REVISE SCOPE TO REHABILITATE ROADWAY WITH SIGNAGE, SIGNAL, AND INTERSECTION IMPROVEMENTS TO ADDRESS SAFETY ISSUES (WRONG WAY DRIVING ON DNT); DECREASE ENGINEERING FUNDING; PROJECT GROUPED UNDER 5000-00-950

Comment: TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CATEGORY 5 TDCS; PROJECT GROUPED UNDER 5000-00-950

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	0918-47-483	Cat 3 - TDC (MPO):	\$0	\$0	\$600,000	\$0	\$0	\$0
2026	ENG	0918-47-483	STBG:	\$3,000,000	\$0	\$0	\$0	\$0	\$3,000,000
Phase Subtotal:				\$3,000,000	\$0	\$600,000	\$0	\$0	\$3,000,000
Grand Total:				\$3,000,000	\$0	\$0	\$0	\$0	\$3,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	0918-47-483	Cat 3 - TDC (MPO):	\$0	\$0	\$400,000	\$0	\$0	\$0
2026	ENG	0918-47-483	STBG:	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000
Phase Subtotal:				\$2,000,000	\$0	\$400,000	\$0	\$0	\$2,000,000
Grand Total:				\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000

PROPOSED FEBRUARY 2026 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 14015.6 **Facility:** VA **Location/Limits From:** AMERICAN AIRLINES (AA) CENTER TRANSPORTATION STUDY BOUNDED BY SLOCUM ON THE WEST, MCKINNON ON THE EAST, **Modification #:** 2025-0650
Implementing Agency: DALLAS **Location/Limits To:** SOUTH OF OAK LAWN ON THE NORTH, AND MOODY/WOODALL RODGERS NORTHERN SERVICE ROAD ON THE SOUTH
County: DALLAS **CSJ:** 0918-47-576
City: DALLAS **Desc:** PLANNING STUDY FOR IMPROVED CIRCULATION TO IDENTIFY NEEDED MOBILITY IMPROVEMENTS AROUND THE AA CENTER
Request: SPLIT FROM TIP 14015.3/CSJ 0918-47-483 AND ADD PROJECT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); PROJECT GROUPED UNDER 5000-00-950
Comment: TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CATEGORY 5 TDCS; PROJECT GROUPED UNDER 5000-00-950

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	ENG	0918-47-576	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$200,000	\$0	\$0
2027	ENG	0918-47-576	STBG:	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
Phase Subtotal:				\$1,000,000	\$0	\$0	\$200,000	\$0	\$1,000,000
Grand Total:				\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000

Revisions since STTC Meeting: Added CSJ.

PROPOSED FEBRUARY 2026 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 50002.1 **Facility:** FM 548 **Location/Limits From:** SOUTHERNCROSS TRAIL **Modification #:** 2025-0654
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** FM 1641
County: KAUFMAN **CSJ:** 2588-01-025
City: FORNEY **Desc:** RECONSTRUCT AND WIDEN 2 LANE TO 4 LANE ROADWAY
Request: INCREASE FUNDING FOR ENGINEERING AND ROW AND DELAY TO FY2027

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	2588-01-025	SW PE:	\$0	\$2,674,185	\$0	\$0	\$0	\$2,674,185
2026	ROW	2588-01-025	SW ROW:	\$0	\$7,230,573	\$0	\$0	\$0	\$7,230,573
Grand Total:				\$0	\$9,904,758	\$0	\$0	\$0	\$9,904,758

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	ENG	2588-01-025	SW PE:	\$0	\$3,278,217	\$0	\$0	\$0	\$3,278,217
2027	ROW	2588-01-025	SW ROW:	\$0	\$20,617,324	\$0	\$0	\$0	\$20,617,324
Grand Total:				\$0	\$23,895,541	\$0	\$0	\$0	\$23,895,541

Revisions since STTC Meeting: Added modification to the February 2026 cycle after STTC met on December 5, 2025.

TIP Code: 13076 **Facility:** SS 394 **Location/Limits From:** IH 35E **Modification #:** 2025-0655
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** FM 877
County: ELLIS **CSJ:** 2921-01-010
City: WAXAHACHIE **Desc:** CONSTRUCT 0 TO 4 LANE ROADWAY AT NEW LOCATION WITH NEW SHARED USE PATH, CURB RAMPS, GRADE SEPARATED PEDESTRIAN CROSSING, TURN LANES, AND SIGNAL IMPROVEMENTS
Request: REDUCE CAT 2 FUNDING BY \$15,000,000 FEDERAL AND REPLACE WITH STBG AS PART OF NTMOVES TRADE APPROVED BY THE RTC ON OCTOBER 9, 2025; TXDOT IS NOW REQUESTING TO UTILIZE TDCS IN LIEU OF A STATE MATCH AND ADVANCE FUNDING TO FY2026
Comment: CMAQ FOR PEDESTRIAN ELEMENTS, TURN LANES, AND SIGNAL IMPROVEMENTS; REGIONAL 10-YEAR PLAN PROJECT; TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CAT 2 TDCS

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	2921-01-010	SW PE:	\$0	\$1,350,000	\$0	\$0	\$0	\$1,350,000
2025	UTIL	2921-01-010	SW ROW:	\$0	\$500,000	\$0	\$0	\$0	\$500,000
2028	CON	2921-01-010	Cat 2M:	\$25,206,770	\$6,301,692	\$0	\$0	\$0	\$31,508,462
2028	CON	2921-01-010	Cat 5:	\$4,280,192	\$1,070,048	\$0	\$0	\$0	\$5,350,240
Phase Subtotal:				\$29,486,962	\$7,371,740	\$0	\$0	\$0	\$36,858,702
Grand Total:				\$29,486,962	\$9,221,740	\$0	\$0	\$0	\$38,708,702

PROPOSED FEBRUARY 2026 TIP MODIFICATIONS FOR RTC MEETING

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	2921-01-010	SW PE:	\$0	\$1,350,000	\$0	\$0	\$0	\$1,350,000
2025	UTIL	2921-01-010	SW ROW:	\$0	\$500,000	\$0	\$0	\$0	\$500,000
2026	CON	2921-01-010	Cat 2M:	\$10,206,770	\$2,551,693	\$0	\$0	\$0	\$12,758,463
2026	CON	2921-01-010	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$3,000,000	\$0	\$0
2026	CON	2921-01-010	Cat 5:	\$4,280,192	\$1,070,048	\$0	\$0	\$0	\$5,350,240
2026	CON	2921-01-010	STBG:	\$15,000,000	\$0	\$0	\$0	\$0	\$15,000,000
Phase Subtotal:				\$29,486,962	\$3,621,741	\$0	\$3,000,000	\$0	\$33,108,703
Grand Total:				\$29,486,962	\$5,471,741	\$0	\$0	\$0	\$34,958,703

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	2921-01-010	SW PE:	\$0	\$1,350,000	\$0	\$0	\$0	\$1,350,000
2025	UTIL	2921-01-010	SW ROW:	\$0	\$500,000	\$0	\$0	\$0	\$500,000
2026	CON	2921-01-010	Cat 2M:	\$13,206,770	\$3,301,692	\$0	\$0	\$0	\$16,508,462
2026	CON	2921-01-010	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$3,000,000	\$0	\$0
2026	CON	2921-01-010	Cat 5:	\$4,280,192	\$1,070,048	\$0	\$0	\$0	\$5,350,240
2026	CON	2921-01-010	STBG:	\$15,000,000	\$0	\$0	\$0	\$0	\$15,000,000
Phase Subtotal:				\$32,486,962	\$4,371,740	\$0	\$3,000,000	\$0	\$36,858,702
Grand Total:				\$32,486,962	\$6,221,740	\$0	\$0	\$0	\$38,708,702

Revisions since STTC Meeting: Added modification to the February 2026 cycle after STTC met on December 5, 2025. Updated from public meeting per TxDOT-Dallas public comment.

How to Read the Project Modification Listings – Transit Section

The project listing includes all projects for which Regional Transportation Council action will be requested during this Transportation Improvement Program (TIP) modification cycle. Below is a **sample** TIP modification project listing for transit projects. The fields are described below.

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year: FY2015 PROGRAM OF PROJECTS **Modification #:** 2015-0695

Request: REFINE FY2015 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 20,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:		FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12644.15	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2015	CAPITAL	\$105,426	\$0	\$0	\$26,357	0	\$131,783
12678.15	PROGRAM ADMINISTRATION	2015	CAPITAL	\$321,885	\$0	\$0	\$0	0	\$321,885
12752.15	MOBILITY MANAGEMENT	2015	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000
12765.15	OPERATING ASSISTANCE	2015	OPERATING	\$72,000	\$0	\$0	\$72,000	0	\$144,000
TOTAL:				\$599,311	\$0	\$0	\$98,357	20,000	\$697,668

Revision Requested:		FUNDING TABLE:								REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12644.15	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2016	CAPITAL	\$105,426	\$0	\$0	\$26,357	0	\$131,783	NO CHANGE
12678.15	PROGRAM ADMINISTRATION	2016	CAPITAL	\$321,885	\$0	\$0	\$0	0	\$321,885	NO CHANGE
12752.15	MOBILITY MANAGEMENT	2016	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000	NO CHANGE
12765.15	OPERATING ASSISTANCE	2016	OPERATING	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
TOTAL:				\$527,311	\$0	\$0	\$26,357	20,000	\$553,668	

IMPLEMENTING AGENCY:	Identifies the lead public agency or municipality responsible for the project.
APPORTIONMENT YEAR:	Identifies the apportionment year in which funds were committed to the project.
MODIFICATION #:	The number assigned to the modification request by North Central Texas Council of Governments (NCTCOG) staff.
REQUEST:	Describes the action being requested through the modification.
UZA:	Identifies the Urbanized Area in which the project is located.
COMMENT:	States any comments related to the project.
FUNDING SOURCE:	Identifies the sources that are used to fund the project. Chapter III of the TIP/Statewide Transportation Improvement Plan (STIP) provides descriptions of the different funding categories and outlines abbreviations commonly used for the categories: www.nctcog.org/trans/funds/transportation-improvement-program
CURRENTLY APPROVED FUNDING TABLE:	Provides the total funding currently approved for a program of projects; incorporates total funding for projects in the program. This table will not appear for a modification that is adding a new program of projects to the TIP/STIP.
REVISION REQUESTED FUNDING TABLE:	Provides the total proposed funding for a program of projects as a result of the requested change; incorporates total funding for all projects in the program.

TIP CODE:	The number assigned to a TIP project, which is how NCTCOG identifies a project.
DESCRIPTION:	Identifies the scope of work that will be completed in the project.
FY:	Identifies the fiscal years in which the project occurs.
PROJECT TYPE:	Identifies if the project is a capital, operating, or planning project.
FUNDING TABLE:	Provides funding breakdown for funds associated with that program of projects.
REQUESTED REVISION BY PROJECT:	Identifies the request at the TIP Code level.

Sample

PROPOSED FEBRUARY 2026 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year: FY2025 PROGRAM OF PROJECTS **Modification #:** 2025-0613

Request: ADD PROJECT TO 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: CONGRESSIONAL EARMARK 2023-CMPJ-107

Funding Source: TRANSIT SECTION OTHER FTA FUNDS

<u>Revision Requested:</u>		<u>FUNDING TABLE:</u>								<u>REVISION REQUESTED BY</u>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12339.00	SUPERVISORY CONTROL AND DATA ACQUISITION SYSTEM UPGRADE PROJECT	2026		\$2,820,800	\$0	\$0	\$705,200	0	\$3,526,000	ADD PROJECT TO THE TIP/STIP
			TOTAL:	\$2,820,800	\$0	\$0	\$705,200	0	\$3,526,000	

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year: FY2025 PROGRAM OF PROJECTS **Modification #:** 2025-0614

Request: ADD PROJECT TO 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: CONGRESSIONAL EARMARK 2023-CMPJ-105

Funding Source: TRANSIT SECTION OTHER FTA FUNDS

<u>Revision Requested:</u>		<u>FUNDING TABLE:</u>								<u>REVISION REQUESTED BY</u>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12323.00	EAST DALLAS BUS AND MAINTENANCE FACILITY RENOVATION	2026		\$2,927,000	\$0	\$0	\$731,750	0	\$3,658,750	ADD PROJECT TO THE TIP/STIP
			TOTAL:	\$2,927,000	\$0	\$0	\$731,750	0	\$3,658,750	

PROPOSED FEBRUARY 2026 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: CITY OF ARLINGTON

Apportionment Year: FY2020 PROGRAM OF PROJECTS **Modification #:** 2025-0634

Request: REVISE FY2020 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 133,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 6 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:			FUNDING TABLE:						
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12037.20	OPERATING ASSISTANCE	2021	OPERATING	\$1,087,777	\$0	\$0	\$1,087,777	0	\$2,175,554
12904.20	CAPITAL COST OF CONTRACTING - VIA	2021	CAPITAL	\$2,000,000	\$0	\$0	\$500,000	0	\$2,500,000
12906.20	CAPITAL COST OF CONTRACTING - HANDITRAN	2021	CAPITAL	\$480,000	\$0	\$0	\$0	96,000	\$480,000
12907.20	PREVENTIVE MAINTENANCE	2021	CAPITAL	\$185,000	\$0	\$0	\$0	37,000	\$185,000
12971.20	DYNAMIC DIRECT ROUTE	2024	CAPITAL	\$562,636	\$0	\$0	\$140,659	0	\$703,295
TOTAL:				\$4,315,413	\$0	\$0	\$1,728,436	133,000	\$6,043,849

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED BY
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	
12037.20	OPERATING ASSISTANCE	2026	OPERATING	\$1,087,777	\$0	\$0	\$4,291,073	0	\$5,378,850	INCREASE LOCAL FUNDING TO PROGRAM CAPITAL COST OF CONTRACTING OPERATING AMOUNTS CORRECTLY
12904.20	CAPITAL COST OF CONTRACTING - VIA	2026	CAPITAL	\$2,204,033	\$0	\$0	\$551,009	0	\$2,755,042	INCREASE FUNDING
12906.20	CAPITAL COST OF CONTRACTING - HANDITRAN	2021	CAPITAL	\$480,000	\$0	\$0	\$0	96,000	\$480,000	NO CHANGE
12907.20	PREVENTIVE MAINTENANCE	2021	CAPITAL	\$185,000	\$0	\$0	\$0	37,000	\$185,000	NO CHANGE
12971.20	DYNAMIC DIRECT ROUTE	2024	CAPITAL	\$358,603	\$0	\$0	\$89,651	0	\$448,254	DECREASE FUNDING; FUNDS ADDED TO CAPITAL COST OF CONTRACTING - VIA
TOTAL:				\$4,315,413	\$0	\$0	\$4,931,733	133,000	\$9,247,146	

PROPOSED FEBRUARY 2026 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year: FY2021 PROGRAM OF PROJECTS **Modification #:** 2025-0643

Request: ADD PROJECT TO 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) **UZA:** DENTON-LEWISVILLE

Comment: 316,699 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 6 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND **Funding Source:** TRANSIT SECTION 5307 FUNDS ARE NOT CALCULATED IN FUNDING TOTAL

Currently Approved:				FUNDING TABLE:					
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12354.21	ACQUISITION OF SECURITY EQUIPMENT	2021	CAPITAL	\$64,194	\$0	\$0	\$0	12,839	\$64,194
12356.21	ADA PARATRANSIT SERVICE	2022	CAPITAL	\$641,931	\$0	\$0	\$0	128,386	\$641,931
12416.21	SYSTEM PREVENTIVE MAINTENANCE (BUS)	2021	CAPITAL	\$877,370	\$0	\$0	\$0	175,474	\$877,370
12465.21	OPERATING ASSISTANCE (SPECIAL RULE)	2022	OPERATING	\$4,707,432	\$0	\$0	\$4,707,432	0	\$9,414,864
TOTAL:				\$6,290,927	\$0	\$0	\$4,707,432	316,699	\$10,998,359

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED BY
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	
12265.21	PURCHASE SUPPORT VEHICLES	2026	CAPITAL	\$128,387	\$0	\$0	\$32,097	0	\$160,484	ADD PROJECT TO TIP/STIP
12354.21	ACQUISITION OF SECURITY EQUIPMENT	2021	CAPITAL	\$64,194	\$0	\$0	\$0	12,839	\$64,194	NO CHANGE
12356.21	ADA PARATRANSIT SERVICE	2022	CAPITAL	\$641,931	\$0	\$0	\$0	128,386	\$641,931	NO CHANGE
12416.21	SYSTEM PREVENTIVE MAINTENANCE (BUS)	2021	CAPITAL	\$877,370	\$0	\$0	\$0	175,474	\$877,370	NO CHANGE
12465.21	OPERATING ASSISTANCE (SPECIAL RULE)	2022	OPERATING	\$4,707,432	\$0	\$0	\$4,707,432	0	\$9,414,864	NO CHANGE
TOTAL:				\$6,419,314	\$0	\$0	\$4,739,529	316,699	\$11,158,843	

PROPOSED FEBRUARY 2026 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: CITY OF ARLINGTON

Apportionment Year: FY2025 PROGRAM OF PROJECTS **Modification #:** 2025-0645

Request: ADD PROJECT TO 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 62,200 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 6 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:			FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12221.25	ACQUISITION OF SOFTWARE	2026	CAPITAL	\$99,653	\$0	\$0	\$24,914	0	\$124,567	
12223.25	PURCHASE OF SERVICE - HANDITRAN	2026	CAPITAL	\$2,000,000	\$0	\$0	\$500,000	0	\$2,500,000	
TOTAL:				\$2,099,653	\$0	\$0	\$524,914	0	\$2,624,567	

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED BY
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12221.25	ACQUISITION OF SOFTWARE	2026	CAPITAL	\$99,653	\$0	\$0	\$24,914	0	\$124,567	NO CHANGE
12223.25	PURCHASE OF SERVICE - HANDITRAN	2026	CAPITAL	\$2,000,000	\$0	\$0	\$500,000	0	\$2,500,000	NO CHANGE
12297.25	MOBILITY MANAGEMENT	2026	CAPITAL	\$311,000	\$0	\$0	\$0	62,200	\$311,000	ADD PROJECT TO THE TIP/STIP (TDC [MPO])
TOTAL:				\$2,410,653	\$0	\$0	\$524,914	62,200	\$2,935,567	

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year: FY2024 PROGRAM OF PROJECTS **Modification #:** 2025-0646

Request: REFINE FY2024 PROGRAM OF PROJECTS AND ADD PROJECT TO 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DENTON-LEWISVILLE

Comment:

Funding Source: TRANSIT SECTION 5339 FUNDS

Currently Approved:			FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12729.24	TRANSIT FACILITY MAINTENANCE AND REPAIRS	2025	CAPITAL	\$214,177	\$0	\$0	\$53,545	0	\$267,722	
12882.24	BUS PREVENTIVE MAINTENANCE	2025	CAPITAL	\$499,745	\$0	\$0	\$124,937	0	\$624,682	
TOTAL:				\$713,922	\$0	\$0	\$178,482	0	\$892,404	

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED BY
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12343.24	BUS ROLLING STOCK	2026	CAPITAL	\$499,745	\$0	\$0	\$124,937	0	\$624,682	ADD PROJECT TO THE TIP/STIP
12729.24	TRANSIT FACILITY MAINTENANCE AND REPAIRS	2025	CAPITAL	\$214,177	\$0	\$0	\$53,545	0	\$267,722	NO CHANGE
12882.24	BUS PREVENTIVE MAINTENANCE	2025	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
TOTAL:				\$713,922	\$0	\$0	\$178,482	0	\$892,404	

PROPOSED FEBRUARY 2026 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: CITY OF ARLINGTON

Apportionment Year: FY2021 PROGRAM OF PROJECTS **Modification #:** 2025-0647

Request: REFINE AND REVISE FY2021 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 733,300 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 6 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL **Funding Source:** TRANSIT SECTION 5307 FUNDS

Currently Approved:			FUNDING TABLE:							
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	
12904.21	CAPITAL COST OF CONTRACTING - VIA	2024	CAPITAL	\$3,000,000	\$0	\$0	\$0	600,000	\$3,000,000	
12906.21	CAPITAL COST OF CONTRACTING - HANDITRAN	2022	CAPITAL	\$480,000	\$0	\$0	\$0	96,000	\$480,000	
12971.21	DYNAMIC DIRECT ROUTE	2025	CAPITAL	\$564,237	\$0	\$0	\$141,059	0	\$705,296	
12973.21	OPERATING ASSISTANCE - HANDITRAN	2022	OPERATING	\$1,087,777	\$0	\$0	\$1,087,777	0	\$2,175,554	
12975.21	PREVENTIVE MAINTENANCE - HANDITRAN	2022	CAPITAL	\$185,000	\$0	\$0	\$0	37,000	\$185,000	
TOTAL:				\$5,317,014	\$0	\$0	\$1,228,836	733,000	\$6,545,850	

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED BY
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	
12037.21	OPERATING ASSISTANCE - VIA	2026	OPERATING	\$0	\$0	\$0	\$3,705,297	0	\$3,705,297	ADD PROJECT TO TIP/STIP TO PROGRAM CAPITAL COST OF CONTRACTING OPERATING AMOUNTS CORRECTLY FOR VIA
12904.21	CAPITAL COST OF CONTRACTING - VIA	2025	CAPITAL	\$3,564,237	\$0	\$0	\$141,060	600,000	\$3,705,297	INCREASE FUNDING
12906.21	CAPITAL COST OF CONTRACTING - HANDITRAN	2022	CAPITAL	\$480,000	\$0	\$0	\$0	96,000	\$480,000	NO CHANGE
12971.21	DYNAMIC DIRECT ROUTE	2025	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT; FUNDS ADDED TO CAPITAL COST OF CONTRACTING - VIA
12973.21	OPERATING ASSISTANCE - HANDITRAN	2025	OPERATING	\$1,087,777	\$0	\$0	\$1,087,777	0	\$2,175,554	NO CHANGE
12975.21	PREVENTIVE MAINTENANCE - HANDITRAN	2022	CAPITAL	\$185,000	\$0	\$0	\$0	37,000	\$185,000	NO CHANGE
TOTAL:				\$5,317,014	\$0	\$0	\$4,934,134	733,000	\$10,251,148	

PROPOSED FEBRUARY 2026 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year: FY2021 PROGRAM OF PROJECTS **Modification #:** 2025-0648

Request: DELETE PROJECT

UZA: DENTON-LEWISVILLE

Comment:

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:			FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12916.21	SUPPORT URBANIZED AREA TRANSIT SERVICE	2026	CAPITAL	\$128,387	\$0	\$0	\$32,097	0	\$160,484	
TOTAL:				\$128,387	\$0	\$0	\$32,097	0	\$160,484	
Revision Requested:			FUNDING TABLE:							REVISION REQUESTED BY
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12916.21	SUPPORT URBANIZED AREA TRANSIT SERVICE	2022	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
TOTAL:				\$0	\$0	\$0	\$0	0	\$0	

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year: FY2025 PROGRAM OF PROJECTS **Modification #:** 2025-0649

Request: REFINE FY2025 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment:

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:			FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12208.25	SECURITY PROJECT	2026	CAPITAL	\$853,669	\$0	\$0	\$213,418	0	\$1,067,087	
12210.25	STATE OF GOOD REPAIR AND MODERNIZATION PROJECTS	2025	CAPITAL	\$48,323,515	\$0	\$0	\$12,080,879	0	\$60,404,394	
12213.25	RAIL ROLLING STOCK	2026	CAPITAL	\$72,049,528	\$0	\$0	\$12,714,623	0	\$84,764,151	
12998.25	RISK REDUCTION PROGRAM FOR SAFETY PERFORMANCE	2025	CAPITAL	\$550,906	\$0	\$0	\$137,727	0	\$688,633	
TOTAL:				\$121,777,618	\$0	\$0	\$25,146,647	0	\$146,924,265	
Revision Requested:			FUNDING TABLE:							REVISION REQUESTED BY
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12208.25	SECURITY PROJECT	2026	CAPITAL	\$853,669	\$0	\$0	\$213,418	0	\$1,067,087	NO CHANGE
12210.25	STATE OF GOOD REPAIR AND MODERNIZATION PROJECTS	2025	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12213.25	RAIL ROLLING STOCK	2026	CAPITAL	\$72,049,528	\$0	\$0	\$12,714,623	0	\$84,764,151	NO CHANGE
12998.25	RISK REDUCTION PROGRAM FOR SAFETY PERFORMANCE	2025	CAPITAL	\$550,906	\$0	\$0	\$137,727	0	\$688,633	NO CHANGE
TOTAL:				\$73,454,103	\$0	\$0	\$13,065,768	0	\$86,519,871	

CONTINUED FROM COVER STORY



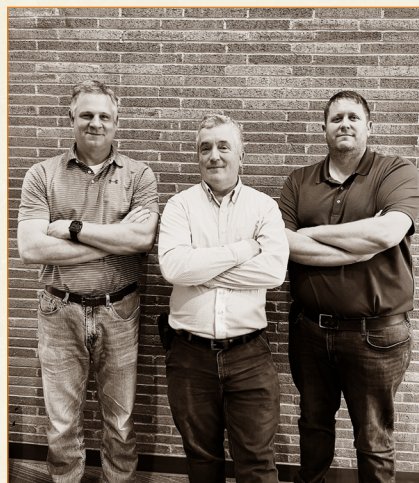
Bush's career has spanned design, construction, operations, maintenance and administration which have helped ensure mobility and safety for millions of drivers in the region. His planning and leadership during challenges like winter weather events have shaped the standard for crew safety and how TxDOT responds.

RAYMOND E. STOTZER, JR. AWARD, 2025

TONY HARTZEL – NORTHEAST TEXAS COMMUNICATIONS DIRECTOR – COMMUNICATIONS DIVISION

Northeast Texas Communications Director Tony Hartzel was almost left speechless when surprised with the "Raymond E. Stotzer, Jr. Award."

This award recognizes an employee for outstanding leadership, dedication and service to TxDOT who is not a professional



SOURCE: TxDOT

Credits: TxDOT

The wall of honorees: Jeff Bush, Tony Hartzel, and Brennan Honey, shown respectively.

engineer. Hartzel oversees public information officers in the Atlanta, Dallas, Paris, Tyler and Waco

districts. He's been with TxDOT since 2009, providing strategic public relations and communications efforts which include award-winning safety campaigns and the launch of TxDOT Newsbreak.

OTHER WINNERS THIS YEAR INCLUDE:

Dewitt C. Greer Award recipient – Melody Galland, Houston District Director of Maintenance

Russell H. Perry award recipient – John Sharp, Chancellor Emeritus for the Texas A&M University System

Since 1971, the Dallas District has now had 28 employees receive one of TxDOT's Big 5 Awards!

"I'm so proud of this year's winners."
– Ceason Clemens
Dallas District Engineer

DALLAS DISTRICT PROGRESS



COLLIN CO. | DALLAS CO. | DENTON CO. | ELLIS CO. | KAUFMAN CO. | NAVARRO CO. | ROCKWALL CO.

DALLAS DISTRICT DOMINATES SHORT COURSE AWARDS



The Transportation Short Course is hosted by the Texas A&M University System and TxDOT each fall and

highlights transportation planning, innovations and achievements across Texas. One of the most anticipated moments at the conference is the reveal of the "Big 5" award winners for the year. Much like an Emmy or an Oscar, this is a highly competitive and coveted honor, with recipients exemplifying the best of Texas transportation. At the 99th annual meeting in October, **three** of those five awards went to employees based in the Dallas District!

"I'm so proud of this year's winners," said Dallas District Engineer Ceason Clemens. "These awards are a career-defining moment for recipients who represent the best in service, leadership and dedication to transportation in our state. The Dallas District is blessed to have so many award winners, which is proof of the important work and quality results delivered by everyone in the district."



SOURCE: TxDOT



TxDOT photos

From left to right: Director of Construction Brennan Honey, Deputy District Engineer Jeff Bush, and Northeast Texas Communications Director Tony Hartzel make the Dallas district proud with top honors.

GIBB GILCHRIST AWARD, 2025

BRENNAN HONEY, P.E. – DIRECTOR OF CONSTRUCTION – DALLAS DISTRICT

Director of Construction Brennan Honey brought home the "Gibb Gilchrist Award," which recognizes a TxDOT engineer for outstanding service to the people of Texas.

For more than two decades, Honey has helped shaped transportation and mobility in one of the country's fastest growing areas by leading billion-dollar construction programs. Under his direction, massive construction projects have been delivered on time and on budget,

while earning the trust of colleagues, contractors and communities along the way.

LUTHER DEBERRY AWARD, 2025

JEFF BUSH, P.E. – DEPUTY DISTRICT ENGINEER – DALLAS DISTRICT

Deputy District Engineer Jeff Bush was honored with the "Luther DeBerry Award," which recognizes outstanding contributions by those in the field of transportation.

MORE ON BACK PAGE »

WORK ZONE CRASHES

TOP THREE CONTRIBUTING FACTORS IN THE DALLAS DISTRICT:

1) SPEEDING

The leading cause of work zone crashes is speeding.



2) DISTRACTED DRIVING

Driver inattention is the top cause of highway work zone crashes.



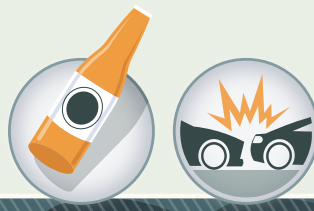
3) FAILED TO YIELD/ UNSAFE LANE CHANGE

Unsafe lane changes are one of the top factors in highway crashes in North Texas.



OTHER FACTORS INCLUDE:

- Intoxicated Driving
- Following too close



SOURCE: TxDOT

TxDOT graphic

FOR MORE INFORMATION:

214-320-4480
dalinfo@txdot.gov
www.txdot.gov



Visit <https://www.txdot.gov/about/contact-us/report-an-issue/roadneedsrepair.html> or call 800.452.9292.

Progress report can be downloaded at <https://www.txdot.gov/about/districts/dallas-district/progress-report.html>



OCTOBER 2025 LET PROJECTS

#	CSJ No.	HWY	PROJECT LIMITS	TYPE OF WORK	CONTRACTOR	BID
1	CSJ: 0047-14-093	US 75	Grayson County line to Valley Creek Trail	Repair roadway	Roy Jorgensen Associates, Inc.	\$2.62 M
2	CSJ: 0048-03-100	SH 342	Dallas County line to US 77	Mill and inlay	Austin Bridge & Road Services, LP	\$5.19 M
3	CSJ: 0134-09-068	US 380	Various intersections to in the City of Denton	Traffic signal improvements	Sice, Inc.	\$3.13 M
4	CSJ: 0163-01-072	SH 31	Various locations in the Dallas District	Seal coat, pavement markings, mill & inlay	Clark Construction Of Texas, Inc.	\$14.99 M
5	CSJ: 0172-05-128	US 287	BS 287Q to Dartmoor Dr.	Rehabilitate existing roadway	Foutsco Paving Company, LLC	\$17.31 M
6	CSJ: 1451-02-018	FM 55	SH 34 to Navarro County line	Reconstruct existing roadway	Texas Materials Group, Inc.	\$8.52 M

ESTIMATED TOTAL **\$51.76 M**

SOURCE: TxDOT

NOVEMBER 2025 SCHEDULED LET PROJECTS • (SUBJECT TO CHANGE)

#	CSJ No.	HWY	PROJECT LIMITS	TYPE OF WORK	EST. COST (M)
1	CSJ: 0009-11-270	I-30	Entrance ramp to SL 12	Install/replace signs	\$1.14 M
2	CSJ: 0048-01-070	SH 342	0.1 mi N/E from Village Fair to 0.1 mi S/W from Village Fair	Traffic signal improvements	\$4.12 M
3	CSJ: 0495-01-082	SS 557	US 80 to I-20	Resurface roadway	\$13.37 M
4	CSJ: 1014-04-015	FM 1777	FM 6 to CR 677	Rehabilitate existing roadway	\$9.89 M
5	CSJ: 1746-01-031	FM 1827	FM 75 to FM 545	Rehabilitate existing roadway	\$12.33 M
6	CSJ: 2352-02-026	FM 2449	West of Deussen to west of FM 156	Rehabilitate existing roadway	\$5.69 M

ESTIMATED TOTAL **\$46.54 M**

SOURCE: TxDOT

COMPLETED CONSTRUCTION PROJECTS • (FROM OCTOBER 1-31, 2025)

#	CSJ No.	HWY	PROJECT LIMITS	TYPE OF WORK	EST. COST (M)	COMPLETED DATE
1	CSJ: 0081-13-069	I-35W	FM 2449 in the City of Denton	Hazard elimination & safety	\$0.7 M	10/21/2025
2	CSJ: 0091-04-069	SH 289	From Panther Creek Relief	Rehabilitation of existing road	\$3.8 M	10/09/2025
3	CSJ: 0095-14-034	I-20	W of FM 148 to W of SS 557	Overlay	\$0.6 M	10/24/2025
4	CSJ: 0197-05-059	US 175	From FM 1895 to Henderson C/L	Rehabilitation of existing road	\$36.9 M	10/10/2025
5	CSJ: 0918-18-133	CR 1420	CR NW 1410 at Mill Creek	Bridge replacement	\$3.4 M	10/13/2025
6	CSJ: 1159-02-037	FM 879	From W of FM 1722 to I-45	Rehabilitate existing roadway	\$8.1 M	10/08/2025
7	CSJ: 1396-01-013	FM 1391	At Cedar Creek Relief No. 2	Bridge replacement	\$5.4 M	10/01/2025
8	CSJ: 1975-02-013	FM 1895	From FM 1836 to Bus 175 in Kemp	Rehabilitation of existing road	\$11.2 M	10/07/2025
*	CSJ: 0918-47-248	CS	Elsie Faye Heggins St. at Malcolm X Blvd.	Traffic signal improvement	\$1.8 M	10/30/2025
*	CSJ: 0918-00-430	Various	Various locations in Dallas - FY24 pm	Rehabilitation of existing road	\$4.4 M	10/13/2025

ESTIMATED TOTAL **\$76.3 M**

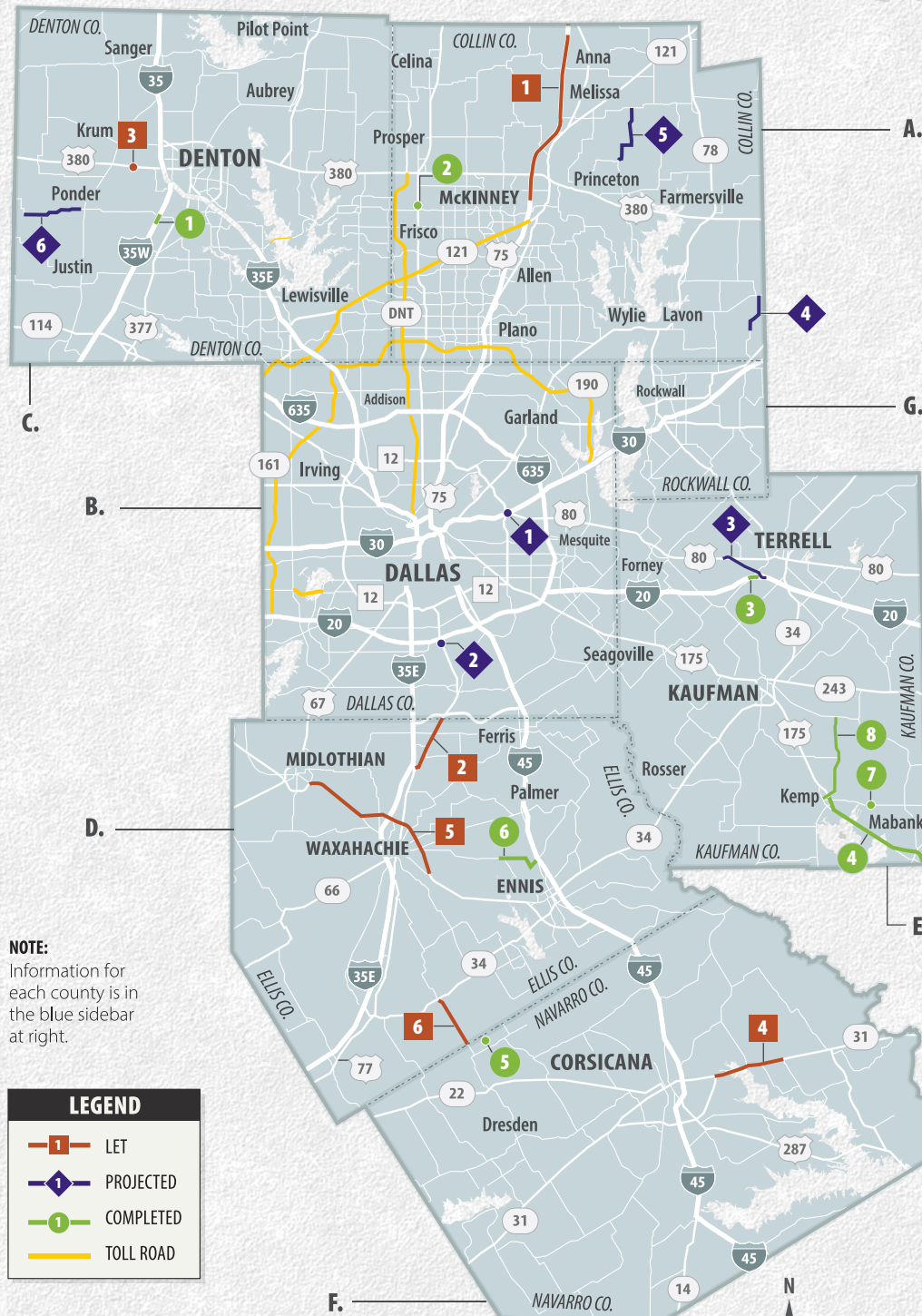
* Unmapped.

SOURCE: TxDOT

TxDOT graphic

DALLAS DISTRICT PROJECTS MAP

Colored and numbered boxes correspond with the charts on page 2 and show projects that have let in **October 2025**, are projected to let in **November 2025**, or have recently been **completed**.

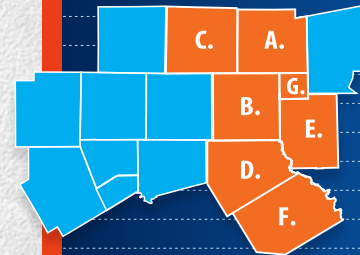


NOTE:
Information for each county is in the blue sidebar at right.

LEGEND

- 1 LET
- 1 PROJECTED
- 1 COMPLETED
- TOLL ROAD

SOURCE: TxDOT research
*POPULATION ESTIMATE: NCTCOG



2025 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 4,272,434
*POPULATION ESTIMATE | 5,739,222
LANE MILES | 11,456

A. | COLLIN COUNTY

VEHICLE REGISTRATION: 892,924
*POPULATION ESTIMATE: 1,305,366
LANE MILES: 1,578

B. | DALLAS COUNTY

VEHICLE REGISTRATION: 2,101,685
*POPULATION ESTIMATE: 2,762,279
LANE MILES: 3,563

C. | DENTON COUNTY

VEHICLE REGISTRATION: 763,677
*POPULATION ESTIMATE: 1,068,355
LANE MILES: 1,822

D. | ELLIS COUNTY

VEHICLE REGISTRATION: 201,810
*POPULATION ESTIMATE: 239,923
LANE MILES: 1,627

E. | KAUFMAN COUNTY

VEHICLE REGISTRATION: 151,162
*POPULATION ESTIMATE: 171,808
LANE MILES: 1,225

F. | NAVARRO COUNTY

VEHICLE REGISTRATION: 54,161
*POPULATION ESTIMATE: 55,991
LANE MILES: 1,276

G. | ROCKWALL COUNTY

VEHICLE REGISTRATION: 107,015
*POPULATION ESTIMATE: 135,500
LANE MILES: 365





U.S. Department
of Transportation
**Federal Highway
Administration**

Texas Division

December 17, 2025

300 E.8th Street, Rm 826
Austin, TX 78701
(Tel) (512) 536-5900
Texas.fhwa@dot.gov

In Reply Refer To:
HDA-TX

SUBJECT: New Federal Restrictions on Foreign Drones (Effective December 22, 2025)

Dear Recipient:

We are writing to notify you of immediate changes to federal regulations that impact the use of Unmanned Aircraft Systems (UAS) supported by FHWA funding.

Effective December 22, 2025, the *American Security Drone Act of 2023* (ASDA) and OMB Memorandum M-26-02 strictly prohibit the use of federal funds for UAS manufactured by covered foreign entities.

What You Need to Know:

- **The Ban:** You may no longer use FHWA funds (including grants, loans, or cooperative agreements) to procure, operate, or maintain "covered UAS."
- **What is "Covered":** This includes any aircraft, flight controller, camera, or ground control station supplied by a manufacturer that is based in, or subject to the control of, a foreign adversary country, specifically the People's Republic of China.
- **Effective Date:** This prohibition applies to all costs incurred after December 22, 2025.

Required Actions:


- **Stop Procurements:** Ensure no pending orders for this equipment will be paid for with federal funds.
- **Cease Operations:** If your existing fleet includes these covered UAS, you must cease their operation, maintenance, or data processing on any FHWA funded project or grant.
- **Segregate Assets:** We recommend physically quarantining these devices to prevent accidental use on federally funded projects.

Please ensure this notification is shared with your procurement and flight operations teams immediately to avoid unallowable costs.

If you have specific questions about eligibility or inventory, please contact Kirk Fauver, Environmental / Transportation Planning Coordinator via email at kirk.fauver@dot.gov or by phone at (512) 536-5952.

Sincerely,

**JACK W
BALES**

 Digitally signed by JACK
W BALES
Date: 2025.12.17
12:49:34 -06'00'

Jack Bales
Director of Project Delivery



North Central Texas
Council of Governments

About NCTCOG

SAM UEI # P18BK5F8VPN3

The North Central Texas Council of Governments is a voluntary association of, by and for local governments, and was established to assist local governments in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development. 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.

Point of Contacts

Ernest Huffman

Aviation Planning and Education
Program Manager, North Central
Texas Council of Governments

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(817) 704-5612

Nicole Johnson

Planner, North Central Texas
Council of Governments

njohnson@nctcog.org

(817) 704-5690

Executive Summary

The North Central Texas Council of Governments (NCTCOG), on behalf of a uniquely broad consortium of public agencies, airports, advanced air mobility (AAM) manufacturers, operators, research institutions, infrastructure providers, and industry partners, submit this proposal to participate in the Federal Aviation Administration's Electric Vertical Takeoff and Landing (eVTOL) Integration Pilot Program (eIPP). North Texas is positioned to become the nation's leading hub for AAM, leveraging unmatched geographic advantages, multimodal connectivity, and a robust aerospace and innovation ecosystem. Centrally located with direct access to major national highways, the region supports seamless movement of people and goods while offering a diverse mix of urban, suburban, and rural environments ideal for real-world AAM testing and deployment. Anchored by global industry leaders such as Lockheed Martin, Raytheon, Bell Textron, General Motors, and Hillwood, North Texas provides the industrial foundation, research strength, and supply-chain depth required to accelerate national leadership and U.S. dominance in the rapidly emerging global AAM sector.



The program builds upon years of regional AAM preparedness, including formal airport AAM planning, multi-city mobility initiatives, the AllianceTexas Mobility Innovation Zone, NASA National Campaign participation, the Fort Worth SMART Grant micro-weather network, and the establishment of the new FAA Center for Advanced Aviation Technologies (CAAT) to be headquartered in Fort Worth. This proposal leverages those assets to create an interconnected, multi-airport, multi-OEM, multi-operator test environment capable of supporting near-term demonstration flights and rigorous long-term data collection for FAA regulatory development.

Multi-Phased Approach

To safely build toward this future, NCTCOG will implement a multi-phased rollout under the eIPP:

- Phase One establishes foundational operational capabilities, validates concepts of operation across multiple airspace classes, initiates infrastructure due diligence, and launches early demonstration flights—including a major AAM demonstration event at Arlington Municipal Airport during the 2026 FIFA World Cup.
- Phase Two expands operations into a multi-node, multi-route architecture, refines Letters of Agreement, activates sustained flight cadences, and advances airport infrastructure upgrades, regulatory approvals, and Safety Risk Management processes.
- Phase Three integrates all nodes into a regional AAM network, demonstrating routine, observable service across multiple OEMs, aircraft types, and operational models—laying the groundwork for commercial scalability and long-term policy and regulatory frameworks.

Operational Readiness

The North Texas AAM Network defined in this proposal includes major commercial service airports, general aviation airports, heliports, and emerging vertiport sites spanning Dallas, Fort Worth, Arlington, Frisco, McKinney, Denton, Addison, and new nodes in DeSoto and Garland. The route structure will support cargo, medical, public safety, passenger shuttle, training, and autonomy-focused missions. The Arlington Municipal Airport and the Dallas Fort Worth International Airport are among the region's most advanced early adopters of AAM infrastructure, with Arlington already identifying a vertiport on its Airport Layout Plan and an integrated charging system development underway, while DFW Airport benefits from extensive airfield capacity, multimodal access, and mature planning to

support future eVTOL operations; however, many other airports throughout the North Texas network that have identified vertiport locations on their Airport Layout Plans but still require foundational upgrades, including charging infrastructure, enhanced communications, micro-weather sensing systems, and full integration into regional UTM/PSU framework, before they can reach operational readiness for AAM services.

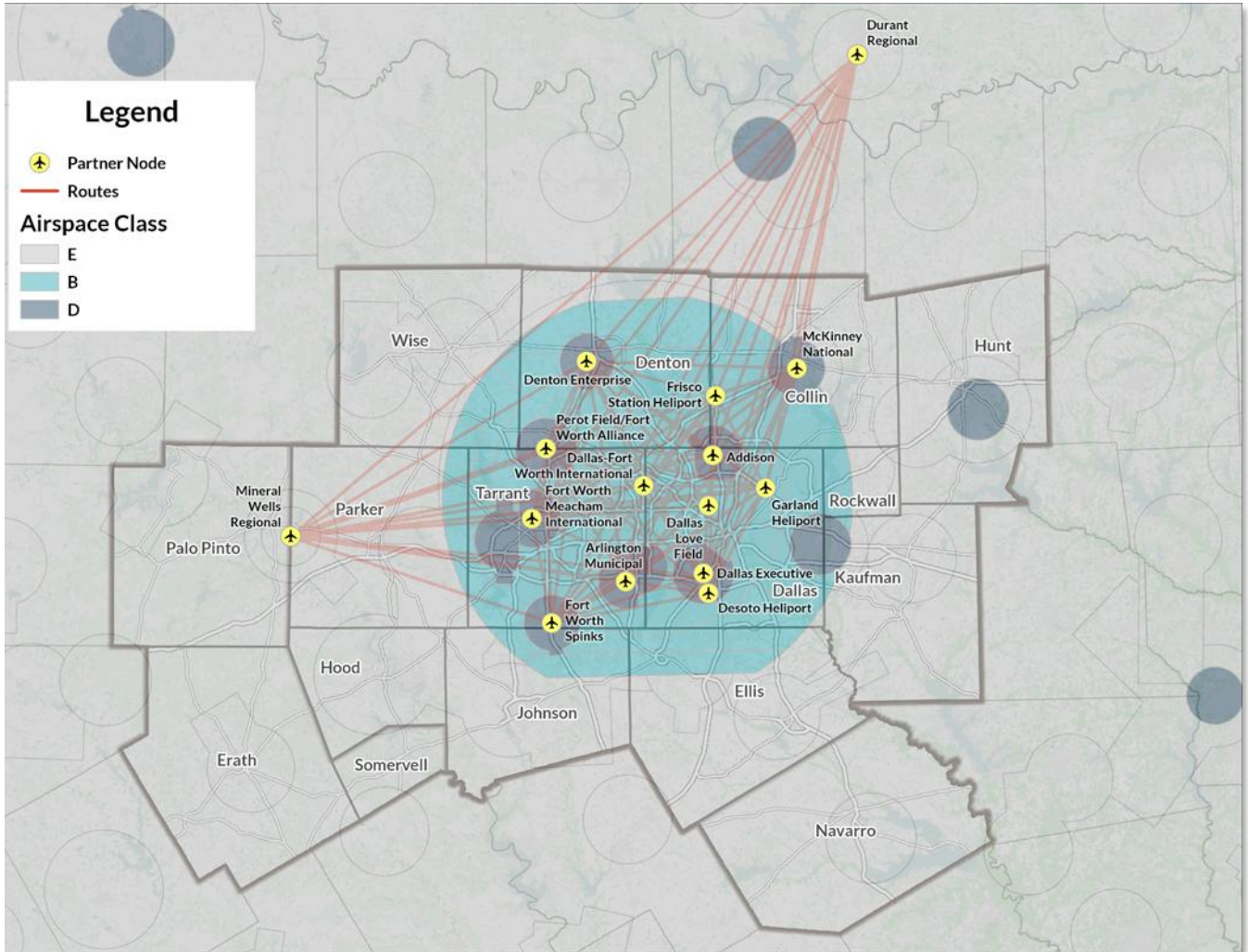


Figure 1 – Phase 3 Nodes and Network

The proposal will leverage one of the nation’s most advanced weather-intelligence systems to support safe and scalable Advanced Air Mobility operations through the Fort Worth Intelligent Micro-Weather Network for Autonomous Vehicles and AAM. This project deployed a network of high-resolution, edge-connected micro-weather sensors, including IntelliSense systems, Barani MeteoWind sensors, and LiDAR-based visibility detectors, to capture localized atmospheric conditions such as wind, temperature, humidity, pressure, and precipitation at sub-minute intervals. This high-density data enables real-time, weather-aware routing integrated into flight management and UTM/PSU systems, improving route optimization, risk mitigation, and contingency planning.

Public-Private Partnerships

Participation from leading U.S.-based OEMs, including Archer, BETA, Joby, and Wisk, ensures that the aircraft used in this pilot are actively pursuing a FAA Type Certification and are capable of delivering flight demonstrations beginning in 2026. General Aviation airports across the region provide the essential operational environments, infrastructure planning, and regulatory coordination needed to support real-world AAM testing. While vertiport, infrastructure, and logistics providers such as VertiPorts by Atlantic, UrbanV Orlando, Hillwood, the Southern Dallas County Inland Port, and the Texoma Semiconductor Innovation Engine further strengthen the program's readiness for real-world testing. NCTCOG also draws on the research capabilities of the Center for Advanced Aviation Technology and its university partners, including the University of North Texas, the University of Texas at Dallas, the University of Texas at Arlington, Southern Methodist University, and the Texas A&M system, to support autonomy research, data analysis, weather integration, PSU evaluation, human factors work, and airspace modeling.

Insights for Regulatory Framework

AAM introduces new operational paradigms, infrastructure needs, airspace considerations, and community impacts that demand updated regulatory frameworks. The program will generate the operational knowledge, datasets, and real-world experience required to inform FAA policymaking, state and local government decisions, and future national standards. Through controlled testing, structured data collection, and close collaboration with aviation authorities, the program will gain insights on testing operational concepts, approach and departure procedures, airspace architecture, PSU interoperability, vertiport integration requirements, and scalable electrification strategies. The region's ability to host operations across diverse urban, suburban, rural, tribal, and intermodal environments offers a uniquely comprehensive data set to support national rulemaking.

The North Texas eIPP will catalyze U.S. competitiveness and leadership in AAM by demonstrating strong public-private collaboration, accelerating aircraft certification pathways, validating operational and infrastructure standards, and establishing replicable models for safe, commercially viable AAM integration. Through this program, the region will not only prepare for its own long-term mobility transformation but will also advance America's strategic position as the global leader in next-generation aviation technologies.



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

December 12, 2025

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

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

Dear Mr. Salazar and Ms. Clemens:

The Regional Transportation Council (RTC) appreciates the Texas Department of Transportation's (TxDOT) commitment to driver safety through the #EndTheStreakTX program. The RTC shares this commitment to improving safety through efforts such as the Dallas-Fort Worth region's Mobility Assistance Patrol Program (MAPP). This program provides non-emergency service within the region by clearing impaired vehicles, facilitating incident clearance to prevent secondary crashes in the traffic queue, and assisting first responders through traffic control assistance at the scene of traffic crashes. Since 2023, TxDOT and the Texas Transportation Commission (TTC) have been our financial partners by providing 25% of needed funding for this program with the RTC providing 75%. The last tranche of Category 12 funding was obligated in 2025 and the RTC is seeking to continue this successful funding partnership.

On December 11, 2025, the RTC approved Surface Transportation Block Grant funding for the MAPP in fiscal years 2027-2029 via the Management, Operations and Air Quality Program and requests a continuation of this partnership using the current funding shares for the RTC and TTC. To this end, we have asked the TxDOT Dallas and Fort Worth Districts to submit requests for Category 12 funding as part of the 2027 Unified Transportation Program Development process.

We strive to keep the roadways safe for Texas drivers and this partnership is critical to accomplishing the goals of the #EndTheStreakTX program. We look forward to receiving feedback about this proposal for a continued partnership. If you have any questions or concerns, please contact Michael Morris at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Rick Bailey", written over a white background.

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

DN: bh

cc: W. Alvin New, Acting Chairman, Texas Transportation Commission
Robert C. Vaughn, Commissioner, Texas Transportation Commission
Alejandro "Alex" G. Meade III, Commissioner, Texas Transportation Commission
Steven D. Alvis, Commissioner, Texas Transportation Commission
Marc D. Williams, P.E., Executive Director, TxDOT
Brandye Hendrickson, Deputy Executive Director for Planning and Administration, TxDOT
Brian Barth, P.E., Deputy Executive Director for Program Delivery, TxDOT
Carl L. Johnson, P.E., Chief Engineer, TxDOT
Mohamed "Mo" Bur, P.E., Senior Director of Project Development, TxDOT
Michael Morris, P.E., Director of Transportation, NCTCOG
Natalie Bettger, Senior Program Manager, NCTCOG



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

December 17, 2025

Agreement Officer
Office of Assistance Agreements

Dear Agreement Officer:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) policy body for the Dallas-Fort Worth area, I am pleased to express our continued support for the **Dallas County Inland Port (DCIP) Multimodal Connectivity Project** which was awarded to Dallas County under the Fiscal Year (FY) 2024 **Rebuilding American Infrastructure with Sustainability and Equity (RAISE)** Discretionary Grant Program.

The RTC is a committed partner in the development and delivery of this transformative project. We reaffirm our pledge to contribute **\$8.2 Million** toward the **Engineering, Utilities, and Right-of-Way** phases for which **Pre-Award Authorization** is being requested. The RTC is also committed to provide **\$37.27 Million** toward the construction phase of this project. To date, the RTC has committed **\$45,470,000** in Regional Toll Revenue and Surface Transportation Block Grant funding to advance the DCIP Multimodal Connectivity Project.

The RTC remains dedicated to ensuring the accelerated and successful implementation of this regional initiative. We strongly support the project's continued progress through the 2024 RAISE Grant awarded on June 26, 2024, to Dallas County and look forward to our ongoing collaboration.

Thank you for your consideration and for your continued support of critical infrastructure investments in our region.

Sincerely,

A handwritten signature in black ink, appearing to read "Rick Bailey", is written over a white background.

Rick Bailey, Chair
Regional Transportation Council
Johnson County Commissioner



December 17, 2025

Mr. Michael Morris
Transportation Director
North Central Texas Council of Governments
616 Six Flags Drive, Centerpointe Two
Arlington, TX 76005

RE: Follow-up from October 10, 2025 – Trinity Metro/DART Joint Statement

Dear Mr. Morris:

We want to thank you for organizing the productive meeting with Trinity Metro and Dallas Area Rapid Transit (DART) leadership on October 10, 2025, to discuss the allocation of federal formula funding between our two transit agencies. We both deeply appreciate your leadership on this matter and the constructive conversation that has followed. We would like to reiterate that both agencies will continue to work collaboratively towards resolving this matter.

As outlined in the Restated Interlocal Cooperative Agreement by and between Dallas Area Rapid Transit and Fort Worth Transportation Authority for the Operation and Development of the Trinity Railway Express Commuter Rail Service, dated September 16, 2003, DART has administered most of the administrative activities related to the Trinity Railway Express (TRE), with Trinity Metro reimbursing 50% of these administrative costs. These responsibilities include procurement, legal support, National Transit Database (NTD) reporting, audits and the triennial reviews. Both transit authorities are responsible for accounting, payroll, human resources, recruiting and personnel management as it relates to TRE employees under their authority.

Since NTD data is the basis for how federal formula funding is allocated to the TRE each year, Trinity Metro believes that DART has received a portion of federal formula funding for TRE infrastructure and services that should have been credited to Trinity Metro. As partners, we both appreciate your commitment to also review the allocation of federal formula funding in the region moving forward.

At our October 10 meeting, you indicated that the North Central Texas Council of Governments' (NCTCOG) ongoing review of this matter will be completed in mid-January 2026. You also indicated your staff will:

- Review the current federal formula funding allocation methodology.
- Conduct a retroactive analysis to identify any funding discrepancies.
- Quantify any inconsistencies identified in the methodology.
- Recommend an equitable approach for how TRE-related federal formula funds should be allocated between Trinity Metro and DART.

We look forward to reconvening with NCTCOG on January 15, 2026, to review findings and recommendations. Thank you again for your support and partnership on this important issue.

Sincerely,



Richard Andreski
President & Chief Executive Officer
Trinity Metro



Nadine S. Lee
President & Chief Executive Officer
Dallas Area Rapid Transit

Akin Gump Strauss Hauer & Feld LLP
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December 8, 2025

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

Re: Completely contradictory representations by Michael Morris regarding the Trinity Railway Express; recounting quoted unequivocal admissions

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 November 13, 2025 meeting of the Regional Transportation Council (the "RTC"), an RTC Member reasonably raised the topic of the benefits of upgrading the Trinity Railway Express (the "TRE") at a cost of approximately "\$500 million" versus spending "twelve billion dollars" on possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail.

As you certainly recall, the Boston Consulting Group ("BCG") likewise concluded in its Final Report that the TRE upgrades would costs many billions less than alignment "2(b)" (now removed from consideration). An upgraded TRE would also not result in many billions of dollars in economic "loss[es]" each year (and thousands of "fewer jobs") that BCG specifically concluded would be proximately suffered under alignment "2(b)."

In response to the RTC Member, Michael Morris, in his authorized capacity as Transportation Director of the North Central Texas Council of Governments (the "NCTCOG") in an official public meeting, deflected to misstate to the RTC Members and the public that, even with upgrades:

"[T]he TRE corridor is not a corridor that is going to get you competitive travel times."

This is the opposite of prior quoted statements by Mr. Morris (and other Transportation Department representatives reporting to him).

Ken Kirkpatrick
General Counsel
December 8, 2025
Page 2

Just as some examples uncovering another admittedly false statement:

- Mr. Morris in a public presentation submitted charts representing that the now scuttled *alignment “2(b)” would be only “slightly” faster* than an upgraded TRE, and therefore would achieve a competitive travel time;
- An NCTCOG Transportation Department representative reporting to Mr. Morris stated that “there is a way” for *an upgraded TRE to “operate in the near 20-minute travel time;”* and
- A Final Report “coordinated” by NCTCOG/Morris concluded the “travel time achievable” between Downtown Dallas and Downtown Fort Worth on an upgraded TRE can be reduced to “*35 minutes,*” a competitive travel time. That same Morris-coordinated Final Report notably further concluded that “[t]he TRE Corridor offers the best financial viability with the lower capital costs.”

Beyond these multiple Morris/Transportation Department direct admissions that an upgraded TRE would have competitive travel times with possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail, in the above-cited BCG Report, BCG specifically concluded that:

The TRE can be “upgrade[d]” to “achieve a Dallas-to-Fort Worth travel time of 30 minutes.”

Disturbingly shocking, through our research, we have actually exposed that Mr. Morris, as a public official, has actually answered “yes,” “no,” and “I don’t know” on this issue. More specifically, on March 13, 2025, a Member of the RTC asked Michael Morris for the “reduction in [travel] time” between Downtown Dallas and Downtown Fort Worth if TRE were completed. A Transportation Department representative reporting to Mr. Morris responded by alleging that the Transportation Department “ha[s] not looked at [that] for the entire [Dallas to Fort Worth] corridor” and that it was supposedly “hard[] to know.” Michael Morris then interjected himself, likewise representing to the Members of the RTC that “we do not know the answer to that” (and adding for good measure that it is supposedly “a very complicated question”).

Of course, the objective truth is that – as Mr. Morris has been forced to concede on the record – an upgraded TRE would achieve travel times competitive with alignment “2(b).”

Beyond Mr. Morris’ mischaracterizing misstatement regarding upgraded TRE comparable travel times, it cannot be left unchecked that Mr. Morris further flip-flopped in the November 2025 RTC Meeting to degrade the TRE, referring to it as “an orphan project.” This, of course, is exactly the opposite of Mr. Morris’ characterization of the TRE to the Dallas Area Rapid Transit (“DART”) Board earlier this year, championing the TRE as the “backbone of the region.”

As a final disclosure to you, in your capacity as the chief counsel to NCTCOG, Mr. Morris further attempted to denigrate the fiscal viability of an upgraded TRE, representing at the November 2025 RTC Meeting that “it’s almost impossible to get interest of DART and Trinity Metro to put money into the TRE.” Yet, it was Mr. Morris who is quoted irreconcilably representing to the DART Board this year that TRE upgrades are “something [the RTC] should be paying for, and not [DART].” Morris doubled-down on this point, stating that “the *RTC* becomes a fund of these types of initiatives.”

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.

Ken Kirkpatrick
General Counsel
December 8, 2025
Page 4

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

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

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December 15, 2025

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

Re: *Michael Morris concedes DART express buses could transport riders between Dallas and Fort Worth on the I-30 TEXPress managed lanes as fast as higher-speed rail (at a tiny fraction of the cost and without the billions in losses); another ignored reasonable alternative to the scuttled alignment "2(b)"*

Dear Mr. Kirkpatrick:

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

Michael Morris, in his capacity as the Transportation Director for the North Central Texas Council of Governments ("NCTCOG"), represented to the Board of Directors of the Dallas Area Rapid Transit ("DART") earlier this year that:

Express DART buses from Downtown Dallas and Downtown Fort Worth "could go 60 miles per hour [on I-30] without paying any capital costs other than the costs of the bus."

January 2025 DART Board Meeting.

He later clarified that these TEXPress managed lanes on I-30 actually maintain "speeds [of] 60 to 70 miles per hour."

This, of course, means that – according to Michael Morris – *DART buses can provide Dallas-to-Fort Worth mass transit express service with competitive travel times as compared to possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail.*

One massive difference is that these express buses would not, as Mr. Morris specifically points out, require the more than \$10 billion in additional "capital costs" that would be necessary to construct a higher-speed rail line.

Express DART buses would also avoid a decade of traffic shutdown, disruption and delay, including along I-30, caused by construction of the infrastructure that would be required for a higher-speed rail route.

Also *unlike* the now removed from consideration alignment “2(b),” express DART buses would not result in – as the Boston Consulting Group concluded in its Report cited by Mr. Morris – **several billions of dollars of economic “loss[es]” each year to the City of Dallas.**

An express DART bus route between Downtown Dallas and Downtown Fort Worth *does* present an economic opportunity for DART to expand its services.

Even setting aside the long list of legal preclusions and admitted fatal flaws, Mr. Morris, through his quoted admission above, expressly articulates the lack of any need (or rational basis) for Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail.

Finally, the above discussion glaringly highlights the abject failure and/or refusal to objectively review all *reasonable alternatives*, instantly legally disqualifying any supposed ongoing “environmental analysis” on another legal basis under the strictures of the National Environmental Policy Act.

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

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

or
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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
December 15, 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

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December 22, 2025

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

*Re: Just released Amtrak Fiscal Year 2025 Ridership Statistics show the Heartland Flyer route is the worst in the entire Amtrak system: The gross waste of **giving** Amtrak millions of regional dollars to a failed route mostly serving areas outside of our region*

Dear Mr. Kirkpatrick:

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

We have previously exposed the gross waste of the three and a half million (\$3,500,000.00) giveaway of local regional transportation dollars to the National Railroad Passenger Corporation ("Amtrak") to prop-up the failed Heartland Flyer rail route to Oklahoma City.

No value was provided by Amtrak, a federally owned and controlled entity, in exchange for this multi-million dollar gift (other than the thank you trophy from Amtrak touted by NCTCOG Transportation Director Michael Morris).

As we have communicated, the federal government determined to not fund the shortfall to keep its own rail route running and the State of Texas likewise rejected subsidizing the federal government with this bailout. This \$3.5 million distribution to the federal government (via its owned entity) is for a route that runs through an area that is more than 75% *outside* NCTCOG's 16 county region. *See* Tex. Transp. Code § 228 (limiting certain NCTCOG funds from being used outside its region).

*Today, we expose that the Heartland Flyer is the worst performing route by ridership in the Amtrak system. Using Amtrak Fiscal Year 2025 data, taking out the two routes that have already been discontinued and the one new route that was in operation for only a month, **the Heartland Flyer had the lowest ridership in the entire Amtrak system nationwide.** [FY25-Year-End-Ridership-Fact-Sheet.pdf](https://media.amtrak.com/wp-content/uploads/2025/11/FY25-Year-End-Ridership-Fact-Sheet.pdf) (<https://media.amtrak.com/wp-content/uploads/2025/11/FY25-Year-End-Ridership-Fact-Sheet.pdf>).*

Ken Kirkpatrick
General Counsel
December 22, 2025
Page 2

Paying the federal government for a failed route mostly outside our region (following avid recommendation by the NCTCOG Transportation Department staff) with monies that could have been used for actually necessary transportation projects inside our own region is a fiscal embarrassment.

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)”

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

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“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

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December 29, 2025

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

Re: Michael Morris concedes “elevated [transportation] projects” aren’t for the North Texas region

Dear Mr. Kirkpatrick:

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

On December 1, 2025, it was reported by the *Dallas Morning News* that Michael Morris, in his capacity as the Transportation Director of the North Central Texas Council of Governments (the “NCTCOG”), in discussing “handl[ing] traffic congestion” in Dallas-Fort Worth, stated:

“[W]e don’t like going up in the air. Our region doesn’t build elevated projects. In fact, we’re trying to tear down the elevated projects.”

<https://www.dallasnews.com/news/transportation/2025/12/01/qa-north-texas-transportation-planner-says-balance-is-key/>

This runs directly counter to the now removed from consideration alignment “2(b),” which proposed to plow a 75-foot “elevated” higher-speed rail line through Downtown Dallas, dividing neighborhoods and a planned several billion-dollar development, and causing billions of dollars of economic “loss[es]” to the City of Dallas each year (as concluded by the Boston Consulting Group).

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

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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

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 Thursday, Nov. 20 through Friday, Dec. 19, 2025, via website, email, social media and in person at NCTCOG's monthly Regional Transportation Council (RTC) meeting. This month, comments related to safety and transit 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 35 new comments related to bicycle/pedestrian, roadway and transit conditions. You can view these new comments as well as past comments by visiting: <http://nctcoggis.maps.arcgis.com/apps/CrowdsourcingReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

Air Quality

Linkedin -

1. ⚡💡🌞 Reflections from our "Connecting Texas: The Future of EV Infrastructure and Fleet Electrification" panel with Phillip Martin Mario Bravo Ralph Adams at the Intersolar & Energy Storage North America: #EVs #BEVtrucks #infrastructure • Texas is deploying more than \$400 million in EV transition funding through Texas Commission on Environmental Quality. • NEVI is open again with more than \$400 million allocated to Texas. • North Texas funding: NCTCOG Transportation is offering up to \$58.6 million in rebates to replace older vehicles with zero-emission vehicles. A lot of other TX energy topics kept the discussions vibrant: #ERCOT #renewableenergy #texasstorage ERCOT's interconnection queue tells the Texas story: (Thank you Joshua D. Rhodes, PhD for the graphic.) • Storage leads the queue by a wide margin, with solar close behind. • A meaningful share already has signed interconnection agreements. #digitalinfrastructure Digital infrastructure is creating a whole new wave of investment and economic development: • Texas is one of the fastest-growing data-center markets in the world. • Google \$40 billion Texas buildout, Vantage Data Centers new AI campus, and Meta 1 GW project in El Paso are reshaping load growth across the state. • Generation is no longer the bottleneck – interconnection, transmission, and supply chain are. And yes, everyone is watching water resources closely. #solarenergy #photovoltaics #perovskite Solar technology innovation: • Janta Power Inc is pushing smart designs and opening up new market opportunities. • Caelux® is rapidly scaling perovskite technology toward commercialization, with the promise of cheaper, better, higher-efficiency photovoltaics – reinforcing why solar continues to be the most cost-effective source of new generation!! #texasenergy #energypolicy A final point raised in many side conversations: • The Texas energy market remains robust and dynamic. The market is doing its job. The trick now is making sure nobody gets in its way with policy ideas that cost more than they fix 😊 and especially if they restrict access to low-cost power especially when that power is

coming from renewable resources that have consistently proven their economic value. Thank you [Doug Lewin](#) + [Hala Ballouz](#) for the keynote address and keeping us on the right track! — Iga Hallberg

Public Involvement

Facebook –

1. End of ozone season, funding & more for review/comment. — NCTCOG Transportation Department



I wish the [NCTCOG Transportation Department](#) would do some leading by example, rather than the perennial “Do as we say, not as we do” nonsense. — Rob Dentremont

At noon. So....the people who most use transportation can't be there to learn about it, ask questions about it, or make comments about it. Why is that? — Julie Shelton

Safety

Facebook –

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



Yep – Jerry Reed

Your can [redacted] off – Peter Frias

[Lisa Brown-Winkelmann](#) could have had a worst day – Bradley Pack

2. As we continue our [#TopicOfTheMonth](#) series, this week we're highlighting freight safety. With the rise of commercial truck crashes and rail-crossing incidents, it's crucial to stay aware of safe travel habits such as checking blind spots and providing trucks adequate room to stop. NCTCOG promotes is promoting safe travel tips and tools to reduce roadway risks through its Freight Safety Campaign. Learn more about freight safety at the link in our comments below! Learn more: <https://www.nctcog.org/.../about/educate/topic-of-the-month> – NCTCOG Transportation Department



How about promoting "freight not falling off of flatbeds on our freeways" or commercial trucks replacing their tires before they explode and leave car damaging gator tails all over our roads. Those would be useful for most of us. – Dan J. Wallis

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



AMEN – Jewel Wilson

4. 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



Muchos Siguen Cayendo En Esto, Porque No Quieren Cambiar De Carro. Y Los Estafadores Siguen Publicando En Marketplace Para Lograr Sacarle Dinero A La Gente.

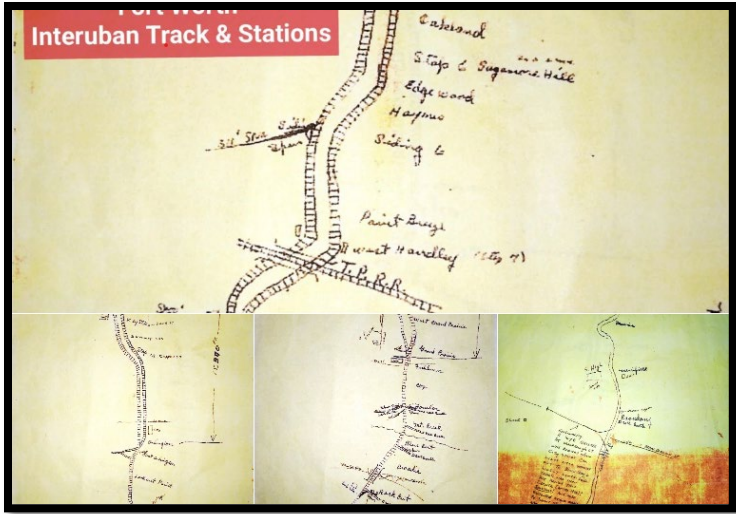
Translation: Many Keep Falling For This, Because They Don't Want To Change Cars. And Scammers Keep Posting On Marketplace To Get Money From People. — Isai Ordonez

Más ilegal. Es como el estado te cobra la inspección de tu carro cuando sacas placas y no te pasan inspección. Solamente te cobran 7 DLLs. Extra en el cobro. De algo que no hicieron. Aunque el carro no traiga buenas brekas..quien es más ilegal!!! **Translation:** More illegal. It's like the state charges you to inspect your car when you get plates out and they don't pass inspection. They only charge you 7 DLLs. Extra on the charge. Of something they didn't do. Even though the car doesn't bring good breaks.. who is more illegal!!! — Nicolas Arreola

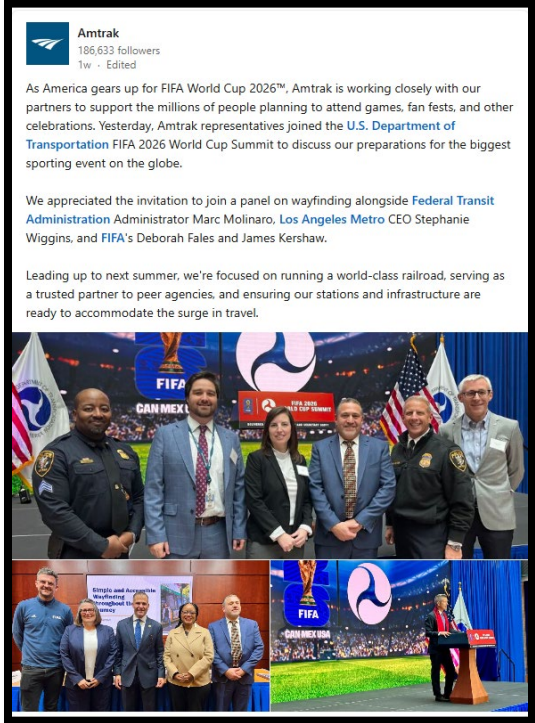
Transit

LinkedIn-

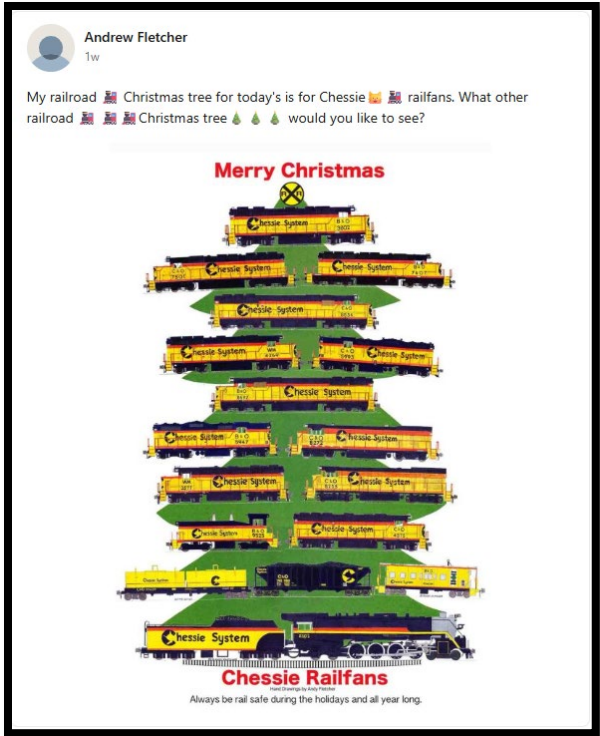
1. History... Northern Texas Traction Company Interurban Electric Railway History to be exact. This was our guide to rediscovery of over 60 separate Infrastructure sites remaining in Tarrant and Dallas County. The Interurban was in July 2,1902 the most advanced mobility system ever built, with the first of its kind outdoor Electrical Generating Station at Historic Handley, Texas. 2 years before the NYC Subway was complete. Try and visualize that this entire system, 35 miles of track, stations, the Bridges, sidings, all electrification infrastructure, wiring, SUB Stations, Powerplant, DAM creating what we now call lake Arlington, designed and built within 18 months in 1901-1902. This is a National Civil Engineering Landmark and was the catalyst for the Interurban ERA that defined the first 30 yrs of the 20th Century. It also created the [#DFW](#) [#Metrolplex](#). This was the line that proved the concept of interregional Electric Railways. It gave birth to [DART \(Dallas Area Rapid Transit\)](#) [#TrinityMetro](#) and the future. [#Waxahatchie](#) [#Cleburne](#) [#Midlothian](#) [#McKinney](#) [#Sherman](#) [#Denison City of Frisco NCTCOG Transportation](#) This of course is only important information if you happen to have the only Entertainment District on the entire Planet without a fixed link mass transit line. City of Arlington, TX - City Hall SMART City TEXAS [#smartcitymobilitytx](#) believes that we can learn a great deal from our past, it is the star that guides us.. In this case it illuminates the path forward on the exact same Right of way, under a 6 Lane, 100 ft wide Arterial existing roadway called [#TX180](#). (Lancaster, Division, Jefferson) [#Vision34Corridor](#) first Fully deployed Autonomous Mobility Corridor reconnecting the heart of the Metrolplex [#DallasKBH](#) [#HensleyField](#) [#GrandPrairieGSW-Dallas Fort Worth International Airport \(DFW\)](#) [#EntertainmentDistrict](#) [#MaverickCentralStation](#) [#VillageCreek](#) [#Handley](#) [#CollegeHill \(#Wesleyan\)](#) [#TAMU Texas A&M University](#) [#FortWorth](#) [#SmartCityTexas](#) [#SmartCityMobilitytx](#) 10-15 Billion in ongoing Catalyst redevelopment + Reactivating Foundational Metrolplex Mobility Corridor between the 9th and 11th largest American cities with its heart in Arlington- = equals) the greatest Redevelopment opportunity in US history [#EconomicDevelopment](#) [#autonomy](#) [#vision34](#) [#HistoryUncovered](#) [#interurban City of Dallas Fort Worth Chamber AAAEA - DALLAS-FORTWORTH TXDOT North Region Transit Coalition of North Texas \(TCNT\) Texas A&M University Texas A&M University System The University of Texas at Arlington Dallas Cowboys Texas Rangers Baseball Club Manny R. Ramirez Anette Soto Landeros Dee Leggett, AICP Sam Mahrouq Jeffrey DeCoux Jeff Davis W. Jeff Williams \(*Map part of the Interurban Railway Museum Archives\) Dr John Myers\)](#)



2. FIFA World Cup: Amtrak will #makeittrain Tracee Adams, CFEI NCTCOG Transportation Kansas Department of Transportation (KDOT) – Deborah Fischer Stout



3. Trains and Christmas go together!! Who had a toy train set running under their Christmas tree as a kid? And who still does? I rest my case! #makeittrain NCDOT Kansas Department of Transportation (KDOT) NCTCOG Transportation— Deborah Fischer Stout



Facebook –

1. A quick look behind the scenes at our staff visiting Oklahoma City via the Amtrak Heartland Flyer last week. Stay tuned for the video we’re planning to release early next year! – NCTCOG Transportation Department



Get off your phones and look out the window! – Charlie Chapman

Email –

1. Yes, we need public transportation in Arlington! Seniors need to be able to pick up the bus at their corner and close to their residence. So let's make it affordable to them if not "FREE" and move on! — Donna Black

Other

LinkedIn -

1. So proud to see all the great project awards, project teams, and people at the [Greater Dallas Planning Council Trinity Urban Design Awards](#) event! [Todd Little](#), NCTCOG Exec Director and Ellis County Judge, gave an excellent speech on our growing region, the need for thoughtful and careful planning and its implementation by good design and construction, and enlisting the continued engagement of everyone in the room. Michael Morris, [NCTCOG Transportation's](#) Transportation Director was honored with the Kessler Lifetime Achievement Award. And I was honored with the President's Distinguished Service award by GDCP's President [Ruben Landa](#)! — Tony Sosebee



2. Important, timely, and helpful! [NCTCOG Public Works Council](#) [NCTCOG Transportation North Central Texas Council of Governments](#) — Susan Alvarez, PE, CFM

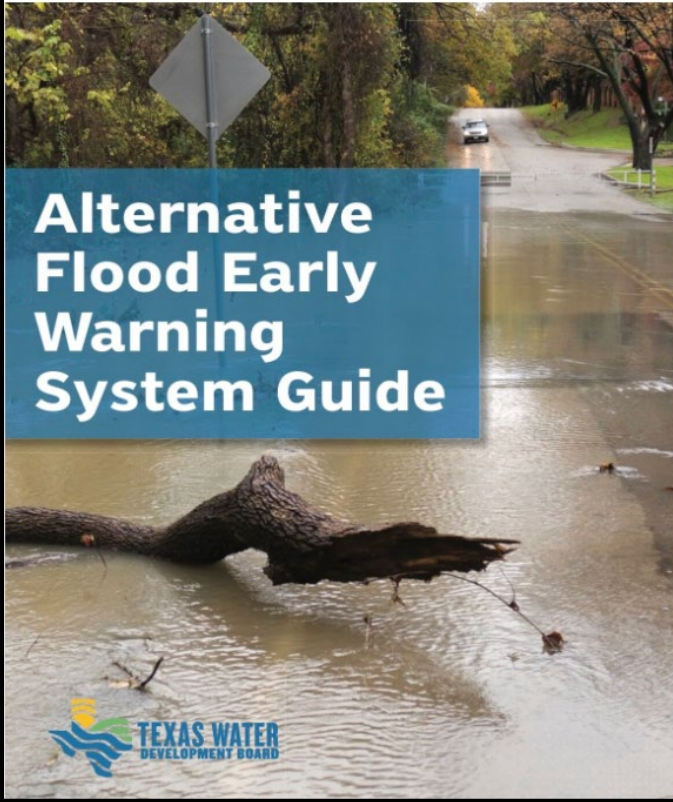


Texas Water Development Board

19,223 followers

3w

The Alternative Flood Early Warning System Guide is a new resource from the Texas Water Development Board designed to help communities seeking lower-cost solutions for monitoring flood conditions. These systems focus on core features—like real-time water-level monitoring and online data access—while reducing cost and complexity. The guide offers practical steps for selecting, installing, validating, and maintaining an alternative FEWS. It covers key components, such as water-level sensors, power supply, telemetry, data storage, and user dashboards, and explains how a system's design can impact performance and reliability. Explore the guide at <https://bit.ly/481ksd9>.



MINUTES

**REGIONAL TRANSPORTATION COUNCIL
PUBLIC MEETING**

2025 End of Ozone Season

North Texas Electric Vehicle Infrastructure Call for Projects Funding Recommendations

Traffic Signal Program Funding Process

Proposed Modifications to the List of Funded Projects

Meeting Date and Location

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting on Monday, Dec. 8, 2025, at noon in Arlington. Patrons could attend in person, via phone or view the live stream at www.publicinput.com/nctcogDec25. Lori Pampell Clark, 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:

- 2025 End of Ozone Season – **presented by Daniela Tower**
- North Texas Electric Vehicle Infrastructure Call for Projects Funding Recommendations – **presented by Jared Wright**
- Traffic Signal Program Funding Process – **presented by Gregory Masota**

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/nctcogDec25.

Summary of Presentations

2025 End of Ozone Season presentation:

<https://www.nctcog.org/getmedia/bdc07103-45a8-44f4-a7ad-007cbaabb9c7/2025-End-of-Ozone-Season.pdf>

The 2025 ozone season concluded at the end of November, and preliminary data show the region ended with a design value of 83 parts per billion (ppb), primarily driven by high readings in Frisco, Fort Worth Northwest and surrounding northwestern areas. This aligns with the region's typical summer wind pattern, which carries pollutants from the southeast toward the northwest, where they undergo photochemical reactions that form ozone. The highest six monitors for 2025 ranged from 80 to 83 ppb. This season recorded 44 exceedance days, with 40 orange-level and 4 red-level exceedance days.

Looking ahead, the region faces significant challenges in meeting the 2008 ozone standard of 75 ppb by the end of 2026. Data shows achieving attainment would require unrealistically low ozone levels next year, making it likely that the region will miss the standard. If attainment is not met, Clean Air Act Section 185 fees could be imposed on major pollution sources, potentially raising operational costs that may be passed on to consumers. NCTCOG continues to provide resources—including the new 2025 Air Quality Handbook—and maintains multiple public information platforms such as Air North Texas, TCEQ statewide alerts and local air quality initiatives. Additional regional and national tools, along with local emissions control programs, aim to support public awareness and long-term ozone reduction efforts.

North Texas Electric Vehicle Infrastructure Call for Projects Funding Recommendations presentation:

<https://www.nctcog.org/getmedia/b21b53e9-30cd-447f-ab01-dea020d5ce5e/North-Texas-Electric-Vehicle-Infrastructure-Call-for-Projects-Funding.pdf>

The North Texas Electric Vehicle Infrastructure Call for Projects stems from the Federal Highway Administration's Charging and Fueling Infrastructure Program, which awarded the region \$15 million to expand publicly accessible EV charging. The program aims to fill geographic gaps in the regional charging network by funding roughly 100 charging ports at approximately 25 locations. Eligibility has been limited to publicly owned properties such as libraries, parks and recreation centers.

The Call for Projects received 109 eligible site proposals from 36 public agencies across 12 counties; of these, 55 sites are recommended for funding, 48 sites have been waitlisted and 6 have been removed. The recommended funding totals approximately \$10.7 million and includes the use of Regional Transportation Council (RTC) Local Funds to support a project in Erath County due to delayed federal funding. The number of funded sites may change as actual procurement costs become known.

The region will bring final recommendations to the RTC in early 2026. This initiative also aligns with statewide efforts under the Texas Electric Vehicle Infrastructure Plan, through which TxDOT is expanding fast-charging corridors and will coordinate with MPOs on future urban charging locations.

Traffic Signal Program Funding Process presentation:

<https://www.nctcog.org/getmedia/c489bbc8-b989-4a03-8964-e3741a1c82d1/Traffic-Signal-Program-Funding-Process.pdf>

In response to growing regional needs, the Regional Transportation Council (RTC) has approved a new traffic signal program funding process. The program evaluates requests based on four key elements: agency eligibility, project evaluation, categorization of needs and cost-sharing between NCTCOG and local agencies. The program integrates equipment inventories provided by cities with performance data gathered via signal analytics to prioritize improvements.

The funding process involves reviewing both the physical inventory and signal performance to determine appropriate improvements based on available funds. NCTCOG maintains updated inventories covering central software, coordination equipment, physical hardware and corridor characteristics. Signal performance is evaluated through research data showing average delay and level of service for each intersection movement. With RTC's approval, the next step is to request funding for each category and guide agencies on how to submit requests.

Summary of Online Review and Comment Topics

Proposed Modifications to the List of Funded Projects handout:

<https://www.nctcog.org/getmedia/00302a3c-3c76-45e3-a84f-68acf53d9bc7/Proposed-Modifications-to-the-List-of-Funded-Projects.pdf>

A comprehensive list of funded transportation projects through 2028 is maintained in the Transportation Improvement Program (TIP), with committed funds from federal, state, and local sources, and is updated regularly to ensure accuracy; the current modification cycle includes project updates and funding adjustments for transportation initiatives in Dallas, Denton, Tarrant, and Wise Counties, as well as financial adjustments related to public transportation services managed by the Denton County Transportation Authority (DCTA).

COMMENTS RECEIVED DURING THE MEETING

2025 End of Ozone Season

Russ Gamber, Citizen

A. Air quality during upcoming FIFA World Cup

Comment: Will FIFA have any specific air quality standards that will need to be met during the influx of visitors for the upcoming events? And what actions would be taken if air quality is poor on practice or game days? Also, will visitors receive alerts on red or orange air quality days? Finally, as a long-time Arlington resident, I noted that Arlington was not listed among the local air quality initiatives and asked whether the city is planning to implement any.

Summary of response by Lori Clark: We may need to follow up with colleagues more directly involved with FIFA to confirm whether any special air quality standards are required, though we have not heard of anything beyond the standards the region already follows. We currently participate in FIFA's sustainability committee and are coordinating expanded transit service and heightened Air North Texas outreach during the events, while existing air quality alert systems, and possibly the FIFA visitor app, could help notify attendees on high-ozone days. There are already localized air quality resources, though the list is still being updated. Under the Mobility Plan Policy Bundle, local governments can adopt air quality policies such as clean fleet standards and idle-reduction signage. Arlington is already engaged in some of these efforts.

Other

Phyllis Silver, Citizen

A. Air quality standards, pedestrian safety and public comment period

Comment: I am concerned about the worsening regional air quality and would like further clarification on design values, noting that despite cleaner fleets, fewer gas-guzzling vehicles and more electric vehicles, ozone levels appear to be rising. Also, are the region's efforts being undermined by other sources of pollution? Addressing traffic operations, I urge the team to consider giving pedestrians a few seconds head start before turning vehicles, emphasizing that both right- and left-turning cars often conflict with people crossing, especially near shopping centers. Finally, I am requesting clarification on the public comment deadline, noting that the item will go to RTC on January 8 and asking when written or online comments must be submitted.

Summary of response by Lori Clark: Public comments will be accepted through Tuesday, January 6, and we encourage you to review the Air Quality Handbook for a clearer explanation of how design values are calculated, although recent trends show some regression, current design values are still far lower than those in the early 2000s. We should note that population growth, construction activity, expanding development and weather conditions all contribute to rising ozone levels despite ongoing initiatives. Regarding pedestrian safety, the MPO already promotes leading pedestrian intervals (LPIs) as a best practice and has provided training, peer-to-peer exchanges and policy guidance to help agencies implement them. But we will take your suggestion back to the team to explore whether a formal policy could require LPIs during signal retiming or synchronization.

Proposed Modifications to the List of Funded Projects

Tameila Spillman, TxDOT Dallas District

A. Funding adjustments

Comment: The Dallas District requests a correction to MOD2025-0655. Per the NT Moves Trade proposal, the overall funding for CSJ 2921-01-010 was not intended to be reduced, as currently reflected in the MOD; accordingly, the district requests that the Category 2 funding amount in the proposed modification be corrected from \$12,758,463 to \$16,508,462, as highlighted in the snippet below.

FUNDING									
FY	Phase	CSJ	Category	Federal	State	Regional	Local	Local Contribution	Total
2025	ENG	2921-01-010	SW PE	\$0	\$1,350,000	\$0	\$0	\$0	\$1,350,000
2025	UTIL	2921-01-010	SW ROW	\$0	\$500,000	\$0	\$0	\$0	\$500,000
2026	CON	2921-01-010	2M - METRO CORR	\$13,206,770	\$3,301,692	\$0	\$0	\$0	\$16,508,462
2026	CON	2921-01-010	5 - CMAQ	\$4,280,192	\$1,070,048	\$0	\$0	\$0	\$5,350,240
2026	CON	2921-01-010	7 - STBG	\$15,000,000	\$0	\$0	\$0	\$0	\$15,000,000
2026	CON	2921-01-010	TDC (MPO)	\$0	\$0	\$0	\$3,000,000	\$0	\$0
Total				\$32,486,962	\$6,221,740	\$0	\$0	\$0	\$38,708,702

Summary of response by Ken Bunkley: Thank you for your input. The change has been made and will be presented to the RTC for approval on January 8, 2026.

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

KERA NEWS

DON'T EXPECT TO TAKE FLYING TAXIS TO THE WORLD CUP AFTER ARLINGTON'S PLAN DELAYED

By James Hartley
December 1, 2025



Courtesy image/Overair

Arlington won't have flying taxis in time for the 2026 FIFA World Cup, as city leaders had hoped last year.

Arlington Mayor Jim Ross first announced the city was partnering with a startup with the hopes of making Arlington the first American city with advanced air mobility during his state of the city address in October 2024.

"Theoretically, when it's all done and we expect it to be done [for the World Cup in 2026](#), you can be flying these air taxis right into the Entertainment District," Ross said during the address.

But a year later, Ross and other experts say that won't happen.

This is due to a combination of factors, but the biggest obstacle is Federal Aviation Administration regulations that haven't been completed.

Still, Ross told KERA News in a recent interview, Arlington hasn't given up on being among the first in the country to have flying taxis.

Those taxis would be eVTOL aircraft – electronic vertical take-off and landing. The vehicle would be powered by an electric motor instead of a combustion engine and would take off and land the same way as a helicopter.

Not ready for the World Cup

While the air taxis won't be ready to [move people in time for the World Cup](#), Ross said it's not unreasonable to expect at least one of them to be in the skies over the Arlington Entertainment District in what the mayor referred to as a World's Fair type demo.

Ernest Huffman agrees.

As the aviation planning and education program coordinator for the North Central Texas Council of Governments, Huffman's job includes researching new forms of air travel often called advanced air mobility.

The millions of visitors expected in North Texas for the World Cup wouldn't be able to hop on an eVTOL and fly to the games, but Huffman said it could still benefit the region.

"We've been trying to do an advanced air mobility demonstration type day for the World Cup games," Huffman told KERA News. "This just gets us more momentum and more leverage to do so. And we can use that demo event for our kickoff for our EIPP piloting program."

Even that's not certain, though, Huffman said. The FAA has pushed back the launch of eVTOL programs in the past and he wouldn't be surprised if it happened again.

NCTCOG and Arlington are making preparations, though, so they can be ready if an aircraft has the necessary approval to conduct the demonstration.

Uncertain timeline

Alicia Winkelblech, Arlington's director of transportation, said it could be 2027 when the first manufacturers of air taxis get FAA certification to move people.

But that's not the only thing for planners to think about for this project. For Arlington, a part of the journey will be finding a new manufacturer.

Overair, the original partner, had a memorandum of understanding with Arlington, saying that the company intended to produce its aircraft in the city and would be the provider for Arlington's air taxi fleet. When everything was in place with regulations and planning, the city and company intended to enter into a contract to provide the aircraft.

But Overair was bought by competitor Archer Aviation in August, according to a news release from Archer Aviation. The company acquired Overair's patents and key employees, and Winkelblech said the city hasn't heard from anyone with Overair since.

[The Overair website](#) says it is under construction and will be "available soon." Another company would be brought in to operate the eVTOLs, Winkelblech said.

While all of that is in progress, Winkelblech said the city is still researching ways to [integrate air taxis](#) into the city's transit ecosystem.

Huffman's timeline isn't quite as optimistic, but isn't terribly far off.

Huffman said the earliest, most realistic scenario for commercially operated air taxis is likely 2028, when Los Angeles will be home to the summer Olympics.

“If I were to guess, I would say around 2028, around Olympics time, you'll probably see some commercial operations,” Huffman said. “You'll see some real small operations, probably in Florida, a New York operation.”

He said there could even be an operation in North Texas by then, but it would likely be one single route.

Jinzhu Yu, a civil engineering [professor who studies advanced air mobility](#) like eVTOL taxis, doesn't have as much faith in the FAA's ability to wrap up certification by then.

He's not comfortable giving any timeline at all, but said there's a good chance the first flying taxis won't be operated in the US at all.

The first city might not be American

Yu said the front runner might be the United Arab Emirates, “because of their economy, their position, they're probably taking bigger steps.”

The potential air taxi clientele of the UAE could be one advantage, he said. When thinking about the success of new technology, especially something with the costs and safety questions that come with a new form of air travel, early adopters will likely be bigger earners.

Tourists are also more likely to spend that kind of money, Yu said. The UAE gets enough wealthy tourists to make operations viable not only from a safety standpoint but also an economic one.

Yu said China is also a contender to be the first country, but that the country could also position itself to be second – learning from the successes and mistakes of the first country and giving Chinese air taxis a better chance at success.

Of course, safety will be the biggest factor.

Yu said manufacturers, operators and regulating agencies alike will place major importance on making the aircraft safe. In addition to concerns about human life, he said anyone involved in ushering in an era of advanced air mobility also realizes that a single crash or other safety incident could push back adoption of the technology by decades.

It's those safety measures he said could result in a longer wait for the rollout of the first air taxis than others expect.

Still looking toward takeoff

However long it takes, Ross said he wants Arlington to be one of the first cities to host eVTOL operations.

“We have always been a city that sort of leads the way when it comes to innovation,” Ross said.

He pointed to the city's subsidized rideshare as an example. Arlington On-Demand, also known as Via, acts as the city's primary form of public transportation. It works like an Uber or Lyft, with riders calling the vehicle, except that riders could be in the vehicle with other customers and are dropped off within two blocks of a destination instead of at the front door.

On-demand public transit has spread across DFW, with cities like Grand Prairie running its own operations and both DART and Trinity Metro having similar options.

Ross said eVTOL is the clear next innovation for Arlington to embrace. He wants the city to have at least two stops: one at Arlington Municipal Airport and another in the entertainment district.

Much of the infrastructure needed isn't expected to be as expensive as with normal transportation. Flying taxis would need a place to park and charge, known as a vertiport, and a place to land at destinations, a vertipad.

The city would put its vertiport at the airport, acting as a place to store and charge as well as pick up and drop off passengers. The vertipad would go in the entertainment district, a simple place to land and board or deboard customers that wouldn't look very different from a helipad used by helicopters.

Yu, whose research done in partnership with NCTCOG put a focus on the locations for this infrastructure, said the first vertiport will likely be at DFW Airport and the first vertipads at city centers.

Arlington could still have a vertipad at the entertainment district and a vertiport at the Arlington airport, but it may be difficult to maintain both economically, Yu said.

Flying taxis will have a high economic bar to entry – likely in the neighborhood of \$5 per passenger mile, similar to an Uber Black, the company's priciest offering that puts riders in luxury vehicles,

He said they'll also mostly be the typical early adopters of new technology. They'll be people who seek out new tech because it excites them, have the money to spend on higher early costs and be willing to take risks with an innovation that involves going up into the sky.

Yu isn't saying for certain that Arlington wouldn't be able to make it work economically, but that city leaders should expect to face some challenges associated with low demand. A vertipad in the city center may be a better option in many places, but with the number of visitors to the entertainment district he said it could be a viable location, he said.

Huffman said no matter the timeline, North Texas is poised to play a significant role.

Texas A&M's campus in Fort Worth was recently selected as home of the [Center for Advanced Aviation Technologies](#).

Huffman said the center will conduct research related to flying taxis and other innovations in air travel, ensuring North Texas is on the radar for eVTOL. The designation was granted by Congress and comes with \$35 million annually to help with research.

"Hopefully they'll establish some vertiports around the Metroplex where they'll be researching the different use cases, the different aircraft types, charging infrastructure, things of that nature," Huffman said.

For Ross, flying taxis are a part of Arlington's future, no matter how long it takes to get all the necessary regulations and approvals sorted.

The aircraft will start off piloted but, after a few years, are expected to transition into autonomous flight.

“When that technology meets the demand and we're able to move people along efficiently without crowding up the roadways,” Ross said, “that would be really cool.”

DCTA, DART PLAN SINGLE-TRANSFER ROUTE TO DFW AIRPORT BY 2030

By Jack Hintze
December 1, 2025

[Denton County Transportation Authority](#) is working to provide easier access to transportation for Denton County residents traveling to Dallas-Fort Worth Airport, thanks to a new connection with [DART's](#) new [Silver Line](#) rail.

This development came after DCTA's board recently greenlit a significant engineering process that will provide riders with a single transfer from the A-train to the Silver Line, with plans anticipating the service to be in place by 2030.

The connection between the A-train and the Silver Line will increase accessibility for locals reaching one of the [busiest airports](#) in the country without the trouble of driving or paying parking fees.

Beginning at the Downtown Denton Transit Center, guests can now ride southeast past Lewisville and Hebron to DART's Trinity Mills Station, where they can ride south towards downtown Carrollton, DART's Cypress Waters Station and the DFW Airport station.

"With the A-train connecting to the DART Green Line at Trinity Mills, and a short trip to Downtown Carrollton to board the Silver Line, we have reached a significant milestone in improving public transit options for our member cities," DCTA CEO Paul Cristina said. "We are excited to be part of a regional transit system that offers Denton County a sustainable transportation option to reach the DFW Airport."

With this new service, a trip starting in the Highland Village/Lewisville Lake station connecting to DART's [Green Line](#) and then the Silver Line to the DFW Airport Terminal B station would only cost \$12 one-way on a regional, single-day pass.

In contrast, parking costs at the airport range from \$14 to \$32 per day, with some requiring shuttle rides to access the terminal, adding time between arrival and departure.

"We look forward to the ways this will improve connectivity for our Member Cities and broader Denton County residents," DCTA said in a statement. "We are pleased to be part of a transit solution that provides travelers with convenient options."

For more details on connections to DFW International Airport and travel schedules, visit dcta.net.

MORE NORTH TEXANS WITH COLLEGE DEGREES ARE STRUGGLING WITH POVERTY

By Alison Saldanha and Wilborn Nobles

December 2, 2025

A college education is not the ticket out of poverty that it used to be.

A *Dallas Morning News* analysis of data from the U.S. Census Bureau found more North Texas adults with college degrees live in poverty today compared to a decade ago.

That mirrors a trend across major metropolitan areas in the state and country.

Since 2014, the number of North Texans with college degrees has increased by more than 50%.

Higher education still leads to higher income, as the region's rapid economic growth increased median incomes across educational levels, data shows.

Yet the general decline in North Texas' poverty rate largely comes from a drop in poverty levels among adults without a high school diploma, according to the data.

Adults with at least a bachelor's degree are least likely to live in poverty. But the share of those struggling below the poverty level has increased significantly since 2014.

Less than 12% or 59,000 adults in the Dallas-Fort Worth-Arlington metropolitan area with college degrees lived below the poverty level in 2014, census data show.

That headcount grew to over 80,000 or about 18% last year.

In 2014, over a third of adults (more than 175,000) living below the poverty level, held less than a high school diploma. Their share dropped to less than 25% (or less than 114,000) as of 2024.

What's driving this increase?

Changes in the local labor market, driven by shifts from one industry to another, may be impacting the financial situation of college-educated adults, said Sean Reardon, a professor of poverty and inequality in education at Stanford University.

For example, the shift from a manufacturing economy with lots of high-wage jobs that didn't require a bachelor's degree (think unionized auto or steel manufacturing jobs), to a service economy, where most high-wage jobs require a degree — think computer science and finance professions — changed the importance of having a college degree, he said.

Changes in the education system itself are unlikely to have caused these shifts, Reardon further said, as all the adults surveyed are 25 years of age and above.

"For most of them, their educational/college experience was decades ago," he said. "So recent changes in their poverty rates are likely not related to their educational experiences."

The influx of big tech and financial companies over the past decade coincides with this trend in poverty levels.

Local experts see more value attached to high-skill STEM-related jobs, alongside a growing need for blue-collar workers and service jobs to keep the boom going.

Now AI is transforming multiple industries at once.

“If there are changes in the industries or occupations available (and perhaps changes in what jobs are needed more and less in the AI-economy) that could once again change the patterns of earnings for folks with college degrees,” Reardon said.

Enduring issues

As the talent pool grows with more college-educated adults, there’s a statistical chance of an increase in the number and percentage of degree holders who end up below the poverty line.

That’s according to professor J.H. Cullum Clark, director of the Bush Institute-Southern Methodist University Economic Growth Initiative. His work focuses on domestic macroeconomic policy, economic geography, urban economics and modern economic history.

The latest census numbers show a strong uptrend in the population share with a bachelor’s degree. There was also “a dramatic fall” in the percentage of adults with less than a high school diploma, Clark said.

If the increase in college graduates in poverty is connected to the general rise in college graduation rates, the data reinforces evidence of systemic issues in poverty, said Susan Hoff, chief strategy and impact officer for United Way of Metropolitan Dallas.

The gender and racial composition of residents who live below the poverty line in the D-FW area remains the same. More women than men live in poverty, and Hispanic and Black people account for about two-thirds of poor adults.

This disparity in the data reflects the ongoing impact of historical discrimination and inadequate access to opportunity, Hoff said, calling it intrinsic to the poverty trap.

“While having a college degree, by and large, results in greater earning power and moving up and out of poverty, if you are a person of color or a woman, you are still less likely to get a good paying job,” Hoff said.

Realities in North Texas

The realities experts describe are visible in North Texas, even if not everyone sees the data. For Theo Bray, a college graduate, the idea of obtaining financial freedom through higher education has been elusive.

Bray graduated from Oral Roberts University in 2004 with a bachelor of arts in pastoral care and a double minor in sociology and Christian philosophy. He spoke with *The Dallas Morning News* during a recent event in downtown Dallas.

Although the Fort Worth native told *The News* he recently landed a new job, he acknowledged he hasn’t worked in the traditional workforce in over six years after being laid off at his previous “dream job.”

Bray leaned into entrepreneurship and gig work to fill his résumé.

He devoted himself to acting and directing for much of this time, passions he discovered in high school. He's worked on TV, film and commercials, with several of his projects [streaming on Tubi](#). His creative work, alongside working gig jobs, helps in supporting his family.

"It's not for lack of effort," said the father of six.

Bray says he's tried multiple approaches — searching job platforms, networking, retraining and résumé revamps. However, he's only had eight or nine job interviews during that time, he said.

Life also threw an unexpected turn at the married Grand Prairie resident just a few months ago.

"I was in a near-fatal car accident [on] August 31 of this year," Bray said.

"I'm walking around, but I'm still not 100%. I sustained multiple fractures, broke my hip, broke my pelvis, and a lot of other things."



Theo Bray is in his 12th week of recovery from a near-fatal car accident that left him with multiple fractures in his vertebrae, hip and pelvis. He's in physical therapy on top of working to support his family of eight. Christine Vo / Staff Photographer

Bray says he's going through physical therapy now, on top of working.

"Me and my family have had to rely on the love and support of family and friends," he said. "We had to launch a [campaign similar to GoFundMe](#), and that's been one of the things that's been a saving grace for my family."

Bray said he's not sure his college degree has given him an edge in the current job market. But he sees value in alternative career paths for today's students.

Many skilled trades could help people out-earn some bachelor's degree holders, he said. Those students are going to spend less time in school, and they're not going to have to accumulate any debt, he said.

That matters, because Bray says he's seen job opportunities shrink, the cost of living climb and a lot of wages fail to increase.

"Now we have a whole category called 'the working poor,'" he said. "I mean, I never heard that 20 years ago, but it's a reality."

College majors matter

College majors matter more now than they used to for residents hoping to bolster their income, Clark said.

The college wage premium, or extra income that's earned with a bachelor's degree instead of a high school diploma, has declined for many college degrees in the humanities, he explained.

But the college wage premium has increased in engineering, finance and health care, among other fields with specific skills.

"The wrong major means the chance of extra income you may earn has gone down while the cost of attending college has gone up," Clark said.

That's partially why Texas is urging residents to consider alternative paths out of poverty, because higher education often comes with student debt.

"In today's economy especially, education is a powerful anti-poverty lever, but it's not necessarily the only silver bullet to anti-poverty," said Phedra Redifer, executive director of Workforce Solutions for North Central Texas at the North Central Texas Council Of Governments.

Companies used to have job openings where "all everybody needed was to have a bachelor's degree, whether it was really warranted or not," Redifer said.

But companies are more specific with their hiring today, she said. Employers are willing to invest in training up their existing employees to ensure they have the required skills.

Redifer also urged residents to find targeted training and benefit access programs that combine income support with job training to help people gain skills for in-demand occupations.

For example, NCTCOG operates a child care program for income eligible families.

"Texas loves working families," Redifer said, and access to affordable and quality child care can be the main barrier to stepping into the workforce "whether you have an education degree or not."

"So we are able to provide scholarships to help offset those costs," she said, adding that the results of these programs vary by county.

She also described a teacher externship program run by the North Central Texas Workforce Development Board, where local educators spend a week working directly with businesses to learn about current workforce needs. Teachers then bring these insights back into their classrooms, preparing students for real-world jobs.

Additionally, NCTCOG facilitates apprenticeship programs, which allow jobseekers to earn wages while they train on the job, often leading to full-time work in high-demand fields.

Many of these opportunities are funded by grants and have wraparound support for those who qualify, such as help with child care or buying work equipment, to ensure costs don't stand in the way of skill-building opportunities.

"Recent trends in the regional labor markets indicate these can also reduce poverty for residents who don't have diplomas," Redifer said.

A diverse economy

Lifting North Texans out of poverty should involve investments in its diverse workforce, which helped create the state's robust economy to begin with, advocates say.

Redifer said her department has data showing job opportunities in North Texas across various fields, calling the region "a balanced portfolio," from which she and other advocates work to connect educational institutions with industry and business sectors.

Diversity throughout the workforce and businesses makes North Texas resilient during economic crises, Redifer said.

It also helps workforce development agencies place people into jobs faster across different levels without a bachelor's degree or above in every case, she said.

That's what puts the region ahead of the curve, Redifer said.

"If we're so heavily dependent on bachelor's degrees and up," she said, "well, who's going to then be pumping gas, constructing buildings or working at the grocery store?"

ADDISON CITY COUNCIL REJECTS DART WITHDRAWAL VOTE IN 4-3 DECISION

By Logan Washburn

December 3, 2025

The Addison City Council has shot down an effort to let citizens vote on withdrawing from Dallas Area Rapid Transit next year.

The Addison council **denied a motion, 4-3**, on December 2 that would have called an election allowing citizens to vote on withdrawing from DART next year.

As *The Dallas Express* reported, four other cities – Farmers Branch, Highland Park, Irving, and Plano – [voted](#) last month to hold withdrawal elections on May 2, 2026.

Addison would have made the fifth city to advance withdrawal efforts. The motion would have [set](#) a withdrawal election to “dissolve” DART in the town, which would still be “subject to the continued collection of sales taxes for the period required by law.”

Addison Mayor Bruce Arfsten called the current DART system “kind of dysfunctional” during the meeting and suggested potential reforms. However, he opposed leaving the transit agency.

“We have to figure out a way to have a really solid regional transportation system,” Arfsten said. “To me, dismantling what we have now and trying to start over and have all these fragmented systems out there that are not really systems – they’re just things – that’s a way backwards move.”

Member cities have been growing increasingly [frustrated](#) with DART’s spending and governance, since services and board representation are heavily concentrated in Dallas, as *The Dallas Express* reported.

Numerous residents attended the recent meeting to oppose the withdrawal election. Addison resident Phyllis Silver said she was “disappointed” the council was considering sending the measure to the voters.

“Leaving DART would be disastrous for Addison. Our economy is based on hospitality, employees of our restaurants and hotels depend on DART to get them to work,” Silver said. “Also, visitors use transit to our events.”

Silver referenced previous frustrations with DART from nearly 10 years ago, when Addison officials were considering [withdrawing](#) because the agency was not providing rail service. Now, as *The Dallas Express* reported, the agency has [launched](#) its new Silver Line, connecting Plano to the Dallas-Fort Worth International Airport.

“Only a month after Silver Line opens, Addison is telling DART we want to leave?” Silver said. “We are sending the wrong message. Besides, **withdrawal is not fiscally responsible. If we withdraw, we would get no service while repaying debt and other financial obligations to DART for years.**”

DART is currently [billions](#) of dollars in debt. This is [divided](#) among member cities, deterring them from leaving.

In other cities that have advanced withdrawal elections, DART would [terminate](#) all service immediately after voters decide to leave, as *The Dallas Express* reported. The cities would continue paying off a share of the agency's massive debt. In Addison's case, according to official estimates, residents would continue paying for roughly three years.

Numerous DART officials also attended the meeting.

Newly [elected](#) DART Board Chair Randall Bryant recognized that Addison residents have the right to vote on withdrawal, but raised concerns about the timing, citing the Silver Line.

"You'll hear questions about what comes next for the Addison city, and to its public transit. It's a fair question to ask, and one that I, as a DART board member or the staff present here tonight, cannot answer," Bryant said. **"What I can tell you is this council, and those here tonight, will continue to negotiate in good faith."**

Member city officials have repeatedly expressed [frustration](#), saying DART has refused to negotiate adequately with them, as *The Dallas Express* reported.

Cities may opt out of the agency only once every 6 years, making 2026 the next window to leave.

Bryant's predecessor, former DART Board Chair Gary Slagel, asked officials to stay with the agency during the meeting.

Slagel said he understands "a sense of impatience," but the Regional Transportation Council of the North Central Texas Council of Governments – a regional shadow [government](#) that pulls the strings for federal funding – has been working for a "broad regional system."

"We worked hard with Addison over the years. The city managers, the mayors, have all worked together to try to accomplish something with DART, which you finally now are seeing evidence of, and it's actually running through your community," Slagel said. **"I would hate to see an election that allowed the train to go through but not stop. That would be very sad."**

DART Chief of Staff Kay Shelton – representing CEO Nadine Lee – emphasized recent projects between the city and agency.

"Addison has always been a great partner to DART," Shelton said. "Our transit system is an economic asset that keeps Addison and North Texas competitive, connected, and thriving."

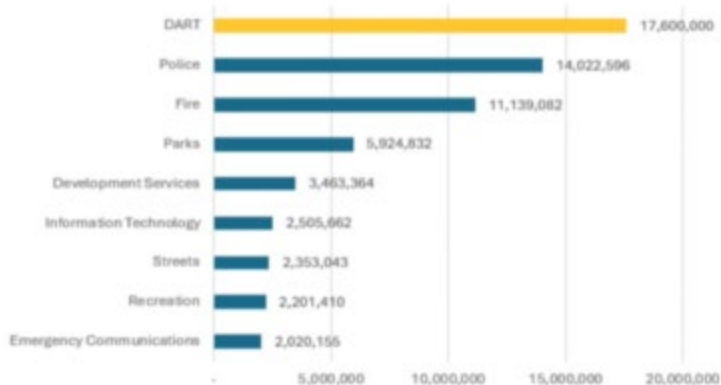
City of Addison staff referenced a study during the meeting that showed Addison provided \$16.3 million in 2023 but received only \$9.5 million in services.

The Dallas Express exclusively reported the [study](#) this summer, showing that numerous suburbs like Plano have been giving tens of millions more dollars to DART than they have been getting back.

Addison staff also presented data during the meeting, showing that **the city spends more on DART than on its own police department.**

General Fund Expenses by Type

ADDISON



This chart shows the annual operating expenses in the Town's General Fund by department.

The Town's annual contribution to DART represents more than any department, including the Addison Police Department.

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Addison Deputy Mayor Pro Tem Chris DeFrancisco defended DART and questioned the 2023 study. He said it would be “silly” to reduce the agency’s value to those numbers alone.

“We have four cities that have called an election; we can just sit back and let’s see the results,” DeFrancisco said. “The worst thing that could happen is those elections fail, and the election in Addison passes, and we’re the only city in the region – we have a train station, we have a bus station – we’re the only city in the region that doesn’t have access to DART. We would look like fools.”

DeFrancisco tried unsuccessfully to table the motion until after the May withdrawal elections, giving the council more time to discuss. He also called for continued negotiations.

Councilman Darren Gardner suggested postponing the vote, but only to January. Likewise, his motion failed.

“If DART ran like Addison, I’d be very pleased. And I can’t tell you that they do, because I don’t have all the information, I’d be speaking out of line,” Gardner said. “But I feel like they’re not. I’ve heard a lot of things.”

Councilman Dan Liscio emphasized DART’s governance [imbalance](#), noting that **Dallas maintains a vast majority of the board’s representatives while cities like Addison are forced to share a single seat.** He questioned where Addison would be after leaving DART.

Councilman Howard Freed said he supported holding an election, simply sending the matter to the people for a vote.

“I definitely think we need to call an election,” Freed said. “Otherwise we’re in this for six more years, for another \$100 million, and could be in it with a lot less players.”

Councilman Randy Smith said now is the “ideal time” for a withdrawal election.

“We have other cities that we can work with that have been bullied by DART for over 40 years,” Smith said. “We can’t do this alone, but we’re not going to be in this alone. There will be other cities that we can band with to make a better system than what we’ve got now.”

DART was first [founded](#) in 1983. Two years later, Carrollton and Farmers Branch held [elections](#) to withdraw from DART in 1985, but chose to stay. Coppell and Flower Mound left successfully in 1989. Then four more cities considered leaving, but voted to stay in 1996.

“We had a speaker earlier comment that DART is not the problem. DART is exactly the problem. They’ve been a bully for over 40 years,” Smith said. **“We are not partners. DART is a vendor that has done a poor job supporting their customers.”**

ADDISON LEADERS REJECT AN ELECTION TO LEAVE DART

By Pablo Arauz Pena
December 3, 2025

Addison will remain a member of Dallas Area Rapid Transit for the foreseeable future after some city council members rejected a call for an election to withdraw from the transit agency.

After hours of public testimony and discussion Tuesday night, Addison City Council voted 4-3 not to hold an election this spring to leave DART. It comes after four other cities — Farmers Branch, Irving, Highland Park and Plano — [voted to hold their own withdrawal elections in May](#).

Addison Mayor Bruce Arfsten said he supports working with the agency.

"It is about the bigger picture, the regional picture," he said. "It's really clear to me where the residents are and the community at large, beyond Addison."

Arfsten was talking about the dozens of residents and non-residents who came to speak to the council in support of DART.

Madison Noelle McNair said she's a disabled DART rider who lives in Garland but regularly visits Addison to see her sister.

"DART isn't just public transportation, it's freedom," she said. "It's how I get to work, to the doctor, to see my friends and family. DART is how I live my life."

Kennedy Bower said she's lived in Addison since the '90s and saw how it grew from a suburban town with older motels and shopping centers to a vibrant, dense community with mixed-use corridors and major developments.

"Addison has embraced a forward-looking development model, and our transportation strategy must evolve with it," said Bower. "It's growing here, and as a young person, that's very exciting and very energizing."

Of the dozens of speakers at the meeting, only one spoke in support of holding a withdrawal election. Trisha Stewart said calling an election will let voters have their say on how the city spends its tax dollars.

"I'm confused that our council is villainized for allowing our citizens to have a voice on millions while our police and fire — people who serve us very well — stand by waiting for voter approvals for the millions that they need to function," Stewart said.

Three Addison council members called the special meeting late last month, citing a 2024 report that said the city paid in \$16.3 million in FY 2023 but received \$9.5 million in services. Each of DART's 13 member cities pays in a portion of their sales tax revenue to fund the agency.

"DART is a vendor that has done a poor job supporting their customers, which we are customers in this endeavor," said council member Randy Smith. "We have paid in over \$400 million, and we've only had bus service."

Smith called DART's funding system "antiquated" and accused the agency's leadership of "bullying" cities.

"If it was a good deal, towns would be falling over themselves to get in," he said.

Deputy Mayor Pro Tem Chris DeFrancisco, however, said holding a meeting to call a withdrawal election was "premature" and questioned the value of the report cited in staff's presentation, which didn't take into account the recently opened Silver Line commuter rail. Many residents said they waited years for the regional commuter line to be built; it's Addison's only rail stop.

"Staying in DART strengthens our future," DeFrancisco said. "We've paid our share, we've stayed the course, and leaving now would just be irresponsible."

Before holding the vote, Mayor Arfsten acknowledged issues with DART's current funding structure and said communication was a problem in the past, but he emphasized that Addison residents still need their mobility needs met.

"DART needs to do a lot of work. Absolutely, a hundred percent," Arfsten said. "But we can't forget about the human factor of it."

DALLAS HOPES TO OFFER DART RESPITE AMID POTENTIAL SUBURBAN EXODUS, STAGNANT RIDERSHIP

By Devyani Chhetri

December 2, 2025

As North Texas cities contemplate leaving [the Dallas Area Rapid Transit system](#), Dallas leaders are imploring the public transportation agency: “Can you please help us help you?”

Council member Lorie Blair’s gentle query to Dallas Area Rapid Transit officials Tuesday marked the role Dallas — which constitutes 75% of the ridership — is going to play in the embattled transit agency’s future.

In the past month, [Highland Park](#), [Farmers Branch](#), [Irving](#) and [Plano](#) approved elections in May for voters to decide whether to stay or leave the system. Addison was set to vote on holding a similar election Tuesday night. Each city has argued its 1-cent sales tax contributions far exceed the services it receives in return. The cities also question the 13-member transit agency’s governance model based on population, which gives Dallas more representation.

If they prevail in the elections, cities would still be obligated to pay off their debt for several years, depending on their contributions.

At Dallas City Hall on Tuesday, council members offered transit officials some respite, urging DART officials to find ways to expand services in areas such as southern Dallas.

“How can we partner better?” council member Paula Blackmon asked.

City officials have been collaborating with DART to convert parking lots around stations into homes. In Pleasant Grove, Palladium USA, with help from the city and the transit agency, built mixed-income housing next to the Buckner station. Blackmon, whose district includes the Mockingbird station, asked what the city could do to accelerate similar projects, as more housing near transit hubs could spur ridership.

DART board member Patrick Kennedy said the agency has an inventory of all its properties and the needs attached to them. Does this lot need underground utility improvements? Does it need to be rezoned?

In Dallas, several parking lots around DART, for instance, are restricted by city code that does not allow for the type of mixed-use developments many had envisioned seeing there. Kennedy said the goal is to see these projects take two to four years and not the seven to 10 years they tend to take.

“A lot of developers are turned off by these long processes and don’t want to work with us because they can’t predict what the development cycle is going to be like by the time it’s ready to break ground,” he said.

During Tuesday’s meeting, council members parsed quarterly ridership numbers that have improved after a steep decline in the latter half of 2020 but have more or less leveled off in the past couple of years.

Crimes against persons are down 16% from last year. Property crimes such as theft are down 26%; however, arrests from drug-related offenses have increased. DART officials said they had increased security measures by deploying more boots on the ground, pairing police officers with mental health workers to serve vulnerable riders and have contracts out to upgrade its surveillance camera system.

Council member Cara Mendelsohn, whose district includes the new Silver Line, urged DART officials to bolster their efforts to increase ridership. “We need people to use the system,” she said. “We need public transit in Dallas, absolutely can’t live without it. We’re a large urban city. We must have this. There’s nobody here talking about, ‘we need to pull out of DART.’ That’s not going to happen.”

Mendelsohn touched upon an existential crisis facing the agency. The system has not grown. Other North Texas cities have chosen to use their penny sales tax to attract businesses and professional sports teams.

Texas cities have a choice between using their penny for economic development or investing in public transit. “And we have to make this value proposition worth it,” she said.

Dee Leggett, executive vice president and chief development officer at DART, said Dallas was the driver of the transit system. She cited a 2023 North Central Texas Council of Governments survey that showed Dallas was still a significant regional trip generator.

Eight percent of Carrollton trips stay in the city; the rest go into Dallas. For Irving, 29% of the trips are internal, and 63% go to Dallas.

“As we can also see from this data, inner city connections are critical, and local connectivity is just important to get people to their final destination,” Leggett said, adding that since many riders make two to three transfers in their trip, DART had focused its resources on first and last mile connections, and maintaining coverage.

AFTER VIOLENT CRIME SPREE, DART SPENDS MILLIONS ON SECURITY IMPROVEMENTS

Murders, shootings and drug arrests at bus and train stops have caused a backlash that DART leaders are addressing

By Alyssa Fields
December 3, 2025

The Dallas Area Rapid Transit (DART) system has much more to navigate than the greater Dallas-Fort Worth area map, currently. This fall, as [more member cities discuss exiting their partnership](#) with the agency, news of three unrelated shootings in a five-week span occurring on separate DART properties hit headlines. However, even as funding concerns grow, DART announced millions in new security enhancements directly following the crime spree, but disgruntled riders say it may still not be enough to recover the system's reputation.

On Nov. 19, DART [announced a new \\$16.8 million contract](#) to upgrade and replace thousands of surveillance cameras, "increasing efficiency and collaboration between DART [Police Department] and operations." DART says the new enhancements, the largest camera overhaul since 2010, will increase response times.

"This upgraded camera system is part of a multi-step process to ensuring our trains, buses and facilities are as secure as possible for our employees and riders," said Randall Bryant, the newest DART Board of Directors chair, in a press release. "We have a duty to maintain a secure system for North Texas, and it's a primary priority of my tenure as Board Chair."

The overhaul is scheduled to begin in early 2026, with no announced completion date. However, online critics of DART believe that cameras are merely scratching the surface of possible safety enhancements.

"Cameras won't stop a bullet, knife, indecent exposure, or other crimes," Brandon Comeaux [wrote on DART's Facebook post](#) about the scheduled improvements. "They just provide video evidence that a crime happened. "... I stopped riding the train after taking it for a month because it was unsafe, in the time I rode, I saw a lot, and when the murders started, I decided it was time to drop DART."

The first fatal shooting this fall was on Sept. 29 on a train near Market Center Station. A week later, on Oct. 5, a second fatal shooting occurred near the St. Paul Station. A third non-fatal shooting at Akard Station on Nov. 7 ended the string of gun violence.

According to DART crime metrics, there have been between 2 and 4 homicides each year since 2022. But still, the spike in gun-related violent crime triggered a response from DART Police Chief Charles Cato, who [told NBC 5](#) that he was stationing a uniformed officer or a fare enforcer on each train or station platform.

According to DART's data, crime rates have increased over the last four years. But most of that increase is related to drug charges, of which there were 150 in 2022. By 2025, drug offenses increased 601%, totaling 1,052 as of September. Between 2022 and 2025, the number of assault offenses increased by 27%, from 618 to 785. Between January and September of this year, there were 511 assault offenses.

But DART officials maintain that violence, particularly homicides, remains isolated events.

“We’re not immune to the ills of society today,” [Chief Cato said to FOX4](#). “We’re violence and easy access to firearms, and the willingness to use them takes place in schools and churches and other public places, and so while we’re diligent and work very hard every day, bad things, tragic things do happen.”

Safety Precautions

This isn’t the first time DART has had to form a reactionary plan to an increased string of violence on its services. In 2023, the organization contracted 100 armed security officers to support its 252-person enforcement department.

However, critics argue that they still don’t see enough enforcement.

“I will never get on board a DART train ever again unless there is [a] major improvement,” Colton Miller wrote on DART’s Facebook post. “I just simply don’t feel safe...There needs to be a DART police officer in every car and at every train station and they need to actually enforce the rules.”

With 65 rail stations and 163 light-rail vehicles, and not accounting for the bus fleet or on-demand rideshare services, it’s improbable to have an enforcement officer on each car with the current force size.

Aside from overhauling the camera system, DART also runs an anonymous reporting system, called the DART Say Something App, that allows riders to report concerning behaviors and provide visual and written evidence. The app also allows riders to call the emergency line within the DART police department, and will complete connectivity even in stations with low reception.

Convenient Timing

Some less-than-empathetic Facebook users noted that it’s oddly ironic that DART has invested a significant amount of money into their security, just as disgruntled member cities get closer to abandoning their contracts with the system. In a press release from Plano Mayor John Muns regarding his city’s potential departure from DART, he emphasized the need to establish an alternative.

“Plano is committed to ensuring safe, reliable mobility options that serve the best interests of our residents,” said Muns. “We want our council and community to feel empowered to choose what transportation options work best for us.”

At Dallas City Hall, DART safety has been a concern for some of the system’s more outspoken opponents. Council member Cara Medelsohn has regularly requested that the transit service supply the council with monthly crime and police updates, as opposed to the current quarterly schedule. “I think the public deserves the transparency of knowing what is happening in terms of safety incidents at DART,” Mendelsohn said to *The Dallas Express*. “The sense I get from constituents who talk about DART is that there’s a security problem, and even with their initiative to hire more law enforcement, it’s still problematic.”

ARLINGTON PLANNING GROUP SEEKS PUBLIC INPUT ON TRANSPORTATION IN DFW

By Teresa Gubbins

December 4, 2025

Transportation nerds will get to offer their 2 cents on topics such as traffic signals and EVs in a public meeting on December 8.

According to a release, the [North Central Texas Council of Governments](#) (NCTCOG) is inviting the public to provide input on recent transportation initiatives, including funding for electric vehicle charging stations and traffic signal improvements.

Hot topics will include:

Air quality. The meeting will feature a staff overview of the end of the 2025 ozone season, which came to an end November 30. The region is failing to meet air quality standards which will increase challenges for projected regional growth.

EV charging stations. The NCTCOG staff will also offer recommendations on funding for electric vehicle (EV) charging stations on public sector property in North Central Texas. In July 2025, NCTCOG opened the North Texas Electric Vehicle Charging Station Call for Projects to award funding to build EV charging stations using funding from the Federal Highway Administration's Charging and Fueling Infrastructure Community Program.

Traffic signals. Staff will provide an overview of the proposed funding process for the Traffic Signal Program, including evaluation criteria for funding requests and the categorization of traffic signal improvements. The program aims to establish a structured process for evaluating and funding traffic signal initiatives as requests are received.

How to attend

The meeting will be held on December 8 at 12 pm in the Transportation Council Room at the NCTCOG offices 616 Six Flags Dr. in Arlington. Those unable to attend in person can view the meeting [online](#). Residents can also participate by calling 855-925-2801 and entering code 1011. Public comments will be accepted until January 6.

Residents planning to use transit to attend the meeting can take advantage of \$6 round-trip rides from the CentrePort/DFW Airport Station to NCTCOG via the Arlington Transportation app. Visit [ArlingtonTX.gov/ondemand](https://www.ArlingtonTX.gov/ondemand) to download the app.

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization for regional transportation planning in the Dallas-Fort Worth area since 1974. They work in cooperation with transportation providers to address the complex transportation needs of the rapidly growing metropolitan area — an area that includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties.

KLYDE WARREN PARK EXPANSION WINS KEY ENDORSEMENT

By Plamedie Ifasso
December 4, 2025

Expansion plans for Klyde Warren Park have cleared an important hurdle.

The Dallas Park and Recreation Board on Dec. 4 approved increasing the project budget for the second phase of the park from about \$65.3 million to roughly \$122.2 million. The "[Klyde Warren Park 2.0](#)" project aims to expand the park from St. Paul Street to Akard Street, adding a 1.7-acre section and the park's first indoor event space, which should span about 24,000 square feet. The amended funding agreement is expected to appear before Dallas City Council during its Dec. 10 meeting.

The bigger price tag comes following an increase in the Texas Department of Transportation's cost estimates for the project. According to city documents, the federal portion of the expansion phase [grew about \\$27.8 million](#) to \$64.6 million while the local portion of the project increased to \$57.7 million, an increase of about \$37 million.

Klyde Warren Park President and CEO Kit Sawers said her organization is working closely with its consultants, the City of Dallas, North Central Texas Council of Governments and TxDOT to "align the overall budget, and all funding sources for TxDOT's portion of construction are in place." She anticipates finalizing the amended agreement with TxDOT and Dallas by the end of the year. This should allow Klyde Warren to begin bidding for the project next summer and [begin construction toward](#) the end of 2026.

NCTCOG URGES NORTH TEXANS TO DRIVE SAFELY THIS HOLIDAY SEASON

By Staff

December 4, 2025

The North Central Texas Council of Governments (NCTCOG) is reminding drivers to stay alert, slow down, and make safe choices on the road this holiday season. Crash numbers typically rise during this time, and safety experts stress that responsible driving can save lives.

Analysis of crash data shows that roughly 10% of North Texas crashes occur between December 1 and January 2. In 2023, the region experienced 11,970 crashes, 408 serious injuries, and 76 fatalities during the holidays. In 2024, numbers improved slightly to 11,579 crashes, 328 serious injuries, and 73 fatalities.

NCTCOG's Drive Aware North Texas program provides educational resources to help drivers reduce negative behaviors that contribute to serious crashes. The campaign focuses on dangers such as speeding, distraction, and impaired driving, offering tips and guidance for safer travel.

This year's campaign emphasizes impaired driving, noting that approximately 10.5% of crashes involve alcohol, drugs, or other impairments. Drivers are encouraged to plan a safe ride home using a designated driver or rideshare. A DWI can cost thousands of dollars and put lives at risk.

"During the holiday season, roads become busier and driving conditions more complex," said Sonya Landrum, program manager of NCTCOG's Travel Demand Management & Transportation Safety Program. "Our Drive Aware North Texas campaign empowers drivers to slow down, stay alert, and make safe choices. When each of us takes responsibility, we protect our friends, families, and neighbors."

Drive Aware North Texas encourages motorists to avoid risky behaviors, especially during the holidays. Key factors contributing to serious injury and fatality crashes include:

- **Speeding (32.5%)** – Exceeding speed limits or driving at unsafe speeds
- **Driver related issues (13.6%)** – Distraction, careless driving, cell phone use
- **Impaired driving (10.5%)** – Alcohol, drugs, fatigue, or medication
- **Failure to drive in a single lane (10.2%)** – Drifting from lane to lane
- **Unsafely changing lanes (9.2%)** – Improper lane changes or not using signals

By planning ahead and practicing safe driving habits, North Texans can help reduce holiday crashes and make the season safer for everyone.

NORTH TEXAS WORLD CUP TEAM ABOUT TO 'RAMP UP IN EVERY AREA' WITH DRAW ON FRIDAY

By Eric Prisbell
December 4, 2025



A member of the media works prior to the final draw for the 2026 FIFA World Cup at the Kennedy Center in Washington, D.C., Thursday, Dec. 4, 2025. Chris Carlson / AP

It's midmorning and [Monica Paul](#) is nursing only her first cup of coffee of the day — the first shocking upset of the [2026 FIFA World Cup](#). For the president of the North Texas World Cup Organizing Committee, days have been a blur.

Sometimes she's juggling in-car meetings en route to in-person meetings in Dallas, Arlington and Frisco on the same day; sometimes her calendar doesn't show 60 seconds to spare between 8 a.m. and 6 p.m.

A few weeks from now, she may remember these days as the slow time. As the World Cup draw looms Friday at the [Kennedy Center in Washington, D.C.](#), planning efforts are about to shift into overdrive as the first men's World Cup hosted by the U.S. in 32 years fast approaches.

"It is going to ramp up in every area after this weekend," Paul told *The Dallas Morning News*.

The organizing committee's presence on the ground in Washington includes Paul; Dan Hunt, co-chair; Nina Vaca, co-chair; Joe Trahan, director of communications; Gillian Breidenbach,

chief partnership officer; Noelle LeVeaux, chief marketing officer; and J.D. Wood, team and venue services manager.



Gary Batton, chief of Choctaw Nation of Oklahoma, and Monica Paul, executive director of the Dallas Sports Commission, celebrate Choctaw Casinos & Resorts becoming an Official Dallas World Cup 2026 Host City Supporter. Choctaw Casinos & Resorts

Overall, the committee consists of some 16 members, but its penetration into North Texas with regional representation and expertise runs deep. Each working area — and there are many — has its own working group with, in some cases, several dozen volunteers. The human rights group, for instance, may have as many as 250 people at this point; the sustainability group may have as many as 80.

What's more, FIFA has a staff already entrenched in Dallas-Fort Worth — a staff that will only grow as the event nears.

There's no shortage of bold-faced items on the committee's to-do list, and priorities will crystallize on the heels of the draw and once it is revealed which teams will be in group play at AT&T Stadium beginning in June.

Among the most pressing top-of-mind items: continuing to work across federal, state and local levels on safety and security; securing more host city supporters (local sponsors); and amplifying discussions with representatives of national teams about choosing D-FW for their potential base camps.

That's not to say a plethora of other issues aren't of utmost importance as well, including transportation planning with the North Central Texas Council of Governments; planning for the FIFA Fan Festival at Fair Park; communicating with scores of broadcasters about the

International Broadcast Center; working with the hospitality community; and continuing sustainability and human rights efforts — just to name a few.

“You get to a planning point, and then you’ve got to wait until the draw takes place,” Paul said. “The teams that will be here, the teams that may be in our base camps, the match times, all of that will then affect possibly our transportation plan, our FIFA Fan Festival hours that we’re doing.”

Once the committee knows [which teams](#) and, in turn, fans to expect during the World Cup, the committee will also home in on hospitality efforts, Paul said.

“We’ll know whether it’s cultural, religious, language, translation services that we want to work with our hospitality community on — from the first time someone gets off a plane at [DFW International Airport](#) or [Dallas Love Field](#) to the hotel, how they interact here, we can really roll out our Texas hospitality,” she said.

As for the base camps, discussions with national team representatives will shift into high gear this weekend, both in Washington and as the representatives continue to visit D-FW. Representatives from at least a dozen national teams have already visited the region to assess potential base camps where they will train and reside.

Here’s how it works: Teams selected for group matches in North Texas will have venue-specific training sites at the Cotton Bowl and SMU. But other national teams can still select a base camp site in D-FW as early as next month.

The North Texas region will have five base camp options that teams can choose from: Dallas Baptist University, University of North Texas, Texas Christian University, Toyota Stadium (home of [FC Dallas](#)) and Mansfield Stadium.

As many as five teams could choose [D-FW sites as base camps](#), which is top of mind for Hunt, president of FC Dallas, who wants to sell team representatives on the upside of being based in the area.

“What is success there?” Hunt told *The News*. “If we got three filled, that would be a good accomplishment. Anything above three filled would be amazing. If we could have four or five here, that would be an unbelievable accomplishment for our city.”

Hunt can’t even ballpark how many speaking engagements he’s taken part in throughout North Texas in recent weeks, during which he has laid out exactly what the World Cup entails and also explained to local businesses how they could see enhanced opportunities from the event.

Another critical element for the committee: securing more official host city sponsors. Each of the 16 World Cup host cities can strike deals with as many as 10.

To date, [Choctaw Casinos & Resorts](#) and Coca-Cola Southwest Beverages have become official host city supporters in North Texas. More announcements are expected by early next year.

Then there’s the considerable planning of the Fan Fest at Fair Park, an event that will be open all 39 days of the World Cup. (Similar fan festivals in several other host cities will be open for far fewer than 39 days.)

C3 Presents, an Austin-based concert promotion and event production company, will be producing the Dallas Fan Fest. In January, Paul said, the committee hopes to reveal specific plans for the festival. It will also need to make decisions on concerts and other entertainment acts integrated into the Fan Fest.

Then there's the build-out for the International Broadcast Center at Kay Bailey Hutchison Convention Center, which won't begin until Jan. 14. The IBC, the official hub for global broadcast media operations, will serve as home to some 2,000 media representatives.

The organizing committee's conversations with broadcasters and media will ramp up on the heels of the draw as they begin to map out their travel schedules.

Friday's draw is the next significant mile marker on the road to the World Cup. After this weekend, the committee knows its planning efforts won't shift — only expand.

"I was telling somebody the other day, I don't think I have ever worked so hard in my whole entire life as I have the last two years," Paul said. "It's a heavy lift.

"But at the same time, it's a once-in-a-lifetime opportunity maybe to work on a World Cup. I'm excited for what this could mean for our city and our region — so it's worth it."

TRANSIT UPHEAVAL AHEAD OF WORLD CUP COMES AT 'WORST POSSIBLE TIME'

By Maria Lawson
December 2, 2025

North Texas' transit network is bracing for a pivotal moment just weeks before the 2026 FIFA World Cup, as multiple cities prepare to vote in May on whether to withdraw from Dallas Area Rapid Transit.

Irving, Farmers Branch, Highland Park and potentially Plano are slated to vote May 2 on whether they plan to stay with or leave the DART system. The results could upend how many people get around in those cities and how tax revenue is distributed.

If voters decide to exit DART, bus and train service would end as soon as election results are certified. Regional planners say losing those segments would eliminate access to key transit corridors feeding not only AT&T Stadium in Arlington, where matches will be played, but also Fair Park for Fan Fest, hotel clusters and the International Broadcast Center at the Kay Bailey Hutchison Convention Center in Dallas. The World Cup kicks off June 11 and North Texas' first match is June 14.

The region has spent years preparing to host the World Cup and now, a little more than six months out, transportation leaders are forced to rethink their plans as they brace for what could be a major shakeup.

"It's unfortunate, the timing," said Michael Morris, director of transportation for the North Central Texas Council of Governments, which is spearheading transportation plans for the World Cup. "It doesn't make our job any easier."

Hundreds of thousands of fans will be moving from airports to hotels and from hotels to matches, some likely accustomed to depending on public transit. Morris said nearly 80,000 could attend matches, or more depending on standing-room-only tickets. Meanwhile, 40,000 are anticipated at Fan Fest in Fair Park each day and 4,000 journalists are expected daily at the International Broadcast Center at the Dallas Convention Center.

The potential withdrawals would affect everyday riders, too. In the third quarter of its 2025 fiscal year, DART reported that Irving had the second-highest number of riders — 714,523 — across all transit services among its 13 member cities. Plano was fourth-highest at 546,689. Farmers Branch and Highland Park had 110,906 and 4,093 riders, respectively.

Arlington — the [largest U.S. city without fixed-route public transit](#) — is hosting nine matches at AT&T Stadium, which will be rebranded as Dallas Stadium during the World Cup. DFW scored the most matches of all host markets, which include New York-New Jersey, Los Angeles, Houston and Kansas City. After the December draw that will decide what teams are playing where and when, NCTCOG will assess visiting nations' propensity for public transportation.

Morris said transportation planners are "assuming" the event "will be heavily dependent" on public transit.

He added: "We're not going to take a chance."

'There's no backup'

Jeamy Molina, executive vice president and chief communications officer for DART, said if elections are held and voters opt to leave the agency, service would stop the day after those votes are certified. That would "have a huge impact on what getting around the North Texas region looks like during a major event like the World Cup." DART is planning for the World Cup like it's a 39-day rush hour, leaning on rail and fixed-route transit so roadways aren't overwhelmed with 100,000 additional drivers.

"I don't have the details yet as we're still trying to figure that out, but if there is a successful withdraw in any city, service stops," Molina said. "There's no backup."

If the four cities pull out, there would be an immediate hit to DART financially as it would stop receiving funding from sales tax from these cities. However, each city would still be required to pay debt obligations to DART — which could include for things such as [the new Silver Line train](#) as well as infrastructure, rail, new buses, equipment and more, taking up to 10 years to repay.

To Morris, if some or all of the four cities vote to leave DART, the biggest impact will be on the rail system and accessibility for fans from those cities to reach matches in Arlington, Fan Fest or the IBC. For example, if Irving were to withdraw, the stations in Irving would close and dynamic messaging would direct riders to open stations.

Irving Mayor Rick Stopfer said that the city has spent the past year planning to add "micro-transit" options. He believes shuttle riders could be picked up from Irving's DART stations if the COG and DART reach an agreement to reopen them for the World Cup.

Molina, however, said DART hasn't received this plan and reaffirmed that if voters approve a withdrawal, DART service ends the day after the election is certified.

Further northeast, Morris said a vote to withdraw in Plano would likely be less impactful on the World Cup because it's further from the three primary event sites, "but anyone staying at Plano hotels will have to find some other way." Recently, Plano officials proposed a [six-year deal to remain with DART](#), putting its planned May withdrawal vote up in the air.

Just recently, another city began the process of reconsidering DART membership. Addison City Council is schedule to discuss Dec. 2 whether to [put the issue before voters](#) in the city north of Dallas, which would make it the fifth city to call for a vote. DART ridership data shows that Addison had 201,223 riders in the third quarter of fiscal 2025.

Morris said these cities' moves to leave DART don't come as a surprise, as the council of governments has spent the last 12 to 18 months in mediation. That prolonged process pushed the council to roll out a plan to use 125 charter buses for the World Cup.

18K fan transports per match

The COG is "laser focused," Morris said, on the Trinity Railway Express, which is half-owned by DART, and the charter buses that will transport fans from TRE's CentrePort Station near Dallas Fort Worth International Airport, downtown Dallas and downtown Fort Worth to AT&T Stadium in Arlington.

The council expects to transport 18,000 people to AT&T Stadium per match, Morris said. He also said FIFA will be delivering 26,000 through its own transport system, but Dallas organizing committee representatives didn't confirm nor comment on this number.

"We didn't want to take a chance that DART or the Trinity Metro would be in some compromised situation," Morris said. "... We were going to go heavy charter bus anyway; we just went heavier."

The Regional Transportation Council has awarded more than \$40 million toward World Cup transportation elements, and the funding comes from a variety of sources, some of which may be reimbursed from a state program for large events, a COG spokesperson said. Additional safety and security funding is being pursued, and Morris is hopeful to get an additional \$10 million from the federal government to offset costs.

"Whatever our costs are, I think they'll pay 100 times over with regard to the impact holding nine events will have, with regard to the economic benefits I think over the next 10 years," Morris said. "People from all over the world seeing Dallas-Fort Worth, our transit system, our rail system, our signature bridges, our way of life."

The North Texas World Cup organizing committee declined an interview request but shared a statement from committee President Monica Paul that said the group has full confidence in the regional mobility plan developed by the COG and [Kimley-Horn](#) and in the ongoing work before the final plan is adopted in early 2026.

"This plan continues to work alongside and support DART, Trinity Metro and Trinity Railway Express to ensure a seamless experience for all travelers during the World Cup next summer," Paul wrote in the statement.

Similar to Morris, Mashrur Rahman, an assistant professor of urban planning at the University of North Texas, said the votes on DART membership are coming at the "worst possible time."

"We're all counting on DART to move thousands of visitors, and during this time, this type of uncertainty puts a lot of risk on the whole event," Rahman said. "... We are expecting a huge influx of people, and cutting transit at this very crucial moment is a step in the wrong direction."

The No. 1 consequence Rahman anticipates is increased pressure on the roads from additional drivers.

"Roads are already suffering ... and if those thousands of visitors choose to rent a car or ride hail [or] use their own car, that means we'll create a huge congestion," Rahman said.

On a more optimistic note, Morris noted there's "plenty of parking" in Arlington for people who choose to drive.

Morris said he remains hopeful that there will be a partnership between DART and the cities so they don't have to withdraw.

"That would be my best path forward," he said. "But for now, we didn't take a chance."

‘WE WIN TOGETHER’ – WHAT NORTH TEXAS MAYORS THINK ABOUT DFW’S REGIONAL FUTURE

In the Dallas Regional Chamber’s State of the Region address, six mayors spoke on what’s behind DFW’s booming growth

By Lilly Kersh
December 3, 2025



Fort Worth Mayor Mattie Parker, Arlington Mayor Jim Ross, Garland Mayor Dylan Hedrick, moderator Rebekah Chenelle of Dallas Regional Chamber, Frisco Mayor Jeff Cheney, McKinney Mayor Bill Cox, and Richardson Mayor Amir Omar attend a panel discussion during a breakfast meeting for the Dallas Regional Chamber’s State of the Region, Wednesday, Dec. 3, 2025, in Richardson. Chitose Suzuki / Staff Photographer

As [North Texas grows](#) in population and power, six mayors of some of the [region’s largest cities](#) called for collaboration and continued emphasis on economic development at the Dallas Regional Chamber’s State of the Region address.

The mayors of Fort Worth, Arlington, Garland, Frisco, McKinney and Richardson spoke in Richardson on Wednesday about the importance of attracting businesses to the region, how [state legislation](#) has wrestled with cities for local control and why working cooperatively has given North Texas a regional advantage.

“When we work together, we win together,” said [Dale Petroskey](#), president of the Dallas Regional Chamber, at the start of the address.

Leaders emphasized the need to work together at a pivotal period for North Texas amid booming economic and [population growth](#), regional flashpoints in changing transportation and resource needs, and a shifting center of gravity outside of Dallas.

“Our power is really regional,” said Fort Worth Mayor Mattie Parker in her remarks. “And now soon to be the third largest metro region in the entire country ... all of us working together really reflects the success of the Dallas-Fort Worth region. And the sky’s the limit.”

In the next 10 years, the region is projected to grow to 10 million, surpassing Chicago, the third-largest U.S. metro area, [according to the Texas Demographic Center](#).

Leaders of other cities were also invited to speak at the address, including the mayors of Dallas and Plano, but they declined to attend due to conflicts, according to Dana Jennings, the DRC’s executive vice president.

‘The greener grass’

Petroskey has led the chamber for nearly 12 years and said that, since 2014, the region has seen more than 800 significant [corporate relocations and expansions](#). More than 300 headquarters have moved to the area, including Caterpillar, Charles Schwab and Toyota’s North American headquarters.

For many [businesses looking to relocate](#) to North Texas, it’s not a matter of if they’ll come to D-FW, but a question of where, Arlington Mayor Jim Ross said.

“They just haven’t decided what part of North Texas they’re coming to yet, and that gives us the edge on so many communities around the country,” he said.

Among D-FW, Houston, Austin and San Antonio, North Texas is the region’s “economic heart,” said Mike Rosa, senior vice president of economic development at the Dallas Regional Chamber.

“We are the greener grass,” he said.

Rosa lauded innovative sectors like artificial intelligence, [life sciences](#), data centers and autonomous mobility in D-FW, and other leaders spoke to the industries that help cities balance cooperation and competition.

“We do this nice, friendly ‘cooper-tition,’” Frisco Mayor Jeff Cheney said. “But having your own niche and brand really helps [us] stand out. And I think all the cities in the D-FW have done that, and that’s a big part of the story, as far as why [we’ve] become a powerhouse.”

For Frisco and Arlington, sports and tourism dominate local economic development projects. In Fort Worth, Parker spoke to [film and television production](#)’s impact on the local economy. But local leaders underscored that a rising tide lifts all ships when it comes to the region’s economic development goals.

“We all compete against each other for businesses,” Arlington’s Ross said. “But the bottom line, I know that the better Richardson does, the better we do, the better Frisco does, the better we do.”

Conflict in Austin

The six mayors were unified in their concern about state legislation that has taken over local control — [including a new law](#) that allows more apartments and mixed-use residential buildings without city approval.

In the most recent legislative session, lawmakers also passed new rules that slashed some [homeowners' property taxes](#). The Texas Regulatory Consistency Act, passed in 2023, bars local governments in Texas from creating or enforcing local rules that [go beyond state law](#).

“It seems like it’s an all-out attack every two years on cities,” Cheney said. “All the tools that we have in place that have [contributed] to our success are being taken away from us every single session.”

Leaders emphasized how local governance is harder with blanket rules on development and politicized agendas that muddy local efforts.

“I know my neighborhood better than someone who’s in Austin, and I sure as hell know better than someone who’s in Washington,” Garland Mayor Dylan Hedrick said.

DART and regional transit’s future

As several cities seek an exit from the [Dallas Area Rapid Transit](#) system, the future of regional transit has come into question. [At least four cities](#) will hold elections next year to withdraw from DART, the state’s largest public transportation agency.

“I think it would be an awful thing if we end up losing any of the cities,” Richardson Mayor Amir Omar told *The Dallas Morning News* following the address. “Frankly, I think the better thing for the entire region is for more cities to join.”

Omar said leaders of [DART’s 13 member cities](#) meet regularly to work toward a solution, and he believes it’s possible Plano, Irving, Farmers Branch and Highland Park will call off their withdrawal elections and come to an agreement with the agency.

But regional connectivity extends northward as the D-FW center of gravity [moves north](#). Cheney said communities like Celina are now living Frisco’s story of growth 20 years later.

“The [northern part of D-FW](#) is going to continue to grow, and so we’re already collaborating as a region in McKinney, Plano, Frisco,” he said. “We’re thinking about that as a region from a transportation perspective, from an amenity perspective.”

FORT WORTH FINISHES BOND PROGRAM AND COMPREHENSIVE PLAN ROAD SHOW

Edited by Scott Nishimura

December 5, 2025

Fort Worth City Council members and staff [went on a road show](#) in October and November to talk about the city's 2050 Comprehensive Plan and the 2026 bond package. On Nov. 15, they held a town hall in [District 5](#), which represents parts of southeast, east and northeast Fort Worth.

2050 Comprehensive Plan overview

Staff presented an update to the city's work on its 2050 Comprehensive Plan.

Timeline: The current phase (2025-26) focuses on goals, strategy and actions, with adoption anticipated in 2027.

Community engagement: The public can participate via the [Connect Fort Worth website](#).

2026 Bond Program presentation

Staff presented details of the proposed 2026 Bond Program, designed to fund public works projects and dovetail with the comprehensive plan. The proposed bond package is for \$840 million. City Council members are expected to choose the final project list by the end of December and send it to voters in January for a May election.

- **Tax rate impact:** The proposed package fits within the city's existing 15 cents of the 67-cent tax rate for debt, meaning the tax rate will not rise.
- **Need:** The city's total identified need for infrastructure is about \$2.7 billion, highlighting the prioritization required for the bond.
- **Allocation breakdown:**
 - **Streets and mobility (60.9% of the proposed package, or \$511.5 million):** Includes expanding major roadways, rebuilding minor ones, upgrading traffic signals and intersections, bridge safety, sidewalks and school safety. Federal money and regional partnerships with the Texas Department of Transportation, North Central Texas Council of Governments and Tarrant County will stretch the city money.
 - **Parks and open space (22%, or \$185.1 million):** Focuses on upgrading metropolitan and community parks (e.g., [Gateway Park](#) at \$25 million); rebuilding the [Atatiana Carr-Jefferson Community Center at Hillside](#) (\$30 million); open space land conservation (\$25 million); aquatic centers and [Fort Worth Botanic Garden](#) upgrades (\$10.5 million); [Fort Worth Water Gardens](#) upgrades (\$10 million); and [Fort Worth Zoo](#) infrastructure (\$4 million).

- **Public safety (7.6%, or \$63.9 million):** Includes a new Fire Station 46 (\$19.4 million), rebuilding Fire Station 40 (\$15 million), and a new 911 call center (\$28.3 million).
- **Animal care and shelter (7.1%, or \$59.9 million):** Proposed for building a new animal control shelter with increased space, replacing the current [Chuck & Brenda Silcox Animal Care Adoption Center](#) (built in 1998, expanded three times, and now outdated for a doubled population).
- **Public library (1.7%, or \$14.6 million):** Includes relocation of the [Fort Worth History Center](#) and renovation of [Southwest Regional](#) and [Diamond Hill/Jarvis](#) libraries, based on the public library master plan.
- **Affordable single-family housing (0.6%, or \$5 million):** Allocated for acquiring vacant or blighted properties (\$1 million) and funding public infrastructure costs (\$4 million) to develop affordable single-owner occupied housing, leveraging contributions from the development community.
- **Public art:** An additional 1% of the streets and mobility proposition and 2% of other propositions (totaling over \$10 million) is allocated for public art, as per city ordinance.
- **Engagement:** Residents are encouraged to use the interactive [Balancing Act tool](#) to explore projects, provide input on priorities, and suggest project swaps.
- **Timeline:** The City Council will call the election in January or February 2026, with a final list presented in early 2026 and the election in May.

Questions and answers highlight

- **Prior bonds (2018, 2022):** Some projects from previous bond programs are still ongoing, particularly those involving federal components or right-of-way acquisition.
- **Bond numbers:** The proposed allocations are not final and can increase or decrease based on public feedback and council decisions, as long as the overall \$840 million bond capacity is maintained.
- **Affordable housing funding:** The \$5 million for affordable single-family housing is entirely from local bond dollars. \$1 million is for land acquisition, and \$4 million is for public infrastructure including water, wastewater and sidewalks, which leverages additional funds from private developers.
- **Mass transit:** Mass transit is primarily funded by the separate [Trinity Metro](#) through sales tax, [Federal Transit Administration](#), and [North Central Texas Council of Governments](#) dollars, not directly by the city's bond program. The city supports transit indirectly through sidewalks and development access.
- **Gateway Park:** The proposed \$25 million for Gateway Park would first complete the portion west of Beach Street, with subsequent phases determined by community input.
- **Public comments:** Suggestions included preserving the [Cowtown Inn](#) property as green space, expanding the [Meadowbrook Library](#), and supporting the newly

renovated [Meadowbrook Golf Course](#), including a potential full-service restaurant. Strong support was voiced for the new animal shelter due to critical needs.

COALITION OF HOMEOWNERS RAMPING UP OPPOSITION TO PROPOSED ROCKWALL OUTER LOOP

Group says project threatens established neighborhoods, local infrastructure and environment

By Kent Miller

December 8, 2025

A grassroots coalition of homeowners is ramping up its opposition to the proposed Rockwall Outer Loop, saying the project threatens established neighborhoods, local infrastructure and the environment.

Frank Merlino, a representative of the High Point Lake Estates Stop the Outer Loop Committee, said the group is focused on ensuring residents' concerns remain at the forefront as county leaders continue planning the roadway.

"We believe it is important for the public to hear directly from those most affected by this development," Merlino said. "Our committee has been actively engaged in advocating for our neighborhoods – High Point Lake Estates, High Point Ranch, Blue Bonnet Estates, Chisholm Ranch and Lariat Estates – through a series of organized efforts to ensure our voices are heard at every level of decision-making."

Opponents argue the loop would bring increased traffic, crime and noise to rural communities and would cut through low-lying, flood-prone areas. An October Rockwall County Herald-Banner article reported that residents fear the project could worsen drainage problems and impose long-term strain on county infrastructure already stretched thin.

Residents have also pointed to several nearby proposed developments – including thousands of new homes and multi-family units – as evidence the loop could accelerate rapid growth and increase pressure on local services. Forecasts from the North Central Texas Council of Governments suggest the loop would reduce traffic volumes in Kaufman County by as much as 30 percent, while Rockwall County would see only a 10–15 percent reduction. Critics argue that disparity means Rockwall taxpayers could subsidize a bypass that benefits neighboring counties more than their own.

Additionally, the Herald-Banner reported that the proposed alignment would require elevated roadway sections – possibly 14 to 20 feet high – in areas within existing floodplains, raising concerns about visibility, drainage and the impact on neighborhood aesthetics.

The Stop the Outer Loop Committee has maintained a steady presence at Rockwall County Commissioners Court meetings, where members regularly speak during open sessions to voice opposition and highlight potential impacts of the proposed route. Members also attended several road consortium meetings throughout 2025.

Beyond public testimony, the group coordinates communication among residents of High Point Lake Estates and shares updates with neighboring communities to build a unified front. Members also encourage residents to contact local and state officials, providing guidance on how to express concerns and advocate for alternative solutions.

The group, Merlino said, remains in frequent contact with County Judge Frank New and commissioners from Precincts 3 (Lorne Liechty) and 4 (John Stacy) to get updates, discuss possible route adjustments and offer mitigation suggestions should the current plans advance.

To give decision-makers a clearer understanding of potential impacts, the committee has invited elected officials to walk the areas they say would face the heaviest disruption from a future roadway.

“These efforts reflect our commitment to collaborative, solution-oriented advocacy and we are proud of the growing momentum among our residents,” Merlino said.

PARIS POLICE DEPARTMENT WELCOMES THREE NEW OFFICERS

By Trey Wright
December 8, 2025



Pictured: December 8, 2025, being sworn in by City of Paris City Clerk Janice Ellis, from left to right, are Officer Westin Wible, Officer Nicholas Brincefield, and Officer Noah Palmer.

The Paris Police Department welcomed three new officers to their department.

Officer Wible and **Officer Palmer** passed the state exam on December 2, 2025, and graduated from the Texoma Regional Police Academy in Denison, Texas on December 4, 2025. **Officer Brincefield** graduated from the North Central Texas Council of Governments Regional Police Academy in Arlington Texas in March of 2024 and rejoins the Department.

City of Paris Mayor Mihr Pankaj and **Paris Police Department** Admin staff attended the ceremony and congratulated the officers. Family members of officers and police personnel were present. Please join us in supporting each officer as they begin the first phase of a **Paris Police Officer**.

TEXAS-OKLAHOMA TRAIN ROUTE COULD BE KEY IN WORLD CUP TRAVEL

By Tasha Tsiaperas

December 8, 2025



The World Cup could increase Amtrak ridership in 2026. Photo: Brandon Bell/Getty Images

Thousands of visitors from across the country and world will converge on Dallas-Fort Worth for the [2026 FIFA Men's World Cup](#).

- Many might arrive by train.

Why it matters: The future of one of the train routes — the Heartland Flyer, which operates daily between [Fort Worth](#) and Oklahoma City — is at risk.

- The line will continue through next summer, but its funding beyond that is uncertain.

Catch up quick: The 206-mile route has been jointly funded by the Texas and Oklahoma departments of transportation since 2006.

- Texas' portion, about \$7 million requested by TxDOT, was not included in the state's biennial budget this year. The state Legislature doesn't meet again until 2027.
- The Regional Transportation Council, which is part of the North Central Texas Council of Governments, [spent \\$3.5 million](#) to keep the Heartland Flyer running through next September.

State of play: The regional council says the train line is a critical part of the larger transportation plans for the World Cup.

- The council of governments is spending millions to upgrade metro trains and other transportation services to prepare for the influx of visitors.
- As many as 100,000 people are expected to visit Arlington on each of the nine match days next summer.

The big picture: About [1.2 million international visitors](#) are expected to visit the U.S. cities hosting World Cup matches.

- FIFA [estimates](#) foreign travelers will stay in the country about 12 days, likely moving between cities.

Between the lines: Many international visitors are coming from countries with better rail transportation systems than in the U.S., council of governments transportation director Michael Morris tells Axios.

- They "may not be likely rental car buyers and maybe will take advantage of our light rail system and our regional rail system," Morris said.

By the numbers: Even without an international event, ridership on the Heartland Flyer exceeds 80,000 a year.

- Ridership has been increasing since 2020 and is higher than pre-pandemic ridership of nearly 69,000 in the 2019 fiscal year.

How it works: The train leaves Oklahoma City every morning and returns from Fort Worth every evening.

- It takes about four hours with stops, including in Gainesville and Norman, Oklahoma, where OU is located.

What they're saying: The trip might take slightly longer than the drive, but it's better than fighting traffic on Interstate 35, Amtrak spokesperson Marc Magliari tells Axios.

- "Windshield time is wasted time. You can't nap. You can't work. You can't read," he said.

HIGHLAND PARK VOTERS TO DECIDE WHETHER TO KEEP OR BOOT DART

By Sarah Hodges
December 9, 2025



Bus route 237. Photo: Sarah Hodges

Highland Park voters are slated to decide in May whether to continue the town's membership in the Dallas Area Rapid Transit system.

During a Nov. 4 meeting, the town council voted to hold a special election to determine whether Highland Park should withdraw from DART.

Highland Park was the first of DART's 13 member cities to make a move toward withdrawal. But Plano, Irving, and Farmers Branch all quickly followed suit, each voting to hold special elections in the days after the town's decision.

All of DART's member cities dedicate 1 cent of their local sales tax — half of what they are allowed to charge — to supporting the transit agency. Many are questioning the value of the services they receive and the equity of their representation on DART's board.

According to a 2023 independent analysis, Highland Park dedicated about \$6.3 million to DART, while the transit agency spent \$1.9 million within the town. The town says that most of that money went toward operating Bus 237, which travels along Preston Road.

According to the town, the bus averages 60 riders daily. Based on Highland Park's current \$8 million annual contribution, every ride costs \$366.

“Highland Park taxpayers have invested in the regional system for more than 40 years,” said Mayor Will Beecherl. “This election ensures that our residents — who fund this contribution — have a say in whether the return on that investment meets the needs of our community today.”

If a withdrawal vote were successful, DART would cease all operations within the town once the results were certified, according to the transit authority’s board chair Randall Bryant.

Bus 237 would continue to travel through the town but would no longer stop in it. GoLink and paratransit services would also no longer be available in Highland Park.

Highland Park would, however, continue contributing to DART for years. The town, like all of DART’s member cities, shares the obligations of the agency’s long-term contracts, and needs to pay off any debts related to improvements within its boundaries.

Bryant said he hopes that Highland Park’s withdrawal vote, along with those in other member cities, never happens.

The transit agency is working to reach a compromise, and isn’t unsympathetic to the concerns of members, such as Highland Park, which don’t receive light rail services. DART reallocates funds to those cities to address equity imbalances, Bryant explained.

He said that the agency’s board has approved a resolution that would give Highland Park, which shares a DART board seat, its own place at the table. But a change in DART’s governance requires state legislative action, and that hasn’t happened yet.

“Any city that we currently have, no matter how great or small their population, their ridership, or their financial contribution is to our system, they’re all very valuable partners,” Bryant said, “and important to the sustainability of our regional system.”

SO YOU WANT TO LEAVE DART?

Plano, Farmers Branch, Highland Park and Irving are all weighing leaving the transit agency. Before the matter lands on May ballots, here's how that has gone historically

By Alex Wolford
December 9, 2025

On May 2, 2026, in empty college campuses and high-school gymnasiums, voters across four North Dallas suburbs will see on their ballots the question “Shall Dallas Area Rapid Transit be continued in the City of...?” How they choose to answer will be the most consequential decision for DFW transit in a generation.

In late October, Plano moved first to hit the big red button and announce their intention to vote on whether to withdraw from [DART](#). Later that day, the cities of Highland Park and Farmers Branch joined in. Irving and, eventually, Addison would follow, making the same announcement that they were considering holding elections to leave DART.

DART has long been primarily funded by collecting a 1-cent sales tax in its member cities. Taking up half of the 2 cents local entities are allowed to charge in Texas. Over the past two years, some cities and DART have [been in conflict](#) over this rate, with cities claiming they are not getting enough value from DART compared to the sales tax rate DART charges. That ultimately led to these upcoming elections.

The votes came like dominoes. Farmers Branch and Highland Park voted to greenlight a withdrawal election on November 4, with Plano and Irving following suit. It wasn't until Addison voted on December 2, by a narrow 4-to-3 margin, [not to hold a withdrawal election](#), that the momentum slowed.

A Future Without DART

In the event a withdrawal election is successful, all services would immediately grind to a halt after the vote is canvassed. Trains would either turn around before entering a withdrawn city or run through it without stopping. All bus routes, microtransit, and paratransit would indefinitely cease. Withdrawn cities would continue to pay DART until all their financial obligations are paid off.

To replace these services, the Plano City Council is creating the “Collin County Connects Committee,” also known as the C4 committee, to develop a new vision for transit by and for Plano. “Our Collin County Connects Committee will be working on an intra-city transportation program that would include senior transit, paratransit, and additional transit for those interested in using the system,” said Plano City Councilmember Steve Lavine.

As for intercity transit, should the withdrawal be approved, Plano would task its now-divorced transit partner, DART, with running regional services such as the Silver Line, light rail, and express buses. That is, at least according to [a proposed deal](#) that Plano sent the transit agency, which DART is now reviewing “for their financial and operational feasibility and will provide a response to those respective cities once the analysis is complete,” according to DART Board Chair Randall Bryant.

The deal also states that all of DART's GoLink and local bus services would be suspended in exchange for a promise to halt legislative efforts at the statehouse. Given that it also requires DART to slowly reduce its sales tax rate in Plano to half of what it currently collects by 2028, that deal is most likely dead on arrival. These aren't the only negotiations going on. In the background, the North Central Texas Council of Governments, DART staff, and city leaders have been meeting to continue working it out at a regional level. If cities were to withdraw, that spirit of negotiation might quickly dry up, especially after such a rocky breakup.

Plano's transit future certainly seems reliant on its ex. "It would be challenging for the board to consider providing any level of services to a city that was once a partner of ours that no longer is," said Bryant. "You know, go back and provide those services to those cities."

It's a complicated tactical situation for DART, whose board meets for the last time this year on December 9. If they extend the olive branch, the transit agency can keep riders on their services in non-member cities. But with that comes the risk of incentivizing other cities to leave in search of a better price, thinking they can get a better deal by paying for services à la carte rather than becoming full-fledged members of the agency. DART would risk spiraling from a system into a salesman. The agency has spent more than 40 years building a web of interconnected services that feed into each other, and by allowing cities to start picking away at whatever piece of it they do or don't like, they could risk collapsing that regional web.



They Microed the Transit

So, what do cities like Plano and Irving have in mind for the future? Well, to start with, it's probably got a lot fewer buses.

“Right now, as we’ve heard it [...] the buses are mostly empty,” said Plano councilmember Bob Kehr. Bus service, especially local bus service, has been a point of contention between DART and its suburban member cities, which often view it as underutilized and wasteful. And now the push is to convert those fixed-route bus services into on-demand microtransit.

DART does currently offer such services through GoLink, but only in specific zones. “Part of the issue with GoLink right now is [...] how long it takes to get a ride and also going between zones. [...] And so we want to solve for those things. And if it’s eliminating a bus route, then that’d be great.”

But buses, even emptyish buses, hold advantages that microtransit doesn’t necessarily offer. As transit planner and author Jarrett Walker [has explained](#), “Flexible transit is extremely inefficient compared to fixed-route transit, for reasons that no communications technology will change.” That inefficiency tends to lead to poor service that doesn’t scale.

This inefficiency shows up in the cost. In 2024, demand response services had an operating cost of \$6.80 per passenger mile traveled, while buses had an operating cost of \$2.32, according to the [Federal Transit Administration](#). In fact, Plano had previously asked for a full citywide microtransit zone, but it was denied because it was deemed too expensive.

While this potential future irons out its kinks, it’s worth asking how likely any of this is to come to pass. Councils have repeatedly said they are simply “giving a choice back to the people” by calling an election, but whether voters will actually come out against DART is a whole other matter.

DART’s Electoral History

DART withdrawal elections are nothing new. In its 42 years, the agency has [withstood](#) 15 elections across eight cities, only two of which were successful: Coppell and Flower Mound in 1989. Plano, Irving, and Farmers Branch themselves have all tried to withdraw twice. Last time around, in 1996, the measure was defeated in Plano, with 77 percent voting pro-DART, while things went down to the wire in Irving, with 57 percent voting pro-DART that same year.

Though the situation has changed significantly in the almost 30 years since the withdrawal elections were attempted, DART has grown from a fledgling idea of a transit system in the 1980s to a feature of the landscape. Especially now that cameras and development money are pointed at shiny new projects like the Silver Line, and more than 100,000 people a day use its services, why would voters be convinced now if they couldn’t be convinced in the 1980s?

The electoral hurdle isn’t theoretical. “The main takeaway from this survey is that the voters in both Plano and Farmers Branch are pretty satisfied with the job DART is doing,” said Ross Hunt, a political consultant whose firm, Hunt Research, [polled voters](#) on DART and withdrawal elections across three evenings in early November.

Through November 2, the firm surveyed 676 voters in Plano and Farmers Branch. What they found is that voters in Plano and Farmers Branch both strongly support staying in DART, with only 21.2 percent and 17.8 percent, respectively, supporting withdrawal in each city.

The bad news for the pro-withdrawal camp doesn’t stop there. Opposition was higher among groups with a history of participating in May elections. Nearly 52 percent of voters say that if their local politicians supported withdrawing from DART, they would be less likely to re-elect

them. Finally, “[t]here was...no really statistically significant group that I’ve seen looking through these cross tabs that are in favor of withdrawing from DART.” No demographic, partisan, or otherwise, seems on board with withdrawing from DART.

Despite the bickering about DART at every level from state legislature to Facebook comments sections, the general populace “believe that withdrawing from DART is a bad idea by a very, very wide margin and across the whole sway of the electorate,” Hunt found. It’s not a strong footing to be entering an already historically uphill election when “there really is no ground. There certainly is no groundswell of opposition or dissatisfaction with DART.”

It seems almost baffling. Last summer, [people flooded](#) into government buildings and the DART headquarters to say, mostly, not very kind things about the agency as it considered service cuts. Framing those frustrations as “anti-DART” might be the easy narrative, but that doesn’t appear to actually be the case, at least not from these numbers. Because, despite all the criticism and complaints about dirty and unsafe rail services, unreliable buses, fare increases, and cut routes, going up to a microphone at a board meeting and saying you want DART to be better does, at least implicitly, mean they want DART. Maybe not the version of DART that we have, but a version of it nonetheless.

Advocates and Opponents

It’s also noteworthy how little on-the-ground organizing the anti-DART camp has as compared to previous withdrawal attempts. In the original 1983 election that created the agency, there was “Sensible Metro Area Rapid Transit,” or SMART. In the 1985 push, there was “Better DART Alternatives,” and in 1989, there was “Get Out of DART,” or GOOD, among others. Anti-DART activist groups are as old a tradition as the agency itself, yet today, no organized group with a snazzy acronym seems to be making much noise yet.

The push in this moment to withdraw from DART, as it exists today, hasn’t yet been able to expand much farther beyond the grounds of City Hall and to some conservative media contributors. That’s not to say either of those groups has no power to sway things. Local conservative media was famously instrumental in getting referendums on [HERO amendments](#) passed in Dallas, and they continue to snipe at the agency, having recently homed in on DART’s bonuses for high-level employees. Still, none of it seems to have moved the needle, at least not yet.

All the while, advocacy groups are mobilizing to stop these elections from succeeding. More established organizations like the [Dallas Area Transit Alliance](#) (DATA) are currently trying to assemble a coalition of would-be pro-transit orgs as they sprout up from the cracks.

Such was the case on the evening of November 25, when a group called “Keep DART in Plano” held its first meeting, as they often do, in the common area of someone’s apartment building. Here, blocks from Plano City Hall, a small collection of people gathered around as one of the organizers hurriedly messed with starting the computer streaming the event to those watching online, and the dialogue was quiet enough that you could hear the Red Line trains rumble by outside.

Across the next hour and a half, Embher Chaffin, the president of this newly minted organization, laid out plans for an awareness drive, an ad campaign, and continued weekly meetings. The crowd, numbering less than a dozen, ranged from those entirely new to

organizing to those who had been campaigning for DART since cities began passing resolutions calling for funding reform back in the summer of 2024.

The topic of discussion also covered the series of documents Chaffin had received via a records request, which, among other things, revealed that one now-former city councilperson, [Julie Holmer](#), sent a text message stating, “I had ChatGPT review DART’s budget and asked how they compare to other mass transit authorities. One item that came up – Fare Recovery: At 3%, DART’s ratio is notably lower than peer systems.”

Beyond the obvious comedy of using a chatbot to inform an actual policy decision, it’s worth noting that the number is also wrong. Both in that DART’s farebox recovery ratio, or the percentage of operating expenses covered by fare revenues, is higher than stated at 6.1 percent, and that other comparable agencies in the region have lower ratios, such as Trinity Metro in Fort Worth at 3.5 percent and Metro in Houston at 3.9 percent. But there is more than a lesson in proper fact-checking to be learned from these files.

“Even if the City Council were on board with that, I think the chances of the people of Plano voting to exit are still slim to none,” former Plano City Councilmember Shelby Williams wrote [in an email](#) sent in May 2022. “We’d have a far better chance of getting a change made at the state level via a coalition [...]. If that goes nowhere, I’m all for exiting DART.”

Ultimately, the suburban cities did form a coalition and go to the state, which then chose not to act. Cities know they will not be able to attempt another withdrawal election again until 2032. So they’re going for it, taking the step up onto the final rung in the escalation ladder later, 5 years in the making.

But that doesn’t mean it’s going to work. In a different email, Williams wrote: “All I can say is Mesquite was smarter than Plano was...I’d likely vote to opt out of DART as well, but the chances of a majority of Plano’s citizens doing so are slim to none.”

DART’s Fundamental Issue

Whatever the city councils say, whatever they do, it all comes down to the voters. It’s their money. For all the talk of “taking half of a city’s sales tax money,” it never actually belonged to the cities. Voters chose to give DART one cent of sales tax in the ’80s, a choice they have reaffirmed multiple times.

That might sound like DART can breathe a sigh of relief, but nothing has really been fixed. If these elections fail, the cities could simply go back to the legislature again in 2027, 2029, and 2031, eventually getting the state to change how the transit agency is funded.

DART and these cities are trapped in a cage, wrestling for sales tax funding that both say they need. DART can’t afford to cut any more service, cities can’t seem to afford DART, and the keys hang in Austin. Newer DFW suburbs like Frisco and McKinney continue to run north, looking on with crossed arms, not yet willing to step into the fray of joining a transit agency. Instead, they happily stand by as they pump their sales tax money into economic and community [development](#) corporations, to the envy of neighboring cities and the dismay of transit advocates.

Even TxDOT, the kings of adding just one more lane, recently made headlines when the agency released its draft [Statewide Multimodal Transit Plan](#), acknowledging that cities are struggling to

respond to growth beyond their “existing service boundaries and outside of existing sales tax collection areas.” The same study found that “registered vehicles have risen by 172% in the past four decades, while highway capacity has increased by 19%.” The situation is becoming increasingly untenable, but the state still plans to spend \$146 billion over the next decade on its highways. (Only 2 percent of TxDOT’s funding goes to things like transit.)

What Comes Next?

Maybe to fix our regional transit crisis, we should look to another. Earlier this year, it seemed like transit in Chicago [might be doomed](#). The cities’ three transit agencies, the CTA, Metra, and Pace, were all hurtling towards a “fiscal cliff” that would have decimated service even more than [HB3187](#) would have here in Dallas.

But in a late-night legislative session this October, representatives in the Illinois state legislature managed to hammer out Senate Bill 2111, which, among other things, redirected a sales tax on motor fuel, dedicated interest on the state’s road fund to transit, increased the Chicago area sales tax, and increased tolls on roads.

It turned what looked like a twilighting transit city into one in full bloom, deluging the region with more than a billion dollars of new annual transit funds and creating a new regional transit agency. “This bill puts transit riders first, pairing real investment in the system with significant governance reform so that we can build for the future with oversight we can trust,” [said Eva-Dina Delgado](#), the representative behind the bill.

It’s not a perfect solution; as seen in Philadelphia earlier this year, relying on the state for funding risks turning a system into a political football. But there are ways to fund transit so that it isn’t constantly at odds with the budgets of the cities it serves, if only we have the wherewithal and will to find them. You don’t have to keep transit locked up in a 1-cent sales tax cage.

But for the next five months, these cities are in for an uphill battle against increasingly organized activists, a decades-old transit agency, and the judgment of their own voters. In fact, the “We will remember this!” yelled by someone at Plano City Hall last month may be a prediction of what happens after May’s election, regardless of the outcome.

CARROLLTON WEIGHS POTENTIAL OPTIONS FOR LEAVING DART

By Pablo Arauz Pena
December 9, 2025

Another Dallas Area Rapid Transit member city says it's not ruling out a withdrawal election from the transit agency.

Carrollton Mayor Steve Babick told KERA the city hasn't come to a decision yet on whether or not to hold a withdrawal election, but said each city can choose how to deliver transit to its residents.

"As you listen to some alternatives, hypothetically, if Carrollton were to make a decision to withdraw, we're looking to make sure that we can still meet the needs of the Carrollton residents," Babick said.

He added that Carrollton is not yet in a position to say it's "for or against" a DART withdrawal election.

The north Dallas suburb serves as a crucial junction for transit connections in North Texas, with three light rail stations and a stop on the Silver Line to Plano and DFW Airport. One of the stations, Trinity Mills, also connects passengers to Denton County Transit Authority's A-Train commuter rail.

Carrollton is one of seven member cities that were found to have [paid more into the system](#) in 2023 than they received in services.

During a meeting Tuesday of the city's recently formed DART committee, Babick and other city officials heard from Carrollton's DART board representative Doug Hrbacek on the recent news that four other member cities [will hold withdrawal elections this spring](#) — neighboring Farmers Branch, as well as Plano, Irving and Highland Park.

"I can tell you in terms of the one board meeting for this month that no action will be taken to address the concerns of the member cities," Hrbacek told the committee.

The committee also heard from Jared Moore, a representative of RideCo, a micro-transit company that partners with rideshare companies like Uber and Lyft. He spoke about various options the city could choose for a possible "replacement" for DART.

"We're of the mind of whatever you want it to be, we'll give you some guidelines and suggestions to keep the costs down," Moore told the committee. "If you guys want to say we want to go to Dallas or to Dallas downtown for some reason, that's up to you guys to make that rule to do it."

RideCo is scheduled to give a presentation to Plano's new Collin County Connects Committee formed to [explore alternative transit options](#) if the city votes to leave DART in May.

If Carrollton's city council votes to hold elections, it would be the fifth city to do so.

Meredith Ladd, the city's attorney, told the committee the city would need to call an election by Feb. 3 in order to hold it on May 2.

Babick told KERA that even if the city were to withdraw from DART, it would still aim to maintain a working relationship with the agency.

"We see the value in rail. We see the value in all of those elements of what we've received from DART today," he said. "Even if we weren't part of a DART membership formally, we'd want to have some level of contract to continue to provide service."

HERE'S WHERE RAIL AND BUS SERVICE WOULD END IF CITIES PULL OUT OF DART

By Pablo Arauz Pena

December 10, 2025



If Plano voters decide to leave DART, all rail service would end in the city immediately after the election.

Dallas Area Rapid Transit's staff is preparing for the worst-case scenario as voters in four cities are set to decide whether to leave the agency next year.

Rob Smith, vice president of service planning and scheduling at the agency, told DART's board of directors Tuesday that staff has only begun to look at [the potential loss of service if elections are successful](#).

"If any city were to withdraw, shortly after May 2nd, service would end," Smith told the board. "That's why we are preparing for the possibility of this now."

Those service changes include closing light rail stations across DART's service area, contingent on which cities withdraw.

If Farmers Branch leaves DART, for example, the single light rail station in the city would close and bus routes 200, 202 and 233 would pass through the city without stopping. The agency's staff recorded more than 450,000 boardings in the city last fiscal year across light rail, bus, on-demand GoLink service and paratransit.

Plano could also pull out of DART, which would close its three light rail stations at 12th Street, downtown Plano and Parker Road. Bus routes coming from Dallas and Richardson would cut off south of Plano city limits. The new Silver Line stations at 12th Street and Shiloh Road would also close.

"About 90% of the transit trips to or from Plano are coming from another city," Smith said. "There are some significant impacts outside of these cities."

A similar scenario would play out in Irving, which has the 2nd highest ridership in the transit system behind Dallas with more than 2.8 million boardings last year, according to DART. Eight train stations would close, including two stops on the Trinity Railway Express between Dallas and Fort Worth.

Highland Park would lose its single bus, Route 237, which runs directly through the town on Preston Road and recorded more than 12,000 boardings last year.

Smith added that federal law requires public meetings be held to inform residents throughout the DART service system of any changes.

DART board director Mark Enoch, who represents Garland, Glenn Heights and Rowlett, asked Smith if those meetings can be held in cities that are holding withdrawal elections.

"We would be wanting to reach out to factually let people know what potentially would happen to services in that," Smith said. "We ... generally try and make sure that we have good geographic distribution so people can get to meetings in the different communities."

Smith said dates for hearings have not yet been set but DART is required to begin holding public hearings on potential service changes between January and March.

NORTH TEXAS' WORLD CUP ORGANIZERS LAY OUT WORK AHEAD AFTER BRIEF VICTORY LAP

The North Texas FIFA World Cup Organizing Committee had a big weekend, landing several marquee matchups for next summer

By Brad Townsend
December 9, 2025

[Back from a triumphant 48 hours in Washington, D.C.](#), Dallas Sports Commission executive director Monica Paul blushed Tuesday as the two men with whom she shared the dais showered her with kudos.

To her right sat North Texas FIFA World Cup Organizing Committee co-chair Dan Hunt. To her left was [Cowboys](#) executive vice president of business operations Chad Estis.

"I'm thrilled for her to kind of have a victory lap with what happened with the draw and the awesome matches that we're going to have," Estis said.

Indeed, last week's [draw and match pairings reaped a bonanza for North Texas](#), with AT&T Stadium guaranteed of hosting games featuring reigning champion and world No. 2 Argentina, No. 4 England, No. 7 Netherlands, No. 10 Croatia and No. 18 Japan – and that's just in group play.

But Paul's victory lap? Out of necessity, that's been cut short as Paul and the organizing committee turn to next summer's mammoth task of hosting a World Cup-high nine matches and an estimated 2.7 million soccer fans from around the world.

Fittingly, Tuesday's news conference was held in [AT&T Stadium](#), site of next June's five group stage games; a pair of round of 32 matches; one quarterfinal match and on July 14 a semifinal.

"There's not a better stadium in the world," Paul said. "We've hosted many, many events here; we'd love to continue into the future. But this one is going to set us into another level.

"It's going to take a village, but I'm very excited for what is to come. This is a once in a generation opportunity for us to leave a true, lasting legacy – not only for the sport of soccer, but for our region."

Now that the organizing committee knows which national teams and fanbases are coming to North Texas for group play, years of general planning now moves into hyperdrive and becomes more specified.

Paul, Hunt and Estis laid out a timeline of occurrences in North Texas, and specifically inside AT&T Stadium, during the 186 days leading to the June 14, Netherlands-Japan group stage opener in Arlington.

For the next few weeks, the primary focus will be to woo national teams to [the five FIFA-approved base camp sites in North Texas](#): Toyota Stadium and FC Dallas' training facility in Frisco; Dallas Baptist; TCU; the University of North Texas and Mansfield Stadium.

Even before last week's draw, officials from at least a dozen national teams visited the area. On Monday of this week, multiple teams visited Toyota Stadium, including Argentina.

Since Argentina is playing two group stage matches in AT&T Stadium, it's logical that it would set up its six-week base camp in North Texas, but FC Dallas president Hunt on Tuesday refuted one news report that Argentina already had picked Toyota Stadium.

"Yeah, I did see that report, and I was hoping it was right, but no decisions have been made at this point," Hunt said.

Starting in January, the 42 teams that have qualified for the 48-team World Cup will submit their training camp preferences to FIFA. Submissions will be sent in order of world ranking, so if No. 2 Argentina wants to train at Toyota Stadium, the only team that could prevent that from happening is No. 1 Spain.

That seems unlikely, since Spain is playing two of its group matches in Atlanta.

"We have five primary base camps and we're going to try to fill every single one of them, so we're welcoming everybody here, obviously," Hunt said. "It would be a massive honor to have Argentina here. Their fan base is so passionate and so amazing."

Hunt said FIFA is not expected to announce until March or April which teams will train where, but Paul noted that, internally, the North Texas organizing committee should have a good idea by late January which teams will train here.

It's expected that national teams will start arriving for base camps during the last week of May. For most if not all of the teams that came to [Toyota Stadium](#) on Monday, it was not their first visit there.

"This is much more about the nuts and bolts," Hunt said. "They've been spending a lot of time with our staff about the small details – weight rooms; field quality; number of fields; places to stay."

Also in January, specifically on the 14th, FIFA officials will arrive to set up offices in Dallas' Kay Bailey Hutchison Convention Center, which also will be the broadcast center and telecommunications hub of the entire World Cup, hosting more than 3,000 broadcasters and technicians.

Another January milestone: The North Texas organizing committee plans to announce details of the Fan Festival in Fair Park, which is projected to attract 35,000 visitors per day during the World Cup.

Now that North Texas knows which teams are coming here, those fan events can be tailored to the teams' respective fan bases.

For soccer purists, and World Cup teams and players themselves, nothing will be more important than the playing atmosphere in AT&T Stadium and, especially, the quality of the natural grass pitch.

This past June, [The Dallas Morning News detailed the lengths that the Cowboys organization](#), led by Estis and AT&T Stadium general manager Tod Martin, have gone to tackle the challenge of installing and maintaining natural grass in an indoor stadium for 39 straight days.

AT&T Stadium's World Cup Kentucky Bluegrass – and multiple backup fields are currently being harvested in Colorado. It will be shipped to North Texas in refrigerated trucks.

Weeks before the first matches, crews will remove AT&T Stadium's artificial Matrix Turf and begin adding sublayers: drain mats, gravel, USGA-grade sand, an irrigation system and the sod itself.

AT&T Stadium purchased large LED Grow Lights from Netherlands-based SGL System and Martin devised a system to rig the lights to AT&T Stadium's roof system, so the lights can be raised and lowered over the grass instead of being rolled atop it.

"I think we're going to have as good of a playing surface as there is in the world, in an indoor stadium, from a temporary perspective, and it's never been done like that before," Estis said Tuesday, when asked how prepared AT&T Stadium officials are. "So yes, it's a little nerve wracking, but super exciting, and we're highly confident in it."

In anticipation of hosting the World Cup, Cowboys officials completed a two-year, \$300 million "refresh" of 2009-built AT&T Stadium to enhance fan experience.

Improvements included new flooring, furniture, audio-visual components to club levels, as well as refreshing merchandise and concession areas.

"Certainly it was strategic, the timing of that," Estis said. "We started talking about that four or five years ago. Obviously a lot of planning goes into that, but to try and get that done for the World Cup was certainly intentional."

That \$300 million of improvements doesn't include the tens of millions of dollars that will be required to prepare the stadium floor for installing a World Cup-size soccer field.

The Cowboys have two regular-season home games remaining and, they hope, a home playoff game. Other events are scheduled for AT&T Stadium in February, including the Monster Jam on Feb. 14 and Monster Energy Supercross Championship a week later.

Shortly after those events, construction crews will remove "multiple" field-level suites in each of the stadium's four corners.

"A soccer pitch is usually around 114 yards long, so length is not a problem," Hunt said. "The width is the issue. American football fields are 53 yards and a couple of feet wide, so we've got to raise the field and take up a little bit of the seating bowl to get the width we need, which will be around 74 yards wide."

Estis and Paul declined to say Tuesday how much that work will cost. Paul said some of the costs hinge on final approval from FIFA on the specifications it wants.

After the semifinal match on July 14, crews will work to reconstruct the suites and return the lower bowl to normal before Cowboys preseason games begin.

"That was a big part of the discussion when we were going through the paces with FIFA to learn that we're going to have to have a construction project and really understand what it would take to go into those corners and take some suites out – and could we get it back?" Estis said.

"Those suites are leased to Cowboys suite holders, so it's very important to make sure that we could get it back for the preseason. So we have a timeline that does that. It's going to be real tight."

After years of planning and waiting for the 2026 World Cup, the timeline is going to speed up considerably in North Texas during the next six months, on many fronts.

The rest of Paul's victory lap will have to wait.

SUCCESSION PLAN SET FOR NORTH TEXAS TRANSPORTATION DIRECTOR

By Eric Garcia
December 8, 2025

A plan to succeed North Texas transportation director Michael Morris is set.

Morris, leader of the North Central Texas Council of Governments' transportation department for 35 years, filed a succession plan earlier this month in case he retires soon. The plan will be discussed Thursday at a meeting of the Regional Transportation Council, an independent policy group of 45 elected and appointed officials. No action will be taken.

Morris, described by Democratic state Sen. Royce West of Dallas as the Tom Landry of transportation, had [his job discussed](#) by the council of governments' executive board during a nearly two hour closed session Nov. 20. He declined to speak on the matter after the meeting.

In a Dec. 5 letter to transportation council chair Rick Bailey, a Johnson County commissioner, and other council members, Morris outlined a 2025-2027 transportation department succession plan.

Citing the multi-decade experience of the department's assistant director and senior staff, Morris wrote that there is "tremendous flexibility" for succession in the department.

"If circumstances arise that cause the Transportation Director to be unable to fulfill his responsibilities, Assistant Director Dan Kessler is more than prepared to become Acting Transportation Director," Morris, 70, wrote.

He also said that two senior program managers could be promoted to acting assistant director positions with one focusing on internal activities and the other on external activities.

When Morris decides to retire, he will inform Bailey and former Ellis County Judge Todd Little, who was appointed executive director of the council of governments in May.

Little told the Fort Worth Report last month that the organization is preparing for long-term mobility projects and looking for an eventual successor to marshal transportation projects needed to accommodate 4 million people expected to move to North Texas by 2050.

"We're planning for the future," Little told the Report.

Morris declined to comment Monday through a council of governments spokesperson.

Morris has support from various regional officials, including Arlington Mayor Jim Ross who at a Nov. 18 City Council meeting addressed Morris' potential removal from his job.

"He has been a vital part of what goes on throughout North Texas, not just Arlington, but all of North Texas for decades and decades," Ross said.

Fort Worth council member Elizabeth Beck, a former transportation planner who worked with Morris, [drafted a letter of support](#) for her former boss.

“Having both worked for and served with Michael, he is a tremendous leader and asset to our region,” Beck told the Report.

Because hiring a new transportation director could take up to six months, the plan calls for Morris to remain as an adviser during that search period. He would maintain a high-quality staff and minimize decisions that would be left to the new transportation director, Morris said.

“When I retire from NCTCOG as Transportation Director, I am requesting to serve as ‘Director Emeritus,’” Morris wrote. “It is anticipated that this will occur on the hiring of the new Transportation Director.”

RTC members would develop a process to work with Little to interview final candidates for the transportation director position.

Upon the hiring of a new director, Morris would work for the council of governments under a professional services agreement as a senior adviser for a year with the possibility of subsequent one-year agreements. In that role, Morris would assist the new transportation director, implement current mobility responsibilities for the FIFA World Cup 2026 games in North Texas, monitor nonfederal funding programs and agreements, and assist transportation council members with the approval of the new director.

“With the approval of 2027-2029 Management and Operations funding program, the Transportation Department will be focused in 2026 on getting all necessary (Texas Department of Transportation) and federal approvals to expedite these tasks moving forward,” Morris wrote.

The succession plan, he wrote, “maximizes the current capabilities of the NCTCOG Transportation Department and develops transition advisory services (while) maintaining the significant accomplishments of the Regional Transportation Council.”

VETERAN JOURNALIST CAROLINE VANDERGRIFF JOINS NCTCOG AS NEW SPOKESPERSON

By Staff

December 10, 2025

The North Central Texas Council of Governments selected Caroline Vandergriff as its new spokesperson. She now serves as the Public Affairs and Communications Officer for NCTCOG. She will guide media relations outreach and strategic communication for the agency.

Vandergriff brings nearly 15 years of newsroom experience to this new role. She last worked as a reporter with CBS News Texas. She also reported in Oklahoma Charlotte and Lansing. Her work earned praise for strong storytelling and community service.

NCTCOG leaders praised her background and skill. Todd Little said her journalism insight will support clear communication. He noted her trusted voice in the region. He said her leadership will strengthen public connection to NCTCOG.

Vandergriff will act as the main media contact for the agency. She will work with department teams across NCTCOG. She will also support public messaging efforts. Her mission is to help people understand regional work.



(Caroline Vandergriff, Public Affairs & Communications Officer/NCTCOG)

She said she feels honored to serve North Texas. She said her local roots guide her commitment. She noted the agency role covers key issues. These include workforce needs transit growth and public safety efforts.

Her family ties add deeper meaning to the position. Her grandfather Tom Vandergriff helped form NCTCOG in 1966. He served as its first president and supported regional unity. She said she hopes to carry on that legacy today.

FORT WORTH INC.

VETERAN REPORTER CAROLINE VANDERGRIFF JOINS NCTCOG AS COMMUNICATIONS LEADER

By Staff
December 10, 2025



Caroline Vandergriff. Courtesy image.

The North Central Texas Council of Governments announced Wednesday that veteran broadcast journalist Caroline Vandergriff has been named the agency's new Public Affairs and Communications Officer, bringing nearly 15 years of newsroom experience to one of the region's most influential governmental organizations.

In her new role, Vandergriff will oversee all media relations, public outreach, and strategic communication efforts for NCTCOG.

She joins the agency after serving as a reporter for CBS News Texas, following earlier reporting assignments in Oklahoma City, Charlotte, and Lansing, Michigan. Over her career, she led coverage of major regional events and issues of national significance, earning recognition for excellence in storytelling, community engagement, and government reporting.

"We are excited to welcome Caroline to the team," said Todd Little, NCTCOG's executive director, in a statement. "Her background in journalism and media provides an understanding of how information reaches the public, and it will strengthen the agency's ability to communicate

clearly, effectively, and strategically. Caroline is a trusted voice in DFW, and she will be a critical asset in shaping how our region understands and connects with NCTCOG.”

Vandergriff will serve as the agency’s lead media contact while working alongside existing departmental liaisons. She will coordinate messaging across departments and guide agency-wide communications strategies.

“I’ve spent my career helping people understand what’s happening in their local communities, and I’m honored to continue that mission at the North Central Texas Council of Governments,” Vandergriff said. “As a fifth generation North Texan, I’m deeply committed to the continued success of this region, and I hope to amplify the incredible work NCTCOG is doing to shape a better future for the metroplex, from workforce solutions and economic development to transportation infrastructure and public safety.”

Her appointment carries personal significance: Her grandfather, Tom Vandergriff, helped create NCTCOG in 1966 and served as its first president.

“My grandfather firmly believed that everyone in North Texas would succeed if they worked together,” she said. “I’m both excited and humbled for the opportunity to carry on that legacy through NCTCOG.”

FORT WORTH REPORT

CAROLINE VANDERGRIFF NAMED NEW PUBLIC AFFAIRS OFFICER AT NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

By Staff
December 10, 2025



Caroline Vandergriff (courtesy photo/NCTCOG)

The North Central Texas Council of Governments announced today veteran broadcast journalist Caroline Vandergriff has been selected as the agency's new Public Affairs and Communications Officer. Vandergriff will guide all media relations, public outreach, and strategic communication efforts for NCTCOG.

Vandergriff brings nearly 15 years of experience in television news, most recently as a reporter at CBS News Texas. Prior to returning home to North Texas in 2019, she served as reporter in Oklahoma City, Oklahoma; Charlotte, North Carolina; and Lansing, Michigan. During her journalism career, Vandergriff led coverage of major regional events and issues of national importance, earning recognition for excellence in storytelling and community engagement. She also developed expertise in government reporting.

"We are excited to welcome Caroline to the team," said Todd Little, executive director of the North Central Texas Council of Governments. "Her background in journalism and media provides an understanding of how information reaches the public, and it will strengthen the agency's ability to communicate clearly, effectively, and strategically. Caroline is a trusted voice

in DFW, and she will be a critical asset in shaping how our region understands and connects with NCTCOG.”

Vandergriff will serve as the primary contact for news media, in collaboration with existing department liaisons. She will also coordinate public messaging across departments and lead agency-wide communication efforts.

“I’ve spent my career helping people understand what’s happening in their local communities, and I’m honored to continue that mission at the North Central Texas Council of Governments,” Vandergriff said. “As a fifth generation North Texan, I’m deeply committed to the continued success of this region, and I hope to amplify the incredible work NCTCOG is doing to shape a better future for the metroplex, from workforce solutions and economic development to transportation infrastructure and public safety.”

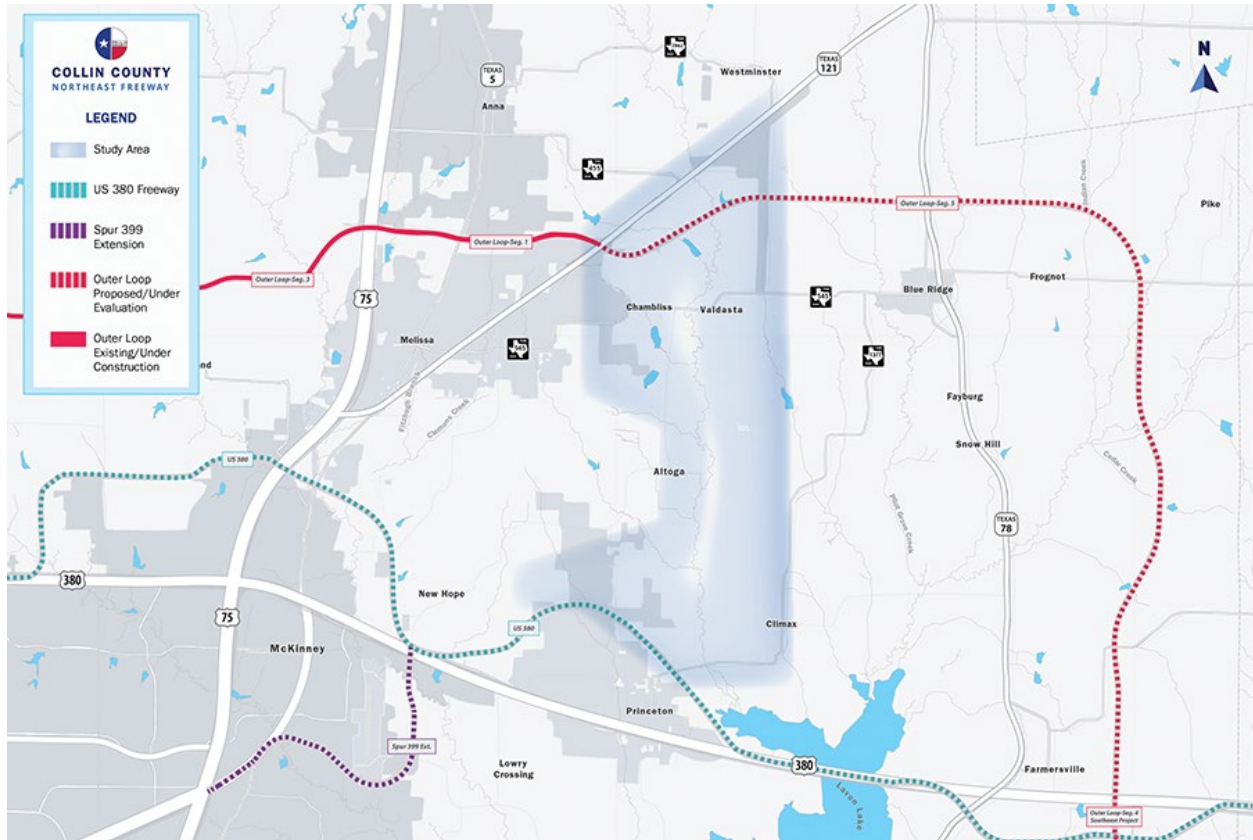
Joining the team at NCTCOG is particularly meaningful for Vandergriff because her grandfather, Tom Vandergriff, helped create the agency in 1966 and served as its first president. As mayor of Arlington for 26 years and Tarrant County Judge for 16 years, he was known as a champion for regional cooperation.

Tom Vandergriff died in 2010 at the age of 84.

“My grandfather firmly believed that everyone in North Texas would succeed if they worked together, and that spirit of regionalism was instilled in me from an early age,” Vandergriff said. “I’m both excited and humbled for the opportunity to carry on that legacy through NCTCOG.”

COUNTY CONTINUES NORTHEAST FREEWAY PLANNING, SEEKS INPUT

By Staff
December 11, 2025



Courtesy photo

Collin County officials are continuing work on the Collin County Northeast Freeway Study, a long-range transportation project intended to improve mobility in a rapidly growing area of the county.

The county has partnered with LJA Engineering Inc. to conduct preliminary design and environmental studies for a proposed freeway that would run approximately 10 miles, connecting State Highway 121 with the future U.S. 380 Princeton Freeway. The study began in summer 2025 and is expected to take about two years.

The project is in the early planning phase, with no route selected. A preferred alignment is expected to be announced in spring or summer 2026, after a series of public meetings and a public hearing. Officials said the study will evaluate current and future traffic volumes, safety concerns, and the potential effects of both constructing and not constructing the freeway. Transit, bicycle and pedestrian needs will also be reviewed.

The county is coordinating with local governments and regional, state and federal agencies, including the North Central Texas Council of Governments and the Texas Department of Transportation. Stakeholder meetings are ongoing with neighborhood groups, property owners and others in the study area.

A new grade-separated freeway is expected to help address growing traffic demand and improve safety. Some displacement of homes and businesses is anticipated under any build alternative, though officials said efforts are being made to reduce impacts. Tolling is not being considered. Construction funding has not been identified, and any future construction would likely occur in phases.

Residents can learn more about the project during upcoming public meetings. A virtual meeting will be available from Dec. 11, 2025, through Jan. 12, 2026, with a pre-recorded presentation and exhibits posted on the project website. An in-person open house will be held from 6 to 8 p.m. Thursday, Dec. 11, at the Princeton High School cafeteria, 1000 E. Princeton Drive.

Public comments will be accepted during the same timeframe and may be submitted at the meeting, online, by email, voicemail or mail.

More information, including meeting materials and updates, is available at www.collincountynortheastfreeway.com. Residents may also sign up for email notifications, and notices are being sent to property owners in the project area and published in local newspapers.

FORT WORTH AIR POLLUTION AMONG WORST IN NORTH TEXAS AREA

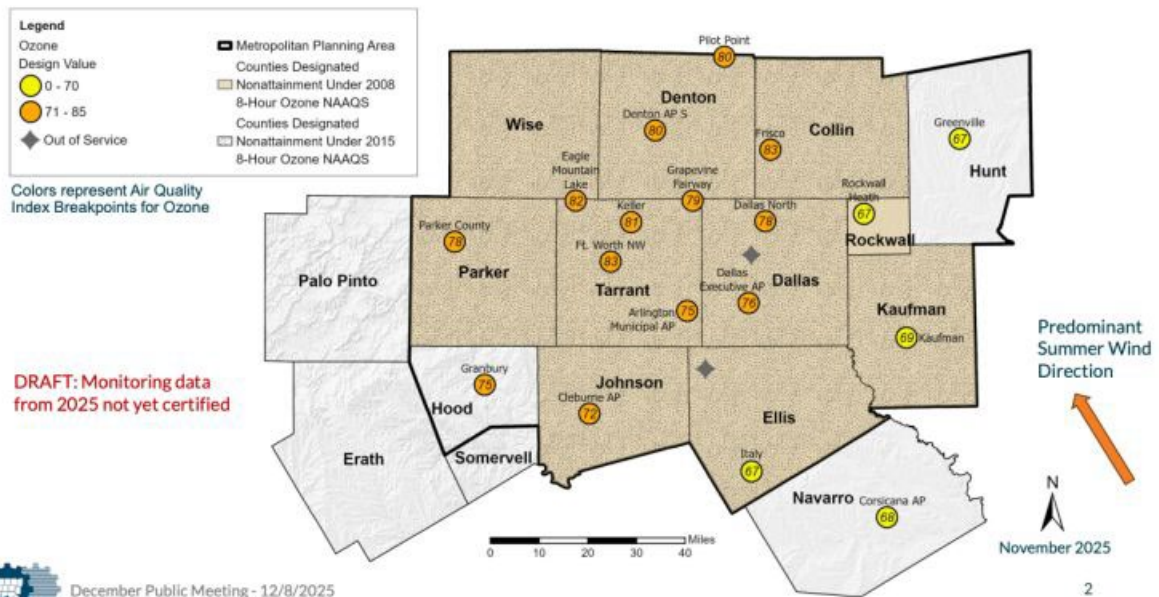
By Nicole Lopez
December 10, 2025

Fort Worth was one of two cities across several North Texas counties with the worst [air quality this year](#), according to preliminary data.

The 2025 design value — the average of the fourth-worst ozone day from each year in a three-year period — of Fort Worth’s ozone was recorded at 83 parts per billion, according to data collected by the North Central Texas Council of Governments. Frisco also hit that value, according to the data, which has not been verified by the Environmental Protection Agency yet.

Ozone or levels of smog tend to peak in Texas between March through November.

Design Values 2025



The North Central Texas Council of Governments monitors and oversees air quality planning for 16 counties in the region. (Courtesy image | North Central Texas Council of Governments)

Eagle Mountain Lake and Keller came just under at 82 and 81 parts per billion, respectively, for the season, the data shows.

[Ground level ozone](#) forms when nitrogen oxides and volatile organic compounds emitted from natural and human sources react in the presence of sunlight and intense heat, according to the council of governments.

Smog measured between 71 and 85 parts per billion is considered unhealthy for young children, older adults, individuals with respiratory conditions and those who are active outdoors, according to the council of governments.

The [federal standard of ozone](#) is capped at 70 parts per billion under the Environmental Protection Agency's Clean Air Act.

The Dallas-Fort Worth region saw 44 days when ozone exceeded the federal limit, according to data from the council of governments. Forty of those days were measured between 71 and 85 parts per billion. Four of them reached levels between 86 and 105 parts per billion, which is considered unhealthy for everyone.

Fourteen days in September exceeded safe ozone levels in North Texas, more than any other month this year. The region saw its best air quality during the ozone season in April and June, with only one day over the federal limit in each of those months.

Summer winds traveling from the southeast into North Texas contributed to this year's smog, blowing pollutants into the region, air quality planner Daniela Tower said during a Dec. 8 council of governments presentation.

Weather conditions — such as light wind and a lack of atmospheric movement — can drive unhealthy air quality, Tower previously told the Report.

Exposure to ozone can lead to health effects such as coughing, throat irritation, chest pain and shortness of breath, according to the council of governments. Smog can exacerbate conditions such as bronchitis, emphysema and asthma.

North Texas' air quality has fluctuated since the early 2000s, Tower told the council Tuesday. It dipped from around 100 parts per billion in 1999 to 76 parts per billion by 2018. Ozone began to slowly rise just after the 2016-2018 three-year design value period.

Which sources lead to ozone formation?

- Point sources such as power plants or refineries
- Area sources such as paints and household products with harmful chemicals
- Motor lawn equipment
- Motor vehicles
- Oil and gas refining
- Natural sources such as wildfires and some vegetation

Dallas-Fort Worth must minimize ozone to 60 parts per billion by the end of next year in order to meet attainment requirements under the EPA's 2008 ozone standards but that is "reasonably" unlikely, Tower said.

Regional planners are preparing for "consequences," she said. Major polluters in North Texas — such as power plants, refineries or chemical manufacturers — could face fines up to \$45 million under the Clean Air Act.

However, whether they will see fines is uncertain following a flurry of proposed environmental rollbacks under President Donald Trump.

He broke the record for the most executive orders signed on Inauguration Day, with most of them [impacting environmental issues](#) such as greenhouse gases, according to ABC News.

More recently, federal officials took to the U.S. Court of Appeals for the D.C. Circuit in November, requesting an [elimination of air quality standards on particulate matter](#) produced by vehicle emissions, power plants and factories.

Revoking rules requires [lengthy review processes](#), including public comment, before finalizations can be made, according to the Public Broadcasting Service. Proposed changes to environmental laws are likely to be met with opposition from environmental advocacy groups.

To address the region's dwindling air quality, the council of governments is working on several initiatives aimed at minimizing pollution. That includes the agency's [Dallas-Fort Worth Air Quality Improvement Plan](#), a 50-year outlook identifying clean air strategies.

Other initiatives can be found at the council of government's [Air Quality website](#).

HOW TO DRIVE SAFER THIS HOLIDAY SEASON ON NORTH TEXAS' RISKY ROADS

By Staff

December 12, 2025

The holiday season is filled with family gatherings and road trips, but it's also a time when traffic crashes spike. According to [Drive Aware North Texas](#), every four minutes and 23 seconds, a crash occurs in North Texas. Every eight minutes and 49 seconds, someone is injured. And every 10 hours and 19 minutes, a life is lost.

With nearly 60,000 injuries and more than 800 fatalities each year, the numbers are sobering. This holiday season, when you drive over the river and through the woods, keep in mind these ways to be safer on the road.

Speeding: The leading cause of crashes

From 2020 to 2024, speeding contributed to more than 444,000 crashes in the North Texas region, including over 4,200 fatal injury crashes. That's more than 32% of all accidents.

Most speeding crashes occur between noon and 6 pm — prime travel time during the holidays. Slowing down isn't just a suggestion, it's the first step toward saving lives.

Distracted driving: Keep your eyes on the road

Distractions come in many forms: texting, calls, social media, eating, or even interacting with your vehicle's touchscreen. Between 2020 and 2024, distracted driving caused more than 266,000 crashes and 1,059 fatalities. The real number may be even higher, as many distracted driving incidents go unreported.

Tips to reduce distractions:

- Silence and stow your phone; enable the "Do Not Disturb While Driving" feature.
- Set your playlist and navigation before hitting the road.
- Secure pets, kids, and cargo to prevent in-car distractions.
- Eat, drink, or groom only when parked.
- Limit conversation and allow passengers to manage texts or directions.

Impaired driving: Plan ahead

Alcohol, drugs, certain medications, and drowsiness are factors in more than 64,000 crashes from 2020 to 2024, including 4,125 fatal crashes. Impairment peaks at 2 am, making late-night travel especially risky.

Ways to stay safe:

- Plan your ride before drinking.
- Designate a sober driver.
- Use a rideshare service and keep your phone charged.

- Take turns as a designated driver with friends or coworkers.
- Ask a bartender for assistance securing a safe ride home.
- Remember: A DWI can cost up to \$17,000 in fines and fees, and can impact your record for years.

Fatigue and aggression: Don't let them take the wheel

Driving tired slows reaction time as much as alcohol. Before long trips, aim for 7-9 hours of sleep, take breaks every 2 hours or 100 miles, and pull over for a short nap if drowsy. Avoid driving during your body's low points of late night and early morning.

Aggressive driving escalates risk even further. Keep a safe following distance, merge courteously, avoid road rage, and don't let impatience push you to speed. Arriving a minute late is far better than putting lives at risk.

Join the movement: Drive distraction-free

Here's a simple way to think about it: if something requires your hands, your eyes, or your attention while you're driving, it's a distraction. Distracted driving isn't just risky for you, it can be deadly for every nearby driver, pedestrian, bicyclist, and worker.

Take the National Safety Council's [Just Drive pledge](#), and resolve to drive distraction-free during the holidays and into 2026.

FORT WORTH REPORT

OFFICIALS BLAST POOR COMMUNICATION OVER FUTURE OF NORTH TEXAS TRANSPORTATION DIRECTOR

By Eric Garcia
December 13, 2025

Dozens at the Regional Transportation Council meeting praised Michael Morris' skills: finding funds for transportation projects, promoting unity across North Texas cities and counties, and working hard to improve mobility across the region.

During his 35-year tenure as transportation director of the North Central Texas Council of Governments, Morris garnered bipartisan support and respect from elected and appointed officials who serve on the 45-member Regional Transportation Council, an independent policymaking body.

Morris, who is considering retirement after his position was discussed in a closed executive board session last month, received a standing ovation at the end of the council's Dec. 11 meeting in Arlington.

Morris, 70, smiled and clapped along, nodding his head to others in appreciation.

The gesture capped off a sometimes hostile meeting in which some transportation council members, angry that Morris is being forced out of his job, demanded that they be actively involved in a search for a successor.

Talk of [replacing a top Dallas-Fort Worth transportation director](#) was "just hearsay," according to the leader of the North Central Texas Council of Governments.

Todd Little, council of governments executive director, said he was charged with obtaining succession plans from all department heads, [not just transportation](#), as plans are made for the future.

Arlington Mayor Jim Ross said there was poor communication from Little and executive board members about Morris' role.

"No one spoke to this body until right now," Ross said.

Morris is considering retirement after his position was discussed in a closed executive board session last month.

"Everybody jumped to the conclusion Morris would be replaced," said Little, a former Ellis County judge who was appointed executive director in May.

Little said Morris' decades of experience as a transportation planner is why he would be retained as a senior adviser when he chooses to retire. Little said he would find funding to maintain Morris as an adviser if the Regional Transportation Council doesn't approve a one-year contract and subsequent renewals.

A [succession plan for the council of governments' transportation department](#) was submitted by Morris Dec. 5 after his position was discussed in a Nov. 20 closed-session by the council of governments' executive board. That body took no action last month.

“When you say it’s just a succession plan, I call bull—,” Ross told Little. “Don’t come in here and paint that picture as true.”

Fort Worth City Council member Elizabeth Beck echoed Ross’ statements.

“I don’t appreciate the way this was handled,” she said.

Carlos Flores, a Fort Worth council member who serves on the executive board of the council of governments, said other metropolitan planning organizations look at North Texas’ council of governments as a best-practice system. They were surprised, he said, when they heard about Morris’ possible departure.

“It was a shock to some other systems what was going on here,” he said, adding that he also had concerns.

Denton County Judge Andy Eads accused the council of governments executive board of a “power grab” to dismiss Morris, who he described as the best transportation director in the United States. He suggested a legal review to ensure that the Regional Transportation Council maintains its authority as a policy-setting panel.

RTC members said they would develop a process to work with Little to interview candidates for the transportation director position.

Jeff Davis, chair of the Trinity Metro transit agency board, asked Little if he or executive board members had any potential candidates in mind to replace Morris.

“Zero,” Little responded.

Rick Bailey, a Johnson County commissioner who serves as RTC chair, said transportation council members need to make sure their collective voice is heard in the selection process.

Members rallied around Morris, who they say has been instrumental in obtaining funding for high-impact transportation projects in the booming North Texas region as the population is expected to reach 12 million residents by 2050.

Morris said he would be “laser-focused” on mobility efforts for the FIFA World Cup 2026, which is expected to bring millions of sports fans to North Texas when games are played at AT&T Stadium — redubbed Dallas Stadium for the games — in the summer.

Morris said he was “very flattered” at the amount of support he’s received from regional officials and vowed to remain in his role until a new transportation director is hired. He would then work with the new director as an adviser.

He said the succession plan calls for him to work for the council of governments under a one-year contract that could be renewed for up to two additional years.

“I believe this is a good win-win,” Morris said.

PRECINCT 4 COMMISSIONER ADDRESSES LEADERSHIP CHANGE AT NCTCOG

By Staff
December 14, 2025

Rockwall County Commissioner John Stacy last week addressed regional transportation planning and a leadership transition at the North Central Texas Council of Governments following the decision of longtime Transportation Director Michael Morris to step down.

Morris, who has served in the role for more than three decades, has been a central figure in shaping transportation planning across North Texas. His tenure spanned a period of rapid growth and included the development of major regional mobility projects. Morris will transition into an advisory role until a new transportation director is in place – a move approved by the NCTCOG Executive Board under the leadership of Executive Director Todd Little.

Stacy, who represents Precinct 4 on the commissioners court, said Morris recently met with Rockwall County officials to discuss cooperation on long-term planning related to the proposed Outer Loop and conveyed an expectation of partnership.

But during a subsequent commissioners court workshop, commissioners stated that Morris had indicated funding for previously approved projects could be withheld if the county did not participate in outer loop planning. Stacy said the statements raised concerns about the consistency of regional communication.

Stacy said the leadership transition at NCTCOG presents an opportunity to improve transparency and cooperation between regional planners and Rockwall County, with an emphasis on addressing local priorities.

He also said discussions about long-range concepts such as the proposed Outer Loop remain preliminary for Rockwall County, particularly given the uncertainty created by the recent change in leadership at NCTCOG.

KLYDE WARREN PARK'S PRICIER EXPANSION GAINS APPROVAL

By Plamedie Ifasso
December 11, 2025



Work on the second phase of the iconic park is expected to begin toward the end of 2026. Courtesy image.

The second phase of Klyde Warren Park is moving forward with a pricier project cost.

Dallas City Council approved raising the budget for the expansion project by about \$57 million to about \$122 million, a roughly 88% increase, during its Dec. 10 meeting. The Klyde Warren Park 2.0 development team seeks to expand the park by 1.7 acres from St. Paul Street to Akard Street and construct a 24,000-square-foot indoor event facility.

The approval also “authorized the necessary accounting steps to secure and transfer local funding to TxDOT in advance of bidding and construction,” Klyde Warren Park President and CEO Kit Sawers said via an emailed statement. She expects the organization to execute on the amended funding agreement by the end of the year, keeping the project on schedule for its June 2026 bid letting. Construction on the expansion project could begin toward the end of 2026.

Klyde Warren Park opened in 2012 and hosts about 1.5 million people annually.

The expansion of the popular deck park over Woodall Rodgers Freeway has been in development for at least three years but was delayed when bids for the original \$65 million project came in substantially over budget.

The project, like many of the park developments currently underway in Dallas, saw an increase in labor and materials costs. The approved funding agreement represents fresh momentum for the project that took a bit of a pause due to the growing costs.

Klyde Warren Park 2.0 is one of several developments seeking to add more green space and spur economic activity in the city.

Dallas' second deck park, the five-acre Halperin Park currently underway near the Dallas Zoo, is slated to open its first phase in April. Near the Trinity River, work on phase one of the \$325 million Harold Simmons Park began early this spring and is focused on the [22-acre West Overlook](#).

NCTCOG TRANSPORTATION DIRECTOR TO STEP DOWN

By Plamedie Ifasso
December 15, 2025

The search is on for a new official to oversee regional transportation planning, to the dismay of several municipal leaders who worry about the impact on preparation for the 2026 FIFA World Cup.

Michael Morris, transportation director of the North Central Texas Council of Governments, confirmed to the Regional Transportation Council during its Dec. 11 meeting his intention to step down. He anticipates it will take the agency about six months to hire its next leader and plans to stay on in an advisory capacity during the search.

Following the appointment of the next transportation wrangler, he will continue serving as a senior advisor under a professional services contract for at least 18 months with the possibility of successive one-year agreements.

"The last thing I would want is some controversy moving forward when we can easily move forward in a partnership path," Morris said. "I believe the institutions are more important than the individuals. After being here since 1979 in some form or fashion, I can't think of a more important thing than to stay involved in some form or fashion to make sure this Regional Transportation Council is successful. I'm laser focused on protecting this staff because it's not Michael Morris that's done wonderful things. It's this Michael Morris and a whole bunch of very gifted staff people."

Morris stepped into the director role in 1990 and has worked at NCTCOG since 1979. As the top transportation leader, he is responsible for establishing and [implementing plans, projects and programs](#) to help improve mobility and reduce vehicle emissions in the region. Lately he has championed projects including Dallas-to-Fort Worth high-speed rail.

The announcement and succession plan follows a [nearly two-hour closed session meeting](#) held by the NCTCOG executive board last month centered on Morris' job performance. At the time, Todd Little, executive director of NCTCOG, told the Fort Worth Report that the organization was "planning for the future." During the RTC meeting, Little described the notion that Morris was asked to step down or was terminated as hearsay and said instead NCTCOG wanted to have a plan in place.

At last week's meeting, several officials voiced their appreciation for Morris and wondered about whether the RTC would be involved in the selection process for the next transportation leader. Arlington Mayor Jim Ross stressed the importance of involving the transportation policy body in the hiring process and expressed frustration that the RTC wasn't informed earlier about the change. Fort Worth City Council Member Elizabeth Beck agreed with his frustration about the lack of communication, especially with [the World Cup approaching](#) and large crowds expected.

"There are many people here that have served for decades on this [metropolitan planning organization] with Mr. Morris, and to thumb your nose in the face of these people coming out in such robust support of Mr. Morris doesn't seem right," Beck said. "It seems premature. We have

FIFA on our hands, and we need to have solid leadership in the Council of Governments while we work through that process."

Morris stressed to the 45-member body his intention to remain focused on the implementing the transportation plan for the upcoming World Cup. AT&T Stadium in Arlington is slated to host nine matches, more than any other tournament venue, while the International Broadcast Center will be in Dallas.

FORT WORTH EMERGES AS HUB FOR DRIVERLESS VEHICLES

By John Forbes
December 15, 2025



A semitruck powered by Aurora Driver hardware cruises along a busy interstate. (Courtesy photo | Aurora)

Hundreds of driverless trucks will be on Fort Worth-area roads soon following the creation of a new statewide route to El Paso.

The push for more autonomous vehicles in North Texas comes as the Fort Worth City Council in November created a new district in the Alliance area for the deployment of semi- and fully autonomous semitrucks.

The technology is of interest to Alliance's nearly 600 customers, many of whom have looked into autonomous trucking technology, said Ian Kinne, leader of the Mobility Innovation Zone within AllianceTexas.

"We see in the future, autonomous trucking could be a big part of the infrastructure story here," Kinne said.

Aurora Innovation Inc. announced the route in October after a successful, limited trial of its [new autonomous truck hardware](#) between Dallas and Houston in April. The course was the first regular long-haul run in the country.

The company announced plans to add hundreds of trucks to its fleet in 2026, according to a [press release](#). The newest hardware doubles their [lidar sensors'](#) detection range and allows the trucks to operate in harsher weather conditions.

Aurora also plans to extend the El Paso route to Phoenix spanning about 1,000 miles and 15 hours of driving from their terminal just west of Fort Worth on I-20.

Vehicle safety

Autonomous vehicles have rapidly grown in popularity across the United States. But public trust remains low due to safety concerns. Most U.S. adults feel unsafe in and around driverless vehicles, according to a [2024 YouGov survey](#).

However, the trucks' consistent travel speeds, vigilant detection software and ability to gather traffic data could help ease roadway traffic and make roads safer, said Natalie Bettger, a North Central Texas Council of Governments senior program manager.

"This technology can help from a safety as well as a congestion standpoint," Bettger said.

Aurora's trucks use cameras, radar and a laser to detect the vehicle's surroundings and software to assess which actions to take.

Since 2022, Aurora's self-driving Peterbilt semitrucks have been involved in four collisions with other vehicles, according to data from the U.S. National Highway Traffic Safety Administration.

The incidents involved manually operated vehicles that merged or swerved into the truck's lane. In each case, the autonomously operated Aurora truck moved to avoid the collision. No injuries were reported.

Other incidents included debris kicked up by other vehicles that damaged the truck and two animals struck by the trucks in autonomous driving mode.

In each incident, vehicle operators assumed manual control of the vehicle and pulled over to assess the incident. During all reported incidents, the Aurora truck was traveling at an average speed of 64 mph.

Easing traffic

The average commuter in the Dallas-Fort Worth area spent 69 hours last year sitting in traffic, costing over \$1,600 per person from productivity loss and gas waste, according to the [Texas A&M Transportation Institute](#).

Traffic patterns have also changed due to hybrid work schedules, online shopping and other changes to daily life, according to the institute's [annual report](#).

Autonomous trucks could offset road congestion by traveling overnight when fewer cars are on the road, said Stephen Mattingly, a University of Texas at Arlington professor who focuses on transportation.

No requirement exists for driverless trucks to travel overnight, but the possibility has been discussed, Bettger said. Municipal policies would be needed to mandate such travel restrictions, she said.

The route driverless trucks are traveling matters as well, Mattingly said.

Aurora's terminal sits west of Fort Worth along Interstate 20 where Aurora Driver-powered trucks could avoid urban traffic.

“If I was going to choose someplace to have the trucks that would certainly be an ideal location,” Mattingly said.

Along the route between Fort Worth and El Paso, customers of autonomous trucks can expect increased traffic through Weatherford, Bettger said. The city encompasses both I-20 and U.S. Highway 180 and is a big traffic concern along the route, she said.

Data gathered by Aurora’s trucks could help customers proactively maneuver their truck fleets around traffic, weather and other obstacles with information provided from every truck on the road, according to Aurora’s [website](#).

The future of freight

DFW is becoming a hub for the autonomous trucking industry.

AllianceTexas currently works with about 10 autonomous trucking companies, Kinne said, including Torc Robotics which is establishing a regional hub.

Texas permits autonomous vehicle testing with minimal rules and oversight, making the state enticing to developers.

But the industry still has a long way to go, Kinne said.

“We’re a very long way off from replacing a big percentage of the current trucks that are on the road,” he said. “It’s going to work very well with some of these very specific and defined routes.”

The autonomous truck market is in its early days but is expected to grow, Kinne said.

“Over the next two to five years, you’re going to start to see more and more of these trucks on the interstates,” Kinne said. “You probably drive by them every single day here currently, and have no idea.”

TEXAS HIGHWAY FUNDING SAVED MORE THAN 3,500 LIVES, BILLIONS IN COSTS, REPORT FINDS

By Amber Kite
December 17, 2025

Increased transportation funding approved by Texas voters a decade ago has saved the state's residents more than \$18 billion annually and prevented thousands of traffic fatalities, according to a new study released this month.

The report, called "Saving Texans' Lives, Time and Money," published by the national transportation research nonprofit [TRIP](#), credits Propositions 1 and 7 with providing a critical financial lifeline for the state's aging infrastructure. Since their enactment, these measures have pumped nearly \$40 billion into the State Highway Fund by diverting portions of oil and gas severance taxes and sales tax revenues.

By 2024, these voter-approved funds accounted for nearly half of the Texas Department of Transportation's (TxDOT) \$12.5 billion [Unified Transportation Program](#) budget.

"The additional state funding allowed Texas to improve critical components of the state's transportation system," the report stated, noting that the investment has translated into direct savings for households through improved safety, smoother pavements, and reduced congestion.

Safety and lives saved

The most significant impact highlighted in the study is the reduction in traffic fatalities. TRIP estimates that roadway safety improvements funded by Propositions 1 and 7 saved 3,565 lives between 2015 and 2023.

Without these investments, which include features like rumble strips, turn lanes, and improved intersection layouts, the study suggests the state's traffic fatality rate would have been significantly higher. In 2023 alone, an estimated 977 lives were saved due to these safety enhancements.

The reduction in crashes also saved Texans approximately \$9.3 billion in economic costs last year, including medical expenses and productivity losses.

What did this cost you?

On average, a Texas household saves \$2,301 annually because of infrastructure improvements. These savings are broken down into four key areas:

- **Traffic Safety:** \$828 saved per household in avoided crash-related costs.
- **Congestion Relief:** \$1,264 saved in Austin and \$1,035 in Houston through reduced travel delays and wasted fuel.
- **Vehicle Operating Costs:** \$266 saved on average statewide due to smoother roads that cause less wear and tear on vehicles.
- **Bridge Maintenance:** \$58 saved through more efficient routes and lower repair costs.

Infrastructure progress and challenges

The report found that the number of bridges in "poor" condition dropped by 32 percent since 2015. Additionally, more than 1,800 new bridges were constructed over the last decade to handle the state's booming population.

However, the study warns of looming challenges. While the current investment has been effective, highway construction costs have surged by 48 percent since early 2022 due to inflation. Furthermore, revenue from the state's motor fuel tax is expected to shrink as vehicles become more fuel-efficient and the use of electric vehicles increases.

Texas' population reached approximately 31.3 million in 2024, a 50 percent increase since 2000. With vehicle travel now exceeding pre-pandemic levels, the report concludes that continued investment is essential for the state to remain economically competitive.

"Approximately 5.4 million full-time jobs in Texas in key industries like tourism, retail, and manufacturing are dependent on the quality and reliability of the state's transportation network," the report noted.

NEW DFW TERMINAL A ENTRANCES SET TO OPEN FRIDAY

By Peyton Yager
December 18, 2025

Holiday travelers in North Texas are getting an early Christmas gift with the opening of new [DFW Airport](#) entrances.

Terminal A entrance opening

If you are flying in and out of DFW Airport or just coming to pick someone up, you have to pay attention to the construction happening on the roadways.

It's been confusing, but starting Friday, Terminal A travelers will see fewer of those pesky temporary detours.

DFW Airport says the new entrances to Terminal A will be open ahead of the holiday rush, starting on Friday, earlier than expected.

This milestone is just a piece of the puzzle in the ongoing international parkway project at DFW Airport. DFW Airport is in the middle of a nearly \$10 billion rebuild with construction across the property for at least the next two years.

Where are the new DFW Airport entrances?

Here's what to expect if you are flying out of Terminal A:

If you're coming from the north side, in Grapevine, you will have a new right-hand exit, which allows you to access terminals A and B. For A, you continue straight, loop around, and merge with the traffic arriving from the south.

If you're coming from the south side, in Irving, you will have a new right-hand exit as well, flowing straight into Terminal A.

STATE AGENCY INJECTS \$25M INTO TRAIL PROJECT ALONG DART SILVER LINE

By Plamedie Ifasso
December 19, 2025

A trail connection running along the recently opened Silver Line has received a \$25 million donation from the state.

The Texas Transportation Commission awarded Dallas Area Rapid Transit with the multimillion-dollar donation for the construction of the third phase of the Cotton Belt Trail project, the Regional Transportation Council announced Dec 18. The donation is part of a statewide initiative focused on enhancing active transportation infrastructure as part of the Transportation Alternatives Set-Aside Program, according to the announcement.

The funding is part of a \$55 million total investment the state agency awarded to transportation projects seeking to improve mobility and increase trail access in North Texas. In addition to the \$25 million grant, the Transportation Commission also provided \$30 million to six trail projects in the Metroplex including Trinity Forest Spine Trail and the Midtown Dallas Shared Use Trail.

The Cotton Belt Trail stretches 26 miles from Plano to Dallas Fort Worth International Airport and [runs along the Silver Line](#), which opened on Oct. 25. The trail project seeks to serve as an essential “east-to-west connector” and provides DART users with a safe biking and walking option across several communities.

Phase two of the development is currently underway and focused on 11 miles from western Addison to the Shiloh Road Station in Plano. Meanwhile, the third phase of the trail project will develop biking and walking access to Addison, downtown Carrollton and Cypress Waters as well as three stops along the DART Silver Line.

Construction on a third phase is scheduled to begin by mid-2027.

Kevin Kokes, a program manager for the North Central Texas Council of Governments’ Land Use and Mobility Options team, expressed appreciation for the state's financial support in a statement.

"By improving connections to employment, housing, education facilities and recreational opportunities, these projects help build a stronger, more accessible future for everyone," he said.

STATE AWARDS \$25 MILLION TO ADVANCE COTTON BELT TRAIL CONSTRUCTION

By Staff
December 19, 2025

State funding is advancing the Cotton Belt Trail toward completion. The Texas Transportation Commission awarded DART \$25 million for construction. The funding supports Phase 3A of the trail project.

The award comes through the Transportation Alternatives Set-Aside Program. This statewide initiative expands bicycle and pedestrian infrastructure. As a result, multimodal travel options continue improving.

The Cotton Belt Trail serves as a major east-to-west connector. It stretches 26 miles from Plano to Dallas Fort Worth International Airport. The trail parallels DART's new Silver Line commuter rail.

Users will gain a continuous walking and biking route. The design prioritizes safety and regional connectivity. Therefore, travel across multiple cities becomes more accessible.

DART currently oversees all trail construction efforts. Phase 2 includes 11 miles now under construction. This section runs from western Addison to Plano's Shiloh Road Station.

The new funding supports Phase 3A construction. That segment connects Cypress Waters, Addison, and Downtown Carrollton stations. These stops are part of the Silver Line's 10-station route.

Silver Line service began in October. Phase 3A construction is expected to start by mid-2027. The timeline depends on final planning and coordination.

Kevin Kokes praised the state's support for the project. He represents the North Central Texas Council of Governments. Accordingly, the trail strengthens access to jobs and education.

The route follows the historic Cotton Belt Railway corridor. This line once operated between Texas and St. Louis. Today, the trail preserves that transportation legacy.

The project supports a broader regional vision. NCTCOG leads efforts connecting cities through shared-use paths. Other initiatives include the developing DFW Discovery Trail.

That corridor will span 60 miles across several cities. Together, these projects enhance mobility and quality of life. Ultimately, residents gain safer travel choices.

Beyond this award, the Commission funded additional projects. Nearly \$30 million supported six other regional efforts. Statewide, Texas invested \$285 million in active transportation.

TEXAS AWARDS \$25M TO COTTON BELT TRAIL, NEARLY \$30M TO OTHER DFW BIKE-PEDESTRIAN PROJECTS

By Sandra Engelland

December 18, 2025



Part of the existing Cotton Belt Trail [Photo: NCTCOG]

A bicycle-pedestrian trail being built alongside DART's recently opened Silver Line is moving closer to completion after the project received a financial boost from the state. The Texas Transportation Commission recently awarded Dallas Area Rapid Transit \$25 million for construction of Phase 3A of the Cotton Belt Trail as part of a statewide effort to improve active transportation infrastructure through the Transportation Alternatives Set-Aside Program.

"We're deeply appreciative to the Texas Department of Transportation and the Texas Transportation Commission for supporting the Cotton Belt Trail and other initiatives that help expand multimodal travel in our region," Kevin Kokes, a program manager for the North Central Texas Council of Governments' Land Use and Mobility Options team, said in a statement. "By improving connections to employment, housing, education facilities, and recreational opportunities, these projects help build a stronger, more accessible future for everyone."

A key east-to-west trail connector

The Cotton Belt Trail has long been envisioned as a key east-to-west connector in North Texas' expanding regional trail network. The eastern portion spans 26 miles from Plano to Dallas Fort Worth International Airport. The trail will follow DART's new Silver Line commuter rail and is designed to give users a continuous, safe option for walking and biking across multiple cities. Another section of the existing Cotton Belt Trail runs along TEXRail in Tarrant County from Grapevine to Watauga, with future plans to extend it to Fort Worth.

DART is overseeing the new trail construction, including 11 miles in Phase 2 currently under construction from western Addison to the Shiloh Road Station in Plano. The \$25 million awarded to construct Phase 3A of the Cotton Belt Trail will help provide walking and bicycling access directly to the Cypress Waters (Dallas), Addison, and Downtown Carrollton stations, three of the 10 stops along the DART Silver Line, which began serving passengers in October.

Phase 3A trail construction is slated to begin by mid-2027.

Bigger trail picture and new regional funding

Running along the former St. Louis Southwestern Railway corridor, known by its nickname of “The Cotton Belt Route,” the trail preserves the legacy of the Cotton Belt Line, a route that operated for decades from Texas to St. Louis, Missouri.

The trail represents part of a long-term transportation vision led by NCTCOG to connect cities in the Dallas-Fort Worth region through an integrated network of shared-use paths, the organization said. Other major efforts include the DFW Discovery Trail, a developing 60-mile corridor linking Fort Worth, Arlington, Grand Prairie, Irving, and Dallas. These ongoing projects reflect a coordinated strategy to provide North Texas residents and visitors with more options to travel safely by foot or bike, while also improving regional mobility and quality of life, NCTCOG said.

In addition to the Cotton Belt Trail Phase 3A, the Commission awarded almost \$30 million to six other projects across the Dallas-Fort Worth metropolitan area as part of a \$285 million infusion for bicycle and pedestrian transportation projects across Texas. Those projects include:

- Trinity Forest Spine Trail – Bike/Pedestrian Bridge in Dallas received \$10.9 million
- Midtown Dallas shared use trail received \$10.5 million
- Southeast Trail (Phase 1A) in Balch Springs received \$6.4 million
- Park Row Drive pedestrian improvements in Pantego received \$791,200
- King’s Gate and Meadow Place bike lanes in Willow Park received \$552,800
- City of Azle Active Transportation Plan received \$440,000

TEXAS AWARDS \$55M FOR DALLAS' COTTON BELT TRAIL AND OTHER METROPLEX TRANSPORTATION PROJECTS

By Logan Washburn

December 20, 2025

The state government has awarded nearly \$55 million for Dallas' Cotton Belt Trail, alongside other projects across the metroplex.

The **Texas Transportation Commission** [awarded](#) **\$25 million** for the construction of the **Cotton Belt Trail**, which will run 26 miles from Plano to the Dallas-Fort Worth International Airport, according to a press release. State officials also awarded **nearly \$30 million to six other local transportation projects**.

“By improving connections to employment, housing, education facilities, and recreational opportunities, these projects help build a stronger, more accessible future for everyone,” [said](#) Kevin Kokes, a program manager for the North Central Texas Council of Governments, in the release.

The Cotton Belt Trail will offer biking and walking opportunities alongside 10 stops of Dallas Area Rapid Transit's new Silver Line, which [launched](#) in October after years of anticipation, as *The Dallas Express* reported.

The commission also [awarded](#) **\$10.9 million** for the Trinity Forest Spine Trail in Dallas, **\$10.5 million** for a shared-use trail in midtown Dallas, and **\$6.4 million** for the Southeast Trail in Balch Springs, according to the release.

Additional grants sent **\$791,200** for Park Row Drive pedestrian improvements in Pantego, **\$552,800** for King's Gate and Meadow Place bike lanes in Willow Park, and **\$440,000** for the City of Azle's "active transportation plan."

The Cotton Belt Trail [runs](#) along the former St. Louis Southwestern railway corridor – known as the "Cotton Belt Route" – which connected Texas to Missouri.

DART is currently overseeing trail construction, including 11 miles in "phase 2" from Western Addison to the Shiloh Road Station in Plano, according to the release.

The most recent grant will fund "phase 3A" of the trail's construction, with access to DART stations in Dallas, including Downtown Carrollton, Addison, and Cypress Waters. Officials expect construction on this segment to begin in mid-2027.

“We are deeply appreciative to the Texas Department of Transportation and the Texas Transportation Commission for supporting the Cotton Belt Trail and other initiatives that help expand multimodal travel,” Kokes [said](#).

NCTCOG is a metropolitan planning organization – or a shadow government – that [controls](#) billions in transportation funding across North Texas, as *The Dallas Express* reported. It [chooses](#) its own board members — some elected officials, some appointed bureaucrats — and operates without direct voter accountability.

The Cotton Belt Trail is just part of NCTCOG's "broader, long-term transportation vision" to connect DFW-area cities with shared-use paths, according to the release. Other examples include the 60-mile DFW Discovery Trail, which connects Dallas, Irving, Grand Prairie, Arlington, and Fort Worth.

"These ongoing projects reflect a coordinated strategy to provide North Texas residents and visitors with more options to travel safely by foot or bike, while also improving regional mobility and quality of life," NCTCOG officials [wrote](#) in the release.

NCTCOG's Director of Transportation, Michael Morris, who has held office for decades, recently announced [retirement](#) plans, as *The Dallas Express* reported. This comes after *The Dallas Express'* interview with Morris in August, when he [said](#) he had "not explored retirement."

During his nearly 35-year tenure, Morris earned [titles](#) such as "King of the Roads," "King of DFW Politics," and "marriage counselor" between DART and member cities.

Amid long-standing frustrations with imbalances in DART funding, governance, and services, member cities are considering leaving the agency.

As *The Dallas Express* reported, Farmers Branch, Highland Park, Irving, and Plano will hold [withdrawal](#) elections on May 2, 2026 – though Addison recently shot down a measure to send the issue to voters.

TEXRAIL EXPANSION MOVING FORWARD WITH REVISED \$33M CONTRACT

By Eric Garcia
December 21, 2025

Plans to expand a popular Fort Worth passenger rail line are progressing.

Trinity Metro isn't quite ready to start building its 2.1-mile extension from downtown to the Medical District but it is taking steps forward. The agency's board authorized early-work contract amendments for a construction manager at risk — a consultant who will manage the project from design to completion while monitoring costs. The contract with Fort Worth Transit Partners was first approved in June 2023.

A nearly \$33.1 million revised contract now includes an updated contingency fee for potential cost increases.

Richey Thompson, Trinity Metro chief engineer, said the revised contract is essentially the beginning of the expansion project.

"I'm excited to be here today — finally," Thompson told board members Nov. 17. "Today's item is basically the initial step for Trinity Metro to start the construction and completion of the TEXRail extension project. ... We're getting closer."

Thompson said the contract will be essentially split into two phases — the first phase covers long-range procurement items under the Guaranteed Maximum Price such as steel acquisition and special track work while the second will cover remaining items.

The 27.2-mile TEXRail line — which had a near 12% increase in ridership during 2025 — is exceeding the expectations of agency officials.

Rich Andreski, president and CEO of Trinity Metro, said the transit agency seeks to be the "preferred choice for simple, safe and innovative mobility services" as total system ridership exceeded more than 8 million trips in 2025.

"Yes, we do move people on various services, but it is really about powering our economy, providing access to jobs and other (opportunities) in Fort Worth and Tarrant County," he said.

With some leadership changes in 2025, projects are moving along quicker, Andreski said.

"We've made substantial progress on our TEXRail to the Medical District extension project," he said.

In January 2025, the U.S. Department of Transportation announced [a \\$25 million RAISE grant](#) for Trinity Metro to expand TEXRail to the Near Southside neighborhood. Rebuilding American Infrastructure with Sustainability and Equity — or [RAISE](#) — grants are discretionary federal funds awarded to support state and local transportation projects.

Although the estimated \$167 million-plus project still needs up to \$20 million to begin construction, the grant is intended to aid in building a 2.1-mile extension from the T&P Station to

a site in the 2100 block of Mistletoe Boulevard near Baylor Scott & White All Saints Medical Center – Fort Worth.

Trinity Metro hasn't determined when construction will start, although it was once scheduled to start in 2024, according to the federal grant summary.

Design work

Officials plan to remove and replace the train crossing at Mistletoe and implement Leslie Street culvert extensions.

The RAISE grant will aid in the construction of the station, platforms and canopy tracks, signals, parking and pedestrian and bicycle connections. Trinity Metro plans to demolish and reconstruct the platform of the T&P Station to accommodate the expansion.



The T&P Station sign outside the downtown Fort Worth train station is pictured on Dec. 2, 2024. (Camilo Diaz | Fort Worth Report)

Agency officials said they are confident they can acquire another \$20 million needed to begin construction.

Trinity Metro hired [Huitt-Zollars and TranSystems](#) as the final design consultants in August 2023 to nail down project costs. The firms worked on the initial TEXRail designs when the first line opened in 2019.

Ridership gains

Ridership on TEXRail grew to more than 877,000 trips in 2025, nearly more than 100,000 trips recorded in 2024, agency data shows. That line now connects with the new [Silver Line route](#) operated by Dallas Area Rapid Transit that launched on Oct. 25.

About 100 to 150 new TEXRail riders are coming daily from the Silver Line that stretches from DFW Airport to Collin County, said Brad Beason, Trinity Metro manager of rail operations.

“We’ve noticed that jump already,” Beason said.

TEXRail’s ridership is “meteoric” — growth that is usually not seen by most transit agencies, Andreski said. Usually agencies see growth at 2% to 3%.

“TEXRail is exceeding all expectations,” he said.



A TEXRail train arrives in Grapevine, a popular destination for passengers on the Trinity Metro service. (Courtesy photo | Trinity Metro)

In response, Trinity Metro doubled its mid-day TEXRail schedule to run more daytime trains to popular stops such as DFW Airport and downtown Grapevine. The agency even added more nighttime trains on some Saturday nights in December to accommodate passengers interested in visiting Grapevine for holiday activities and events.

The line’s ridership gains show no part in slowing down, Andreski said, noting that the service is coming up on its eighth year.

DALLAS COULD BE NEXT FOR DRONE-FIRST 911 RESPONSE. HERE'S HOW ARLINGTON DOES IT

Dallas police chief pitches drones for faster triage, but critics warn of expanded surveillance

By Chase Rogers
December 23, 2025



Sgt. Robert Robertson, supervisor of the Arlington Police Department's Aviation Unit, prepares the dock nest for a demonstration at the Police Department in Arlington on Tuesday, Oct. 21, 2025. Juan Figueroa / Staff Photographer

When the 911 call warned of a man with a gun, the first arrival was not an officer in a patrol car.

On the roof of Arlington's police department, a box that blended in with the building's mechanical clutter stirred to life. It released a quad-propeller drone that flew nearly two miles north toward an apartment complex where a woman had fled after her boyfriend allegedly aimed a firearm at her.

The remotely controlled drone reached the scene ahead of officers, helping police track the man.

"That suspect would not have been in custody had that drone not responded," Sgt. Robert Robertson, who leads the department's aviation unit, said in a recent interview, recalling the September arrest.

Drone setups like the one atop Arlington police headquarters are spreading through police departments nationwide, including across North Texas. Department officials say the drones can

reach volatile calls faster than patrol cars, stream live video and reduce risks for officers and civilians by showing what officers are walking into — or whether they need to go at all.

Dallas' police chief has said the city may take part in a “drone first responder” program, as it looks for ways to cut emergency response times.

That promise of speed using drones is what worries civil liberties and privacy advocates, who say the technology could normalize routine aerial surveillance. They say the need is often overstated and want clearer limits when drones can be deployed and what can be recorded. They say strong oversight and reporting will increase public trust.

“Do we want the technological equivalent of three police officers standing on every block in our city watching us all the time?” said Jay Stanley, a senior policy analyst with the ACLU Speech, Privacy and Technology Project.

He said decisions about whether and how police deploy the technology should be made through the democratic process, calling them value choices rather than purely technocratic policing decisions.



A drone used by the Arlington Police Department's Aviation Unit sits on the dock nest for a demonstration at the Police Department in Arlington on Tuesday, Oct. 21, 2025. Juan Figueroa / Staff Photographer

Federal policy may soon make programs like Arlington's easier to launch.

The Federal Aviation Administration has [proposed a rule](#) to normalize “beyond visual line of sight” flights, creating a more standard pathway for operations. That could reduce how often operators would need case-by-case FAA approval.

The pitch in Dallas, where response times aren't hitting goals

Since taking over in April, Dallas police Chief [Daniel Comeaux](#) has said cutting 911 response times is a major focus.

Earlier this month, Robert Uribe, the department's 911 administrator, told the City Council's public safety committee response times are down from last year, but said "there's a lot more work to do."

As of Dec. 16, year-to-date police data show:

- Priority 1 calls: Officers were taking about 10.8 minutes on average to reach the city's most urgent emergencies, longer than the department's goal of eight minutes. These calls include shootings, robberies or burglaries in progress, stabbings or cutting and major freeway crashes.
- Priority 2 calls: The average response time was about 95 minutes versus its 12-minute goal. These calls include major disturbances, suspicious-person reports, 911 hang ups and suicides.
- Priority 3 calls: Officers were averaging about 251 minutes to respond, above the goal of 30 minutes. These include minor crashes, random gunfire reports, missing-person reports, intoxicated-person calls and drug house reports.
- Priority 4 calls: The average response time was about 282 minutes, exceeding the goal of 60 minutes. These lower-priority calls include loud-music disturbances, minor disputes or abandoned property.

Cutting response times depends on more than a single tool. The challenge blends staffing, including the department's push to [hire hundreds of additional officers](#), with questions about how police deploy existing resources and whether new technology can help close gaps.

Comeaux has pointed to the possibility of a drone first responder program as part of that mix.

In October, during a [question-and-answer session](#) with a downtown group, Comeaux said the city was working to launch the program. Rather than using drones primarily for the most urgent 911 calls, Comeaux said he sees them as a way to handle lower-priority calls.

If drones can help resolve lower-level calls more quickly, he said, officers could be freed up for emergencies. He said the department was "close" to getting the program up and running.

Dallas police declined an interview request and did not answer written questions about the planned drone first responder program, saying in a November statement that additional details would be released later.

A brief study in Arlington indicated drones could make an impact.

Last year, the department partnered with Jaya Davis, a criminology professor at the University of Texas at Arlington, to study whether drones could speed responses and reduce costs. Her review found that drone deployments cut average response times for priority 1, 2 and 3 calls and allowed about 30% of incidents to be cleared without an officer on the ground.

The review also found that roughly 30% of calls were able to be cleared without an officer on the ground.



Sgt. Robert Robertson, supervisor of the Arlington Police Department's Aviation Unit, demonstrates one of the unit's DJI drones at the Police Department in Arlington on Tuesday, Oct. 21, 2025. Juan Figueroa / Staff Photographer

What worries critics about police drones

Stanley, the ACLU analyst, said concerns about police drones center on privacy, oversight and how programs can grow with little public scrutiny.

“If law enforcement says that it’s valuable in clearing calls, I can understand how that would be true, but clearing calls is not the highest value that we should have,” Stanley said. “The jury is still out on how Americans feel about hearing drones buzzing overhead that they know are operated by the police.”

Those concerns have surfaced in Dallas. Council-appointed members of the city’s Community Police Oversight Board have raised questions on some technologies, including [facial recognition](#), [license plate reader cameras](#) and drones.

During a drone briefing, some board members pressed police on when and how drones would be deployed, with District 3 appointee Walter Higgins calling for clearer rules and privacy safeguards.

Arlington offers an example of what guardrails can look like. It's written drone policy — reviewed by *The News* through an open-records request:

- Bars officers from using drones for surveillance tied to a criminal investigation without a warrant or a recognized legal exception.
- Prohibits drone use for traffic enforcement and “non-consensual monitoring.”
- Requires public reporting, including a city website with information about the aviation unit, [drone launches](#), scheduled flights and program expansions

Robertson, the sergeant overseeing the aviation unit, said Arlington does not record while drones are en route, beginning recording only once a drone is on scene and with clear legal basis.

Dallas has its own internal rules governing drone use, with the unit's mission statement pledging to carry out operations efficiently while respecting the law and residents' privacy.

Oversight board members said they expect discussions about drones and other technologies to continue.

“We will be going deeper on this for the citizens of Dallas,” Higgins said.

Fast help or flying surveillance?

- **How it works:** Drones sit in rooftop launch boxes, ready to deploy within minutes to 911 calls and stream live video back to police.
- **Why police want it:** Departments say the “drone first responder” programs can cut response times, help officers assess dangerous situations and can confirm whether officers are needed on lower-priority calls.
- **Where it's spreading:** Arlington is among a growing number of agencies nationwide with a drone first responder program, with Dallas officials working to launch one.
- **What could change next:** A proposed FAA rule would make it easier for police departments to fly drones beyond an operator's direct view, reducing how often they'd need special, case-by-case permission.
- **The concern:** Civil liberties advocates warn the technology could normalize routine aerial surveillance and are calling for clear limits, public reporting and community oversight.

DART BOARD CHAIR ON WITHDRAWAL ELECTIONS AND NORTH TEXAS TRANSIT'S 'NEW SHINY' FUTURE

By Pablo Arauz Pena

December 23, 2025

Randall Bryant is a lifelong Dallasite who grew up in the Hamilton Park neighborhood of North Dallas. Riding the Red Line train to the Dallas Zoo with his family is one of his earliest memories of Dallas Area Rapid Transit.

"From then on ... I was an avid user of the system growing up," he said.

He was appointed to lead the DART board of directors in October, becoming the youngest board chair in the agency's 42-year history. He previously served with the Dallas Black Chamber of Commerce and the Dallas Citizen's Council. His appointment to the DART board comes during a pivotal time: Four of the 13 member cities have called May elections to let voters decide whether or not to keep DART running in their city.

Bryant sat down with KERA's Pablo Arauz Peña to talk about the elections and what he hopes for DART's future.

Pablo Arauz Peña: We have a lot going on with DART right now. Leaders in five member cities have considered calling DART withdrawal elections, and four have. What do you think is behind this push to call withdrawal elections from DART?

Randall Bryant: We're at the point where state statute allows these cities to contemplate withdrawal elections every six years. This just so happens to be the sixth year. And it's good governance, I believe, for them to think about all the options for them. I'm not against them for that. I think we don't necessarily share the exact same viewpoints on what the outcomes should be, and I think it's up to us to continue to show the value of transit for those leaders and for the residents. And figure out, you know, what solutions that we can develop that works for each other.

They're also talking about the value of DART and sort of what it brings to them. What do you say to city leaders and also residents who say DART isn't good enough?

We've built out a system that the first 25% of the penny that comes to DART, that first 25% goes to debt. That's \$2 billion for a new Silver Line, right? That's 476 new busses that we've just purchased. That's in two or three years from now, replacing our entire light rail vehicle fleet, right. We have to maintain state of good repair. That keeps us in due bounds with the federal laws, but also keeping high quality, technologically driven products on the market that attracts our customer base. That's where the first 25% of our funds goes to.

So now that the Silver Line is complete, is it time to try expanding DART into new cities?

DART right now needs what I'll quote as a "new shiny object." We need something that our current cities and potentially new cities can hope for for the future. I think we have opportunities. There are potential rail corridor studies for an expansion north with right of way that we already own. There are expansion opportunities for the Red Line into Duncanville and Cedar Hill in the southern part of the system.

So I think, you know, of course, funding to build that, you know, to construct those projects is always key but then funding of the operations on a long-term basis from, you know, either potential new cities or contracted cities, however we develop that plan.

It's unfortunate that we're trying to be proactive and grow the system, but also be dealing with the potential withdrawals of cities at the same time, which will change the dynamics. It changes the value of not necessarily transit, but it changes the value of DART.

Where do you see the future of DART and transportation in the region going if these cities leave and if these don't?

I think my focus right now is to ensure we don't even have elections. I think that there are potentials that, there are proposals that they've submitted to us. We are reviewing them feverishly because we understand that time is of the essence for that. But I think, you know, regardless of which cities are within DART or not within DART on the day after the election, I think DART has been and will always be one of the leaders in the region, in the state, and across this country as it relates to moving people fast, moving them safe, moving to where they need to go to.

DART MEMBER CITIES EXPLORE COMPROMISE AHEAD OF POTENTIAL MAY WITHDRAWAL VOTES

By Jack Fink
December 22, 2025

DART and its member cities [have been meeting for months](#) and are still trying to resolve differences, even after some cities set elections to withdraw from the agency.

CBS News Texas has learned that DART and its 13 member cities have been meeting for months to work out their differences, even before various cities have called for citizen elections in May to withdraw from the transit agency.

Key issues: taxes, services, and governance

Even as the cities of Plano, Irving, Farmers Branch, and Highland Park are considering leaving DART, they are still talking with the transit agency and other cities that want to remain. They are discussing changing how much money they send to DART, the services they receive, and how the transit agency is governed.

In an [interview with CBS News Texas](#), North Texas Commission President and CEO Chris Wallace and the new Executive Director of the North Central Texas Council of Governments, Todd Little, said they thought it was crucial to start the conversations months ago.

"We said we must get the leaders of those cities together," Wallace said. "Just to have a very crucial conversation, where are we, how can we compromise to prevent these elections."

Since September, Wallace and Little have been meeting with the city's leaders and smaller working groups. CBS News Texas was allowed to shoot video after the most recent meeting last week, but not the meeting itself.

Deadline approaches to cancel elections

Timing is important because the citizen elections in the cities of Plano, Irving, Farmers Branch and Highland Park are in May, and the last day these cities can strike a deal and cancel the elections is March 18.

The four cities have said they don't believe their taxpayers have gotten their money's worth from the one-cent sales tax they've sent to DART for decades. So, they want changes.

"If they could have an a la carte type service," Wallace said. "If they could have some dollars back in a general, in a form of a general mobility program to spend on demand services within their city."

Wallace and Little said the four cities no longer want bus service because it's underutilized.

They said the four cities are also looking at changing how DART is governed to give them more of a say. They want Dallas to reduce the number of representatives on DART's Board.

"Dallas currently holds over 50% of the board's representation," said Little. "So, in a sense, Dallas would be requested to reduce their percentage, majority percentage, on that at eight out of 15, somewhere looking at like seven out of 21 members on that board."

When asked if Dallas is open to it, Little said, "Dallas is open to it."

Paul Ridley, Chairman of the Dallas City Council's Transportation and Infrastructure Committee, said "no" when asked if his committee will be discussing next month the potential of reducing the number of representatives on the DART Board.

Through a spokeswoman, Little said he stands by his comment that Dallas must consider that possibility.

Wallace said the prognosis is positive that cities won't withdraw from DART.

"We hope so. We're not there yet. I'm cautiously optimistic."

THESE TARRANT CITIES TO CLEAN UP LITTER, INCREASE RECYCLING THANKS TO THOUSANDS IN STATE FUNDS

By Nicole Lopez
December 20, 2025

Arlington and Mansfield are tapped to receive over \$160,000 in state funds to clean up streets and provide recycling to more residents.

The North Central Texas Council of Governments received 17 applications from several local governments to gain a portion of the \$1 million available through the agency's solid waste budget.

Applicants included the cities of Mansfield, Arlington, Arlington ISD and Wise and Parker counties.

The Texas Commission on Environmental Quality allocates funds into the council of governments' solid waste program every two years for the agency to distribute across the region.

Of the [eight grant awards](#) approved by the council of governments' executive board in September, Arlington officials will receive \$87,725 for its recycling program, "Bridging the Gap in Recycling Access: Increasing Access at Older Multi-Family Properties."

The program was launched to [expand recycling services](#) to Arlington residents living in apartment complexes constructed before 2018, according to application documents.

These properties are not required by city ordinance to provide recycling services. That leaves thousands of residents in underserved neighborhoods without access to services that would divert trash away from Arlington's waste stream, the grant states.

Arlington houses [one of three landfills that collects trash](#) from eight counties in North Texas. The city's landfill has another thirty years of life thanks to a project in 2014 that expanded the site.

As for Mansfield, the city was awarded a \$75,000 grant to launch its first litter abatement program.

The grant will help city officials collect roadside litter and trash prompted by Mansfield's growing population, said Howard Redfearn, environmental public works assistant director.

"We're not a small community anymore," Redfearn said. "Over the past couple of years, we received enough complaints that we felt we could justify that action needed to be taken."

City staffers address roadside litter through clean up events throughout the year, made possible by Keep Mansfield Beautiful Commission's volunteer program.

"That's just not cutting it, even though those volunteers work very hard to maintain them," public education manager Lindsey Tashman said.

The grant will help Mansfield officials address six high-litter areas and create a heat map of the city. The map will feature information such as the amount of trash bags or pounds of trash per mile to help officials determine other problem areas.

Residents can expect the litter abatement project to take effect in January.

INSIDE A TRANSFORMATIVE YEAR FOR FORT WORTH – EPIC DEVELOPMENTS, LANDMAN, TIGER WOODS GOLF AND A MAJOR SPOTLIGHT

The moments that defined Cowtown in 2025

By Edward Brown
December 23, 2025

A city's growth is marked by defining moments, from groundbreakings to acts of collective action in times of tragedy. In 2025, Fort Worth saw record growth, with the area drawing larger and more ambitious developments while remaining committed to preserving its heritage and going above and beyond when fellow Texans needed help.

As 2025 passes into the history books, let's look back on an eventful year. These are the moments that defined Fort Worth in 2025:

Signature Developments

Four massive developments — collectively valued at several billion dollars — broke ground or made substantial progress this year. [Westside Village](#), located just west of downtown Fort Worth, received approval for up to \$80 million from the city in performance-based grants. The partnership between Keystone and Larkspur Capital will redefine life along North University Drive and White Settlement Road as retail spaces, live-work units and residences are constructed. The 37-acre development is expected to break ground within months.

Construction at [Maverick Golf & Ranch Club](#) has been steady throughout the year, transforming pristine land in far west Fort Worth into the newest venture of Discovery Land Company. With 36 clubs across the country, including Westlake's Vaquero Club, Discovery Land's private residential clubs are known for their resort-style amenities and ready access to golf courses. Maverick will feature a working cattle ranch, wellness barn, splash pad, tennis courts, and other upscale features for residents.

Nine of the 18 holes of [Bluejack Ranch](#)'s par-72 golf course are now complete, and the Tiger Woods–designed course is scheduled to open by Labor Day 2026. After founding Bluejack National near Houston in 2016, Andy and Kristin Mitchell chose nearby Aledo for their second location at the encouragement of longtime PGA golfer J.J. Henry. The hilly 914-acre property will house around 500 homes in the coming years.

On a recent visit, Andy Mitchell, a TCU grad, told us his second private residential club will have “more of a Cowtown, ranch feel.”

In November, Autobahn Fort Worth broke ground on a new [75-acre luxury car haven](#) that will offer Porsche racing simulators, indoor golf bays, restaurants, and luxury brand vehicles by BMW, Porsche, Land Rover, Volvo, and Cadillac. The sprawling campus in South Fort Worth will employ 500 to 600 workers and offer a car shopping experience unlike anything currently found in the country. The dealership's president Michael Harrington says the luxury amenities and attention to detail are intended to create a Bowie House-like experience.



The Lodge at Bluejack Ranch is nearing completion and will serve as the private club's temporary main club. (Photo by The Governale Group)

Fort Worth in Focus

The Crescent Hotel's members-only club, Cattlemen's Steak House and 61 Osteria are no mere backdrops in the second season of *Landman*. Taylor Sheridan's hugely popular series places the unfolding drama in signature locations, giving Cowtown a leading role in the hit show. We recently attended the [red carpet premiere](#) of *Landman: Season 2* and chatted with Billy Bob Thornton, Michelle Randolph, and other stars of the show. The following day at the Lone Star Film Festival Gala, Sam Elliott reflected on his past friendship with Bill Paxton and his lengthy career as he accepted the Bill Paxton Achievement in Film Award.

The Fort Worth Film Commission has played a key role in attracting new projects to Cowtown and supporting productions once they are underway. This year, the commission launched the [Fort Worth Premiere Package](#) to help filmmakers qualify for the Oscars. Throughout the year, a screening panel chooses several short films to show at Texas Movie Bistro, which qualifies the work for an Academy Award bid.

This year marked the launch of the largest operating film studio in Texas — right here in Fort Worth. [Taylor Sheridan's SGS Studios](#) partnered with Hillwood, a Perot company, to convert a 450,000-square-foot production campus into a film studio combining sound stages, wardrobe facilities, and green screen rooms.

Cowtown Raises Funds for Central Texas Flood Victims

More than 200,000 viewers tuned into CBS Texas to watch the Loud for Love benefit concert held at Tannahill's Tavern & Music Hall. The live concert and art auction [raised more than \\$100,000](#) for disaster relief efforts in Central Texas following the devastating floods along the Guadalupe River. The August fundraiser featured performances from Coffey Anderson, Grady Spencer & the Work, and Annabel Dwyer.

We later [spoke with Dwyer](#) about her song, “Heaven in the Hills,” which she wrote based on her childhood summers in the Hill Country and Camp Waldemar. During that same period, chefs Jon Bonnell, Tim Love and more [raised funds for relief meals](#) in the flood-stricken region.



Annabel Dwyer performed “Heaven in the Hills” during the Loud for Love benefit at Tannahill’s Tavern & Music Hall in Fort Worth, raising funds for Hill Country flood relief. (Courtesy CBS Texas)

Spotlighting Local Singer-Songwriters and Western Fashion

Fort Worth’s local musicians and fashion retailers gained recognition in 2025. Each year, AMERICANAFEST honors one city, state and region for their contributions to American music and culture. This year saw Fort Worth named as the festival’s [Spotlight City](#), the first time Cowtown’s earned that recognition, which brings plenty of attention with it. That honor allowed five local musicians to headline the festival’s showcase in Nashville.

The Stockyards also presented the largest [Fashion Week Stockyards Style](#) yet, with a memorable runway show featuring the latest trends in Western wear. The weeklong event that added a live painting component for the first time continues to solidify the district as the self-dubbed “Western Fashion Capital of the World.”

Fort Worth certainly had a year.

WFAA

PLANO'S 2026 PRIORITIES INCLUDE ENTICING THE DALLAS STARS TO MOVE NORTH, FINDING A DART SOLUTION AND FIXING THOSE DARN ROADS

By Michael McCardel
December 26, 2025

As we head into 2026, one of the biggest sports mysteries in North Texas is whether the [Dallas Stars](#) will move north to Plano.

Mayor John Muns would love to see the hockey team in his city.

"We would be thrilled to have an organization like that in Plano. And so, it's really not up to us. It's up to them. And we're hoping that they come to Plano," Mayor Muns told us on Inside Texas Politics.

The Stars are reportedly looking at building a new arena at the Shops at Willow Bend Mall off of Park Boulevard and the Tollway.

When we asked the Mayor if there were actual talks happening between the city and the team, he told us he couldn't say. But he did confirm Plano has made some sort of offer.

"It's a really good offer, but at the same time it protects Plano's community and what we're doing right now for everyone and make sure we protect the resources in Plano," Muns answered.

We'll also learn more about Plano's future relationship with Dallas Area Rapid Transit (DART) next year. While voters will decide whether to walk away from DART in May 2026, the city has until March 18, 2026 to cancel the vote.

The city is trying to negotiate with DART, offering to stay if the agency allows it to pay half a penny of every dollar collected through sales tax instead of the current full penny. The city would also like to get rid of the buses but keep the rail.

Mayor Muns said DART hasn't yet responded to the offer.

"DART is working on kind of evaluating their rates. And they plan on getting back with us hopefully in early January because we've already put a committee together to look at alternative transit. And we're almost through with that. And so, we just really want to see what our options are and what DART is willing to do," explained Muns.

The mayor said one of the biggest challenges facing the city in 2026 is getting through citywide infrastructure upgrades.

If you've driven through Plano recently, you've experienced this. It seems like every major street in the city is under construction. And even when they've finished a street, it will be torn up again and again.

The mayor said one of the reasons for the lengthy construction is the fact that water mains have to be repaired and replaced as well.

“I joke a lot, maybe it’s not that funny to most of our residents, that our new city flower is the orange cone,” relayed the Mayor. “But I think it’s just our commitment to try to move forward and really substantiate our ability to have our arterial roads be in great shape for the next 30 and 40 years. And we realize that if you have decaying roads, especially the main roads, people aren’t going to stay.”

FAMILY, FRIENDS REMEMBER SLAIN FRISCO CYCLISTS, DISCUSS IMPORTANCE OF ROAD SAFETY

Scott Mages and Andre Kocher, members of the Frisco Triathlon Club, were killed in a car accident in Pilot Point last week

By Angela Mathew
December 29, 2025



Hilda Liando-Mages (center left) and Kelli Kocher (center right) pose for a photo before a morning run and walk organized by the Frisco Triathlon Club in honor of their late husbands, Scott Mages and Andre Kocher, outside of the Frisco Running Company in Frisco on Wednesday, Dec. 24, 2025. Juan Figueroa / Staff Photographer

Before 8 a.m. on Christmas Eve, hundreds of runners congregated in the parking lot of Frisco Running Company wearing Santa hats with their neon running shoes.

The annual "Santa Run," typically organized by Kelli Kocher, a local realtor, took on greater meaning Wednesday.

The group, some wearing white beards and red Santa suits, gathered to honor Kocher's husband, Andre Kocher, and his friend, Scott Mages, two members of the Frisco Triathlon Club [killed in a car accident while cycling in Pilot Point](#) the previous weekend. Runners showed up to remember the men's lives and raise awareness for road safety.

Before the group set off, some on a 5K run and others on a 1-mile run, the two men's wives and children stood arm in arm in a semi-circle in the middle of the crowd, listening to friends who gave short speeches about Kocher and Mages over a megaphone.

Jeff Beckley, a member of the Frisco Triathlon Club, who helped organize the event, said Mages and Kocher would have appreciated the runners who showed up to pay tribute.

“It feels especially fitting that we’re celebrating Scott and Andre by doing something they loved,” Beckley said. “Enjoying the outdoors on a beautiful day, and yes, running in Santa suits.”

Beckley said he trained and raced with both Mages and Kocher over the past few years. He described Scott Mages, an IT systems architect who grew up on a farm in Spearville, Kansas, as having a “quiet, unassuming positivity ... and a steady presence that made everyone around him feel at ease.”

Beckley remembered Andre Kocher, a Gallatin, Tennessee, native who ran a North Texas real estate company with his wife, as perseverant and a “quiet leader.”

“He was guardian of our group, always looking out for others, always showing up with strength and resolve,” Beckley said of Kocher.

Beckley set up a [GoFundMe page](#) to raise money for the League of American Bicyclists, a national nonprofit dedicated to improving bicycling safety, education and advocacy across the United States.

Beatriz Mages, Scott’s daughter, remembers her father being there for her in tough times, especially her four-year long battle with a rare infectious disease. Mages, 28, said her father helped her learn to walk again and would visit her in hospitals in Los Angeles and Miami. She fondly remembers going on a bike ride with her father earlier this year, the day after she was discharged from a long hospital stay.

“We went on a 20-mile bike ride earlier this year in Miami together along the beach. It was beautiful,” Mages said. “Every time I ever went bike riding, I always thought of my dad.”

Mages can’t pinpoint when her father started training for triathlons, but remembers he loved extreme sports like windsurfing growing up. He was training for a Half-Ironman race in the spring, Beatriz said.

Doug Wynd, a Frisco resident and fellow triathlete, did not personally know Mages or Kocher, but felt compelled to attend Wednesday morning’s Santa run to show support for their families. He had ridden with the Frisco Triathlon Club in the past and wanted to help bring attention to road safety for cyclists after Mages and Kocher had been fatally struck by a car on a Farm-to-Market road in Pilot Point at around 8 in the Saturday morning before Christmas.

Wynd, 60, said he relies on motorists to be aware of cyclists and drive carefully, even as he takes precautions, such as wearing high-visibility neon clothing and installing flashing lights on his bicycle.

“Tragedies like what happened last weekend bring out the fact that we’re people, too, and we have a right to be on the road,” Wynd said. “We are completely dependent on the vehicles around us to see us and to go around us.”

According to the Texas Transportation Code, a “person operating a bicycle has the rights and duties applicable to a driver operating a vehicle,” and cyclists should ride as close to the right curb if they are moving slower than traffic.

Bekah Kornblum, president of the Dallas Bicycle Coalition, an advocacy group pushing to make Dallas a more bike-friendly city, said she thinks that when traveling on rural Farm-to-Market roads like the one Mages and Kocher were cycling on, the onus of safety should be on the motorist.

“It’s inherently vulnerable to be going, you know, the speed of a bicycle on a on a busy road, or, yeah, a rural road where people are traveling quite fast,” said Kornblum, who is a student in UT Arlington’s Master of City and Regional Planning program.

Kornblum said she feels optimistic about a federal rule that will make [automatic emergency braking](#) standard for all passenger cars and light trucks by September 2029. She said that accidents like the one in Pilot Point should prompt Dallas city leaders to follow through on the [bike plan adopted in May this year](#), which includes projects to calm traffic and build priority bike lanes to keep cyclists safe.

“There’s definitely a fear amongst advocates that it won’t get ... prioritized. And unfortunately, it feels like someone will have to die for changes to be made,” Kornblum said.

Heather McNair, president of Bike DFW, a nonprofit that runs courses to teach people to ride bikes across the Dallas-Fort Worth region, said that cycling education can help motorists be more considerate when sharing the road with a cyclist and prevent accidents like the one that claimed Mages and Kocher’s lives.

“It’s just reminding drivers that rather than obstacles, they’re actually people that are on the road,” McNair said. “They’re husbands and fathers and brothers.”

FORT WORTH'S ECONOMIC GROWTH CONTINUES TO LOOK STRONG, SAYS CITY MANAGER

By Bob Francis
December 28, 2025



Fort Worth City Manager Jay Chapa (left) and retired Fort Worth Assistant City Manager Fernando Costa discuss economic development and other topics at a Dec. 16 event at River Crest Country Club. Scott Nishimura | Fort Worth Report

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

Currently, 98 projects are in the development pipeline, with 44 of those company expansions and 54 focused on new community and real estate projects, according to a recent report presented to city council.

Can the city maintain that pace?

New City Manager Jay Chapa discussed Fort Worth's economic development strength and its challenges on Dec. 16 at River Crest Country Club at an event sponsored by the Greater Fort Worth Association of Realtors and the Society of Commercial Realtors.

Chapa cited [a new Bell plant](#), the [Wistron AI supercomputing project](#) and the [Evans-Rosedale urban village plans](#) as three examples of key deals moving forward over the past year.

Last winter, defense contractor Bell, a Textron subsidiary, announced it was retrofitting and [expanding an existing Alliance plant to house manufacturing operations](#) for the company's new assault helicopter.

Bell will build the U.S. Army's Future Long Range Assault Aircraft set — to replace the UH-60 Black Hawk as the U.S. Army's long-range assault aircraft — at the new site, which is expected to create 520 full-time jobs with an average annual salary of \$85,000 by the end of 2039.

It was the first project in Texas to use the state's new Jobs, Energy, Technology and Innovation program, known colloquially as JETI. The state kicked in a Texas Enterprise Fund grant of \$2.7 million, while the Fort Worth City Council approved more than \$47 million in incentives.

At the time, military officials said the contract was worth \$1.3 billion but could end up being worth about \$70 billion over the long term.

"That's a major, major project for Fort Worth," Chapa said. "They've been around here for a long time, and those big defense projects with millions of dollars tied to them have lasted for generations in Fort Worth."

Bell has had its headquarters and a large manufacturing operation in Fort Worth since 1951.

"That's just the tip of the iceberg of the contract as we go forward," he said. "That project will continue, and once, when you think about it, typically, when the federal government invests in that level like that, and they go with it for a really long time."

Like many other areas of Texas, Fort Worth also saw plenty of data center development in 2025, but one related project stood out, Chapa said.

Wistron, a Taiwan-based manufacturer of components used in NVIDIA computers, [announced in August](#) it will build two AI supercomputer manufacturing facilities in the AllianceTexas development.

That's a \$761 million investment set to create more than 800 jobs, officials have said.

"Everybody wants to capitalize on (data centers), and one of the projects that we were able to bring to town is going to start off small, but it has a potential to grow," Chapa said.

"They're going to start off with about 600 employees," he said. "But once that takes off, that could be a generator of employment for a long time."

Chapa said that the finalization of the Evans-Rosedale project in 2025 was a long time coming. The urban village will have a mix of housing and retail in the Historic Southside. Officials are working to attract businesses to the project, including a [grocer or market to sell healthy food](#).

"You and I worked on that for 25 years, trying to get things going there," Chapa said to Fernando Costa, the former assistant city manager for the city who recently retired. Costa interviewed Chapa for the event.

"We hope to have all that signed, sealed and delivered next month so they can actually move forward the final financing, final engineering design and be able to break ground in the coming year," said Chapa.

In October, Royal Capital officials said they are investing \$63 million in the planned [Evans-Rosedale urban village](#) under a revised financial package that decreases city costs.

City officials estimate the project — expected to break ground by late 2026 — will bring in more revenue over 15 years than initially expected.

In November, Fort Worth was ranked No. 1 in a survey of building permitting among 500 cities.

The city was able to turn around a building permit in a week or less 97.7% of the time, according to the Red Tape Index 500 from AI company [Labrynth](#). Chapa said city staff worked hard over the last 10 to 12 years with the Real Estate Council of Greater Fort Worth and other groups to improve the process. He noted, however, that the survey was just about building permits, not the whole process.

“We still have work to do,” he said.

Bond package in 2026

City council and staff recently completed a series of public meetings about the next bond program expected to go before voters in May.

[Six propositions are expected to be on the ballot](#) and total about \$840 million, the largest bond in the city’s history.

Among the proposals are \$5 million for affordable single-family housing, which would be used to acquire vacant or blighted properties (\$1 million) and pay for public infrastructure (\$4 million). The funds will leverage contributions from the development community.

Other Texas cities have had an affordable housing bond proposal, but this is the first for Fort Worth, Chapa said. Meanwhile, city officials plan to work with the Community Land Trust, Trinity Habitat for Humanity and other groups to bring more single family housing, whether for rent or for purchase, he said.

The bond package would not raise the property tax rate in the city if approved. However, Chapa explained that state law requires all bond language — regardless of the impact to the rate — to begin with the words, [“This is a tax increase.”](#)

“But it can all be done without changing your tax rate,” he said.

Big development projects

The long-awaited Panther Island dredging project is expected to begin next year, either by summer or fall, Chapa said.

“I’ve said all along that if we could ever — this is tongue-in-cheek — that if we could ever get started digging the ditch, the actual channel, then things will start moving,” he said.

Chapa said that there has never been a federal project that began like this and wasn’t finished.

“The good news is that the project is being (put out for bid) as we speak by the Corps of Engineers,” he said.

The recent government shutdown delayed the process or the project might have already started, he said.

Once dirt begins moving, Chapa expects the commercial real estate community to respond with more ideas about how to develop the 300 to 500 acres of land available.

“We’re going to start seeing more activity here this next year, which is good,” he said.

Nearby Panther Island in the Northside, more older homes and buildings are being refurbished while keeping the neighborhood’s historic Hispanic culture, Chapa said. The area along North Main is part of [Fort Worth’s Main Street program](#).

“What the group doesn’t want is to change that completely and become like the Stockyards, right?,” he said. “It’s got to have its own, its own perspective, its own identity as we go forward.”

The Stockyards itself is continuing to pay dividends, Chapa added. It is a good example of why the city chooses to give incentives to certain projects.

The Stockyards Heritage Development Co. — a partnership between Majestic Realty and The Hickman Co. — is making such a significant investment in the area that it made sense for the city to make the investments it did in the redevelopment of the Mule Barns and the Hotel Drover, Chapa said.

Before the Stockyards underwent redevelopment, hotel rooms were around \$200 a night in that area, Chapa said.

“Now, sometimes they are going for \$2,000 a night for hotel rooms. It’s insane right?” he said. “Not all of us can afford it, but some do, and we’re already benefitting from that.”

While tourism in the Stockyards has increased since the first phase of the redevelopment began, Chapa said to reporters after the meeting he is concerned about the project’s next phase.

Majestic, one of the partners in the redevelopment, had changes in leadership, both locally and at headquarters. Earlier in 2025, longtime local Majestic leader Craig Cavileer [was forced out by the company](#).

In 2024, the city passed a plan to support the second — and more extensive — phase of redevelopment for the area. But Chapa said progress has slowed since the company’s leadership changes.

He said he has sent a letter to the California-based firm asking for clarification on what their plans are moving forward.

WFAA

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FOR IMMEDIATE RELEASE

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NCTCOG Urges North Texans to Drive Safely During the Holiday Season

Drive Aware North Texas aims to reduce serious injury and fatality crashes

Dec. 3, 2025 (Arlington, Texas) – This holiday season, North Texas drivers are urged to stay alert and slow down – a reminder that could save lives as crash numbers typically increase around this time of year.

An analysis of crash data by the North Central Texas Council of Governments (NCTCOG) revealed that approximately 10% of the crashes the region experienced in 2023 and 2024 occurred during the holiday season (Dec. 1-Jan. 2). In 2023, the region saw 11,970 crashes, 408 serious injuries and 76 fatalities during the holidays. The numbers improved slightly in 2024, when there were 11,579 crashes, 328 serious injuries and 73 fatalities.

NCTCOG is reminding drivers to make safe choices on the road this holiday season through its Drive Aware North Texas program, which highlights resources to encourage safer habits behind the wheel.

Developed by NCTCOG, [Drive Aware North Texas](#) is a website dedicated to improving negative driver behaviors that are the leading contributing factors for crashes that result in serious injuries or fatalities. The site provides helpful tips and educational materials that focus on the dangers of speeding, distraction and impairment.

This year's holiday campaign focuses on impaired driving, reminding North Texans that it's important to plan a safe ride home. Approximately 10.5% of crashes are caused by alcohol, drugs or other impairments. Choosing to drive impaired instead of using a designated driver or rideshare to get home could cost North Texans. A DWI can cost several thousand dollars and endanger lives.

“During the holiday season, roads become busier and driving conditions more complex,” said Sonya Landrum, program manager of the Travel Demand Management & Transportation Safety Program at NCTCOG. “Our Drive Aware North Texas campaign is about empowering all drivers to slow down, stay alert and make safe choices. When we each take responsibility for how we drive, we’re helping protect our friends, families and neighbors during this busy time of year.”

Safety is an essential part of an efficient roadway system. Drive Aware North Texas encourages motorists to be part of the solution by avoiding certain risky behaviors while behind the wheel.

During the holidays, that often involves finding a safe way home before heading out to celebrate. 'Tis the season to drive sober.

Top 5 factors contributing to serious injury and fatality crashes:

- Speeding (32.5%) – Exceeding the posted limit, driving at an unsafe speed, or failing to control speed.
- Driver related (13.6%) – Driver distraction, careless driving, cell phone use, etc.
- Impaired driving (10.5%) – Intoxicated, taking medication, fatigued or asleep.
- Failure to drive in a single lane (10.2%) – Drifting from lane to lane due to distraction or other obstacles.
- Unsafely changing lanes (9.2%) – No turn signal use or improper lane change approach.

About the Regional Transportation Council:

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 45 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at NCTCOG.org.

###



FOR IMMEDIATE RELEASE

Contact: Brian Wilson

(817) 704-2511

bwilson@nctcog.org

State Awards \$25 Million to Cotton Belt Trail

Funding to help improve multimodal connectivity along DART's new Silver Line

Dec. 18, 2025 (Arlington, TEXAS) – A bicycle-pedestrian trail being built alongside the recently opened Silver Line is moving closer to completion after receiving a financial boost from the state. The Texas Transportation Commission recently awarded Dallas Area Rapid Transit (DART) \$25 million for construction of Phase 3A of the Cotton Belt Trail as part of a statewide effort to improve active transportation infrastructure through the Transportation Alternatives Set-Aside Program.

The Cotton Belt Trail has long been envisioned as a key east-to-west connector in North Texas' expanding regional trail network. Spanning 26 miles from Plano to Dallas Fort Worth International Airport, the trail will follow DART's new Silver Line commuter rail and is designed to give users a continuous, safe option for walking and biking across multiple cities.

DART is overseeing the trail construction, including 11 miles in Phase 2 currently under construction from western Addison to the Shiloh Road Station in Plano. The \$25 million awarded to construct Phase 3A of the Cotton Belt Trail will help provide walking and bicycling access directly to the Cypress Waters (Dallas), Addison and Downtown Carrollton stations, three of the 10 stops along the DART Silver Line, which began serving passengers in October. Phase 3A Trail construction is anticipated to begin by mid-2027.

"We are deeply appreciative to the Texas Department of Transportation and the Texas Transportation Commission for supporting the Cotton Belt Trail and other initiatives that help expand multimodal travel in our region," said Kevin Kokes, a program manager for the North Central Texas Council of Governments' Land Use and Mobility Options team. "By improving connections to employment, housing, education facilities, and recreational opportunities, these projects help build a stronger, more accessible future for everyone."

Running along the former St. Louis Southwestern Railway corridor, known by its nickname of "The Cotton Belt Route," the trail preserves the legacy of the Cotton Belt Line, a route that operated for decades from Texas to St. Louis, Missouri.

The trail represents one part of a broader, long-term transportation vision led by NCTCOG to connect cities in the Dallas-Fort Worth region through an integrated network of shared-use paths. Other major efforts include the DFW Discovery Trail, a developing 60-mile corridor linking Fort Worth, Arlington, Grand Prairie, Irving and Dallas. These ongoing projects reflect a

coordinated strategy to provide North Texas residents and visitors with more options to travel safely by foot or bike, while also improving regional mobility and quality of life.

In addition to the Cotton Belt Trail Phase 3A, the Commission awarded almost \$30 million to six other projects across the Dallas-Fort Worth metropolitan area as part of a \$285 million infusion for bicycle and pedestrian transportation projects across Texas.

Transportation Alternatives Set-Aside Program Awards in DFW

Project	Agency	Funding Award
Cotton Belt Trail (Phase 3A)	DART	\$25 million
Trinity Forest Spine Trail – Bike/Ped Bridge	City of Dallas	\$10.9 million
Midtown Dallas Shared Use Trail	Midtown Dallas Inc.	\$10.5 million
Southeast Trail (Phase 1A)	City of Balch Springs	\$6.4 million
Park Row Drive Pedestrian Improvements	City of Pantego	\$791,200
King's Gate and Meadow Place Bike Lanes	City of Willow Park	\$552,800
City of Azle Active Transportation Plan	City of Azle	\$440,000

About the Regional Transportation Council:

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###



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

January 8, 2026

The Honorable Victoria Johnson
President
North Central Texas Council of Governments
616 Six Flags Drive
Arlington, Texas 76011

Dear President Johnson:

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. Over the 50+ year history of the MPO, agreement and tradition have established the roles of NCTCOG and the RTC. The RTC serves as the independent policymaking board of the MPO and the NCTCOG Executive Board serves as the MPO's fiscal agent. Recent events related to a request by the NCTCOG Executive Director to the Director of Transportation to submit and implement a succession plan without communication to the RTC have been a cause for serious concern by the RTC. In addition, broader questions remain about the roles and responsibilities of each body in moving forward policies determined for the MPO.

On behalf of the RTC, I am writing to express our strong desire for increased communication and partnership between the NCTCOG's Executive Board and the RTC, particularly as it relates to the roles and responsibilities of each body and the succession plan for the Director of Transportation. The Director of Transportation submitted a succession plan to the RTC at its December 11, 2025, meeting. This was the first time that members of the RTC had been made aware that such a plan had been requested of the Director of Transportation by the NCTCOG Executive Director. It is unclear whether that was based on the interest of NCTCOG's Executive Board or its Executive Director. It is also unclear whether there was any communication to the Texas Department of Transportation, which is a party to several relevant agreements and Congressional legislation as an integral part of the MPO process. While we understand that the Director of Transportation is an employee of NCTCOG, that role is also vitally important to the RTC as the Director of Transportation facilitates decisions made by the RTC. During the December 2025 meeting, the RTC had several questions of the NCTCOG Executive Director, and we now wish to advance those questions between the elected officials of the RTC and the NCTCOG Executive Board.

The objective of both the NCTCOG Executive Board and the RTC should be to address challenges faced by North Texas and create outcomes to solve those challenges. It is in everyone's interest to reestablish a stronger partnership. The RTC is requesting a meeting between representatives of the RTC and the Executive Board to create a positive path forward as it relates to the future of the MPO, our collective responsibility. During this meeting we would like to discuss methods to increase communication between our bodies as well as ensure that in the future, whenever there is a process to select a new Director of Transportation, that the RTC

President Johnson
Page Two

January 8, 2026

have an integral and meaningful role in the decision-making process of when and how that should occur. Please indicate your willingness to select representatives and schedule a meeting at your earliest convenience. I will do the same with members of the RTC.

Sincerely,

Rick Bailey, Chair
Regional Transportation Council
Johnson County Commissioner

AW:kw

cc: Mr. Todd Little, Executive Director, NCTCOG
Michael Morris, P.E., Director of Transportation, NCTCOG
Regional Transportation Council Members



North Central Texas
Council of Governments



North Texas Electric Vehicle Infrastructure Projects Call for Projects Funding Recommendations

Lori Clark
Senior Program Manager & DFW Clean Cities Director

Regional Transportation Council

January 8, 2026

Call for Projects Background

Scope of NCTCOG Charging and Fueling Infrastructure: Community Program Award

Phase	Federal Funding
Phase 1: NCTCOG Administration and “Deployment Dream Team” to expedite implementation (procured Kimley-Horn and Associates)	\$3,037,884
Phase 2: Deploy ~100 charging ports (~25 locations) to fill gaps in the existing regional network and achieve equal access to charging stations across the region	\$11,962,116
Total Federal Funding:	\$15,000,000

Call for Projects conducted to select projects for Phase 2 of FHWA Award

Funding Structure:

- 80% Federal Funds
- 20% non-Federal Match to be supplied by Charging Station Vendor(s)
 - NCTCOG will conduct procurement on behalf of awarded subrecipient public agencies



Project Eligibility and Scoring

Screening Criteria:

- Comply with all FHWA program requirements
- Comply with elements from NCTCOG awarded proposal
- Be located within an existing paved parking lot + meet NEPA criteria
- Independent parallel “Deployment Dream Team” Risk Assessment

Scoring Criteria for Eligible Projects:

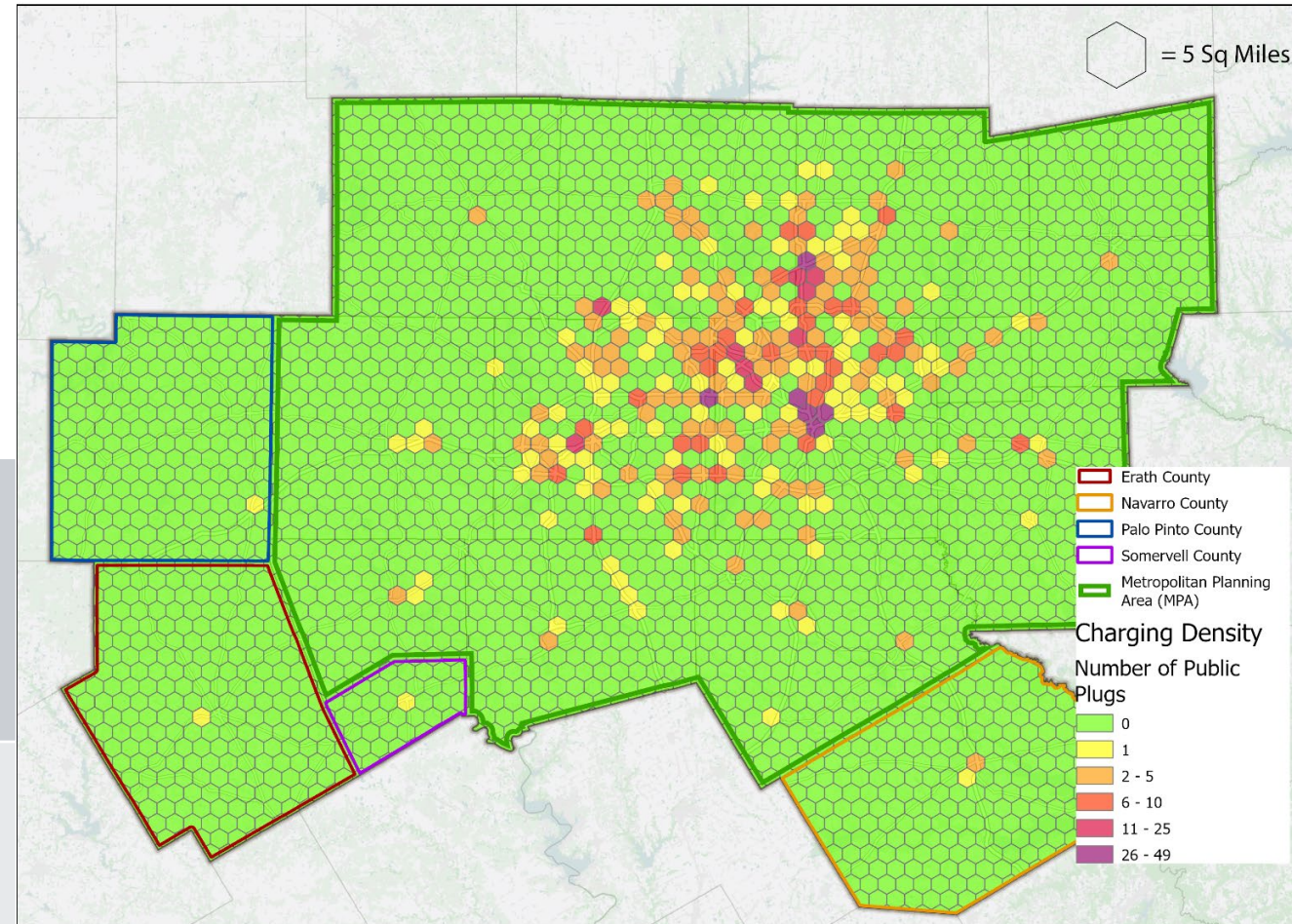
Areas with Insufficient Charging - Up to 60 Points
Distance from existing chargers, ratio of vehicles to chargers

Public Engagement - Up to 10 Points
Recommended by public, preferred location type

Areas with Potential Demand - Up to 20 Points
Multi-modal hubs and fleet use

Feasibility and Risk - Up to 10 Points
Project readiness, fatal flaw analysis

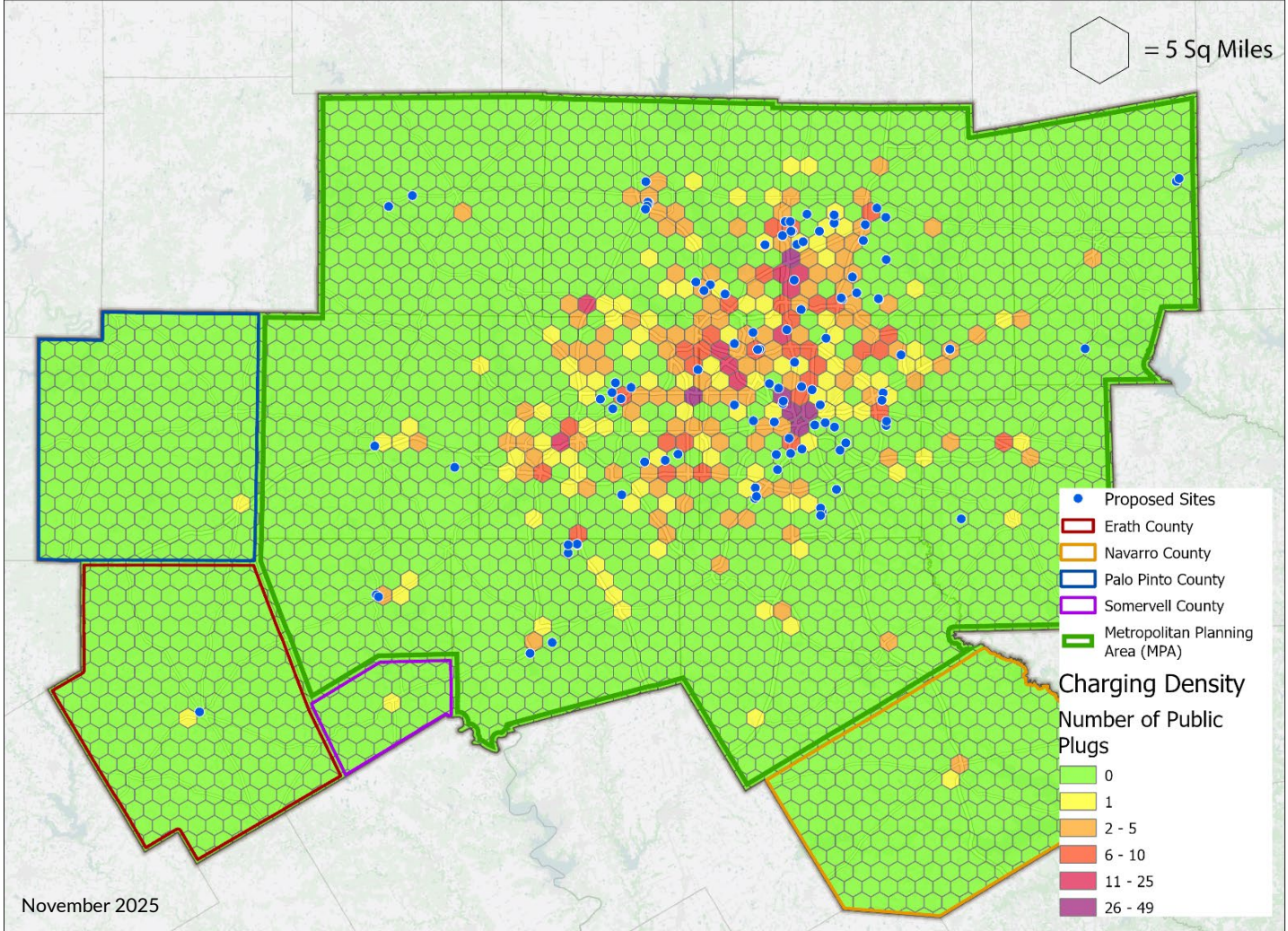
Existing Publicly-Available Charging Stations



Application Summary

Received applications for **109 eligible sites** equaling **498 ports** from **36 public agencies** across **12 counties** requesting a total of **\$18,651,243**

Eligible Sites Submitted through Call for Projects



Application Summary

Region	Funding Available	Applications Submitted - Estimated Federal Share	Ports Submitted
NCTCOG MPO Area – Western Subregion	\$10,720,516	\$5,993,371	107
NCTCOG MPO Area – Eastern Subregion		\$12,592,272	387
Navarro County	\$310,400	\$0	0
Erath County	\$0	\$65,600	4
Palo Pinto County	\$0	\$0	0
Somervell County	\$0	\$0	0
Total	\$11,030,916	\$18,651,243	498

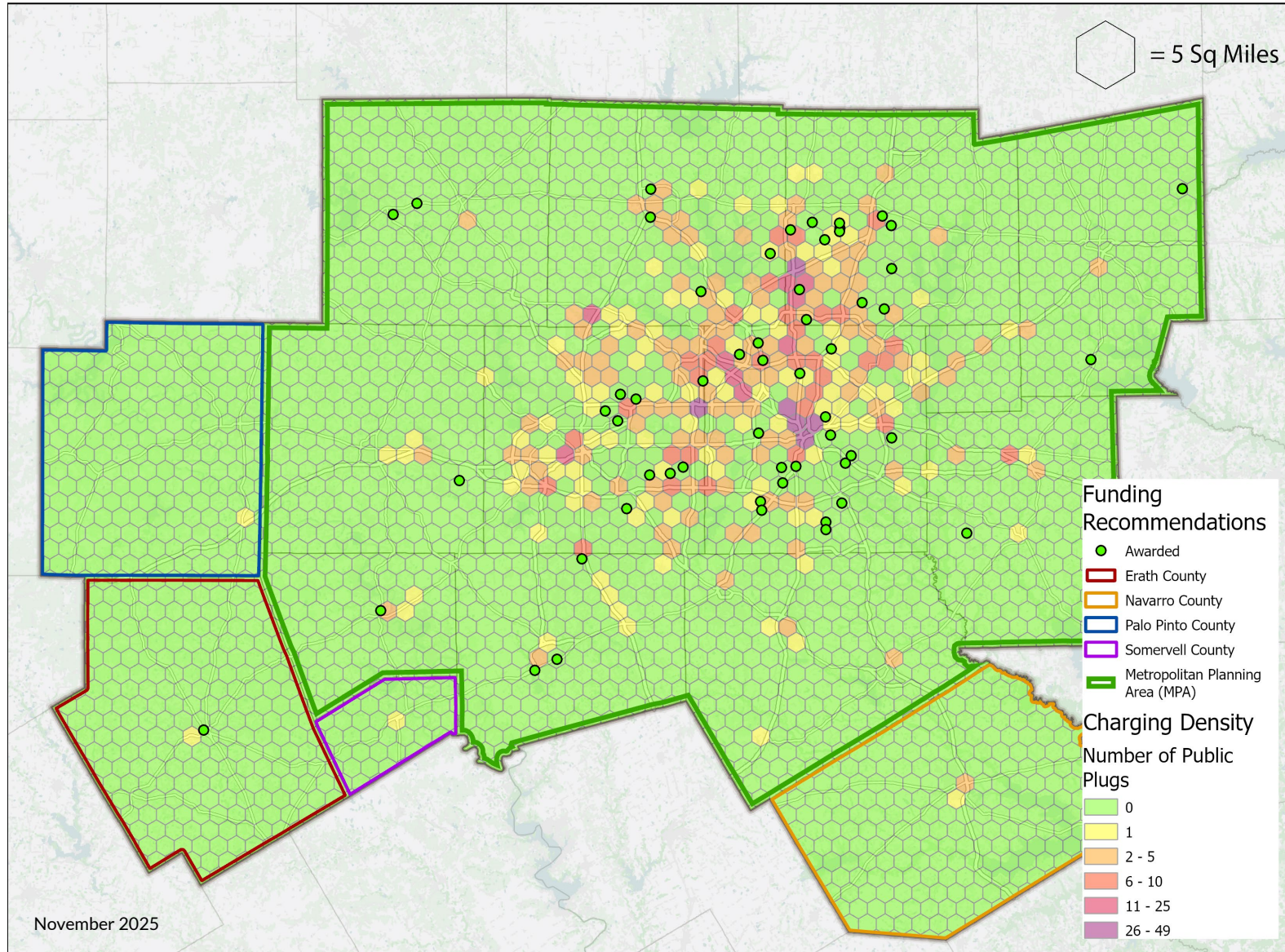
Available funds oversubscribed by \$7,865,127 in the MPO Area

\$931,200 in funding allocation to Erath, Palo Pinto, and Somervell Counties still pending FHWA Obligation



Sites Recommended for Award

55 ~~56~~ Sites from 32 Applicants Recommended for Funding

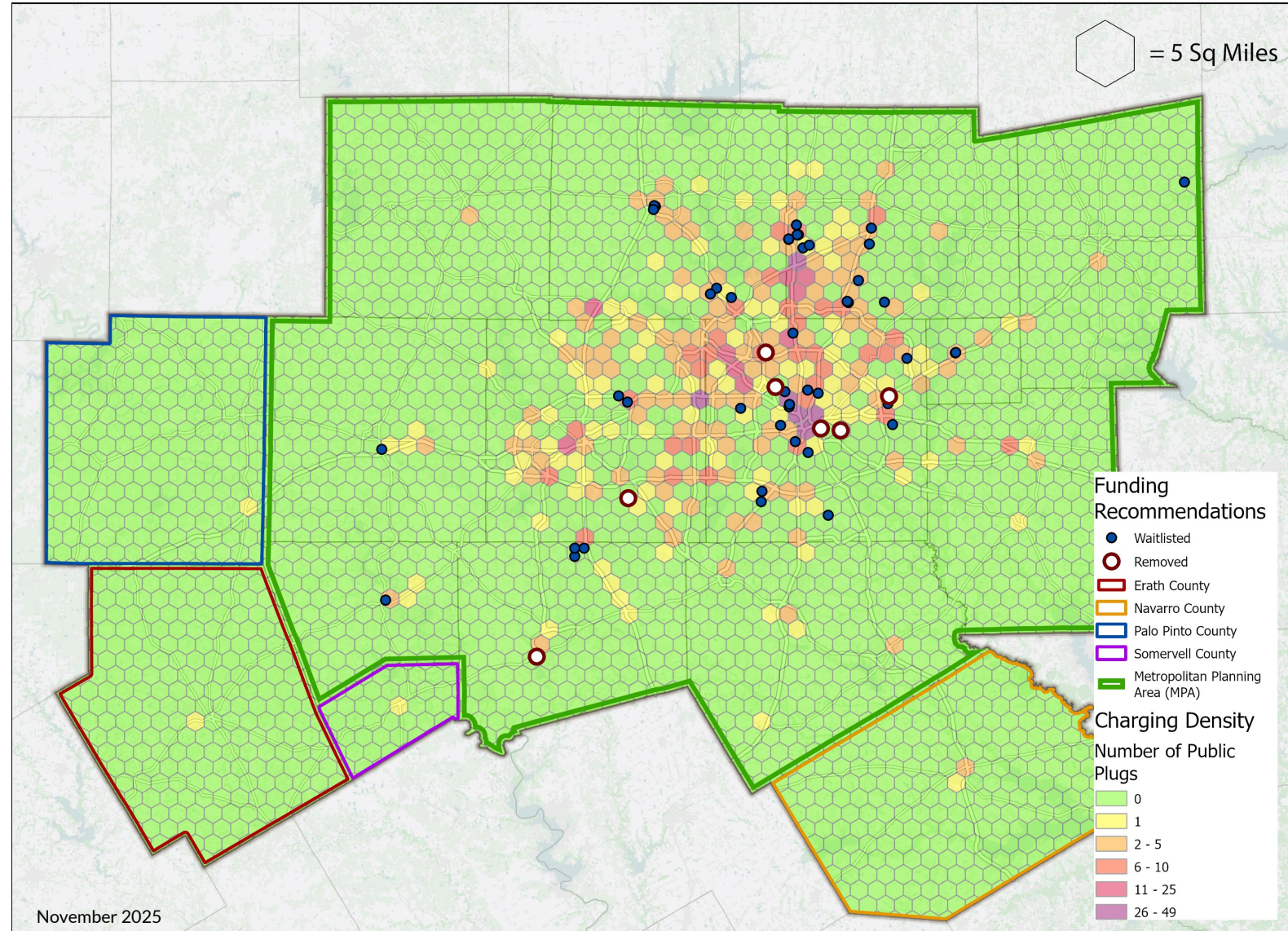


Sites Recommended for Waitlist or Removed

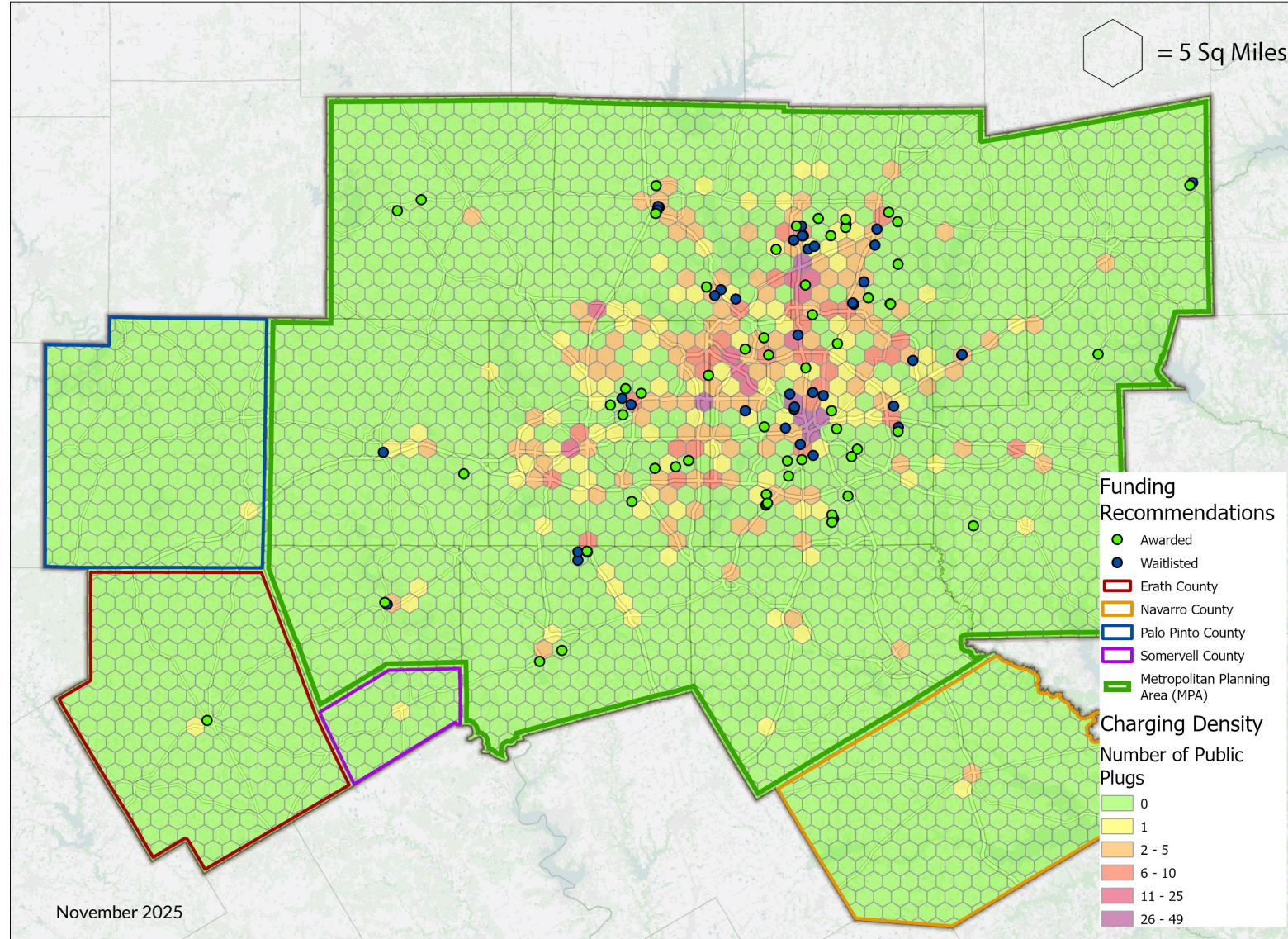
48 ~~46~~ Sites from 21 Applicants Recommended for Wait-List Funding

~~6~~ 7 Sites Removed from Consideration

- Applicant Request
 - One request came after December 5 STTC meeting
- Fatal Flaw Analysis



Funding Recommendations



Summary of Recommended Funding Awards

See Handout for Details

	Ports Submitted	Estimated Federal Share Submitted	Ports Recommended	Funding Recommended
NCTCOG MPO Area – Western Subregion	107	\$5,993,371	63 67	\$4,531,171 \$4,593,571
NCTCOG MPO Area – Eastern Subregion	387	\$12,592,272	163	\$6,149,211 \$6,113,211
Navarro County	0	0	0	0
Palo Pinto County	0	0	0	0
Somervell County	0	0	0	0
Erath County	4	\$65,600	4	\$65,600 (Proposing RTC Local)
Total	498	\$18,651,243	230 234	\$10,745,982 \$10,706,782

~~\$40,134~~ **\$13,734** remaining for “waitlist” projects in MPO Area



Summary of Recommended Funding Awards

Additional Funding Information

Funding recommendations are based on opinion of probable costs provided by the “Deployment Dream Team” (Kimley-Horn and Associates) or experienced public agency staff

Recommendations are contingent upon availability of federal funds

- Available funds capped by the grant award

Actual costs unknown until vendor procurement complete

- To be conducted by NCTCOG on behalf of awarded entities
- Increases to actual costs *may reduce* the number of sites able to be implemented
- Decreases to actual costs *could increase* the number of sites able to be implemented



Summary of Recommended Funding Awards

East/West Equity

Target for Air Quality Projects: 36% Western Subregion, 64% Eastern Subregion

NCTCOG MPO Area*	Ports Recommended	Funding Recommended
Western Subregion	63 67 (28% 29%)	\$4,531,171 \$4,593,571 (42% 43%)
Eastern Subregion	163 (72% 71%)	\$6,149,211 \$6,113,211 (58% 57%)

Funding recommendations ensure:

- Broadest distribution of new infrastructure to fill gaps in charging station access
- Highest-scoring projects are funded

East-West equity is off by ~~~6%~~ 7% (~~\$686,233~~ \$739,129); will be logged in future East-West equity report if not rectified by project-specific adjustments

- NCTCOG will prioritize wait-listed projects from the Eastern Subregion



Project Schedule

Milestone	Date
Call for Projects Opened	July 25, 2025
Call for Projects Application Workshops (5)	August 12-27, 2025
Call for Projects Closed	October 31, 2025
STTC Recommendation of Awards	December 5, 2025
NCTCOG Public Meeting	December 8, 2025
RTC Approval of Awards	January 8, 2026
Executive Board Authorization of Awards	January 22, 2026
Provide Final List of Awards to TxDOT for Coordination with Phase 2 of Texas EV Infrastructure Plan	Upon Executive Board Authorization
Execution of Agreements	As Soon as Practicable Upon Executive Board Authorization
NCTCOG Procurement of Charging Station Vendor(s)	As Soon as Practicable Upon Consultation with Subrecipients; Early 2026
Contract with Awarded Vendor(s)	Early 2026



Requested Action – North Texas Electric Vehicle Infrastructure Call for Projects (CFP)

RTC approval of:

- Proposed site recommendations for the North Texas Electric Vehicle Infrastructure Call for Projects, in ranked order, as outlined in Electronic Item 5.2
 - Sites on the “waitlist” to be funded in order as adequate funds become available
- Use of \$65,600 in RTC Local funds to award request in Erath County
 - Will replace RTC Local with FHWA Funds if obligated
- Reopening the CFP for 3 rural western counties upon FHWA obligation of funds
- Reallocating \$310,400 from Navarro County to the MPA, pending communication with County officials
- Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate funding recommendations

RTC Action Item – January 8, 2026



Contact Us



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North Central Texas
Council of Governments



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North Texas Electric Vehicle Infrastructure Projects
Call for Projects Funding Recommendations

North Texas Electric Vehicle Infrastructure Project: Funding Recommendations

Metropolitan Planning Area

Acronyms: DCFC = Direct Current Fast Charge, L2 = Level 2

Rank	Project Information			Scoring					Scope and Funding								Comments
									Western Subregion				Eastern Subregion				
	Applicant	Site Name	Site Address	Areas with Insufficient Charging (Up to 60 Points)	Areas with Potential Demand (Up to 20 Points)	Public Engagement (Up to 10 Points)	Feasibility & Risk (Up to 10 Points)	Total Score	DCFC Ports	L2 Ports	Estimated Federal Cost	Estimated Federal Funds	DCFC Ports	L2 Ports	Estimated Federal Cost	Estimated Federal Funds	
NCTCOG anticipates that available Federal funds should be adequate to fund the following list of projects in ranked order																	
1	City of Dallas	Hampton Illinois Branch Library	2951 S Hampton Rd, Dallas, TX 75221	60.0	9.8	5.8	7.5	83.0						4	\$ 70,400	\$ 70,400	
2	City of Arlington	Veterans Park	3600 W Arkansas Ln, Arlington, TX 76016	53.5	12.3	7.5	8.3	81.5	4		\$ 368,800	\$ 368,800					
3	City of Haltom City	City Hall	4801 Haltom Road, Haltom City, TX 76117	53.7	9.5	7.8	7.3	78.2	4		\$ 384,000	\$ 384,000					
4	Hill College	Hill College Auto College	206 N Wilhite St., Cleburne, TX 76033	43.9	18.5	7.5	8.3	78.2		4	\$ 62,700	\$ 62,700					
5	City of Dallas	Pleasant Grove Branch Library	7310 Lake June Rd, Dallas, TX 75217	54.2	9.3	5.5	7.3	76.2					4	\$ 64,800	\$ 64,800		
6	City of McKinney	John & Judy Gay Library	6861 Eldorado Parkway, McKinney, TX 75070	40.2	14.0	7.3	9.3	70.7					4	\$ 93,600	\$ 93,600		
7	Weatherford College	Wise County Campus	5180 Hwy 380, Bridgeport, TX 76426	44.6	9.0	8.3	8.4	70.2	4		\$ 363,200	\$ 363,200					
8	University of North Texas	UNT Lot 85	1379 S Bonnie Brae St, Denton, TX 76207	38.4	14.0	7.5	9.4	69.2					4	\$ 454,400	\$ 454,400		
9	City of McKinney	McKinney National Airport	1508 Industrial Blvd, McKinney, TX 75069	37.8	17.5	4.8	9.0	69.0					4	\$ 62,400	\$ 62,400		
10	City of Dallas	Juanita Craft Rec Center	4500 Spring Ave, Dallas, TX 75210	46.0	9.3	6.3	7.5	69.0					4	\$ 66,400	\$ 66,400		
11	City of Bridgeport	Downtown Public Parking Lot	1206 Halsell Street Lot 1-3 Blk 64, Bridgeport, TX 76426	47.7	5.3	7.8	7.9	68.6	4		\$ 356,800	\$ 356,800					
12	City of Dallas	Thurgood Marshall Rec Center	5150 Mark Trail Way, Dallas, TX 75232	49.3	5.0	6.5	7.5	68.3					4	\$ 62,400	\$ 62,400	Clustered with other locations; scoring accounts for proximity of higher ranking sites	
13	City of Farmers Branch	Farmers Branch Parking Lot	12731 Rossford St, Farmers Branch, TX 75234	30.4	20.0	8.5	7.8	66.7					4	\$ 358,400	\$ 358,400		
14	City of Arlington	Bob Cooke Park	2025 Craig Hanking Dr., Arlington, TX 76010	37.8	12.8	7.5	8.3	66.3	4		\$ 356,000	\$ 356,000					
15	City of Frisco	Northeast Community Park	12895 Honey Grove Dr, Frisco, TX 75035	47.9	4.5	5.8	8.0	66.2					4	\$ 59,200	\$ 59,200	Clustered with other locations; scoring accounts for proximity of higher ranking sites	
16	City of Dallas	Pemberton Hill Park/Janie C. Turner Rec Center	6424 Elam Rd, Dallas, TX 75217	44.6	8.0	6.0	7.3	65.8					4	\$ 67,200	\$ 67,200	Clustered with other locations; scoring accounts for proximity of higher ranking sites	
17	City of Lancaster	Historic Town Square Center	103 N Dallas Avenue, Lancaster, TX 75146	44.4	7.8	5.3	8.3	65.6					2	4	\$ 318,400	\$ 318,400	
18	City of Combine	Combine City Hall	100 Davis Rd., Combine, TX 75159	46.0	4.8	7.5	5.3	63.5					4	\$ 67,200	\$ 67,200		
19	City of McKinney	Apex Centre	3003 Alma Rd, McKinney, TX 75070	30.7	15.8	8.0	9.0	63.4					4	\$ 73,600	\$ 73,600	Clustered with other locations; scoring accounts for proximity of higher ranking sites	
20	City of Lucas	Lucas City Hall	665 Country Club Rd, Lucas, TX 75002	47.6	4.8	5.3	5.3	62.8					4	\$ 354,200	\$ 354,200		
21	City of Frisco	B.F. Phillips Community Park	3335 Timber Ridge Dr, Frisco, TX 75034	43.1	5.0	6.0	7.9	62.0					4	\$ 55,200	\$ 55,200		
22	City of Dallas	Jaycee-Zaragoza Rec Center	3114 Clymer St, Dallas, TX 75212	38.7	9.3	6.3	7.3	61.4					4	\$ 69,600	\$ 69,600		
23	University of North Texas	UNT Discovery Park	3940 N Elm St, Denton, TX 76207	31.0	14.5	6.8	9.0	61.3					4	\$ 74,400	\$ 74,400		
24	City of Granbury	Granbury City Hall	116 W. Bridge, Granbury, TX 76048	36.4	6.0	10.0	8.4	60.7	4		\$ 361,600	\$ 361,600					
25	City of Quinlan	Quinlan Police Department	104 E Main Street, Quinlan, TX 75474	43.3	4.8	7.0	5.3	60.3					4	\$ 54,400	\$ 54,400		
26	City of Arlington	Vandergriff Park	2800 S Center St., Arlington, TX 76014	32.4	12.5	7.0	8.3	60.1		4	\$ 73,600	\$ 73,600				Clustered with other locations; scoring accounts for proximity of higher ranking sites	
27	DART	Spring Valley Station	100 W. Spring Valley Rd, Richardson, TX 75081	30.7	13.5	6.8	8.9	59.9					4	\$ 90,400	\$ 90,400		
28	DART	Downtown Carrollton Station	1013 N Denton Dr, Carrollton, TX 75006	30.5	13.5	7.0	8.8	59.7					4	\$ 76,800	\$ 76,800		
29	City of North Richland Hills	North Richland Hills Animal Services	7301 Iron Horse Blvd, North Richland Hills, TX 76180	38.8	8.5	3.8	8.0	59.1		4	\$ 80,800	\$ 80,800					
30	Dallas Fort Worth International Airport	DFWIA South Cell Phone Lot	DFW Airport, TX 75261	28.6	16.8	5.3	8.1	58.7	5		\$ 958,471	\$ 958,471	5	\$ 958,471	\$ 958,471	Counted equally across East and West as the site is along the Dallas/Tarrant County line	
31	City of Kennedale	Town Center Area B	405 Municipal Drive, Kennedale, TX 76070	38.7	5.0	6.5	7.8	58.0	2	4	\$ 328,200	\$ 328,200					
32	Hill College	Hill College (1)	2112 Mayfield Pkwy, Cleburne, TX 76033	33.6	9.5	7.0	7.9	57.9		4	\$ 59,400	\$ 59,400					
33	City of Aledo	Aledo Community Center	104 Robinson Ct, Aledo, TX 76008	45.4	4.8	2.5	4.9	57.5	4		\$ 349,600	\$ 349,600					

North Texas Electric Vehicle Infrastructure Project: Funding Recommendations

Metropolitan Planning Area

Acronyms: DCFC = Direct Current Fast Charge, L2 = Level 2

Rank	Project Information			Scoring					Scope and Funding								Comments
									Western Subregion				Eastern Subregion				
									DCFC Ports	L2 Ports	Estimated Federal Cost	Estimated Federal Funds	DCFC Ports	L2 Ports	Estimated Federal Cost	Estimated Federal Funds	
34	City of Duncanville	Duncanville Library/Recreation Center	201 James Collins Blvd, Duncanville, TX 75116	34.4	4.5	8.5	10.0	57.5						4	\$ 72,800	\$ 72,800	
35	City of Burleson	Burleson City Hall	100 S Warren St, Burleson, TX 76028	36.4	5.0	8.0	7.8	57.2	4		\$ 355,200	\$ 355,200					
36	East Texas A&M	Buffalo Wild Wings	2714 TX-24, Commerce, TX 75428	38.6	5.8	4.0	8.0	56.3						4	\$ 68,800	\$ 68,800	
37	City of McKinney	Chestnut Garage	202 S Chestnut St, McKinney, TX 75069	18.1	19.0	9.3	9.4	55.7						4	\$ 52,800	\$ 52,800	Clustered with other locations; scoring accounts for proximity of higher ranking sites
38	City of Dallas	Lakewood Library	6121 Worth St, Dallas, TX 75214	35.5	4.8	7.5	7.5	55.2						4	\$ 59,200	\$ 59,200	
39	City of Dallas	Renner Frankford Branch Library	6400 Frankford Road, Dallas, TX 75252	32.4	9.0	6.3	7.5	55.2						4	\$ 59,200	\$ 59,200	
40	Lancaster ISD	Beverly D. Humphrey Tiger Stadium	200 E Winergreen Rd, Lancaster, TX 75134	32.3	9.3	5.3	8.3	55.1						4	\$ 63,200	\$ 63,200	Clustered with other locations; scoring accounts for proximity of higher ranking sites
41	City of McKinney	The Courts of McKinney	3205 Alma Rd, McKinney, TX 75070	23.0	15.8	7.3	9.0	55.0						4	\$ 73,600	\$ 73,600	Clustered with other locations; scoring accounts for proximity of higher ranking sites
42	City of Hutchins	Hutchins City Hall	400 JJ Lemon Rd, Hutchins, TX 75141	36.6	7.8	5.5	4.5	54.3						4	\$ 68,800	\$ 68,800	
43	City of Irving	Valley Ranch Library	401 Cimarron Trl #150, Irving, TX 75063	26.7	11.8	8.0	7.8	54.2					4	\$ 414,140	\$ 414,140		
44	City of Dallas	Beckley-Saner Rec Center	114 W Hobson Ave, Dallas, TX 75224	33.5	5.3	6.8	8.3	53.7						4	\$ 65,600	\$ 65,600	Clustered with other locations; scoring accounts for proximity of higher ranking sites
45	City of Dallas	Preston Royal Branch Library	5626 Royal Ln, Dallas, TX 75229	31.4	9.0	6.0	7.3	53.7						4	\$ 60,800	\$ 60,800	
46	City of Richland Hills	Link Recreation Center and City Hall	3271 Matthews Dr, Richland Hills, TX 76118	33.8	5.3	6.5	7.9	53.4		4	\$ 72,800	\$ 72,800					Clustered with other locations; scoring accounts for proximity of higher ranking sites
47	City of Plano	Bob Woodruff Dog Park	2300 Shiloh Rd, Plano, TX 75074	25.0	12.5	7.0	8.8	53.2					4	\$ 361,600	\$ 361,600		
48	City of Lewisville	LL Woods Park	1000 Arbour Way, Lewisville, TX 75077	32.7	5.5	5.8	8.8	52.7						4	\$ 89,600	\$ 89,600	
49	City of Murphy	Murphy Police Department	206 N Murphy Rd, Murphy, TX 75094	25.6	12.8	9.0	5.3	52.6					4	\$ 411,200	\$ 411,200		
50	City of Frisco	Frisco Public Works Department	11300 Research Rd, Frisco, TX 75033	28.1	10.8	4.8	9.0	52.6						4	\$ 60,800	\$ 60,800	
51	City of Mesquite	W Front St. Parking Lot	100 W Front St., Mesquite, TX 75149	28.2	10.3	5.5	8.6	52.6						4	\$ 68,000	\$ 68,000	
52	City of Duncanville	Duncanville Municipal Service Center	330 Shady Trail Dr, Duncanville, TX 75137	34.3	4.8	5.8	7.8	52.6						4	\$ 58,400	\$ 58,400	
	City of Mesquite*	Palos Verdes Lake Park	4800 Olympia Dr., Mesquite, TX 75150	26.4	11.5	6.0	8.5	52.4									
53	City of Plano	Windhaven Meadow Park	5400 Windhaven Pkwy, Plano, TX 75093	25.3	12.0	6.3	8.8	52.3					4	\$ 392,800	\$ 392,800		
54	City of Frisco*	Harold Bacchus Park	13995 Main St, Frisco, TX 75034	35.3	4.5	5.3	7.3	52.3						4	\$ 60,000	\$ 60,000	Clustered with other locations; scoring accounts for proximity of higher ranking sites
55	City of North Richland Hills*	NRH20 Family Water Park	9001 Blvd 26, North Richland Hills, TX 76180	29.4	9.3	5.5	8.1	52.2		4	\$ 62,400	\$ 62,400					Clustered with other locations; scoring accounts for proximity of higher ranking sites
Total Recommended for Award:									39	28	\$ 4,593,571	\$ 4,593,571	35	128	\$ 6,113,211	\$ 6,113,211	

East-West Split:

29%

43%

71%

57%

Total Funds Available for the MPO Area: \$

10,720,516

Total Funds Recommended for Award: \$

10,706,782

Total Funds remaining for "Wait List" projects: \$

13,734

Waitlist

NCTCOG anticipates available Federal funds are not adequate to fund projects below this line; projects will awarded be as adequate funds are available

54	City of Frisco*	Harold Bacchus Park	13995 Main St, Frisco, TX 75034	35.3	4.5	5.3	7.3	52.3						4	\$ 60,000	Waitlisted	Clustered with other locations; scoring accounts for proximity of higher ranking sites
55	City of North Richland Hills*	NRH20 Family Water Park	9001 Blvd 26, North Richland Hills, TX 76180	29.4	9.3	5.5	8.1	52.2		4	\$ 62,400	Waitlisted					Clustered with other locations; scoring accounts for proximity of higher ranking sites
56	DART	Downtown Rowlett Station	5000 Martin Dr, Rowlett, TX 75088	24.3	13.3	5.5	8.8	51.8						4	\$ 94,400	Waitlisted	

North Texas Electric Vehicle Infrastructure Project: Funding Recommendations

Metropolitan Planning Area

Acronyms: DCFC = Direct Current Fast Charge, L2 = Level 2

Rank	Project Information			Scoring					Scope and Funding								Comments
									Western Subregion				Eastern Subregion				
									DCFC Ports	L2 Ports	Estimated Federal Cost	Estimated Federal Funds	DCFC Ports	L2 Ports	Estimated Federal Cost	Estimated Federal Funds	
Applicant	Site Name	Site Address	Areas with Insufficient Charging (Up to 60 Points)	Areas with Potential Demand (Up to 20 Points)	Public Engagement (Up to 10 Points)	Feasibility & Risk (Up to 10 Points)	Total Score	DCFC Ports	L2 Ports	Estimated Federal Cost	Estimated Federal Funds	DCFC Ports	L2 Ports	Estimated Federal Cost	Estimated Federal Funds	Comments	
57	City of Lewisville	Railroad Park	1301 S Railroad St, Lewisville, TX 75057	30.3	4.8	7.3	8.6	50.9						8	\$ 164,000	Waitlisted	Partially overlaps with floodplain, funding contingent on configuration that avoids floodplain
58	City of McKinney	Sheraton McKinney Hotel	1900 Gateway Blvd, McKinney, TX 75070	20.7	14.0	7.0	9.0	50.7						4	\$ 76,000	Waitlisted	
59	City of Dallas	West Dallas Multipurpose Center	2828 Fish Trap Rd, Dallas, TX 75212	27.7	9.8	5.8	7.5	50.7						4	\$ 65,600	Waitlisted	
60	City of Frisco	Shawnee Trails Sports Complex	6501 Hillcrest Rd, Frisco, TX 75035	32.5	4.3	5.5	8.0	50.2						4	\$ 64,000	Waitlisted	Site owned by separate public entity, funding contingent on documentation of long-term lease
61	University of North Texas	UNT Support and Services Building	1500 N I-35E, Denton, TX 76205	19.8	13.3	7.8	8.6	49.4					4	\$ 363,400	Waitlisted	Clustered with other locations; scoring accounts for proximity of higher ranking sites	
62	City of Burleson	Burleson Police Department	1161 SW Wilshire Blvd, Burleson, TX 76028	33.1	4.8	5.0	6.3	49.1		4	\$ 61,600	Waitlisted				Clustered with other locations; scoring accounts for proximity of higher ranking sites	
63	DART	Addison Transit Center/Addison Station	4925 Arapaho Rd, Addison, TX 75001	19.3	13.5	7.5	8.8	49.1						4	\$ 76,000	Waitlisted	
64	City of Duncanville	Duncanville Fieldhouse	1700 S Main St, Duncanville, TX 75137	30.0	4.0	7.0	7.8	48.8						4	\$ 68,800	Waitlisted	Clustered with other locations; scoring accounts for proximity of higher ranking sites
65	University of North Texas	UNT Environmental Science Building	1704 W Mulberry St., Denton, TX 76201	18.2	14.5	6.5	9.4	48.6						4	\$ 54,400	Waitlisted	Clustered with other locations; scoring accounts for proximity of higher ranking sites
66	City of Frisco	Warren Sports Complex	7599 Eldorado Pkwy, Frisco, TX 75034	28.4	4.5	6.0	7.9	46.8						4	\$ 57,600	Waitlisted	Clustered with other locations; scoring accounts for proximity of higher ranking sites
67	City of Mesquite*	Beasley Park	915 Green Canyon Dr., Mesquite, TX 75150	17.1	10.3	5.5	8.4	46.3						4	\$ 68,000	Waitlisted	
67	Rockwall County	Rockwall County Library	1215 E Yellow Jacket Ln, Rockwall, TX 75087	28.6	7.3	5.0	4.5	45.4					4	\$ 364,000	Waitlisted		
68	University of North Texas	UNT Lot 49	1115 Union Circle, Denton, TX 76203	21.0	14.8	7.0	9.4	52.1						4	\$ 49,600	Waitlisted	
69	Weatherford College	Weatherford College Weatherford Campus	225 College Park Dr, Weatherford, TX 76086	19.1	10.3	7.3	8.3	44.8		4	\$ 72,800	Waitlisted					
70	City of Granbury	Downtown Parking Lot	301 E. Pearl, Granbury, TX 76048	19.7	5.8	10.0	8.4	43.9	4		\$ 380,800	Waitlisted				Clustered with other locations; scoring accounts for proximity of higher ranking sites	
71	Lancaster ISD	Lancaster ISD Office	422 S Centre Ave, Lancaster, TX 75146	23.7	7.8	4.5	7.8	43.7						4	\$ 68,800	Waitlisted	
72	City of Burleson	Burleson Recreation Center	550 NW Summercrest Blvd, Burleson, TX 76028	26.4	4.0	5.3	7.8	43.4		4	\$ 69,600	Waitlisted				Clustered with other locations; scoring accounts for proximity of higher ranking sites	
73	City of Frisco	Frisco Athletic Center	5828 Nancy Jane Ln, Frisco, TX 75035	23.4	4.8	7.0	8.0	43.1						4	\$ 58,400	Waitlisted	Clustered with other locations; scoring accounts for proximity of higher ranking sites
74	City of Duncanville	Duncanville Senior Center	206 James Collins Blvd, Duncanville, TX 75116	21.4	4.5	8.3	8.8	42.9						4	\$ 60,800	Waitlisted	Clustered with other locations; scoring accounts for proximity of higher ranking sites
75	Town of Fairview	Fairview Town Hall	372 Town Place, Fairview, TX 75069	21.3	5.0	8.5	7.8	42.6						4	\$ 58,021	Waitlisted	Clustered with other locations; scoring accounts for proximity of higher ranking sites
76	City of Dallas	Cedar Crest Golf Course	1800 Southerland Ave, Dallas, TX 75203	24.1	4.3	6.0	7.3	41.6						4	\$ 84,800	Waitlisted	Clustered with other locations; scoring accounts for proximity of higher ranking sites
77	East Texas A&M	University Parking Lot	2309 Cambell St, Commerce, TX 75428	24.8	5.8	3.0	8.0	41.6						4	\$ 56,000	Waitlisted	
78	City of Mesquite	Beasley Park	915 Green Canyon Dr., Mesquite, TX 75150	17.1	10.3	5.5	8.4	41.3						4	\$ 68,000	Waitlisted	Clustered with other locations; scoring accounts for proximity of higher ranking sites
79	City of Dallas	North Oak Cliff Branch Library	302 W 10th St, Dallas, TX 75208	22.0	5.0	6.0	7.5	40.5						4	\$ 66,400	Waitlisted	Clustered with other locations; scoring accounts for proximity of higher ranking sites
80	City of University Park	Municipal Service Center	4420 Worcola St, Dallas, TX 75206	18.4	9.8	7.0	5.5	40.6						4	\$ 62,400	Waitlisted	Clustered with other locations; scoring accounts for proximity of higher ranking sites
81	City of University Park	University Park Parking Lot	3700 Haynie Ave, University Park, TX 75205	22.0	6.8	6.0	5.3	40.0						4	\$ 59,200	Waitlisted	Clustered with other locations; scoring accounts for proximity of higher ranking sites
82	City of Mesquite	Mesquite City Office	823 N Galloway Ave., Mesquite, TX 75149	16.9	9.3	5.3	8.4	39.8					2	2	\$ 338,400	Waitlisted	Clustered with other locations; scoring accounts for proximity of higher ranking sites
83	City of Irving	South Irving Library	601 Schulze Dr, Irving, TX 75060	12.0	14.8	5.0	7.8	39.5						4	\$ 394,140	Waitlisted	
84	City of Plano	Oak Point Nature Center	5901 Los Rios Blvd, Plano, TX 75074	12.7	11.5	6.5	8.8	39.5						4	\$ 392,800	Waitlisted	Clustered with other locations; scoring accounts for proximity of higher ranking sites
85	Rockwall County	Rockwall County Courthouse	1111 E Yellow Jacket Ln, Rockwall, TX 75087	23.0	7.3	4.3	4.5	39.0						4	\$ 362,400	Waitlisted	Clustered with other locations; scoring accounts for proximity of higher ranking sites
86	City of Plano	McCall Plaza	998 E 15th St, Plano, TX 75074	7.1	16.0	7.0	8.8	38.8						4	\$ 362,400	Waitlisted	Clustered with other locations; scoring accounts for proximity of higher ranking sites
87	UT Southwestern Medical Center	UT Southwestern Medical District	5535 Harry Hines Blvd, Dallas, TX 75235	20.1	8.3	4.8	5.5	38.6						4	\$ 60,000	Waitlisted	Clustered with other locations; scoring accounts for proximity of higher ranking sites
88	City of Lewisville	Sun Valley Park Aquatic Center	801 S Valley Pkwy, Lewisville, TX 75067	18.9	5.0	5.3	8.6	37.7						4	\$ 60,000	Waitlisted	Clustered with other locations; scoring accounts for proximity of higher ranking sites
89	City of Murphy	Murphy Community Center	205 N Murphy Rd, Murphy, TX 75094	16.6	7.5	8.3	5.1	37.5						4	\$ 59,200	Waitlisted	Clustered with other locations; scoring accounts for proximity of higher ranking sites

North Texas Electric Vehicle Infrastructure Project: Funding Recommendations

Metropolitan Planning Area

Acronyms: DCFC = Direct Current Fast Charge, L2 = Level 2

Rank	Project Information			Scoring					Scope and Funding								Comments
									Western Subregion				Eastern Subregion				
									DCFC Ports	L2 Ports	Estimated Federal Cost	Estimated Federal Funds	DCFC Ports	L2 Ports	Estimated Federal Cost	Estimated Federal Funds	
Applicant	Site Name	Site Address	Areas with Insufficient Charging (Up to 60 Points)	Areas with Potential Demand (Up to 20 Points)	Public Engagement (Up to 10 Points)	Feasibility & Risk (Up to 10 Points)	Total Score	DCFC Ports	L2 Ports	Estimated Federal Cost	Estimated Federal Funds	DCFC Ports	L2 Ports	Estimated Federal Cost	Estimated Federal Funds	Comments	
90	City of Frisco	Frisco Commons	8000 McKinney Rd, Frisco, TX 75034	18.7	4.5	5.5	8.0	36.7						4	\$ 61,600	Waitlisted	Clustered with other locations; scoring accounts for proximity of higher ranking sites
91	UT Southwestern Medical Center	UT Southwestern Radiation Oncology Building	2280 Inwood Rd, Dallas, TX 75235	16.8	8.3	4.8	5.5	35.3						4	\$ 57,600	Waitlisted	Clustered with other locations; scoring accounts for proximity of higher ranking sites
92	City of Burleson	Old Town Parking Lot	125 W Bufford St, Burleson, TX 76028	13.9	5.0	8.5	7.8	35.1		4	\$ 64,000	Waitlisted					Clustered with other locations; scoring accounts for proximity of higher ranking sites
93	City of Plano	Urban Seafood	1305 L Ave, Plano, TX 75074	5.5	14.0	6.8	8.8	35.0					4	\$ 364,000	Waitlisted	Clustered with other locations; scoring accounts for proximity of higher ranking sites	
94	City of North Richland Hills	North Richland Hills City Hall	4301 City Point Dr, North Richland Hills, TX 76180	14.1	7.5	5.3	8.1	34.9		4	\$ 64,800	Waitlisted					Clustered with other locations; scoring accounts for proximity of higher ranking sites
95	City of Frisco	The Grove at Frisco Commons	8300 McKinney Rd, Frisco, TX 75034	15.9	4.5	5.0	8.0	33.4					4	\$ 59,200	Waitlisted	Clustered with other locations; scoring accounts for proximity of higher ranking sites	
96	City of Lewisville	Wayne Frady Park	535 W College St, Lewisville, TX 75057	10.1	5.8	7.0	8.6	31.4					4	\$ 59,200	Waitlisted	Clustered with other locations; scoring accounts for proximity of higher ranking sites	
97	City of Plano	Downtown Parking	1313 K Ave, Plano, TX 75074	1.9	14.0	6.3	8.8	30.9					4	\$ 368,400	Waitlisted	Clustered with other locations; scoring accounts for proximity of higher ranking sites	
98	City of Frisco	Frisco Discovery Center	8004 Dallas Pkwy, Frisco, TX 75034	12.2	4.8	5.3	8.0	30.2					4	\$ 64,800	Waitlisted	Clustered with other locations; scoring accounts for proximity of higher ranking sites	
99	City of North Richland Hills	Babe's Chicken Dinner House	6700 NE Loop 820, North Richland Hills, TX 76180	11.8	4.5	4.5	8.0	28.8	2	4	\$ 312,800	Waitlisted					Clustered with other locations; scoring accounts for proximity of higher ranking sites
100	City of Dallas	Dallas Love Field Airport - Garage C	8008 Herb Kelleher Way, Dallas, TX 75235	1.3	13.8	5.5	7.5	28.0					48	\$ 496,700	Waitlisted	Clustered with other locations; scoring accounts for proximity of higher ranking sites	
101	City of Frisco	Frisco Public Library	8000 Dallas Pkwy, Frisco, TX 75034	7.0	4.8	5.5	7.8	25.0					4	\$ 63,200	Waitlisted	Clustered with other locations; scoring accounts for proximity of higher ranking sites	
Sites below this line were removed from consideration																	
	DART	Lawview Station	5900 Scyene Rd, Dallas, TX 75227	54.8	13.3	5.5	7.8	81.3						4	\$ 114,400	Removed	Removed per fatal flaw analysis, site is located in floodplain
	City of Farmers Branch	Farmers Branch City Hall	13000 William Dodson Pkwy, Farmers Branch, TX 75234	30.4	15.8	11.8	8.6	66.6					4	\$ 372,800	Removed	Applicant submitted multiple sites but requested only 1 be funded; other ranked higher	
	City of Kennedale	Kennedale Town Center Area A	405 Municipal Drive, Kennedale, TX 76070	38.7	1.5	9.3	7.8	57.2	2	4	\$ 311,400	Removed					Applicant submitted multiple sites but requested only 1 be funded; other ranked higher
	Hill College	Hill College (2)	2112 Mayfield Pkwy, Cleburne, TX 76033	33.6	5.5	10.3	7.9	57.2		4	\$ 62,000	Removed					Applicant submitted multiple sites but requested only 1 be funded; other ranked higher
	City of Dallas	Bachman Rec Center	2750 Bachman Dr, Dallas, TX 75220	30.0	11.3	7.3	8.4	56.9					4	\$ 64,000	Removed	Removed per fatal flaw analysis, site is located in floodplain	
	City of Mesquite*	Palos Verdes Lake Park	4800 Olympia Dr., Mesquite, TX 75150	26.4	11.5	6.0	8.5	52.4					4	\$ 96,000	Removed	Removed per applicant request, site is located in dam overflow area	
	City of Dallas	MLK Community Center	2922 Martin Luther King Jr Blvd, Dallas, TX 75215	27.5	9.5	6.3	7.3	50.5					4	\$ 67,200	Removed	Removed per fatal flaw analysis, site is located in floodplain	
Sites below this line not considered due to ineligibility																	
	City of Cedar Hill	Cedar Hill Recreation Center	310 E Parkerville Rd, Cedar Hill, TX 75104										4	\$ 364,800	Ineligible	Incomplete application	
	City of Cedar Hill	Cedar Hill Parking Lot	726 Cedar St, Cedar Hill, TX 75104										4	\$ 386,240	Ineligible	Incomplete application	
	City of Cedar Hill	Valley Ridge Park	2850 Park Ridge Dr, Cedar Hill, TX 75104										4	\$ 396,800	Ineligible	Incomplete application	
	City of Cedar Hill	Cedar Hill Animal Control	1150 E Pleasant Run Rd, Cedar Hill, TX 75104										4	\$ 376,800	Ineligible	Incomplete application	

* = Recommendation changed after December 5, Surface Transportation Technical Committee (STTC) meeting following request from the City to Mesquite to remove the Palos Verdes Lake Park site

North Texas Electric Vehicle Infrastructure Project: Funding Recommendations

TxDOT Dallas District

Navarro County

No applications received

TxDOT Fort Worth District*

*\$931,200 in funds set aside for Erath, Palo Pinto, and Somervell Counties still pending Federal Highway Administration approval

Erath County

Project Information				Scoring					Funding				Comments
Rank	Applicant	Site Name	Address	Areas with Insufficient Charging (Up to 60 Points)	Areas with Potential Demand (Up to 20 Points)	Public Engagement (Up to 10 Points)	Feasibility & Risk (Up to 10 Points)	Total Score	DCFC Ports	L2 Ports	Estimated Federal Cost	Estimated Federal Funds	
1	City of Stephenville	Stephenville City Hall	250 W Mason St., Stephenville, TX 76401	34.99	8.25	8	8	59.24		4	\$65,600	\$65,600	Recommend awarding RTC Local as FHWA funds not yet approved

Palo Pinto County

No complete application received. NCTCOG received a letter from the City of Mineral Wells indicating a grant request.

Somervell County

No requests received

MTP POLICY BUNDLE

Regional Transportation Council





January 8, 2026

MTP POLICY BUNDLE:

SWEAT EQUITY TO REDUCE LOCAL FUNDING OBLIGATIONS

-  Set of policies from the MTP
-  Voluntary participation
-  Advances regional priorities like safety, air quality, transit
-  Rewards qualifying entities with TDCs

TRANSPORTATION DEVELOPMENT CREDITS

-  Toll road investment ~a decade ago incentivized by federal government
-  Regional pot of TDCs available for use in the Policy Bundle Program
-  Substitute for required local match for federal projects
-  Frees up local cash to use for other priorities

HISTORY

2016 | Round 1 • 11 awardees

2017 | Round 2 • 15 awardees

2018 | Round 3 • 14 awardees

2020 | Round 4 • 22 awardees

2023 | Round 5 • 16 awardees

Evolution over time from documenting actions already taken to encouraging outcome-based implementation

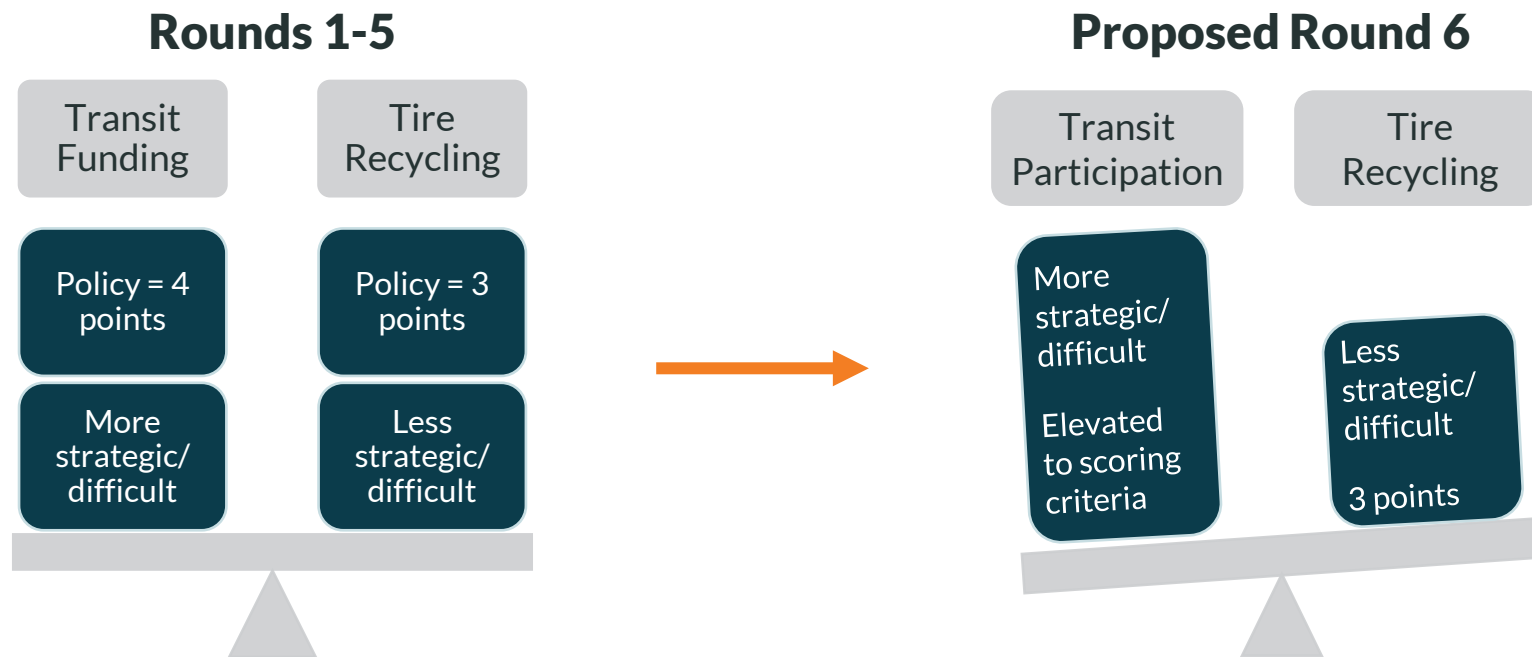
Biennial program:

Round 6 =
30 million TDCs over
two-year period

LESSONS FROM PRIOR ROUNDS

In Rounds 1-5, policies weighted the same despite large variation in difficulty levels or priority

EXAMPLE



TRANSIT 2.0 DIRECTION

- Transit 2.0 Conclusion: Policy Bundle underutilized as a transit incentive
- Consultant Recommendation: Increase incentives for transit-supportive actions (transit funding, land use)

DRAFT POLICY LIST – ROUND 6

Air Quality & Environment

Clean Fleet

Tire Recycling

Idling Restrictions

Stormwater

Air Quality Improvement Plan

Technology & Innovation

ITS Integration

Advanced Air Mobility

Uncrewed Aircraft Systems

Safety & Multimodal Transportation

Roadway Safety

Transit Partnerships

Railroad Safety

Traffic Incident Management

Asset Management

Regional Trip Reduction

Cities Providing Transit

Land Use & Development

School Access & Siting

Street Connectivity

Freight-Oriented Development

Land Use Strategies

Parking Management

Strategic Density

EXPANDED OPTIONS FOR TRANSIT AUTHORITIES AND THEIR MEMBER CITIES

Air Quality & Environment

Clean Fleet

Tire Recycling

Idling Restrictions

Stormwater

Air Quality Improvement Plan

Technology & Innovation

ITS Integration

Advanced Air Mobility

Uncrewed Aircraft Systems

Safety & Multimodal Transportation

Roadway Safety

Transit Partnerships

Railroad Safety

Traffic Incident Management

Asset Management

Regional Trip Reduction

Cities Providing Transit

Land Use & Development

School Access & Siting

Street Connectivity

Freight-Oriented Development

Land Use Strategies

Parking Management

Strategic Density

TRANSIT AUTHORITY SCORING



6 policies
needed to
qualify

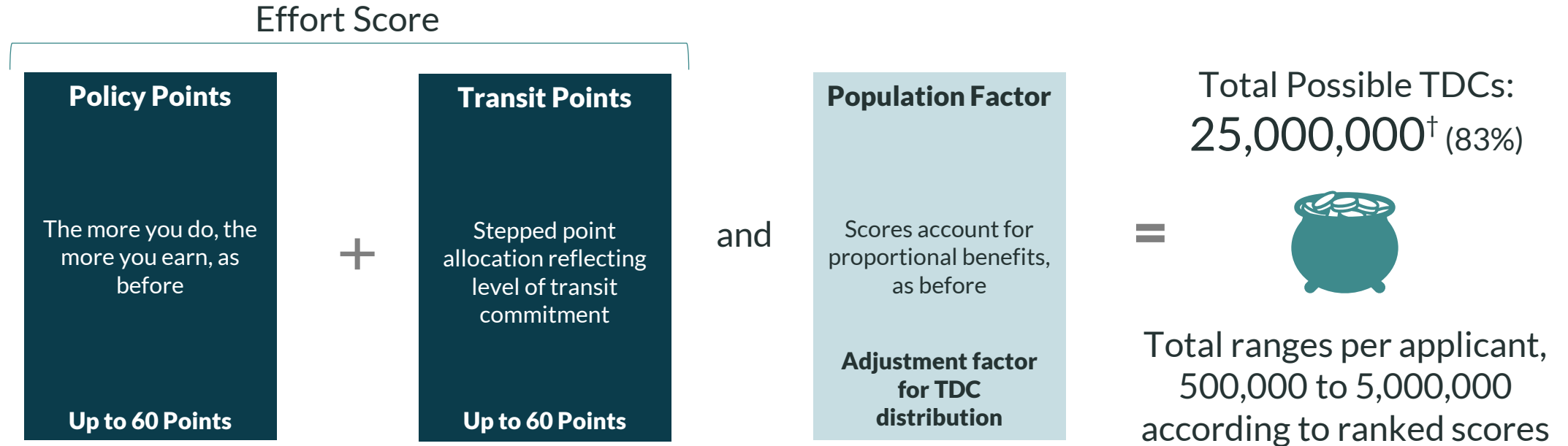
Transit Authority Size	Maximum TDC Award
Small (DCTA)	1,000,000
Medium (Trinity Metro)	1,500,000
Large (DART)	2,500,000

Total Possible TDCs:
5,000,000 (17%)



Unallocated awards from
this pot become available
to cities

PROPOSED SCORING STRUCTURE: TRANSIT PARTICIPATION AS A FACTOR



CITY SCORING: TRANSIT POINTS

Transit Status	Example City	Points
None		0
Contract Service (Other than Transit Authority)		Earn points in policy list
Local Government Corporation (LGC) (Small Amount)/ Small Contract with Authority	Frisco	10
LGC 3/8 Cent	Grapevine	30
1/2 Cent Cities	Fort Worth, Denton	40
Full Transit (1 Cent Cities)	Dallas	60

CITIES PROVIDING TRANSIT ON THEIR OWN

(MAXIMUM 10 POINTS; APPLY IN POLICY BUNDLE)

Service Level	Points
Qualified Person Only Service (Elderly, Disabled, etc.)	5
General Access Contract Service (Third-Party)	10

EXAMPLE SCORES AND AWARDS

SAMPLE

Name	Population	Transit	Policy	TDCs
Dallas	1,385,989	60	49	3,900,000
Fort Worth	1,033,932	40	37	2,900,000
Plano	299,262	60	45	2,200,000
Irving	266,162	60	31	2,000,000
Lewisville	140,880	40	34	1,500,000
Farmers Branch	40,246	60	22	1,500,000
North Richland Hills	74,859	30	37	1,300,000
Arlington	413,955	0	31	1,100,000
Frisco	235,615	10	34	1,100,000
Grapevine	52,346	30	15	900,000
Mesquite	157,436	0	27	700,000
Grand Prairie	215,210	0	19	600,000
Other Cities (4)	-	-	-	5,300,000

Total: 25,000,000

SCHEDULE

2025 Activities

Date	Item
October 24	STTC (Information)
November 13	RTC Transit Vision Subcommittee (Information) RTC (Information) - Item Delayed to Next Meeting
December 6	STTC (Action)
December 11	RTC (Information)

2026 Activities

Date	Item
January 8, 2026	RTC (Action)
January - February	Policy list available for review
March	Round 6 opens
April	Early deadline
May	Final deadline
June	Application scoring and notification
July	STTC - awards (Information)
August	RTC - awards (Information) STTC - awards (Action)
September	RTC - awards (Action)
October	Round 6 TDCs available for use by awardees

REQUESTED ACTION – Metropolitan Transportation Plan Policy Bundle Round 6

RTC approval of:

- Proposed MTP Policy Bundle Round 6 policy list and scoring framework.
- Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate the program.

RTC Action Item – January 8, 2026



CONTACT US



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Principal Transportation Planner

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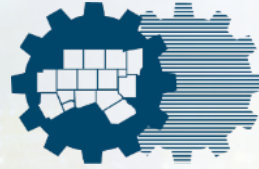


Brendon Wheeler, P.E., CFM

Senior Program Manager

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RTC Transit Vision Subcommittee		
Members	Title	Organization
Subcommittee Officers		
Jill Jester - Chair	Councilmember	City of Denton
Stephen Mason - V. Chair	Mayor	City of Cedar Hill
Transit Authority Board Members		
Jeff Davis	Chair	Trinity Metro
Cesar Molina	Vice- Chair	DCTA
Randall Bryant	Chair	DART
Transit Authority Member Cities		
Steve Babick	Mayor	City of Carrollton
Elizabeth Beck	Councilmember	City of Fort Worth
Michael Crain*	Councilmember	City of Fort Worth
Andy Eads*	County Judge	Denton County
T.J. Gilmore*	Mayor	City of Lewisville
Jesse Moreno	Mayor Pro Tem	City of Dallas
Dennis Webb	Councilmember	City of Irving
Transit Authority Non-member Cities		
Michael Evans	Mayor	City of Mansfield
Raul Gonzalez	Deputy Mayor Pro Tem	City of Arlington
Burt Thakur	Councilmember	City of Frisco
Jeremy Tompkins	Councilmember	City of Euless
Duncan Webb	Commissioner	Collin County
* Also a Transit Board member		



NCTCOG PRESENTATION

2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DRAFT LISTINGS

Regional Transportation Council | January 8, 2026

TIP DEVELOPMENT PROCESS

1. Review all existing projects and gather information on additional locally funded projects of regional significance
2. **Make needed revisions to existing project scopes, schedules, and/or funding**
3. **Develop TIP Document and project listings**
4. **Financially constrain project listings based on estimated revenue**
5. **Conduct Mobility Plan and Air Quality review**
6. Solicit public review (process, document, project listings)
7. Finalize project listings and document and submit to partners

FOCUS AREAS

- Timely Implementation of Projects
 - Projects with Congestion Mitigation and Air Quality Improvement Program (CMAQ), Surface Transportation Block Grant (STBG), and Transportation Alternatives Set-Aside (TASA) funds to avoid potential lapse and/or accumulation of carryover balances
 - Projects on the MPO Milestone Policy List
- Requests for projects to be placed in the first year of the new TIP (FY2027)
- Closing out completed projects funded with Regional Toll Revenue funds

PROJECT PROGRESS SINCE 2025-2028 TIP DEVELOPMENT

- Projects that have let since the development of the 2025-2028 TIP:
 - 124 have let (\$3.73 Billion)
 - 93 Local Lets (\$0.91 Billion)
 - 31 State Lets (\$2.82 Billion)
- Projects that have been completed since the development of the 2025-2028 TIP:
 - 87 have been completed (\$2.02 Billion)
 - 53 Local Completions (\$0.62 Billion)
 - 34 State Completions (\$1.40 Billion)

REQUEST FOR REVIEW

- 1,094 active projects being implemented by 80 Implementing Agencies
- Please ensure agency staff review the listings for projects being implemented by your agency and within your jurisdiction to verify: 1) Start and end dates of each phase; 2) Fiscal years of each phase; 3) Scope and limits; and 4) Funding amounts
- Please keep the following in mind:
 - Only projects with funding in FY2027, FY2028, FY2029, or FY2030, will be in the new TIP.
 - Project phases in FY2031 and later will be in the environmental clearance appendix of the TIP (Appendix D).
 - Double Entry Report on NCTCOG website includes a current and proposed entry for each active project.

NEXT STEPS

- Continue to update listings with:
 - TIP Modifications that are reviewed and approved by the Surface Transportation Technical Committee (STTC) and Regional Transportation Council (RTC)
 - Additional information received from TxDOT and/or project sponsors (e.g., schedule updates)
 - New projects that have been previously approved (e.g., Community Project Funding, TxDOT TASA projects, 2027-2029 M&O Program)
- Finalize the TIP listings and document and bring it to the public, STTC, and RTC for review and approval

DRAFT TIMELINE

Meeting/Task	Date
Solicit updates from Implementing Agencies	April-October 2025
Development of TIP Listings and Document	April-October 2025
Draft Listings - STTC Information	December 2025
Draft Listings - RTC Information	January 2026
<u>Deadline to Provide Feedback on Listings (Prior to Public Involvement)</u>	<u>January 16, 2026</u>
Public Meeting - Draft Listings and Document	February 2026
Final Listings and Document - STTC Action	February 2026
Final Listings and Document - RTC Action	March 2026
Initial Submittal to TxDOT	March 2026
Final Submittal to TxDOT	May 2026
Anticipate TxDOT Approval (STIP)	July 2026
Anticipate Federal/State Approval (STIP)	August/September 2026

QUESTIONS/COMMENTS

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North Central Texas
Council of Governments

Integrated Transportation and Stormwater Infrastructure (TSI) Study: Considering Model Codes for Development & Floodplain Regulations

Regional Transportation Council (RTC) Information Item – January 8, 2026
Presented by: Shawn Conrad, Program Manager

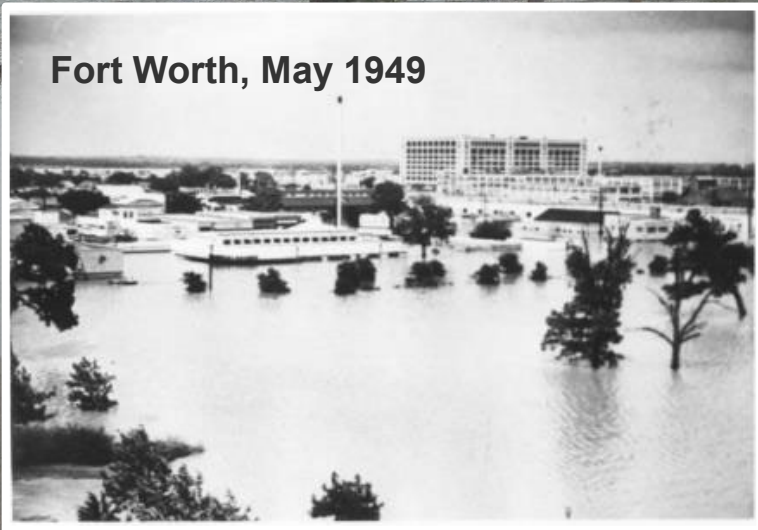


Funded by the Texas General Land Office,
Community Development Block Grant,
Disaster Recovery Program.



Also Funded by the Texas Water Development Board
and Texas Department of Transportation.

Historic events led to improvements in flood control infrastructure during the last century. New needs are developing in this century...

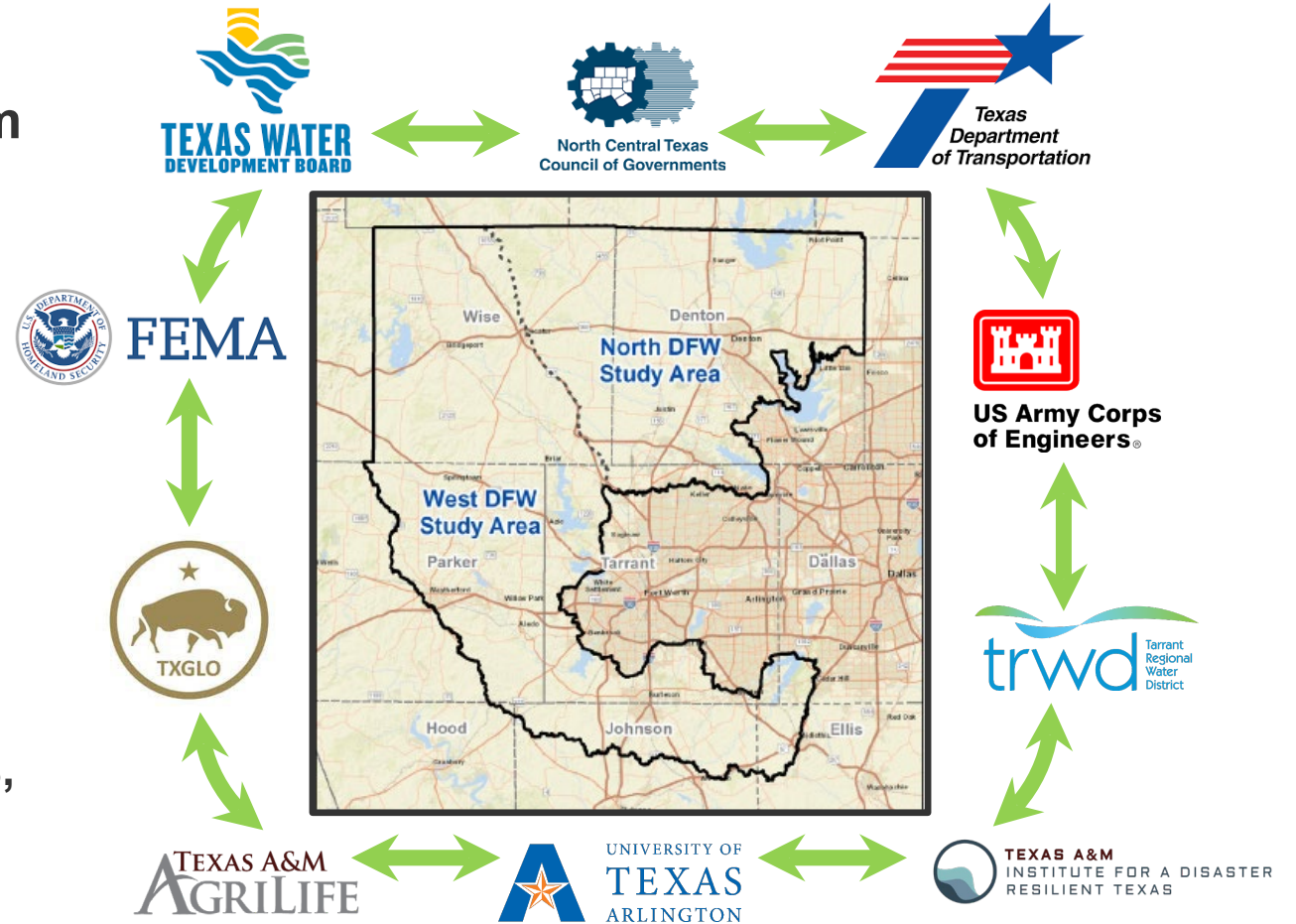


Rhome, May 2015
Courtesy Tarrant Regional Water District

WHAT: TSI Study Partners & Objectives

TSI STUDY – \$10 million comprehensive planning effort to address flood risk upstream of the Dallas & Fort Worth urban cores:

- Proactive planning (*planning-level designs*)
- Collaborative partnership between stormwater, environmental, & transportation infrastructure
- Address safety of residents, property, & infrastructure, with opportunities to also improve regional water storage & water quality
- State-of-the-art flood hazard area models
- Flood warning system framework
- Innovative infrastructure & nature-based solutions, **with resources to improve regulatory approaches**
- Tools, literature, & data to aid with community engagement and floodplain administration



■ **Consultant Partners:**

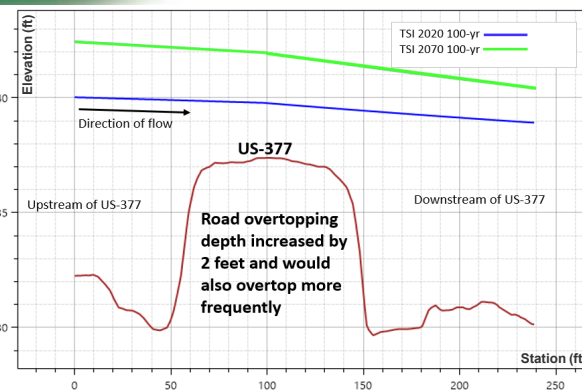
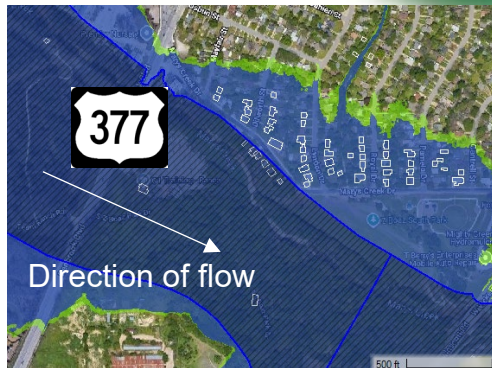
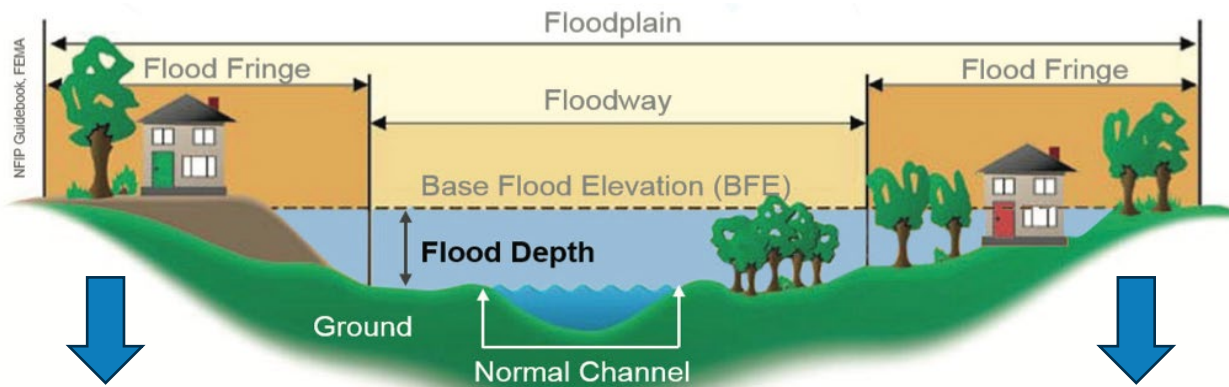
- Freeze & Nichols, Inc.
- Halff Associates, Inc.
- Highland Economics

■ **Expected Completion:**

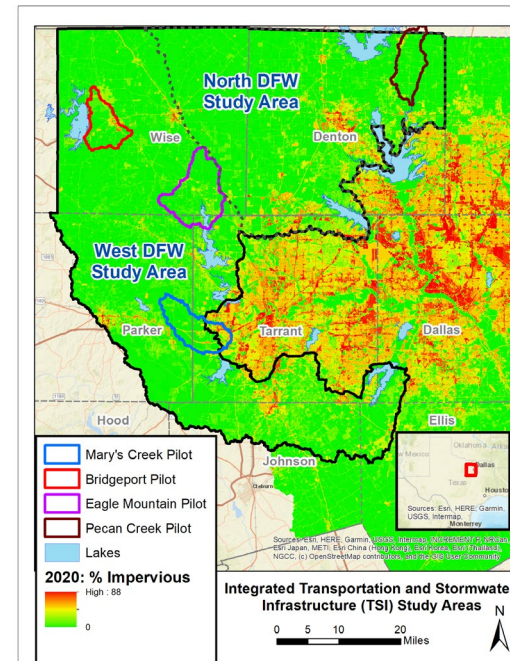
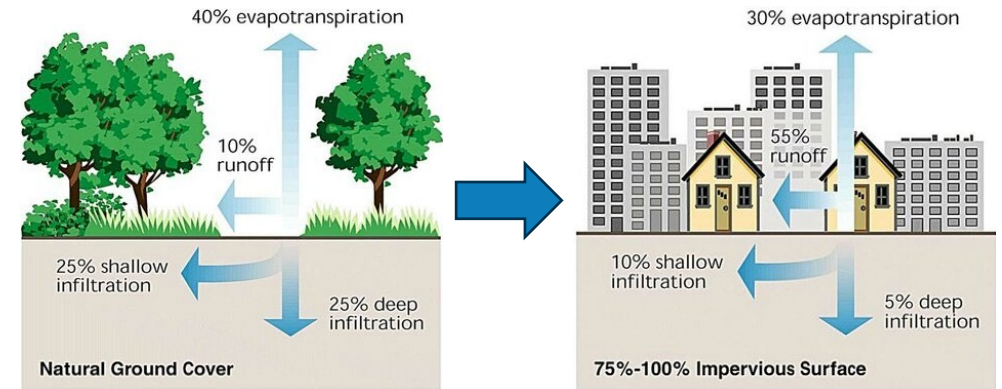
- Fall 2026

WHY: Urbanization Increases Flood Risk

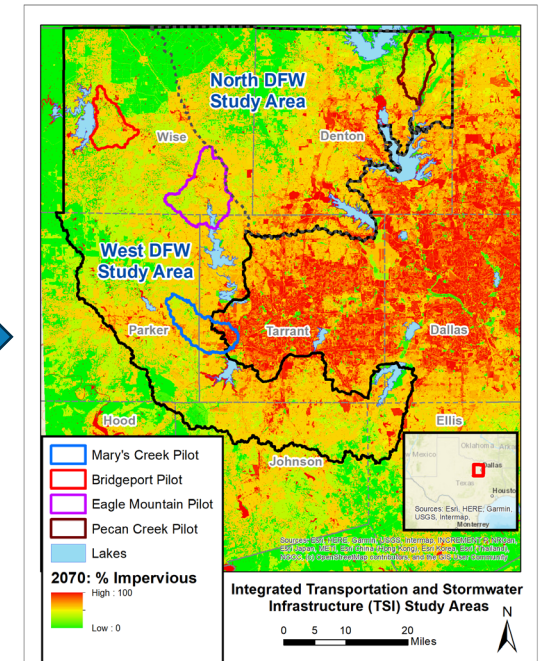
- Floodplains among Earth's most valuable ecosystems, but also among the most threatened
- Effects of urbanization on floodplains:
 - Adds impervious cover (see right; runoff $\leq 10\%$ more)
 - Depletes valley storage (see below; runoff $\leq 30\%$ more)



More Impervious Surface = More Runoff



6.4% Impervious (2020)



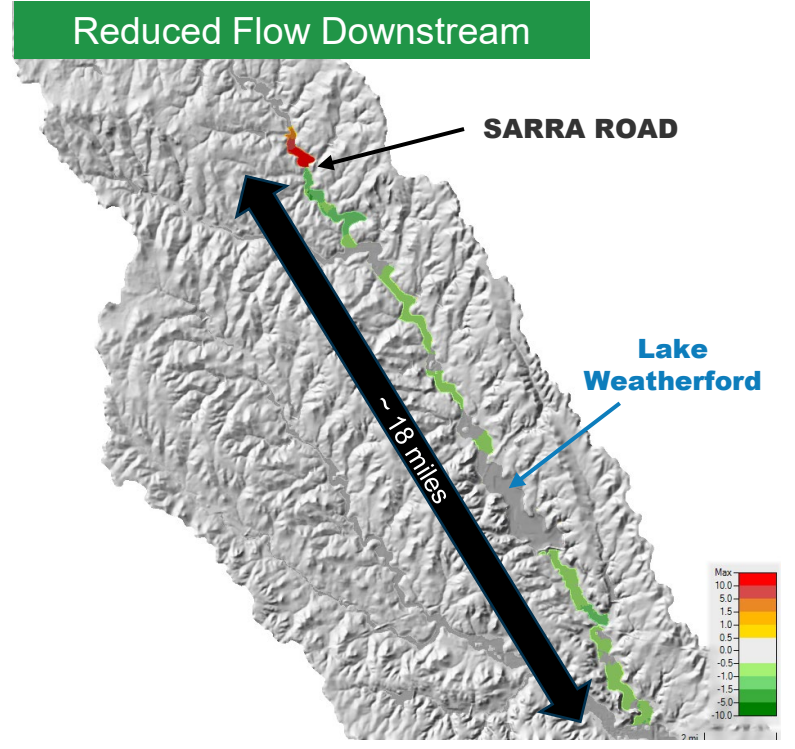
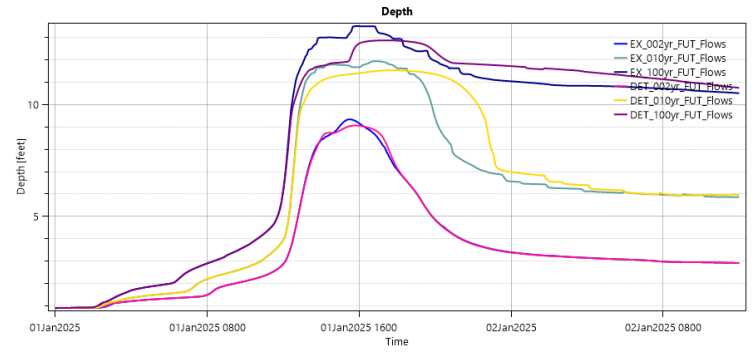
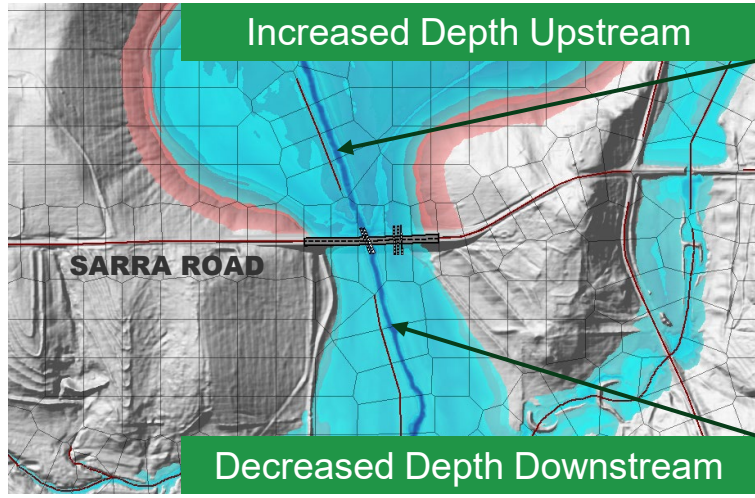
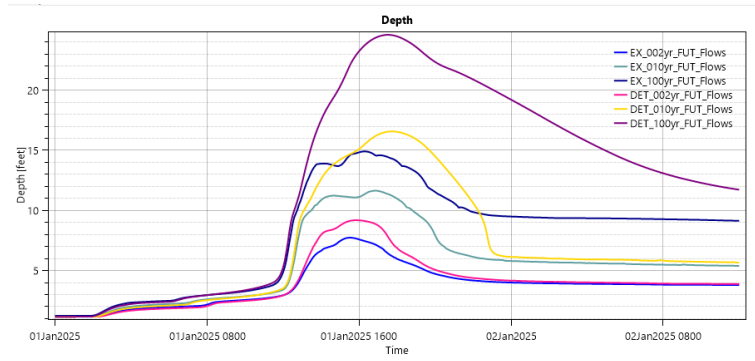
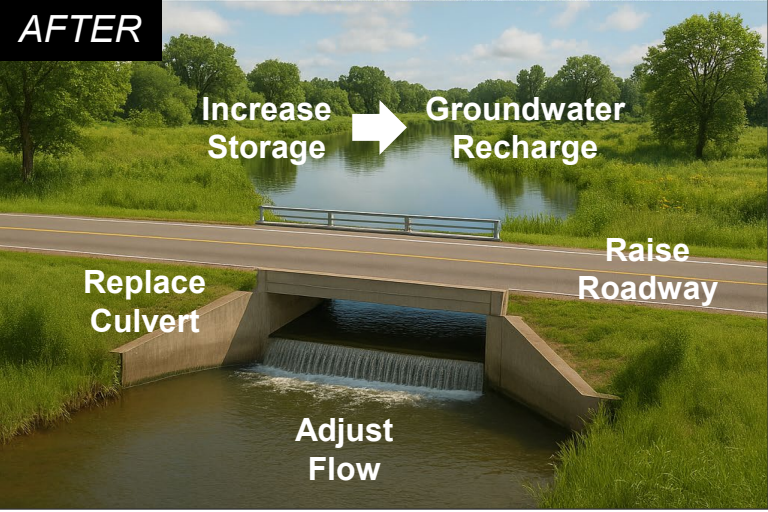
35.2% Impervious (2070)

WHY: *Criticality of Transportation/Stormwater Integration*

- **Transportation & stormwater infrastructure costs are some of the most substantial in flood events**
- **Transportation failures impact access & reliability:**
 - Emergency response & evacuation efficiency
 - Connectivity to/from critical services, employment & education needs, & community cohesion
 - Maintenance & asset condition degradation
- **Stormwater failures affect system adaptability:**
 - Lacks consistent regional infrastructure data & modeling
 - Constrains evaluation of accumulated watershed impacts
- **Rebuilding costs/schedules can be excessive & difficult to accommodate with other needs**
- **Most flood fatalities occur at roadway drainage crossings & other water flow/storage bottlenecks**
- **Upstream development has rendered downstream road crossings & drainage systems inadequate**



INTEGRATION: *Sarra Road – Parker County*



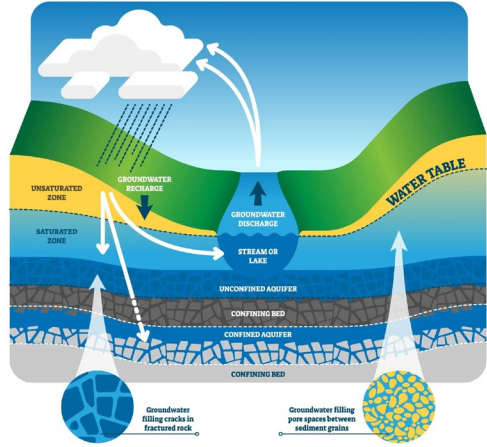
Key Summary Statistics – 2070

- **100-year Conditions (upstream):**
 - Valley Storage: + 2,000 acre-ft
 - Flow Rate: - 3,000 ft³/sec
- **10-year Conditions (downstream):**
 - Flow Rate: - 1,000 ft³/sec
 - Elevation Reduction: 0.5-1.0 ft

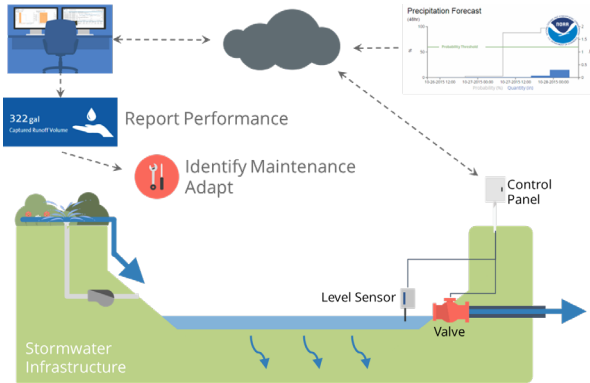
INTEGRATION: *Building Upon Model Codes/Ordinances*



Groundwater Recharge/Reuse



Smart Stormwater Infrastructure



Model Codes/Ordinances Task Overview

- Identify template development codes and floodplain ordinances that support TSI Study goals for reducing flood risk and integrating transportation, stormwater, & environmental planning.
- Identify enabling or supportive State code provisions.
- Receive and incorporate feedback from stakeholders on code/ordinance elements.
- Local governments may choose to use the model codes/ordinances as resources for regulatory updates to improve flood prevention & mitigation.



Codes/Ordinances Targeting Flood Mitigation

Development Regulations:

- Identifying best practice strategies that can be incorporated into development (*land use/zoning/subdivision*) codes to help proactively alleviate and/or adapt to future flood events
- Model codes can address green stormwater infrastructure, nature-based solutions, low-impact development, & other strategies
- **Examples:**
 - Impervious cover limits
 - Clustered development
 - Open space creation/preservation & maintenance
 - Green parking lot infrastructure (*e.g., bioswales, permeable surfaces, etc.*)
 - Incentive zoning

Floodplain Ordinances:

- Identifying higher standards within flood damage prevention ordinances to help reduce economic losses, prevent future flood hazards, & protect public health/safety
- Model codes can address principles & accountability for enhanced development & construction standards in flood-prone areas
- **Examples:**
 - Critical facilities
 - Freeboard
 - Manufactured homes
 - Incremental, consistent, & transparent risk models
 - No rise in Special Flood Hazard Area (*SFHA*)
 - Setback in erosion-prone areas
 - Preserving valley storage (*e.g., Trinity River Corridor Development Certificate Program*)



Integrating Transportation & Stormwater Infrastructure (TSI) *Model Development Code/Floodplain Ordinance Workshop*

Purpose: To receive feedback on enhanced stormwater infrastructure elements, including increased detention/retention areas and/or nature-based solutions (NBS), to incorporate into model development codes and model floodplain ordinances for flood prevention and mitigation.

Intended Audience: Anyone with technical expertise, experience, or interest in the areas of flood prevention or mitigation using development or floodplain regulatory tools.



Thursday, January 29, 2026, 10:00 am-12:00 pm



NCTCOG, 616 Six Flags Drive, Centerpoint II,
Arlington, Transportation Council Room



Hybrid meeting format



For more info, visit <http://www.nctcog.org/TSI>

Register Here:



<https://www.addevent.com/event/fcqv17r29868>

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Jeffrey C. Neal

Senior Projects Manager
Transportation
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Regional Transportation Council Attendance Roster
December 2024 - December 2025

RTC MEMBER	Entity	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	11/13/25	12/11/25
Daniel Alemán Jr (01/22)	Mesquite	P	E(R)	P	P	P	P	P	P	P	P	P	P
Arfsten, Bruce (07/23)	Addison	P	P	P	P	P	P	P	P	P	P	P	E(R)
Steve Babick (06/22)	Carrollton	P	P	P	P	E(R)	P	P	P	P	P	P	P
Rick Bailey (07/22)	Johnson County	P	E(R)	P	P	P	P	P	P	P	P	P	P
Elizabeth M. Beck (08/21)	Fort Worth	E(R)	E	P	P	P	A	P	A	A	A	P	P
Curtis Bergthold (07/25)	Richland Hills	--	--	--	--	--	--	P	P	P	P	P	P
Alan Blaylock (03/23)	Fort Worth	P	P	P	P	P	P	P	P	P	P	P	P
Lorie Blair (10/25)	Dallas	--	--	--	--	--	--	--	--	--	P	P	P
Randall Bryant (11/25)	DART	--	--	--	--	--	--	--	--	--	--	P	P
Ceason Clemens (10/22)	TxDOT, Dallas	P	P	E(R)	P	P	P	P	P	P	E(R)	P	P
Bill Cox (07/25)	McKinney	--	--	--	--	--	--	P	P	E(R)	P	P	P
Michael Crain (06/22)	Fort Worth	P	P	P	P	E	E(R)	P	A	E	P	A	P
Theresa Daniel (11/18)	Dallas County	P	A	E(R)	P	P	A	E	E	P	P	P	P
Jeff Davis (11/19)	Trinity Metro	P	P	P	P	P	A	P	P	P	E	P	P
Pat Deen (07/24)	Parker	P	P	P	E	P	P	P	P	P	P	P	P
Andy Eads (1/09)	Denton County	P	E	E(R)	P	P	P	P	P	P	E	P	P
Michael Evans (2/23)	Mansfield	P	E(R)	P	P	P	E	P	A	P	P	P	P
Vernon Evans (4/24)	DFW Airport	A	P	P	P	A	P	A	P	A	P	E	P
Carlos Flores (07/25)	Fort Worth	--	--	--	--	--	--	A	P	E	P	P	P
T.J. Gilmore (06/25)	Lewisville	--	--	--	--	--	A	P	P	P	P	P	P
Raul H. Gonzalez (09/21)	Arlington	P	P	P	P	P	P	P	P	E(R)	P	P	P
Lane Grayson (01/19)	Ellis County	P	A	E	P	P	E	P	P	P	A	P	E
Mojoy Haddad (10/14)	NTTA	P	A	P	P	P	A	P	P	A	P	P	P
Clay Lewis Jenkins (04/11)	Dallas County	P	P	P	P	P	P	A(R)	E	P	P	P	P
Ron Jensen (06/13)	Grand Prairie	P	P	P	P	P	P	P	E(R)	P	E(R)	P	E(R)
Jill Jester (08/24)	Denton	P	P	E	E	P	P	P	P	P	E	P	P
Matt Krause (01/25)	Tarrant County	--	P	E	E	P	E	P	P	P	E	E(R)	P
Stephen Mason (05/24)	Cedar Hill	P	E	P	P	P	P	P	P	P	P	P	P
Cara Mendelsohn (07/20)	Dallas	P	A	P	P	P	P	P	P	P	P	P	P
Cesar Molina (08/24)	DCTA	P	E	P	P	P	A	P	A	P	P	P	P
Jesse Moreno (07/24)	City of Dallas	P	P	P	A	P	P	P	P	P	A	P	E(R)
Ed Moore (07/22)	Garland	A	P	P	P	P	P	P	P	P	P	P	P
Matthew Porter (07/24)	Wylie	P	E(R)	P	P	P	P	P	P	P	P	P	P
John Muns (6/23)	Plano	E(R)	E	P	P	P	P	A(R)	P	P	P	P	P
Manny Ramirez (1/23)	Tarrant County	P	E	P	P	E	P	E	P	A	P	E	E
Paul Ridley (10/25)	Dallas	--	--	--	--	--	--	--	--	--	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)

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December 2024 - December 2025**

RTC MEMBER	Entity	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	11/13/25	12/11/25
Jim R. Ross (07/21)	Arlington	P	P	P	P	P	P	P	P	P	P	P	P
David Salazar (10/22)	TxDOT, FW	P	P	P	P	P	P	P	P	E(R)	P	P	P
Kathy Stewart (10/25)	Dallas	--	--	--	--	--	--	--	--	--	A(R)	P	P
Bobby Stovall (07/24)	Hunt County	P	P	P	P	P	P	P	P	P	P	E	E(R)
Burt Thakur (08/25)	Frisco	--	--	--	--	--	--	--	P	P	P	P	P
Jeremy Tompkins (10/19)	Euless	P	P	P	P	E(R)	P	P	P	P	P	P	P
William Tsao (3/17)	Dallas	P	P	P	P	P	P	A	P	P	P	P	P
Webb, Dennis (08/25)	Irving	--	--	--	--	--	--	--	P	P	P	E	E
Webb, Duncan (6/11)	Collin County	P	E(R)	P	P	P	P	P	P	P	P	P	P

Note: Date in parenthesis indicates when member was 1st eligible to attend RTC meetings

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency, jury duty, business necessity, or fulfillment of obligation arising out of elected service)

Surface Transportation Technical Committee Attendance Roster
December 2024 - December 2025

STTC MEMBERS	Entity	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	12/04/25
Rifat Alam	Lancaster	A	P	P	*	*	*	*	P	*	P	P	A
Ahmed Alqaisi	DeSoto	--	--	--	--	--	--	--	--	--	--	P	P
Marah Aqqad	Bedford	--	--	--	--	--	--	--	--	*	P	P	P
Joe Atwood	Hood County	A	P	A	*	*	*	*	P	*	R	P	P
Melissa Baker	Irving	P	E	P	*	*	*	*	E	*	P	P	P
James Bell	Grand Prairie	P	P	A	*	*	*	*	P	*	P	P	P
David Boski	Grand Prairie	P	P	P	*	*	*	*	P	*	P	P	P
Shon Brooks	Waxahachie	P	P	P	*	*	*	*	P	*	P	P	A
Tanya Brooks	DART	P	P	P	*	*	*	*	R	*	P	R	P
Matt Bryant	City of Duncaville	A	A	A	*	*	*	*	A	*	A	A	A
Daniel Burnham	Arlington	R	P	P	*	*	*	*	P	*	P	P	P
Jeffrey Bush	TxDOT Dallas	--	--	--	*	*	*	*	P	*	P	P	P
Farhan Butt	Denton	P	P	P	*	*	*	*	P	*	P	P	P
Bryan Cabrera	Mesquite	--	--	--	--	--	*	*	A	*	A	A	A
Brenda Callaway	Rockwall County	A	P	P	*	*	*	*	P	*	P	A	P
Travis Campbell	TxDOT - Dallas	P	P	P	*	*	*	*	P	*	P	P	P
Aaron Ceder	Dallas County	A	P	P	*	*	*	*	A	*	P	E	P
John Cordary, Jr.	TxDOT FW	P	P	A	*	*	*	*	P	*	R	P	P
Tara Crawford	Trinity Metro	A	P	P	*	*	*	*	P	*	A	P	A
Clarence Daugherty	Collin County	P	P	P	*	*	*	*	P	*	P	P	A
Chad Davis	Wise County	A	P	P	*	*	*	*	P	*	A	A	A
Taylor Derden	Mansfield	--	--	P	*	*	*	*	P	*	P	P	E
Pritam Deshmukh	Richardson	P	P	P	*	*	*	*	P	*	P	P	E
Becky Diviney	Town of Addison	A	P	P	*	*	*	*	P	*	P	P	P
Phil Dupler	FWTA	P	P	A	*	*	*	*	P	*	P	P	P
Eric Fladager	Fort Worth	P	P	A	*	*	*	*	P	*	P	P	P
Chris Flanigan	Allen	P	P	P	*	*	*	*	A	*	P	P	P
Ann Foss	Arlington	--	--	--	--	--	--	--	--	*	A	R	P
Austin Frith	DCTA	A	P	P	*	*	*	*	P	*	A	P	P
Gary Graham	McKinney	P	R	R	*	*	*	*	P	*	P	P	P
Michael Haithcock	TxDOT - Fort Worth	--	--	--	--	--	--	--	--	--	--	P	P
Scott Hall	Tarrant County	A	A	P	*	*	*	*	A	*	A	A	A
Tom Hammons	Carrollton	P	P	P	*	*	*	*	P	*	A	P	A
Namoo Han	Garland	--	--	--	--	--	--	--	P	*	P	A	P
Craig Hancock	NTTA	--	P	P	*	*	*	*	p	*	P	P	P
Chris Harris	Greenville	A	A	A	*	*	*	*	A	*	P	P	P
Ron Hartline	The Colony	A	P	P	*	*	*	*	A	*	A	R	R
Sophia Harvey	Dallas	--	--	--	--	*	*	*	A	*	P	A	A
Barry Heard	Kaufman County	P	P	P	*	*	*	*	P	*	A	P	P
Duane Hengst	Hurst	--	A	P	*	*	*	*	A	*	P	P	P
Matthew Hotelling	Flower Mound	A	P	P	*	*	*	*	P	*	A	A	P
Jeremy Hutt	Cleburne	P	P	P	*	*	*	*	P	*	R	P	P

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.

Surface Transportation Technical Committee Attendance Roster
December 2024 - December 2025

STTC MEMBERS	Entity	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	12/04/25
Thuan Huynh	McKinney	R	P	P	*	*	*	*	P	*	P	P	R
Joseph Jackson	Tarrant County	A	P	P	*	*	*	*	P	*	P	P	P
Joel James	NTTA	P	P	P	*	*	*	*	P	*	A	P	P
William Janney	Frisco	A	A	P	*	*	*	*	A	*	A	A	A
Major L. Jones	Eules	P	R	P	*	*	*	*	A	*	R	P	P
Wilson Kakembo	Midlothian	--	--	--	--	--	--	--	--	--	--	A	P
Gus Khankarli	Dallas	P	P	P	*	*	*	*	P	*	P	P	P
Lauren LaNeave	Southlake	--	--	A	*	*	*	*	A	*	A	A	P
Alonzo Liñán	Keller	A	A	A	*	*	*	*	A	*	A	A	A
Eron Linn	DART	E	E	P	*	*	*	*	P	*	P	E	P
Clay Lipscomb	Plano	A	P	P	*	*	*	*	P	*	P	R	P
Paul Luedtke	Garland	P	P	P	*	*	*	*	A	*	A	P	A
Stanford Lynch	Hunt County	R	A	P	*	*	*	*	P	*	P	R	P
Auro Majumdar	Dallas	--	--	--	--	--	--	--	--	--	P	P	P
Chad Marbut	Weatherford	P	P	P	*	*	*	*	P	*	P	P	P
Alberto Mares	Ellis County	A	P	P	*	*	*	*	P	*	P	A	P
John Mears	Mesquite	A	A	A	*	*	*	*	A	*	A	P	P
Brian Moen	Frisco	A	P	A	*	*	*	*	P	*	A	A	P
Mark Nelson	Richardson	P	P	R	*	*	*	*	P	*	P	P	P
Jim O'Connor	Irving	P	P	P	*	*	*	*	R	*	R	R	P
Alfredo Ortiz	Dallas	P	P	P	*	*	*	*	E	*	P	P	P
Cintia Ortiz	Parker County	P	P	P	*	*	*	*	P	*	A	A	A
Martin Phillips	Fort Worth	E	P	E	*	*	*	*	E	*	A	A	P
John Polster	Denton County	A	P	P	*	*	*	*	P	*	P	P	P
Kelly Porter	Fort Worth	P	P	P	*	*	*	*	E	*	E	E	P
Tim Porter	Wylie	P	R	R	*	*	*	*	A	*	R	R	P
Minesha Reese	Dallas County	P	P	A	*	*	*	*	P	*	P	P	E
Elizabeth Reynolds	Grapevine	P	P	A	*	*	*	*	P	*	P	P	A
Greg Royster	DFW Int. Airport	P	P	P	*	*	*	*	R	*	P	P	P
David Salmon	Lewisville	P	P	P	*	*	*	*	A	*	R	A	P
Brian Shewski	Plano	P	P	P	*	*	*	*	P	*	R	P	P
Jason Shroyer	Little Elm	--	--	--	--	--	--	--	A	*	A	A	A
Ray Silva-Reyes	Farmers Branch	P	P	P	*	*	*	*	P	*	R	P	P
Chelsea St. Louis	Fort Worth	E	P	P	*	*	*	*	P	*	P	A	P
Aaron Tainter	Coppell	P	P	P	*	*	*	*	P	*	R	P	P
Errick Thompson	Burleson	P	P	P	*	*	*	*	P	*	E	P	P
Caleb Thornhill	Plano	A	P	A	*	*	*	*	A	*	A	P	A
Jennifer VanderLaan	Johnson County	P	P	P	*	*	*	*	P	*	E	P	P
Gregory Van	Haltom City	R	R	A	*	*	*	*	P	*	P	R	R
Daniel Vedral	Irving	E	P	R	*	*	*	*	P	*	P	P	A
Caroline Waggoner	North Richland	A	P	R	*	*	*	*	A	*	A	P	A
Jana Wentzel	Dallas	--	--	--	--	--	--	--	--	--	P	P	P

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.

Surface Transportation Technical Committee Attendance Roster
December 2024 - December 2025

STTC MEMBERS	Entity	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	12/04/25
Robert Woodbury	Cedar Hill	P	P	P	*	*	*	*	P	*	P	P	P
Larry Wright	Colleyville	A	A	A	*	*	*	*	A	*	P	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, October 24, 2025

The Surface Transportation Technical Committee (STTC) met on Friday, October 24, 2025, at 1:30 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Rifat Alam, Ahmed Alqaisi, Marah Aqqad, Joe Atwood, Melissa Baker, James Bell, Nathan Benditz (representing Jim O'Connor), David Boski, Shon Brooks, Daniel Burnham, Jeff Bush, Farhan Butt, Travis Campbell, John Cordary, Tara Crawford, Clarence Daugherty, Taylor Derden, Pritam Deshmukh, Becky Diviney, Phil Dupler, Eric Fladager, Chris Flanigan, Austin Frith, Ricardo Gonzalez (representing Stanford Lynch), Gary Graham, Michael Haithcock, Tom Hammons, Craig Hancock, Chris Harris, Barry Heard, Melissa Heltzel (representing Ann Foss), Duane Hengst, Jeremy Hutt, Thuan Huynh, Joseph Jackson, Joel James, Major L. Jones, Gus Khankarli, Paul Luedtke, Auro Majumdar, Chad Marbut, Brian McNulty (representing Ron Hartline), John Mears, Mark Nelson, Alfredo Ortiz, Tim Palermo (representing Tanya Brooks), Autumn Permenter (representing Gregory Van Nieuwenhuize), John Polster, Minesha Reese, Elizabeth Reynolds, Greg Royster, Brian Shewski, Ray Silva-Reyes, Alison Smith (representing Clay Lipscomb), Aaron Tainter, Errick Thompson, Caleb Thornhill, Jennifer VanderLaan, Daniel Vedral, Caroline Waggoner, Jana Wentzel, Robert Woodbury, and Larry Wright.

Others present at the meeting were: Vickie Alexander, Emily Beckham, Kenny Bergstrom, Braulio Bessa, Natalie Bettger, Scott Booth, Savannah Briscoe, Jason Brown, Jesse Brown, Katherine Cadena, Lori Clark, Dina Colarossi, Brian Dell, Cody Derrick, Zhen Ding, Gypsy Gavia, Rebekah Gongora, Christie Gotti, Chris Harike, Millie Hayes, Irlenia Hermosillo, Jamie Hernandez, Parisa Hosseini, John Hudspeth, Amy Johnson, Dan Kessler, Ken Kirkpatrick, April Leger, Kurt Lehan, Todd Little, Gregory Masota, Malcolm Mayhew, Tom McLain, Michael Morris, Chandra Mueuganvandham, Savana Nance, Jenny Narvaez, Dylan Niles, Jackie Nolasco, Chris Northrup, Ezra Pratt, Vercie Pruitt-Jenkins, Jacob Reinig, Jim Reiser, Jackson Rose, Samuel Simmons, Sidney Sonck, Skylar Staffaroni, Toni Stehling, Kimberlin To, Daniella Tower, Brendon Wheeler, Amanda Wilson, Brian Wilson, Aurelia Witt, and Alexander Young.

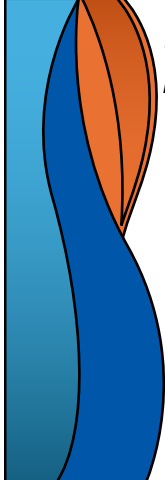
1. **Approval of the September 26, 2025, Meeting Summary:** Approval of the September 26, 2025, meeting summary contained in Electronic Item 1 was requested.

The Meeting Summary of the September 26, 2025, meeting was approved as submitted in Electronic Item 1. Mark Nelson (M); Farhan Butt (S).

2. **Consent Agenda:**

- 2.1. **Modifications to the Fiscal Year 2026 and Fiscal Year 2027 Unified Planning Work Program:** A recommendation for Regional Transportation Council approval of modifications to the Fiscal Year (FY) 2026 and FY2027 Unified Planning Work Program (UPWP) was requested. Direction for staff to administratively amend the Transportation Improvement Program and update any administrative and/or planning documents, as needed, to incorporate the programs and projects contained in the UPWP modifications was sought. This Consent Agenda item was pulled by Dan Kessler to present an additional modification as noted in red in the slide below. The presentation included

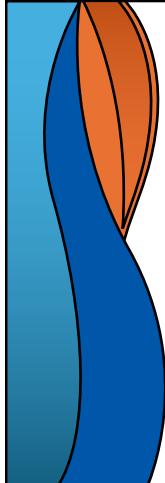
revised meeting materials. The Committee approved staff's recommendations. Farhan Butt (M); Paul Luedtke (S).



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

UPWP Subtask	Funding Source	UPWP Funding Changes
Subtask 5.01 – High-Speed Passenger Technology	FRA - \$311,000	\$311,000
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	\$125,000
Subtask 5.03 – Transit-Oriented Development	RTC Local - \$125,000	\$125,000
Subtask 5.03 – Bicycle and Pedestrian Planning	RTC Local - \$150,000	\$150,000
Total Increase		\$2,683,000 \$2,994,000

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

- Recommendation for RTC approval of:
 - Proposed UPWP modifications
 - 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 programs and projects contained in the UPWP modifications.

STTC Action Item – **October 24, 2025**

NCTCOG Presentation

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- 2.2. **Air Quality Funding Recommendations Related to the Environmental Protection Agency National Clean Diesel Funding Assistance Program:** A recommendation for Regional Transportation Council approval of funding recommendations for Waste Management, through the North Texas Diesel Emissions Reduction Project 2024 Call for Projects utilizing Environmental Protection Agency funds was requested.
- 2.3. **Fédération Internationale de Football Association World Cup Operational Projects and Staff Support:** Surface Transportation Technical Committee approval was requested for a recommendation to the Regional Transportation Council (RTC) for the North Central Texas Council of Governments to assign \$800,000 of Regional Toll Revenue funds to the McKinney Avenue Transit Authority for Fédération Internationale de Football Association preparedness and operations of the historic M-Line trolley from the existing Transit Sustainability Program. This action will also replace \$400,000 of staff time out of the Transit Sustainability Program with RTC Local funds. The action will also award the Agency North Central Texas (NCT) 9-1-1 with \$200,000 in RTC Local

funds to support Artificial Intelligence transcription and translation services in preparation for the World Cup Games.

2.4. **Approval of Regional Transportation Council Local Funds to Support Regional Energy Management Assistance Program**: A Committee recommendation of Regional Transportation Council (RTC) approval was requested to contribute approximately \$62,500 in additional RTC Local funds to support the Regional Energy Management Assistance Program which is anticipated to be funded by the State Energy Conservation Office.

2.5. **Funding for Klyde Warren Park Phase 2 Cost Overrun**: A recommendation for Regional Transportation Council approval of \$6.45 million in Surface Transportation Block Grant Program funding and changes to non-federal funding for the Klyde Warren Park Phase 2 project was requested.

The Committee approved staff's recommendations in Items 2.2, 2.3, 2.4, and 2.5 on the Consent Agenda. John Polster (M); Dan Vedral (S).


3. **Proposed Traffic Signal Program Funding Process**: Gregory Masota presented and requested a recommendation for Regional Transportation Council approval of the proposed strategic traffic signal funding process.

The Committee approved staff's recommendation as illustrated below. John Polster (M); Robert Woodbury (S).

REQUESTED ACTION – PROPOSED TRAFFIC SIGNAL FUNDING PROCESS

- **Recommendation for 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.

STTC Action Item – October 24, 2025

Proposed Traffic Signal Funding Process11

4. **Approval of Dallas-Fort Worth Air Quality Improvement Plan - Transportation Elements**: Savana Nance and Chris Klaus requested a recommendation of Regional Transportation Council approval of the Dallas-Fort Worth Air Quality Improvement Plan transportation elements.

The Committee approved staff's recommendation as illustrated below. John Polster (M); Alfredo Ortiz (S).

REQUESTED ACTION – Dallas-Fort Worth Air Quality Improvement Plan

Recommend 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.

STTC Action Item – October 24, 2025



Dallas-Fort Worth Air Quality Improvement Plan - Transportation Elements

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5. **Director of Transportation Report on Selected Items:** Michael Morris provided an overview of current transportation items:
 1. Summary of Regional Transportation Council Member Orientation
 2. Summary of Regional Transportation Council Transit Vision Subcommittee Meeting in October
 3. AMTRAK President Harris – Meeting Within the Region that was on October 2, 2025
 4. Regional Public Transit Agency Safety Plan Transit Safety Performance Measures – Crime Data Request Is Being Implemented
6. **Interim Final Rule on the Disadvantaged Business Enterprise Program:** The United States Department of Transportation issued an Interim Final Rule on the Disadvantaged Business Enterprise (DBE) Program on October 3, 2025. Ken Kirkpatrick provided a summary of impacts of the new rule on the DBE Program.
7. **Update on McKinney Passenger Rail Corridor Study:** Following the conclusion of the Transit 2.0 Study, the McKinney Passenger Rail Corridor Study is now ready to commence. Staff is currently advancing the consultant procurement process to support this study. Brendon Wheeler provided a briefing on the scope and schedule of this effort.
8. **Metropolitan Transportation Plan Policy Bundle Round 6:** Amy Johnson provided an overview of the Metropolitan Transportation Plan Policy Bundle Round 6.
9. **Technology and Innovation Program Update and New Project Identification Process:** Braulio Bessa provided an overview of previously selected projects within the Transportation Technology and Innovation Program and the new Technology Project Identification process.
10. **Project Status Report: Metropolitan Planning Organization Milestone Policy Round 2, Fiscal Year 2025 and Fiscal Year 2026 Project Tracking Update:** Cody Derrick provided a status report on the Fiscal Year (FY) 2025 and FY2026 Project Tracking, and Milestone Policy Round 2 projects.
11. **Senate Bill 1555 – Texas Off-System Rail Grade Separation State Fund Program:** Savannah Briscoe provided 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.

12. **Fast Facts**: These items were not presented due to time constraints:

1. Jesse Brown – Auto Occupancy/High Occupancy Vehicle Quarterly Subsidy Report
2. Daniela Tower – 2025 Ozone Season Update
3. Irlenia Hermosillo – Local Clean Air Project Spotlight
4. Savana Nance – Air Quality Funding Opportunities (www.nctcog.org/AQfunding)
5. Irlenia Hermosillo – Upcoming Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
6. Written Progress Reports:
 - Partner Progress Reports
 - August - September Public Comments Report
 - November Public Meeting Notice

13. **Other Business (Old or New)**: No items were provided.

14. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for **1:30 pm on December 5, 2025, in the NCTCOG offices.**

Meeting adjourned at 3:33 p.m.