

MINUTES

REGIONAL TRANSPORTATION COUNCIL PUBLIC MEETING

Integrating Transportation & Stormwater Infrastructure Study

Fiscal Year 2026 Public Transportation Funding Programs of Projects

US 67 at Chisholm Trail Parkway/Nolan River Road Funding Partnership

Walk & Roll to School Day Promotion

Meeting Date and Location

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting on Monday, August 10, 2026, at noon in Arlington. Patrons could attend in person, via phone or view the live stream at publicinput.com/nctcogAug26. Christie Gotti, Senior Program Manager, moderated the meeting attended by 76 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:

- Integrating Transportation & Stormwater Infrastructure Study (**Shawn Conrad and Christi Upton**)
- Fiscal Year 2026 Public Transportation Funding Programs of Projects (**Nathaniel Potz**)
- US 67 at Chisholm Trail Parkway/Nolan River Road Funding Partnership (**Cody Derrick**)
- Walk & Roll to School Day Promotion (**Kyle Hoener**)

The public meeting was held to educate, inform and seek comments from the public. Comments were made by those attending who wished to speak for the record. The presentations made during the meeting as well as a video recording were posted online at: publicinput.com/nctcogAug26.

Summary of Presentations

Integrating Transportation & Stormwater Infrastructure Study presentation: [Integrating-Transportation-&-Stormwater-Infrastructure-Study.pdf](#)

Initiated in 2023, the \$10 million Transportation and Stormwater Infrastructure (TSI) Study is a proactive planning effort to identify ways to reduce future flood risk and prevent negative impacts on community, health, safety, and growth. The study aims to improve flood prediction and warning systems, integrate planning across sectors, develop proactive solutions and support local

communities. Key aspects of the study include developing improved flood hazard area models, a flood warning system framework, and policy guidance and resources for reducing flood risk. The study identified critical locations of high vulnerability and/or susceptibility to flooding due to estimated future urbanization effects on drainage conditions and valley storage loss, and alternatives for transportation facilities to provide increased detention/retention capabilities at watershed crossings were also evaluated. For additional information about the TSI Study, please refer to the presentation slide deck linked above.

Fiscal Year 2026 Public Transportation Funding Programs of Projects presentation:

[Fiscal-Year-2026-Public-Transportation-Funding-Programs-of-Projects.pdf](#)

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

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

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

Public transportation providers in the region are slated to receive approximately \$220.8 million in Fiscal Year (FY) 2026 Federal Transit Administration formula funds. Of these funds, approximately \$194 million goes to the transit authorities, including Dallas Area Rapid Transit (DART), Trinity Metro and Denton County Transportation Authority (DCTA). An additional \$3 million in FY 2026, \$5.5 million in FY 2025 and \$2.2 million FY 2024 funds will be allocated in future cycles.

US 67 at Chisholm Trail Parkway/Nolan River Road Funding Partnership presentation:

[US-67-at-Chisholm-Trail-Parkway/Nolan-River-Road-Funding-Partnership.pdf](#)

A proposed funding partnership between NCTCOG and the Texas Department of Transportation (TxDOT) Fort Worth District was presented to support improvements at the US 67, Chisholm Trail Parkway and Nolan River Road intersection in Cleburne. The project area currently consists of a two-lane roadway and bridge that experiences frequent congestion, with traffic queues reaching approximately half a mile. Congestion is expected to worsen when the widening of Chisholm Trail Parkway is completed in 2028, transitioning from a two-lane section in the project area to a four-lane section.

The presentation also highlighted a recent Regional Transportation Council investment that expedited construction of Cattleman Drive, a feeder road serving the new Amazon facility near the corridor. The proposed partnership would reconstruct and widen Nolan River Road from two to four lanes to address congestion, accessibility, and safety concerns. TxDOT has funded engineering and utility relocations and is working to finalize those activities in preparation for construction. The recommendation includes \$12 million in regional funds and a \$3 million TxDOT

match, for a total of \$15 million. The project is currently advancing through the regional review and approval process and is expected to be added to the Transportation Improvement Program and Statewide Transportation Improvement Program in September 2026.

Walk & Roll to School Day Promotion presentation:

[Walk-&-Roll-to-School-Day-Promotion.pdf](#)

NCTCOG staff presented an overview of the Walk & Roll to School Day promotion. Walk & Roll to School Day is an annual event that encourages safe active transportation while supporting roadway safety and broader regional mobility objectives. Held at schools in the region on October 7, Walk & Roll to School Day events encourage students to walk and/or roll to school together. In addition to enhancing roadway safety awareness, walking and rolling to school promotes physical activity, supports health and wellness, reduces traffic congestion and improves air quality. NCTCOG supports regional participation by providing planning guidance, promotional materials and giveaways, and coordination resources.

COMMENTS RECEIVED DURING THE MEETING

US 67 at Chisholm Trail Parkway/Nolan River Road Funding Partnership

Constance McCammon, Citizen

A. Frontage road recommendations

Comment: I want to talk about improvements to the road at US 67 and Chisholm Trail Parkway. My husband and I use this road often, and we're wondering if there are going to be frontage roads or improvements. There are currently no frontage roads right there or they're kind of scattered. So, it would be great if they had continuous frontage roads, which would ease some of the congestion.

Summary of response by Cody Derrick: I believe we have reviewed that area and those frontage roads with the District before, but we currently do not have any projects in our improvement program with construction funding. Our team will take your comments and relay them to the Fort Worth District. I appreciate you being here and speaking to that. We'll be happy to reach out with further information.

Summary of response by Christie Gotti: Each year we review projects that are on the state highway system for inclusion in what is called the Regional 10-Year Plan. I think we presented it at last month's public meeting. We did not have sufficient funding to make an improvement like that, but we will review it again for possible inclusion in a future cycle.

Integrating Transportation & Stormwater Infrastructure Study

Phyllis Silver, Citizen

A. Terminology clarification

Question: You mentioned valley storage. Is that basically storage that takes place in a valley?

Summary of response by Christi Upton, Environment and Development Department: Valley storage is the storage of the volume of water in and around the stream. So, it's another term to use for the floodplain.

Comment: And the floodplain is the area that floods most frequently? I'm not very familiar with floodplains.

Summary of response by Christi Upton, Environment and Development Department: Yes, when rainfall exceeds the land's capacity to absorb it, water runs off and accumulates in streams, creeks and rivers. Nearby areas may then become inundated, making them especially vulnerable to flooding. Valley storage refers to the volume of water these surrounding areas can hold. As valley storage decreases, flood risk increases.

Gary Hennessey, Citizen

A. Current and possible warning systems

Comment: "Valley Storage" is a new term for me. I like the alliteration if it can also include the "Turn Around - Don't Drown" to emphasize the safety aspect that is ahead on the road. Is there a plan currently available where cities can get and place signs along all roads that are within the 100-year flood valley areas so drivers can identify hazards along the roads they typically use?

Summary of response by Christi Upton, Environment and Development Department: I cannot answer that question directly at this moment, but I will point back to the integration of this study. The final plan is going to include early warning systems and other tools for protection against both loss of property and loss of life. Therefore, I would say we can get back to you specifically on signs, but we are working on those types of systems focused on safety.

Question: Are there any other education programs warning of flood hazards?

Summary of response by Christi Upton, Environment and Development Department: Yes, there is the early warning system. We are also seeking grant funding to help continue supporting the improvement of early warning and other protection programs. But details are to come.

Summary of response by Susan Alvarez, Environment and Development Department: NCTCOG works with our local governments in addition to the Texas Floodplain Managers Association who sponsors statewide flood information and flood hazard information program. Most cities do that kind of education as part of their agreement with FEMA that allows for discounts on flood insurance. So, it's part of a larger campaign.

Question: Should cities add flood depth gauges in the same areas?

Summary of response by Susan Alvarez: Most cities do have gauges, particularly in low water crossings to prevent people from driving through them. It doesn't always work, but if you look at the side of

stream crossings, you'll typically see a gauge with foot marks to display how deep the water is before you drive there.

Fiscal Year 2026 Public Transportation Funding Programs of Projects

Phyllis Silver, Citizen

A. Terminology clarification

Question: Is the high intensity bus the same as the BRT bus?

Summary of response by Nathaniel Potz: A simple way to describe BRT is as a system with designated lanes used exclusively by buses. For example, along an entire route, buses may operate in dedicated lanes, allowing passengers to board as they would a train without the bus sharing the roadway with other vehicles. High-intensity bus service can include features of bus rapid transit, including fully or partially exclusive lanes. Typically, however, high-intensity buses also share the road with other vehicles.

Question: How does it compare with a regular bus?

Summary of response by Nathaniel Potz: The distinction relates primarily to how the service operates rather than to the type of bus used. Bus rapid transit and high-intensity bus service may use similar vehicles, but they operate under different roadway configurations. To my knowledge, the Dallas-Fort Worth area does not currently have bus rapid transit, although it does have a few high-intensity bus systems.

Summary of response by Christie Gotti: The high-intensity bus corridor originally proposed for this project was intended to use specialized, premium buses to attract choice riders to the system. The service would be comparable to Vonlane buses, which operate between major cities such as Dallas, Fort Worth and Austin. These buses offer amenities such as Wi-Fi, leather seats and tables that allow passengers to work while traveling. We still support the project, which is why it is being deferred rather than canceled. However, a vendor has not yet been identified that can provide the desired buses within the required funding timeline. Staff will continue exploring options and return when a suitable provider becomes available.

Comment: From that description, it sounds more like the high-intensity bus has more amenities. It's not a matter of the road that it takes.

Summary of response by Christie Gotti: Correct. The proposed buses would also be able to use the managed lane system, allowing for faster and potentially less congested travel than the general-purpose lanes.

Other

Phyllis Silver, Citizen

A. Deadline clarification

Question: Is there a deadline for comments this month?

Summary of response by Christie Gotti: The current public comment period that starts today ends on Tuesday, September 8th.

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

Mail

Phyllis Silver, Citizen

Please see Attachment 1 for comments submitted via postal mail.

North Central Texas Council of GovernmentsPublic Meeting - August 19, 2026Phyllis Silver
Phyllis Silver

8/24/2026

Comments + QuestionsIntegrating Transportation + Storm Water InfrastructureStudy

pg. 3 Comment - It is beneficial that COG is proactively planning to prevent destruction caused by floods.

Overall Comment

Although it is wise to develop early warning systems, the priority should be reducing the risk of flooding in flood-prone areas. I think that the innovative scientific methods that you are implementing are beneficial.

PS. 6 - Question

What is Green Stormwater Infrastructure (GSI) -
What does it refer to?

Fiscal Year 2026 Public Transportation Funding Programs of ProjectsComments

I am pleased that funding for DART is available and that it is likely that projects will include light rail replacement. It is my understanding that the new light rail cars will be low boarding cars so that riders will not have to walk steps to board & disembark.
The DCTA A-Train to Downtown Carrollton Extension - it is unfortunate that there is a funding gap. I am pleased that the funding process is taking place, though.

Walk + Roll to School Day 2026

General Comment - It is a great idea having this Program each year. It helps promote healthy living for School-age Children. I would like to see it become more popular.

Pg 3 Comments

It is disappointing that participation in the DFW area is lower than participation in the State. It would be desirable to have the Four⁽⁴⁾ Counties show a strong upward trend in participation.

I have shared this Program with my State Legislator's Office and I was told that they will look into promoting this initiative.

Transportation issue outside the Scope of the August 2026 Public Meeting: Comments + Question

Wrongway collisions continue to cause needless fatalities. I have long been an advocate of developing methods to prevent these tragedies. Some technology has been advanced to prevent this, but more needs to be done. I'd like to see this become a priority so that we can mitigate the occurrence. Innocent people die in these accidents.

Question Can you let me know what new measures, if any, have been devised and implemented in the last few years to resolve the wrongway collision problem?