

AGENDA

**SURFACE TRANSPORTATION TECHNICAL COMMITTEE
Friday, February 27, 2026
North Central Texas Council of Governments**

1:30 pm Full STTC Business Agenda

- 1:30 – 1:35** 1. **Approval of January 23, 2026, Meeting Summary**
 Action Possible Action Information Minutes: 5
Presenter: Brian Shewski, STTC Chair
Item Summary: Approval of the January 23, 2026, meeting summary contained in [Electronic Item 1](#) will be requested.
Background: N/A
- 1:35 – 1:40** 2. **Consent Agenda (There are no items on the Consent Agenda)**
 Action Possible Action Information Minutes: 5
- 1:40 – 1:50** 3. **Proposed Traffic Signal Program Funding**
 Action Possible Action Information Minutes: 10
Presenter: Gregory Masota, NCTCOG
Item Summary: Staff will present the proposed traffic signal funding program based on the recently approved Regional Transportation Council (RTC) traffic signal improvement types and associated funding categories.
Background: The RTC approved the traffic signal improvement types and associated funding categories in November 2025. There continues to be a need to implement, operate, and maintain traffic signals within the region and this program will set aside funding to support ongoing requests from local agencies. This effort will seek input from the Surface Transportation Technical Committee and the RTC to support the identified funding allocation by categories through 2030. The presentation will describe the funding categories, outline estimated funding need, and propose funding allocation by category based on previous action. Additional information is provided in [Electronic Item 3](#).

Performance Measure(s) Addressed: Roadway, Safety

1:50 – 2:00

4. **2027–2030 Transportation Improvement Program Development**

Action Possible Action Information Minutes: 10

Presenter: Brian Dell, NCTCOG

Item Summary: A recommendation for Regional Transportation Council (RTC) approval of the 2027-2030 Transportation Improvement Program (TIP) document will be requested.

Background: A new TIP is developed every two years through a cooperative effort between the North Central Texas Council of Governments, the Texas Department of Transportation, 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 4](#) contains an overview of the TIP development process and schedule. The financially constrained project listings and document are 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

2:00 – 2:10

5. **Fort Worth Heritage Park Regional Pedestrian Connection**

Action Possible Action Information Minutes: 10

Presenter: Travis Liska, NCTCOG

Item Summary: Surface Transportation Technical Committee approval will be requested for a recommendation to the Regional Transportation Council (RTC) for the North Central Texas Council of Governments (NCTCOG) to assign \$8 million in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding matched with \$2 million local funding from the City of Fort Worth to construct the Heritage Park Regional Pedestrian Connection.

Background: The City of Fort Worth is improving the area around the historic Tarrant County Courthouse and public spaces including Paddock and Heritage Park to better connect downtown Fort Worth to the Trinity Trails and future Panther Island. The first Phase to improve safety at the four intersections of Belknap Street and Weatherford Street at Houston Street and Commerce Street was funded by RTC in August 2020. At that time, it was proposed to fund the pedestrian and bicycle trail connection when private funds for the park space were confirmed to be in hand (see [Electronic Item 5.1](#)). With private funding now confirmed, NCTCOG staff is recommending Phase two of \$8 million in CMAQ funding

matched with \$2 million local funding from the City of Fort Worth to construct the Heritage Park Regional Pedestrian Connection. This pedestrian path would create an Americans with Disabilities Act (ADA)-compliant ramped connection down the 79-foot embankment to the Trinity River Trails from downtown streets. This fills an existing ADA pedestrian gap between downtown and the Trinity Trails and will be the future active transportation connection to Panther Island. Additional information is provided in [Electronic Item 5.2](#).

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

2:10 – 2:20

6. **Texas Wesleyan University/Collard Street Improvements Study**

Action Possible Action Information Minutes: 10

Presenter: Sydnee Mangini, NCTCOG

Item Summary: Staff will request action on a recommendation to the Regional Transportation Council (RTC) for approval of \$150,000 in RTC Local for the Texas Wesleyan University (TWU)/Collard Street Improvements Study. Funds will be used for staff to conduct planning study activities including an existing conditions review and development of a funding plan, as well as to engage TWU students in developing surveys and corridor branding materials for the project.

Background: The TWU/Collard Street Improvements Study is a corridor planning study along Collard Street which connects from East Lancaster Avenue to East Rosedale Street in Fort Worth. The study will review safety conditions, potential streetscape enhancements, and multimodal transportation improvements that will better connect East Lancaster Avenue to East Rosedale Street, which have received over \$250 million in funding for transportation improvements over the last two decades and significant investment from the RTC. Improvements along Collard Street would provide a north-south connection between these two major corridors and ideally increase multimodal activity/opportunities that will support the university's goal of becoming a hub for activity and economic development. The project will include collaboration with TWU students on activities such as the development of a survey, performing corridor walk audits, and creating corridor branding and marketing items. After this initial phase, NCTCOG staff will work with a consultant/engineer to conduct a feasibility analysis that will result in conceptual design plans for the corridor. Staff will then put together a funding plan that

includes a cost/revenue matrix for project implementation.
More information is available in [Electronic Item 6](#).

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

2:20 – 2:30

7. **North Tarrant Express and Lyndon B. Johnson East Regional Toll Revenue Funding Requests**

Action Possible Action Information Minutes: 10

Presenter: Liza Cox, NCTCOG

Item Summary: Action will be requested on two projects in which the Texas Department of Transportation (TxDOT) Dallas and Fort Worth Districts have asked to utilize Regional Toll Revenue (RTR) funding. *Request 1)* TxDOT Fort Worth District is requesting \$45 million for construction of northbound Interstate Highway (IH) 35 West to State Highway (SH) 121 frontage roads and reconstruction of the Sylvania Ave bridge over SH 121. \$97 million of TxDOT funds and \$45 million of RTR managed lane revenue from the North Tarrant Express (NTE) are proposed to fund this project. *Request 2)* TxDOT Dallas District is requesting up to \$10 million for change orders on the Lyndon B Johnson (LBJ) East project for various improvements. \$10 million of RTR revenue from the LBJ East corridor is proposed to fund this request.

Background: *Request 1)* Reconstruction of the frontage roads on IH 35W, the existing bridge over SH 121 at Sylvania Ave and associated ramps, and frontage roads between Sylvania Ave and Riverside Drive is proposed. The existing bridge structure has been hit numerous times due to the low vertical clearance (13.5 ft), and reconstruction will raise the vertical clearance which will increase safety and reduce congestion delays at the underpass. \$97 million of funding has been secured by TxDOT from a credit from the 3C section of the NTE, that has been held in escrow. RTR revenue from the NTE managed lanes is recommended to fund the \$45 million balance. *Request 2)* The LBJ East corridor project from United States 75 to IH 30, has \$1.6 billion in approved funding. Up to \$10 million is needed for continued improvements to the corridor, including lane striping, painting for beams/barriers/walls, improvements to transitions at IH 30 and high-occupancy vehicle (HOV) lanes, as well as drainage improvements. RTR revenue previously generated on this corridor is recommended to fund the \$10 million request. Additional details are provided in [Electronic Item 7](#).

Performance Measure(s) Addressed: Air Quality, Safety

2:30 – 2:40

8. **Director of Transportation Report on Selected Items**

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: An overview of current transportation items will be provided.

Background: Efforts continue to advance transportation in the region. Staff will highlight the following:

1. Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery ([Electronic Item 8.1](#))
2. Anticipated Workshop on Texas, Metropolitan Planning Organization, and Fiscal Agent Agreements: March 2026 (Ken Kirkpatrick, Texas Department of Transportation to be Invited, and Executive Board Orientation from Michael Morris)
3. Arlington's Request to Explore Technology-Based Transit Authority ([Electronic Item 8.2](#))
4. Amanda Wilson's Service Recognition on the AMPO Policy Committee in 2025 ([Electronic Item 8.3](#))
5. Michael Morris is the ENR Texas and Louisiana's 2026 Legacy Award Winner ([Electronic Item 8.4](#))
6. Future Discussion on Rockwall County/Partnership Program
7. Mobility Assistance Patrol Program ([Electronic Item 8.5](#))
8. Status Update on 2025 Transportation Conformity ([Electronic Item 8.6](#))
9. 2026 Fiscal Year Appropriations Update and Fédération Internationale de Football Association Funding ([Electronic Item 8.7](#))
10. Regional Transportation Council Approval of Dallas Area Rapid Transit Plan

Performance Measure(s) Addressed: Administrative, Transit

2:40 – 2:50

9. **Update on McKinney Passenger Rail Corridor Study**

Action Possible Action Information Minutes: 10

Presenter: Donald Parker, NCTCOG

Item Summary: This study was put on hold as a result of discussion at the November 2025 Regional Transportation Council (RTC) meeting regarding the status of Dallas Area Rapid Transit (DART) elections. With progress being made on the DART issue, staff would like to advance the consultant procurement process to support this study and will provide a briefing on the scope and schedule of this effort.

Background: This corridor was one of the most promising future rail corridors from the recently completed Transit 2.0 Study. Passenger rail in this corridor has been a recommendation of mobility plans since the completion of the Regional Rail Corridor Study in 2005. Additionally, through the Transit Vision Subcommittee the RTC has a growing interest in advancing commuter rail through a regional mobility authority. Funding has been allocated for a new study to build on the results of the 2010 Conceptual Engineering and Funding Study and the 2021 Collin County Transit Study, with an emphasis on developing an ultimate recommendation and staging opportunities. Additional information is provided in [Electronic Item 9](#). Consultant procurement began in late 2025, but following the RTC meeting in November 2025, the process was delayed pending further discussion from the RTC.

Performance Measure(s) Addressed: Safety, Transit

2:50 – 3:00

10. 2026 Regional Safety Performance Targets

Action Possible Action Information Minutes: 10

Presenter: Michael Misantonis, NCTCOG

Item Summary: Staff will provide an update on the proposed Regional Roadway Safety Targets for 2026 for federally required performance measures and provide an update on actual performance of the 2024 targets. Roadway Safety targets are focused on reducing serious injuries and fatalities for motorized and non-motorized travelers.

Background: As the Metropolitan Planning Organization for the North Central Texas region, the North Central Texas Council of Governments is required to set regional targets for Roadway Safety. These targets are used to track and report on the region's performance through existing documents such as the Metropolitan Transportation Plan, the Transportation Improvement Program, and the State of the Region report. In February 2023, the Regional Transportation Council approved the reduction schedule for the 2023–2027 regional Roadway Safety targets. Staff will provide the Committee with updates on the proposed 2026 targets based on the approved reduction schedule and the actual performance of the 2024 targets. Additional information will be provided at the meeting.

Performance Measure(s) Addressed: Roadway, Safety

3:00 – 3:10

11. **Fast Facts**

Action Possible Action Information Minutes: 10

Item Summary: Brief staff presentations will be provided. Please reference the material provided for each of the following topics.

1. *Trey Pope* – Collaboration Opportunity: Managing Heavy-Duty Vehicle Idling and Regional Air Quality ([Electronic Item 11.1](#))
 2. *Carolyn Burns* – Local Clean Air Spotlight ([Electronic Item 11.2](#))
 3. *Carolyn Burns* – Air Quality Funding Opportunities (www.nctcog.org/AQfunding)
 4. *Carolyn Burns* – Upcoming Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
 5. Written Progress Reports:
 - Partner Progress Reports ([Electronic Item 11.3](#))
 - December – January Public Comments Report ([Electronic Item 11.4](#))
 - March Public Meeting Notice ([Electronic Item 11.5](#))
12. **Other Business (Old or New)**: This item provides an opportunity for members to bring items of interest before the group.
13. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for **1:30 pm on March 27, 2026**.

MEETING SUMMARY

**SURFACE TRANSPORTATION TECHNICAL COMMITTEE
Friday, January 23, 2026**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, January 23, 2026, at 1:30 pm by videoconference. The Regional Transportation Council Bylaws and Operating Procedures establish that the Technical Committee approved membership in attendance at a meeting shall constitute a quorum for action to be taken, therefore individual attendance was not taken for committee members or other attendees.

1. **Approval of the December 5, 2025, Meeting Summary:** Approval of the December 5, 2025, meeting summary contained in Electronic Item 1 was requested.

The Meeting Summary of the December 5, 2025, meeting was approved as submitted in Electronic Item 1. Mark Nelson (M); Chad Marbut (S).

2. **Consent Agenda:** There were no items on the Consent Agenda
3. **Director of Transportation Report on Selected Items:** Michael Morris provided an overview of current transportation items.
 1. Partnership Program to Reduce the Possibility of Roadway Sanctions
 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. Regional Transportation Council Transit Vision Subcommittee Presentation – Karla Windsor
 6. Need Feedback on Transportation Improvement Program Listings
 7. Mobility Assistance Patrol Program
 8. Triennial Federal Transit Administration Review Will Be Conducted in 2026
4. **Endorsement to Receive Rider 7 Fine Particulate Matter Planning Funds from the Texas Commission on Environmental Quality:** Daniela Tower provided an overview of the Rider 7 Local Air Quality Planning Grant – fine particulate matter program administered by the Texas Commission on Environmental Quality available for the Fiscal Year 2026-2027 biennium and requested endorsement of the receipt of funds for local air quality planning under this program and authorization to enter into agreements with subrecipients to assist with work to be conducted.

The Committee approved staff's recommendation as illustrated below. John Polster (M); Joe Atwood (S).

Requested Action: Receiving and Using Rider 7 Funds for Regional Air Quality Activities

Endorsement to receive an additional \$660,933.27 in the Fiscal Year 2026-2027 biennium for a new total of \$1,149,928.27.

Approval for an agreement between NCTCOG and Kevin Overton for an amount not to exceed \$80,000 in TCEQ Rider 7 PM_{2.5} funds to assist with new monitor site evaluations and selection, as well as data interpretation and analysis for both existing and new monitor locations.

Approval for an agreement between NCTCOG and TTI for an amount not to exceed \$400,000 in TCEQ Rider 7 PM_{2.5} funds to maintain the currently installed six PM_{2.5} monitors, install and maintain up to four additional monitoring stations, and quality control collected data.

Approval to initiate a competitive request for proposals (RFP) for an amount not to exceed \$250,000 in TCEQ Rider 7 PM_{2.5} funds to conduct PM_{2.5} emissions modeling. Following results of the RFP, Committee approval to subaward will be requested at a future date.

STTC - January 23, 2026STTC Action Item 8

5. **Approval to Receive Rider 7 Ozone Planning Funds from the Texas Commission on Environmental Quality:** Daniela Tower provided an overview of the Rider 7 Local Air Quality Planning Grant - Ozone program administered by the Texas Commission on Environmental Quality available for the Fiscal Year 2026-2027 biennium and requested a recommendation for Regional Transportation Council approval of the receipt of funds for local air quality planning under this program and to enter into agreements with the City of Granbury to assist with work to be conducted.

The Committee approved staff's recommendation as illustrated below. Kelly Porter (M); Joe Atwood (S).

Requested Action: Receiving and Using Rider 7 Ozone Funds for Local Air Quality Activities

STTC approval of:

Approval for an agreement between NCTCOG and the TCEQ and receiving \$281,250 in the Fiscal Years 2026-2027 biennium for local air quality planning activities benefiting the SIP

Approval for an agreement between NCTCOG and the City of Granbury for an amount not to exceed \$255,000 to:

- maintain the currently installed five ozone monitors and meteorological stations as well as five NO₂ reference monitors in Hood and Somervell Counties,
- store and quality control collected data, interpret and analyze the results of these collected data, and
- conduct ozone modeling in Hood County

STTC - January 23, 2026STTC Action Item 8

6. **Fiscal Year 2026 Better Utilizing Investments to Leverage Development Grant and Off-System Rail Grade Separation State Fund Programs:** Jeff Neal requested the Committee's recommendation for Regional Transportation Council (RTC) approval to submit projects in the Fiscal Year 2026 Better Utilizing Investments to Leverage Development Grant Program, dedicated for surface transportation infrastructure projects that will have a significant local or regional impact. Applications are due to the United States Department of Transportation by February 24, 2026. A recommendation for RTC approval was also requested for \$30 million in Surface Transportation Block Grant Program/ Congestion Mitigation and Air Quality Improvement Program funding to leverage State, local, and private funds on the Bonds Ranch Railroad Grade Separation near the Business 287 intersection, which was submitted by Tarrant County for the Texas Off-System Rail Grade Separation State Fund Program.

The Committee approved staff's recommendation as illustrated below. Robert Woodbury (M); Alberto Mares (S).

**Requested Action –
FY2026 BUILD Grant & Off-System Rail Grade Separation Programs**

Recommendation for RTC approval of:

- Submitting the following projects for BUILD Grant funding consideration:
 - 1) **US 287/Prairie Ridge Project** *(including proposed 50% Category 2/50% Category 4 funding and state match)*
 - 2) **SH 183/Pumphrey Dr BASE Project**
 - 3) **FM 917/BNSF Grade Separation**
- \$20M in Federal STBG/CMAQ funds and \$9M in RTR funds for Tarrant County's **Bonds Ranch Road Segment #2 Project** application to the Off-System Rail Grade Separation State Fund Program
- 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 proposed projects if selected

STTC Action Item – [January 23, 2026](#)

 FY2026 BUILD Grant & Off-System Rail Grade Separation Programs 10

7. **Status Report on Commercial Vehicle Compliance:** Anthony Moffa provided an update on Commercial Vehicle Enforcement (CVE) efforts in the region and highlighted observations from recently attended CVE events along with other relevant information.
8. **Proposed Traffic Signal Program Funding:** Gregory Masota presented the proposed traffic signal funding program based on the recently approved Regional Transportation Council traffic signal improvement types and associated funding categories.
9. **Integrating Transportation and Stormwater Infrastructure Study Overview:** Jeff Neal provided a brief overview of the Integrating Transportation and Stormwater Infrastructure Study and announced a Model Development Code/Floodplain Ordinance Workshop scheduled for January 29, 2026, in the North Central Texas Council of Governments offices.

Fast Facts: These items were not presented due to time constraints:

1. Dylan Niles – Fiscal Year 2025 Transportation Development Credit Annual Report
2. Braulio Bessa – Technology Project Identification Call for Ideas Workshop (February 2, 2026)
3. Jason Brown – Engine Off North Texas Status Report
4. Jesse Brown – Quarterly High Occupancy Vehicle Carma Subsidy Report
5. Hannah Thesing – Multimodal Delivery Project Update
6. Hannah Thesing – Air Quality Funding Opportunities (www.nctcog.org/AQfunding)
7. Hannah Thesing – Upcoming Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
8. Written Progress Reports:
 - Partner Progress Reports
 - November Public Meeting Minutes
 - December Public Meeting Minutes
 - October-November Public Comments Report
 - November-December Public Comments Report
 - February Public Meeting Notice

10. **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 February 27, 2026, in the NCTCOG offices.***

Meeting adjourned at 3:14 p.m.



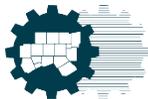
PROPOSED TRAFFIC SIGNAL FUNDING PROGRAM

SURFACE TRANSPORTATION TECHNICAL COMMITTEE
February 27, 2026

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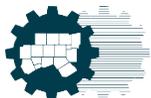
BACKGROUND: PREVIOUS RTC ACTION

- **RTC Action:** On 11/13/2025, RTC approved the traffic signal improvement types and funding categories/splits.
- **Action established:**
 - Agency eligibility and evaluation criteria for funding requests.
 - Categorization of eligible improvements and federal/local cost-sharing requirements.
 - Development of a funding program to address identified signal needs.
 - Authority to amend Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and related documents administratively.
- **Today's information:**
 - Applying the funding allocation to funding categories.



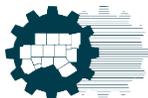
IMPROVEMENT TYPES AND FUNDING CATEGORY

Diagram #	Types of Improvements	Funding Category	Cost Sharing
1	Transit Signal Priority / Transit Signal 2.0	RTC 7	80/20
2	Emergency Vehicle Pre-emption	RTC 6	80/20
3	Central Software	RTC 6	80/20
4	GPS Clocks	RTC 1	80/20
5	Communication (Fiber or Wireless)	RTC 1	80/20
6	Controllers	RTC 1	80/20
7	Vehicle Detection (No Loops)	RTC 1	80/20
8	Bike / Ped Equipment / Low Volume Trigger	RTC 2	80/20
9	Wiring	RTC 1	80/20
10	Freight Signal Optimization	RTC 6	80/20
11	Flashing Yellow Arrows	RTC 5	80/20



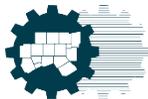
IMPROVEMENT TYPES AND FUNDING CATEGORY

Diagram #	Types of Improvements	Funding Category	Cost Sharing
12	Dynamic / Reversible Lane Assignments	RTC 5	80/20
13	CCTV / Camera for Operations (Non-Scheduled Events)	RTC 5	80/20
14	Signal Retiming / Safety / High Volumes	RTC 4	80/20
15	New Signals (Warrants 4,5,6,7,and 9)	RTC 3	80/20 or 0/0
16	Battery Back-Up	City / State	0/100
17	Mid-Block Crossing	City / State	0/100
18	Backplate	City / State	0/100
19	Cabinets / Foundations	City / State	0/100
20	LEDs	City / State	0/100
21	Signal Head Replacement	City / State	0/100
22	Span Wire to Mast Arm / Poles	City / State	0/100



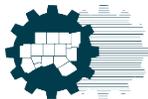
PROPOSED PROGRAM FUNDING TABLE

FUNDING PROGRAM	TYPE OF IMPROVEMENTS	FUNDING REQUEST	PROPOSED NEW FUNDING
RTC 1 - Coordination Equipment - Minimum Equipment Standards Program.	GPS Clocks, Communication (Fiber or Wireless), Controllers, Vehicle Detection (No Loops), and Wiring.	\$24,000,000	\$24,000,000
RTC 2 - Bike/Ped Spot Improvements from Safety M&O Program.	Bike / Ped Equipment / Low Volume Trigger	\$2,000,000	Already Funded
RTC 3 - Roadway Safety Plan Implementation from Safety M&O funding.	New Signals (Warrants 4,5,6,7,and 9)	\$5,000,000	Already Funded
RTC 4 - Regional Traffic Signal Retiming Consultant Program.	Signal Retiming / Safety / High Volumes	\$10,000,000	Already Funded
RTC 5 - Non-Scheduled Events	Flashing Yellow Arrows, Dynamic / Reversible Lane Assignments, and CCTV / Camera.	\$2,000,000	\$2,000,000
RTC 6 - Regional Central Systems and RTC 7 - Transit, Federal Transit Administration	Emergency Vehicle Pre-emption, Central Software, Transit Signal Priority, and Freight Signal Optimization.	\$10,000,000	\$10,000,000
	Total		\$36,000,000



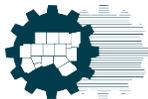
STEPS WITHIN THE PROGRAM

- ✓ **Completed:** Traffic signal improvement types and funding split.
- ❑ **Current:** Requesting funding allocation by traffic signal improvement type.
- ❑ **Next Step:** Identify how projects are selected for funding within each traffic signal improvement type and associated funding allocation. For example:
 - **Coordination Equipment:** Selection based on the regional traffic signal equipment inventory.
 - **Signal Retiming:** Selection based on INRIX performance metrics.
 - **Other Categories:** Selection criteria to be determined (TBD).



SCHEDULE

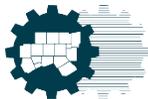
Action	Meeting	Date
Information – Traffic Signal Program	STTC	January 23, 2026
Information – Traffic Signal Program	RTC	February 12, 2026
Action – Traffic Signal Program	STTC	February 27, 2026
Action – Traffic Signal Program	RTC	March 12, 2026



REQUESTED ACTION – TRAFFIC SIGNAL FUNDING PROGRAM

- **Recommendation for RTC approval of:**
 - Approve the allocation of \$36 million in total program funding (\$28.8 million federal plus required State and/or local match) for the Traffic Signal Funding Program.
 - Approve the use of a combination of Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and State and/or local matching funds to support the program, subject to funding availability.
 - Administratively amending the Transportation Improvement Program (TIP), Statewide Transportation Improvement Program (STIP), and other planning/administrative documents, as necessary, to implement the approved funding.

STTC Action Item – February 27, 2026



CONTACT US



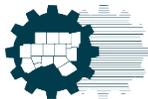
Natalie Bettger
Senior Program Manager

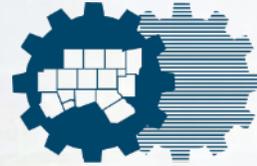
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Gregory Masota
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NCTCOG PRESENTATION

2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DOCUMENT

Surface Transportation Technical Committee | February 27, 2026

WHAT IS THE TIP?

- The Transportation Improvement Program (TIP) is an inventory of funded transportation projects within the metropolitan planning organization (MPO) boundary.
- It is mandated by the federal and state governments and contains regionally significant projects funded with federal, state, and local sources.
- A new TIP is developed every two years and updated on a quarterly basis.



DEVELOPMENT PROCESS

- Review existing projects and gather information on additional locally funded projects
- Make needed revisions to existing project schedules, funding, and/or scope
- Develop revised project listings
- Financially constrain project programming based on estimated future revenues
- Conduct Mobility Plan and Air Quality conformity review
- **Solicit public and Committee/Council input**
- **Finalize project listings and submit to the Texas Department of Transportation (TxDOT) and Federal Highway Administration (FHWA)/Federal Transit Administration (FTA)**



SCOPE OF PROGRAMMING

- \$7.43 Billion in the 2027-2030 TIP (Roadway and Transit)
 - \$3.87 Billion in Federal Commitments
 - \$1.81 Billion in State Commitments
 - \$0.16 Billion in Regional Commitments
 - \$1.00 Billion in Local Commitments
 - \$0.59 Billion in Transit Formula Commitments
- 1,291 Active Projects (Roadway and Transit)
 - 831 Active Projects in 2027-2050
- 91 Implementing Agencies (Roadway and Transit)



PROJECT PROGRESS SINCE 2025-2028 TIP DEVELOPMENT*

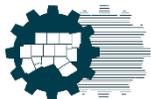
- Projects that have let since the development of the 2025-2028 TIP:
 - 136 have let (\$3.99 Billion)
 - 99 Local Lets (\$0.92 Billion)
 - 37 State Lets (\$3.07 Billion)
- Projects that have been completed since the development of the 2025-2028 TIP:
 - 114 have been completed (\$2.54 Billion)
 - 61 Local Completions (\$0.65 Billion)
 - 53 State Completions (\$1.89 Billion)

*As of 2/16/2026



TIMELINE/ACTION

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
Public Meeting - Draft Listings and Document	February 2026
Final Listings and Document - STTC Action	February 2026
Deadline for Providing Public Comments	March 10, 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



REQUESTED ACTION

- Recommend RTC approval of:
 - The 2027-2030 TIP document, including the final TIP listings to be included in the Statewide Transportation Improvement Program (STIP)
 - Amending the Unified Planning Working Program (UPWP) and other planning/administrative documents as needed



QUESTIONS/COMMENTS



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Nathaniel Potz

Transportation Planner I

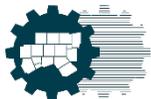
npotz@nctcog.org | (817) 695-9103

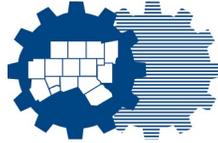


Nyssa Galatas

Intern

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North Central Texas Council of Governments

February 26, 2021

Mr. Andy Taft
President
Downtown Fort Worth Inc.
777 Taylor Street, Ste 100
Fort Worth, TX 76102

Dear Mr. Taft:

On August 13, 2020, the Regional Transportation Council (RTC) approved an item to support the North Main Street and Heritage Park project (see attachment). This funding was to support work to enhance the intersection and street improvements adjacent to the Tarrant County Courthouse and Paddock Park.

The RTC was also provided information that staff would be returning to request additional funding for elements of the bicycle/pedestrian facilities in Heritage Park in the future, contingent on private sector commitments being realized. The Americans with Disabilities Act Access and Canopy Walk Ramp system which had a cost estimate of approximately \$8 million was of particular interest to staff to provide ease of access to the river and Trinity Trails for area residents.

NCTCOG staff look forward to coordinating with Downtown Fort Worth Inc. and the City of Fort Worth as fund raising continues on this important community project.

Sincerely,

Karla Weaver

Karla Weaver, AICP
Senior Program Manager

TL:bw
Attachment

cc: Michael Morris, NCTCOG
Chad Edwards, City of Fort Worth
Christie Gotti, NCTCOG

**COVID-19 Infrastructure Program
Draft Funding Recommendations**

COVID-19 ID#	Implementing Agency	City	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding							Comments	
								Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	Regional Toll Revenue (RTR)	RTC/Local	State	Local	Private		Total Proposed Funding
#005	Aledo ISD	Annetta	"Drive A" (Stub-out)	From FM 5 to the new elementary school	Construct stub-out road to allow access to new elementary school	2021	C	\$0	\$0	\$1,000,000	\$0	\$0	\$1,500,000	\$0	\$2,500,000	Aledo ISD paying local match and donating ROW; RTR Regional West Set Aside Account
Subtotal								\$0	\$0	\$1,000,000	\$0	\$0	\$1,500,000	\$0	\$2,500,000	
#006	Parker County	Fort Worth Extraterritorial Jurisdiction (FW ETJ)	Old Weatherford Road	From FM 3325 to E of Coder Dr.	Realign 2 lane to 2 lane (ultimate 4 lanes) including turn lanes at intersections and pedestrian side path	2020	E	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000	Morning Star Development has committed \$3.5 million (\$1.1M for design and \$2.4M for construction to be repaid in approximately 4 years); RTR Regional West Set Aside Account
						2021	R	\$0	\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000	
						2022	C	\$0	\$0	\$10,000,000	\$0	\$0	\$0	\$0	\$10,000,000	
Subtotal								\$0	\$0	\$10,500,000	\$0	\$0	\$0	\$2,000,000	\$12,500,000	
#007	TxDOT-Fort Worth or Fort Worth	Fort Worth	Heritage Park Improvements on Main Street	On Main Street (Bus 287) from the Trinity River to Weatherford St.	Traffic calming and curb extensions (crosswalk bulb outs) to reduce traffic lanes; adjust turning radius of Main St; and eliminate bail out lane	2021	E	\$0	\$0	\$0	\$0	\$0	\$0	\$775,000	\$775,000	Tarrant County contributing \$1M; Downtown Fort Worth Inc. (DFWI) to contribute \$775,000; Includes 5 years of inflation for construction; Intend to request RTC to fund related bike/ped facility in the future contingent on private sector commitments begin realized
						2024	C	\$4,000,000	\$2,640,000	\$0	\$0	\$660,000	\$1,000,000	\$0	\$8,300,000	
Subtotal								\$4,000,000	\$2,640,000	\$0	\$0	\$660,000	\$1,000,000	\$775,000	\$9,075,000	
#008	TxDOT Dallas or Dallas	Dallas	IH 35E Pedestrian Crossing	From the Dallas Design District to the DART Victory Station	Construct pedestrian walkway under IH 35E including lighting, crosswalks, traffic signal, and landscaping	2021	E	\$0	\$0	\$0	\$0	\$350,000	\$0	\$0	\$350,000	Includes 2 years of inflation for construction; Dallas County RTR funds
						2022	C	\$0	\$0	\$2,800,000	\$0	\$0	\$400,000	\$300,000	\$3,500,000	
Subtotal								\$0	\$0	\$2,800,000	\$0	\$350,000	\$400,000	\$300,000	\$3,850,000	
#009	NCTCOG Dallas	Dallas	Bachman Lake Area Planning Study	Bounded by Mockingbird Lane to the South, IH 35E to the West, Inwood Road to the East, and Royal Lane to the North	Conduct planning study to identify safe pedestrian access/facilities along major roadways to create connections to nearby trails and the DART Bachman Station, and evaluate Love Field access; project will involve NCTCOG staff time and consultant assistance	2021	E	\$0	\$800,000	\$0	\$200,000	\$0	\$0	\$0	\$1,000,000	May need to utilize TDCs in lieu of local match if RTC/Local is needed to kick off study before federal funding is available
Subtotal								\$0	\$800,000	\$0	\$200,000	\$0	\$0	\$0	\$1,000,000	
#010	TxDOT Dallas or Terrell	Terrell	FM 429	From North of US 80 to approximately 1 mile south of US 80	Realign FM 429 with at-grade crossing in order to construct UPRR siding track nearby and to remove offset intersection of US 80 and FM 429	2023	C	\$0	\$8,000,000	\$0	\$0	\$2,000,000	\$0	\$0	\$10,000,000	
Subtotal								\$0	\$8,000,000	\$0	\$0	\$2,000,000	\$0	\$0	\$10,000,000	
Grand Total								\$4,000,000	\$11,440,000	\$14,300,000	\$200,000	\$3,010,000	\$2,900,000	\$3,075,000	\$38,925,000	

Bold or strike through text represents changes made since the Surface Transportation Technical Committee approval.



NCTCOG PRESENTATION

Fort Worth Heritage Park Regional Pedestrian Connection

Surface Transportation Technical Committee

| 2.27.2026



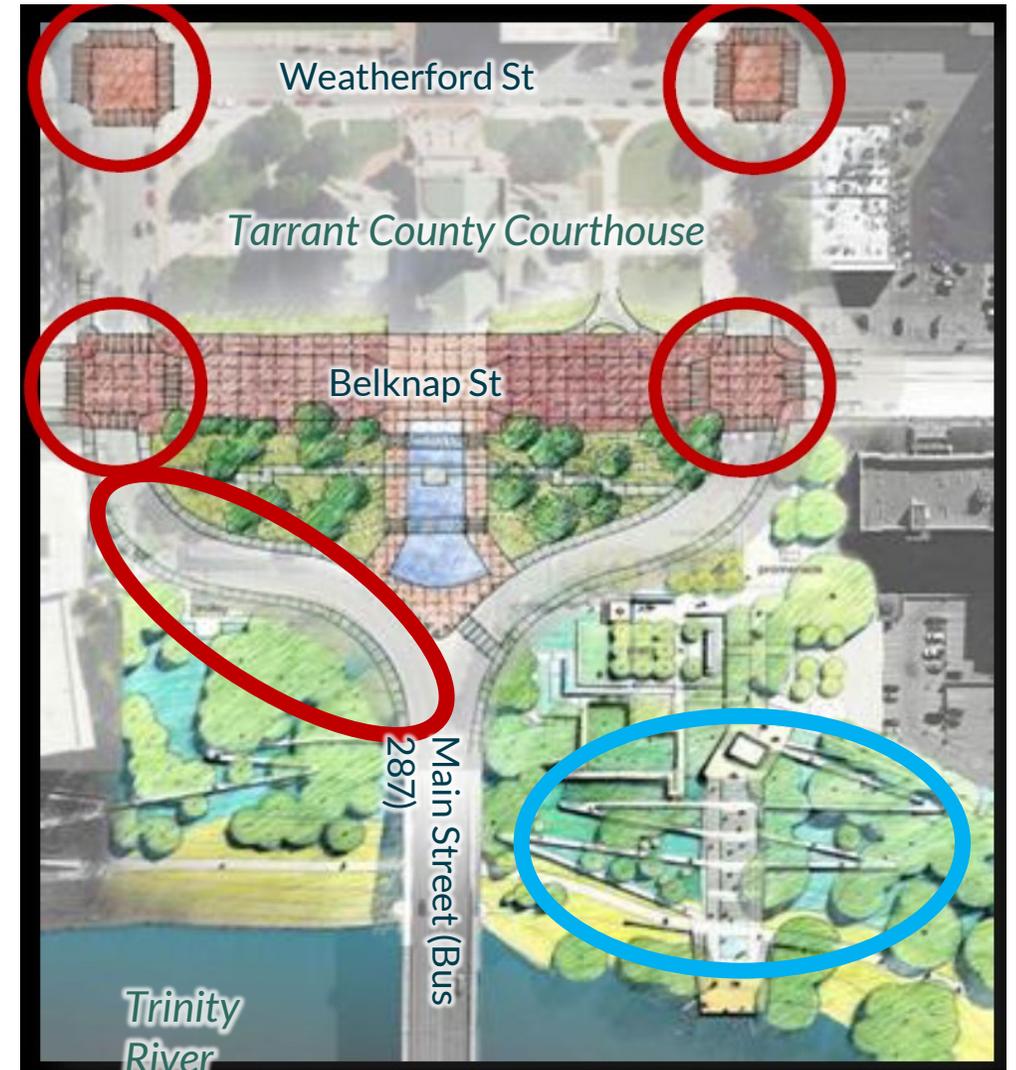
Background

Project Goal: Improve pedestrian safety, accessibility, and connectivity from downtown Fort Worth through park space to Trinity River Trails.

Phase 1: Intersections- August 2020, RTC approved funding for intersection and road alignment safety improvements around Tarrant County Courthouse (areas in red). Currently at 60 percent design, will be 90 percent designed by fall 2026.

RTC action included consideration of the active transportation facility (blue area) in the future, contingent on private sector commitments being realized.

Phase 2: Trail Connection - December 2025, City of Fort Worth confirms private funds are committed for the park project connecting streets and path to the Trinity Trails.



Proposed Project

- 1,236 feet of pedestrian path
- 79 -foot grade change from downtown Fort Worth streets to Trinity Trails
- Meets Americans with Disabilities Act (ADA) slope standards
- Total project cost: \$10 million
- Fills an ADA connectivity gap between existing sidewalks downtown to the regional Trinity Trail network

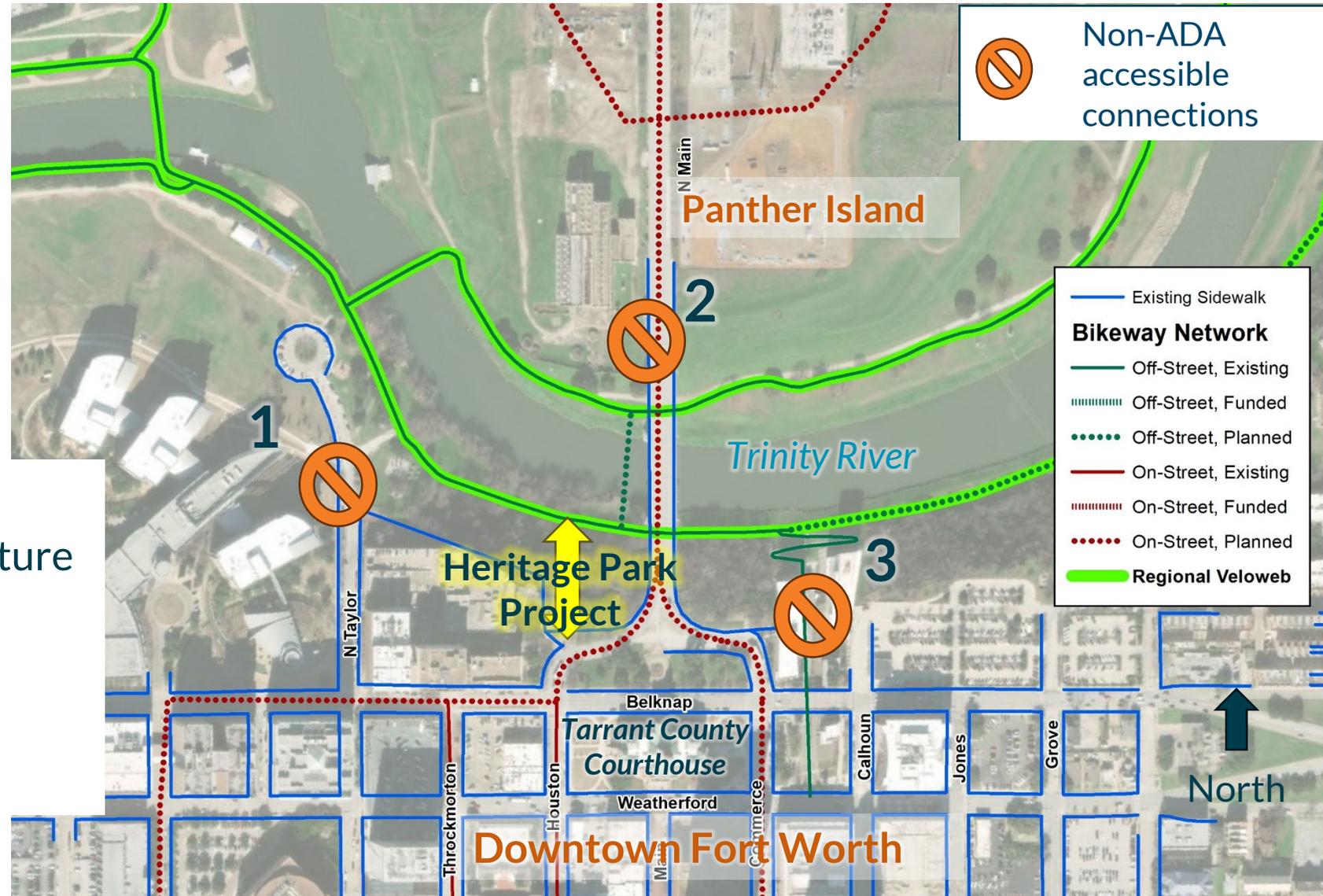


Project Location and Regional Existing Connections



1. Non - ADA slope
2. Non - ADA slope/stairs. Future Panther Island connection
3. Elevator access only

Limited direct pedestrian or bicycle facility connections



REQUESTED ACTION – Heritage Park Regional Pedestrian Connection

STTC recommendation for RTC approval of:

- \$8M Congestion Mitigation and Air Quality Improvement Program funding matched with \$2M local funding from the City of Fort Worth to construct the Heritage Park Regional Trail Connection.
- Administratively amending the Transportation Improvement Program/ Statewide Transportation Improvement Program and updating any administrative and/or planning documents as needed to incorporate the project/change.
- The requirement of City of Fort Worth and NCTCOG executing a Memorandum of Understanding

STTC Action Item – February 27, 2026



CONTACT US



Karla Windsor, AICP
Senior Program Manager

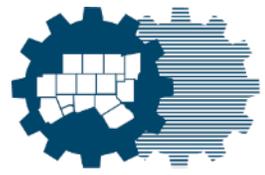
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Travis Liska, AICP
Program Manager

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Texas Wesleyan University / Collard Street Improvements Study

Surface Transportation Technical Committee | February 27, 2026

Sydnee Mangini, Senior Transportation Planner

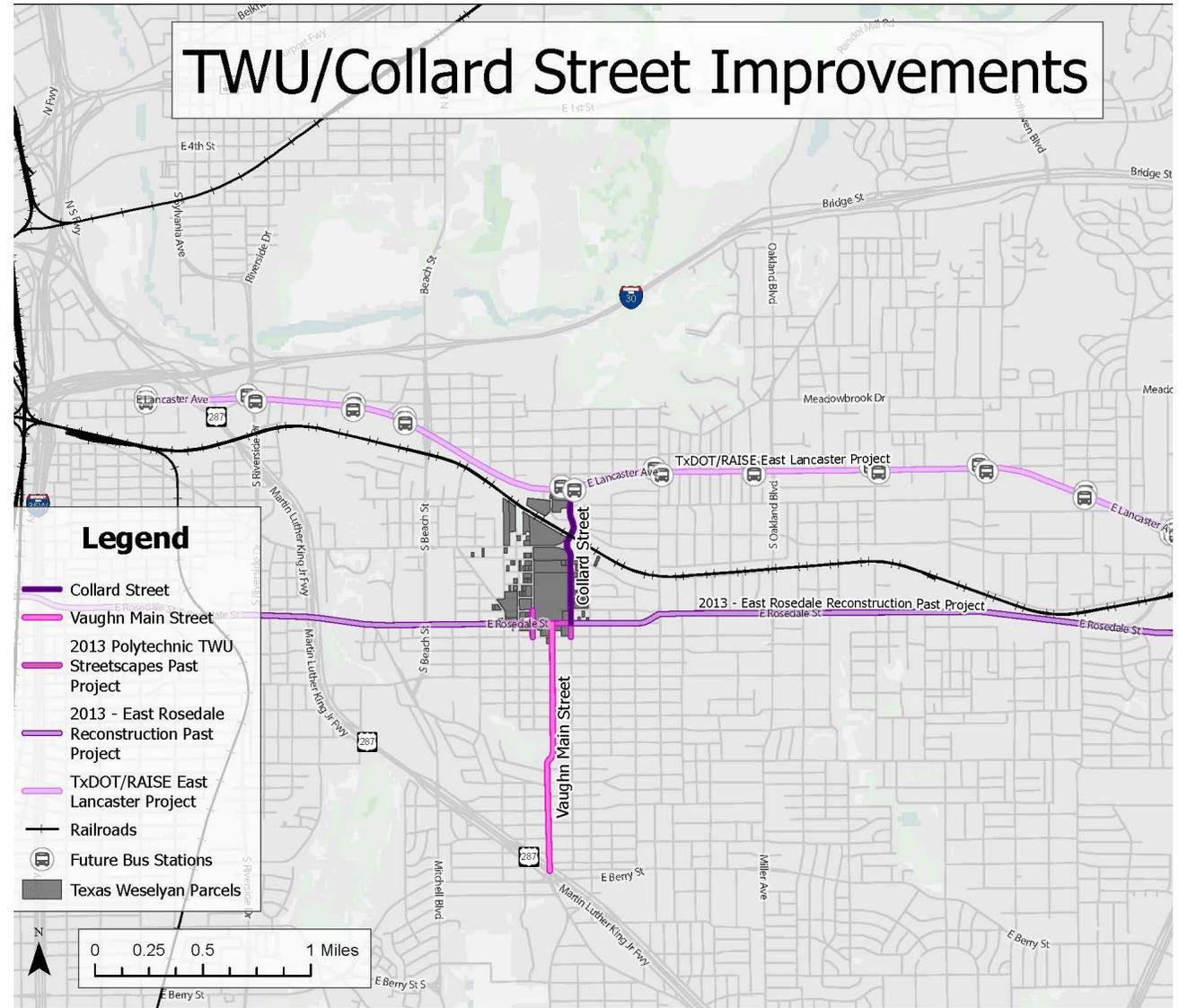
Project Overview

Conduct a corridor analysis reviewing:

- Safety conditions
- Placemaking opportunities
- Potential multimodal transportation improvements
- Potential economic development opportunities

Previous funding in the area:

- NCTCOG street improvements along E. Rosedale St: **Approximately \$80 million**
- FY 2023 RAISE Lancaster Ave Project: **\$182 million**



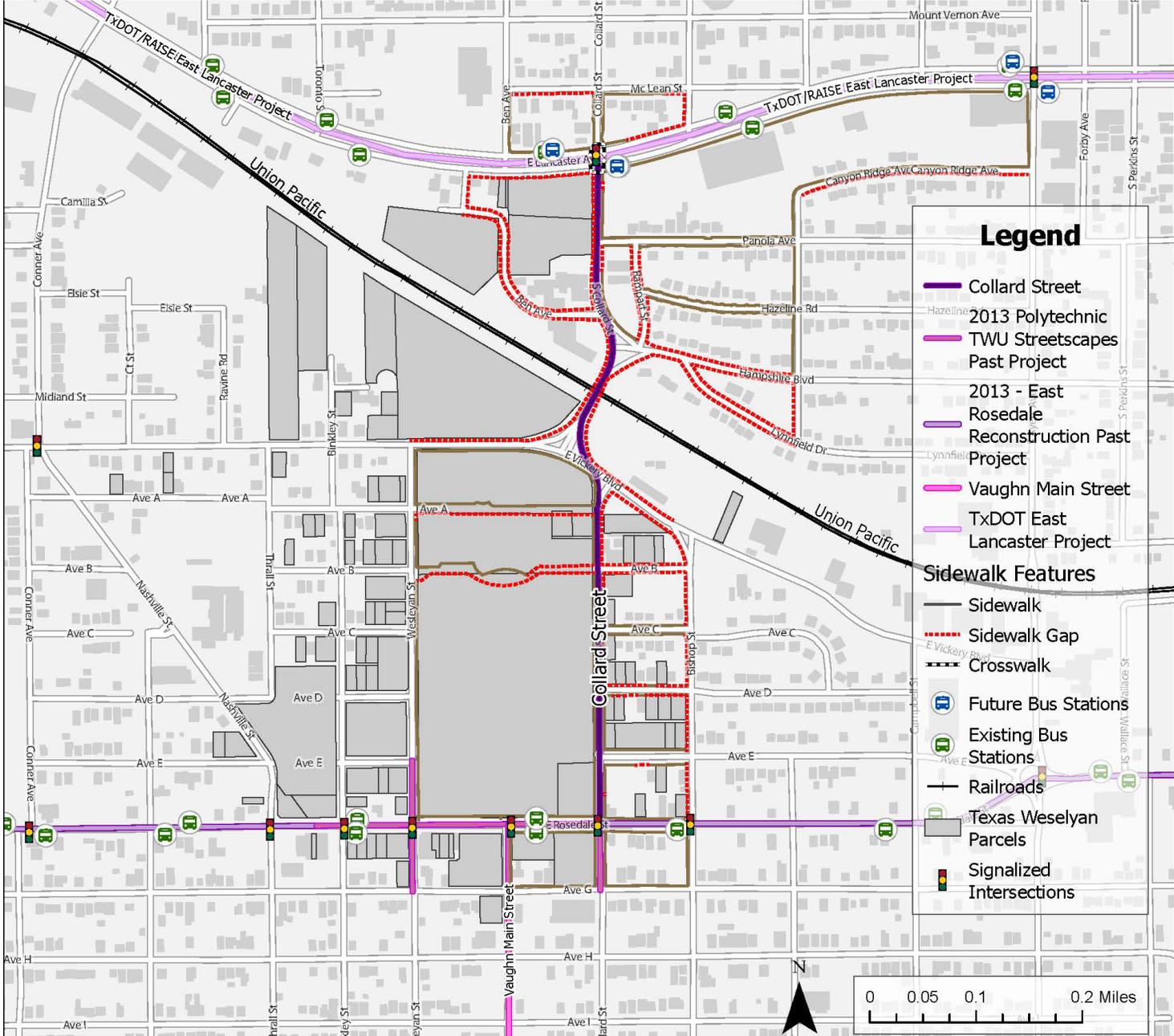
Project Goals

Provide recommendations for:

- Establishing a safer north/south connection between E Lancaster Ave and E Rosedale St
- Activating the existing corridor for multimodal options
- Integrating with the City of Fort Worth's Main Street America project along nearby Vaughn Blvd
- Evaluating land use impacts and economic development opportunities
- Coordinating with Union Pacific on the existing underpass
- Creating more activity hubs for TWU students, residents, and visitors (aligned with TWU Campus Master Plan)
- Engaging students to participate in the planning process



Existing Corridor



Phase 1: Project identification / Collaborate with university students on activities

Task 1a: Project initiation and existing conditions review

Task 1b: Coursework coordination

Task 1c: Student projects

Task 1d: Student project evaluation and selection

Task 1e: Draft planning study



Phase 2: Feasibility Study / Develop Conceptual Plans

Task 2a: Hire consultant to develop more detailed conceptual design plans

Task 2b: Coordinate with consultant and other stakeholders on conceptual designs based on initial recommendations from the study

Phase 3: Develop a Cost/Revenue Matrix Funding Strategy

Task 3a: NCTCOG staff to develop cost/revenue matrix

Task 3b: NCTCOG staff to create funding plan for project implementation



Tentative Project Schedule

	Jan-Mar 2026	Mar-May 2026	June-Aug 2026	Sept-Dec 2026	Jan-Mar 2027	Mar-May 2027	June-Aug 2027	Sept-Dec 2027	Jan-Mar 2028	Mar-May 2028	June-Aug 2028	Sept-Dec 2028
Phase 1: Project identification / Collaboration with TWU	Active	Active**	Active	Active	Completed	Completed	Completed	Completed	Completed	Completed	Completed	Completed
Phase 2: Feasibility Study / Develop Conceptual Plans	Completed	Completed	Completed	Active	Active	Active	Active	Active	Completed	Completed	Completed	Completed
Phase 3: Develop Funding Plan	Completed	Completed	Completed	Completed	Completed	Completed	Active	Active	Active	Active	Active	Active
Project complete	Completed	Completed	Completed	Completed	Completed	Completed	Completed	Completed	Completed	Completed	Completed	Active

****Anticipated executed agreement with TWU: April 2026**



Project Deliverables

TWU Items:

Example syllabus/coursework template

Student progress reports

Final versions of survey results and community engagement materials

Final plans submitted by student teams

Physical presentations submitted by student teams

NCTCOG Items:

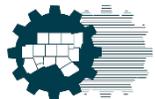
Summary of existing conditions

Summary of community engagement/survey responses and data collection

Cost/revenue matrix

Final planning study including corridor recommendations and conceptual design plans

Final funding plan



Questions?



REQUESTED ACTION – Recommend Approval of RTC Local Funds for TWU/Collard Street Improvements Study

- Recommendation for RTC approval of:
 - \$150,000 of RTC Local funds for staff to facilitate Phases 1, 2, and 3 of the corridor planning study.
 - Administratively amending the Transportation Improvement Program/Statewide Transportation Improvement Program and updating any administrative and/or planning documents as needed to incorporate the TWU/Collard Street Improvements Study.

STTC Action Item – February 27, 2026



CONTACT US



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NCTCOG PRESENTATION

North Tarrant Express and Lyndon B. Johnson (LBJ) East Funding Requests

LIZA A COX | SURFACE TRANSPORTATION TECHNICAL
COMMITTEE | 2.27.2026

NORTH TARRANT EXPRESS (NTE) PROJECT DETAILS

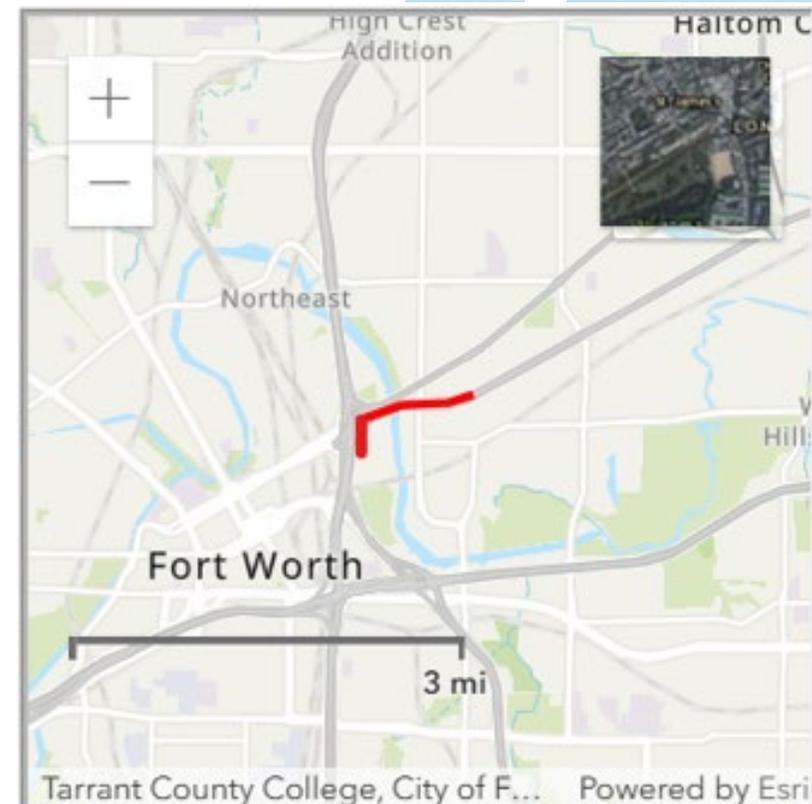
Project Scope & Limits

Implementing Agency: TxDOT Fort Worth

Facility Name: SH 121/IH 35W

Limits: from IH 35W (Segment 3A-Ultimate Phase 1) to Riverside Drive

Scope of Work: Reconstruct IH 35W & SH 121 frontage roads from north of TRE to Riverside Drive to connect to SH 121 frontage roads (0/2 to 2 lanes) & reconstruct Sylvania Rd Bridge and associated ramps



FUNDING DETAILS

Construction Cost:

~\$142 million

Funding:

\$97 million from TxDOT (state funds)

\$45 million from Regional Toll Revenue (RTR) (new)

\$142 million Total

RTR account NTE-3AB, balance remaining after request is \$30 million



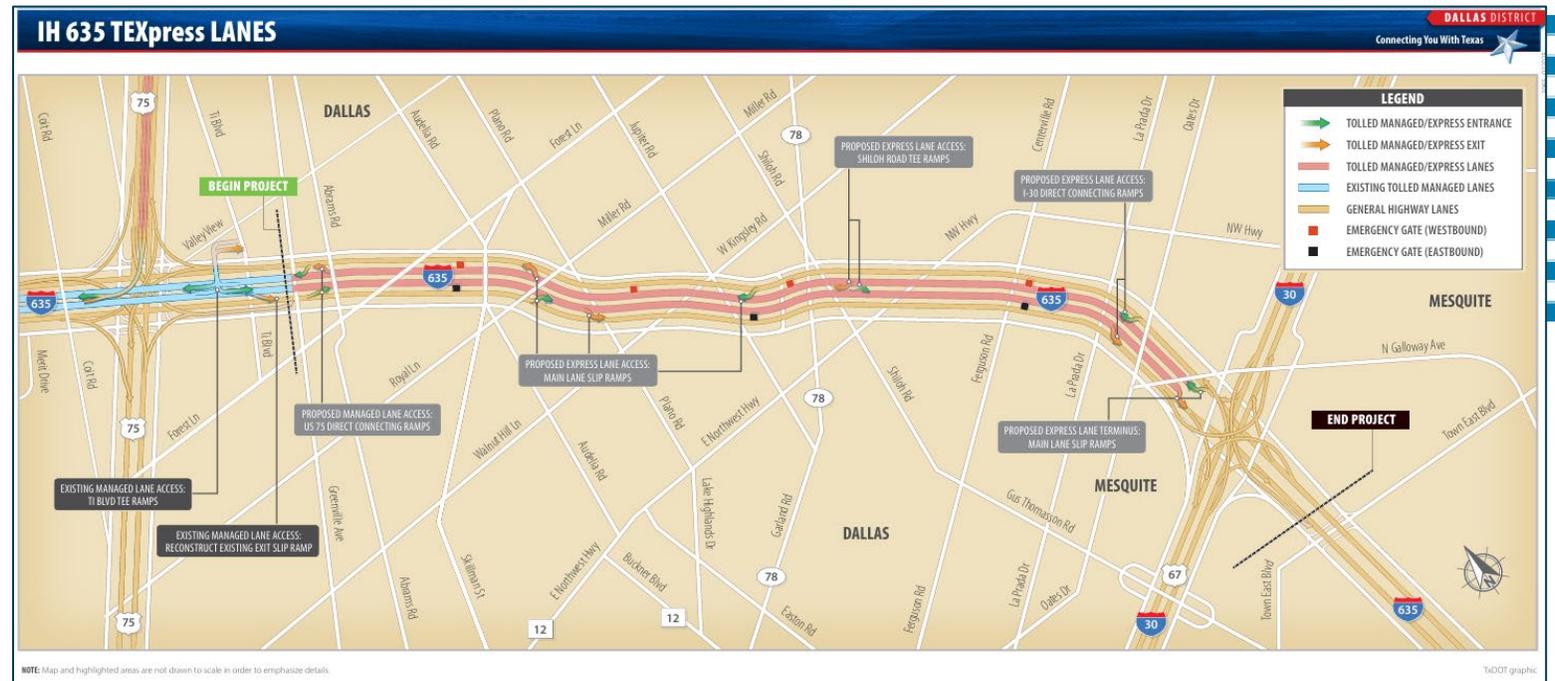
LBJ EAST PROJECT DETAILS

Project Scope & Limits

Implementing Agency:
TxDOT Dallas

Limits: IH 635 from
US 75 to IH 30

Scope of Work: Lane striping, pavement markings, painting for beams/concrete barriers/walls, improvements to transitions at IH 30 and HOV lanes, & drainage improvements



FUNDING REQUEST

- TxDOT has requested up to \$10 million in RTR funds from the LBJ East managed lane excess revenue account
- Original funding for the project was \$1.6 billion
- Request is less than 0.63% of construction funding

RTR account: LBJ EAST account, balance remaining after request is \$5 million



REQUESTED ACTION – NTE AND LBJ EAST FUNDING REQUESTS

Recommendation for RTC approval of:

- \$97M in TxDOT funds and \$45M in RTR funds for SH 121/Sylvania Bridge project from the NTE RTR Account
- Up to \$10 million for LBJ East, using LBJ East RTR funds
- 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 programming increase.

STTC Action Item – February 27, 2026



CONTACT US



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Principal Transportation Planner

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Christie J. Gotti

Senior Program Manager

cgotti@nctcog.org | 817-608-2338



CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING INNOVATIVE
PROJECTS DURING COVID RECOVERY

February 2026

Michael Morris, P.E.
Director of Transportation

TRAVEL BEHAVIOR BY MODE



Transit Weekend Ridership (+1%, September)



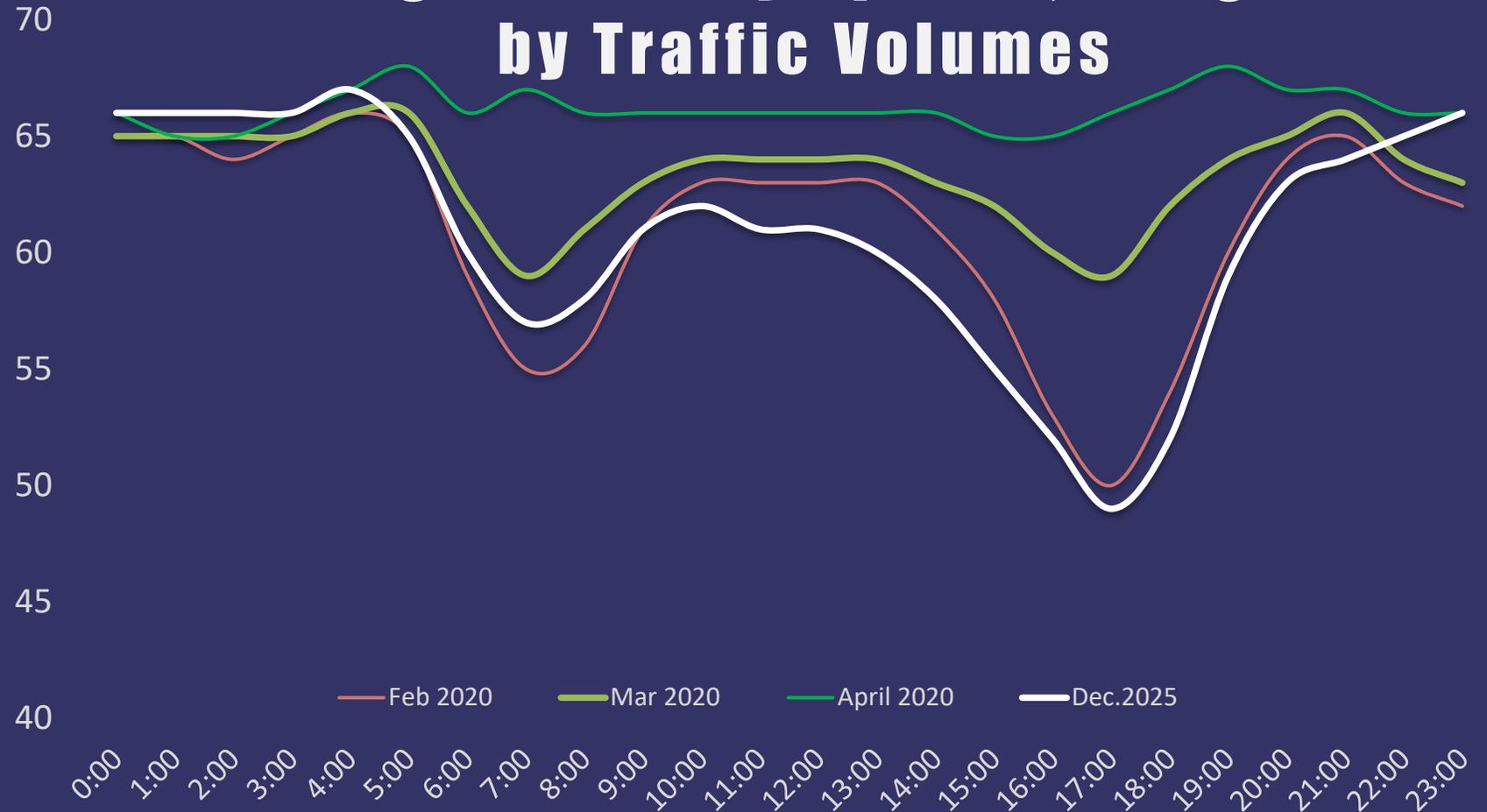
Transit Weekday Ridership (-24%, September)



ROADWAY TRENDS

Regional Average
Freeway Speeds

Average Weekday Speeds, Weighted by Traffic Volumes

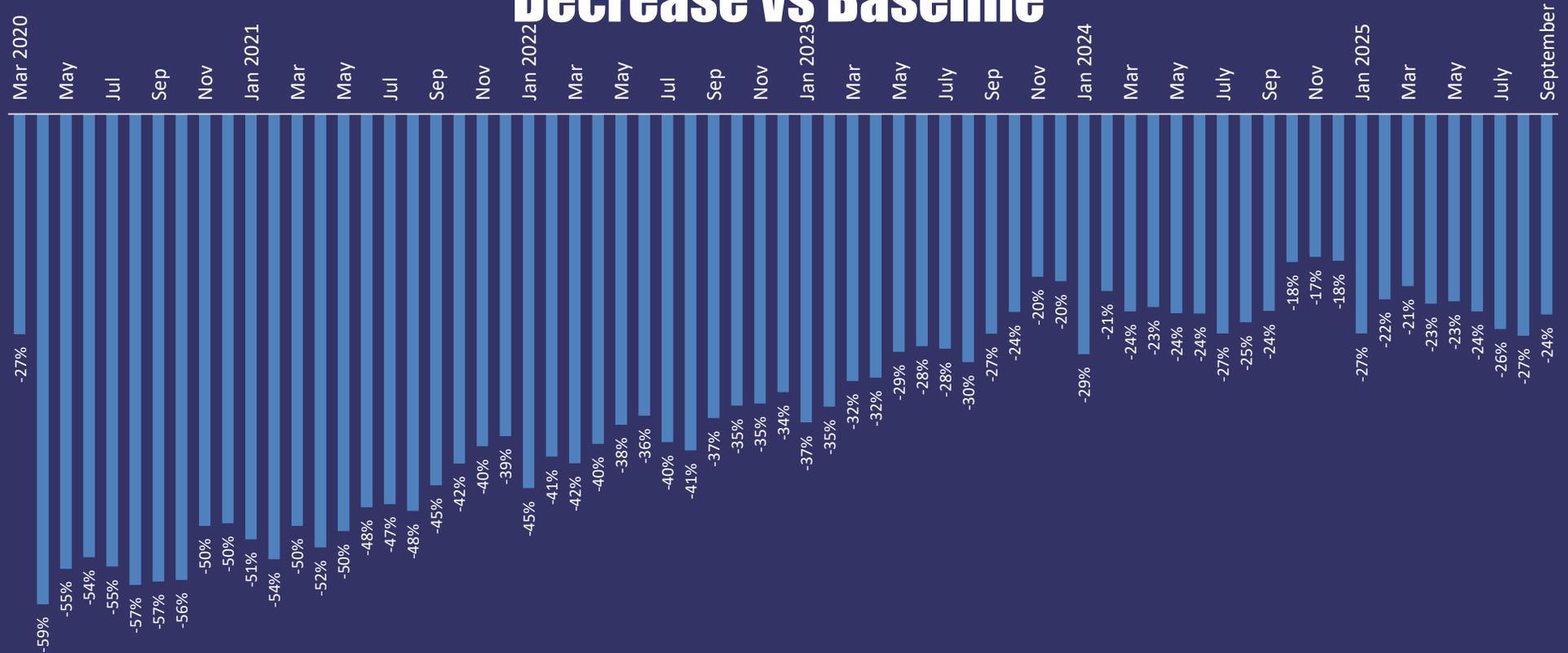


TRANSIT WEEKDAY RIDERSHIP

TRANSIT IMPACTS

Rail, Bus and On Demand Weekday Ridership

WEEKDAY Rail, Bus and On Demand Passenger Decrease vs Baseline



Includes On-Demand services: GoLink, ZipZones, GoZone and VIA

Source: DART, DCTA, Trinity Metro, and VIA Arlington

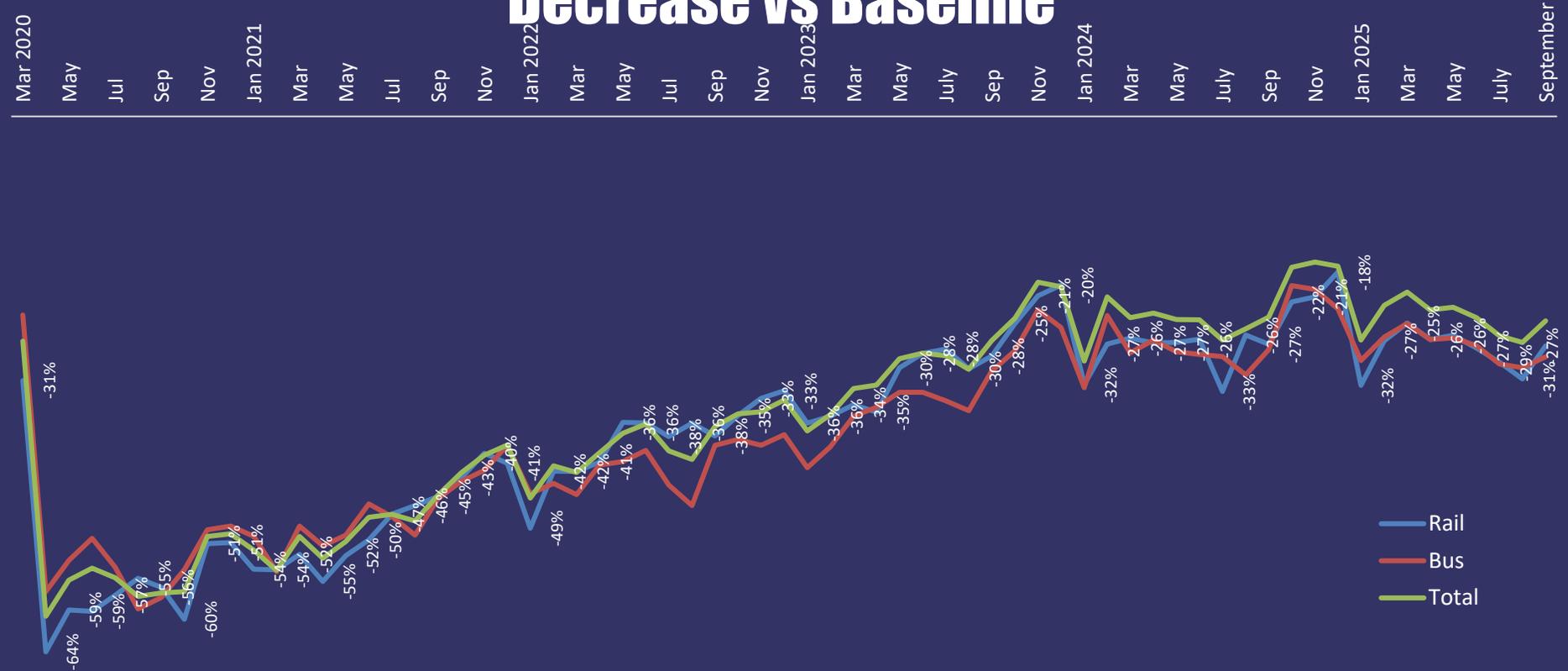
Note: Baseline is March 2019-February 2020.

Note: Transit ridership impacted in Feb 2021 by week-long winter storm.

TRANSIT IMPACTS

Rail, Bus and Total Weekday Ridership

WEEKDAY Rail, Bus and Total Passenger Decrease vs Baseline



Includes On-Demand services: GoLink, ZipZones, GoZone and VIA

Source: DART, DCTA, Trinity Metro, and VIA Arlington

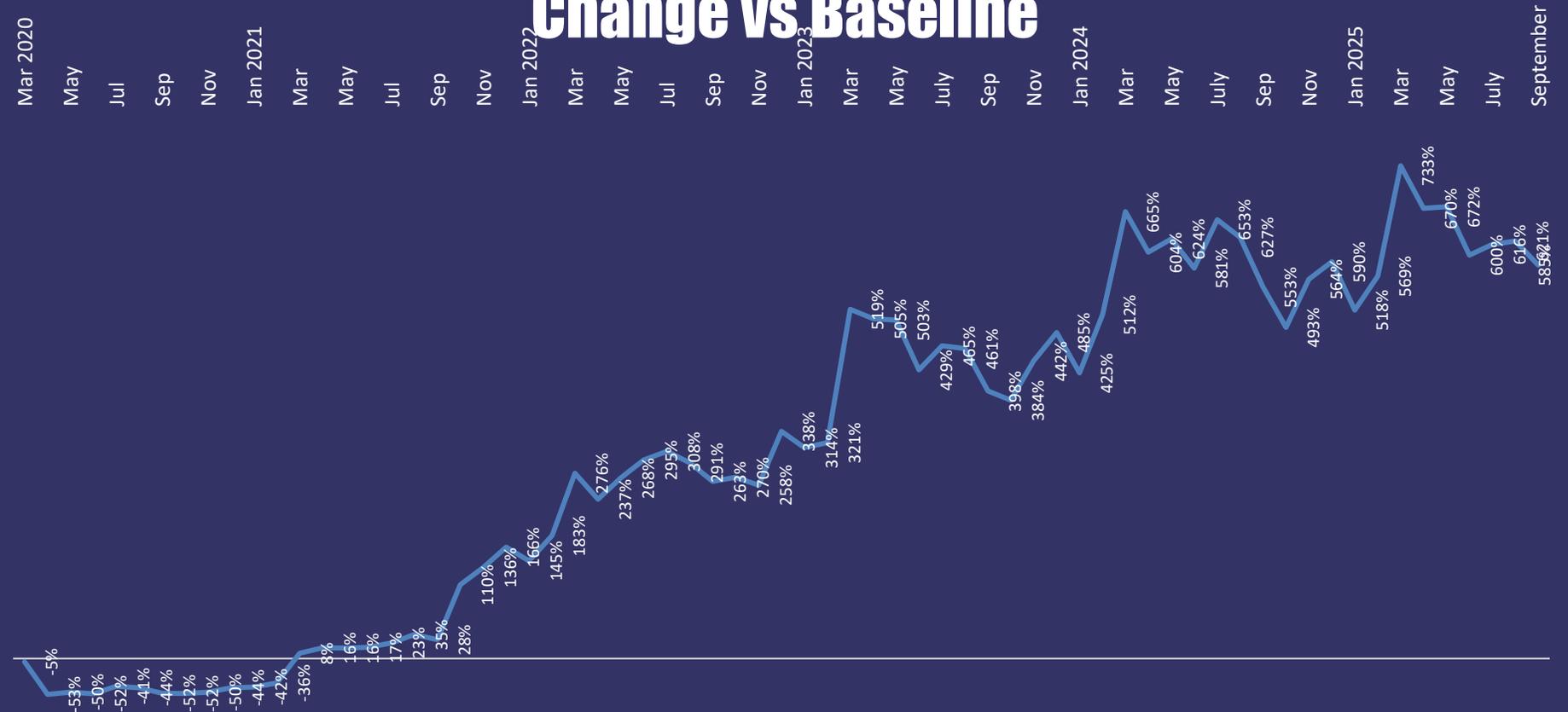
Note: Baseline is March 2019-February 2020.

Note: Transit ridership impacted in Feb 2021 by week-long winter storm.

TRANSIT IMPACTS

Rail, Bus and On Demand Weekday Ridership

WEEKDAY On Demand Passenger Change vs. Baseline



Includes On-Demand services: GoLink, ZipZones, GoZone and VIA

Source: DART, DCTA, Trinity Metro, and VIA Arlington

Note: Baseline is March 2019-February 2020.

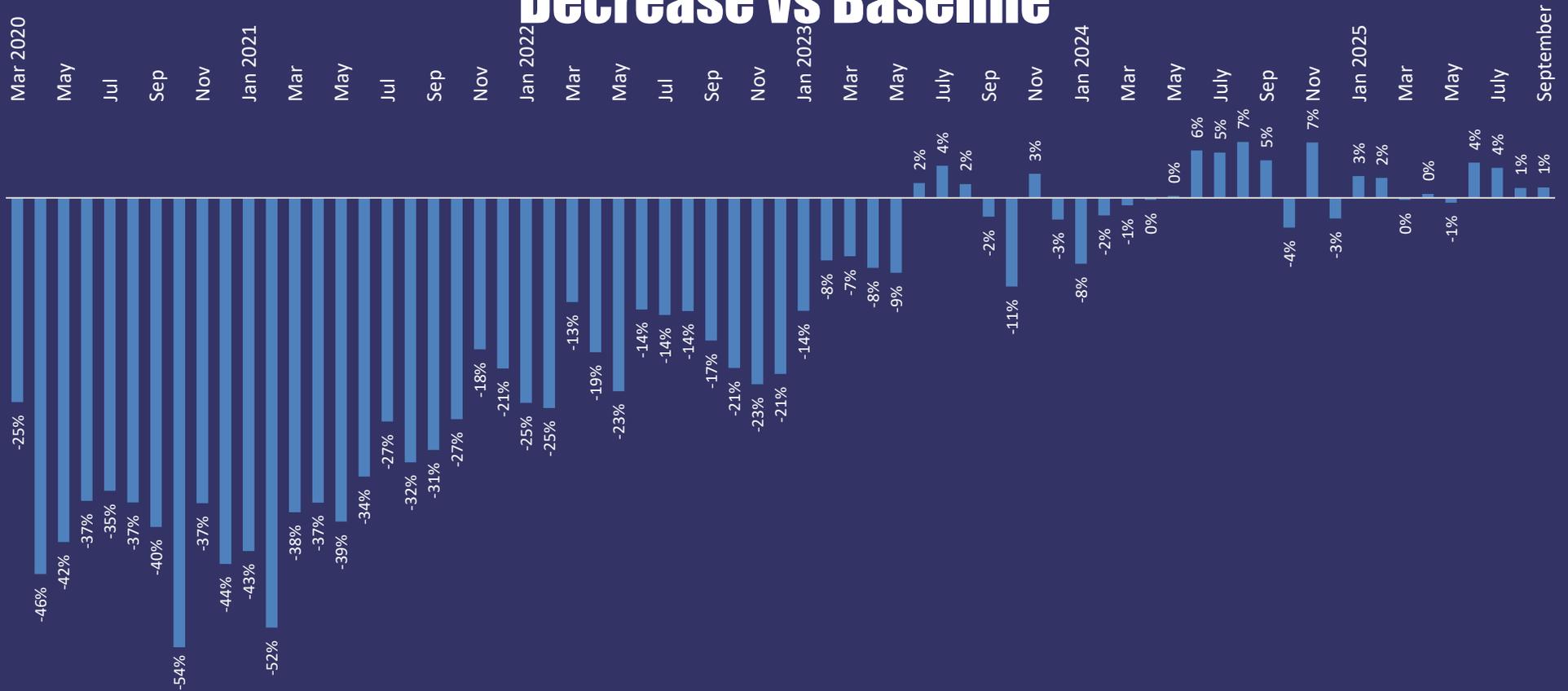
Note: Transit ridership impacted in Feb 2021 by week-long winter storm.

TRANSIT WEEKEND RIDERSHIP

TRANSIT IMPACTS

Rail, Bus and On Demand Weekend Ridership

WEEKEND Rail, Bus and On Demand Passenger Decrease vs Baseline



Includes On-Demand services: GoLink, ZipZones, GoZone and VIA

Source: DART, DCTA, Trinity Metro, and VIA Arlington

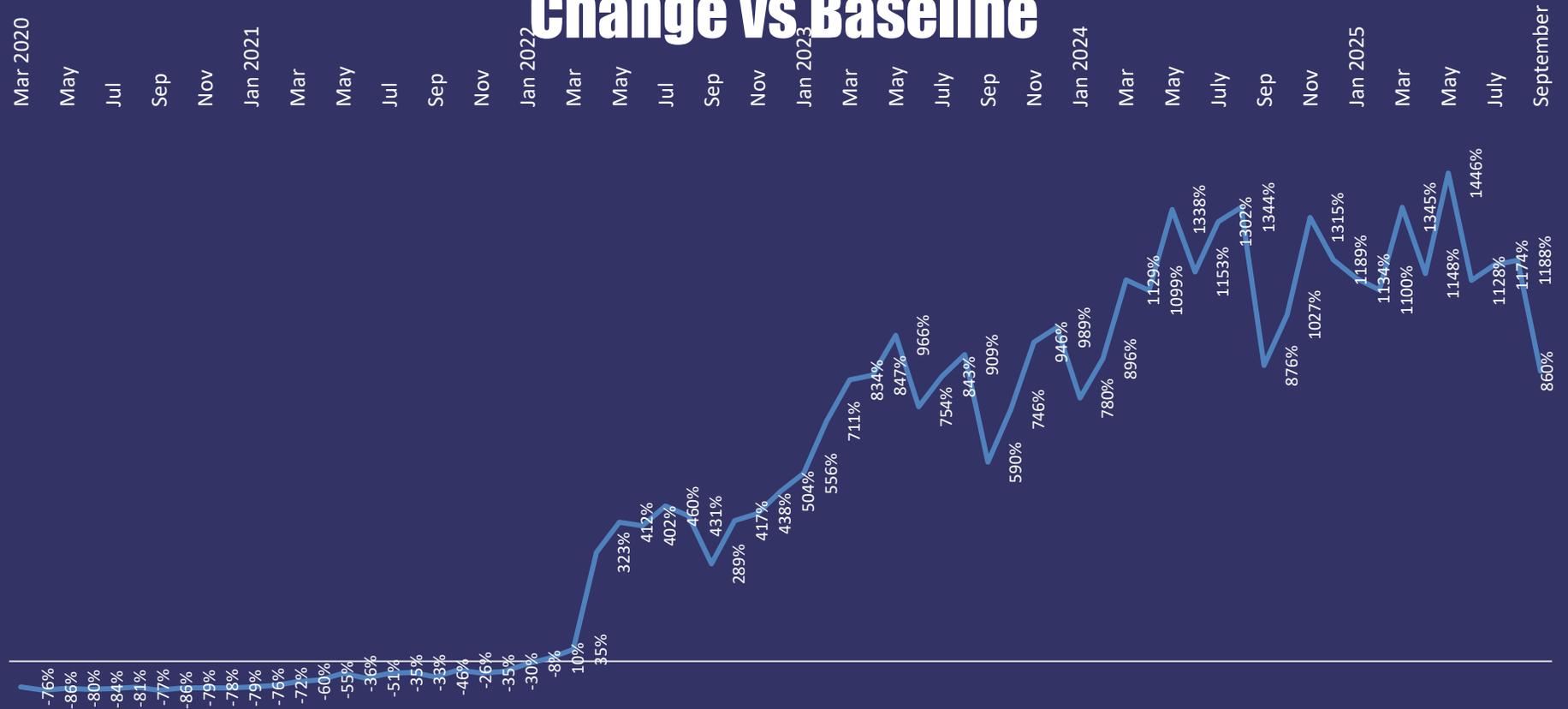
Note: Baseline is March 2019-February 2020.

Note: Transit ridership impacted in Feb 2021 by week-long winter storm.

TRANSIT IMPACTS

On Demand Weekend Ridership

WEEKEND On Demand Passenger Change vs. Baseline



Includes On-Demand services: GoLink, ZipZones, GoZone and VIA

Source: DART, DCTA, Trinity Metro, and VIA Arlington

Note: Baseline is March 2019-February 2020.

Note: Transit ridership impacted in Feb 2021 by week-long winter storm.



January 22, 2026

To: Rick Bailey, Chair, Regional Transportation Council
Jill Jester, Chair, Transit 2.0 Subcommittee

From: Trey Yelverton, City Manager, City of Arlington

Re: Exploration of Technology-Based Next Generation Transit Authority

Dear Mr. Bailey and Ms. Jester,

The City of Arlington respectfully proposes initiating exploratory discussions around the creation of a technology-based transit agency under the leadership of the Regional Transportation Council (RTC) and the Transit 2.0 Subcommittee. This entity would serve as a platform to integrate and advance emerging mobility solutions across North Texas.

While initial efforts may focus on coordinating High-Speed Rail, Micro-Transit, and Unmanned Transit Systems, we envision this structure expanding over time to include additional technology-driven initiatives such as electric vertical takeoff and landing (eVTOL) systems, autonomous delivery services, and real-time data and AI-powered congestion mitigation.

Arlington strongly supports the development of high-speed transportation between Fort Worth, Arlington, and Dallas with a connection to DFW International Airport, and we remain committed to working with regional partners to bring this project to fruition. Looking ahead, we believe that funding major transportation initiatives will require innovative tools that offer flexibility and address the unique needs of each partner.

To that end, the City of Arlington reaffirms its intent to participate financially in this project once state and federal clearances are secured and a viable, approved business plan is in place. A technology-based governance mechanism could facilitate Arlington's financial participation while supporting the broader advancement of next-generation mobility solutions.

We are eager to explore the feasibility, structure, and scope of such an agency and welcome the opportunity to begin this dialogue with RTC and other regional partners.

Sincerely,

Trey Yelverton
City Manager, City of Arlington

Cc: Michael Morris, Director of Transportation, North Central Texas Council of Governments

4300 Wilson Blvd., Suite 220
Arlington, VA 22203
(202) 449-1993



January 22, 2026

Dear Mr. Morris,

I want to express my sincere appreciation for Amanda Wilson's service and contributions to the AMPO Policy Committee during 2025. This was a year of significant change in federal transportation policy, and their insight and engagement were especially valuable as AMPO navigated a new administration, shifting USDOT directives, and early preparations for surface transportation reauthorization. Amanda provided practical, grounded perspective on how federal policy decisions affect MPOs on the ground, helping ensure AMPO's advocacy and policy positions remained responsive to real regional needs.

Amanda also played an active role in reviewing and responding to federal legislation and regulatory actions, participating in high-level discussions with national partners, USDOT officials, and congressional stakeholders, and supporting AMPO's events and convenings, including the Annual Conference and Spring Fly-In. Their contributions strengthened AMPO's collective voice and reinforced the importance of regional coordination in transportation planning. Thank you for supporting and encouraging Amanda's participation at the national level.

Thank you for supporting and encouraging their participation at the national level.

Best regards,

A handwritten signature in blue ink that reads "William Keyrouze". The signature is written in a cursive, flowing style.

Bill Keyrouze

ENR Texas & Southeast

Texas Transportation Leader Michael Morris Named ENR Texas & Louisiana Legacy Award Honoree

Morris has led the North Central Texas Council of Governments' Transportation Department for 35 years.

By Scott Judy



Photo courtesy North Central Texas Council of Governments

ENR is pleased to announce that it has named Michael Morris, director of the North Central Texas Council of Governments' Transportation Department since 1990, as its 2026 Texas & Louisiana Legacy Award honoree. Morris has not only been one of the longest-serving leaders in Texas' regional transportation planning, but also one of the most influential.

As NCTCOG's transportation department director, Morris has overseen the allocation of billions in transportation dollars during the region's expansive growth over the past 35 years, influencing everything from highway expansions to transit initiatives and air quality conformity. Additionally, Morris helped develop the region's Mobility 2050 plan, which emphasizes multimodal solutions, congestion management and equity in underserved communities.

Morris also serves as staff director to the 45-member Regional Transportation Council, and has been a key advisor on megaregion mobility through the University of Texas' Cooperative Mobility for Competitive Megaregions (CM2) Advisory Committee since 2020. His approach prioritizes "building buildings on top of freeways" and leveraging technology to fund and improve efficiency.

Readers can learn more about Morris' legacy in Texas transportation in the April 14th print edition of ENR Texas & Southeast.

KEYWORDS: Legacy Award texas transportation funding

Share This Story



Scott Judy is ENR's Managing Editor. His roughly 34 years as a construction journalist began with an 11-year stint visiting and writing about construction projects in the Midwest region of Missouri, Kansas, Iowa and Nebraska. Then, in 2000, Judy helped launch ENR Southeast, now known as

ENR Texas & Southeast. After all these years, Judy says his favorite part of being an ENR editor is visiting job sites and learning how—and reporting on—a team’s approach to overcoming the project’s design and construction challenges. And Judy says he never turns down an invitation for a project visit.

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512.463.8588
txdot.gov

January 27, 2026

The Honorable Rick Bailey
Chair, Regional Transportation Council
County Commissioner, Johnson County
P.O. Box 5888
Arlington, TX 76005

Dear Commissioner Bailey,

The Texas Department of Transportation (TxDOT) is in receipt of your letter dated December 12, 2025, regarding additional Category 12 funds for the Dallas-Fort Worth region's Mobility Assistance Patrol Program (MAPP).

Thank you for your request. It will be shared with the Texas Transportation Commission and TxDOT Administration for consideration.

Maintaining strong partnerships and open lines of communication is crucial in achieving our shared goal of providing transportation solutions for all Texans. Please contact us if you have questions.

Sincerely,

DocuSigned by:

Ceason Clemens

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Ceason Clemens, P.E.
Dallas District Engineer

Signed by:

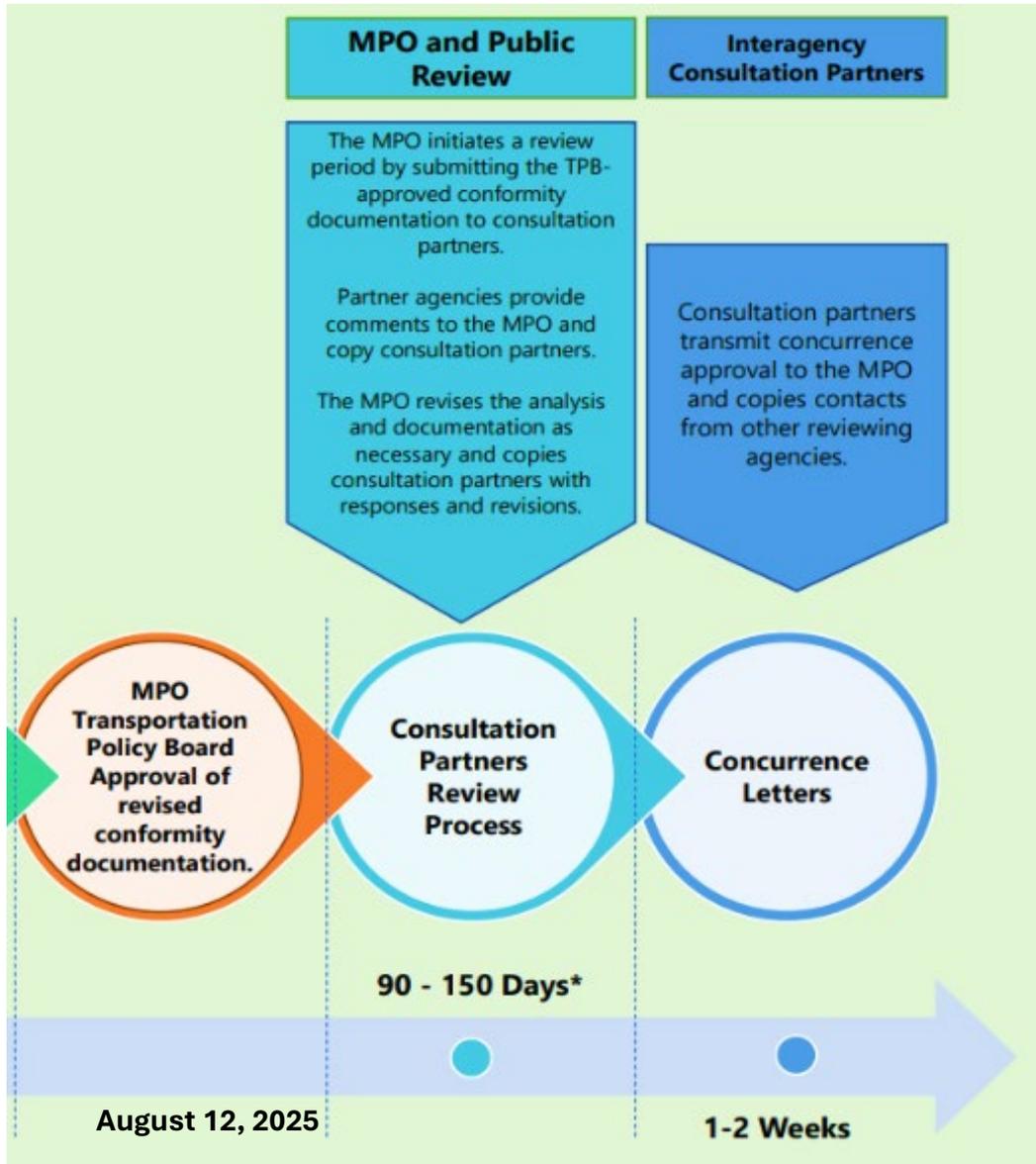
David Salazar

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David Salazar, P.E.
Fort Worth District Engineer

cc: Michael Morris, P.E., Director of Transportation, NCTCOG
Natalie Bettger, Senior Program Manager, NCTCOG
Marc D. Williams, P.E., Executive Director
Brandye Hendrickson, Deputy Executive Director for Planning and Administration
Brian Barth, P.E., Deputy Executive Director for Program Delivery
Carl L. Johnson, P.E., Chief Engineer
Mo Bur, P.E., Senior Director of Project Development
Jessica Butler, P.E., Senior Director of Engineering and Safety Operations
Eric Lykins, P.E., Senior Director of District Operations

Texas Conformity Process and DFW Conformity Status Update



Partner Status as of February 17, 2026

EPA: Review Complete – October 24, 2025

TCEQ: Review Complete – November 20, 2025

TxDOT: Review Complete – February 17, 2026

FHWA: Review **Ongoing**

Concurrently:

- November 2025 STIP Revisions
- March 2026 CMAQ Annual Report
- Houston Transportation Conformity
- El Paso Transportation Conformity – Pre analysis

Current Review = **189 DAYS**

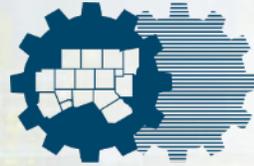
*Timeframes are approximate and depend on the number of active conformity review processes

Fiscal Year 2026 Appropriations Update and FIFA Transit Funding

On February 3, Congress approved the remaining Fiscal Year (FY) 2026 appropriations bills, including the Transportation, Housing, and Urban Development (THUD) bill, funding the U.S. Department of Transportation through September 30. Overall, the THUD bill protects core highway and transit formula programs, while rescinding and reallocating unobligated Infrastructure Investment and Jobs Act (IIJA) discretionary funding.

Approved FY 2026 THUD appropriations include:

- **United States Department of Transportation (USDOT):** \$25.1 billion in discretionary funding. This is slightly below last year when accounting for rescissions, but overall transportation funding increases once mandatory highway and airport trust fund spending is included.
 - In total, USDOT would see roughly \$108 billion in new budget authority for FY 2026. The bill also repurposes roughly \$2.3 billion in previously IIJA funding.
- **Federal Highway Administration (FHWA):** \$62.7 billion from the Highway Trust Fund (HTF). \$927 million in new General Fund appropriations for the FHWA in the THUD bill.
- **Federal Transit Administration (FTA):** \$14.6 billion from the HTF. \$23 million in new General Fund appropriations for FTA in the THUD bill.
- **Federal Railroad Administration:** Receives an additional \$265 million for safety and operations from the General Fund.
- **FIFA Transit:** \$100.2 million in grant funding for transit agencies for costs related to eligible planning, capital, and operating expenses for equipment and facilities in support of FIFA World Cup matches or other public events held in domestic host cities.
- **High-Speed Rail:** Repealed \$928.6 million in high-speed rail funding appropriated to California seventeen years ago and formally awarded in November 2011 but never spent, as well as older, unobligated high-speed rail funds.



NCTCOG PRESENTATION

MCKINNEY PASSENGER RAIL CORRIDOR STUDY

DONALD PARKER

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

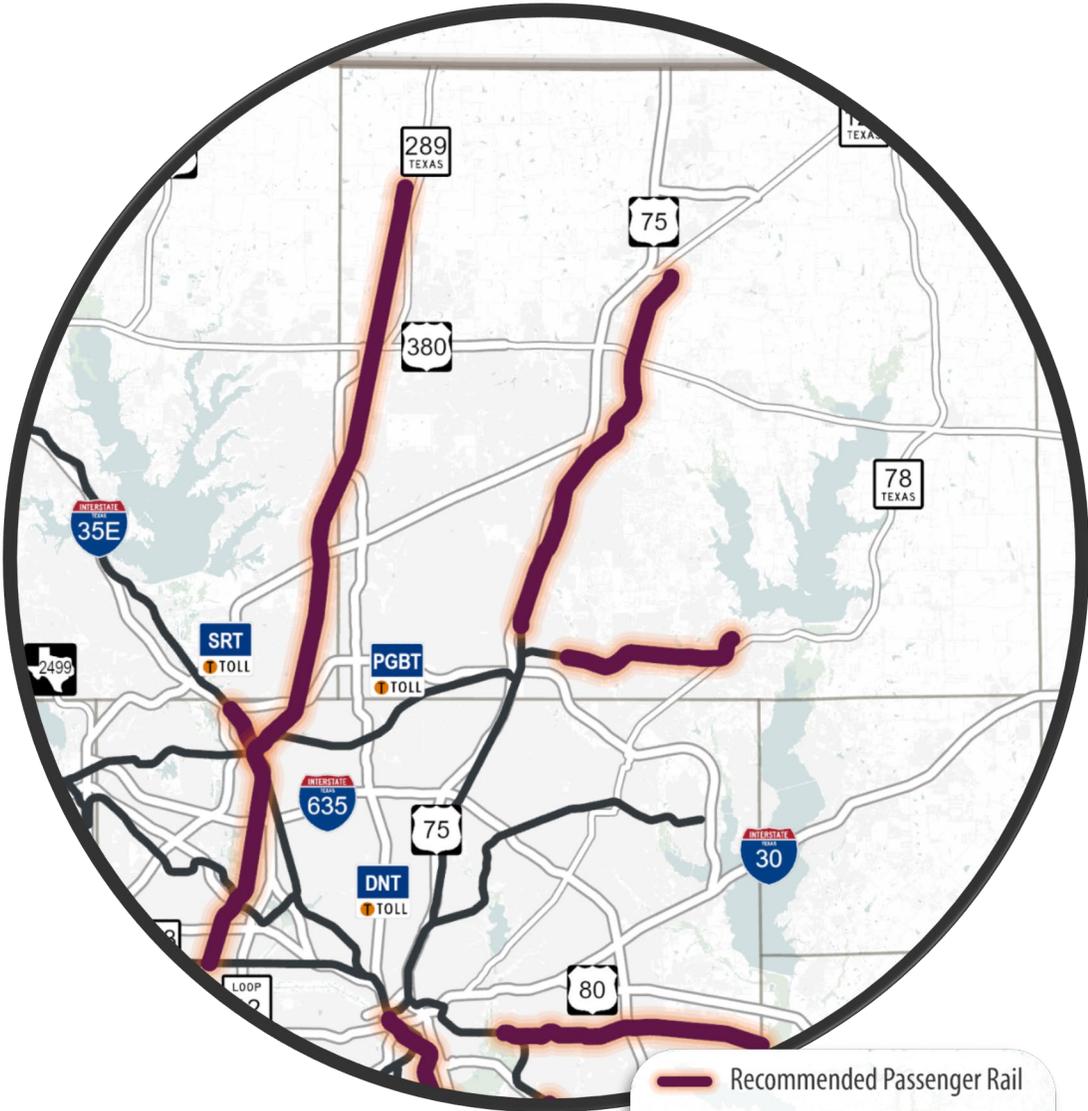
2.27.2026

McKinney Passenger Rail Study Context – Current Initiatives

McKinney Passenger Rail Corridor Study
Focus: Transit need, mode, and service options

RTC Transit Vision Subcommittee
Focus: Governance structure to advance regional
rail (Regional Mobility Authority)

Resolution of DART/Member Cities Issue



Excerpt from Mobility 2050:
Passenger Rail Recommendations Map



Study Status

RTC postponed study at November 2025 meeting pending successful outcome of DART issue

Recent DART/Member City/RTC partnership allows study to advance

Consultant Selection Process is ready to be completed

TxDOT Agreement ends May 31, 2027
(12-month study)



Project Schedule

January 13, 2022	Collin County Transit Study Results Presented to RTC
May 2025	Transit 2.0 Final Report Published
September 22, 2025	Preproposal Conference held for McKinney Corridor Study
October 24, 2025	STTC Information
November 13, 2025	RTC Information (resulted in study pause)
February 27, 2026	STTC Information
March 12, 2026	RTC Action (request to unpaue)
May 28, 2026	Executive Board execution of Consultant Contract
June/July 2026	Study Kickoff with Project Advisory Committee



CONTACT US



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Principal Transportation Planner

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Dan Lamers, PE

Senior Program Manager

dlamers@nctcog.org | 817-695-9263





North Central Texas Council Of Governments

TO: City Managers

DATE: February 16, 2026

FROM: Chris Klaus, Senior Program Manager

SUBJECT: Collaboration Opportunity: Managing Heavy-Duty Vehicle Idling & Regional Air Quality

As North Central Texas expands, balancing freight transportation activity with residents' quality of life is fundamental. The North Central Texas Council of Governments (NCTCOG) invites you to partner with the Engine Off North Texas (EONT) program to help manage this growth by adopting a Heavy-Duty Motor Vehicle Idling Restriction—either via a local ordinance or a Texas Commission on Environmental Quality (TCEQ) Memorandum of Agreement (MOA).

The Regional Transportation Council (RTC) approved the Locally Enforced Motor Vehicle Idling Restrictions Resolution (R21-06) on October 14, 2021. A copy of this resolution, which may provide more flexibility to address idling issues within your jurisdiction, is enclosed.

Why This Matters for Your Municipality:

- **Resolve Resident Complaints:** Unnecessary idling causes noise and excessive engine exhaust in residential areas. An ordinance provides a specific tool for code enforcement to resolve these nuisance calls effectively.
- **Protect Federal Funding:** Proactive measures demonstrate our region's commitment to comprehensive air quality. This is essential for maintaining federal transportation funding given our current ground-level ozone non-attainment status.
- **Vehicle Type Defined:** This strictly involves Heavy-Duty Vehicles (over 14,000 lbs.), not passenger cars. Reducing motor vehicle idling lowers fuel costs for local fleets and reduces emissions.
- **Transportation Development Credits Opportunity:** By ensuring a motor vehicle idling restriction ordinance is in place, your municipality is a step closer to voluntarily meeting the policy adoption recommendations when the time comes to apply for Transportation Development Credits through the Metropolitan Transportation Plan Policy Bundle.

To minimize impact on staff time, NCTCOG provides a turnkey "toolkit" to make implementation cost-free:

- **Model Language:** Ready-to-use templates for Ordinances or MOAs.
- **Free Resources:** Metal regulatory signs, brochures, and posters provided at no cost.
- **Enforcement Support:** Field checklists and guidance for your officers.

To review the model ordinance or request materials, visit www.EngineOffNorthTexas.org. Feel free to scan the QR codes below to identify a contact with whom we can communicate and to request Engine Off North Texas resources as highlighted above. Please contact Jason Brown at jbrown@nctcog.org or (817) 704-2514 for further information.

Engine Off North Texas
Contact Form



Engine Off North Texas
Materials Request Form



A handwritten signature in cursive script that reads "Chris Klaus".

Chris Klaus

TP:jls
Enclosure

**RESOLUTION SUPPORTING LOCALLY ENFORCED MOTOR VEHICLE IDLING
RESTRICTIONS IN NORTH CENTRAL TEXAS**

(R21-06)

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

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

WHEREAS, the Dallas-Fort Worth area is a federally designated nonattainment area for the pollutant ozone and air quality impacts the public and economic health of the entire region; and,

WHEREAS, the Regional Transportation Council is responsible for air quality conformity; and the Clean Air Act Amendments of 1990 require that in air quality nonattainment areas, transportation plans and improvement programs conform to the applicable air quality implementation plan; and,

WHEREAS, Locally Enforced Motor Vehicle Idling Restriction is a commitment that will be documented in the Dallas-Fort Worth Eight-Hour Ozone Attainment Demonstration State Implementation Plan (SIP) as Weight-of-Evidence; and,

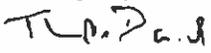
WHEREAS, the Regional Transportation Council has no regulatory authority to enforce idling restrictions; and recognizes that local governments have such authority by implementing an idling restriction ordinance or resolution, or by entering into a Memorandum of Agreement (MOA) with the Texas Commissions on Environmental Quality (TCEQ).

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

- Section 1.** The Regional Transportation Council endorses the implementation of a locally enforced motor vehicle idling restriction ordinance or resolution to aid in reducing mobile source emissions and as Weight-of-Evidence in the State Implementation Plan.
- Section 2.** The Regional Transportation Council encourages local government adoption of an idling restriction ordinance or resolution.
- Section 3.** The Regional Transportation Council commits to provide local governments assistance with development of applicable enforcement and education programs.
- Section 4.** The Regional Transportation Council may consider compliance with this resolution when considering future Regional Transportation Council funding action.

Section 5. This resolution will be transmitted to local governments in the ten county ozone nonattainment area.

Section 6. This resolution shall be in effect immediately upon its adoption.

DocuSigned by:

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Theresa M. Daniel, Ph.D., Chair
Regional Transportation Council
Commissioner, Dallas County

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on October 14, 2021.

DocuSigned by:

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Cary Moon, Secretary
Regional Transportation Council
Councilmember, City of Fort Worth



Local Clean Air Project Spotlight: City of Lewisville Charging Smart Bronze Designation

Surface Transportation Technical Committee
February 27, 2026
North Central Texas Council of Governments



City of Lewisville Charging Smart Bronze Designation

Charging Smart Overview:

- Technical assistance and national designation program
- Provides best practices and policies for communities to streamline planning, permitting and inspections to support the development of EV infrastructure

City of Lewisville awarded the Charging Smart Bronze Designation by completing these actions:

- Standardized and clarified the EV charging infrastructure permitting process
- Adopted an EV-Ready ordinance to their development code
- Tabled an EV booth at the Lewisville ColorPalooza event
- Performed a fleet analysis
- And more!

Visit www.dfwcleancities.org/charging-smart for more information!



Photo : City of Lewisville



Contacts



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North Central Texas
Council of Governments



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Local Clean Air Project Spotlight: City of
Lewisville Charging Smart Bronze Designation

DALLAS DISTRICT PROGRESS

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

WHEN WINTER HITS, TxDOT RESPONDS



When forecasts predict winter weather, TxDOT and the Dallas District always answer the call. On January 21, emergency operations got underway in preparation for impacts from a massive winter storm forecast to stretch across several states, including Texas.

Days before the first drops of precipitation fell, more than 500 employees across the Dallas District began working 12-hour shifts around the clock to prepare and treat thousands of lane miles for freezing conditions. As steady rain persisted and temperatures hovered just above freezing, crews strategically applied brine to major routes, bridges, and elevated surfaces.

As the storm moved in, conditions quickly became challenging. Rain transitioned to freezing rain and sleet, creating slick and hazardous travel conditions across the district. Throughout this winter weather event, the Dallas District's Emergency Operations Center remained fully activated, district leadership closely monitored weather conditions, traffic flow, and road-



SOURCE: TxDOT

TxDOT photos

TxDOT crews throughout the Dallas District weathered many days and hours – around the clock – in order to keep as many main highways and interchanges ice-free, or substantially so, during the recent major winter weather event. The Dallas District, and all districts in Texas, keep us moving all year long!

way impacts and coordinated resources in real time.

Behind the scenes, support teams played an equally vital role in the response. Crews worked long hours to ensure materials were mixed, loaded, and replenished so operations could continue without interruption. Maintenance and mechanic teams kept equipment running by performing repairs at all hours to minimize downtime. Their work ensured frontline crews could remain focused on keeping roadways as safe as possible. These efforts highlight just some of the behind-

the-scenes support from personnel districtwide contributing day and night.

This response was a true team effort that required coordination, flexibility, and dedication from every corner of the district. From those monitoring conditions in the Emergency Operations Center to crews braving the elements on roadways, TxDOT employees once again demonstrated their commitment to public safety.

MORE ON BACK PAGE »

“The Dallas District rose to the occasion during one of the most challenging storms in recent memory.”
 – Lane Selman
 Director of Maintenance

CONTINUED FROM COVER STORY



“The Dallas District rose to the occasion during one of the most challenging storms in recent memory,” said Director of Maintenance Lane Selman. “Everyone stepped up and did a remarkable job, I’m proud of the work we did, and how we kept traffic moving even during difficult conditions.”

Most Texans sheltered indoors and much of the district’s efforts went unseen. But the crucial work never stopped. TxDOT is deeply grateful to every employee who stepped up, worked long hours, and answered the call to serve. ■



SOURCE: TxDOT
TxDOT photos

WINTER TRAVEL TIPS

Even though the start of 2026 has brought

some above-average temperatures to North Texas, TxDOT crews remain ready to respond to winter weather events. Here are some travel tips to keep in mind when snow and ice come into the forecast:



Ultimate safety is in hands of driver during weather events



Drive slow, give full attention to road and surrounding traffic and allow extra travel time



Bridges and overpasses will freeze first; use caution on these structures



Conditions can quickly change and slick spots can reform even on cleared areas



Any spot has the potential to be hazardous due to conditions or the driver behind the wheel



Our crews and support staff work 24/7 during weather events



Not all lanes may be drivable especially during the storm



With refreezing, clearance operations may extend several days following the storm



Melting ice takes time: The temperature and the amount of ice or snow on the road determine de-icing material amounts and melting rates. As temperatures drop, the amount of de-icer needed to melt a given quantity of ice increases significantly

TxDOT Public Information Office

SOURCE: TxDOT

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>



JANUARY 2026 LET PROJECTS

#	CSJ No.	HWY	PROJECT LIMITS	TYPE OF WORK	CONTRACTOR	BID
1	CSJ: 0092-08-021	BI 45G	SS 469 to SH 34	INSTALL RAISED MEDIAN	GARRET SHIELDS INFRASTRUCTURE	\$1.13 M
2	CSJ: 0817-01-035	FM 428	WEST OF FM 2931 TO EAST OF FM 2931	INSTALL TRAFFIC SIGNAL AND LEFT TURN LANES	QUALITY EXCAVATION, LLC	\$1.54 M
ESTIMATED TOTAL						\$2.67 M

SOURCE: TxDOT

FEBRUARY 2026 SCHEDULED LET PROJECTS • (SUBJECT TO CHANGE)

#	CSJ No.	HWY	PROJECT LIMITS	TYPE OF WORK	EST. COST (M)
1	CSJ: 0009-03-051	SH 66	NONA STREET TO EAST CITY LIMITS	LANDSCAPE DEVELOPMENT	\$0.83 M
2	CSJ: 0048-03-099	US 77	US 287 TO I-35E	REHABILITATE EXISTING ROADWAY	\$6.14 M
3	CSJ: 0918-18-142	NW CR 4340	NW CR 4340 AT FROST BRANCH	BRIDGE REPLACEMENT	\$1.54 M
4	CSJ: 1015-01-024	FM 549	SH 205 TO SH 276	WIDEN FROM 2 LANE RURAL TO 4 LANE URBAN SECTION	\$34.64 M
5	CSJ: 2374-03-100	I-20	BONNIE VIEW ROAD TO I-635	BRIDGE MAINTENANCE	\$9.33 M
6	CSJ: 2921-01-010	SS 394	I-35E TO FM 877	CONSTRUCT NEW ROAD	\$25.33 M
*	CSJ: 0918-47-445	EDGEFIELD	NE ZANG TO SW ZANG	TRAFFIC SIGNAL IMPROVEMENTS	\$2.85 M
*	CSJ: 0918-00-433	VARIOUS	VARIOUS LOCATIONS TO PAVEMENT MARKINGS IN FY 2026	PREVENTIVE MAINTENANCE	\$1.68 M
ESTIMATED TOTAL					\$82.34 M

* Unmapped. SOURCE: TxDOT

COMPLETED CONSTRUCTION PROJECTS • (FROM JANUARY 1-31, 2026)

#	CSJ No.	HWY	PROJECT LIMITS	TYPE OF WORK	EST. COST (M)	COMPLETED DATE
1	CSJ: 0092-07-062	SH 356	SH 183 TO ELM FORK TRINITY RIVER	REHABILITATE EXISTING ROAD	\$7.6 M	1/20/2026
2	CSJ: 0918-24-278	JUPITER RD.	AT RENNER RD.	TRAFFIC SIGNAL IMPROVEMENT	\$1.8 M	1/14/2026
3	CSJ: 0918-47-360	W SPINE RD.	ON EAGLE FORD & SHADY RIDGE CAMP LOOPS	RECONSTRUCT EXISTING ROADWAY	\$3.7 M	1/20/2026
4	CSJ: 1016-02-023	FM 1138	FM 1138 AT CR 541	INTERSECTION IMPROVEMENT	\$1.4 M	1/22/2026
5	CSJ: 3000-01-028	SS 408	SL 12 TO I-20	REHABILITATE EXISTING ROAD	\$16.2 M	1/21/2026
*	CSJ: 0918-11-110	VARIOUS	DALLAS DISTRICT- WIDE ADA PROJECT FY 24	BYCYCLE AND PEDESTRIAN IMPROVEMENTS	\$3.0 M	1/15/2026
ESTIMATED TOTAL					\$33.7 M	

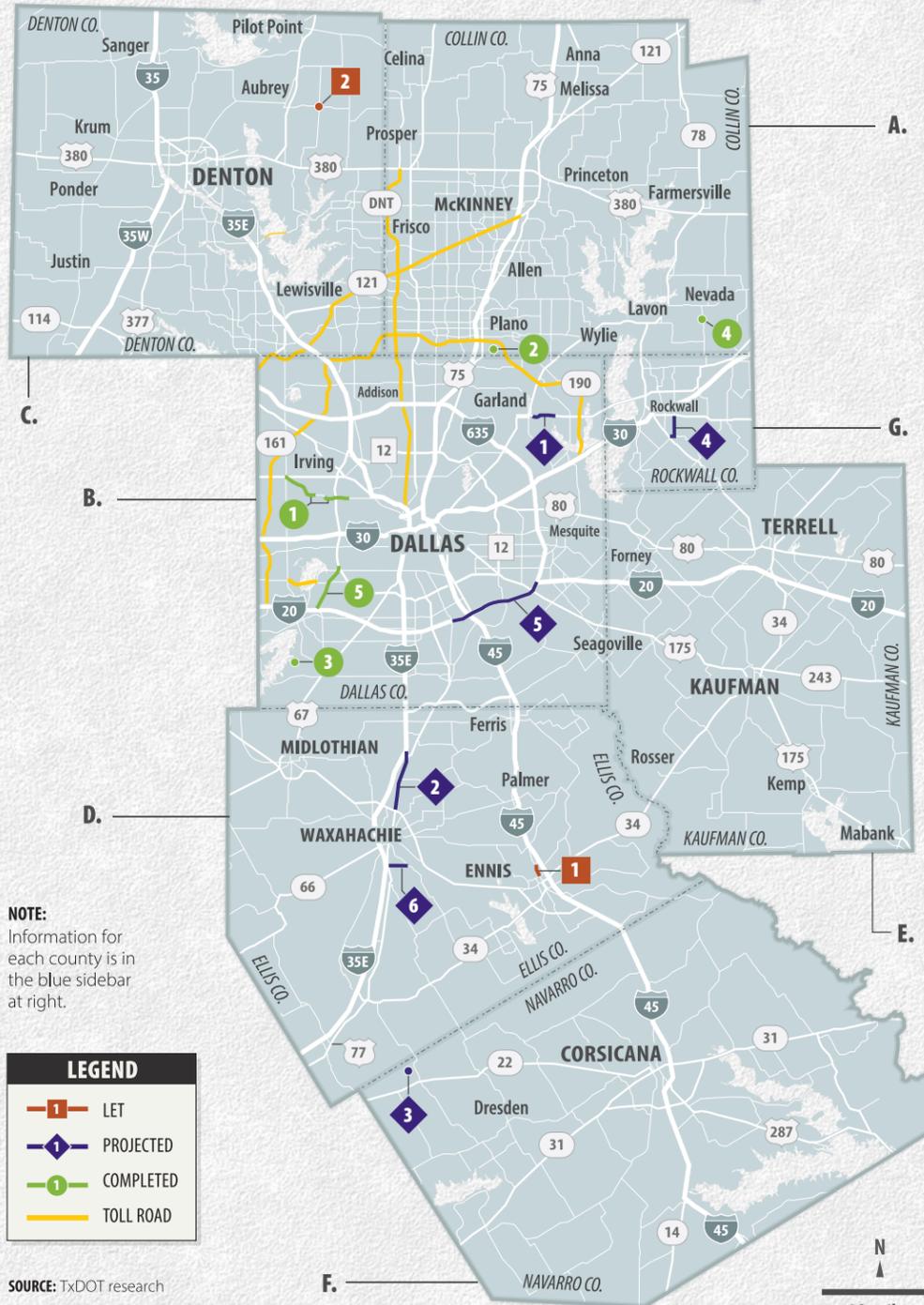
* Unmapped. SOURCE: TxDOT

TxDOT graphic



DALLAS DISTRICT PROJECTS MAP

COLOR AND NUMBERED BOXES CORRESPOND WITH THE CHARTS ON PAGE 2 AND SHOW PROJECTS THAT HAVE LET IN **JANUARY 2026**, ARE PROJECTED TO LET IN **FEBRUARY 2026**, OR HAVE RECENTLY BEEN **COMPLETED**.



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

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

Purpose

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

This document is a compilation of general public comments submitted from Saturday, Dec. 20 through Monday, Jan. 19, 2025, via website, email, social media and in person at NCTCOG’s monthly Regional Transportation Council (RTC) meeting. This month, comments related to various transportation initiatives 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 5 new comments related to bicycle/pedestrian and roadway conditions. You can view these new comments as well as past comments by visiting:<http://nctcogis.maps.arcgis.com/apps/CrowdsourcingReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

Air Quality

Facebook –

1. 📍 Emissions inspections required in Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant counties 📍 – NCTCOG Transportation Department



The inspection is only required in counties that are over a certain population. – Howard Nunn

I have a 2015 and just got my tags renewed. All with OUT a emission test in my county. So this is BS – Ladona Jackson Prater

no emissions on vehicles 25 years of age or older classic vehicle registration is \$50 for 5 years in Texas – John Cook

I say the state dropped the wrong inspection, it should have been the emissions test dropped and kept the safety inspection for every county – Terry Bates

They don't require it in some places but still charge you for an inspection even if one wasn't performed on the vehicle. Talk about ROBBERY – Michael Ashworth

Emission testing in only certain counties is laughable. So they think the cars leaking emissions from other counties isn't going to cross over into their county 😏 It's in the air. You cannot separate it 😂 So it should be all or none. Who makes these rules? – Crystal Hill DeWall

To view more comments on this post, visit:

<https://www.facebook.com/NCTCOGtrans/posts/pfbid0T2SM9SEohG9bL8wbEkHbTxP92TK8ePNmyMpb7f6cHsJvAXAYcY2Zi7Ue23TjgrHyl>

Public Involvement

Facebook –

1The January Regional Transportation Council Meeting will be held tomorrow at 1 pm. Find this month's agenda at the link in our comments below.. – NCTCOG Transportation Department



More conflicts of interest between DCTA and Lewisville..... DCTA, nor its Vice-Chair (who is also mayor of Lewisville, I might add) has yet to explain that \$4-5K payment "mistake" last year. Time for an audit! – Bonni Crisfulli

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



Yes — Sandra Shelby

Aaammeeenn to that!!!! — Karen Newhouse

Real talk 😊 — James Barnes

Parte dos. **Translation:** Part two— Julio Gonzalez

AMEN Amen Amen 🙏🙏🙏 — Mary Seamster

Other

LinkedIn -

1. Attended NCTCOG Transportation meeting yesterday and it was great to connect with colleagues Tony Kimmey, P.E. , Shane Tully, Dustin McKinney, PMP, Andrew Kissig and many others. The one that I was very happy to see and sad to learn is leaving us is Brendon Wheeler, PE, CFM. Brandon has been exceptional to work with. From all the speaking engagements with American Society of Highway Engineers (ASHE) - DFW Section to just being there when I was looking for information, he was always there to answer any questions, provide information when I was looking at projected future growth trying to pre-position the firm i was with and everything in between. Brandon, Thank you. You will be missed. And yes he really is that tall, or I might be that short. LOL— Michael F. Knowles, CPSM



Thanks for the well wishes Michael! And great to see you yesterday. – Brendon Wheeler, PE, CFM

Facebook –

1. North Texas has experienced exponential growth over the years, reshaping the region. This January, we're kicking off the year with our #TopicOfTheMonth series by highlighting growth. This month, we'll explore the rising population, its impact on transportation and take a look into the future of the region.

Read more about growth in North Texas at the link in our comments below!



I wouldn't consider this region well-positioned to meet the demands of growth if our regional public transportation system is facing an existential crisis due to conflicts with the suburbs — Randy DeJesus

I agree — John Dickinson

Texas needs ONE toll authority. Having multiple is stupid — Kurt Dorr

Stealing business from other cities is not growth it's called corruption — Danny Cirulli

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January 5, 2026

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

*Re: TxDOT Feasibility and Corridor Studies Support an **Interstate 287**; another far superior "reasonable alternative" to high-speed rail left uninvestigated in the legally precluded "environmental analysis"*

Dear Mr. Kirkpatrick:

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

The purpose of this letter is to inform you, as chief counsel to the North Central Texas Council of Governments (the "NCTCOG"), that the Texas Department of Transportation ("TxDOT") has completed final reports concluding that upgrading U.S. Highway 287 into a regular interstate is both economically viable and feasible. As a courtesy, I provide the web address containing these studies. See <https://www.txdot.gov/projects/projects-studies/statewide/us287-texas-corridor-study.html>.

You will quickly see that this proposed corridor would provide interstate highway travel between Fort Worth and Corsicana, where travelers could choose to either access Interstate 45 to Houston or continue on a future Interstate 287 into Louisiana.

TxDOT has concluded that this alternative would reduce traffic on I-45 by over 1,200,000 vehicles each year and directly benefit numerous cities in our region.

If you, Michael Morris, or any other person in the NCTCOG Transportation Department takes the time to actually review these studies even at a cursory level, it will become readily apparent that the per mile cost of this Highway 287 upgrade would be just a very small fraction of the per mile cost to construct the now removed from consideration alignment "2(b)."

This proposed reasonable alternative would also not cause billions of dollars of economic "loss[es]" each year, as the Boston Consulting Group concluded would occur under the now-scuttled alignment "2(b)."

Ken Kirkpatrick
General Counsel
January 5, 2026
Page 2

I memorialize that I have provided you a number of obvious reasonable (actually remarkably preferable and superior) alternatives to Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail (beyond objectively showing the numerous legal preclusions), legally required to be considered in any alleged “environmental analysis,” but that continue to be ignored. This U.S. Highway 287 upgrade is yet one more.

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

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

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

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

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

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

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

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

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

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January 6, 2026

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

Re: The Rejected, Legally and Procedurally Precluded, and Fatally Flawed Fort Worth-to-Houston Corridor ID "Project"

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").

As a courtesy, I provide to you, in your capacity as the chief counsel for the North Central Texas Council of Governments (the "NCTCOG"), the following salient and objectively cogent summary points regarding the rejected, legally precluded and otherwise fatally flawed process surrounding the so-called Fort Worth-to-Houston Corridor Identification and Development "program."¹ You will readily conclude after reviewing the below that any continued efforts to proceed in any manner with that project are legally and practically futile and would constitute a gross waste and misuse of taxpayer dollars and regional resources.

• *The FRA has already rejected 90% of the route proposed to be studied in the supposed Fort Worth to Houston Corridor ID program (the Dallas-to-Houston high-speed rail corridor) precluding any federal taxpayer support.*

In April 2025, the Federal Railroad Administration (the "FRA") publicly pulled all federal funding for high-speed rail in the Dallas-to-Houston corridor, including funds for any pre-construction work, which includes all Corridor ID program funds (Steps 1, 2 and 3). Listed below are examples of quoted statements by various representatives of the Department of Transportation, including the FRA, terminating and criticizing the Dallas-to-Houston Corridor ID project:

¹ While this document is intentionally in summary format, more substantive discussion on these points, as well as other points conclusively showing the myriad inefficacies of and legal impotency regarding the Fort Worth-to-Houston Corridor ID program may be provided in future and separate correspondence.

“FRA [] is in agreement that underwriting this project is a waste of taxpayer funds”

“[Dallas-to-Houston] project was proposed as a private venture. If the private sector believes this project is feasible, they should carry the pre-construction work forward, rather than relying on . . . the American taxpayer to bail them out.”

“[the termination] reflects a recognition by [] FRA that federalizing [Dallas-to-Houston high-speed rail] is not the best use of taxpayer funding.”

<https://www.transportation.gov/briefing-room/us-transportation-secretary-sean-p-duffy-announces-agreement-save-taxpayers-over-60>

For context, the FRA-rejected 240-mile Dallas-to-Houston high-speed rail corridor accounts for approximately **90%** of the entire 270-mile Fort Worth-to-Houston corridor that Mr. Morris proposes federal funds be used to study under the Corridor ID program. Stated alternatively, the Step 1 work that Mr. Morris advocates be completed for the Fort Worth-to-Houston corridor includes only about 10% of rail line that has not *already* been determined to be categorically *excluded* from federal funds (and kicked out of the Corridor ID program by the FRA).

In the face of this blunt FRA rejection, Michael Morris nonetheless proceeded to represent to the NCTCOG Executive Board that the “FRA is *wanting* us to look at high-speed rail from Fort Worth to Houston.” September 23, 2025 NCTCOG Executive Board. Mr. Morris even suggested that the FRA might be inclined to provide federal funds for a high-speed rail line between Fort Worth and Houston. October 23, 2025 NCTCOG Executive Board (“you may end up with a program that includes funds from FRA”). Of course, Mr. Morris completely omitted the fact that the FRA had already flatly rejected nearly all of the proposed Fort Worth-to-Houston route (and all federal funds related to that 240-mile route).

The determination by the FRA that it would not allow the use of federal funds for the Dallas-to-Houston portion of the Fort Worth-to-Houston corridor renders moot and completely wasteful any further Corridor ID efforts.

●NCTCOG/Michael Morris appear to have accomplished no Corridor ID Step 1 work for over a year and a half, then claim a supposed emergency – the City of Dallas cannot be muscled or cornered.

The FRA publicly announced the \$500,000 Step 1 Corridor ID program grant agreement with NCTCOG regarding a Fort Worth-to-Houston route in December 2023 – over two years ago. By all reasonable accounts, the NCTCOG Transportation Department allowed work related to that Fort Worth-to-Houston corridor to be delayed and effectively idle for over a year and a half – with no actual Step 1 work commenced during that extended period.

After the Corridor ID program apparently slumbered for over 18 months, Mr. Morris provided his first substantive status report to either the RTC or the NCTCOG Executive Board regarding the Fort Worth-to-Houston Corridor ID grant (in, respectively, September and October 2025). At those public meetings, the stark lack of progress was confirmed, including that (1) no Step 1 work had even started after all that time, (2) a vendor had been proposed but was not even legally authorized to commence any work, and (3) the deadline to complete and submit to the FRA completed Step 1 work (that Mr. Morris predicted would take approximately ten (10) months) was in April 2026 – less than four (4) months away.

Michael Morris articulated no explanation for the over 18-month dormancy regarding actual Step 1 work on the Fort Worth-to-Houston Corridor ID project. Upon reasonable information and belief, that project was effectively suspended (or at least sloth-like dragged along) in favor of the *now-voided and rejected* Amtrak Corridor ID grant for the Dallas-to-Houston corridor. Available facts lead to the rational conclusion that only *after* the FRA publicly pulled all federal funds from the Dallas-to-Houston Corridor ID project (terminating the Dallas-to-Houston Corridor ID program), did significant efforts to jump-start any actual Step 1 work on the Fort Worth-to-Houston Corridor ID program move forward.

Comically, after apparently slumbering around for over a year and a half, Mr. Morris arose to claim a supposed exigency in obtaining approval from both the RTC and the NCTCOG Executive Board to enter into a services contract with a proposed vendor.

The City of Dallas cannot be pressured into agreeing to any route. Neither the NCTCOG Transportation Department nor Michael Morris has any jurisdiction over the City of Dallas.

As of this date – *over two years* since the announcement of the Fort Worth to Houston Corridor ID grant, no Step 1 work has commenced.

•*The Corridor ID Request for Proposals process was legally flawed, precluding any contract with the proposed vendor (and, in turn, any Step 1 Fort Worth-to-Houston Corridor ID work).*

At the October 2025 meeting of the NCTCOG Executive Board, Michael Morris, in his capacity as NCTCOG Transportation Director, recommended that the Executive Board vote to award a contract for hundreds of thousands of dollars to a private vendor to commence and complete certain work as stated in a “request for proposal” regarding “Step 1 of the FRA Corridor ID program for the Fort Worth to Houston high-speed rail corridor.” *See* North Central Texas Council of Governments Metropolitan Planning Organization Request for Proposals FRA Corridor ID, dated October 25, 2024, as amended on November 7, 2024 (the “RFP”). Mr. Morris reported to the NCTCOG Executive Board that, pursuant to the RFP process, a consulting firm had supposedly been selected as the consultant for the Step 1 work pursuant to the terms as specifically stated in the RFP and sought the Executive Board’s approval of a contract with that vendor.

Ken Kirkpatrick
General Counsel
January 6, 2026
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No contract can be awarded (and no work can commence) under or based upon the RFP, including because, among other things, that process was legally flawed.

As background, on October 25, 2024, Mr. Morris supervised an invitation for potential vendors “to respond to the Request for Proposals,” which noticed a Pre-Proposal Conference on November 7, 2024. Potential bidders were required pursuant to the notice to submit proposals by November 22, 2024.

On November 7, 2024, the Pre-Proposal Conference commenced. The “Sign-In” sheet for that bidder conference included representatives from nineteen (19) different firms as well as Mr. Morris and members of his staff.

At the Pre-Proposal Conference, Mr. Morris led the presentation, which included notifying the bidders in attendance of, among other things, the scope and timing of the contemplated work for Step 1. The presentation materials included both charts, an agenda, and the RFP (in redline form showing the changes from the original version). The *attending* potential consulting firms were notified *at the meeting* that the RFP had been amended that very day to no longer “preclude” the ultimately retained consultant for “Step 1 of FRA’s Corridor ID process” from “participation in future procurements for Step 2 or Step 3.”

This amendment constituted a major modification to the RFP. Qualified consultants might be significantly less interested in participating in Step 1 if that would legally prohibit them from bidding for Steps 2 or 3. Potential consultant candidates may not have attended the Pre-Proposal Conference or determined to not submit a bid because they concluded that the RFP, in its original form, was not economically attractive.

The significant change to the RFP would require a new request for proposals process (even if there was any rational basis to continue with any efforts relating to the Fort Worth-to-Houston Corridor ID program, which there is obviously not).

•The Corridor ID Request for Proposals process is legally void due to changed circumstances, including relating to the six (6) year old EIS.

The RFP process, even if not procedurally flawed, would be nonetheless void and insufficient due to changed circumstances. The work to be completed as stated in the RFP is no longer applicable or possible, but has been mooted.

For example, the RFP presumes and assumes and is fundamentally based upon the “partnership” of and active required “collaboration with **Amtrak** regarding 240 of the 271 miles in the “corridor” applicable to the RFP. The Step 1 work subject to the RFP further requires the consultant to rely on **Amtrak** “as the basis to develop an SDP for the Fort Worth to Houston HSR corridor.” The RFP mandates that “[t]he consultant will also develop a list or inventory of items needed from **Amtrak**.”

However, as part of the rejection of the Dallas-to-Houston Corridor ID program referenced above, Amtrak has been precluded by the federal government from participating in the Step 1 process. As a result, significant work listed in the RFP that explicitly requires Amtrak participation cannot be performed, voiding the RFP's applicability. Bluntly, it is impossible to complete the Step 1 work as stated in the RFP, rendering the RFP a nugatory.

Moreover, the RFP requires that the consultant copy from the six (6) year old Environmental Impact Statement regarding possible future Dallas-to-Houston high-speed rail (the "EIS"). As we have previously reported, the EIS is legally stale. For example, the proposed technology for the rolling stock studied in the EIS is obsolete and has been replaced with newer and different technology.

As shown above, no consultant can be retained by NCTCOG pursuant to the RFP. The RFP is void, including due to significant changes in the scope of work. As a matter of law, for any consultant to be hired, Mr. Morris would be required, at the least, to commence a new request for proposals process, allow for competition in a new properly detailed request for proposals that lists the actual and correct scope of work to complete Step 1.

•*The NCTCOG Transportation Department Request for Proposals includes an impossible Project Schedule.*

The "Project Schedule" in the above-discussed RFP states a timeframe and deadlines that are likewise no longer applicable, viable or even possible. This further renders the RFP process legally void, precluding any contract with the proposed vendor as pushed for by Mr. Morris.

The RFP discussed at the Pre-Proposal Conference included a "Draft Project Schedule" table, which provided for a ten (10) month timeframe from the date the chosen consultant was given "Notice to Proceed" in April 2025 to the "Submission" of the "Final Performance Report to FRA" in January 2026. Built into this ten (10) month period were several approximately 15 and 30-day required "FRA Review Period[s]" to assess and monitor work as the consultant's Step 1 work proceeded, which totaled four and a half (4 ½) months. Potential consultants for the Step 1 work would reasonably principally consider whether they had the requisite staff or "bandwidth" to bid for the Step 1 work in this very specific timeframe.

Based on the RFP, the Step 1 work will take ten (10) months, yet Mr. Morris alleges he has agreed to an amended "FRA grant agreement" that would provide no more than around four (4) months to complete Step 1 by the alleged new deadline. Of course, this highly truncated "contract performance period" does not even consider the time required to complete a statutorily compliant new request for proposals process, much less requisite approvals by the NCTCOG Executive Board following that process. Given that Mr. Morris has built in four and a half (4 ½) months of multiple "FRA Review Period[s]," there is effectively no time at all for any consultant to complete the Step 1 work by the deadline in the alleged amended "FRA grant agreement."

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January 6, 2026
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As legally problematical, potential bidders reasonably anticipated that the Step 1 work would be conducted in **2025**. Now, all (or nearly all) of the work could be conducted no earlier than **2026**, a different year. Qualified consultants who potentially determined they did not have capacity to complete the Step 1 work in 2025 (and therefore did not submit a bid) may well have such capacity in 2026. This further shows the failure of the request for proposals process precluding any contract award.

•*The Fort Worth-to-Houston Corridor ID Program would be a subsidy to the private developer of possible future Dallas-to-Houston high-speed rail, even though that private entity agreed with both NCTCOG and the Houston area MPO to not accept federal funding – however, the Corridor ID program would require federal funding.*

Texas Central has entered agreements with both NCTCOG and the Houston-Galveston Area Council (the Houston-area metropolitan planning organization) to not accept federal grants for the possible future Dallas-to-Houston high-speed rail route.

Moreover, a representative of Texas Central has publicly stated that it was in support of the FRA's withdrawal of federal funds from the Dallas-to-Houston Corridor ID program, stating, "[w]e agree . . . that this project should be led by the private sector." Its lead "investor" added:

"We are proud to have stepped in as the private sector sponsor of the Texas high-speed rail, and today's announcement is good news for the overall project. The first Trump Administration gave this project the green light, but after President Trump left office the project got hung up in the politics of the Biden Administration's efforts to jam Amtrak and politics into the equation. We agree with Secretary Duffy that this project should be led by the private sector, and we will be proud to take it forward. This project is shovel-ready and will create significant new jobs and economic growth for Texas as part of President Trump's efforts to boost the U.S. economy."

<https://www.texasrailadvocates.org/post/fort-worth-investment-firm-says-texas-high-speed-rail-project-is-shovel-ready-as-amtrak-involvement-winds-down>

The Fort Worth-to-Houston Corridor ID project is founded upon and requires federal funding and is therefore, on yet another basis, legally and practically precluded.

•*Michael Morris represented to the Federal Transit Administration that "[t]he . . . Dallas-to-Houston corridors will be funded through private-sector initiatives."*

Even Michael Morris has stated that the Dallas-to-Houston corridor is to be *privately* funded. But, as stated above, the Fort Worth-to-Houston Corridor ID project is foundationally based on federal funding (which, in any event, has already been rejected by the federal government).

Ken Kirkpatrick
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The Fort Worth-to-Houston Corridor ID project is practically and legally futile.

● ***Nearly two-thirds of the Dallas-to-Houston route is outside the jurisdiction of the NCTCOG.***

Over 150 miles of the 240 miles of the proposed Fort Worth-Houston corridor Michael Morris seeks to advance in the Corridor ID program are *outside the NCTCOG's geographic jurisdiction*. For emphasis, nearly two-thirds of that proposed route are not even within the 16-county area over which the RTC is charged to provide any policy guidance or have involvement. Contextually, if this attempted extraterritorial grab is acceptable, the RTC would by logical extension likewise have the jurisdiction over a rail line all the way to California. Of course, that is preposterous.

Mr. Morris has further not provided information to the RTC or the NCTCOG Executive Board as to the position of *other* metropolitan planning organizations, including most significantly the Houston-Galveston Area Council (“H-GAC”), regarding a Corridor ID project that runs directly through the geographical jurisdiction of these other councils of governments.

● ***The RTC has already removed alignment “2(b)” a/k/a the “Eastern Alignment” from consideration.***

The RTC has already removed, in an official vote at its November 2025 meeting, alignment “2(b)” (a/k/a the “Eastern Alignment”) from consideration as a potential Dallas-to-Arlington Entertainment District-to-Fort Worth route. That admittedly fatally flawed and legally precluded route has been rejected.

In addition, the I-30 Corridor route between Fort Worth and Dallas has already been rejected in a FRA Final Report that was coordinated by NCTCOG.

Finally, the Dallas City Council, in a June 12, 2024 Resolution, additionally rejected alignment “2(b)” in precluding above-ground high-speed rail through Downtown Dallas.

As a result of *each* of the above rejections of alignment “2(b),” there is no reasonable or legal basis to include that route in any Corridor ID program scope of work.

● ***Alignment “2(b)” (a/k/a the “Eastern Alignment”) is otherwise legally precluded and fatally flawed.***

Among the epically long list of legal preclusions and fatal flaws associated with the now-rejected and scuttled alignment “2(b),” it would:

- be precluded under the express terms of the Master Agreement between the City of Dallas and Hunt;

- cause billions of economic losses to the City of Dallas each year as confirmed by both the Boston Consulting Group *and* leading Texas economist Ray Perryman;

- imperil the \$6 billion planned Hunt development, put in jeopardy the economic viability of the planned new Kay Bailey Hutchison Convention Center, and be a hard hit against the vitality of Downtown Dallas even as it deals with the recent announcement of AT&T's move to Plano;

- cause massive environmental damage to the City of Dallas, including West Dallas, Martyrs Park, the Harold Simmons Park, the Ron Kirk Pedestrian Bridge and the Margaret Hunt Hill and Margaret McDermott Bridges; and

- actually slow down and create congestion on I-30 due to its cannibalization and stripping away of TxDOT's TEXPress managed lanes, which successfully keep traffic moving at fast speeds.

● ***NCTCOG representatives and Boston Consulting Group state that the Trinity Railway Express (the "TRE") can be upgraded to have competitive travel times at a tiny fraction of the cost of higher-speed rail.*** As an example, the Boston Consulting Group report concludes that the Trinity Railway Express (the "TRE") can be upgraded to have competitive travel times at a tiny fraction of the cost of higher-speed rail.

It is clear that any efforts to move along the legally and procedurally flawed Fort Worth-to-Houston Corridor ID project (including any retention of any vendor as a result of the impotent request for proposals process) is not only precluded, but would constitute a gross waste and misuse of taxpayer funds (including regional resources).

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

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

or

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

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

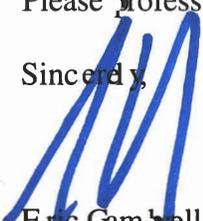
The so-called “Alignment 2(b)” would undeniably threaten, irreparably harm and severely damage the Reunion development as well as the potential for new economic activity adjacent to Dallas’ new \$3 billion Kay Bailey Hutchison Convention Center.

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

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

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

Sincerely,



Eric Campbell

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January 12, 2026

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

*Re: TxDOT is **already** studying intercity passenger rail between Dallas-Fort Worth and Houston*

Dear Mr. Kirkpatrick:

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

The purpose of this letter is to inform you, in your capacity as a lawyer to the Regional Transportation Council (the "RTC"), the policy committee of the North Central Texas Council of Governments (the "NCTCOG"), that **the Texas Department of Transportation ("TxDOT") is already in the process of considering intercity passenger rail service between Dallas-Fort Worth and Houston.**

For your information, this route has already been accepted by the Federal Railroad Administration into the Corridor Identification program. *See* <https://railroads.dot.gov/elibrary/fras-corridor-id-obligation-status-report>.

This TxDOT-proposed Dallas-to-Houston passenger rail corridor exemplifies another in the long list of preferable, superior and reasonable alternatives to the now-scuttled alignment "2(b)," which I have brought directly to your attention but which have been ignored in the supposed but legally invalid "environmental analysis."

This TxDOT-proposed passenger rail corridor includes a station actually in Bryan-College Station (versus roughly 45 minutes away as proposed for possible future Dallas-to-Houston high-speed rail). It would further not cause billions of dollars in "loss[es]" each year that would have been suffered by the City of Dallas if alignment "2(b)" had not been removed from consideration.

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

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

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

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

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

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

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

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

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

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January 20, 2026

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

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 Tuesday, January 6, 2026, I provided you a letter listing numerous legal and procedural infirmities and fatal flaws associated with the rejected Fort Worth-to-Houston Corridor Identification and Development "program." That letter objectively and conclusively shows that any efforts to move that project along, including without limitation any retention of any vendor to conduct any Step 1 work, would constitute a gross waste and misuse of taxpayer funds (including regional resources).

It is not evident from the public record that the January 6, 2026 letter has been provided to the Members of the Executive Board of the North Central Texas Council of Governments (the "NCTCOG").

You may consider your fiduciary, legal and other duties in relation to keeping the Executive Board informed on relevant matters falling within their jurisdiction.

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

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

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

Ken Kirkpatrick
General Counsel
January 20, 2026
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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.

“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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egambrell@akingump.com

January 26, 2026

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

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").

As a courtesy and for your information and attention, I provide the below excerpts from the text of the Resolution unanimously passed by the Councilmembers of the Dallas City Council on January 21, 2026:

“[T]he City Council reaffirms its position on above-ground rail lines as stated in Section 1 of Resolution No. 24-0876, approved on June 12, 2024, which reads as follows: “That, at this time, except for streetcar expansion projects currently under consideration, **the City Council does not support construction of new above-ground passenger rail lines through the Central Business District, Uptown, and Victory Park areas.**”

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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Ken Kirkpatrick
General Counsel
January 26, 2026
Page 2

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

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

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

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

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

Sincerely,

/s/ Eric Gambrell

Eric Gambrell



North Central Texas
Council of Governments

TRANSPORTATION PUBLIC MEETING

MARCH 9 | NOON | 616 SIX FLAGS DR. ARLINGTON, TX 76011

PRESENTATIONS

TEXAS EV INFRASTRUCTURE PLAN UPDATE

The Texas Department of Transportation's (TxDOT) Texas EV Infrastructure Plan is a comprehensive plan that spurs economic development and enables electric vehicle travel across Texas. Staff will present an update on the status of the plan and study area recommendations to be administered by TxDOT in North Central Texas.

NORTH TEXAS ZERO EMISSION VEHICLE CALL FOR PROJECTS

Staff will present information on the North Texas Zero Emission Vehicle (NTxZEV) Call for Projects. On behalf of the region, NCTCOG was awarded \$60 million under the Environmental Protection Agency's (EPA) Clean Heavy-Duty Vehicles Program. NCTCOG will use this funding to award rebates to public and private entities to replace existing heavy-duty vehicles. For more information, visit www.nctcog.org/NTxZEV.

INTEGRATING TRANSPORTATION & STORMWATER INFRASTRUCTURE (TSI) STUDY

Initiated in 2023, the \$10 million 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. Staff will present an update on the study's progress.

TRAFFIC SIGNAL FUNDING

Staff will provide an overview of the Traffic Signal Funding Program and its seven funding categories. These categories were established based on previously approved traffic signal improvement types.

RESOURCES + INFORMATION

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

Air Quality Programs and Funding Opportunities:
PublicInput.com/nctcogAQ

Try Parking It: TryParkingIt.com

For special accommodations due to a disability or for language interpretation, contact Katherine Cadena at 817-695-9109 or kcadena@nctcog.org at least 72 hours prior to the meeting. Reasonable accommodations will be made.

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

Attend in person, watch the presentations live at publicinput.com/nctcogmarch26 or participate via phone by dialing 855-925-2801 then code 3423.

    @nctcogtrans