

AGENDA

Regional Transportation Council

Thursday, December 11, 2025

North Central Texas Council of Governments

11:00 am - RTC Transit Vision Subcommittee Meeting

12:00 pm

1:00 pm Full RTC Business Agenda

(NCTCOG Guest Secured Wireless Connection Password: rangers!)

Pledge to the United States and Texas Flags

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

Information

Minutes: 10

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

Background: N/A

1:10 – 1:15 2. Approval of November 13, 2025, Minutes

Action Possible Action Information Minutes: 5

Presenter: Rick Bailey, RTC Chair

Item Summary: Approval of the November 13, 2025, meeting minutes contained in [Electronic Item 2](#) will be requested.

Background: N/A

1:15 – 1:20 3. Consent Agenda

Action Possible Action Information Minutes: 5

3.1. Ratification of Emergency Funding: North Texas Multimodal Operations, Velocity, Efficiency, and Safety Cost Increase for Eastern Segment

Presenter: Christie Gotti, NCTCOG

Item Summary: Regional Transportation Council (RTC) ratification is requested for emergency funding of \$3.82 million in Congestion Mitigation and Air Quality Improvement Program funds with a local

match of \$955,000 committed by Dallas Area Rapid Transit (DART) as the last funding piece for the eastern section of the Trinity Railway Express (TRE) federal discretionary grant. The action includes amending the Transportation Improvement Program and other administrative/planning documents to enable the project to proceed to construction.

Background: North Texas Multimodal Operations, Velocity, Efficiency, and Safety (NT MOVES) is a collaborative effort between the RTC, DART, Trinity Metro, and the TRE to increase regional freight and passenger mobility on the TRE corridor. The project was awarded \$25 million dollars in Better Utilizing Investments to Leverage Development federal discretionary grant funding, along with other RTC-approved funds. In October 2025, RTC approved a funding partnership for the western section of this project. As Transportation Improvement Program (TIP) modifications were being submitted, it was determined that the final estimate for the eastern section was slightly higher. While the TIP modification could have been delayed to the next revision cycle, that action would have delayed the project letting. This situation was resolved by utilization of the Transportation Director's authority under the RTC Policy Position Establishing Guidelines for Ratification Actions (P20-02), the additional funding was included in the TIP modification with the caveat that final RTC approval was needed to proceed. Under the Ratification Policy, staff is bringing this item to the RTC for ratification in December, which is the next scheduled meeting of the RTC, as specified by the policy.

Performance Measure(s) Addressed: Goods Movement, Transit

3.2. Funding for Klyde Warren Park Phase 2 Cost Overrun

Presenter: Brian Dell, NCTCOG

Item Summary: Regional Transportation Council approval of \$7.85 million in Surface Transportation Block Grant Program (STBG) funding and changes to

non-federal funding for the Klyde Warren Park Phase 2 project will be requested.

Background: The Klyde Warren Park Phase 2 project in the City of Dallas is scheduled for a June 2026 letting and costs have increased based on a 95 percent design plans. To facilitate a June 2026 letting, a funding plan needs to be finalized so an amendment to the Advance Funding Agreement can be executed by the end of the year. The project is part of the 2023 Reconnecting Communities and Neighborhood grant award from the United States Department of Transportation. Additional STBG funding is being requested to fill the funding gap to ensure that the project can proceed to construction. There is approximately \$70 million in STBG funding unprogrammed, more than enough to accommodate this request. More details can be found in [Electronic Item 3.2.1](#) and [Electronic Item 3.2.2](#).

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

3.3. Technology Project Identification Framework

Presenter: Natalie Bettger, NCTCOG

Item Summary: Staff will request approval of projects within the Transportation Technology and Innovation Program and the new Technology Project Identification process.

Background: The Technology and Innovation Program supports the advancement of emerging transportation technologies across the region. Staff will provide updates on previous projects, an overview of the new technology identification process, available funding, emphasis areas, evaluation criteria, and the proposed implementation schedule. The program also outlines the use of \$8.7 million in Surface Transportation Block Grant Program (STBG) funds to support eligible projects. Additional information is provided in [Electronic Item 3.3](#).

Performance Measure(s) Addressed: Roadway, Safety

- 1:20 – 1:35 4. **Orientation to Agenda/Director of Transportation Report**
- Action Possible Action Information Minutes: 15
- Presenter: Michael Morris, NCTCOG
1. Status Report on the Regional Transportation Council Transit Vision Subcommittee Meeting in January
 2. Federal Railroad Administration Corridor Identification Development Program
 3. 2026 Schedule of Meetings for the Regional Transportation Council and Surface Transportation Technical Committee ([Electronic Item 4.1](#))
 4. End of 2025 Ozone Season ([Electronic Item 4.2](#))
 5. Integrating Transportation and Stormwater Infrastructure Study Workshop: January 29, 2025 ([Electronic Item 4.3](#))
 6. Additional Correspondence from Hunt-Related Entities on High-Speed Rail ([Electronic Item 4.4](#))
 7. Status Update on 2025 Transportation Conformity ([Electronic Item 4.5](#))
 8. Attendance Report: Dallas-Fort Worth Clean Cities Technical Advisory Committee ([Electronic Item 4.6](#))
 9. Local Clean Air Project Spotlight ([Electronic Item 4.7](#))
 10. Air Quality Funding Opportunities (www.nctcoog.org/aqfunding)
 11. Upcoming Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org/events)
 12. October – November Public Comment Report ([Electronic Item 4.8](#))
 13. November Public Meeting Minutes ([Electronic Item 4.9](#))
 14. December Public Meeting Notice ([Electronic Item 4.10](#))
 15. Recent News Articles ([Electronic Item 4.11](#))
 16. Recent Correspondence ([Electronic Item 4.12](#))
 17. Recent Press Releases ([Electronic Item 4.13](#))
- 1:35 – 1:45 5. **Fiscal Year 2024 – 2025 National Railroad Partnership Program**
- Action Possible Action Information Minutes: 10
- Presenter: Jeff Neal, NCTCOG
- Item Summary: Staff will request Regional Transportation Council (RTC) approval to submit applications for the Fiscal Year (FY) 2024-2025 National Railroad Partnership Program (NRPP). Applications are due to the United States Department of Transportation (USDOT) by January 7, 2026.
- Background: In September 2025, the USDOT announced a Notice of Funding Opportunity (NOFO) to solicit applications for

FY2024-2025 NRPP. This \$5 billion competitive grant program replaces the Federal-State Partnership for Intercity Passenger Rail National Program, with \$1.06 billion in funds integrated from the rescinded FY2024 NOFO. The program provides three application tracks, (1) Project Planning, (2) Project Development, and (3) Final Design/Construction. The North Central Texas Council of Governments plans to submit NRPP applications for the Prairie Creek Road Grade Separation Project and the East Trinity Railway Express (TRE) Corridor Improvement Project, both within the city of Dallas. Funds will be awarded on a competitive basis for a project (or group of projects) that improve American passenger rail assets through: (1) bringing rail assets into a state of good repair; (2) improving intercity passenger rail service; (3) expanding or establishing new intercity passenger rail service; and (4) planning, environmental studies, and final design supporting improvements proposed to accomplish one or more of the above objectives. Available at <https://railroads.dot.gov/federal-state-partnership-intercity-passenger>, the FY2024-2025 NRPP NOFO describes the application requirements, evaluation and selection criteria, applicable program and federal requirements, and available technical assistance during the solicitation period. [Electronic Item 5](#) includes a presentation describing the proposed action.

Performance Measure(s) Addressed: Safety, Transit

- 1:45 – 2:05 6. **Status Report on Major Regional Transportation Council Initiatives for 2025 and Approval of Fiscal Year 2027-2029 Management, Operations, and Air Quality Program**
- Action Possible Action Information Minutes: 20
- Presenters: Michael Morris and Christie Gotti, NCTCOG
- Item Summary: Staff will update the Regional Transportation Council (RTC) on accomplishments since June 2025 and Policy challenges over the next 60 days and request approval of the ongoing program. Focus will be placed on the “every three years” approval of the Management, Operations, and Air Quality Program.
- Background: RTC approval of the ongoing Management, Operations, and Air Quality Program will be requested. It includes largely existing transportation programs needing

approval and funding for the next three more years. Examples include the Texas Department of Transportation Mobility Assistance Patrol, the Regional Vanpool Program, Regional Traffic Signal Retiming Program, and other continuous programs conducted by staff on behalf of the RTC. [Electronic Item 6.1](#) contains major accomplishments since June 2025 and activities for the next 60-plus days. [Electronic Item 6.2](#) includes additional information on the funding program. [Electronic Item 6.3](#) contains the proposed list of projects and programs for the Management, Operations, and Air Quality program.

Performance Measure(s) Addressed: Roadway, Transit

2:05 – 2:15 7.

Metropolitan Transportation Plan Policy Bundle Round 6

Action Possible Action Information Minutes: 10

Presenter: Amy Johnson, NCTCOG

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

Background: The MTP Policy Bundle Program encourages local governments, school districts, and transportation agencies to voluntarily implement policies from Mobility 2050. Participating entities receive Transportation Development Credits (TDCs) to offset local matching funds for federal transportation projects. The Transit 2.0 Study identified the Policy Bundle as an opportunity to better incentivize transit-supportive actions, concluding that prior program rounds did not adequately reward cities investing local resources in transit. Round 6 proposes structural changes to address this finding, including expanded policy options for transit authorities and integrating transit funding participation into the scoring methodology for all applicants. [Electronic Item 7](#) provides additional information.

Performance Measure(s) Addressed: Air Quality, Safety

- 2:15 – 2:25 8. **Project Status Report: Metropolitan Planning Organization Milestone Policy Round 2, Fiscal Year 2025 and Fiscal Year 2026 Project Tracking Update**
- Action Possible Action Information Minutes: 10
- Presenter: Brian Dell, NCTCOG
- Item Summary: Staff will provide the Regional Transportation Council (RTC) with a status report on the Fiscal Year (FY) 2025 and FY2026 Project Tracking and Milestone Policy Round 2 projects.
- Background: The Milestone Policy was adopted by the RTC to focus on projects that have been funded for more than 10 years and have not gone to construction. By highlighting these projects, the policy creates agency accountability to implement projects in a timely manner. Staff coordinates with implementing agencies to assess project risk until they go to construction. Similarly, the annual project tracking effort focuses on projects slated for implementation in the current fiscal year. Projects are monitored early, allowing staff to highlight potential problems that could lead to delays, which enables the RTC to take corrective actions to avoid building up carryover balances in federal funding categories. Milestone Policy status updates, along with the latest risk ratings, can be found in [Electronic Item 8.1](#). FY2025 Project Tracking status updates can be found in [Electronic Item 8.2](#). FY2026 Project Tracking status updates can be found in [Electronic Item 8.3](#). A summary of the status reports can be found in [Electronic Item 8.4](#). Entities with projects delayed four or more years from their originally proposed start dates will be called out at the meeting.

Performance Measure(s) Addressed: Roadway, Transit

- 2:25 – 2:35 9. **Off-System Rail Grade Separation State Fund Program**
- Action Possible Action Information Minutes: 10
- Presenter: Michael Johnson, NCTCOG
- Item Summary: Staff will provide a brief overview of the Texas Off-System Rail Grade Separation State Fund Program, established to provide financial assistance to eligible state government entities for rail grade separation projects that improve public safety, support economic development, and reduce traffic congestion.

Background: In 2025, the 89th Texas State Legislature passed Senate Bill 1555, establishing the Texas Off-System Rail Grade Separation State Fund Program. The Legislature allocated \$250 million for this program through a supplemental budget allocation and authorized the Texas Department of Transportation (TxDOT) to prepare administrative rules governing its management and implementation. TxDOT will conduct a two-staged solicitation process that began on November 3, 2025, targeting the development and construction of projects that eliminates one or more existing adjacent at-grade roadway-rail crossings or provides a grade-separated pedestrian-rail crossing. Applications will be web-based and submitted online through TxDOT's Rail Division website, with preliminary applications that were due by November 14, 2025. Following an expedited review by TxDOT's Project Evaluation Committee, applicants will be selected to prepare a detailed application starting in December 2025. A preliminary list of candidate projects that were approved for detailed applications are contained in [Electronic Item 9](#). Selected projects will be recommended to the Texas Transportation Commission for final approval and award.

Performance Measure(s) Addressed: Roadway, Safety

2:35 – 2:40 10. Regional Public Transportation Agency Safety Plan Transit Safety

Performance Measures – Crime Data Request

Action Possible Action Information Minutes: 5

Presenter: Karla Windsor, NCTCOG

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

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

National Transit Database and NIBRS for DART as the only transit agency in the region with an independent police force. Additional details are provided in [Electronic Item 10](#).

Performance Measure(s) Addressed: Safety, Transit

2:40 – 2:45 11. North Texas Electric Vertical Takeoff and Landing and Advanced Air Mobility Aircraft Integration Pilot Program Proposal

Action Possible Action Information Minutes: 5

Presenter: Ernest Huffman, NCTCOG

Item Summary: Staff will provide an overview of the North Central Texas Council of Governments planned competitive application to the Federal Aviation Administration's (FAA) Electric Vertical Takeoff and Landing (eVTOL) Aircraft Integration Pilot Program (eIPP) to demonstrate near-term, real-world Advanced Air Mobility (AAM) operations in the Dallas-Fort Worth region.

Background: The pilot program is non-funded (partners carry their own costs) and will leverage American-manufactured aircraft in FAA certification, a network of participating airports/heliports, and enabling systems (charging, weather/data, and operational coordination). The briefing will cover scope, candidate mission profiles (short-haul cargo and passenger demonstrations), partner roles (Texas Department of Transportation Aviation, airports/heliports, Original Equipment Manufacturers [OEMs], universities, local jurisdictions), safety and performance data collection to inform federal policy, and how the effort aligns with the FAA's new Center for Advanced Aviation Technologies (CAAT) in Fort Worth. Staff will outline timeline, near-term deliverables (letters of support, site/route readiness checks), and request Council feedback on regional coordination and outreach to airport tenants and industry partners. Additional details are provided in [Electronic Item 11](#).

Performance Measure(s) Addressed: Safety, Transit

- 2:45 – 2:50** 12. **Interim Final Rule on the Disadvantaged Business Enterprise Program**
- Action Possible Action Information Minutes: 5
- Presenter: Ken Kirkpatrick, NCTCOG
- Item Summary: The United States Department of Transportation (USDOT) issued an Interim Final Rule on the Disadvantaged Business Enterprise (DBE) Program on October 3, 2025. Staff will provide a summary of impacts on the DBE Program.
- Background: In August 2025, the Regional Transportation Council approved an overall DBE Goal of 8.6 percent for Fiscal Years 2026-2028. During presentation of the goal, staff highlighted a pending United States Federal District Court case in Kentucky which could impact the DBE Program regulations in the future. The Interim Final Rule was published and became effective on October 3, 2025. The Interim Final Rule eliminates the sex and race-based presumptions to determine social and economic disadvantage. This requires all DBE firms to be re-certified under the new rule. Staff will provide a summary of changes and impacts on the DBE Program. [Electronic Item 12.1](#) and [Electronic Item 12.2](#) contain USDOT's initial guidance and frequently asked questions regarding the new DBE Rule. Additional information is included in [Electronic Item 12.3](#).

Performance Measure(s) Addressed: Administrative

- 2:50 – 3:00** 13. **Transportation Director Succession Plan**
- Action Possible Action Information Minutes: 10
- Presenter: Michael Morris, NCTCOG
- Item Summary: The Transportation Department has been requested to update the Transportation Director's Succession Plan for 2025 through 2027.
- Background: Director of Transportation, Michael Morris, has updated the Department Succession Plan related to the Transportation Director. [Electronic Item 13](#) contains the summary of the Succession Plan. Micheal will highlight the transition to Director "Emeritus" status as he will assist the new Director in the transition. Michael will continue his commitment to the Fédération Internationale de Football Association World Cup 2026.

Performance Measure(s) Addressed: Administrative

14. **Progress Reports**

Action Possible Action Information

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

- RTC Attendance ([Electronic Item 14.1](#))
- STTC Attendance and Minutes ([Electronic Item 14.2](#))

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

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

17. **Next Meeting**: The next meeting of the Regional Transportation Council will be held at **1:00 pm, Thursday, January 8, 2026**.

MINUTES**Regional Transportation Council**
Thursday, November 13, 2025

The Regional Transportation Council (RTC) met on Thursday, November 13, 2025, at 1:00 pm at the North Central Texas Council of Governments. The following RTC members or representatives were present: Daniel Alemán, Bruce Arfsten, Steve Babick, Rick Bailey, Elizabeth Beck, Curtis Bergthold, Lorie Blair, Alan Blaylock, Randall Bryant, Ceason Clemens, Bill Cox, Theresa Daniel, Jeff Davis, Pat Deen, Andy Eads, Michael Evans, Carlos Flores, T.J. Gilmore, Raul Gonzalez, Lane Grayson, Mojy Haddad, Clay Lewis Jenkins, Ron Jensen, Jill Jester, Stephen Mason, Cara Mendelsohn, Cesar Molina, Jesse Moreno, John Muns, Matthew Porter, Paul Ridley, Jim Ross, David Salazar, Alisa Simmons (representing Matt Krause), Kathy Stewart, Burt Thakur, Jeremy Tompkins, William Tsao, and Duncan Webb.

Others present at the meeting were: Vickie Alexander, Jennifer Arnold, Renee Arnold, Melissa Baker, Micah Baker, Jay Barksdale, Emily Beckham, Nathan Benditz, Natalie Bernal, Natalie Bettger, Brandi Bird, Alberta Blair, Jason Brown, Farhan Butt, Daniel Byrd, Katherine Cadenan, Jack Carr, Priscilla Chambliss, Lori Clark, Mandy Clark, Thomas Cochill, Dina Colarossi, Liam Crowley, George Cuba, Brian Dell, Rebecca Diviney, Darel Dryden, Clarence Falon, Ron Ford, Carmen Garcia, Mike Garcia, Eric Gallt, Gypsy Gavia, Rebekah Gongora, Christie Gotti, Gary Graham, Michael Haithcock, Tony Hartzel, Harris Hassan, Millie Hayes, Brianna Hernandez, Joel James, Tim Jauarel, Amy Johnson, Mike Johnson, Dan Kessler, Gus Khankarli, Ken Kirkpatrick, Chris Klaus, Dan Lamers, Anette Landeros, Eron Linn, Aaron Long, Juan Loya, Stanford Lynch, Clem Maddox, Dillon Maroney, Rob Matwick, Malcolm Mayhew, Joshua Menhennedt, Terry Meza, Kate Milner, Kenna Mitchell, Brian Moen, Juaquin Moreno, Michael Morris, Faith Morse, Mark Nelson, Amir Omar, Mayah Parish, Donald Parker, David Parnell, Linda Patrick, Michael Peters, Vikrant Polke, John Polster, James Powell, Ezra Pratt, Vercie Pruitt-Jenkins, Marcus E. Ray, Gabe Rivas, Jasmine Rodriguez, Gary Slagel, Adam Socki, Claude Spivey, Toni Stehling, Christopher Taylor, Steve Templer, Luke Tinker, Lauren Trimble, Elisa Villnave, Laura Weis, Mark Wiggins, Amanda Wilson, Karla Windsor, Chris Wright, and Hua Yang.

1. **Opportunity for Public Comment on Today's Agenda:** Rick Bailey, Regional Transportation Council Chair and Johnson County Commissioner, asked if there were any public comments. Chair Bailey read a written public comment submitted by Liam Crowley on agenda item 4. Written comments were provided and can be found in the Public Comments Report under the Director's Report agenda item.
2. **Approval of October 9, 2025, Minutes:** Approval of the October 9, 2025, meeting minutes contained in Electronic Item 2 was requested.

A motion was made to approve the October 9, 2025, meeting minutes as submitted in Electronic Item 2. Theresa Daniel (M); Matthew Porter (S). The motion passed unanimously.

3. Consent Agenda

- 3.1. **Modifications to the Fiscal Year 2026 and Fiscal Year 2027 Unified Planning Work Program:** Regional Transportation Council approval of modifications to the Fiscal Year (FY) 2026 and FY2027 Unified Planning Work Program (UPWP) was

requested. Direction for staff to administratively amend the Transportation Improvement Program and update any administrative and/or planning documents, as needed, to incorporate the programs and projects contained in the UPWP modifications was also sought.

- 3.2. **Air Quality Funding Recommendations Related to the Environmental Protection Agency National Clean Diesel Funding Assistance Program:** Regional Transportation Council approval of funding recommendations for Waste Management through the North Texas Diesel Emissions Reduction Project 2024 Call for Projects utilizing Environmental Protection Agency funds was requested.
- 3.3. **Fédération Internationale de Football Association World Cup Operational Projects and Staff Support and Trinity Railway Express Funding Trade:** Regional Transportation Council (RTC) approval was requested to assign \$800,000 in Regional Toll Revenue funds from the existing Transit Sustainability Program to the McKinney Avenue Transit Authority for Fédération Internationale de Football Association (FIFA) preparedness and operations of the historic M Line trolley, replace \$400,000 of staff time out of the Transit Sustainability Program with RTC Local funds, and award the North Central Texas (NCT) 9-1-1 with \$200,000 in RTC Local funds to support Artificial Intelligence transcription and translation services in preparation for the World Cup. Approval to repurpose \$3.5 million in Surface Transportation Block Grant Program funding previously approved for improvements to the Trinity Railway Express in preparation for the FIFA World Cup was also requested.
- 3.4. **Approval of Regional Transportation Council Local Funds to Support Regional Energy Management Assistance Program:** Approval of \$62,500 in additional Regional Transportation Council Local funds was requested to support the Regional Energy Management Assistance Program which is anticipated to be funded by the State Energy Conservation Office.

A motion was made to approve Items 3.1, 3.2, 3.3, and 3.4 on the Consent Agenda. Duncan Webb (M); Theresa Daniel (S). The motion passed unanimously.

This Consent Agenda item was pulled and presented by Brian Dell.

- 3.5. **Funding for Klyde Warren Park Phase 2 Cost Overrun:** Regional Transportation Council approval of \$7.85 million in Surface Transportation Block Grant Program funding and changes to non-federal funding for the Klyde Warren Park Phase 2 project was requested.

A motion was made to table this item until the December 11, 2025, Regional Transportation Council meeting. Duncan Webb (M); Theresa Daniel (S). The motion passed unanimously.

4. **Orientation to Agenda/Director of Transportation Report:** Michael Morris briefly highlighted items 1 through 3, 5, and 6, and requested action on item 4.
 1. Implications from Federal Government Shutdown
 2. Status Report on Regional Transportation Council Transit Vision Subcommittee Meeting in January

3. Denton County Judge Eads Honored with Texas Department of Transportation Road Hand Award
4. Dallas Area Rapid Transit Correspondence and Proposed Action on Regional Transportation Council Correspondence
5. 2025 Federal Certification Review Report for the Dallas-Fort Worth-Arlington, Denton-Lewisville, and McKinney Frisco Transportation Management Areas
6. 2025 Regional Transportation Council Federal Surface Transportation Authorization Priorities
7. North Texas Zero Emission Vehicles Call for Projects Is Open Now
8. Auto Occupancy/High-Occupancy Vehicle Quarterly Subsidy Report
9. Additional Correspondence from Hunt-Related Entities on High-Speed Rail
10. Local Clean Air Project Spotlight
11. 2025 Ozone Season Update
12. Air Quality Funding Opportunities (www.nctcoq.org/aqfunding)
13. Upcoming Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org/events)
14. September – October Public Comment Report
15. October Public Meeting Minutes
16. November Public Meeting Notice
17. Recent News Articles
18. Recent Correspondence
19. Recent Press Releases

A motion was made to approve Regional Transportation Council correspondence to the Texas Commission on Environmental Quality and the Texas Department of Transportation regarding ongoing discussions related to transit services in the Dallas-Fort Worth region that could have implications to the State Implementation Plan (Electronic Item 4.3). Randall Bryant (M); Bill Cox (S). The motion passed unanimously.

5. **Proposed Traffic Signal Program Funding Process:** Natalie Bettger presented and requested Regional Transportation Council approval of the proposed strategic traffic signal funding process.

A motion was made to approve the Traffic Signal Funding Process including eligibility requirements, evaluation criteria for funding requests, categorization of traffic signal improvements, and cost-sharing; development of a funding program through the Regional Transportation Council to implement traffic signal needs identified as part of this process; and to administratively amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program and update any administrative and/or planning documents as needed to incorporate the program. Duncan Webb (M); Michael Evans (S). The motion passed unanimously.

6. **Approval of Dallas-Fort Worth Air Quality Improvement Plan - Transportation Elements:** Chris Klaus requested Regional Transportation Council approval of transportation elements of the Dallas-Fort Worth Air Quality Improvement Plan.

A motion was made to approve the Dallas-Fort Worth Air Quality Improvement Plan: Comprehensive Action Plan - Transportation Elements, including emissions inventories, 2030 and 2050 Transportation Emissions Projections, 25 percent emission reduction goal, and transportation measures; and to administratively amend the Transportation Improvement Program (TIP)/Statewide TIP and update any administrative and/or planning documents as needed. Theresa Daniel (M); Lorie Blair (S). The motion passed unanimously.

7. **Advance Fort Worth to Houston High-Speed Rail Corridor Identification and Development Program, Dallas-Fort Worth High-Speed Rail Study, and the McKinney Passenger Rail Corridor Study:** Dan Lamers reviewed the background and current context for each item and requested the Regional Transportation Council consider the following items for approval:

- Item 1 Request the North Central Texas Council of Governments (NCTCOG) Executive Board and direct the Project Team to proceed with the Federal Railroad Administration-led Corridor Identification and Development Program for Step 1: Scope of Work development for the Fort Worth to Houston High-Speed Rail Corridor.
- Item 2 Request the NCTCOG Executive Board and direct the Project Team to proceed with the Federal Transit Administration's National Environmental Policy Act (NEPA) initiative for the Dallas-Fort Worth High-Speed Rail Study, including direction to advance the Western Dallas Alignment Alternative with the Interstate Highway 30 Integrated High-Speed Rail Corridor through the NEPA process.
- Item 3 Request the City of Fort Worth and City of Arlington to complete their high-speed rail Economic Impact Study for evaluation, along with completed economic impact study efforts.
- Item 4 Add the City of Plano's withdrawal election from the Dallas Area Rapid Transit to Go/No-Go decision point between Phase 1 and Phase 2 of the McKinney Passenger Rail Corridor Study.
- Item 5 Administratively amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program and update any administrative and/or planning documents as needed to incorporate the above actions.

A motion was made to take a separate action on each of the five items listed above in Item 7. Steve Babick (M); Paul Ridley (S). The motion to consider items individually passed unanimously.

A motion was made to table action on Items 1 and 2 until the January 2026 RTC meeting. Paul Ridley (M); Cara Mendelsohn (S). The motion to table failed.

A motion was made to approve Items 1 and 2. Jim Ross (M); Michael Evans (S). Jesse Moreno requested an amendment to the motion to remove the Eastern Alignment from consideration through the NEPA process. The amendment was accepted by Jim Ross and Michael Evans. The motion with amendment passed.

A motion was made to table action on Item 4 until the February 2026 RTC Transportation Council meeting. Steve Babick (M); Matthew Porter (S). The motion to table passed.

No action was taken on Items 3 and 5.

8. **Interim Final Rule on the Disadvantaged Business Enterprise Program:** This item was not presented due to time constraints.
9. **Status Report on Major Regional Transportation Council Initiatives; Path Forward for 2027–2029 Management and Operations Program:** This item was not presented due to time constraints.

10. **Metropolitan Transportation Plan Policy Bundle Round 6**: This item was not presented due to time constraints.
11. **Off-System Rail Grade Separation State Fund Program**: This item was not presented due to time constraints.
12. **Regional Public Transportation Agency Safety Plan Transit Safety Performance Measures – Crime Data Request**: This item was not presented due to time constraints.
13. **Progress Reports**: Regional Transportation Council attendance was provided in Electronic Item 13.1, and Surface Transportation Technical Committee attendance and minutes were provided in Electronic Item 13.2.
14. **Other Business (Old or New)**: There was no discussion on this item.
15. **Future Agenda Items**: There was no discussion on this item.
16. **Next Meeting**: The next meeting of the Regional Transportation Council is scheduled for **1:00 pm, Thursday, December 11, 2025**.

Meeting adjourned at 3:00 pm.



NCTCOG PRESENTATION

FUNDING FOR KLYDE WARREN PARK PHASE 2

Regional Transportation Council | December 11, 2025

BACKGROUND

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



RECENT DEVELOPMENTS

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



PROPOSED FUNDING PLAN (\$ IN MILLIONS)

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

Notes

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

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

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

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

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



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

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

RTC Action Item – December 11, 2025



QUESTIONS?



Christie Gotti, Senior Program Manager

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Brian Dell, Program Manager

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Klyde Warren Park Phase 2 Proposed Funding Plan

DRAFT

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

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

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

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

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

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



Technology Project Identification Framework

Regional Transportation Council
December 11, 2025



Completed AV Projects

Project	Description	Agency	TIP Code	Funding	Status
IH - 30 Test Corridor	Support TxDOT connected freight corridor (TCFC) project along IH 30 from Dallas to FTW.	NCTCOG	11670	\$250,000	Completed
TxDOT-Dallas Connected Freight Corridor	Smart freight corridors through deploying advanced vehicle-to-vehicle and vehicle-to-infrastructure communication technologies.	TxDOT - Dallas	11670.2	\$1,000,000	Completed
Multi-Purpose AV Design/Development	Multipurpose automated vehicle design, development, testing and deployment.	NCTCOG	11671	\$549,780	Completed
AV Planning	Procure planner(s) to assist public entities attracting or facing AV deployments.	NCTCOG	11685	\$1,666,000	Completed
Paul Quinn College Food & Internet (Infrastructure)	Infrastructure improvements (e.g., sidewalk repairs, clearing obstructions) to support autonomous delivery bots' operations.	NCTCOG	11684	\$250,000	Completed
UTA/Arlington AV Deployment	Support deployment of low-speed shuttles/AVs on UTA campus.	City of Arlington	11684.8	\$1,520,000	Completed
Optimized Freight Movement Project	Freight signal priority technology automatically extends green or reduces red lights for trucks to keep freight moving efficiently.	NCTCOG	11696.2 & 11696.1	\$5,000,000	Partially Completed



Cancelled AV Projects

Project	Description	Agency	TIP Code	Funding	Remaining Funds	Status
Paul Quinn College Food & Internet (Service)	Deployment of delivery robots on campus to provide students with convenient access to meals and internet connectivity services.	NCTCOG	11684	\$1,575,000	Transferred to Broadband Project	Cancelled
DFWIA Automated Parking Project	Automated parking test bed implementing low-speed vehicle automation, supervisory management, and active curb management systems.	DFWIA	11684.7	\$1,500,000	\$1,500,000	Cancelled
McKinney/Dallas AV Wellness Wagons	Mobile telemedicine vans using teleoperation technology to deliver healthcare services and supplies in McKinney and South Dallas.	NCTCOG	11684.6	\$5,000,000	\$5,000,000	Cancelled
		Total			\$6,500,000	



Ongoing AV Projects

Project	Agency	TIP Code	Funding
Fort Worth Broadband	City of Fort Worth	11684	\$3,000,000
Work Zone Data Exchange	NCTCOG	11678	\$2,500,000
Dallas College AV Workforce Dev.	Dallas College	11684.3	\$8,700,000
IH 35W AV Truckport	City of Fort Worth	11684.2	\$4,797,578
Richardson CAV Infrastructure	City of Richardson	11684.5	\$4,800,000
DART Bus Technology	DART	11684.1	\$1,750,000



BACKGROUND

The **Technology and Innovation Program** advances regional deployment of emerging transportation technologies that enhance **safety, efficiency, and connectivity**.

To better align project selection with regional priorities and streamline implementation, staff developed a new **Technology Project Identification (TPI) Framework** that establishes a **criteria-based process** for agencies to submit, evaluate, and advance innovative transportation concepts as they arise.

This modernized process promotes collaboration and ensures that regional funding is directed toward projects with measurable benefits and readiness for implementation.



Funding Available - Technology Project Identification (TPI)

Technology and Innovation

\$8,700,000 Surface Transportation Block Grant Program (STBG)

Funding Split:

69% Eastern Sub-Region = \$6,003,000

31% Western Sub-Region = \$2,697,000

Local Match – Transportation Development Credits



PROPOSED PROCESS

1. Idea Submission

Agencies provide concept submissions addressing “**how, what, when, and how much**”.

2. Evaluation

Staff assess **eligibility** and alignment with program **criteria**.

3. Regional Procurement

NCTCOG leads procurement for selected ideas.



PROPOSED ELIGIBILITY

Eligibility	Description
Costs	Equipment and Software costs involved in project implementation are eligible for reimbursement. Maximum project cost \$3M.
Location	Project must be located within the NCTCOG's 12 counties MPO boundaries and demonstrate direct benefits to the region.
Technology Readiness	Projects must demonstrate a Technology Readiness Level (TRL) between 6 and 9, indicating they are ready for prototype demonstration, testing or deployment.
Data Sharing	Share performance data with NCTCOG and enable data integration with 511DFW and Regional Data Exchange Platforms.
System Interface	Follow connected vehicle systems interface guidelines.
Maintenance & Operations	Project ideas must address how the technology or infrastructure will be maintained and operated after project completion.
Buy America	Buy America compliance from the manufacturer or distributor.
Procurement And Vendor	Follow the federal procurement process when acquiring equipment.
Schedule	Projects must begin by December 31, 2028.



EMPHASIS AREAS

Roadway Safety Technologies

- Deploying advanced tools to improve road safety.

Food Desert Elimination

- Supporting access to fresh food through innovative mobility solutions.

Delivery Bots & Drones

- Enhancing last-mile delivery with autonomous technologies.

Next-Gen Traffic Signals

- Improving traffic flow and safety through smart signal systems.

Autonomous Shuttles

- Expanding mobility options with low-speed, AV services.



PROPOSED CRITERIA

Proposal	Description	Score
Innovative approach to solve a transportation need	Innovative solution that supports listed emphasis areas, engages the community, improves job access, and drives economic growth.	50%
Strong Case for Regional Investment	Clearly articulates why regional funds are needed, and how the project can be transferable across regions.	40%
Public/Private sector partnership	Involves coordinating between public/private partner to enhance regional value.	10%
Total Score		100%

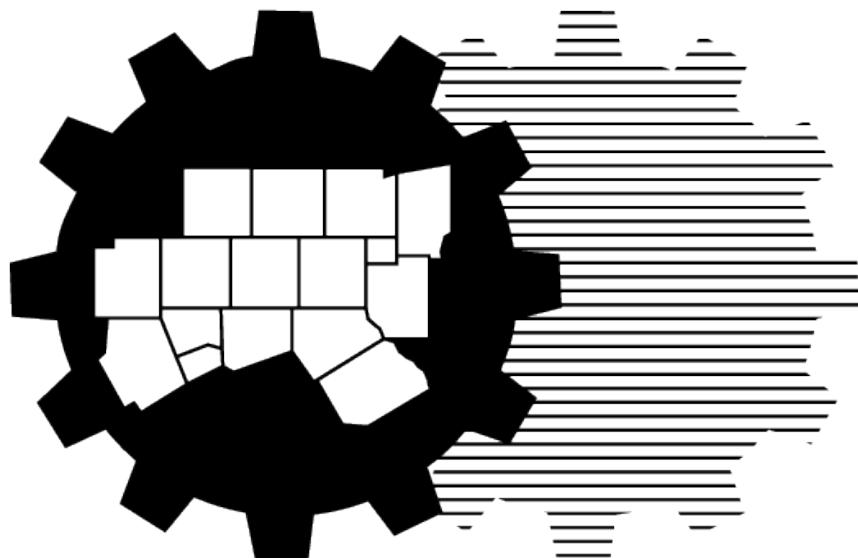


DRAFT SCHEDULE

Date	Action
October 24, 2025	STTC Information
November 10, 2025	Public Meeting
December 5, 2025	STTC Action
December 11, 2025	RTC Information
January 8, 2026	RTC Action
January 9, 2026	Open Call for Ideas (60 Days)
April 10, 2026	Close Call for Ideas
May 2026	STTC Information – Submitted Ideas
June 2026	RTC Information – Submitted Ideas
June 2026	Public Meeting
June 2026	STTC Action – Recommended Ideas
July 2026	RTC Action – Final Ideas



CONTACTS



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Technology and Innovation

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**REGIONAL TRANSPORTATION COUNCIL
2026 SCHEDULE OF MEETINGS
(Second Thursday, 1:00 pm)**

January 8, 2026

February 12, 2026

March 12, 2026¹

April 9, 2026

May 14, 2026

June 11, 2026

July 9, 2026²

August 13, 2026³

September 10, 2026

October 8, 2026

November 12, 2026⁴

December 10, 2026

Dates are subject to change.

¹ The 2026 National League of Cities Congressional City Conference is scheduled for March 16 - 18 and does not conflict with the RTC meeting schedule.

² The NACo Annual Conference is scheduled for July 17 – 20 and does not conflict with the RTC meeting schedule.

³ This meeting date will not coincide with the annual Irving Transportation Investment Summit.

⁴ The 2026 Texas Municipal League Annual Conference and Exhibition is scheduled for November 11 – 13 and does conflict with the RTC Meeting schedule.

**SURFACE TRANSPORTATION TECHNICAL COMMITTEE
2026 SCHEDULE OF MEETINGS
(Fourth Friday, 1:30 pm)**

January 23, 2026

February 27, 2026

March 27, 2026

April 24, 2026

May 22, 2026

June 25, 2026

July 24, 2026

August 28, 2026

September 25, 2026

October 23, 2026

December 4, 2026

(Proposed combination of the November and December meetings)

Dates are subject to change.

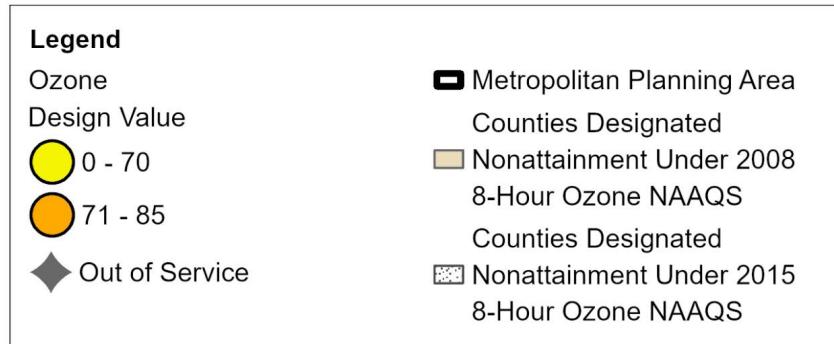


NCTCOG PRESENTATION

End of 2025 Ozone Season

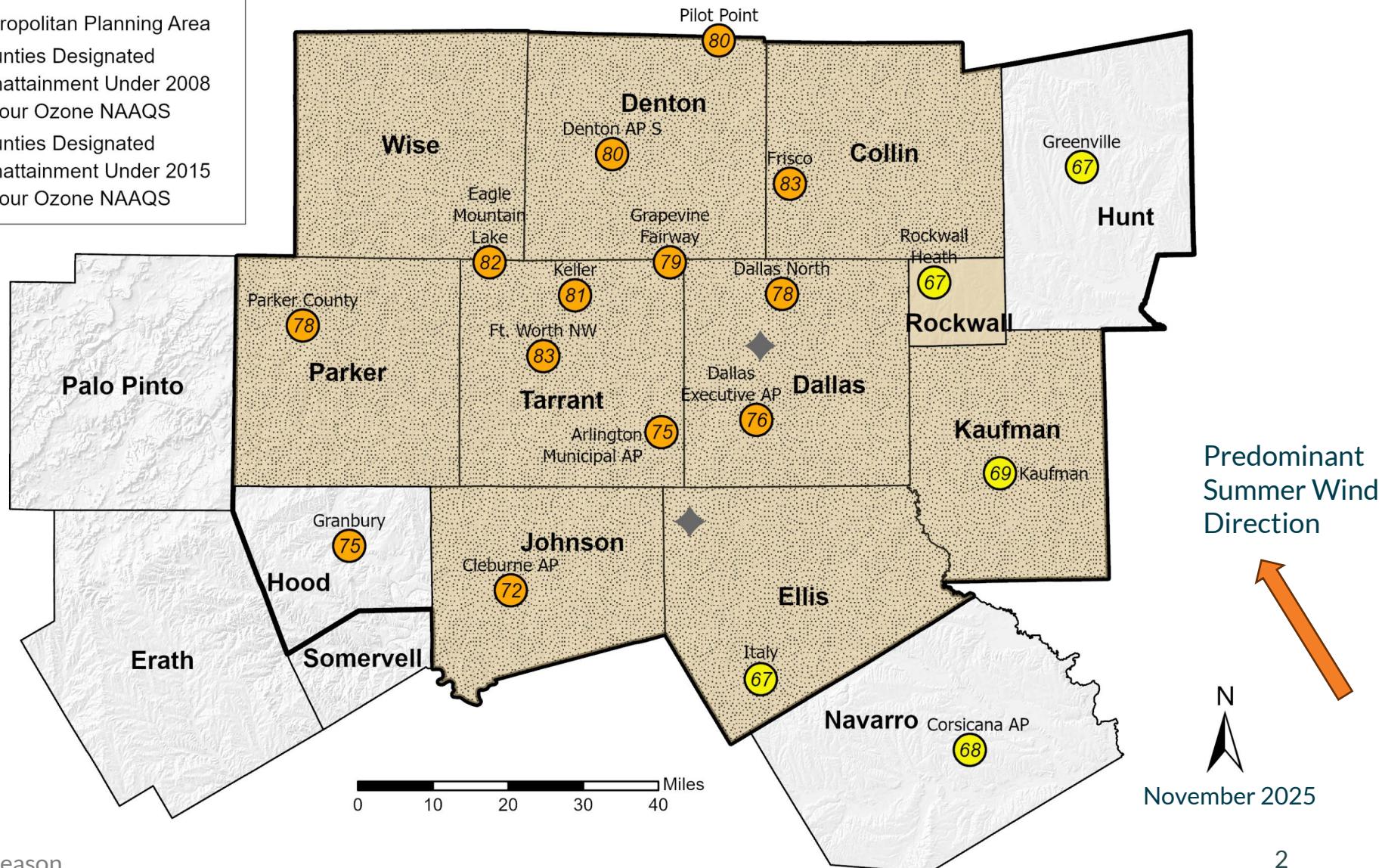
Jenny Narvaez
Regional Transportation Council
12/11/2025

Regulatory Ozone Monitors - Design Values 2025

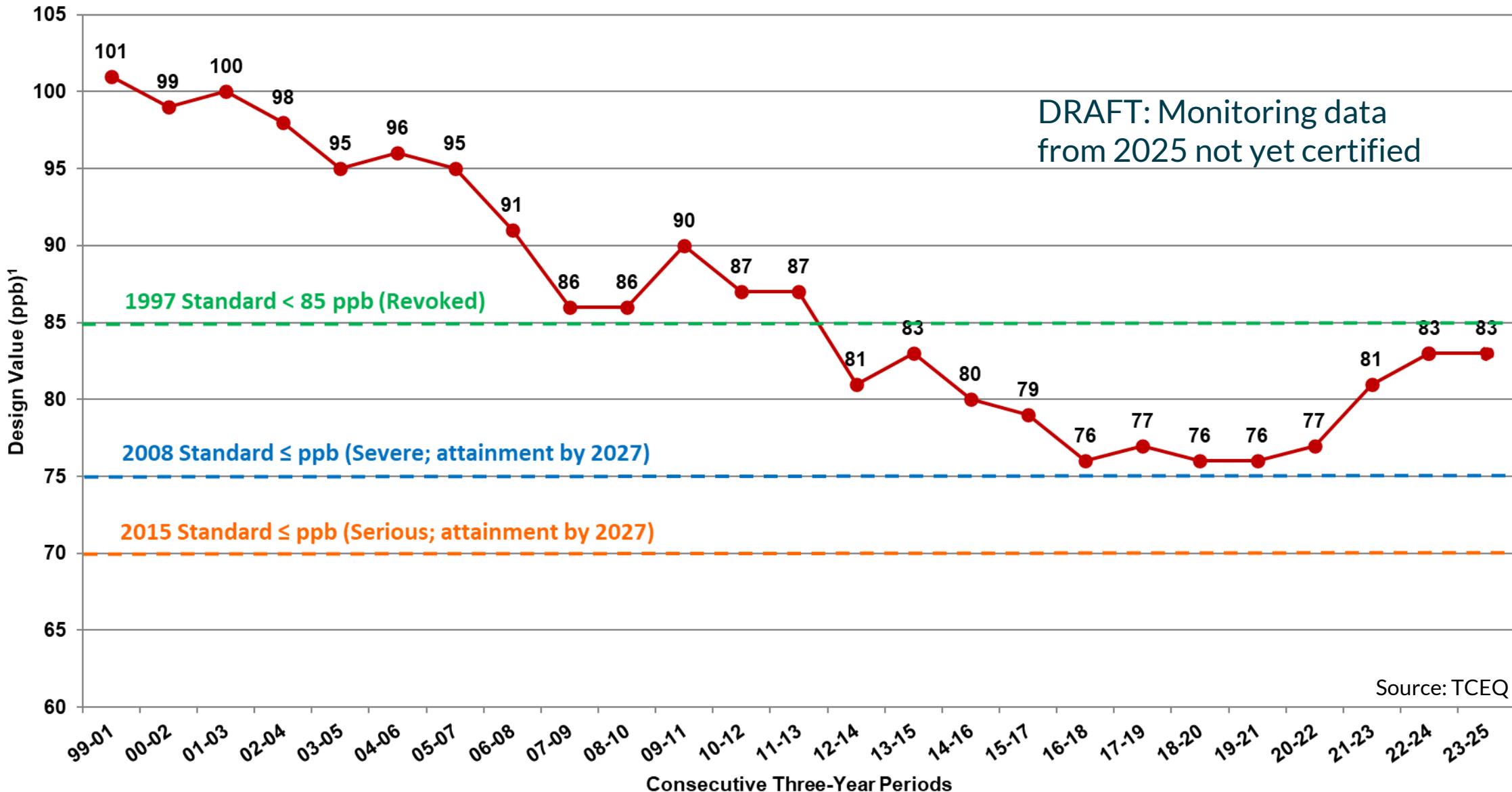


Colors represent Air Quality Index Breakpoints for Ozone

DRAFT: Monitoring data from 2025 not yet certified



8-Hour Ozone Design Value Trends



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

2008 Ozone National Ambient Air Quality Standards Attainment Scenario (75 ppb)

Monitor Values as of Dec 1, 2025

Highest Monitors	4 th Highest Value for Season			Current 2025 Ozone Season Design Value
	2023	2024	2025	
Fort Worth Northwest	84	85	82	83
Frisco	82	84	85	83
Eagle Mountain Lake	81	89	76	82
Keller	80	88	77	81
Denton Airport South	78	84	78	80
Pilot Point	81	83	77	80

Based on 2023-2025 [TCEQ ozone monitoring data](#)



RTC - End of 2025 Ozone Season

DRAFT: Monitoring data
from 2025 not yet certified

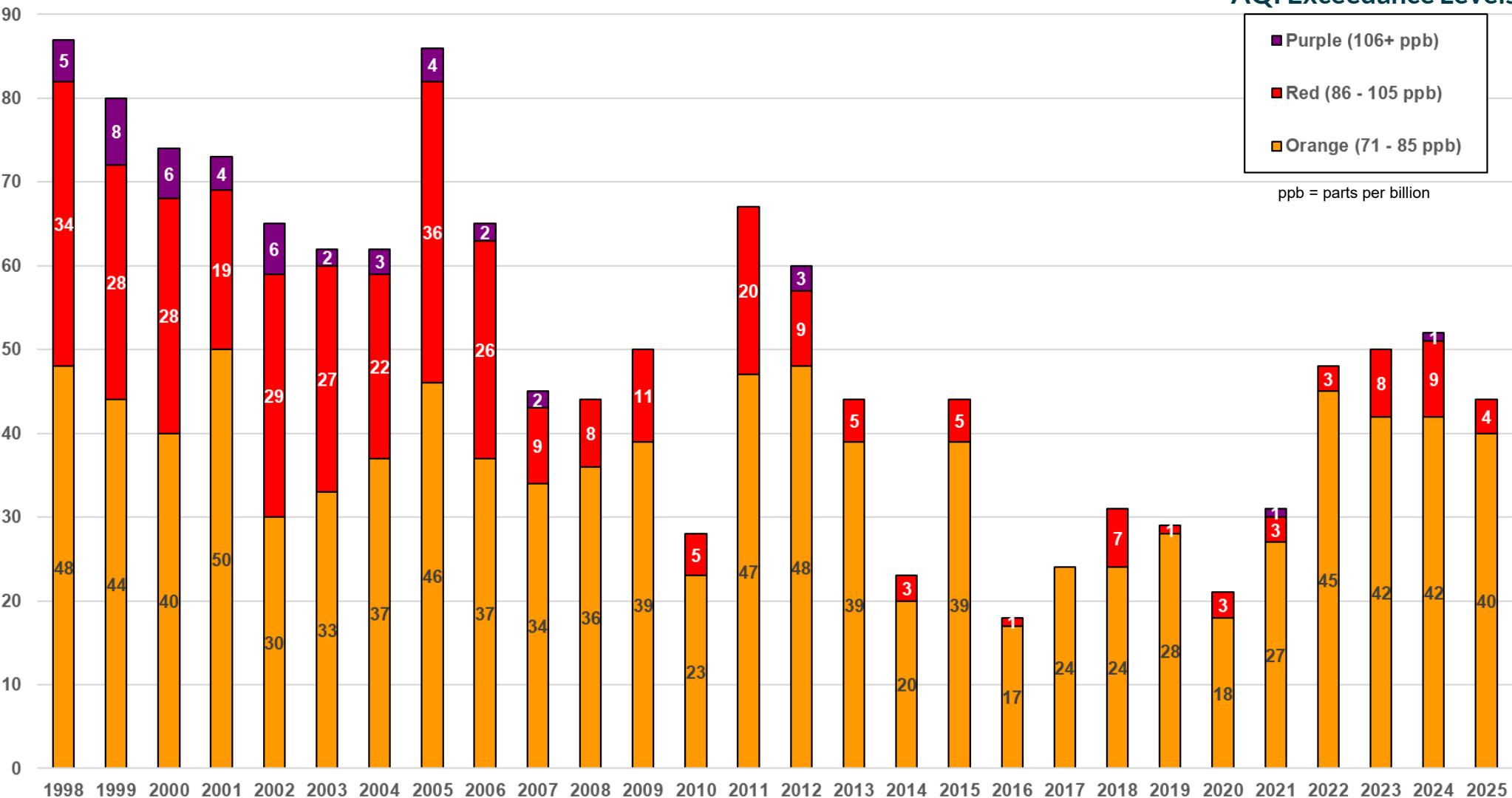
8-Hour Ozone NAAQS - Exceedance Trends

Based on 2015 Standard (≤ 70 ppb) as of Dec 1, 2025

AQI Exceedance Levels

- Purple (106+ ppb)
- Red (86 - 105 ppb)
- Orange (71 - 85 ppb)

ppb = parts per billion



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

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

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



RTC - End of 2025 Ozone Season

Looking Forward

2008 ozone NAAQS = 75 ppb

2015 ozone NAAQS = 70 ppb

Highest Monitors	4th Highest Value for Season			Max	2026 Design Value Scenario
	2024	2025	2026		
Fort Worth Northwest	85	82	60	75	
Frisco	84	85	58	75	
Eagle Mountain Lake	89	76	62	75	
Keller	88	77	62	75	
Denton Airport South	84	78	65	75	
Pilot Point	83	77	67	75	



AQ Control Strategies & Local Air Quality Programs



RTC - End of 2025 Ozone Season

FOR MORE INFORMATION

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





Integrating Transportation & Stormwater Infrastructure (TSI) *Model Development Code/Floodplain Ordinance Workshop*

Purpose: To receive feedback on enhanced stormwater infrastructure elements, including increased detention/retention areas and/or nature-based solutions (NBS), to incorporate into model development codes and model floodplain ordinances for flood prevention and mitigation.

Intended Audience: Anyone with technical expertise, experience, or interest in the areas of flood prevention or mitigation using development or floodplain regulatory tools.



Thursday, January 29, 2026, 10:00 am-12:00 pm



NCTCOG, 616 Six Flags Drive, Centerpoint II,
Arlington, Transportation Council Room



Hybrid meeting format



For more info, visit <http://www.nctcog.org/TSI>



Register Here:



[https://www.addevent.com/event/
fcqv17r29868](https://www.addevent.com/event/fcqv17r29868)

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November 10, 2025

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

Re: The already stale and outmoded May 2020 Dallas-to-Houston environmental impact statement is further legally useless as it is completely and solely “based” on obsolete, retired and replaced technology

Dear Mr. Kirkpatrick:

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

Michael Morris, in his capacity as Director of Transportation of the North Central Texas Council of Governments (the “NCTCOG”), caused to be publicized and expressly represented the objective fact that plans for possible future Dallas-to-Houston high-speed rail call for “utilizing the Shinkansen N700 series rolling stock and system technology.” November 2021 NCTCOG Department of Transportation DFW High-Speed Update Newsletter.

Indeed, the entire study and analysis that led to the now nearly six (6) year old (and long-since legally stale) environmental impact statement regarding possible future Dallas-to-Houston high-speed rail (the “EIS”) was “based on the Japanese N700-Series Tokaido Shinkansen technology.” EIS at 3.1-1; *see id.* at ES-6. As is specifically represented to the federal government, the very “underpinning” of the EIS process and review expressly assumed and was “based upon the specifications and standards of N700-series rolling stock.” EIS at Appendix F. No other series of trainset technology was studied in the EIS. The EIS is useless and legally inapplicable for any trainset series other than the N700-Series.

The N700-Series trains have become antiquated and obsolete, being replaced with a new and different trainset technology, namely, the N700S Supreme-Series. The old, out-of-date and outmoded N700-Series has been “retired” from production in favor of what has been reported as the “full redevelopment” (and “not merely a modification or upgrade”) of the “many new technologies” on the different N700S Supreme-Series technology. For emphasis, the EIS did *not* study or analyze the N700S Supreme-Series.

Ken Kirkpatrick
General Counsel
November 10, 2025
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The EIS is, like the N700-Series, outdated and obsolete (on yet one more legal and technological basis, including for the reasons we have already raised). Bluntly, there is no environmental impact statement relating to possible future Dallas-to-Houston high-speed rail that analyzes or incorporates any trainset technology that might actually ever be utilized on that possible future route.

We have also apprised you of the merely preliminary, “conceptual,” “subject to change,” and unapproved nature of mere “illustration[s]” of the possible future location of the Dallas station related to the Dallas-to-Houston route as referenced in the now defunct EIS. Of course, that preliminary and conceptual location possibility is immediately rendered moot by the now-inapplicable EIS.

If and when any environmental impact statement study is commenced, such a study would be required to undertake a new comprehensive review and assessment of potential locations for a Dallas station. As previously reported, this would require, *inter alia*, “coordinat[ion] with local development planning and stakeholder engagement efforts,” which includes “the City of Dallas, DART, local agencies, project stakeholders, and applicable regulatory bodies.”

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

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

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

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

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

Ken Kirkpatrick
General Counsel
November 10, 2025
Page 3

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

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

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

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

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November 11, 2025

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

Re: No contract can be awarded as proposed regarding Step 1 of the Corridor ID Program relating to high-speed rail, including due to the void and non-compliant request for proposals process

Dear Mr. Kirkpatrick:

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

At the October 2025 meeting of the Executive Board of the North Central Texas Council of Governments (the “NCTCOG”), Michael Morris, in his capacity as the Transportation Director of the NCTCOG, recommended that the Executive Board vote to award a contract for hundreds of thousands of dollars to 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.”

Although Mr. Morris did not specify in his presentation the particular “request for proposal[s]” (or choose to include it in the Agenda Packet for the October 2025 Executive Board meeting), he was ostensibly referring to the document titled “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 has supposedly been selected as the consultant for the Step 1 work pursuant to the terms as specifically stated in the RFP.

As clinically and conclusively shown herein, **no contract can be awarded under or based upon the RFP**, including because:

- (1) The RFP has become void and unable to support a NCTCOG contract as substantial portions of the work specifically stated to be completed under the RFP are no longer possible or even contemplated due to multiple changed circumstances, necessitating at the least a new request for proposals process stating the correct work that is actually to be completed;

Ken Kirkpatrick
General Counsel
November 11, 2025
Page 2

- (2) The RFP has further become void as the “Project Schedule” in the RFP (a) states a timeframe and deadlines that are no longer applicable, viable or even possible on its face and (b) precludes and negates any possibility for any legally required competitive bidding process; and
- (3) Even if the above disqualifiers could be set aside (they cannot as a matter of law), and even assuming a new request for proposals could be and was issued by NCTCOG, the federal government has affirmatively rejected the use of any federal funds for the Dallas-to-Houston corridor – nearly 90% of the proposed route – instantly disqualifying the Step 1 work and further voiding the entire supposed request for proposals process.

Please reflect on your duties, as legal counsel for the NCTCOG, regarding disclosure and candor to each of the Members of the Regional Transportation Council and the NCTCOG Executive Board, including as it relates to any upcoming presentations, meetings and/or votes on this matter.

The post-notice RFP amendment

On October 25, 2024, Mr. Morris supervised an invitation for potential bidders “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, 2025, 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. 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.

As an aside, it is not unreasonable to speculate that one or more consultants actually voiced this concern to Mr. Morris or his transportation staff at some point between the release of the notice

and the commencement of the Pre-Proposal Conference. However, it is not clear from publicly available records specifically what side communications occurred seeking this major amendment to the RFP.

The timeframe listed in the RFP no longer applies or is even possible

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.

Michael Morris has also recently conceded that the “FRA grant agreement” that is the entire basis and financial resource for the Step 1 work has itself recently been amended. According to Mr. Morris, the timeframes have been dramatically changed so that the “Draft Project Schedule” in the RFP is no longer applicable at all. Mr. Morris reported to the NCTCOG Executive Board that the new amended deadline requires completion of the Step 1 work for submission to the FRA by “the March [2026] timeframe” (but then later contradicted himself in stating the deadline is now “April” 2026). Mr. Morris did not include the actual amended “FRA grant agreement” in the Agenda Packet for the October NCTCOG Executive Board meeting.

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 amended “FRA grant agreement.”

As problematical, potential bidders reasonably anticipated that the Step 1 work would be conducted in **2025**. Now, all (or nearly all) of the work would be conducted in **2026**, a different year. Qualified consultants that potentially determined they did not have capacity to complete the Step 1 work in 2025, may well have such capacity in 2026. This further shows the failure of the request for proposals process precluding any contract award.

Ken Kirkpatrick
General Counsel
November 11, 2025
Page 4

Changed circumstances, including Amtrak's abandonment of Texas high-speed rail and the federal government's withdrawal of federal tax dollars, further render the RFP void

The RFP, including based on intervening events since its effective date, is no longer applicable but has been totally mooted. The actual work to be conducted in Step 1 has drastically changed. 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, following the RFP process, Amtrak’s involvement in the Dallas to Houston high-speed rail corridor was terminated by the United States Department of Transportation. More specifically, Transportation Secretary Sean Duffy cut off federal aid to Amtrak for the 240-mile Houston-to-Dallas route in April 2025, expressly stating that “*underwriting this project is a waste of taxpayer funds.*” Secretary Duffy specifically ruled out any federal support for this alignment, stating, “*[i]f the private sector believes this project is feasible, they should carry the pre-construction work forward, rather than relying on Amtrak and the American taxpayer to bail them out.*” Even the Federal Railroad Administration General Counsel added that the termination of Amtrak’s involvement in Texas high-speed rail “*reflect[ed] a recognition by Amtrak and FRA that federalizing the Texas Central Railway proposal is not the best use of federal funding.*”

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.

The federal government has further made clear that all pre-construction work relating to the Dallas to Houston corridor, 90% of the route at issue in the RFP, should not utilize federal dollars (which obviously includes FRA Corridor ID funds).

Moreover, the RFP requires that the consultant is required to copy from the nearly 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 and unusable. For example, the proposed technology for the trains studied in the EIS is obsolete and has been replaced with newer and different technology.

Beyond the federal government ending federal support, and Amtrak completely exiting Texas high-speed rail, we previously reported to you that the State of Texas has laws prohibiting the use of state-appropriated monies on high-speed rail. As also exposed in prior correspondence to you, a representative of the alleged latest investor in Texas Central testified to a Texas Legislative

Ken Kirkpatrick
General Counsel
November 11, 2025
Page 5

Committee earlier this year that the Dallas-to-Houston project is not viable without federal taxpayer subsidies. Against this backdrop, even Mr. Morris freely concedes the non-viability of potential future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail without operation of the Dallas-to-Houston line.

Conditions precedent have not occurred to allow for any contract award relating to the RFP or amended grant agreement

As shown above, no consultant can be retained by NCTCOG pursuant to the RFP. The RFP is void, including due to significant changes both in the scope of work and the project timeframe. 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. Given the federal government's bar on the use of taxpayer funds for nearly all of the proposed route, any commencement of any new request for proposals process, specifically including involving the so-called alignment "2(b)" regarding possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail, would be just more proof of a defiant and gross waste of regional taxpayer dollars and an extreme exercise in futility.

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

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

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

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

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

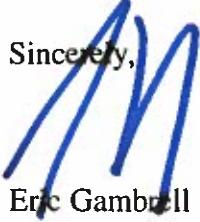
Ken Kirkpatrick
General Counsel
November 11, 2025
Page 6

“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,

A handwritten signature in blue ink, appearing to read "Eric Gambrill".

Eric Gambrill

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

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Akin

ERIC GAMBRELL
214.969.2799/214.969.4343
egambrell@akingump.com

November 17, 2025

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

Re: RTC requests NCTCOG Transportation “staff” be “direct[ed]” to “remove the eastern alignment [alignment ‘2(b)’] from consideration in the purported NEPA “analysis” regarding possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail

Dear Mr. Kirkpatrick:

As you know, I represent Hunt Realty Investments, Hunt Consolidated, Inc., Ray L. Hunt and certain other affiliated and/or related entities (collectively, “Hunt”). The limited purpose of this letter is to memorialize the following objective fact:

At the November 13, 2025 meeting of the Regional Transportation Council (the “RTC”), the RTC voted to approve a request that the NCTCOG Transportation “staff” be “direct[ed]” to “remove the eastern alignment [alignment ‘2(b)’] from consideration” in the purported “National Environmental Policy Act (NEPA) initiative for Dallas-Fort Worth High-Speed Rail Study.”

Ken Kirkpatrick
General Counsel
November 17, 2025
Page 2

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

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/s/ Eric Gambrell

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November 24, 2025

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

Re: The already stale and outmoded May 2020 Dallas-to-Houston environmental impact statement is further legally useless as it is completely based on obsolete, retired and replaced technology – the Japanese manufacturer moves to Maglev (Part 2)

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 I have previously reported to you, the nearly six year old environmental impact statement regarding possible future Dallas-to-Houston high-speed rail (the “EIS”) is legally stale and outdated on multiple fronts, including but not limited to because it is, by its own terms, admittedly “based on” obsolete trainset technology that has been replaced with new and different rolling stock technology, namely the Japanese N700S-Supreme Series. The very “underpinning” of the EIS review was founded upon rolling stock technology that is being “retired.”

The purpose of this supplemental communication is to inform you that the Japanese manufacturer and operator of high-speed rail trains is moving forward with a completely different “mode” of high-speed rail transportation, namely the “Maglev” technology. It has been reported that the existing Shinkansen trainset technology “will take a backseat to Maglev.” Maglev technology is completely incompatible with any technology studied in the EIS.

The EIS, already legally neutered and unusable on multiple other fronts, did not study and does not contemplate Maglev technology. Bluntly, there is no environmental impact statement relating to possible future Dallas-to-Houston high-speed rail that incorporates or studies any trainset technology that might actually ever be used.

I reiterate that the merely preliminary, “conceptual,” “subject to change,” and unapproved “illustration[s]” of the possible future location of the Dallas station referenced in the now-defunct EIS are completely moot and irrelevant. For certain, there is no approved station location for possible future Dallas-to-Houston high-speed rail.

Ken Kirkpatrick
General Counsel
November 24, 2025
Page 2

If and when any environmental impact statement study is commenced, such a study would be required to undertake a new comprehensive review and assessment of potential locations for a Dallas station. As previously reported, this would require, *inter alia*, “coordinat[ion] with local development planning and stakeholder engagement efforts,” which includes “the City of Dallas, DART, local agencies, project stakeholders, and applicable regulatory bodies.”

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

Ken Kirkpatrick
General Counsel
November 24, 2025
Page 3

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

Sincerely,

/s/ Eric Gambrell

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December 1, 2025

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

Re: Michael Morris accedes that the RTC opposes any use of its available funds for high-speed rail, even after the epic waste of over \$12 million on the now removed (and always legally precluded) alignment “2(b)”

Dear Mr. Kirkpatrick:

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

At the November 13, 2025 meeting of the Regional Transportation Council (the “RTC”), Michael Morris, as authorized agent in his capacity as Transportation Director of the North Central Texas Council of Governments (the “NCTCOG”), represented to the Members of the RTC and the public that, in specific relation to possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail:

“RTC’s intention in the [environmental assessment] process is not to use any of its own money.”

Up against this unequivocal position, it is Mr. Morris (again, in his official capacity) who has been publicly quoted conceding that at least “twelve million dollars” (\$12,000,000.00) has been spent (“we’ve invested twelve million dollars”) on that legally void and procedurally bungled environmental assessment process.

Even more egregious, the vast majority of those diverted and denuded millions were wasted on the supposed “study” of the so-called alignment “2(b).” This brazenly continued even *after* our cogent correspondence to you made it obvious and a matter of public record that this “eastern route,” now finally removed from further consideration, was “fatally flawed” and otherwise legally precluded on multiple incontrovertible grounds.

This fiscal squander and “opportunity cost” of massive taxpayer funds *that could have been directed to and used for actually necessary projects in our region* is brightly exposed by Mr. Morris’ statement.

Ken Kirkpatrick
General Counsel
December 1, 2025
Page 2

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

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

DFW 2025 Transportation Conformity Partner Review Status (11.24.2025)

Partner	Preliminary Comments	Final Comments	Approval Letter
Environmental Protection Agency		✓ 10.24.2025	
Texas Department of Transportation	✓ 11.21.2025		
Texas Commission on Environmental Quality	✓ 10.22.2025	✓ 11.20.2025	
US Department of Transportation	✓ 11.24.2025		

Regional Transportation Council approved locally on June 12, 2025

✓ Comments received and addressed

□ Final US DOT Conformity Determination





Dallas-Fort Worth Clean Cities Technical Advisory Committee
Fiscal Year 2025 Meetings Attendance

Member Name	10/28/2024 Quarterly Mtg	12/16/2024 Interim Mtg (Orientation/Refresh)	1/27/2025 Quarterly Mtg	5/6/2025 Quaterly Mtg (resch of 4/28)	7/28/2025 Quarterly Mtg
Katherine Barnett City of Denton	Attended	Attended	Attended	Did not Attend	Did not Attend
Dwayne Bianco City of Carrollton	Attended	Attended	Attended	Did not Attend	Did not Attend
Jose Correa Kimley-Horn	Attended	Attended	Attended	Attended	Attended
Kim Gray EVSTAR	Attended	Attended	Attended	Attended	Did not Attend
Gadimi Hilton City of Fort Worth	n/a	n/a	Attended	Attended	Did not Attend
Lon Holloway Propane Council of Texas	Attended	Attended	Attended	Did not Attend	Did not Attend
David Kendrick City of Frisco	Attended	Did not Attend	Attended	Did not Attend	Did not Attend
Michelle McKenzie Hood County Clean Air Coalition	Attended	Did not Attend	Attended	Attended	Did not Attend
Nicholas Nix City of Forney	Attended	Attended	Did not Attend	Did not Attend	Did not Attend
Vincent Olsen City of Dallas	Attended	Attended	Attended	Attended	Attended
Kelly Porter City of Fort Worth	Did not Attend	Did not Attend	n/a	n/a	n/a
David Treichler Oncor	Attended	Did not Attend	Attended	Did not Attend	n/a
Jim Valerio Parsons	Did not Attend	Attended	Attended	Did not Attend	Did not Attend
James Wood DFW Airport	Attended	Attended	Attended	Attended	Attended
David Word Integral dx	Attended	Did not Attend	Did not Attend	Did not Attend	Did not Attend
Total TAC Attendees	12	9	12	6	3

"n/a" indicates that the individual was not a member of the committee on the date of that meeting

Guests:	Armond Bryant (for Kelly Porter, City of Fort Worth)	Armond Bryant (for Kelly Porter, City of Fort Worth)			
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Local Clean Air Project Spotlight: City of Mesquite Charging Smart Bronze Designation

Regional Transportation Council
December 11, 2025
North Central Texas Council of Governments



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

- Standardized and clarified the EV charging infrastructure permitting process
- Permitted EV chargers as an accessory use in all zoning districts
- Created an educational EV webpage for residents
- Installed several chargers for public use
- And more!



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



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

Photo : City of Mesquite

Contacts



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817-608-2374



Lori Clark
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& DFWCC Director
lclark@nctcog.org
817-695-9232



North Central Texas
Council of Governments



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cleancities@nctcog.org



@NCTCOGTrans



linkedin.com/dfwcleancities/



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

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 Monday, Oct. 20 through Wednesday, Nov. 19, 2025, via website, email, social media and in person at NCTCOG's monthly Regional Transportation Council (RTC) meeting. This month, comments related to transit were in the majority.

Additionally, comments can be submitted through Map Your Experience, the Transportation Department's online mapping tool. This tool allows users to drop a pin on a location in the region and leave a detailed comment. The tool received 7 new comments related to bicycle/pedestrian, roadway and transit conditions. You can view these new comments as well as past comments by visiting:<http://nctcoggis.maps.arcgis.com/apps/CrowdsourceReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

Air Quality

Facebook –

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



Puro robo. **Translation:** Pure robbery – Jose Magdaleno

Pinches ratas el carma se las cobre double chingar ala jente. **Translation:** [REDACTED] rats Karma will get you for screwing people over — Carmelo Mendez

Pinches. **Translation:** [REDACTED] — Sergio Hernandez

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

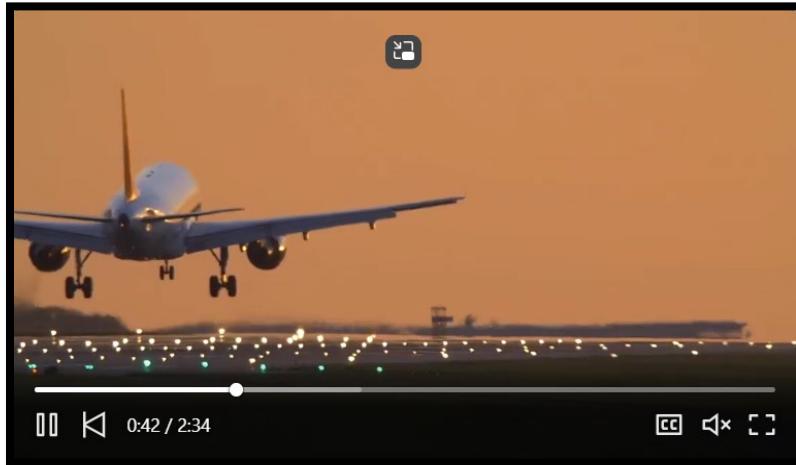
Jorge Ortiz hahahaah y su abuela también **Translation:** Hahahaah and her grandmother, too. — Juan F Portillo

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

Aviation

LinkedIn —

1. Take a behind-the-scenes look at how North Texas is laying the groundwork for the future of Advanced Air Mobility. The [University of North Texas](#) is advancing research and education around emerging aviation technologies. [Alliance Aviation Services](#) and [Perot Field Fort Worth Alliance Airport](#) are integrating cutting-edge infrastructure and development strategies to support the growth of AAM operations. [Arlington Municipal Airport](#) is exploring opportunities and readiness for advanced aviation services in urban environments. Learn more about advanced air mobility in North Texas at the link in the comments below or reach out to our aviation experts, [Walker Brown](#), [Nicole Johnson, C.M.](#) and [Ernest Huffman! #Aviation #AAM](#) — NCTCOG Transportation Department



Thank you, NCTCOG, for your leadership! — Kamesh Namduri

Can't wait to learn more about it. — Vivian Myretetus

High-Speed Rail

LinkedIn –

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



Keep the Heartland Flyer running – Greg Dickey

I love the Heartland Flyer! Discovered it in 2009 when looking for alternative transportation from Dallas to Norman, OK and the Univ of OK. – Heather Dickie

Public Involvement

Facebook –

1. Technology Project Identification, NTx Zero Emissions & more for review/comment.
www.publicinput.com/nctcogNov25 – NCTCOG Transportation Department



Investigate DART in Dallas Texas and stop them from wasting our tax money and making us pay too much for [Transportation Nightmare](#). — Amy Nemz

We're never gonna have zero emissions, we live in rural Texas!!!! — Connie Cawthon

The deadline to submit needs to be edited to November, it currently reads December — Tonya Morris

Tonya Morris Thank you for you comment, Tonya! That is correct, though, the comment period for the November meeting is open until December 9. — NCTCOG Transportation Department

2. The [McKinney Avenue Transit Authority](#) is holding a Public Open House on Monday, November 17 at 5 pm at the William B. Travis Academy in Dallas. Join us for this come-and-go event to discuss the accessibility of the M-Line! — NCTCOG Transportation Department



Your input is valuable - please join us! – McKinney Avenue Transit Authority

X.com (Formerly Twitter) –

1. Join us for a community forum with [@SenRoyceWest](#), [@nctcogtrans](#), [@txdotdallas](#), and [@dartmedia](#) to discuss and update safety upgrades along Loop 12 (Ledbetter Drive). Tuesday, Nov. 18, 2025 6:30 p.m. For Oak Cliff Community Center 907 E. Ledbetter Dr. Dallas, TX 75216 – Dallas Transportation & Public Works (@DDOTransport)



Roadway

Email –

Sheila O'Brien, Citizen

1. October 2025 Transportation Department Public Meeting. Please provide the current status of these projects. The information below was provided by NCTCOG.org in August 2024.

Regarding funding for RM 2871, we are tracking the three projects outlined below:

1. RM 2871 at US 377 – The Regional Transportation Council (RTC) funded an intersection improvement at this location several years ago. It is being implemented by the TxDOT Fort Worth District with construction currently scheduled between late 2027 and mid-2029. This project may be combined into the next project to expedite the delivery of both projects. TxDOT has funded the design, environmental clearance, utility relocation, and land acquisition costs.
2. RM 2871 from IH 20 to US 377 – In February 2024, the RTC approved \$10M in funding and Tarrant County committed another \$10M. TxDOT has funded the design, environmental clearance, utility relocation, and land acquisition costs. The latest cost estimate is \$125M for construction, so we will continue to look for opportunities to partner with the State to find additional revenues for this corridor. It is currently anticipated that construction will begin in mid- to late 2028 after design, environmental, utility relocation, and land acquisition efforts are completed. TxDOT Fort Worth will be the lead agency on this project as it is on the state highway system.
3. RM 2871 from IH 20 to IH 30 – TxDOT Fort Worth is the lead agency on this project and has funded design, environmental clearance, utility relocation and land acquisition efforts. There is no construction funding at this time, as the community has indicated that the other two projects above are a higher priority.

Safety

Facebook –

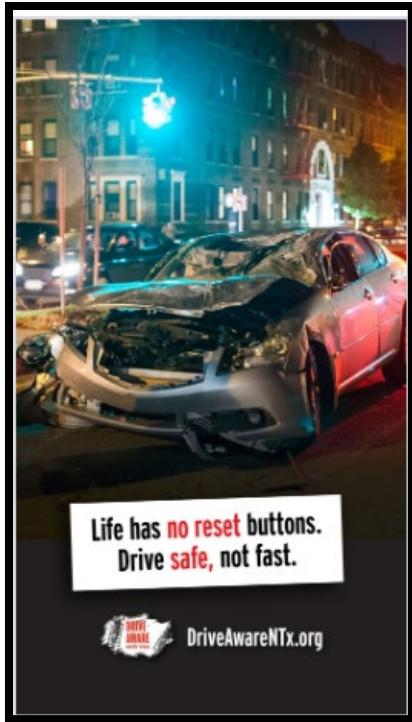
1. Nearly every week, a responder is killed while helping clear a roadway incident. Many more sustain life-altering injuries. The North Central Texas Council of Governments encourages all responders to take the free traffic incident management training. #CRSW !" – NCTCOG Transportation Department



Check out the NCTCOG Traffic Incident Management Training Program: <https://www.youtube.com/watch?v=pW--jWBH4UQ> !" – NCTCOG Transportation Department

Instagram –

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



Profiling to the inth degrees. — @cheryllancaster55

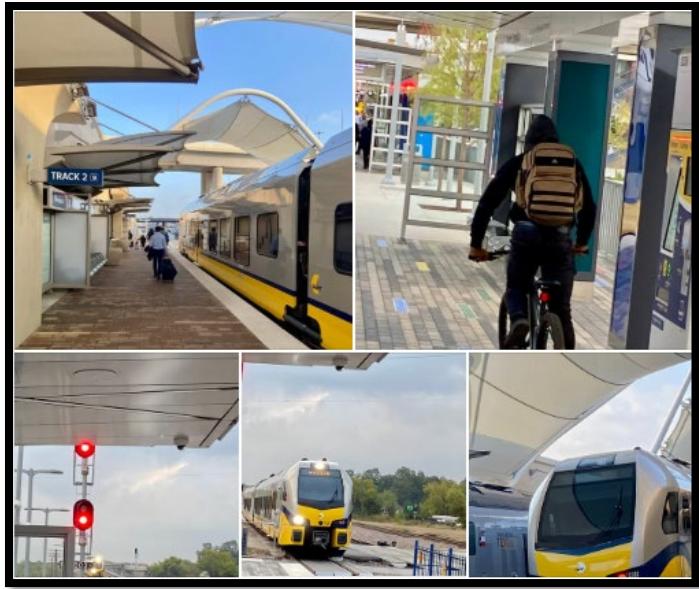
Email –

1. Our neighborhood just west of downtown Greenville has experienced population growth and an increase in pedestrian traffic in the area where the railroad crosses Lee and Washington streets. It is increasingly unsafe, not so much from train traffic but vehicular traffic and there is no paved crosswalk leading up to the tracks. People have to jump a small drainage ditch and/or walk out into the street to get across the tracks. Please look into what can be done before someone is hurt or killed. Some of the people using the sidewalk leading up to this intersection are also in wheelchairs. — Milton Babb

Transit

Facebook –

1. The new Dallas Area Rapid Transit (Official DART page) Silver Line is comfortable and convenient. Board the train in Plano and arrive at DFW Airport for your flight in less than an hour. If your destination is closer to home, there are exciting locations along the 26-mile route. — NCTCOG Transportation Department



Rode to DFW from UTD last Sun, loved every minute and added bonus - FREE rides until Nov 8! Smooth as silk, easy, no traffic worries, and saw beautiful areas along the way didn't know existed. Drop off right outside Terminal B  — Tracy Thoman

Plus, you also can travel directly to many Tarrant County destinations by transferring to Trinity Metro's TEXRail at DFW North Station! — Paul McManus

Paul McManus yes.... — Retno Britt

To view more comments on this post, visit:

<https://www.facebook.com/NCTCOGtrans/posts/pfbid02P1fdyaPk7MmEASpzJB1Bcyg13gJv7gPcdZDdadZYaxzdaGF84SUfFmZvagTUMhURI?rid=c2eZYLRRiKiyvh6w#>

Other

Facebook –

1. Daylight Saving Time ends tonight! Don't forget to set your clocks back one hour! — NCTCOG Transportation Department



What would we do without you, NCTCOG Transportation Department? — Rob Dentremont

Email –

Anthony Burokas, Citizen

1. I read with interest the City of Frisco TX approving a \$234,000 agreement to install additional Flock cameras to expand warrant-less surveillance of American citizens in public space.
<https://communityimpact.com/dallas-fort-worth/frisco/government/2025/10/10/frisco-expands-license-plate-camera-network-to-state-intersections/> Warrant-less tracking of American citizens in public space, without cause, and without due process, needs to be stopped. Now. THis agreement is funded by the Texas Motor Vehicle Crime Prevention Authority. Their 2026 Plan of Operation notes that the types of motor vehicle fraud are: Title Fraud, Registration Fraud, Insurance Fraud, Odometer Fraud, VIN Fraud (VIN switches/VIN Cloning), and Identity Fraud Sales and Synthetic Identity Sales. Creating a warrant-less record of every car passing in front of the cameras does not help with any of these said purposes.

Flock itself noted in an August 25th post on the Flock web site that "we have engaged in limited pilots with the U.S. Customs and Border Protection (CBP) and Homeland Security Investigations (HSI), to assist those agencies." "We also didn't create distinct permissions and protocols in the Flock system to ensure local compliance for federal agency users." — and these are just the unauthorized uses that have been uncovered - that they have admitted to. The Flock systems have been used hundreds of times, inappropriately, to surveil citizens. This must be stopped. The Institute for Justice notes that "Unlike red-light cameras or speed cameras that are triggered by specific violations, these cameras photograph every vehicle that drives by and use artificial intelligence to create a profile with identifying information that is stored in a massive database." Anyone can search the database for any vehicle they wish, all without a warrant.

Moreover, departments around the country are automatically sharing data with each other, making it simple for any citizen's movements to be tracked and cataloged - without permission, without a warrant. Only a mass presumption of guilt requires everyone's movements need to be recorded, all the time. When did we presume everyone to be guilty, first? This needs to be stopped.
<https://ij.org/press-release/new-nationwide-campaign-seeks-to-stop-warrantless-use-of-license->

[plate-reader-cameras](#)/ Moreover, Flock has also proven itself to be deceptive, deliberately re-installing their surveillance systems - without authorization - in areas where Flock has been ordered to REMOVE their cameras by the city. If you need evidence that what they are doing is deceptive, this is a great example.

"Illinois Secretary of State Alexi Giannoulias discovered that Flock had allowed U.S. Customs and Border Protection to access Illinois cameras - against state law. The RoundTable reported in June that out-of-state law enforcement agencies were able to search Flock's data. The city ordered Flock to shut down 19 automated license plate readers and put its contract with Flock on a 30-day termination notice on Aug. 26. Flock Safety then reinstalled ALL of its stationary license plate cameras in Evanston that had previously been removed, doing so without authorization from the city. Even before any cameras were initially removed, none of them were supposed to be collecting any data. However, Flock's own publicly available data suggests that may not be the case. ... their data indicates some number of cameras may have remained active and logging vehicles after Aug. 26, in violation of the city's order, and without the city's knowledge."

<https://evanstonroundtable.com/2025/09/24/flock-safety-reinstalls-evanston-cameras>

This is not a one-time, or one-location issue. In Colorado, "Flock audit logs obtained through a Colorado Open Records Act (CORA) request showed that Denver's Flock data was searched on behalf of Immigration and Customs Enforcement (ICE) officials over 1,400 times in the year. A statement from the ACLU of Colorado alleges that the Mayor's office and DPD were aware of the misuse despite multiple statements in which the Mayor's office denied such activity." It's being covered up. <https://www.aclu-co.org/press-releases/coalition-of-civil-rights-and-advocacy-organizations-deeply-concerned-about-use-of-flock-cameras-for-ice-surveillance>

We need to protect the right of people to freely move about on public roads, and not treat every citizen as a criminal. Warrant-less tracking of American citizens in public space, without cause, and without due process, needs to be stopped. Now.

Response by NCTCOG Transportation Staff

Thank you for taking the time to share your comments and opinion with us. We appreciate you reaching out and providing your feedback, it helps to inform our ongoing efforts to improve transportation in the region. Your input has been shared with the appropriate staff for their awareness and consideration.

Response by Anthony Burokas

Thanks for your reply - and just as an update - the situation has grabbed the attention of US senators and representatives who are moving to open an investigation that highlights the national security risks associated with Flock cameras. That congress has done ANYTHING about anything shows just how BAD the security is on these devices. I do not want municipal funding paying for cameras that are tracking our every move and repurposing data collected about all of us.

There are over 80,000 of them. They are easily hacked. Press a button a few times on the back of these cameras and within a few minutes turn them into your own personal spy device or malware host or honeypot that steals people's login credentials... whatever you want. (shown in the video) There's even a Google search phrase that has the ability to show you the

real-time location of these cameras INCLUDING the ones on police patrol cars.

There are over 47 security issues covered in a recently released paper. The video I'll link to shows six of them. The "dark web" has law enforcement flock safety accounts for sale with escrow protection by a reputable vendor. In the cyber industry, there are things called access brokers. And some people specialize in government agencies or maybe local law enforcement. Were they bought or stolen off of a police officer or a flock employee? Doesn't matter. The point is, these access accounts are out there, right now, giving direct access to everything that ALL these cameras record.

This easily hacked access can be used to REPLACE or MODIFY captured footage or images. This brings into question the INTEGRITY of the data being used as evidence in court. Has it been tampered with? The apps that are installed all have "debug enabled" which on these Android devices means that you can pause them in runtime. You modify the memory. It gives you system injection access. This means that malicious code can be installed and executed on any of these devices. They are unsecure. They are running OUTDATED and non-supported versions of Android which have hundreds of published exploits. These have NOT been hardened for security.

Flock Safety devices don't require two-factor authentication with some police departments. Yes, you heard that right. The security process you go through when you log into Disney Plus is just too much to ask some police departments to do - when accessing confidential information AND the location of virtually everyone. Included in the hard-coded information stored inside Flock Safety cameras is a list of Wi-Fi network names. When someone set up a dummy network with one of these Wi-Fi names, some Flock safety cameras happily connected to the dummy network and routed the cameras' data traffic through it. Others even prioritized the dummy network by default. There are clear text credentials in the data. This is not secure.

There is NO data proving that these cameras benefit the population they are deployed in. (demonstrated in the video) They are a WASTE of money. They are long-term surveillance, which is against the law. Flock Safety's website states that they do not capture or record data of people, but only vehicles; that data and footage is encrypted throughout the entire life cycle; and that data is automatically removed from devices after 7 days.

This video shows all of that to be lies. It recorded video of people moving in front of the cameras. It catalogued and SAVED that video. It saved video longer than 14 days. The devices intentionally save the footage, not erase it. Secondly, throughout the entire process of testing in the video, they didn't have to decrypt a single thing. Nothing was encrypted. Nothing. And finally, when going through the files and temp folders of the Falcon cameras, they found images WAY older than 7 days, including images that were captured

when the camera was triggered inside the factory where the device was made. Demonstrating that all of Flock's "security" claims to be 100% lies.

I encourage you to take a few minutes and watch the video. I URGE you to cancel contracts with Flock, or ANY surveillance system, have the cameras removed, and notify other cities. The video ->

<https://youtu.be/uB0gr7Fh6lY> The Cameras Tracking You = A Security Nightmare "You won't be able to take a breathe of fresh air - without us knowing." This is the kind of █ Americans used to make fun of China about... now we're spending city funds to install it for them?



Regional Transportation Council Speaker Request Card

Instructions:

1. Please mark the box indicating whether you would like to make an oral comment (pursuant to HB 2840), a written comment, or both oral and written comments.
 2. Speakers are permitted up to three (3) minutes to speak. A person addressing the RTC through a translator will be provided up to six (6) minutes.
 3. Please fill in your name, affiliation and agenda item you are providing comments on.
 4. If you are submitting a written comment, please write your comment on this form.
 5. Please return this form to an NCTCOG employee.

- I wish to make an oral comment at the Regional Transportation Council meeting
 I wish to submit a written comment at the Regional Transportation Council meeting
 I wish to make both oral and written comments at the Regional Transportation Council meeting

Name Liam Crowley

Organization, if any Dallas Area Transit Alliance (DATA)

City of Residence Arlington Zip Code 76013

RTC Agenda Item # 4

Please select one of the following:

- I wish to speak on this topic
 - I wish to speak for this topic
 - I wish to speak against this topic

Please provide written comments below:

Electronic agenda item 4.2 is incorrectly attributed to DART, Not ~~the~~ DATA. DATA is neither affiliated nor funded by DART, as is stated in the item 4.2.

MINUTES**REGIONAL TRANSPORTATION COUNCIL
PUBLIC MEETING****Technology Project Identification****North Texas Zero Emission Vehicle Call for Projects****Fiscal Year 2027-2029 Management, Operations and Air Quality Program****Meeting Date and Location**

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting on Monday, Nov. 10, 2025, at noon in Arlington. Patrons could attend in person, via phone or view the live stream at www.publicinput.com/nctcogNov25. Natalie Bettger, Senior Program Manager, moderated the meeting attended by 89 people.

Public Meeting Purpose and Topics

The public meeting was held in accordance with the NCTCOG Transportation Department Public Participation Plan, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the metropolitan planning organization, and amended on Nov. 10, 2022. Staff presented information about:

- Technology Project Identification – **presented by Braulio Bessa**
- North Texas Zero Emission Vehicle Call for Projects- **presented by Juliana VandenBorn**
- Fiscal Year 2027-2029 Management, Operations and Air Quality Program – **presented by Cody Derrick**

The public meeting was held to educate, inform and seek comments from the public. Comments were solicited from those attending who wished to speak for the record. The presentations made during the meeting as well as a video recording were posted online at: www.publicinput.com/nctcogNov25.

Summary of Presentations***Technology Project Identification presentation:***

<https://nctcog.org/getmedia/ba4abf4e-144b-4774-9062-a8be69f33a23/Technology-Project-Identification.pdf>

The Technology Innovation Program aims to promote regional coordination and innovation readiness by deploying emerging transportation technologies that improve safety, efficiency and connectivity. The program currently includes seven completed projects, three canceled projects and six ongoing initiatives with continued partner coordination. Funded through \$8.7 million from the Surface Transportation Block Grant Program (STBG), the Innovation Program uses transportation development credits to cover local matches and supports the new Technology Project Identification (TPI) Framework, which is a three-step process for collecting ideas, evaluating eligibility and managing procurement.

The TPI Framework will guide future project selection in five emphasis areas: road safety, innovative mobility for food access, delivery bots/drones, next-generation traffic systems and autonomous shuttles/vehicles. Projects will be evaluated based on innovation, regional investment value and partnership potential, with projects requiring a maximum cost of \$3 million, technology readiness, data-sharing commitments and compliance with federal procurement and connected vehicle standards. A draft schedule is under development as timelines and next steps continue to be refined. The Regional Transportation Council is expected to take action on final ideas for the Technology Innovation Program in July 2026.

North Texas Zero Emission Vehicle Call for Projects presentation:

<https://nctcog.org/getmedia/8b0e8856-d883-4f14-90c9-d812ba7ea0a1/North-Texas-Zero-Emission-Vehicle-Call-for-Projects.pdf>

NCTCOG was awarded \$60 million from the Environmental Protection Agency's (EPA) Clean Heavy-Duty Vehicles Program for the North Texas Zero Emissions Vehicles Project. Most of the funding supports a call for projects that provide rebates for zero-emission vehicles (ZEVs)—specifically battery-electric and hydrogen fuel cell vehicles—and their supporting infrastructure. An additional \$1.4 million will fund zero-emission workforce development and training through a separate proposal process. Eligible applicants include both public and private fleets that adopt the Regional Transportation Council's Clean Fleet Policy. Replacing diesel heavy-duty trucks, which are responsible for approximately 70 percent of ozone-forming pollution in the Dallas-Fort Worth region, will significantly reduce air pollution.

The call for projects opened Oct. 24, 2025, and applications are due Feb. 13, 2026, at 5 p.m. If funds remain, NCTCOG may reopen applications in 90-day increments. All reimbursements must be requested by Oct. 31, 2027. The National Renewable Energy Laboratory (NREL) is also offering free technical assistance for applicants. For more information, visit [NCTCOG - North Texas Zero Emissions Vehicles Project](https://nctcog.org/getmedia/3dfa90e-93bc-451c-b358-3937caf32fd9/FY2027-2029-Management-Operations-and-Air-Quality-Program.pdf).

Fiscal Year 2027-2029 Management, Operations and Air Quality Program presentation:

<https://nctcog.org/getmedia/3dfa90e-93bc-451c-b358-3937caf32fd9/FY2027-2029-Management-Operations-and-Air-Quality-Program.pdf>

The Management, Operations and Air Quality Program provides funding to improve the region's air quality, manage the transportation system and address safety issues. The funds are also used to provide planning and implementation assistance to reduce congestion and support public transit as well as bicycle/pedestrian projects and programs. The last funding cycle covered fiscal years 2024 through 2026. The current proposal recommends funding for fiscal years 2027 through 2029 using a mix of Surface Transportation Block Grant (STBG) funds, Congestion Mitigation and Air Quality (CMAQ) funds and other regional resources. These programs help the region remain below the Environmental Protection Agency's (EPA) motor vehicle emissions budget, which is critical as long-range air quality projections show emissions trending upward toward 2050.

Over the next three fiscal years, NCTCOG is proposing approximately \$90 million in funding: \$16.06 million for planning activities, \$18.02 million for air quality initiatives, \$47.67 million for implementation programs and \$8.24 million for travel demand management efforts, including employer trip reduction and vanpool programs. The proposed timeline includes public involvement efforts, a Regional Transportation Council (RTC) information briefing and potential action by the Surface Transportation Technical Committee and RTC in December 2025.

COMMENTS RECEIVED DURING THE MEETING

Technology Project Identification

Don Stilley, Citizen

A. Additional project information

Comment: Some of the projects mentioned here are listed as ongoing or canceled. How can I find more information about them, specifically the AV projects?

Summary of response by Natalie Betteger: I can provide you with additional information about those projects, along with more detail on why certain projects were canceled. Many of the cancellations were based on the agencies' level of interest, while the ongoing projects are still moving forward. Since these are technology projects that were funded several years ago, we've been emphasizing the need to either get them started or consider canceling them. That's why you're seeing some listed as canceled—those decisions were based on feedback from the agencies.

For the projects that are still active, we can definitely give you more information, including points of contact at the agencies so you can reach out directly to the project managers. I can follow up with you after the meeting and provide all of the information.

Fiscal Year 2027-2029 Management, Operations and Air Quality Program

Phyllis Silver, Citizen

A. Traffic signaling and congestion initiative

Comment: I'm particularly interested in learning more about the Fiscal Year 2027–2029 Management and Operations items that Cody Derick discussed. I'm very interested in topics like traffic signaling and congestion conformity, so I'm hoping the handouts will provide additional detail. Thank you.

Summary of response by Jackie Nolasco: We'll make sure you receive all of the standard information. Thank you so much for your comment.

Other

David Robison, Citizen

A. Regional airport expansion

Comment: I read the recent newsletter and noticed the discussion about developing air travel and aviation career opportunities. It made me wonder whether NCTCOG has explored creating a commercial passenger or freight airport in the eastern part of the region, specifically near Poetry, Texas, in Kaufman and Hunt counties. With McKinney expanding its regional airport and other major cities having multiple airports, I believe this area, especially with nearby Rockwall County and the future Collin County Outer Loop, could serve many communities like Greenville and Tyler.

As our population grows, traffic will only worsen; even now, getting to DFW from Mesquite during rush hour is difficult. Based on what I've seen in Los Angeles, congestion can become extreme if we don't plan ahead. I think now is the right time to consider an airport in this part of the Metroplex while land is still available, and I wanted to share this idea so it's on NCTCOG's radar.

Summary of response by Natalie Betteger: Yes, and I'll definitely make sure this comment gets to the people who handle that work. I do work on the aviation side of things, and while most of our aviation efforts focus on general aviation facilities, we also coordinate closely with Love Field and DFW Airport to monitor their capacities and identify when they may reach maximum capacity. They share that information with us, and we assess it from a regional perspective.

We've also been in communication with McKinney as their interest in expanding airport capabilities has grown. I will make sure this information reaches the appropriate staff who are looking at these issues.

George Cuba, Citizen

A. DART referendum

Comment: I have a question regarding DART. How is NCTCOG and the Transportation Department accounting for and adjusting to the four DART member cities that voted this past week to put their DART memberships up for a citywide referendum, especially since some of these cities have little intention of providing a suitable transportation alternative if they withdraw from DART?

Summary of response by Natalie Bettger: Regarding those items, that's something our director, Michael Morris, is taking to our policy board—the Regional Transportation Council (RTC). They will ultimately decide how these developments may impact on the region's transportation plans and operations. RTC will be discussing this as an agenda item at their upcoming meeting, and I can provide you with information on how to view that meeting online if you're interested in following the discussion or the decisions made about transit.

The Regional Transportation Council serves as our department's policy board. They consider regional policies, approve transportation projects and guide many of the decisions we implement. The meeting is on Thursday, November 13. RTC will be taking up this issue at their next meeting.

Phyllis Silver, Citizen

A. DART referendum

Comment: Hello, my name is Phyllis Silver, and I live in Addison. My main question is essentially the same as the previous caller's what COG plans to do regarding the potential DART member city withdrawals, though you've already addressed that.

Summary of response by Jackie Nolasco: We'll make sure you receive all of the standard information. Thank you so much for your comment.

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



North Central Texas
Council of Governments

TRANSPORTATION PUBLIC MEETING

DEC. 8 | NOON | 616 SIX FLAGS DR. ARLINGTON, TX 76011

PRESENTATIONS

2025 END OF OZONE SEASON

The 2025 ozone season came to an end in November, and the region remains in nonattainment for both the 2008 and 2015 National Ambient Air Quality Standards. Inability to reach attainment will increase challenges for projected regional growth. Staff will provide an overview of the season as well as next steps.

NORTH TEXAS ELECTRIC VEHICLE INFRASTRUCTURE CALL FOR PROJECTS FUNDING RECOMMENDATIONS

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

TRAFFIC SIGNAL PROGRAM FUNDING PROCESS

The Traffic Signal Program aims to establish a

structured process for evaluating and funding traffic signal initiatives as requests are received. Staff will provide an overview of the proposed funding process, which includes agency eligibility requirements, the evaluation criteria for funding requests and the categorization of traffic signal improvements.

ONLINE REVIEW + COMMENT

PROPOSED MODIFICATIONS TO THE LIST OF FUNDED PROJECTS

No in-person presentation. Handout will be linked online at:

publicinput.com/nctcogDec25

RESOURCES + INFORMATION

Modifications to the FY2026 and FY2027 Unified Planning Work Program:
publicinput.com/nctcogDec25

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 Carli Baylor at 817-608-2365 or cbaylor@nctcog.org at least 72 hours prior to the meeting. Reasonable accommodations will be made.

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

Attend in person, watch the presentations live at publicinput.com/nctcogDec25 or participate via phone by dialing 855-925-2801 then code 1011.

NORTH DALLAS GAZETTE

NCTCOG SUPPORTS DART-MEMBER CITIES IN RESOLVING TRANSIT ISSUES

By Staff
November 2, 2025

The North Central Texas Council of Governments (NCTCOG) is prepared to assist Dallas Area Rapid Transit (DART) and its member cities in reaching agreements on transit concerns, including governance, service, and financial equity matters.

Ensuring local government issues are addressed without disrupting regional transit is essential as the North Central Texas region is projected to serve 12.4 million residents by 2050.

Developing a Regional Multimodal Transit System

The Regional Transportation Council (RTC), in coordination with NCTCOG, is committed to developing a multimodal transit system that meets the needs of the entire region.

This summer, the RTC Transit Vision Subcommittee began discussions to explore ways to expand the current transit system and provide flexible, accessible options across North Central Texas.

Seamless Transit for Residents, Workers, and Students

With the Dallas-Fort Worth metroplex ranked as one of the fastest-growing regions in the nation, home to over 8.5 million residents, it is vital that residents, employees, and students in DART-member cities enjoy seamless, reliable transit services that meet their daily needs.

By fostering collaboration among local governments and transit authorities, NCTCOG aims to strengthen regional mobility, ensure equitable access, and maintain high-quality transit service for the growing population.

THE DALLAS MORNING NEWS

IRVING BECOMES LATEST CITY TO CALL DART MEMBERSHIP INTO QUESTION

Irving joins Plano, Farmers Branch and Highland Park in considering a vote to leave the transit agency

By Lilly Kersh
November 3, 2025

Irving is the latest city to throw its future with [Dallas Area Rapid Transit](#) into question.

[Joining Plano](#), Farmers Branch and Highland Park, [Irving's City Council](#) will consider this week whether or not it will ask voters if the city should withdraw from the transit agency.

"The [services provided by DART](#) do not adequately meet the needs, demands, and expectations of the residents and businesses of the City of Irving," the city's council agenda states.

The Irving City Council could decide Thursday to hold a special election in May on its withdrawal from DART. The city has a population of about 258,000 and is one of DART's 13 member cities that contributes sales tax to the agency.

Irving is the third-largest contributor to DART after Dallas and Plano, contributing more than \$100 million in sales tax a year.

"We feel the city has other mobility options that will satisfy the community's needs and ensure continued support for those who rely on public transportation," said Irving Mayor Rick Stopfer in a statement. "We need to know from Irving voters whether the city should continue using DART or if they support the city exploring alternative [public transportation](#) options."

Irving officials cited declining ridership, reduced bus service and cost in a statement explaining its call for a withdrawal election. City leaders committed to funding a smaller transit system should an election result in a withdrawal from DART.

Irving's possible pullout adds to challenges facing the transit system.

"DART has taken a regional approach since it was created by North Texas voters in 1984," wrote DART Communications Chief Jeamy Molina in a statement. "The region grows and prospers because of that unity. ... The future of North Texas mobility depends on partnership."

This year, DART leaders [approved service cuts](#) including schedule reductions on some bus lines and dropping seven routes with low ridership. The changes go into effect next year and aim to save the agency \$24 million per year, pulling back from \$60 million in cuts that caused a public outcry in July.

Mayors of several North Texas cities, including Stopfer, [asked Gov. Greg Abbott earlier this year](#) to consider legislation to change DART's funding and governing structure, citing concerns over service and its value to residents. The bills failed to reach the floor for a vote.

DART Board Chair Randall Bryant called the moves by member cities to seek a pullout election a "disservice to the region as a whole" in a Wednesday press conference, especially as North Texas prepares to host FIFA World Cup matches next year and just days after the [Silver Line's](#) opening.

DART opened the Silver Line last weekend, connecting DFW International Airport's Terminal B and DART's Shiloh Road Station in Plano.

Irving's council meets at 7 p.m. Thursday at City Hall and will consider an ordinance to hold the special election on May 2, 2026. Plano City Council will hold a special session at 5 p.m. on Wednesday and leaders in Highland Park and Farmers Branch meet Tuesday.

RESTAURANT AND EVENT CENTER PLANNED NEAR TEXRAIL STATION IN NORTH RICHLAND HILLS

By Eric Garcia
November 1, 2025



Rendering of Patriotic Pig Chophouse, a planned \$5 million development near the TEXRail Smithfield Station in North Richland Hills. (Courtesy image | City of North Richland Hills)

A \$5 million transit-oriented development is planned near a North Richland Hills rail station.

[Patriotic Pig Smokehouse](#), a barbecue restaurant at 3900 Rufe Snow Drive, plans to open its new 15,000-square-foot Chophouse restaurant, event center and catering service near the TEXRail Smithfield Station.

North Richland Hills city officials said they are in the final stages of negotiating an agreement with Patriotic Pig, a business courted by two neighboring cities for its expansion plan. The new eatery and event center, which would have a full bar and serve steaks and seafood as well as barbecue, would be located south of the Main Street and Smithfield intersection — an area that officials have prioritized for redevelopment.

“This project is expected to serve as a catalyst for revitalization in the area,” officials said in a statement.

Under the agreement, North Richland Hills would contribute 3.52 acres, valued at \$1.4 million, to the project. The city would be reimbursed for that amount by the sixth year of operation for Patriotic Pig Chophouse. The business is expected to generate \$2.3 million in local tax revenue over the first 10 years, based on the projected taxable sales and property value increases expected for the site.

The project site — once used for outdoor fence storage — was purchased by the city with general fund reserves in 2021 for \$1.35 million, about \$500,000 less than its appraised value. The city's purchase also served as a match for a transit-oriented federal grant administered by the North Central Texas Council of Governments.

City officials said various developers initially proposed mixed-use projects with up to 300 multifamily apartments. However, zoning changes did not move forward because of community concerns about dense housing.

In 2023, the city shifted its focus to entertainment and dining concepts based on community preferences, officials said.

The deal is contingent upon Patriotic Pig meeting specific performance milestones and includes safeguards such as holding a lien to protect the city's interests, officials said.

"In this case, the opportunity to retain and grow a local business, stimulate redevelopment, and expand the commercial tax base remains under active consideration by (the) City Council."

Some residents expressed support for the project while others were concerned about whether the project would hurt [Back Forty Smokehouse](#), a longtime barbecue restaurant on Main Street about a half mile away from Smithfield Station.

"Our little community of Smithfield has been needing more development so any plans to add more businesses or opportunities for this area is a win!" Ryan Burkhardt wrote in a Facebook post. "We've seen parts of Smithfield lose out with lack of development or in some cases businesses go under! Now let's hope as this area is able to get more expansion and development so it brings in more revenue and opportunities for our community!"

Adam Burwell said he was thankful for a new venue.

"Steaks, seafood, a bar with entertainment and events — this is exactly what the area needed," he wrote on Facebook. "There's nothing else like it around. Keep it up!"

Craig Hulse, economic development director for North Richland Hills, said creating transit-oriented developments near Smithfield is challenging because parcels are smaller and less available.

"There's a huge gap between Smithfield and downtown Grapevine" stations, Hulse previously told the Fort Worth Report. "The riddle of putting together sites to redevelop and develop into TOD development has been slower (and) more difficult."

The development comes as Trinity Metro [seeks to hire](#) a director of economic development to guide investment at the transit agency's rail stations and expand TEXRail into Fort Worth's medical district.

On Oct. 20, Trinity Metro [announced](#) a new lease with Edible Ideas Inc. of Dallas to operate a wine bar, restaurant and wedding venue at the historic T&P Station in downtown Fort Worth. The site has been closed since late July 2024 when the T&P Tavern closed after 14 years of operation.

HIGHLAND PARK, FARMERS BRANCH PUT DART MEMBERSHIP ON BALLOT

By Bill Hethcock
November 4, 2025

Highland Park will put the issue of whether to withdraw from Dallas Area Rapid Transit's coverage area on the ballot in a special election scheduled for May 2.

The wealthy enclave's Town Council on Nov. 4 unanimously approved an ordinance [clearing the way for residents to vote on whether to break from the public transit agency](#), according to reports in the Dallas Morning News and other outlets.

And other cities will also consider in the coming days whether to call similar special elections.

Highland Park is one of 13 municipalities that contribute sales tax to DART. Member cities contribute 1% of their local sales tax to the transit authority.

The town's elected officials claim that it contributes more to the agency than it receives in direct services and doesn't get enough bang for its buck since DART's light rail system does not operate within its boundaries.

Farmers Branch City Council also voted Nov. 4 to [put the issue before voters in May](#), NBC 5 reported. The next cities to discuss special elections to reconsider DART membership will be [Plano City Council in a meeting Nov. 5](#) and Irving officials on Nov. 6.

DART CEO Nadine Lee has described the cities' potential pullout as "heartbreaking" for riders, and said it's "frustrating" that the discussions are occurring shortly after the recent launch of DART's new Silver Line. At a press conference last week, Lee said losing member cities would "severely impact" DART's ability to serve riders during the World Cup soccer matches next year.

Meanwhile, the North Central Texas Council of Governments released a statement Nov. 3 saying the COG "stands ready to assist Dallas Area Rapid Transit (DART) and its member cities to reach an agreement on transit concerns, including governance, service and financial equity matters."

"It is important for the future of the region that some ability exists to resolve specific local government concerns without injuring the delivery of transit to a region that will accommodate 12.4 million residents by 2050," the COG's statement reads.

Highland Park currently kicks in roughly \$8 million annually and has contributed more than \$107 million since joining DART in 1983, according to the Highland Park Town Council ordinance.

"This election ensures that our residents — who fund this contribution — have a say in whether the return on that investment meets the needs of our community," Highland Park Mayor Will Beecherl said in a statement.

WFAA

PLANO VOTERS TO DECIDE ON DART MEMBERSHIP IN MAY AFTER UNANIMOUS CITY COUNCIL DECISION

By Ben Sawyers
November 5, 2025

Plano residents will vote in May on whether the city should continue its membership in Dallas Area Rapid Transit (DART), following a unanimous City Council vote Wednesday night.

The decision allows voters to weigh in on a decades-long debate over how much value Plano receives from the regional transit agency compared with how much it contributes.

“Tonight’s vote ensures that Plano residents have a voice in shaping the city’s transportation future,” Mayor John B. Muns said in a statement. “This decision begins a broader discussion about what system best meets Plano’s evolving needs while keeping our community connected.”

Plano has been a DART member since 1983, contributing more than \$2.2 billion in local sales-tax revenue. An independent analysis by Ernst & Young found that in 2023, Plano taxpayers paid \$109 million to DART, while only \$44 million was spent within the city.

City leaders say the imbalance has persisted even as Plano’s western corridor, home to corporate campuses and new development, lacks rail access. Requests for additional bus and GoLink service zones were denied, the city said.

Transportation service will continue regardless of the outcome, officials emphasized. The city has set aside funding for alternative options to support residents who depend on public transit, including seniors, people with disabilities and those on fixed incomes.

Plano is [one of three DART member cities](#) — along with Highland Park and Farmers Branch — considering leaving the agency, a move that could reshape the region’s public-transit landscape. Highland Park has already [called a special election on its future with DART](#).

DART leaders warn that losing Plano’s roughly \$110 million annual contribution would significantly affect the service system-wide.

DART CEO Nadine Lee has called the potential withdrawals “heartbreaking,” noting they come just after the opening of the [new Silver Line rail connection](#) and months before the 2026 FIFA World Cup, which will rely heavily on regional transit.

Plano’s ballot measure will ask residents whether the city should remain a DART member or pursue other mobility options. If voters choose to leave in the May election, city officials say they will work with regional partners to develop replacement transportation programs.

DALLAS TRANSPORTATION ADVOCATES RALLY TO ENCOURAGE SUPPORT OF DART

By Teresa Gubbins
November 5, 2025

Dallas transportation advocates are rallying in support of Dallas Area Rapid Transit (DART), the public transportation system that provides accessible transportation including buses and trains, to Dallas and surrounding cities.

It's a pushback against four Dallas-area cities that are discussing withdrawing their support. Highland Park, Farmers Branch, Plano, and Irving are all dissatisfied, claiming they don't receive enough service for what they invest.

Pulling out of DART means they would stop all service in those cities. In addition, DART's yearly budget would decrease by millions, which would have a negative effect on the entire system.

The decision would affect more than train routes — it would impact how people across the region move, connect, and access opportunities, including working people who use transit to commute. For some residents, it's their only source of transportation.

Plano, Highland Park and Farmers Branch will let voters decide if they will withdraw via elections next year. Irving will decide Thursday whether to join those cities in calling a special election.

When DART was formed, the federal government required local cities to buy into the project in order to keep highway funding coming to the region. If cities are successful in pulling out of DART, that will endanger future funding opportunities.

A majority of DART's revenue comes from a one-cent sales and use tax that its member cities pay.

Some cities, including Garland and Richardson, have [expressed](#) their support of DART.

Public transportation advocates like BikeDFW [note](#) that "when we weaken transit, we weaken connection — between neighborhoods, opportunities, and people."

Their post [notes](#) that "DART isn't perfect — no large system is — but it's one of the few truly regional transit networks in Texas. It connects 13 cities through rail, bus, and paratransit service. Every day, thousands of people use DART to get to work, school, and essential appointments. Pulling out of DART would not just remove train and bus routes. It would also weaken bike-to-transit connections that make multimodal trips possible, trail and sidewalk funding that often comes through DART partnerships, and regional collaboration that helps us plan safer streets and reduce congestion."

And a release from The North Central Texas Council of Governments (NCTCOG) stressed the importance of public transit for the future, when the region will grow to 12.4 million residents by 2050.

"It is also important that those who live, work and go to school in cities that are members of a transit system today are provided with a seamless transit service that works for them," the statement from NCTCOG said.

Advocates also recommend contacting city council members of all four of these cities to persuade them to continue their support of DART.

FORT WORTH EXPANDS BROADBAND ACCESS FOR RESIDENTS

Press release

November 6, 2025

Construction is now underway on Fort Worth's citywide fiber network, advancing efforts to expand broadband access and improve connectivity for both City operations and residents. This expanded access will support telework, telehealth, and tele-education opportunities, helping bridge the digital divide and assisting more residents in connecting to the services and resources they need wherever they are.

In 2023, the City Council approved an agreement with Sprocket Networks Inc. to build and operate the municipal fiber network through a public-private partnership. Once finished, the project will create more than 300 miles of fiber lines serving over 200 City facilities at fixed costs for the next 30 years. The network will also provide the foundation for future residential and business broadband service through private internet providers.

Supporting digital access citywide: This initiative builds on Fort Worth's previous efforts to close the digital divide. In 2022, the City launched a neighborhood Wi-Fi program to help families in five Neighborhood Improvement Zones stay connected during the COVID-19 pandemic. That program, which still sees about 5,000 unique users each month, will be phased out as new, affordable broadband options become available through commercial providers.

Funding and construction progress: The City invested \$4.5 million from the American Rescue Plan Act and was awarded an additional \$3 million from the North Central Texas Council of Governments to kick off construction. Mighty River LLC, led by broadband expert Joe Freddoso, is providing strategy and vendor oversight.

Sprocket Networks began construction in January. To date, more than 235,000 feet of network construction has been permitted, with more than 12,000 feet of conduit installed and 29 handholes placed in the public right-of-way. Digital Alpha finalized an investment partnership with Sprocket in September to strengthen funding and long-term sustainability.

Benefits for residents and City operations: For residents, the broadband network will make it easier to access online City services and expand opportunities for affordable, high-speed internet in underserved neighborhoods. Over time, the system is expected to help bring faster, lower-cost internet options to households and small businesses.

For City operations, the enhanced network will support public safety and emergency response systems, improve data sharing for traffic monitoring and ensure reliable service for virtual court sessions, online bill payments and other digital tools. Community centers, libraries and computer labs will also benefit from stronger and more stable connectivity.

What's next: Construction is ongoing in multiple areas across the city and is expected to continue through early 2027. The project will be completed in phases, with new sites going live as each section of the network is connected and tested. City staff are working with Sprocket Networks to create an updated map showing active construction areas for the public.

HOODLINE

FORT WORTH'S FUTURE IGNITES WITH EXPANSIVE CITYWIDE FIBER NETWORK PROJECT

By Nate Simmons

November 6, 2025

Digging trenches and laying fiber, Sprocket Networks Inc. is quite literally paving the way to a more connected future for Fort Worth. With a nod to the city's commitment to bridging the digital gap, construction on an expansive citywide fiber network is forging ahead, promising to bolster broadband access for municipal services and residents alike.

According to an article from [Fort Worth City News](#), this digital infrastructure project is meant to underpin telework, telehealth, and online learning opportunities – a move that's as much about connectivity as it is about community.

The initiative took root in 2023 when the City Council authorized a collaboration with Sprocket Networks to construct and manage the municipal fiber network, locking in fixed costs for the coming three decades.

Spanning over 300 miles, it's a network that's not just for the more than 200 City facilities; it's a springboard for future residential and business broadband services which private internet providers could leverage too. Already in the trenches, Sprocket Networks has installed over 12,000 feet of conduit, indicating that the groundwork, as the City of Fort Worth reports, has literally been laid out.

As the city weaves its vision of digital inclusivity into reality, it looks beyond the network, acknowledging past efforts that included a neighborhood Wi-Fi program in 2022, which even now accommodates about 5,000 unique users monthly. Yet, with a view to phase out this interim solution, the article notes the city's current broadband expansion aims at providing new affordable options delivered by commercial providers in time.

It takes a village—and quite a bit of cash—to build such infrastructure. The city pooled \$4.5 million from the American Rescue Plan Act, supplemented by \$3 million courtesy of the North Central Texas Council of Governments, for a project overseen by expert Joe Freddoso of Mighty River LLC. Rounded off in September with a financing partnership from Digital Alpha, the initiative is well-funded and on track.

Residents can look forward to not just better access to City services but also improved prospects for faster, cheaper internet as the network spreads throughout neighborhoods, especially those previously underserved.

With strategies to bolster public safety communications, streamline traffic data, and provide a reliable backbone for virtual municipal amenities including courts and bill payments, the network is a boon for city operations. What's more, the article from [Fort Worth City News](#) highlights, public facilities like community centers and libraries are in line to reap the benefits of stronger, stabler internet connections.

HIGHLAND PARK SCHEDULES MAY 2 VOTE ON WHETHER TO WITHDRAW FROM DART

By Bill Hethcock

November 5, 2025

Highland Park will put the issue of whether to withdraw from Dallas Area Rapid Transit's coverage area on the ballot in a special election scheduled for May 2.

The wealthy enclave's Town Council on Nov. 4 unanimously approved an ordinance [clearing the way for residents to vote on whether to break from the public transit agency](#), according to reports in the Dallas Morning News and other outlets.

Highland Park is one of 13 municipalities that contribute sales tax to DART. Member cities contribute 1% of their local sales tax to the transit authority.

The town's elected officials claim that it contributes more to the agency than it receives in direct services and doesn't get enough bang for its buck since DART's light rail system does not operate within its boundaries.

Farmers Branch City Council also voted Nov. 4 to put the issue before voters, as did Plano City Council in a meeting Nov. 5. The next city to discuss special elections to reconsider DART membership will be Irving officials on Nov. 6.

DART CEO Nadine Lee has described the cities' potential pullout as "heartbreaking" for riders, and said it's "frustrating" that the discussions are occurring shortly after the recent launch of DART's new Silver Line. At a press conference last week, Lee said losing member cities would "severely impact" DART's ability to serve riders during the World Cup soccer matches next year.

Meanwhile, the North Central Texas Council of Governments released a statement Nov. 3 saying the COG "stands ready to assist Dallas Area Rapid Transit (DART) and its member cities to reach an agreement on transit concerns, including governance, service and financial equity matters."

"It is important for the future of the region that some ability exists to resolve specific local government concerns without injuring the delivery of transit to a region that will accommodate 12.4 million residents by 2050," the COG's statement reads.

Highland Park currently kicks in roughly \$8 million annually and has contributed more than \$107 million since joining DART in 1983, according to the Highland Park Town Council ordinance.

"This election ensures that our residents — who fund this contribution — have a say in whether the return on that investment meets the needs of our community," Highland Park Mayor Will Beecherl said in a statement.

FORT WORTH REPORT

KAREN CRAMER MAKES TRANSFORMATIONAL GIFT TO NAME NEW PATIENT TOWER AT TEXAS HEALTH SOUTHWEST

By Staff
November 6, 2025

A new patient tower at Texas Health Harris Methodist Hospital Southwest Fort Worth, announced earlier this summer, will be named Cramer Tower thanks to a transformational gift from Karen Cramer.

The gift represents a profound full-circle moment in the hospital's history. In the 1980s, Karen's father, Jud Cramer, along with the health system's CEO at the time, drove off in an Oldsmobile Toronado to scout locations for what would become Texas Health Southwest. Surrounded by nothing but prairie land, these visionaries understood that Fort Worth's growth would shift to the southwest. Today, their foresight has been proven remarkably correct.

"My father helped start this hospital, and now I want to see it continue to care for future generations," said Karen Cramer. "I have worked very hard, and I've been blessed to be able to give back to the community that has given me so much. My legacy won't be in the buildings—it will be in the devotion I feel for Texas Health and the entire Fort Worth community."

Karen has established herself as a healthcare leader in her own right, serving for years as a volunteer and trustee on the Texas Health Resources Foundation Board. While her late parents' philanthropic legacy included establishing the Cramer Café at Texas Health Harris Methodist Hospital Fort Worth, Karen independently supported the Karen Cramer Chapel in the Justin Tower at Texas Health Fort Worth and now makes this landmark decision to name the new Cramer Tower at Texas Health Southwest.

"I have been able to see firsthand Karen's giving spirit and her genuine desire to improve the health of this community," said Laura McWhorter, president of Texas Health Resources Foundation. "Karen's father, Jud, was instrumental in the founding of Texas Health Southwest. Now, Karen's gift will not only change the lives of people in our community today, but also for generations to come. This is what visionary philanthropy looks like—building on a foundation of service to meet our community's health needs far into the future."

The five-story Cramer Tower will add 64 patient beds when the first two floors open in 2028, with shell space designed to accommodate future growth and vertical expansion. The tower is part of an estimated \$223 million investment that also includes modernization of six original operating rooms to enhance surgical services. Southwest Fort Worth is projected to add roughly 90,000 people by 2045, according to the North Central Texas Council of Governments, underscoring the critical need for expanded healthcare capacity.

"This latest expansion reflects Texas Health Southwest's continued dedication to providing exceptional care and becoming an even stronger ally in the health and well-being of our community," said Ajith Pai, PharmD, FACHE, president of Texas Health Southwest.

Construction on the Cramer Tower is slated to begin in 2026.

NCTCOG INVITES PUBLIC INPUT ON TRANSPORTATION INNOVATION AND AIR QUALITY PROGRAMS

By Staff
November 6, 2025

The North Central Texas Council of Governments (NCTCOG) invites residents to a hybrid public meeting at noon on Monday, November 10. The session will review recent transportation initiatives and funding programs for air quality improvement.

First, the meeting will be held in the Transportation Council Room at 616 Six Flags Drive, Arlington. Attendees can also participate online at PublicInput.com/nctcogNov25 or call 855-925-2801, code 5672. Public comments will be accepted until December 9.

Next, staff will present the Technology Project Identification process under the Transportation Technology and Innovation Program. The session will explain eligibility, evaluation criteria, implementation schedules, and how public input will guide future funding decisions.



(Source DWG Studio)

Then, the North Texas Zero Emission Vehicle (NTxZEV) Call for Projects will be discussed. NCTCOG received \$60 million from the EPA's Clean Heavy-Duty Vehicles Program to replace heavy-duty vehicles with electric or hydrogen fuel cell models.

Additionally, the Management, Operations, and Air Quality Program will be reviewed. The program provides funding to improve regional air quality, reduce congestion, support transit, and enhance safety.

Residents using transit can take \$6 round-trip rides from CentrePort/DFW Airport Station to NCTCOG via the Arlington Transportation app. Download the app at ArlingtonTX.gov/ondemand.

Special accommodations for disabilities or language interpretation can be requested by calling 817-608-2365 or emailing cbaylor@nctcog.org at least 72 hours before the meeting.

THE DALLAS MORNING NEWS

PLANO VOTERS SET TO CONSIDER LEAVING DART NEXT YEAR AFTER COUNCIL OKS WITHDRAWAL ELECTION

Plano joins Highland Park and Farmers Branch in a move that jeopardizes the regional transit agency

By Lilly Kersh
November 5, 2025



DART President and Chief Executive Officer Nadine Lee shares her comments during a Plano City Council special session to consider whether to call a special election on the city's future with DART, on Wednesday, Nov. 5, 2025 in Plano. Shafkat Anowar / Staff Photographer

Plano will let voters decide if it will withdraw from the [Dallas Area Rapid Transit system](#), after the City Council Wednesday set an election next May to settle the question – joining [Highland Park and Farmers Branch](#) in throwing the matter to the ballot box.

[Irving will decide Thursday](#) if it will join the three cities in seeking an exodus from the state's largest transit agency, a movement that has been fueled by dissatisfaction over what some leaders have deemed [inadequate service](#) from DART in suburban cities relative to sales tax contributions.

More than 90 people lined up to address the [Plano](#) council ahead of their vote Wednesday, offering a competing view over the future of [Plano's role](#) in the region's public transportation system.

University students, commuters, working professionals, neighbors, community leaders and people with disabilities lined up to speak to the council about how [losing DART service](#) would

make it hard to travel. Some said they chose to live near DART stops and use the transit system frequently to get to work or school.

"If you guys pull out of [DART](#), I'm not sure I'm going to get to work," Tyler Wright told the council Wednesday. He lives in Addison and works in Plano. "Please stop this vote and come to the table. Talk to the ridership and with DART."

But in the end, the [Plano council](#)'s eight members voted in favor of holding a withdrawal election next year.

"We on the city council have a fiscal responsibility for all the citizens of Plano," council member Rick Horne said before the vote Wednesday night. "I don't see any improvements from DART to serve all the citizens of Plano. I still see empty buses. I still hear complaints. ... We must leave it to the citizens of Plano to vote."

[Plano's council](#) expressed frustration over failed attempts to negotiate with DART, crime near DART stations, its governance structure and an inadequate return on investment for DART services.

Although the vast majority spoke in favor of remaining with the agency, a few addressed the council in favor of a [withdrawal from DART](#), some citing concerns over [crime at along its routes](#).

[Plano is now the largest city](#) set to consider pulling out of the transit agency. Giving \$116 million in sales tax into the system in fiscal year 2023, Plano is the second-largest sales tax contributor to DART after Dallas, which gave more than \$423 million that year, according to agency documents. The third highest contributor was Irving at \$103 million.

A 2024 report by the firm EY showed [Plano](#) contributed more than \$109 million in fiscal year 2023, though DART spent about \$44 million on services in the city. Plano staff report the city spends [more on DART](#) than police and economic development combined.



Deputy Mayor Pro Tem Julie Holmer (right) points towards a information brochure handed out by DART as she shares her concerns during a Plano City Council special session before voters set to consider leaving DART next year, on Wednesday, Nov. 5, 2025 in Plano. Council passed the motion unanimously.

Shafkat Anowar / Staff Photographer

"A decision like this is very threatening," DART CEO Nadine Lee told *The Dallas Morning News* after the council's vote. "It's less about how much it costs or how much money we would lose. It's more about how much access people would lose around the region."

Plano is one of 13 member cities that pays a 1 cent sales tax to DART. Lee told the council Wednesday that her agency has tried to work with Plano and will continue seeking to improve service.

"The progress we've made comes from standing together and confronting our challenges as one region," Lee told the council earlier. "I invite you to work with us, with transparency, collaboration and good faith to resolve these issues in place of withdrawal."

Many residents told the council DART's worth is more than a dollar turn on an investment. Comments made throughout the evening Wednesday in support of DART were met with raucous applause and cheers from a crowd of an estimated 325 attendees, some chanting "We want DART" at the end of roughly two hours of public comment.

“Please make sure mobility for the most vulnerable is not compromised,” said Rick Roth, a Plano resident and brain cancer survivor who urged the council to consider residents with disabilities.

The move to seek an out from DART could result in an end to its services in Plano if voters choose to withdraw, and comes less than two weeks after the transit system launched its \$2 billion [Silver Line](#), a 10-stop route between DFW International Airport and DART’s Shiloh Road Station in Plano.

Earlier in the week, DART board chair Randall Bryant of Dallas asked Plano leaders to postpone withdrawal election votes for thirty days. But the move was too little, too late for their councils.

Bryant, elected board chair last week, thanked the council for previous negotiations Wednesday.

“I hope that those conversations in earnest continue, but this vote tonight hurts that ability,” Bryant told the council Wednesday.

Plano’s council is considering other options for transit services in Plano if DART no longer operates in the city, such as alternative paratransit and on-demand micro-transit operators within the city. Mayor John Muns said leaders could try negotiating with DART to keep rail service, and said leaders will meet with [on-demand rideshare service providers](#) in the coming days.

“We’re going to make sure that all of those opportunities and options are carefully considered so that we can really provide a better opportunity for our residents to be able to get where they want to get,” Muns said following the vote.

The withdrawal elections could be called off if member cities and the transit agency find common ground. The councils have 45 days before the election to rescind their decisions. If not, the special election is expected to be on May 2, 2026.

If the vote passes and cities withdraw, service would stop the next day in those areas, DART communications chief Jeamy Molina said. None of DART’s bus routes, light rail, micro-transit or paratransit would operate in withdrawn cities. Cities outside of DART’s services area can still contract with the agency for certain services.

Cities wouldn’t stop paying right away if a pullout election resulted in a withdrawal from DART. There are still obligations to pay off debt associated with cities’ contributions, Molina said. DART estimates Plano would continue paying a full penny of sales tax to the agency for as long as 10 years to pay off debt.

Plano council member Bob Kehr hopes the city can get back to the drawing board with DART. But if the system isn’t made into a better investment for Plano, he thinks the withdrawal could be worth it.

“Ultimately, when that debt is paid off, then we’ll have full access to those resources,” Kehr said. “I think that’s something that the citizens have to determine … but I think it’s going to be better in the long run.”

THE DALLAS MORNING NEWS

CAN DART SURVIVE A MUTINY? VOTERS IN KEY CITIES COULD DECIDE THE TRANSIT SYSTEM'S FATE

By Lilly Kersh
November 7, 2025



A DART Red Line train arrives at Downtown Plano Station on Wednesday, Nov. 5, 2025. Plano is one of the cities voting in May on whether or not to withdraw from the public transit system. Shafkat Anowar / Staff Photographer

Just [seven months ago](#), Dallas Area Rapid Transit officials were warning of an impending financial catastrophe if state lawmakers significantly reduced the sales taxes cities contribute to fund the transit system.

That effort faltered and [some cities](#) are now considering pulling out altogether, potentially siphoning away nearly a third of the roughly \$850 million DART receives annually in sales taxes from [13 member cities](#).

Four of those [North Texas city councils](#) chose this week to let voters decide next spring if they would exit DART, a move that could jeopardize the state's [largest public transportation system](#) with a potentially fatal funding cut. The cuts could imperil an agency that is already fraught with budget and service concerns after its attempts to appease dissatisfied suburban member cities failed.

Citing concerns with service and costs, and after advocating for legislation to change DART's funding and governance, residents of Plano, Irving, Farmers Branch and Highland Park will now vote next year on whether it's worth contributing to the system.

If the measures pass and cities withdraw, service would stop in those cities the next day, DART communications chief Jeamy Molina said. DART's [bus routes, light rail and paratransit](#) would cease operations.

"If any city withdraws from DART, obviously there is a financial impact to DART as a whole," DART CEO Nadine Lee told reporters last week. "We would be very concerned about the impacts it would have across our entire network of services. ... The riders will be impacted by any action that a city takes."

Can DART survive?

Stephen Mattingly, a professor of civil engineering who studies transportation at the University of Texas at Arlington, said he's fearful about the future of public transit in North Texas.

"If enough cities pull out, it could potentially mean the end of transit in the DART zone; the [entire system could collapse](#)," he said. "I think it's highly probable that that's what the final outcome will be if every single one of the suburbs, or a large percentage of the suburbs, withdraw."

DART could survive the blow, said former [Dallas City Manager](#) Ted Benavides, who teaches at the University of Texas at Dallas' school of policy sciences.

"But it would be a challenge," he said.

He'd expect to see major changes throughout the system, such as lower ridership and longer waits.

"Mobility is super important, and it's getting more important as more people come," Benavides said, referencing the upcoming [World Cup matches](#) in particular. "You want as many options as you can have to try to move people around."

DART does not serve Arlington, where the World Cup matches will be held.

How is DART funded and governed?

DART is a regional transit agency authorized under Texas law and created in 1983. Member cities fund the agency through sales tax. Cities can collect two cents of every dollar spent locally, and member cities give [one penny to DART](#). Leaving the agency could free cities to use that sales tax to fund economic development programs, as other North Texas cities have.

The transit agency serves 13 member cities: Addison, Carrollton, Cockrell Hill, Dallas, Farmers Branch, Garland, Glenn Heights, Highland Park, Irving, Plano, Richardson, Rowlett and University Park.

People took more than 29 million trips on DART's buses in the 2024 fiscal year, according to the agency's data, and more than 22 million on its light rail system.

The [COVID-19 pandemic](#) delivered a huge blow to ridership. Bus ridership in 2024 was 20% less than in 2015, when people took more than 36 million trips on DART buses, and light rail

ridership was down nearly 26% in 2024 compared to 2015. While ridership has been recovering since 2020, a March report showed DART's ridership growth was slowing.

DART is governed by a [15-member board](#) appointed by city councils in the service area based on population. Eight members are appointed by the city of Dallas and seven are appointed by [the remaining cities](#).

Plano City Council member [Julie Holmer](#) thinks the model needs to be rethought.

"Right now, one city essentially holds the majority of control over how services are allocated to everyone else," Holmer said at Wednesday's council meeting. "That just doesn't make sense for a regional system that's supposed to serve all of us."

Every six years, member cities can hold elections to withdraw from DART under state law. The next opportunity comes in 2026.

Who is footing the bill?

In the 2024 fiscal year, DART had \$851.8 million in sales tax revenue.

Dallas contributes the most sales tax to DART, more than \$423 million in the 2023 fiscal year, according to agency documents. The next is [Plano at \\$116 million](#) and Irving at \$103 million. If Plano, Irving, Farmers Branch and Highland Park withdrew from DART, the agency could lose more than \$250 million a year.

Lee said after [Plano's vote](#) Wednesday she's less concerned about the financial blow to the agency as to the future of regional transit in North Texas.

"It's more about how much access people would lose around the region, and in a growing region like ours, I don't know that that's really a good solution," Lee said. "I just don't think that's very future-thinking."

A 2024 report by the firm EY showed Plano contributed more than \$109 million in fiscal year 2023, though DART spent about \$44 million on services in the city.

"Certain cities, Plano being chief amongst them, are heavily subsidizing the DART system," said former Plano council member [Shelby Williams](#).

DART leaders have scrutinized the EY study's methodology. The report also did not factor in the investment of the newly opened \$2 billion Silver Line, which carries passengers from DFW International Airport to Plano's Shiloh Road Station.

What's behind the price tag?

Chants of "We want DART" [echoed in Plano's City Council chambers](#) late Wednesday after more than an hour of passionate public comment by about 100 public transit supporters.

Some DART riders criticized Plano and other cities for putting dollars over people, prioritizing their own sales tax revenue over a regional transit system.

"The crux of this entire debate has been the disparity between the tax contributions and direct spending," James Urech told the Plano City Council. "I believe that's a flawed metric. Plano doesn't exist in an infrastructure bubble."

Irving officials cited cuts in bus routes and low ridership in their decision to consider pulling out, and Irving's mayor cited a survey in which a mere 1% of residents reported using DART or the Trinity Railway Express every day. More than half of the survey's 5,000 respondents reported members of their household had not used DART or TRE in the last year.

Mattingly said suburbs receive benefits from a regional transit system other than direct services, like development near DART infrastructure and a boost to the tax base. Public transit is also intended to reduce road congestion — especially on light rails — and serve low-income households and people with disabilities who can't drive.

"A transit agency is going to struggle because they can't serve both of those objectives at the same time very effectively," Mattingly said. "It becomes even more challenging when we move into the suburban environments ... where we've got less dense development."

It's also more difficult to serve riders who move in multiple corridors of traffic — not just to downtown Dallas, but throughout Collin and Denton counties.

How are other transit agencies funded?

Public transportation is in crisis in other cities, where funding often comes mainly from sales tax revenue.

In Northern California, the Bay Area Rapid Transit system expects to run out of the state and federal emergency funds provided by lawmakers next year. BART, which operates the region's commuter train system, is funded by a mix of sources, including local and state funds, passenger and parking revenue and sales tax, but a shift to remote work has hit the agency's finances hard.

Three counties contribute most of a half-cent sales tax to BART, which also receives part of a 1% general property tax levy and several smaller contributions of local funds.

Boston's Massachusetts Bay Transportation Authority is mainly funded through a portion of a statewide sales tax and funds from the state and federal government, and Atlanta's Metropolitan Atlanta Rapid Transit Authority receives revenue from a 1% sales tax collected in three counties and a 1.5% sales tax from the city of Atlanta.

In Denver, transit is funded mainly by a 1% sales tax on purchases made within a regional transportation district, whose boundaries were established by the state in the 1960s and have since expanded through annexation.

A wider regional buy-in could have made more sense for DART, Mattingly said.

"County-level taxes ... would have been a far more effective way for us to be thinking about this," he said. "The fact that the entire region is not bought in and contributing, likely led to this opportunity for politicians to say ... 'We're not getting what we want out of this system.'"

Sales tax revenue represents about 70% of DART's overall budget. Other revenue sources include fares, federal funds, interest and borrowing.

What is the general mobility program?

DART's financial future remains murky and is further complicated by [lackluster financial forecasts](#). Upcoming service cuts are intended to help DART balance its 2026 budget, which is expected to fall more than \$78 million short of available revenue.

A chunk of that shortfall comes as a result of DART refunding some cities' sales taxes.

The DART board voted in March to [refund seven cities](#) a collective \$42 million in 2026 — 5% of its annual sales tax revenue — to use on local transportation projects because they received less service than their contributions in 2023.

The effort, called the general mobility program, was an attempt to [negotiate with cities](#) that had supported state legislation that would have permanently slashed DART's available revenue by a fourth.

In addition to the general mobility program's budget blow, inflationary pressures, more city service requests and the Silver Line's operations [add to the agency's plate](#).

Facing these costs, DART leaders voted to reduce frequency on some bus and light rail lines and discontinue seven low-performing routes. The service cuts go into effect early next year and are aimed at saving \$24 million a year. They were an alternative to \$60 million in cuts that caused a [public outcry at a hearing](#) earlier this year.

The case for regional transit

The attempt to [appease member cities](#) may fail when DART membership is put up for a vote. The agency may lose more than a quarter of its sales tax revenue if member cities choose to withdraw.

Keun Lee, policy research chair for the advocacy group Dallas Area Transit Alliance, thinks the costs will still fall to cities tasked with providing public transportation.

"Cities will have to fund that gap out of their own pocket," Keun Lee said. "I don't think that's a service you can provide locally that provides the breadth and depth of service, of coverage that DART provides."

In a statement, the North Central Texas Council of Governments offered help to local municipalities mend relationships with DART, and is working to develop transit solutions for the region.

"It is important for the future of the region that some ability exists to resolve specific local government concerns without injuring the delivery of transit to a region that will [accommodate 12.4 million residents](#) by 2050," the statement said.

Mattingly believes a vibrant regional transit system contributes to a vibrant regional economy.

"Cities absolutely may be capable of providing more effective transit-related solutions within their borders," Mattingly said, adding that "the regional system means an awful lot and requires investment from as many members within the region as possible."

The future of DART and [regional transportation](#) now rests with voters in four North Texas cities who could head to the polls in May of next year.

A decision at the ballot box could still be avoided: Cities have until 45 days before the scheduled votes to call off the elections.

Until then, DART and its member cities have an opportunity to reach a deal and avoid withdrawals that could doom the agency as riders know it.

IRVING JOINS EXODUS: 9-0 VOTE SENDS DART EXIT TO MAY 2026 BALLOT

By Logan Washburn / The Dallas Express
November 7, 2025

The Irving City Council voted 9-0 on November 6 to let residents decide whether to leave DART in a special election on May 2, 2026. This marks the fourth member city this week – behind Plano, Highland Park, and Farmers Branch – to advance withdrawal elections.

If voters decide to leave DART, the agency will immediately terminate service after the election. Irving Mayor Rick Stopfer said city officials have already been discussing services with Uber and Via Transportation.

“We are getting bids from them that we would use internally. They would also provide the paratransit,” Stopfer said in the meeting. “We’ve met with them on several occasions.”

DART member cities have been growing increasingly frustrated with the agency’s spending, governance, and safety, as previously reported by *The Dallas Express*.

Member cities may opt out of DART once every six years, so the next closest window is 2026.

Carrollton and Farmers Branch held similar elections in 1985 to withdraw from DART, but chose to stay, as *The Dallas Express* reported. Coppell and Flower Mound successfully left in 1989. Four more cities voted to stay in 1996.

“There’s this perception that we don’t want DART, we don’t like DART,” Stopfer said. **“The real issue is, we’re not getting our citizens taken care of.”**

Stopfer emphasized the measure would put the issue before voters, not automatically withdraw from DART.

“It’s a determination by the residents who pay the money,” Stopfer said. **“That’s the bottom line.”**

DART Board Chair Randall Bryant said he wrote to the council members earlier this week, requesting that they postpone the measure for 30 days. But he expected Irving officials would advance the withdrawal vote.

“After two nights in a row of doing this, I already know how this will end,” Bryant said. “This plan will fail... I implore you, please put off this vote. Continue what is left of negotiations – true negotiations.”

A Deeper History

Member cities have been growing frustrated with alleged unfairness in DART’s spending and governance, as *The Dallas Express* reported.

Irving was the only city to purchase land for DART’s Orange Line and give it to the agency, according to Stopfer. **“But we get no credit for that.”**

Irving was also the only city that did not get betterments for multiple stations, leaving residents to pay for the stations with their tax dollars, Stopfer said. He also pointed to a fire station, which the city risked for a nearby DART line.

“We’ve been treated wrongly. We have not been treated the same,” Stopfer said. **“We’re at a point where we feel like we can’t get answers from DART.”**

In the meeting, DART CEO Nadine Lee highlighted Irving’s significant use of the agency’s services, which is projected to exceed 2.7 million boardings, accompanied by steady ridership growth over the past three years.

“DART has continued to work in good faith to address your concerns,” Lee said. “We ask you to continue working with us to build on the incredible momentum we’ve created together, instead of withdrawing.”

The agency is [billions](#) of dollars in **debt**. This is [divided](#) among member cities, posing a likely exit barrier that would deter member cities from leaving.

Meanwhile, DART spent more than \$2.4 million on executive [bonuses](#) from 2020 to 2024 – more than \$800,000 in total on **executive bonuses** last year alone, as *The Dallas Express* exclusively reported.

Crime on DART lines has [grown](#) in 2025, as *The Dallas Express* also reported. Group A Offenses – including arson, assault, robbery, and drugs – [rose](#) almost 44% since last year. Excluding drug crimes, offenses would have fallen more than 6%.

DART Police Chief Charles Cato defended the agency in the recent meeting, citing a close partnership with the Irving Police Department. He emphasized the agency’s role in handling 911 calls on its lines, and said Irving has only seen 42 Group A offenses from January 1 to October 15.

“There’s a lot been made about crime and issues,” Cato said. “And yes, there are things we work on every day – the men and women of the DART police department – to make our system safe and clean and keep it reliable for everyone.”

Dallas maintains a vast majority on the DART board, while cities like Highland Park [share](#) a single representative on the DART board with three other member cities, as *The Dallas Express* previously reported.

In the meeting, Stopfer – a DART board member since 2013 – shared his experience on the agency’s governing body. **“I’m in the meeting with them every time, but I’m marginalized,”** he said.

City Councilman Dennis Webb said he supported DART in the 1996 withdrawal election, but no longer.

“Who in here thinks it is right to have one city control the DART board?” Webb said. “No, it’s not fair, but that’s what we have to deal with.”

Suburbs like Plano [paid](#) tens of millions more into DART than they received services in 2023, as *The Dallas Express* exclusively reported. However, Irving actually received more in return, paying \$102.2 million in sales taxes and receiving \$123.5 million in services in return.

Still, Stopfer said these numbers fail to account for Irving's other sacrifices.

"There was nothing in there for what the City of Irving has done," he said.

The DART board of directors [approved](#) a "General Mobility Program" in March, which returns 5% of annual sales tax revenue to select member cities. Several still went to the state legislature, seeking more permanent solutions – to reform the DART board, and to redirect some of their sales tax revenue.

In July, DART Board Chair Gary Slagel demanded member cities [drop](#) reforms in exchange for GMP funding, as *The Dallas Express* exclusively reported. Carrollton Mayor Steve Babick said at the time DART had made the compromise a "**poison pill**."

The Regional Transportation Council of the North Central Texas Council of Governments offered on November 3 to assist DART and its member cities in finding a solution. As *The Dallas Express* previously reported, NCTCOG is a metropolitan planning [organization](#) — essentially a shadow government — that controls how billions in federal transportation dollars are spent across the region.

Webb said he sits on the Transit 2.0 subcommittee of the RTC, which aims to bring cities together into a regional transit system.

"Your Friscos, your Arlingtons, your Grand Prairies, your Mansfields – why are they not running to get in line to become part of this regional transportation system?" Webb said. "Because they don't want to give up their one-cent sales tax, and they use their one-cent sales tax to kick our behinds in economic development."

Slagel, also a member of the RTC, asked for patience with the regional transit plan.

"It's worth taking a look at it, I think it deserves that. I would ask you to continue to consider not moving forward with your election," Slagel said. "There's a significant need to be able to move people, and not depend totally on building new highways and toll roads."

Councilman David Pfaff said Irving is set to send \$120 million – or half – of its sales taxes to DART this year.

"Mr. Slagel, we really would like to see the revenue model as a fee for service, and really sit down with y'all and see what we can do," Pfaff said. "We need our kids to go to school. We need our people to get around the city, to get to grocery stores. We need this service, and we're willing to sit down and work with you."

THE DALLAS MORNING NEWS

IRVING JOINS OTHER SUBURBS TO HOLD ELECTIONS FOR A POTENTIAL EXIT FROM DART

The City Council voted 9-0 to let voters decide whether to withdraw its membership from the transit agency

By Devyani Chhetri
November 7, 2025

Irving became [the fourth city this week to put its relationship](#) with the Dallas Area Rapid Transit up for a vote.

On Thursday, the City Council voted 9-0 to authorize an election next year where voters will decide whether the city should stay or leave the transit system. It's the third time the city has held a referendum of this kind, with voters siding with DART in 1989 and 1996.

[Highland Park](#), [Farmers Branch](#) and [Plano](#) approved similar elections earlier this week. Each argued that their one cent sales tax contributions far exceed the services they receive in return and cited a 2024 report by the firm EY to make their case. The suburban cities have also questioned the transit agency's governance model, which gives the city of Dallas more representation on its board as it's determined by population.

In Irving, dozens of speakers who depended upon public transit to travel to different parts of the Metroplex — from the airport to Irving to downtown Dallas — urged the City Council to stick with the agency. They shared personal stories of relying on the system to attend classes, go to work or enjoy the amenities near the Irving Convention Center and in the city's entertainment district.

Some expressed support for an election as they felt DART buses and rail lines did not have the type of ridership that justified the kind of investment Irving makes.

"We have been treated wrongly. We have not been treated the same," said Mayor Rick Stopfer, adding that Irving gets no credit for making adjustments and purchasing infrastructure at its expense while other cities such as Dallas appeared to have gotten their way. Stopfer, a member of the DART board, said he often found himself in the minority when it came to steering the agency's decisions.

DART Board Chair Randall Bryant and CEO Nadine Lee arrived once again to implore the council to continue negotiations with the transit agency instead of going to the ballot box. Lee said Irving enjoyed higher ridership routes and billions of dollars in economic impacts from transit-oriented investments.

Bryant cited an email he had sent member cities urging them to delay their votes by 30 days to reach a compromise. However, after seeing back-to-back actions by cities, Bryant said he knew where things were headed in Irving.

"Contrary, though, to the other three cities, I'm intrigued to hear the city of Irving's rationale for withdrawal election, given the two complaints I've heard are governance and funding," Bryant said.

Unlike the other three cities, Irving gets more than it invests. The city puts in \$102 million and gets \$123 million in return. But city officials say giving up the one cent sales tax has impacted

the city's ability to use money for attracting corporations and sports teams to spur economic development.

"It's obvious to me that the whole concept was ill-conceived," said deputy mayor pro tem Mark Cronenwett about the arrangement where 13 cities pay into the system and others don't.

"It's obviously created this disparity where cities like Arlington or Frisco use that 1% for economic development, creating sports venues in particular, where you would think there'll be a great interest in having mass transit to them, but there isn't, because they're not in DART," he said.

Several council members said they were not opposed to mass transit and expressed support for a micro-transit network like "Via," deployed by the city of Arlington to cover the costs of the city's needs. Some speakers, such as Alex Flores, questioned the efficacy of that system, citing their experiences of finding that option less reliable than DART.

If they prevail in the elections, cities would still be obligated to pay off debt associated with cities' contributions for a period of time.

Gary Slagel, the former DART board chair from Richardson, also asked the City Council to reconsider their decision.

He highlighted work underway at the North Central Texas Council of Governments and the Regional Transportation Council, a multi-city transit collaborative, were putting together a plan that would introduce mass transit in various municipalities in the Metroplex and may result in cities that are part of DART to recoup some of the money they've spent. North Texas leaders are working to prepare for the arrival of millions of new residents in one of the fastest-growing regions in the country.

FORT WORTH INC.

TEXAS HEALTH SOUTHWEST NAMES NEW TOWER FOR KAREN CRAMER

By Staff

November 10, 2025

The [newly planned patient tower](#) at Texas Health Harris Methodist Hospital Southwest Fort Worth will be named Cramer Tower in recognition of the signature gift of Karen Cramer.

The five-story Cramer Tower will add 64 patient beds when the first two floors open in 2028, with shell space designed to accommodate future growth and vertical expansion.

The tower is part of an estimated \$223 million investment that also includes modernization of six original operating rooms to enhance surgical services.

"My father helped start this hospital, and now I want to see it continue to care for future generations," said Cramer. "I have worked very hard, and I've been blessed to be able to give back to the community that has given me so much. My legacy won't be in the buildings — it will be in the devotion I feel for Texas Health and the entire Fort Worth community."

Karen Cramer's generosity has long reflected her devotion to Methodist causes.

The gift represents a full-circle moment in the hospital's history. In the 1980s, Cramer's father, Jud Cramer, along with the health system's CEO at the time, drove off in an Oldsmobile Toronado to scout locations for what would become Texas Health Southwest.

At the time, the site was nothing but prairie land, but those two recognized the growth of the city would shift to the southwest.

They were right. Southwest Fort Worth is projected to add roughly 90,000 people by 2045, according to the North Central Texas Council of Governments.

Jud Cramer was past chair of the Harris Methodist System Board. Mr. Cramer's history with Harris Methodist dates to 1967, when he was first elected to the board of Harris Methodist Fort Worth Hospital. In 1982, he was elected to the Harris Methodist Health System Board.

The Cramer family has had a long history of supporting Methodist causes.

Karen Cramer pledged \$5 million to get [Texas Wesleyan's football stadium complex](#) construction underway. The Karen Cramer Stadium is being constructed in three phases. The first two phases — the stadium turf and lighting, and the athletic field house — have been completed. The stadium seating is next.

Karen Cramer has established herself as a healthcare leader in her own right, serving for years as a volunteer and trustee on the Texas Health Resources Foundation Board.

"Fort Worth is the perfect town for me, as it was for my family," Cramer said. "It is actually a large town with a small-town feel. Everyone knows everyone here. There are no strangers."

While her late parents' philanthropic legacy included establishing the Cramer Café at Texas Health Harris Methodist Hospital Fort Worth, Cramer also independently supported the Karen

Cramer Chapel in the Justin Tower at Texas Health Fort Worth in addition to the signature investment at Texas Health Southwest.

"I have been able to see firsthand Karen's giving spirit and her genuine desire to improve the health of this community," said Laura McWhorter, president of Texas Health Resources Foundation. "Karen's gift will not only change the lives of people in our community today but also for generations to come. This is what visionary philanthropy looks like."

Cramer was raised at Westcliff Methodist Church in Fort Worth. She said the pastor there at that time, Jack Payne — a member of the board of Harris Methodist and Texas Wesleyan — urged Jud Cramer to become involved with both.

"My legacy won't be in the buildings," Cramer said. "It will be in the devotion I feel for Texas Health and the entire Fort Worth community."

Construction on the tower is slated to begin in 2026.

THE DALLAS MORNING NEWS

CAN DART SURVIVE A MUTINY? VOTERS IN KEY CITIES COULD DECIDE THE TRANSIT SYSTEM'S FATE

Plano, Irving, Highland Park and Farmers Branch will ask residents to decide in May if DART is worth the price tag

By Lilly Kersh
November 7, 2025

Just [seven months ago](#), Dallas Area Rapid Transit officials were warning of an impending financial catastrophe if state lawmakers significantly reduced the sales taxes cities contribute to fund the transit system.

That effort faltered and [some cities](#) are now considering pulling out altogether, potentially siphoning away nearly a third of the roughly \$850 million DART receives annually in sales taxes from [13 member cities](#).

Four of those [North Texas city councils](#) chose this week to let voters decide next spring if they would exit DART, a move that could jeopardize the state's [largest public transportation system](#) with a potentially fatal funding cut. The cuts could imperil an agency that is already fraught with budget and service concerns after its attempts to appease dissatisfied suburban member cities failed.

Citing concerns with service and costs, and after advocating for legislation to change DART's funding and governance, residents of Plano, Irving, Farmers Branch and Highland Park will now vote next year on whether it's worth contributing to the system.

If the measures pass and cities withdraw, service would stop in those cities the next day, DART communications chief Jeamy Molina said. DART's [bus routes, light rail and paratransit](#) would cease operations.

"If any city withdraws from DART, obviously there is a financial impact to DART as a whole," DART CEO Nadine Lee told reporters last week. "We would be very concerned about the impacts it would have across our entire network of services. ... The riders will be impacted by any action that a city takes."

Can DART survive?

Stephen Mattingly, a professor of civil engineering who studies transportation at the University of Texas at Arlington, said he's fearful about the future of public transit in North Texas.

"If enough cities pull out, it could potentially mean the end of transit in the DART zone; the [entire system could collapse](#)," he said. "I think it's highly probable that that's what the final outcome will be if every single one of the suburbs, or a large percentage of the suburbs, withdraw."

DART could survive the blow, said former [Dallas City Manager](#) Ted Benavides, who teaches at the University of Texas at Dallas' school of policy sciences.

"But it would be a challenge," he said.

He'd expect to see major changes throughout the system, such as lower ridership and longer waits.

“Mobility is super important, and it’s getting more important as more people come,” Benavides said, referencing the upcoming [World Cup matches](#) in particular. “You want as many options as you can have to try to move people around.”

DART does not serve Arlington, where the World Cup matches will be held.

How is DART funded and governed?

DART is a regional transit agency authorized under Texas law and created in 1983. Member cities fund the agency through sales tax. Cities can collect two cents of every dollar spent locally, and member cities give [one penny to DART](#). Leaving the agency could free cities to use that sales tax to fund economic development programs, as other North Texas cities have.

The transit agency serves 13 member cities: Addison, Carrollton, Cockrell Hill, Dallas, Farmers Branch, Garland, Glenn Heights, Highland Park, Irving, Plano, Richardson, Rowlett and University Park.

People took more than 29 million trips on DART’s buses in the 2024 fiscal year, according to the agency’s data, and more than 22 million on its light rail system.

The [COVID-19 pandemic](#) delivered a huge blow to ridership. Bus ridership in 2024 was 20% less than in 2015, when people took more than 36 million trips on DART buses, and light rail ridership was down nearly 26% in 2024 compared to 2015. While ridership has been recovering since 2020, a March report showed DART’s ridership growth was slowing.

DART is governed by a [15-member board](#) appointed by city councils in the service area based on population. Eight members are appointed by the city of Dallas and seven are appointed by [the remaining cities](#).

Plano City Council member [Julie Holmer](#) thinks the model needs to be rethought.

“Right now, one city essentially holds the majority of control over how services are allocated to everyone else,” Holmer said at Wednesday’s council meeting. “That just doesn’t make sense for a regional system that’s supposed to serve all of us.”

Every six years, member cities can hold elections to withdraw from DART under state law. The next opportunity comes in 2026.

Who is footing the bill?

In the 2024 fiscal year, DART had \$851.8 million in sales tax revenue.

Dallas contributes the most sales tax to DART, more than \$423 million in the 2023 fiscal year, according to agency documents. The next is [Plano at \\$116 million](#) and Irving at \$103 million. If Plano, Irving, Farmers Branch and Highland Park withdrew from DART, the agency could lose more than \$250 million a year.

Lee said after [Plano’s vote](#) Wednesday she’s less concerned about the financial blow to the agency as to the future of regional transit in North Texas.

“It’s more about how much access people would lose around the region, and in a growing region like ours, I don’t know that that’s really a good solution,” Lee said. “I just don’t think that’s very future-thinking.”

A 2024 report by the firm EY showed Plano contributed more than \$109 million in fiscal year 2023, though DART spent about \$44 million on services in the city.

“Certain cities, Plano being chief amongst them, are heavily subsidizing the DART system,” said former Plano council member [Shelby Williams](#).

DART leaders have scrutinized the EY study’s methodology. The report also did not factor in the investment of the newly opened \$2 billion Silver Line, which carries passengers from DFW International Airport to Plano’s Shiloh Road Station.

What’s behind the price tag?

Chants of “We want DART” [echoed in Plano’s City Council chambers](#) late Wednesday after more than an hour of passionate public comment by about 100 public transit supporters.

Some DART riders criticized Plano and other cities for putting dollars over people, prioritizing their own sales tax revenue over a regional transit system.

“The crux of this entire debate has been the disparity between the tax contributions and direct spending,” James Urech told the Plano City Council. “I believe that’s a flawed metric. Plano doesn’t exist in an infrastructure bubble.”

[Irving officials cited](#) cuts in bus routes and low ridership in their decision to consider pulling out, and Irving’s mayor cited a survey in which a mere 1% of residents reported using DART or the Trinity Railway Express every day. More than half of the survey’s 5,000 respondents reported members of their household had not used DART or TRE in the last year.

Mattingly said suburbs receive benefits from a regional transit system other than direct services, like development near DART infrastructure and a boost to the tax base. Public transit is also intended to reduce road congestion — especially on light rails — and serve low-income households and [people with disabilities](#) who can’t drive.

“A transit agency is going to struggle because they can’t serve both of those objectives at the same time very effectively,” Mattingly said. “It becomes even more challenging when we move into the suburban environments … where we’ve got less dense development.”

It’s also more difficult to serve riders who move in [multiple corridors of traffic](#) — not just to downtown Dallas, but throughout Collin and Denton counties.

How are other transit agencies funded?

Public transportation is in crisis in other cities, where funding often comes mainly from sales tax revenue.

In Northern California, the Bay Area Rapid Transit system expects to run out of the state and federal emergency funds provided by lawmakers next year. BART, which operates the region’s commuter train system, is funded by a mix of sources, including local and state funds, passenger and parking revenue and sales tax, but a shift to remote work has hit the agency’s finances hard.

[Three counties](#) contribute most of a half-cent sales tax to BART, which also receives part of a 1% general property tax levy and several smaller contributions of local funds.

Boston's Massachusetts Bay Transportation Authority is mainly funded through a portion of a statewide sales tax and funds from the state and federal government, and Atlanta's Metropolitan Atlanta Rapid Transit Authority receives revenue from a 1% sales tax collected in three counties and a 1.5% sales tax from the city of Atlanta.

In Denver, transit is funded mainly by a 1% sales tax on purchases made within a regional transportation district, whose boundaries were established by the state in the 1960s and have since expanded through annexation.

A wider [regional buy-in](#) could have made more sense for DART, Mattingly said.

"[County-level taxes](#) ... would have been a far more effective way for us to be thinking about this," he said. "The fact that the entire region is not bought in and contributing, likely led to this opportunity for politicians to say ... 'We're not getting what we want out of this system.'"

Sales tax revenue represents about 70% of DART's overall budget. Other revenue sources include fares, federal funds, interest and borrowing.

What is the general mobility program?

DART's financial future remains murky and is further complicated by [lackluster financial forecasts](#). Upcoming service cuts are intended to help DART balance its 2026 budget, which is expected to fall more than \$78 million short of available revenue.

A chunk of that shortfall comes as a result of DART refunding some cities' sales taxes.

The DART board voted in March to [refund seven cities](#) a collective \$42 million in 2026 — 5% of its annual sales tax revenue — to use on local transportation projects because they received less service than their contributions in 2023.

The effort, called the general mobility program, was an attempt to [negotiate with cities](#) that had supported state legislation that would have permanently slashed DART's available revenue by a fourth.

In addition to the general mobility program's budget blow, inflationary pressures, more city service requests and the Silver Line's operations [add to the agency's plate](#).

Facing these costs, DART leaders voted to reduce frequency on some bus and light rail lines and discontinue seven low-performing routes. The service cuts go into effect early next year and are aimed at saving \$24 million a year. They were an alternative to \$60 million in cuts that caused a [public outcry at a hearing](#) earlier this year.

The case for regional transit

The attempt to [appease member cities](#) may fail when DART membership is put up for a vote. The agency may lose more than a quarter of its sales tax revenue if member cities choose to withdraw.

Keun Lee, policy research chair for the advocacy group Dallas Area Transit Alliance, thinks the costs will still fall to cities tasked with providing public transportation.

“Cities will have to fund that gap out of their own pocket,” Keun Lee said. “I don’t think that’s a service you can provide locally that provides the breadth and depth of service, of coverage that DART provides.”

In a statement, the North Central Texas Council of Governments offered help to local municipalities mend relationships with DART, and is working to develop transit solutions for the region.

“It is important for the future of the region that some ability exists to resolve specific local government concerns without injuring the delivery of transit to a region that will accommodate 12.4 million residents by 2050,” the statement said.

Mattingly believes a vibrant regional transit system contributes to a vibrant regional economy.

“Cities absolutely may be capable of providing more effective transit-related solutions within their borders,” Mattingly said, adding that “the regional system means an awful lot and requires investment from as many members within the region as possible.”

The future of DART and regional transportation now rests with voters in four North Texas cities who could head to the polls in May of next year.

A decision at the ballot box could still be avoided: Cities have until 45 days before the scheduled votes to call off the elections.

Until then, DART and its member cities have an opportunity to reach a deal and avoid withdrawals that could doom the agency as riders know it.

CAR-DOMINANT TEXAS NEEDS MORE PUBLIC TRANSIT TO MEET MOBILITY DEMANDS, TXDOT REPORT SAYS

By Joshua Fechter

November 10, 2025

The state agency in charge of building Texas' massive highways says Texans need more ways to get around if the state's going to continue to grow — a stunning acknowledgment in car-dominant Texas.

A draft of the first-of-its-kind Texas Department of Transportation plan released in October outlines the need for boosted public transportation in rural and smaller urban areas as well as a greater array of travel options, including rail, between the state's major urban centers.

Texas, the report acknowledges, needs a variety of ways for people to get around the state without a car to help absorb that growth. Texas is projected to add more than 9 million residents by 2050. The number of drivers on the road has vastly outpaced the state's ability to build highway capacity. Meanwhile, there's generational forces afoot. Millennials and Zoomers in the state's major urban areas want more transit options, while older Texans in rural parts of the state may increasingly need it owing to the rising cost of car ownership.

"We have almost 32 million Texans, millions of (jobs), thousands of companies locating to Texas in droves, headquarters, etc.," said Caroline Mays, TxDOT's director of planning and modal programs. "The fundamental need is, how do we address mobility needs for this growing Texas?"

To some, the fact that the document, titled the [Statewide Multimodal Transit Plan](#), exists at all is an astonishment. In Texas, the automobile reigns supreme, and the state is primed to spend \$146 billion over the next decade on maintaining and expanding the state's vast highway network. State lawmakers have often sought to thwart projects to enable modes of travel other than cars, like the long-gestating Texas Central high-speed rail line and Austin's embattled public transit expansion known as Project Connect. TxDOT has fought to expand highways through the urban cores of major cities like Austin and Houston, displacing residents and businesses while fueling concerns around exacerbating pollution and climate change.

"It is completely out of character for TxDOT to be addressing mass transit," said state Rep. [Terry Canales](#), an Edinburg Democrat who previously chaired the Texas House Transportation Committee. But he doesn't see the political appetite among Texas lawmakers to address the state's transit needs.

"What I would tell you is that it's foolish, short sighted and moronic not to start making comprehensive plans when you know unquestionably that the population growth is going to double in the next 25 years," Canales said.

At the same time, public transit isn't entirely outside of TxDOT's wheelhouse. The agency has had a public transit arm since 1975, when the state's short-lived Mass Transportation Commission merged with the Texas Highway Department. What few dollars the state spends on public transit go toward rural and smaller urban transit agencies. The state spends nothing on

public transit in the major urban areas, including agencies like Dallas Area Rapid Transit and CapMetro, the Austin's region's transit provider.

TxDOT has increasingly gestured at ways to travel around the state without a car in recent years. During the Biden administration, the agency applied for federal planning grants for intercity rail between the state's major urban areas, a bid to give travelers ways to bypass the state's increasingly congested highways. TxDOT is implementing an "active transportation plan" that lays out strategies to make it easier for people to walk and ride a bicycle.

Transit advocates say the plan is a major step that could help lay the groundwork for at least a statewide conversation about the state's public transit needs.

"It's a great opportunity to understand what could be possible for our future," said Jay Blazek Crossley, executive director of the nonprofit Farm & City, an urban planning advocacy group.

Just because TxDOT has a plan doesn't mean that lawmakers have to back it up. Enacting a vision to boost statewide transit access would cost at least tens of billions of dollars, according to the plan. Even if the GOP-dominated Texas Legislature suddenly wanted the state to have a bigger hand in public transportation, they would need to find a way to pay for it — a tough ask. The Texas Constitution mandates that most of the agency's budget must be spent on building and expanding freeways.

Texas needs "everything we can get" when it comes to public transit, state Sen. [Robert Nichols](#), a Jacksonville Republican who chairs the Senate Transportation Committee. But he's skeptical that state lawmakers would help foot the bill.

"Is the Legislature willing to step up and lock in multibillion dollars per year for mass transit?" said Nichols, a former Texas Transportation Commissioner. "I don't hear anybody talking about it."

The report also comes as several suburban cities in the Dallas-Fort Worth region threaten to pull out of Dallas Area Rapid Transit, the region's largest transit system. Farmers Branch, Highland Park, Irving and Plano have signaled their intent to ask voters to allow the cities to leave the system on the grounds that they don't get enough in services for how much they invest.

TxDOT's plan, which came about as a part of the state's long-range transportation plan, pinpoints a number of holes in the state's transit infrastructure and lays out potential strategies to plug them.

For example, a good chunk of the state's projected growth will be in once-rural places that surround the state's major metropolitan areas, which will need access to transit service. Though the number of Texans living in rural areas is declining, the agency expects rural Texans to become increasingly dependent on transit as they age to access medical care and other services. But rural and smaller urban transit agencies already face significant service gaps as well as future funding gaps.

To Mays, the plan's most significant finding is how difficult it is to travel between the three points of the Texas Triangle — the Dallas-Fort Worth, Houston and San Antonio regions. What's more is there's no government entity in charge of making it easier to travel between the places where the state's economic activity is largely concentrated.

“Who is that entity?” Mays said. “What does that entity look like to be able to facilitate transit?”

Most Texans already live within the megaregion, but the region’s population is expected to grow by nearly 50% by 2050, when it could be home to about 80% of the state’s population. On a typical weekday, travelers make hundreds of thousands of trips along the Triangle. The Austin-San Antonio corridor alone saw more than 266,000 trips between the two urban areas in fall 2022, according to state figures.

Passenger rail service between the metro areas is limited, slow and, between Dallas and Houston, doesn’t exist. Private bus companies like Greyhound and Vonlane have somewhat filled the void, the agency said. But those operations often don’t connect with local transit networks, and not every city or town has bus service to transport residents elsewhere.

Increased congestion on the state’s freeways has made highway travel “unreliable,” the agency wrote in applications for federal rail planning grants. Boosting intercity passenger rail service between major cities, the agency argued, would ease congestion and reduce traffic deaths by removing hundreds of thousands of vehicles per year from roads, the agency wrote.

Intercity rail could take several forms, the plan says. It could mean slower, more traditional rail service that reaches maximum speeds of about 79 miles per hour, like the Trinity Railway Express commuter rail line between Dallas and Fort Worth. Or it could mean high-speed rail that tops out at 186 miles per hour, like the long-discussed Texas Central line. Where rail doesn’t make financial sense, bus services could fill the gaps, the report says.

Providing better levels of transit service to a greater chunk of the state would be costly. Achieving “statewide connectivity” means connecting all cities with at least 10,000 people with some level of regular transit service, TxDOT poses, be it highfalutin high-speed rail or a humble bus. Doing that, the agency estimates, would cost at least \$30 billion in upfront capital costs and \$5 billion at a minimum in annual operating costs.

Any plan to ensure consistent levels of transit service and frequency would require a steady funding stream, Nichols said. Lawmakers would need to pinpoint a funding source or make cuts elsewhere in the state budget. To keep that funding steady, lawmakers and voters would likely need to pass a constitutional amendment, Nichols said — ensuring that lawmakers are legally obligated to spend money on transit.

To Crossley, the plan doesn’t focus enough on the needs of riders in the state’s major urban areas where most of the state’s transit riders reside, though the plan does nod at the need for expanded service in major urban areas.

Enacting the plan would also mean making a public case for expanding transit in car-dependent Texas. Under the plan, TxDOT would lead what’s essentially a public awareness campaign to tout community and economic benefits of public transit.

The report cites estimates from the American Public Transportation Association that every dollar invested in transit yields \$5 in economic returns. TxDOT even pointed to a local example: Austin’s CapMetro Red Line, a commuter rail line that stretches from downtown Austin to Leander. After the line opened in 2010, areas within a quarter mile of the line saw a 62% increase in jobs and a 154% increase in high-paying jobs, the agency said.

TxDOT even pointed to the potential cost savings of ditching cars for public transit. Doing so can save residents in Dallas and Houston at least \$1,000, the agency noted, citing an APTA report.

There are signs Texans already feel the need for expanded public transit, though whether they'd support efforts to do so is to be determined. In a poll commissioned by the agency, some 86% of Texans in 2023 said it's at least somewhat important to improve the state's public transportation network. At the same time, three-quarters of Texans said the state needs to boost funding for highways, and about 94% said it's important to improve the state's existing roadways.

"We can't pave our way out of the population growth," Canales said. "Mass transit has to be an option."

TxDOT is holding the last pair of meetings seeking public input on Wednesday in San Antonio and on Thursday in Austin. The public may also [submit feedback on the plan](#) until Nov. 20. A final plan is expected by the end of the year.

FOX 4 NEWS

DART'S \$2B SILVER LINE MOVES FORWARD DESPITE PARTNERSHIP DISPUTES

By Shaun Rabb
November 11, 2025

10 years in the making connecting Plano, Richardson, Farmers Branch, and Addison to DFW Airport. The Silver Line Regional Rail Project is the hope for the future as the \$2 billion project looks to further connect the DFW metroplex.

FOX 4's Shaun Rabb talked to the chairman of the DART board, Randall Bryant, about the Silver Line and if the new regional rail project will save DART while surrounding DFW cities are considering ending their partnership with the transit system.

"Well number one, we're at DFW Airport now. DFW Airport is the only airport in this country with two commuter rails. You see the Silver Line here, the TEXRail in the background, as well as the Orange Line. It's the only airport in the country that has those features," said Bryant.

"Let's first make sure we understand the Silver Line is going to roll day in and day out, no matter which cities are in, as long as we have service to fund it."

Cities consider leaving DART

DART and the Silver Line are kind of in a cloud with four cities, Irving, Farmers Branch, Highland Park and the biggest in the north, Plano, not happy with what they say they are getting back from DART for their investments.

Collectively, DART's 13 member cities contribute about \$850,000,000 each year in sales tax revenue to the transit agency.

Partnership disputes

Dig deeper:

Plano specifically made three requests from DART last year, which Bryant says DART worked to provide or get close to, and that Plano wants more.

"Two weeks ago was the first time DART had ever heard a Plano request for rail at 50 cents, so we've been operating over the past year trying to figure out how to solve it specifically for Plano's needs. Directly related to the letter that they requested three various different types of needs, and so it's unfortunate that the goalpost is moving again, especially with Plano, but even with that, we're going to see if we can accommodate that," said Bryant.

The cities either have approved or are considering special elections in May where voters will decide whether DART stays.

FIFA World Cup and tight timelines

Local perspective:

That happens right before the biggest sporting event in the world comes to North Texas, the FIFA World Cup.

"Yeah, it's the worst timing ever to even be having this conversation. A lot of hard work and planning from the regional level, the Dallas Sports Commission level, so many people have put in a lot of work and DART is a central player in the outcome of the success of FIFA. The entire world's eyes will be upon us," said the DART board chairman.

NORTH TEXAS SAW FEWER AIR POLLUTION ALERTS IN OCTOBER FOLLOWING PREVIOUS SPIKE, DATA SHOWS

By Nicole Lopez
November 10, 2025

North Texas has seen 44 days so far this year when the region's air pollution reached unhealthy levels, according to the latest [data](#).

The Texas Commission on Environmental Quality issued Ozone Action Day alerts for 41 of those days.

In October, the state environmental commission issued eight alerts. That was a drop from September, which saw 14 ozone alerts issued, the most of [any month](#) this year, according to data from the North Central Texas Council of Governments, the agency tasked with monitoring Fort Worth-Dallas air quality.

Such alerts are issued when smog is forecasted to exceed the [federal limit](#) of 70 parts per billion.

Ozone measured between 71 and 85 parts per billion is considered unhealthy for sensitive groups including young children, older adults, people with respiratory conditions and those active outdoors, according to the council of governments.

The alerts inform the public when weather conditions are favorable for ozone so they can adjust daily routines to minimize health risks and exposure to unhealthy air conditions. The alerts also serve businesses and industries, urging them to mitigate emissions, such as those generated by cars and power plants.

By Nov. 10 last year, [43 alerts](#) were issued for Fort Worth-Dallas. While alerts have yet to be issued this month, the public could see additional days of high levels of air pollution as ozone season begins in March and runs through November, according to the state environmental commission.

What is ozone?

[Ground level ozone](#), or smog, forms when nitrogen oxides and volatile organic compounds emitted by natural and human sources react in the sunlight, according to the council of governments. Predominant sources of these pollutants include vehicle emissions, motorized lawn equipment, paints, power plants and industrial sites.

Exposure to ozone can cause health issues such as chest pain, trouble breathing, coughing, irritation and congestion. The gas can also exacerbate respiratory conditions such as asthma, bronchitis, emphysema and cancer.

Major polluters in North Texas could face annual fines of \$45 million if ozone is not brought down to or below 70 parts per billion by 2027 under the Environmental Protection Agency's Clean Air Act.

Whether companies in violation will see those fines is uncertain as EPA officials propose changes to deregulate energy companies.

Within days of his presidency, Donald Trump vowed to roll back federal regulations. That includes [revoking the scientific finding](#) from 2009 that allows the EPA to enforce climate change-focused regulations on cars, power plants and other major sources of greenhouse gases.

In June, the EPA announced the closing of its [Office of Research and Development](#), which analyzes health dangers stemming from toxic chemicals, climate change, smog, wildfires, indoor air contaminants and water pollutants, according to a report from National Public Radio.

The proposal to revoke the 2009 scientific finding requires a lengthy review process, including public comment, before it can be finalized next year, according to the Public Broadcasting Service.

Environmental advocacy groups are expected to challenge the ruling in court if implemented.

Meanwhile, the council of governments is developing the [Dallas-Fort Worth Air Quality Improvement Plan](#), a several hundred page document consisting of strategies to improve North Texas air quality.

The council of governments has until Dec. 1 to submit the plan in order to be considered for federal grant funding.

THE DALLAS MORNING NEWS

LATEST SEGMENT IN COLLIN COUNTY OUTER LOOP ROAD PROJECT IS COMPLETE. WHAT COMES NEXT?

The roadway, which connects the Dallas North Tollway to U.S. 75, officially opened to the public last week

By Zacharia Washington
November 12, 2025

A stretch of roadway connecting the Dallas North Tollway to U.S. Highway 75 has officially opened to the public, [Collin County](#) officials announced last week.

The roadway is a new segment in the Collin County Outer Loop, a planned 53-mile route that will connect major highways including Interstate 35, U.S. 377, the Dallas North Tollway extension, SH 289, U.S. 75, SH 121, U.S. 380 and Interstate 30 once completed. The Outer Loop project is broken up into [five segments](#).

The recently opened Segment 3C “extends the county’s long-term mobility vision” by providing a critical east–west link designed to improve regional connectivity, support economic development and relieve congestion on other major corridors, a [news release](#) from the county said.

“We’re tremendously excited to open this new segment of the Outer Loop,” Collin County Judge Chris Hill said. “This roadway will improve mobility and reduce travel times across the fast-growing northwest corridor of Collin County. I’m grateful for the hard work and dedication of everyone who helped make this project a reality.”

The Collin County Outer Loop is a key part of both the county’s mobility plan and Mobility 2045 — or the Metropolitan Transportation Plan, which is a [long-range plan for North Texas](#) that supports long-term growth and improved mobility for the region, according to the release.

Segment 3C was developed by the Collin County Toll Road Authority with support from the county’s Department of Engineering. The release said the roadway was built with future expansion in mind, including the possibility of additional lanes.

The remaining two segments in this project are expected to connect U.S. 380 in Farmersville to FM 6 in Josephine and SH 121 in between Anna and Melissa to U.S. 380 in Farmersville.

Members of the community can get more information on Segment 5 and ask questions between Nov. 13 and Dec. 15 on the project website. For more information, click [here](#).

DENTON RECORD-CHRONICLE

NORTH TEXAS HAS ONLY SO MUCH ROOM LEFT FOR HIGHWAYS, A REGIONAL TRANSIT DIRECTOR SAYS

By Pablo Arauz Pena / KERA News

November 12, 2025

Transportation leaders in North Texas say a new state report shows greater investment in public transit is essential to address the region's rapid population growth — and the traffic woes that come with it.

The Texas Department of Transportation's draft [Statewide Multimodal Transit Plan](#) shows 1 in 3 Texans surveyed say there is a need to expand public transit in both rural and urban areas as congestion and growth pose greater challenges to mobility.

Michael Morris, transportation director for the North Central Texas Council of Governments, told KERA the region has only so much room left to build for highways.

"Once you hit a regional population of around 8 million, you're largely finishing out your freeways and our toll roads," Morris said. "We are basically finishing that up."

North Texas is expected to grow to about 12 million people by 2050. Morris said while transit and roadway improvements are two solutions to traffic congestion, state policymakers will also need to start focusing more on land use.

"How to build in Old Town Lewisville, how to build in downtown Denton, how to increase density in Mansfield to support real improvements in the future," Morris said. "The state needs to think about other transportation investments on the inner-city side to help with regard to taking off the top of the roadway volumes and maybe give more of its roadway capacity to goods movement."

The draft plan, released in October, comes as public transit in North Texas is at a crossroads. Last week, [four Dallas Area Rapid Transit member cities voted to hold elections this spring](#) to possibly withdraw from the transit system, citing inequities in tax contributions and services.

In a statement to KERA, DART officials said several staff members helped inform TxDOT's new plan.

"We are pleased that TxDOT recognizes that a multi-modal approach that includes expanded public and mass transit is required to future-proof Texas transportation as the North Texas region's and State's population expands," read the statement.

DART also touted the positive economic impact on the communities in which its system operates. It cited a 25-year study from the University of North Texas Economic Research Group that has attributed an \$18.1 billion direct impact on North Texas from transit-oriented development within a quarter mile of DART stations.

"If we extrapolate that across Texas, as proposed by TxDOT, the future economic impact of public transit in Texas is significant," the organization said in the statement.

While DART didn't directly address the withdrawal elections, Morris at NCTCOG said the Regional Transportation Council is "on standby" to address the contentious issue.

"That's a call basically to see if a transportation authority wishes to come through and or a city wishes to come through, and see if there's some ability to negotiate a resolution of these issues," Morris said. "There's lots of things probably largely around the funding revenue and insight into potential win-win situations."

DART said TxDOT's draft plan supports the agency's area plans it's developing in partnership with member cities "while also enacting bespoke models for each city that best serves their individual needs."

"This system of serving the whole while attending to the individual pieces is reflected in the TxDOT plan and is the basis for our upcoming Transit System Plan effort which envisions a sustainable and robust DART system through 2040," read the statement.

THE DALLAS MORNING NEWS

OPINION: YES, NORTH TEXAS TRAFFIC IS GETTING WORSE. WHAT CAN WE DO ABOUT IT?

Our state can't keep building highways forever

By Dallas Morning News Editorial Board
November 11, 2025

You probably already noticed it in your daily commute. We are spending more time in traffic than we used to. After a short-lived post-pandemic drop with looser traffic, car congestion is worse than ever.

With North Texas' projected population and economic growth, this trend isn't sustainable. Our region needs a plan to deal with this issue and protect its standing as an attractive destination for workers and businesses.

Americans lost an average of 63 hours sitting in traffic in 2024, which is the [highest level ever measured](#), according to the Texas A&M Transportation Institute's latest Urban Mobility Report. It was even worse for residents of the Dallas-Fort Worth area. An average commuter in the region wasted 69 hours sitting in traffic last year.

This means that a trip that normally would take 20 minutes needs to be planned for 26 minutes, according to the report. Our extended drive to work is not only costing us precious time but also money. The Dallas-area commuter lost \$1,618 due to congestion.

The worst gridlock, however, is not on our roads but in our local politics, as several [DART member cities are considering leaving](#) the mass transit system. We fear the outcome may lead to more traffic at a time when our regional leadership should be preparing for future growth.

Demographers project that North Texas will add 4 million residents by 2050, bringing the area's total population to about 12 million. Those new residents will need highways and other means to move about the region.

Traffic is a quality-of-life issue and often a top consideration for people seeking to relocate.

The Texas Department of Transportation is building major projects in our region, including the 635 East Project, a \$1.74 billion construction project that is expected to continue through 2025 and will bring much needed traffic relief. But we cannot just build roads and highways to keep up with the growth that's coming.

Cities need common goals when it comes to mass transit. Texas must do its part, too. The good news is that TxDOT has acknowledged the urgency of the state's [addressing mobility beyond our car-centric infrastructure](#) in the draft of a first-of-its-kind multimodal transit plan, according to the Texas Tribune.

If traffic is going to get any better, our region has to consider efficient means to move people from point A to point B. Either improve the options we have, or start thinking outside the box. Technology is bringing new solutions, like autonomous vehicles and [even flying taxis](#), which have the potential to redefine traffic. However, these aren't viable solutions in the near future.

Major reforms in housing development, water infrastructure and energy have been the focus of recent legislative sessions. Our leaders at the local and state level also must reckon with our traffic problem and how we deal with it in the larger context of preserving Texas' economic strength.

AS DART FACES FUNDING CHALLENGES, TXDOT PLAN CALLS FOR MORE PUBLIC TRANSIT INVESTMENT

By Pablo Arauz Pena

November 12, 2025

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HOODLINE

BIG D BULLET TRAIN STANDOFF RISKS FED CASH, PUTS PROJECT ON THE CLOCK

By Richard Dawson

November 14, 2025

Dallas' high-speed rail standoff has put the city at odds with its neighbors, and potentially on thin ice with Washington. With City Hall still unwilling to pick a downtown route, regional planners are pushing ahead with federal homework anyway, a move backers say is crucial to keep time-sensitive grants alive for a Fort Worth–Dallas–Houston link.

RTC Greenlights Federal Steps Despite Dallas Holdout

Yesterday, the North Central Texas Regional Transportation Council voted to proceed with two key federal processes: a Federal Railroad Administration corridor-development effort for the Fort Worth-to-Houston corridor and a Federal Transit Administration NEPA initiative for Dallas–Fort Worth. The council advanced both despite Dallas council members' refusal to settle on a preferred downtown alignment. As reported by [KERA News](#), the vote sends the work program to federal partners while the alignment fight drags on.

Dallas Council Wants More Study

District 14 Council Member Paul Ridley told the RTC, "Dallas has not today approved an alignment," while District 12's Cara Mendelsohn urged a delay to avoid a plan that would "damage the city." Several council members said they need more time to weigh the economic and neighborhood impacts before committing to a route. Coverage of the meeting was carried by [KWBZ](#), which republished reporting from the hearing.

Tarrant Officials Push Back

Arlington and Fort Worth leaders pressed Dallas to make a call, noting the region has already given the city months to land on a route and warning that the delay threatens the project's timing. Arlington Mayor Jim Ross criticized Dallas for rejecting a joint study offer, and Fort Worth officials argued the RTC could keep moving while still working to address Dallas' concerns. Reporting by the [Fort Worth Report](#) has documented Tarrant-side support for pushing the study forward and the council's earlier moves to prep for legal challenges.

Developer Opposition and Downtown Stakes

Dallas' hesitation is fueled in part by opposition from Hunt Realty, which argues an elevated alignment near Reunion Tower would jeopardize a multibillion-dollar redevelopment and the city's convention center plans. Earlier this year, the Dallas City Council passed a resolution opposing above-ground tracks through the Central Business District while the city studies alternatives. [D Magazine](#) and others have detailed the developer's letters and the council's economic-impact review.

What's Next

Regional staff warned that if the stalemate continues, they may draft the work program themselves to keep federal timelines intact. Ridley said he plans to bring alignment options to

his city committee in January, a fresh decision point as federal processes keep rolling and private partners watch to see whether local buy-in materializes. [KERA News](#) reported both the staff warning and Ridley's timeline.

If federal partners or private backers sense a split house in North Texas, planners say the entire corridor could stall or fall behind in the national pecking order. The U.S. Department of Transportation pulled a \$63.9 million grant tied to an earlier Dallas–Houston effort this year, a reminder of how fragile outside money can be when routes and local buy-in are unsettled. Industry outlets such as [Railway Age](#) have also summarized recent federal and regional steps.

NBC DFW

SKY-HIGH SECURITY: COUNTER-DRONE TECHNOLOGY TO PLAY CRUCIAL ROLE IN WORLD CUP SAFETY

By Shannon Miller
November 12, 2025

At 600 feet above Downtown Dallas along Interstate 30, there is one of the busiest airspaces in North Texas.

Marc Tomerlin, assistant chief pilot with the Texas Department of Public Safety's Aircraft Operations Division, said that between searching for antennas, towers, and other manned aircraft, there is little time left to look out for drones.

"This is the exact situation where we would appreciate some type of alert inside the cockpit to give us, if nothing more than a few seconds' heads-up, so we could bring the helicopter to a stop, make a 180-degree turnaround, or do something to avoid a mid-air collision," Tomerlin said.

The Texas DPS is now the first law enforcement agency in the nation to deploy Airborne Counter Unmanned Aircraft Systems (UAS). The technology, mounted on helicopters, detects drones in the area that may pose a potential threat to public safety or emergency operations.

Sensing radio frequency, the system geolocates hostile or unauthorized drones and their operators.

"You can slew to drones, you can slew to the pilot, where its location is, show breadcrumbs of actually the drone where it's flown. It will tell you the model of the drone, where the pilot is, the distance from the helicopter, and the speed the drone is going," Tomerlin said.

Security officials said drones are one of the top threats to the 2026 FIFA World Cup.

This week, FEMA made \$625 million in funding available to designated host cities, including Dallas. Part of the funding will go toward unmanned aircraft systems and equipment for detecting and tracking UAS.

"We were the first police department in the United States to receive an FAA licensure to fly in Class B airspace," said Theron Bowman, a former chief of police in Arlington.

Bowman knows sky-high security. His former department was the first in the country to launch a "Drone as a First Responder" program 15 years ago.

"We envisioned using drones primarily as a force multiplier, being able to put them up in the air to see crowds, to see movement of people walking to and fro, and to really have a better viewpoint of everything that was happening," Bowman said.

Bowman played a key role in security for the 2011 Super Bowl at AT&T Stadium. He said back then, drones were not a threat.

"If you think of anything that can be launched to damage or endanger a crowd, whether it is a missile or a projectile or some chemical substance or chemical agent," Bowman said.

Starting in June, AT&T Stadium will host nine World Cup matches, including a semi-final match, the most for any host city. More than 25 local public safety partners, as well as state and federal partners, will help provide security for at least 27 venues and event sites across North Texas.

Bowman said it's crucial that law enforcement's training and deployment of their drones are consistent.

"Public safety depends on the police being able to interoperate, and their equipment being able to talk to one another, that they're on the same page, so to speak," Bowman said.

The FAA only allows federal departments to mitigate drones that are a threat, but recently introduced legislation could extend counter-UAS authority to state and local law enforcement agencies responsible for securing the World Cup.

"I think any large-scale event nowadays in a big city, you're going to have an abundant amount of drones. Some legal, some illegal," Tomerlin said.

While the decision remains uncertain, Tomerlin said he's hopeful that DPS and local agencies will eventually have more authority to take down bad actors in the air.

DALLAS LEADERS CAN'T DECIDE ON A PATH FOR HIGH-SPEED RAIL – AND IT COULD COST THEM THE PROJECT

By Pablo Arauz Pena
November 14, 2025

With federal support on the line for a proposed bullet train from North Texas to Houston, Dallas leaders still haven't agreed to a path for the project.

During a Thursday meeting of the Regional Transportation Council, elected officials from the region's largest cities debated approval of processes that could give the council crucial funding for the two independent but closely-tied projects: high-speed rail from Fort Worth and Arlington to Dallas and a connected "one-seat ride" to Houston.

For months, Dallas leaders on the regional council have voiced their concerns over the project's alignment and opposition from the powerful Hunt Realty group, which says the project would impact [a multi-billion dollar investment near Reunion Tower](#).

"Dallas has not today approved an alignment," said District 14 Dallas City Council Paul Ridley, who also chairs the city's transportation and infrastructure committee.

Earlier this year, the city approved a resolution that [opposed the bullet train's originally proposed](#) route that would cut close to downtown's iconic landmark. A second alignment, west of downtown, has also not been formally approved.

The RTC was discussing whether to move forward with the first step of developing the Fort Worth to Houston High-Speed Rail Corridor led by the Federal Railroad Administration, as well as the Federal Transit Administration's National Environmental Policy Act initiative for a Dallas-Fort Worth High-Speed Rail Study.

District 12 city council member Cara Mendelsohn proposed to delay a vote on both processes because the city doesn't want a project that "damages the city."

Ridley said the city isn't "opposed to high speed rail — we just want to do it the right way that works for the city of Dallas.

"We will examine this issue... in good faith to review the alignment opportunities and hopefully issue a decision as a result," he said.

But regional transportation director Michael Morris told the council that time is running out to make a decision, and delaying it could cost them.

"We as a staff may be forced to write the work program ourselves, which is not necessarily in our swim lane, not impossible, but it would take away the hundreds of other things you're asking us to do," Morris said.

Leaders for Arlington and Fort Worth told the council that Dallas has had months to decide on an alignment as the cities are close to finishing [their joint economic impact study](#).

"God knows when a decision will be made," said Arlington Mayor Jim Ross. "This has been a little bit of, 'we're gonna stand alone and do our own thing regardless of what else is going on,'

because Fort Worth in Arlington extended that olive branch to say, 'let's do the study together,' and y'all denied."

Fort Worth City Council member Elizabeth Beck, who represents District 9, added the RTC could still move forward and address Dallas' concerns.

"But Dallas also needs to stay on the schedule that they promised this body and that we would have a timely decision based on that," Beck said.

The transportation council ultimately voted to approve both federal initiatives.

Ridley told the council he intends to take up the issue at the January meeting of his city's transportation and infrastructure committee.

"We can discuss this and proceed to addressing the issue of an alignment that Dallas can live with," Ridley said.

WFAA

UPTOWN TROLLY SYSTEM GETS \$800K FUNDING BOOST AHEAD OF THE WORLD CUP

By Scoop Jefferson
November 13, 2025



Photo: McKinney Avenue Transit Authority

The small trolley running through Uptown Dallas will play a major role during the World Cup games next summer. The M-Line, operated by the McKinney Avenue Transit Authority (MATA), just received the funding it needs to prepare for the international event.

Karla Windsor, who serves as a senior program director at the North Central Texas Council of Governments, said the funding will go toward repairing, painting and modifying the trolleys.

MATA revived streetcar service in the 1980s, and today, the M-Line connects riders to destinations throughout Uptown and Downtown Dallas. The Regional Transportation Council voted Thursday to approve an \$800,000 boost before the World Cup as part of the preparations to host visitors from around the world.

The M-Line includes four point six miles of track and lines, serves about four hundred thousand riders every year and currently operates seven trolleys. Its route stretches from Uptown's West Village through the Downtown Arts District.

"We are making sure that there are accommodations for different languages, and we want to be very inclusive to all of our users," Windsor said.

The transportation council also approved \$200,000 to enhance 911 capabilities in the DFW region, where the games will be played, and hundreds of players will reside. All eyes will be on DFW before, during and even after the World Cup.

As with every World Cup team striving for a win, the Dallas-Fort Worth region hopes to deliver a winning experience as it prepares to host its largest event ever.

TXDOT TO SPEND NEARLY \$300M ON BIKE, PED PROJECTS

By Mack Shaw
November 15, 2025

The [Texas](#) Department of [Transportation](#) has announced nearly \$300 million in funding for numerous bicycle and pedestrian projects across the state.

Among the dozens of projects, seven are in the Dallas-Fort Worth area, seven in Austin and six in Houston.

TxDOT bike and pedestrian funding

The federal funding plan aims to spend a total of \$284,765,200 on 73 projects across Texas.

In the **DFW metroplex**, a total of \$54,593,400 is planned to be spent on seven projects. The vast majority of this would be spent in Dallas, the largest project of which would be \$25 million for a shared use path in the third phase of the DART Silver Line Rail.

In **Austin**, a total of \$13,660,600 would be spent on seven projects. The largest of these would be over \$6 million for a shared use path for the Cape Street reconstruction project.

In **Houston**, a total of \$13,539,200 would be spent on six projects. The largest would be nearly \$4 million for Halls Bayou Greenway improvements.

'Improving access across the state'

What they're saying:

"This significant investment will make it safer and more enjoyable for people to walk and bike in their communities while improving access across the state," Texas Transportation Commissioner Robert "Robie" Vaughn said. "By expanding transportation options, we can build more connected communities and a more connected Texas, while enhancing the quality of life for everyone."

TxDOT funding and crosswalk controversy

Dig deeper:

In the funding proposition, it's mentioned that grantees must be in compliance with state and federal regulations for roadways, including "crosswalk standards and related directives."

This is in reference to a recent mandate from Texas Gov. Greg Abbott to city governments, [ordering all "political agendas" to be removed](#) from roadways under threat of losing state and federal funding for road projects.

Dallas recently asked for an exemption to the order, citing a lack of public funds to remove the privately funded crosswalks, the protection of self-expression and no supportive data that shows the crosswalks are a public safety risk.

NBC DFW

25-YEAR STUDY REVEALS NORTH TEXAS TRANSIT DEVELOPMENT HAS \$18B DIRECT IMPACT

By Alexis Garcia
November 15, 2025

The University of North Texas (UNT) Economic Research Group has released results of a 25-year-long study of the economic impact of transit-oriented development in North Texas.

The group found that development within a quarter mile of DART light rail stations has generated \$18.1 billion direct economic impact on North Texas over the past 25 years. This includes a \$1.0 billion direct impact from 2022-2024.

The study also found that rent premiums in transit-oriented developments were 10% higher for residential and 12.6% higher for commercial rents than units more than a half-mile from the station.

Transit-oriented development is also a job creator, with over 5,000 directly created jobs and more than \$428 million in labor income in the last two years alone.

Construction around DART stations between 2022 and 2024 generated \$51.5 million in state and local tax revenue, the bulk of which (\$25.4 million) was from sales tax related to construction of the projects. In addition to the tax, development around DART stations generated \$21.1 million in property taxes, with \$5.0 million in other state and local revenue from miscellaneous fees and fines.

These numbers outpace the core pandemic years (2019-2021) when construction around DART stations generated \$50.0 million (\$1.4 million less) in state and local tax revenue.

“When we talk about the role DART plays in the local economy, we mean that in a very literal sense, beyond just moving people to and from their jobs,” Nadine Lee, DART CEO and President, said. “Every dollar generated by and within development around our light rail stations has the ability improve our cities, provide economic mobility and stability to our residents, and grow opportunity for North Texas.”

A number of transit-oriented development projects converting DART-owned parking at rail stations into walkable, vibrant places are currently underway throughout the North Texas area including:

- **Mockingbird Station, Dallas:** A mixed-use development including two multifamily communities, an office tower, a hotel, and a 500-space underground DART parking lot will break ground soon and will replace approximately 11 acres of DART-owned land currently used for parking. A new public plaza and sidewalks will connect DART transit services to the new development and the surrounding community. The first phase of this development is expected to be finished in 2027.
- **Buckner Station, Dallas:** Palladium Buckner Station, a \$107 million, 304-unit mixed-income apartment community is under construction. Palladium Buckner Station residents will have direct access to DART light rail, bus, GoLink and paratransit services. Leasing is expected to begin in late 2026.

- **Trinity Mills Station, Carrollton:** EVIVA Trinity Mills, a 5-story, mixed-use development with a blend of residential and retail/restaurant spaces was completed in 2025. At completion, this \$1 billion mixed-use development on 26 acres of City- and DART-owned land will include a public esplanade, office space, additional retail and residential space, and a planned hotel with direct access to DART transit.
- **Addison Junction, Addison:** a planned \$240 million mixed-use development to be built on Town- and DART-owned land surrounding the Addison Silver Line station will begin construction next year. Addison Junction, the result of a partnership between the Town of Addison, DART, and Quadrant Investment Partners, will include offices, a hotel, entertainment, restaurants, and enhanced outdoor amenities.

NBC DFW

NORTH TEXAS APPROVES \$1.2M PUSH TO UPGRADE TRANSIT AHEAD OF WORLD CUP

Regional leaders back trolley, rail and 911 improvements as 2026 event nears

By Tahera Rahman
November 14, 2025

A North Texas facelift is on track ahead of the 2026 FIFA World Cup.

The North Central Texas Council of Governments' Regional Transportation Council approved funding Thursday for improvements to trolleys, trains and 911 systems.

The approval includes \$800,000 for Dallas' historic M-Line trolley.

"The McKinney Avenue Transit Authority came to us, identifying some needs of improvements they would like to make prior to the World Cup," said Karla Windsor, a senior program manager at NCTCOG.

She said the work will include painting and hardware, or "other things, just to make them look nice for the community and for all the visitors that are coming."

It will also cover operations and maintenance.

"Which they think will be a little bit higher during the match games and events because they're anticipating much higher ridership," Windsor said.

The plan is to ensure the trolley is promoted in and connected to the International Broadcast Center in Dallas and Arlington's entertainment district.

Leaders also approved a funding swap to keep Trinity Railway Express improvements moving.

Windsor said that in March, the council approved improvement funds and the rental of additional locomotives and cab cars from out of state for use during the World Cup.

But she said DART, which owns and operates TRE along with Trinity Metro, ran into roadblocks with federal funding.

"We need to basically do a swap of the funding. And so, we want it to happen quickly. If we try to keep working through that process, we may not make the timeline," Windsor said. "So, DART's going to use their own dollars to lease these vehicles that they've done a procurement on, and then we will give them the equivalent of that money for some other project that they need within their system."

The council also approved \$200,000 to support artificial intelligence software.

"There are some challenges when you have a large number of international visitors with cell phones from international markets coming to the region," Windsor said. "There are communication barriers on dispatches that go to our different 911 call centers, identifying someone that may speak a specific language, the amount of transfers that may have to happen to connect someone to someone that is able to assist them."

She said the AI technology will provide automatic translations.

"We'll reduce the amount of, we hope, drop calls, confusion and any sort of overload to the system that we're trying to avoid," Windsor said.

Overall, Windsor said the council earmarked \$1.2 million for World Cup-related projects on Thursday. She said NCTCOG has committed more than \$40 million to World Cup preparations over the last two years.

Watch the news segment [here](#).

NBC DFW

TXDOT APPROVES NEARLY \$11M FOR SEGMENT OF 50-MILE BIKE, PEDESTRIAN TRAIL CIRCUIT IN DALLAS

The trail will stretch across active Union Pacific rail lines, unlocking vital public access to east Dallas

By Alexis Garcia
November 15, 2025



A section of The Loop Dallas bike/pedestrian trail. Courtesy image.

A major piece of infrastructure has been approved, bringing Dallas one step closer to completing its 50-mile trail circuit, the Loop Dallas.

The Texas Department of Transportation (TxDOT) Commission formally approved \$10.9 million in funding for phase 5 of the Trinity Forest Spine Trail on Thursday.

The grant, unlocking \$3 million from the 2024 City of Dallas bond, funds a new bridge connecting the Lawnview DART Station to the 110-acre Parkdale Lake greenspace and the Trinity Forest.

The bridge will span a quarter mile over active Union Pacific rail lines, transforming an institutional barrier into an access point and unlocking vital public access to east Dallas.

The funding marks the first major public investment in the Loop since 2021, made possible through a partnership with TxDOT and the Dallas Park and Recreation Department.

"We are profoundly grateful for the partnership and vision of TxDOT in supporting The Loop Dallas," Jeff Ellerman, board chairman of The Loop Dallas, said. "By working together, we solve generational infrastructure problems, enhancing regional mobility and public safety, and realizing our full vision of connecting Dallas to Dallas."

The Loop Dallas was one of only 12 projects selected statewide for the competitive funding.

The organization expects to break ground on the new bridge within the next year.

This funding is part of a larger project from the Texas Transportation Commission.

On Thursday, the organization approved more than \$284.8 million for bicycle and pedestrian infrastructure that will help improve safety, mobility, access and quality of life for people across the state.

These federal transportation alternative funds will go toward 73 projects statewide that will build sidewalks, shared-use paths, dedicated bicycle lanes and pedestrian bridges. They will also be used for the development of active transportation plans that will help communities plan for non-motorized connected networks.

Examples of projects statewide include:

- New and upgraded sidewalks
- Shared-use paths for biking and walking
- On-street bicycle lanes
- 15 planning studies
- Safety enhancements like school zone upgrades, pedestrian crossings and lighting

For more information, visit the [TxDOT website](#).

FORT WORTH STAR-TELEGRAM

ELZIE ODOM, TRAILBLAZER, CIVIC LEADER AND ARLINGTON'S FIRST BLACK MAYOR, DIES

By Shambhavi Rimal

November 18, 2025



Arlington Councilman Elzie Odom stands near Brown Boulevard in 1993. Allen Rose Fort Worth Star-Telegram Collection/UT Arlington Libraries Special Collections

Longtime Arlington resident Elzie Odom, the city's first Black Mayor, a trailblazer and a champion of the people, died Monday.

He was 96.

Odom was known for advancing a number of important issues in Arlington, including "opportunities for youth, improved transportation and mobility, inclusion in city boards and commissions," the City of Arlington's Susan Schrock, managing editor/media relations, [wrote in a tribute to Odom](#).

"Today, as we lower our flags, we honor a life that was nothing short of monumental," Arlington Mayor Jim Ross said in the article. "Elzie Odom was more than a dedicated servant; he was the embodiment of the Arlington spirit. He was a trailblazer who fundamentally changed our city's landscape, not just through transportation and infrastructure improvements and keeping vital employers like General Motors and the Rangers in town, but by championing the idea that every single person in Arlington deserved a seat at the table."

Years of service in Arlington

Odom was born on May 10, 1929, and grew up in the freedom colony of Shankleville, and later attended Prairie View A&M before beginning his career with the U.S. Postal Service.

In Orange County, Texas, Odom was the first African American to be named U.S. Postal Inspector in Texas and the fifth in the nation, he wrote in his memoir, "Counting My Blessings."

After spending two decades in the U.S. Postal Service, Odom retired in 1987. He and family — wife Ruby and their two children, Dr. Barbara Odom-Wesley and the Rev. Elzie Odom Jr. — moved to Arlington.

Odom wasted no time in becoming a civic leader; he was first elected to the Arlington City Council in 1990 after serving on the Planning and Zoning Commission. He was elected mayor in 1997, "a year when he noted that Black residents made up only about 8% of the city's population and the total minority population was only about 14%," according to the article.

"There was a lot of hype about my being the first African American on the council but after I was sworn in and the work started, I was no different from anyone else," Odom wrote in his memoir. "All my life I was taught that all people are the same and should be treated the same."

During his time at the Arlington City Council, Odom worked on redistricting, transportation and mobility issues infrastructure improvements critical to Arlington's growth. He played a key role in numerous economic development initiatives including the city's successful bids to keep the Texas Rangers and General Motors assembly plant in Arlington, according to the article.

As mayor, Odom also advocated for Arlington youth and supported programs for seniors and residents with disabilities.

The Elzie Odom Recreation Center in north Arlington opened in 1999 and besides being a place to gather and exercise for an untold number of residents, it's fittingly a polling place for elections.

Odom community service in Arlington included long-term membership at Mount Olive Baptist Church, the Rotary Club, Big Brothers Big Sisters, the Boys and Girls Clubs, and by representing the city on several local and state boards, including the Texas Municipal League, North Central Texas Council of Governments, Tarrant County Housing Partnership, Working Connection, and the State Attorney General's Municipal Advisory Committee, according to the city.

In 2020, the University of Texas at Arlington's Special Collections at UTA Libraries made dozens of scrapbooks, personal letters, historical city documents and other memorabilia from Odom's life available to the public.

WFAA

WILL VOTERS SAVE DART? THE CEO ISN'T OPTIMISTIC

By Michael McCardel
November 18, 2025

Mass transit in North Texas faces a mutiny.

In our latest episode of [Y'all-itics](#), we asked the agency's CEO how DART got itself into this situation.

"The sales taxes collected in suburbs collectively is more than 50% of the sales taxes that we collect. And previously, the city of Dallas alone, um, contributed, or at least we collected the sales taxes that were, collected more than 50% of the sales taxes in terms of the total pot," Nadine Lee answered. "I think as a result of that cities, the suburban cities, are saying, hey, wait a second, you know, we get less service than the city of Dallas, why are we paying so much money into the DART coffers?"

Lee says it's a reasonable question if they're only thinking about themselves as individual cities as opposed to being part of an overall system that helps move citizens through regional connectivity.

But the four cities that are considering leaving – Plano, Irving, Highland Park and Farmers Branch – find it difficult to see beyond the dollars, especially as city budgets get tighter and tighter.

DART receives about \$850 million every year in sales tax from its 13 member cities, so losing even one city would be a financial blow. Losing all four could prove catastrophic.

Plano, for instance, has been a DART member since 1983, contributing more than \$2.2 billion in local sales-tax revenue. An independent analysis by Ernst & Young found that in 2023, Plano taxpayers paid \$109 million to DART, while only \$44 million was spent within the city.

City leaders say the imbalance has persisted even as Plano's western corridor, home to corporate campuses and new development, lacks rail access. Requests for additional bus and GoLink service zones were denied, the city said.

Plano Mayor John Muns stressed to us that transportation service will continue regardless of the outcome. The city has set aside funding for alternative options, with a focus on companies that will provide smaller transit vehicles.

"We have been offered somewhere in the \$8 to \$10 million range annually. Yes, and we're paying \$131 million this year to DART. So, it is significantly different," the Mayor told us a couple of weeks ago on [Inside Texas Politics](#).

Plano has until 45 days before the election to call off the vote and Muns said he's hopeful they'll do just that after negotiating a better deal with DART.

Plano is offering to pay half a penny of every dollar collected through sales tax instead of the current full penny, keep the rail, but get rid of the buses.

Lee says DART hasn't yet done a deep dive on Plano's proposal, but on the surface, she's skeptical. Start with the half-cent sales tax contribution, which she calls an arbitrary number.

Lee also says most of the buses that service Plano are regional, so they touch a number of cities, not just Plano. To just get rid of them, she argues, could possibly strand many riders and make North Texas' nightmare traffic even worse.

"If we're getting rid of buses, again, who are we leaving behind and how are they going to get to their destinations," Lee wondered. "And the corollary to this that I think people kind of forget is that if people lose their ability to take a bus and they can drive and they choose to drive then instead of try to take the alternative that the city's offering, then that is only going to increase congestion within the city. So, you know there are consequences that come with this that I think need to be thought through."

If there will be significant changes to service, state law requires DART to notify riders well in advance. So, Lee tells us that regardless of the outcome of the votes, the agency will have to announce a public hearing in January, and hold that meeting in March, a full two months before the city's vote.

While DART continues discussions with all four cities, we asked Lee what she thinks will happen.

"I have to assume the worst because I have to be prepared for the worst case scenario, and that's all I can do. I mean I'm hoping that we will be able to come to some sort of agreement to get the cities to rescind their plans to go to an election. Not optimistic that that will happen," Lee answered matter-of-factly.

What exactly does DART's contingency plan look like? Listen to the full episode to learn more and find out why cities would still have to pay DART for years, even if voters decide to leave.

CBS NEWS

DART REVIEWING PLANO'S NEW PROPOSAL THAT COULD HEAD OFF A VOTER ELECTION TO WITHDRAW FROM THE TRANSIT AGENCY

By Jack Fink
November 17, 2025

The City of Plano formally submitted a new proposal to DART on Friday that, if approved, could keep the city as a member of the transit agency.

It has been more than one week since the [city council decided to give residents the final say](#) this spring on whether to leave DART.

Three other member cities, [Irving, Farmers Branch, and Highland Park have also called for citizen elections](#) after disputes with DART.

"I'm hopeful that DART and the cities can continue their dialogue," Michael Morris, the Director of Transportation for the North Central Council of Governments, said.

Under the plan presented to DART, Plano proposed extending its agreements for the next five years, from 2026 through 2031. Plano wants DART to continue providing rail service and express buses, but discontinue its standard bus service, demand-response and other non-rail transit services by January 1, 2029. The city says it's open to discussing paratransit services to remain compliant with federal law.

In exchange, starting next year, Plano wants DART to return a phased portion of its annual sales tax contribution to the city, starting with 25% next year, 35% in 2027, 45% in 2028, and 50% from 2029 through 2031.

DART's Chief Communications Officer Jeamy Molina told CBS News Texas the agency has received Plano's proposal and is now reviewing its feasibility.

Morris said the city is keeping an open mind about canceling the election if it strikes a deal with DART.

"At least Plano has told me, 'Look, if there's a resolution to this particular problem, we're all ears. We can always take down our particular call for an election,'" said Morris.

A City of Plano spokeswoman confirmed that.

Morris said if there is an election, and Plano residents vote to withdraw from DART, all rail and bus service to the city will end. If other cities withdraw from DART, it could have an impact on the upcoming FIFA World Cup event in North Texas next summer.

Morris said DART will still run its light rail between DFW International Airport and the City of Dallas, but may not offer service to Irving, which sits between the two.

"We have one or two stations in Irving. That would be an awkward situation, because trains probably wouldn't stop at those particular stations," Morris said. "What do those particular people say? We would have to have dynamic message signs or some ability to communicate to these potential guests to get to one of the other rail stations."

Molina said DART has not received any new proposals from Irving, Farmers Branch or Highland Park.

THE DALLAS MORNING NEWS

DART WILL SPEND NEARLY \$17M TO IMPROVE SECURITY AND SAFETY

By Zacharia Washington
November 19, 2025

The [Dallas Area Rapid Transit](#) Board of Directors cleared \$25 million in key contracts that will “improve security and cleanliness across the system,” offering riders better experiences, officials announced Wednesday.

One of the contracts, costing about \$16.8 million, will be used to upgrade [DART](#)’s surveillance camera system, according to a news release. Upgrades include the replacement of thousands of cameras and the unification of the transit system’s hardware and software, which officials say will increase efficiency and collaboration between DART police and operations.

DART officials said the upgraded cameras and systems will include advanced analytics capabilities, improving response times. The public transit system’s trains, buses, platforms, bus stops and facilities will all be covered by the new upgrades.

“This upgraded camera system is part of a multi-step process to ensuring our trains, buses and facilities are as secure as possible for our employees and riders,” DART Board of Directors Chair Randall Bryant said. “We have a duty to maintain a secure system for North Texas, and it’s a primary priority of my tenure as Board Chair. These new cameras not only provide security, but also allow us to operate more efficiently.”

According to the news release, these improvements are considered the first major revamp of DART’s camera system since 2010.

Since late September, there have been at least [three DART shootings](#), two of which were fatal. Officials have not yet publicly addressed the apparent uptick in violent interactions at or near DART facilities or announced any direct plans to tackle the issue.

DART officials are working to identify priority locations for the new system upgrades. The news release said fieldwork is set to begin in early 2026.

The other contract DART board of directors approved, worth \$7.8 million, is for bus stop and shelter cleaning services with Texas Elite Facility Services. Officials said the contract extension “doubles the cleaning frequency for bus shelters” — a priority for DART as it prepares to install 1,200 new next-generation shelters, 60 of which are currently in service.

This contract will also regulate inspections from the vendor and DART, making more frequent bus stop and bus shelter inspections possible.

“These two contracts deliver on our \$2 billion DART Transform promise to modernize our vehicles, stations, and facilities, and future-proof our system,” DART President and CEO Nadine Lee said. “It’s critical that we invest in infrastructure and services, like cleaning, that ensure our riders choose DART at every point in their journey across the region.”

FORT WORTH REPORT

NORTH TEXAS TRANSPORTATION LEADER FACES SCRUTINY ABOUT HIS JOB

By Eric Garcia
November 19, 2025

A North Texas transportation expert who has had a powerful, decadeslong effect directing transit policy — and billions of dollars in funding — is facing scrutiny.

Executive board members of the North Central Texas Council of Governments will meet behind closed doors in Arlington on Thursday afternoon to consider the job performance of Michael Morris, a council of governments employee since 1979 and the organization's transportation director since 1990.

Morris declined to comment, an agency spokesperson told the Fort Worth Report.

In response to the posted agenda, regional elected officials, including those from Fort Worth, are expressing support for the transportation director.

Fort Worth Mayor Mattie Parker and City Council member Elizabeth Beck are among those who endorsed Morris for his experienced, steadfast approach to regional transportation projects. A letter of support signed by elected officials from the council of government's 16-county region was expected to be released Wednesday, Beck said.

Arlington Mayor Jim Ross, a member of the Regional Transportation Council, offered his support for Morris during a City Council meeting Wednesday night. Ross said the organization's new executive director Todd Little is "apparently" considering Morris' removal in the future.

"Michael Morris, who I've spoken with, does not wish to be removed," the Arlington mayor said.

Ross added that he has spoken with county judges, other mayors and the head of the FIFA World Cup Organizing Committee, who all agree that they must convince the executive board to keep Morris in his position.

"He has been a vital part of what goes on throughout North Texas, not just Arlington, but all of North Texas for decades and decades," Ross said.

Fort Worth council member Carlos Flores and Tarrant County Judge Tim O'Hare are among the executive board members, a panel composed of 17 elected officials and a nonvoting legislative representative.

In a statement, Parker said Fort Worth's interests will be represented at the meeting.

"We have great members of the Regional Transportation Council and, of course, Mayor Pro Tem Carlos Flores, who serves on the executive committee representing the city of Fort Worth," the mayor said. "They will attend the meeting on Thursday, and I have full confidence that we will learn more at that time and have a clear path forward."

Flores told the Report the executive review will include a "discussion of the future of the (transportation director) position."

Beck, a former transportation planner for the council of governments who now serves as a Fort Worth representative on the 45-member Regional Transportation Council, said she drafted the letter of support because she respects the work of her former boss, even though she hasn't agreed with all his decisions.

"Having both worked for and served with Michael, he is a tremendous leader and asset to our region," Beck said.

Beck said she didn't want to speculate who "on the other side of the metroplex" initiated the effort to evaluate Morris' job performance.

Morris had offered to help mitigate a Dallas Area Rapid Transit funding dispute before four member cities — Plano, Irving, Farmers Branch and Highland Park — [called for elections](#) to determine whether those entities should remain in the system.

Plano is now proposing [a six-year agreement](#) with DART that would keep express bus, light rail and commuter rail services, including the new Silver Line, but would eliminate standard bus and other transit services by 2029, KERA News reported. The city has also asked for DART to return a portion of its financial contributions in coming years. In return, Plano would not seek legislative efforts to alter the agency's finances or governance.

Morris has been an advocate of transportation options, including tolled lanes, rapid bus service in high-use corridors and a proposed [high-speed rail line that includes Fort Worth and Arlington](#) — projects he said are vital as about 4 million people are expected to move to North Texas by 2050.

He championed a [long-term regional transportation plan](#) that calls for \$217.3 billion to address North Texas road, rail and air quality improvements.

Beck said some elected officials who aren't members of the transportation council contacted her to add their names to the letter. Fort Worth transportation officials, including Trinity Metro President and CEO Rich Andreski and board President Jeff Davis, also showed their support.

She said Morris' continued transportation role is vital to the region, especially since he is instrumental in mobility planning for [FIFA World Cup soccer games](#) that are expected to draw about 100,000 fans daily to AT&T Stadium in Arlington next summer.

In a letter read to the Report by Beck, it states local officials pledge "strong and unequivocal support" for Morris.

"His leadership has been indispensable to enhance mobility throughout the region, resulting in economic growth and vitality, ensuring our region's long-term success," officials said in the letter.

Referencing his career of more than four decades, the leaders wrote, "His tenure demonstrates what effective regional governments can achieve when guided by deep expertise and unwavering commitment."

In his tenure, Morris has efficiently managed billions of dollars in transportation projects, "representing one of the largest coordinated mobility programs in the United States," according to the letter.

The letter also states that Morris' leadership supported more than \$288 million in active transportation investments in Fort Worth as well as an additional \$100 million in preconstruction activity underway in critical corridors throughout the city.

Board President Victoria Johnson, a Burleson council member, did not immediately return a call from the Report.

Dallas County Judge Clay Jenkins, another executive board member, declined to comment, one of his staff members told the Report.

THE DALLAS MORNING NEWS

OPINION: YET AGAIN, AN ATTEMPT TO LINK THE OAK CLIFF AND DOWNTOWN DALLAS STREETCARS

What was supposed to be finished in 2023 will become part of a “Reimagining Downtown Dallas” study

By Robert Wilonsky
November 18, 2025



The downtown-Bishop Arts streetcar traverses the Houston Street Viaduct, passing by the scenic Reunion Arena parking garage.
Tom Fox/DMN

It's been a few years since I last rode the streetcar from downtown Dallas to Bishop Arts — probably, oh, since *The Dallas Morning News* moved out of the Young Street building at the end of 2017. On Monday, I met a regular rider who hadn't even known the decade-old streetcar existed until she moved to Oak Cliff from Farmers Branch a year ago. And she thinks it's great — most days, anyway, until it breaks down and she has to pile into a “broken-down DART van” for the short ride to the Eddie Bernice Johnson Union Station.

“But it gets you to where you want to go,” Jarriett Franklin said as we crossed over the Houston Street Viaduct. Franklin, a 17-year veteran of the Air Force and Navy, was on her way to the Dallas VA Medical Center.

My excuse for Monday's streetcar sojourn was a document I found on the city's procurement website provocatively titled “Reimagining Downtown Dallas.” It resurrects something I thought dead, buried and tossed into the Trinity: connecting Dallas Area Rapid Transit's Oak Cliff

streetcar with the McKinney Avenue Transit Authority's trolley line stretching from the West Village to downtown.

The document, which seeks proposals from planners and engineers who can figure out how to put the two trains on the one track, was posted at the end of October by the city's Department of Transportation and Public Works, which touted an anticipated \$5 billion in "major infrastructure investments in and around downtown." That includes the long-proposed Interstate 30 redo, the longer-discussed trenching and decking of Interstate 345 and the new convention center.

In the midst of that fever dream, the city is "examining options to enhance its transportation mobility choices to include the modern streetcar option that would connect" the Oak Cliff and Uptown trolleys. Which might elicit a raised eyebrow only because the City Council already made the \$92 million decision to use Elm and Commerce streets as the connecting routes ... [on Sept. 13, 2017](#), the first or third or eighth time [we reinvented downtown](#).

At the time, this newspaper reported that "the streetcar is projected to be completed by 2023." Our apologies to those who made plans accordingly. But there's certainly no timeline now, other than "it can't be open-ended," said Ghassan "Gus" Khankarli, director of the city's Transportation and Public Works Department.

Khankarli arrived at City Hall three years after that council vote, at which point, he told me Monday, the initial plan got sidelined in part because of the city's interest in building a new convention center. He said the transportation staff needed to make sure its \$3.7 billion (and counting) footprint didn't interfere with a long-hoped-for streetcar extension to the city-owned Omni Hotel.

"If you don't get that piece correct, everything else doesn't matter," Khankarli said Monday. "This is where your first connection happens."

Ultimately, officials determined they could still extend the line from the Union Station stop, an awkward island on a dead corner adorned by a graffiti-covered Reunion Tower sign in the shadow of the lifeless former *Dallas Morning News* building, to the hotel. But in the interim, Khankarli and his staff applied for a [\\$2 million federal grant to fund downtown planning studies](#). That money is paying for this latest streetcar study, which the city's transportation director said will determine whether the route chosen by the council eight years ago still works.

"We all agreed it was productive for us to reevaluate the changes in downtown, such as the reconfiguration of buildings from office to residential," Khankarli said.

Alas, Khankarli, a very thoughtful and thorough city official, would not entertain my conspiracy theory that this is just a roundabout way of rolling out light rail in front of the forthcoming Adelson Arena & House of Gambling where City Hall now sits.

There were only a handful of people on the streetcar to Oak Cliff Monday at 1:30 p.m., among them a woman who rides it daily, to and from her job at the Corner Bakery in the West End. She and I exited at the Bishop Arts Station — a dull concrete plaza at the foot of those apartments clogging up West Davis Street and North Zang Boulevard — and walked up West Seventh Street, past apartments with darkened storefronts.

She headed off toward home near Jefferson Boulevard while I headed toward Bishop Arts. There, the first person I saw was — how fortuitous — Jason Roberts, visiting with people on the patio of his Trades Delicatessen.

Roberts and the Oak Cliff Transit Authority pushed the city, DART and the North Central Texas Council of Governments toward the feds' \$23 million Transportation Investment Generating Economic Recovery (TIGER) grant [that helped get the streetcar over the Trinity](#). So he has a lot of thoughts on what they got right and where things went wrong, beginning with not extending the downtown end a few blocks further to Dealey Plaza, or the Oak Cliff end closer to Bishop Arts.

"A lot of people talk about how streetcar ridership is low," Roberts said. "Well, yeah — because we didn't properly connect the segments. At the time we were hoping at the very least it would connect people to the DART lines at Union Station, but you're still four blocks from where people actually want to be in the downtown area, so it's out of sight, out of mind. If you are not putting it where people are, you're creating another obstacle to its success."

I actually hadn't thought about the streetcar until last week, when Downtown Dallas Inc. President and CEO Jennifer Scripps brought it up during a visit to the paper to discuss the future of downtown. She mentioned that her organization has been convening meetings with the city about how to pay for operations and maintenance if and when the Oak Cliff and McKinney lines eventually hook up.

Khankarli told me Monday that "we have to be fiscally responsible and do what's best for the city," and reminded me that in April he'd presented several options to the council's transportation committee — [from naming rights to property tax assessments](#) — with the promise he'd come back soon with a shortlist of options. That briefing also discussed the possibility of extending the Oak Cliff line all the way to the Dallas Zoo and Halperin Park, and taking the downtown line all the way to Fair Park, where the streetcars ran until 1956.

Never let it be said Dallas doesn't do the same thing over and over and over. But just remember: No matter how hard some on the council push for parking the Oak Cliff streetcar, that's impossible. To do so would mean refunding that TIGER grant money to the feds. So somebody has to make this thing work.

"We're the only city that built an arm — to McKinney — and a leg — to Oak Cliff — but no spine through downtown," Scripps said. "If you could get on a streetcar at whatever hotel you're staying in and know that you could get to the Arts District or Klyde Warren or Uptown over to Lower Greenville or Fair Park on a trolley, that would be a game changer."

Would be. Might be. Should have been, a long time ago.

NBC DFW

ALONG DALLAS' DEADLIEST STREET, NEIGHBORS CELEBRATE TRAFFIC SAFETY PROGRESS

New traffic signs and crosswalks are being installed along one of the most dangerous stretches of road in Southern Dallas

By Scott Friedman, Eva Parks and Edward Ayala
November 18, 2025

At a remarkable town hall meeting Tuesday night, state and local transportation officials and community leaders marked major progress on efforts to make Dallas' deadliest roadway safer for drivers and pedestrians.

Those changes were sparked by the **NBC 5 Investigates** series, "[Driven to Death](#)," which exposed dangerous speeds and an alarming number of traffic deaths along Loop 12 in Southern Dallas.

At Tuesday night's meeting, it was clear that plans to make the Loop safer are no longer just plans.

The Texas Department of Transportation showed images of new traffic lights and crosswalks now being installed along the loop. The agency said it hopes to have 16 new signals installed by spring, with \$15 million in funding fast-tracked after community leaders called for more rapid action to save lives.

The new signals and crosswalks are designed to help people safely cross Loop 12 in locations where pedestrians have been killed, sometimes in spots where there was no safe place to cross.

As NBC 5's reporting demonstrated, pedestrians frequently run across the six-lane road because they would have to walk much farther to reach a crosswalk. Loop 12 was constructed decades ago, and officials acknowledge it has long lacked modern safety features.

At Tuesday's meeting, community leaders took a moment to celebrate the progress now being made.

"We have seen some amazing transformation from our last meeting. And some of the things I didn't think would be done, but we got it done," said Taylor Toynes, who leads the [For Oak Cliff](#) community center located on Loop 12.

After **NBC 5 Investigates** shone a light on the dangers of Loop 12 in a series of reports starting in 2023. The reporting caught the attention of State Sen. Royce West, who brought together TxDOT, the city of Dallas, and regional transportation planners for a series of town hall meetings beginning in 2024. West asked the team assembled to help figure out why traffic speeds were so high on the loop and why crashes were so frequent. Officials have said part of the problem is that the road transitions from a freeway into a city street, which may encourage drivers to travel too fast.

"I'm going to suggest to you again this evening that you have a junior freeway, and we are trying to turn it into a thoroughfare street as quickly as we can," said Michael Morris, who heads the North Central Texas Regional Council of Governments, speaking at Tuesday's meeting.

To help slow traffic, the city has lowered speed limits on parts of the loop and police have stepped up traffic enforcement. Dallas Area Rapid Transit has also moved DART bus stops to better align with safer crossing points.

Now there are signs that deaths are declining. In 2024, TxDOT data showed 17 fatal crashes on the southern portions of Loop 12. In 2025, the data shows nine fatal crashes, with about a month and a half left in the year.

West said Tuesday that even one death is too many, but pledged the team assembled will keep working with neighbors to bring change.

“We have the firepower as it relates to being able to get something done in the community, but without the community forcing their opinion about what needs to be done, we would not be here this evening”, West said Tuesday night.

For people living near the loop, the signs of progress bring hope.

“It's great. I'm glad the work is getting done in this community on this side of town, but there is more that needs to be done”, said Felicia Sewell, who said she frequently travels along Loop 12.

The city and state officials who gathered on Tuesday said they agree the work is not done and they are already planning more. That includes new streetlights and new safer sidewalks along this corridor, with sidewalk construction scheduled to begin later this month.

NO MOVE ON NORTH TEXAS TRANSPORTATION CHIEF BUT CHANGE MAY BE COMING

By Eric Garcia
November 20, 2025

Michael Morris — described by a state senator as the Tom Landry of transportation — will for now continue in his role for the North Central Texas Council of Governments.

After a nearly two-hour closed session about Morris' [job performance](#) as director of transportation, executive board members took no action late Thursday afternoon.

Morris declined to comment after the meeting.

Board President Victoria Johnson, a Burleson City Council member, said the closed session "was essentially an update."

Todd Little, who was appointed executive director of the council of governments in May, said the situation "is still fluid" since the organization is preparing for long-term mobility projects and looking for an eventual successor to marshal transportation projects needed to accommodate 4 million people expected to move to North Texas by 2050.

"We're planning for the future," Little told the Fort Worth Report. "We'll have more details soon."

State Sen. Royce West, D-Dallas, voiced his support for Morris during a public comment portion of the meeting and said partisan politics should not play a role in the board's decision.

"He's your Tom Landry as it concerns issues related to transportation," West said, referring to the legendary Dallas Cowboys coach.

West, vice chair of the Senate Transportation Committee, said Morris' expertise on transportation issues is unsurpassed in Texas. The board's decision should not be based on politics, he said.

"This is not a Democratic issue. This is not a Republican issue," West said. "Don't make this a partisan issue. Don't fire Tom Landry. If you have the best person in the state, it would be foolhearted to let him go."

Denton County Judge Andy Eads urged board members to retain Morris since he has worked for decades to advance the region. His creative and collaborative approach to solve funding issues for North Texas transportation projects is unsurpassed, Eads said.

"That is how you move our region forward," he told board members.

Little, former Ellis County judge, said regardless of politics, the transportation job requires a visionary leader to lead the next 25 years of mobility projects.

"We still have to do the work," he said.

Morris has been an advocate of transportation options, including tolled lanes, rapid bus service in high-use corridors and a proposed [high-speed rail line that includes Fort Worth and Arlington](#) — projects he said are vital for North Texas growth.

He also championed a [long-term regional transportation plan](#) that calls for \$217.3 billion to address North Texas road, rail and air quality improvements.

THE DALLAS MORNING NEWS

HOW TXDOT, DALLAS AND OTHER OFFICIALS ARE WORKING TOGETHER TO MAKE LOOP 12 SAFER

By Aria Jones
November 19, 2025



Texas Sen. Royce West listens to during Transportation Department of the North Central Texas Council of Governments Director of Transportation Michael Morris speak at a recent community meeting on safety improvements to Loop 12. Angela Piazza/DMN

Stretching across southern Dallas, one state highway is notoriously deadly. Loop 12 has served as the scene for hundreds of injuries and dozens of deaths in a roughly 15-mile stretch over nearly three years.

Community members are pushing for increased safety on the state highway, with sections of it named Ledbetter Drive, Great Trinity Forest Way and Walton Walker Boulevard. Buckner Boulevard in Pleasant Grove, also part of the loop, has also been deemed dangerous. State and local officials discussed recent efforts and progress Tuesday night in the third of a series of town halls.

Crashes and deaths have fallen over the past couple of years. But one death is too many, and there's still a long way to go, State Sen. Royce West said.

"We have to do something, and that's why we're here," West said, adding, "We want to make sure that you understand that we're working together in order to address this problem."

West hosted the meeting at For Oak Cliff, a community center off Ledbetter. Officials from the city, the Texas Department of Transportation, DART and the North Central Texas Council of Governments discussed adding traffic signals and crossings, moving bus stops, improving lighting and making way for sidewalks.

Sixteen traffic signals are going up along all of Loop 12, which [bisects Glendale Park](#), where residents have called for a pedestrian bridge.

Community members have said people on foot often try to dart across the highway's six lanes. West showed data for Loop 12, bounded by interstates 35 and 45, where there have been 28 deaths. Of those, 12 were pedestrians.

Some pedestrians were walking 500 or 800 feet just to find a light signal to cross safely, said Ceason Clemens, district engineer for TxDOT's Dallas District. She noted a focus on putting signals closer to bus stops. Michael Morris, director of transportation for the NCTCOG, said officials are trying to turn a "junior freeway" into a thoroughfare street as quickly as possible.

"What's critical for me to try to get across is not one particular item is going to solve this particular problem," Morris said, adding that a comprehensive set of goals is needed.

Loop 12 was the city's first highway loop in the 1950s, according to officials. Since then, the city has expanded in the area, with businesses and residential areas cropping up around the loop. Officials said it takes collaboration among multiple agencies to fund efforts such as installing stoplights, increasing traffic enforcement, moving bus stops closer to crossings and installing sidewalks.

Clemens said that at the previous meeting in October 2024, officials expected it would take a couple of years to get the new signals.

"The senator challenged us, everyone in this room, and said, 'We've got to get better,'" Clemens said. "So, we've tried to get better."

Clemens said Tuesday that all 16 signals have been designed and funded, and are under construction. Eight are within the southern Dallas area discussed at the meeting. As part of the coordinated effort, DART has removed 24 bus stops and is reviewing 18. The agency has agreed not to place any new ones at state facilities unless a signaled crossing is nearby.

Clemens said the hope is that by working with the power companies, the signals will be operating by the spring.

"There's a lot of work that still needs to be done, but we are pushing our contractor as hard as we can," she said, adding that workers have an incentive to finish early and that the lights will hopefully slow down traffic.

The southern Dallas stretches of Loop 12 have been deemed part of a "high injury network" by the city's [Vision Zero effort](#), which aims to curtail traffic deaths.

Dallas police have stepped up enforcement, said Gus Khankarli, director of the city's transportation and public works department. He showed data for crashes along Great Trinity Forest, Walton Walker and Ledbetter, which stretch from east to west across southern Dallas. Last year, there were 2,184 citations. So far this year, there have been at least 1,867.

Still, though the number of crashes has been going down, fatalities aren't declining at the same rate, meaning some crashes result in multiple deaths, Khankarli said. In 2023, the three roads saw 12 deaths out of 388 crashes. In 2024, there were nine deaths in 350 crashes. So far this year, the roads have seen 317 crashes and seven deaths, according to the presentation. Several attendees said they knew someone or knew of people killed on the road.

Arthur Fleming said his aunt, Betty Fleming, was killed on the road a few years ago.

He believes she was killed crossing the street near Ledbetter and Bonnie View. She took a shortcut, "like a lot of people do," he said.

"All these people getting killed, ain't nobody getting charged for nothing," Fleming said.

Fleming said he's seen officials go back and forth over the years about who will be responsible for the infrastructure, speed limits and other safety measures on the road. On Tuesday, he said he saw some progress. Still, Fleming had questions.

"Who's going to be responsible after all this is over? How do we keep up with the progress that's being made?" he said.

The previous meeting in October 2024 was "a little tense," said Taylor Toynes, who leads the community center. He said a child had been struck and killed on the road. Toynes said he told officials the road needed stoplights, and they responded that it would be a process and would take time.

"I told them, 'Well, if that's the case, then I need you to come out here on the streets and be a crossing guard with me,'" Toynes said.

On Tuesday, he could see the stoplights going up on Ledbetter. He gave officials bright safety vests, a lighthearted gesture and a sign of goodwill after the previous exchange. West donned the bright vest over his gray suit.

Progress is more important than perfection, Toynes said, and he said he sees how efforts have been moving forward rather than sitting dormant.

"It won't be perfect today or even next week," Toynes said. "As long as they keep showing up and listening to the community, I think that we'll be able to get to where we need to be, and we'll make the road safer and improve the quality of life for all the residents over here."

THE SHORTHORN

UT SYSTEM APPROVES \$20M FOR UTA WEST ACADEMIC BUILDING INFRASTRUCTURE

By Taylor Sansom

November 19, 2025

On Wednesday, the UT System Board of Regents voted unanimously to approve \$20 million in funding for the design development for UTA West infrastructure.

The approved expenditure would support the construction of the new UTA West Academic Building and associated infrastructure improvements on Walsh Ranch, Highlands Hills development.

UTA West will welcome undergraduate and graduate students in fall 2028 and is part of a multiyear plan to serve more than 10,000 students, according to previous Shorthorn reporting.

The infrastructure elements include a 484-space surface parking lot, associated landscaping, lighting and sidewalks, an enhanced entry system to the campus, and the installation of natural gas lines, electrical feeders, fiber and water.

UTA President Jennifer Cowley said access points are needed to connect Interstate 30 to the campus and the parking area next to the first building; additional points will be taken off of Highland Hills Drive, an existing road, allowing students to get to the first building and parking area.

Cowley said the North Central Texas Council of Governments has agreed to construct the access point into the campus.

“Additionally, we need to install a range of infrastructure, from sanitary, sewer to fire, water to lighting, landscape enhancements, things like that,” she said during the regents meeting. “That will be undertaken as part of this project as well.”

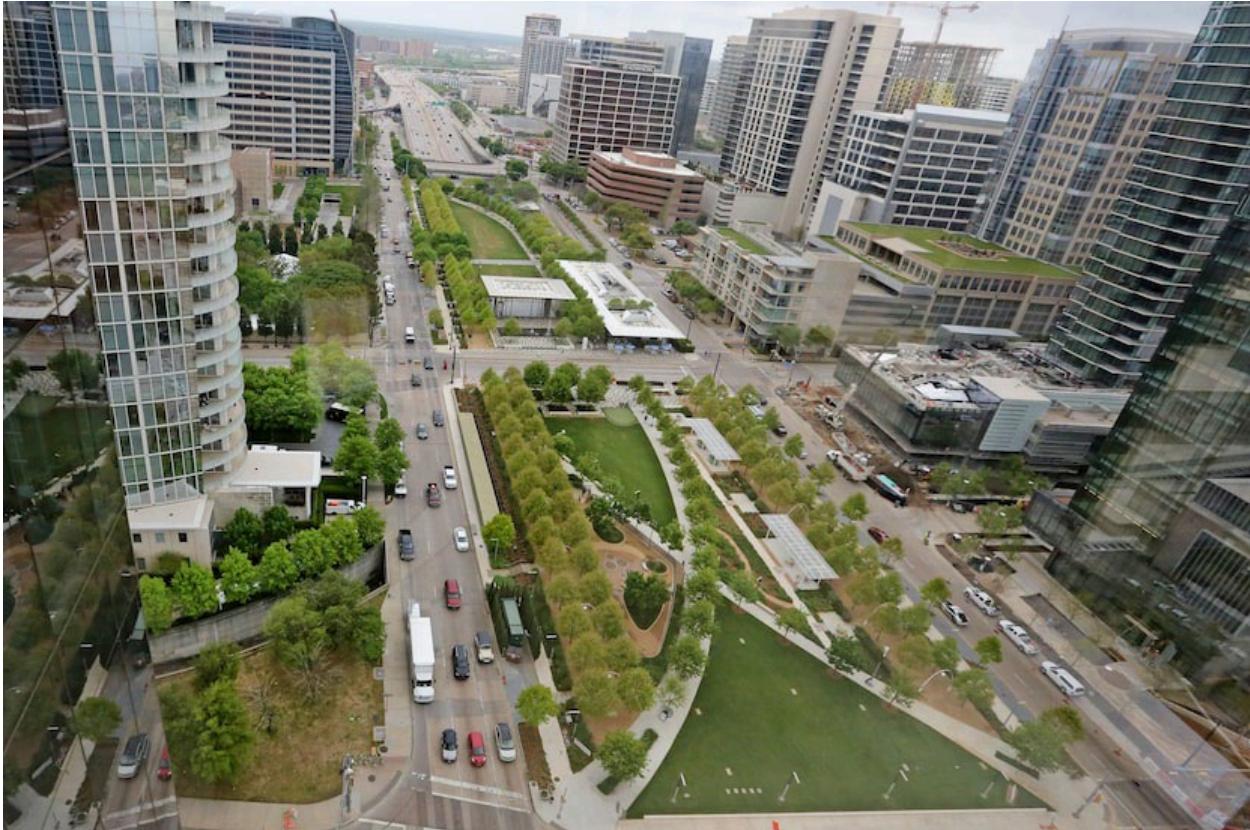
The next project milestone will take place in February 2026 and will request approval of the design development for the UTA West Academic Building.

THE DALLAS MORNING NEWS

KLYDE WARREN PARK'S NEXT PHASE EXPECTED TO BEGIN NEXT YEAR

By Devyani Chhetri

November 24, 2025



Klyde Warren Park opened in 2012. File photo

Klyde Warren Park's expansion, [which includes a 1.7-acre deck](#) to the west of the property, is anticipated to begin next year.

For the deck, construction costs have nearly doubled from \$65 million to \$121 million since the time the expanded amenities were envisioned, amid high goods and services costs.

The Dallas Park Board is expected to vote in December on a measure that would increase the city's contribution to the deck project, which also has funding from the state and federal government, as well as the North Central Texas Council of Governments.

The new deck will extend the existing 5.4-acre park and fill the gap between North St. Paul and North Akard streets. On top of it is planned a multistory, spiraling building with two levels for events and a third level housing a roof terrace.

Kit Sawers, president and CEO of the nonprofit overseeing the park, said the goal is to open and accept bids for the project early summer next year. The Texas Department of

Transportation is planned to oversee the contractors, and officials say they hope the project will be completed by 2029.

The park opened in 2012 and has long been viewed as a monumental project that stitched two parts of the city cleaved apart by Woodall Rogers Freeway and became the epicenter of growth, branching out into the Arts District, Uptown and the Harwood District, among others. The park sees 1.3 million visitors every year, and the expansion could increase [free events by 30%](#), Jody Grant, chairman of the Woodall Rodgers Park Foundation, told *The Dallas Morning News* last year.

The expansion was expected to take shape in 2020, but the pandemic and expensive bids delayed the project. The project received a \$6.5 million boost through last year's \$1.25 billion bond package. Before that, the city allocated \$10 million from the 2017 bond program.

BLOOMBERG

WHERE TRAIN DREAMS MEET REALITY IN TEXAS

Dallas and Houston are 250 miles apart. But if you want to take a train between them, prepare for a 23-hour odyssey that says a lot about where US passenger rail is heading

By Benton Graham
November 20, 2025

Ethan Oliver is a 22-year old from Pottsboro, a Texas town of fewer than 3,000 near the Oklahoma border. The nearest Amtrak station is a 90-minute drive away, in Dallas. That didn't stop him and four friends from buying train tickets for a ride to San Antonio aboard the Texas Eagle, one of the state's three surviving rail routes. He'd only been on a train once before, but it made a big impression, and wanted to show his friends the wonders of intercity passenger rail.

"You look at places like Japan, China, whatever, they have their high-speed rail, and then Europe, it's all interconnected," Oliver said. "But like, if you want to do this, it's a 10-hour trip."

That's more than twice the time it would take to drive. But train travel in Texas today is not really about efficiency.

About three hours into their journey, Oliver's evangelism seemed to be having the desired effect on his compatriots. "When one person's driving, you don't really get to all talk. Everybody kind of falls asleep," his friend Isabella Cooper said. Audrey Gard, another friend, didn't take much convincing. She'd wanted to ride a train since watching *Thomas the Tank Engine*.

I recently found myself sharing an Amtrak Superliner coach with Oliver and his friends because I came across a stat that says a lot about the state of passenger rail in many parts of the US: By train, it would take you 23 hours to get from Dallas to Houston, even though these two major cities are separated by less than 250 miles and were first connected by rail in 1872.

You'd spend 10 hours on the Texas Eagle from Dallas to San Antonio, do an eight-hour overnight layover in San Antonio, then take the Sunset Limited from San Antonio for the last five-hour leg to Houston. The zig-zagging route means that a determined bicyclist could beat the diesel locomotives by an hour and a half, according to Google Maps.

There used to be a direct [six-hour](#) Amtrak connection between Dallas and Houston, but the company shuttered that leg of the Texas Eagle in 1995. Such cuts have been hallmarks of the American passenger rail experience in the postwar era. As automobile travel boomed, rail ridership and service collapsed, obliging today's train travelers to stitch together routes — and take their time — when venturing outside the well-traveled Northeast Corridor. Most passenger trains must share tracks with the freight companies that own the majority of the US rail network, contributing to slow speeds and lengthy delays.

But efforts to revive US passenger rail, speed up service and restore dormant routes have picked up steam lately: Last year, Amtrak posted [record ridership and revenue numbers](#) as it launched [new regular trains](#) and [made plans to add more](#). The trend can be seen [even in deep-red Texas](#), where conservative state lawmakers have [historically been hostile](#) to transportation investments that don't involve highways. During President Joe Biden's administration, the state won [awards](#) from the Federal Railroad Administration to Amtrak to bring trains back to the Dallas-Houston corridor for a quicker [4.5 hour](#) trip. And since 2009, backers of a high-speed rail

project called Texas Central have been fitfully advancing a plan to use [Japan's Shinkansen bullet train technology](#) to [shave that time down to a mere 90 minutes](#).

My trip was going to take a little bit longer. But I wanted to find out who was riding the trains in America's most highway-filled state, and see if there was any appetite for change. So I booked a ticket for 23 hours of Amtrakking through Texas.

Slow Train Coming

The Texas Eagle is a long-distance route that originates in Chicago and ends in San Antonio — a 32-hour, 27-stop trek. I came aboard in downtown Dallas' Union Station, a grand marble-columned building from 1916 said to once serve [80 trains and 50,000 travelers](#) per day. (Now it sees that many passengers [in a year](#).)

My train departed a minute early — an auspicious sign. But an 80-minute pit stop at Fort Worth Central Station followed, which gave me some time to take stock of my surroundings. I'd heard a lot about the challenges of Texas rail travel, but this train was packed. A family to my left had boarded in Fort Worth. Headed to San Antonio, they hauled a massive cooler filled with an assortment of adult beverages. "They should have a smoking car," the family's matriarch grumbled.

Alas, Amtrak banned smoking back in 1993, but trains west of Chicago do often feature an observation car, and when we departed Fort Worth, I climbed up to its glass-domed level to watch North Texas scroll by. We passed over the Brazos River, with its brownish water and storied history. By the time I found my way back to my coach seat I discovered I'd gained a neighbor, who was comfortably asleep. Something about her told me she was an Amtrak pro. I was right.

When she woke up, Pinnie Hall introduced herself and told me about her trip, which made mine look like a walk around the block. The 81-year-old from Detroit had purchased Amtrak's 10-ride pass for a trip she had taken to Omaha. That trip left her with six more rides to use within a month. When she heard about a Christian conference in Dallas, she saw an opportunity. She would take the train from Detroit to Chicago to Dallas. Then spend one night in Dallas to attend the conference. From there she would take the train from Dallas to San Antonio to New Orleans to Chicago to Detroit — a journey that stood to consume about five days.

Hall told me she'd traveled by train to see almost every state. She wore rubber Detroit Lions shoes and a mask to protect herself from germs. When a neighbor sneezed, Pinnie sought out reinforcement, holding up a pillow to her face. We passed the time, as train travelers do, talking about our families, great vacations (Pinnie is a former cruise-lover) and religion.

Around dinner time, we neared Austin, the city I had recently moved away from and where my parents still lived. When I told them we'd have a 15-minute stop, they leapt into action, maneuvering through Austin rush hour to deliver a hug and a container of leftover falafel.

Morgan's Louisiana and Texas Railroad operated the predecessor to today's Sunset Limited, opening a Houston-to-New Orleans link in 1880. Source: Library of Congress

As I ate my falafel, I dug into a 1976 [Texas Transportation Institute report](#) on the history of passenger rail in Texas, which traced the rise and fall of Lone Star rail. Between 1865 and 1900, 9,400 miles of track was laid in the state. A Dallasite of the 1880s could choose between

four daily trains to Houston. Ridership surpassed 17 million at the turn of the 20th century, peaking at 30 million passengers in 1920. In that year, the average Texan made eight train trips, and 16,000 miles of track spiderwebbed the state, serving 1,600 cities, towns and villages. (Texas also built a 600-mile network of [interurban lines](#) in this era, with trolley-like electric cars plying routes between towns, mostly around Dallas.)

This was not exactly high-speed rail: In 1920, Dallas-to-Houston took eight hours and 15 minutes. But as the technology and equipment improved, speeds picked up, and that trip was down to five and a half hours in 1935.

By then, however, passenger numbers were already falling, and after a surge of ridership during World War II, train travel in Texas went into full collapse as the state invested heavily in freeways and automobile travel — a [process that continues apace](#). In 1970, when the federal government stepped in to rescue what remained of the nation's private passenger rail service and establish the quasi-public national carrier Amtrak, fewer than 400,000 people took a train ride in Texas. That figure hasn't [really budged since](#).

As we neared San Antonio, the train rolled over a Guadalupe River that had raged only a few days earlier, killing 135 people. A man waded out to a rock in the middle of the now-calm river. The sun began to set and a quiet overcame the car.

"Amtrak can arrive early and on time," the conductor announced as we pulled into San Antonio about 45 minutes ahead of schedule. It was the last stop for a Texas Eagle train crew that had started in Chicago.

After saying goodbye to Ethan Oliver and his friends — they were going to Six Flags in the morning — I walked Pinnie to her hotel near the Riverwalk through the hot night and we said a tired good night. But for both of us, the journey was not yet half over.

Bite the Bullet

For those who dream of a Western rail revival, excitement blossomed in 1989, when Texas and Oklahoma [began exploring high-speed rail technology](#), drawing interest from German and French firms for a system that could include Oklahoma City and Little Rock. But thanks in part to the [lobbying efforts of Southwest Airlines](#), the plan died a few years later.

Two decades later, Texas Central resurrected the idea, backed by the Central Japan Railway Company and eventually [a group of private Texas investors](#). They managed to achieve [key milestones](#) like getting Federal Rail Administration approval and eminent domain authority from the Texas Supreme Court. Compared to California, Texas has [easier topography](#) for high-speed rail infrastructure, and the emergence of the private company [Brightline](#), which since 2023 has run passenger trains between Miami and Orlando (and is advancing a [high-speed project](#) linking Las Vegas and the LA area), has kindled new interest in private railroads.

The mayors of Houston and Dallas were on board, and in 2020, Republican Governor Greg Abbott [said](#) that Texas Central had his support (though he walked that back and has not said much in recent years).

After progress stalled during the pandemic, the train-friendly Biden administration stepped in, with [Amtrak announcing a potential partnership with Texas Central](#) in 2023. But President

Donald Trump's administration poured cold water on that idea, pulling Amtrak out and revoking a [\\$63.9 million FRA grant](#).

That delighted some and angered others. Waller County Judge Carbett "Trey" Duhon is in the former camp. "It provided a good measure of relief to us," he said. The train's route goes through his county. He said that he would have been fine with a project that used the right of way along I-45, but the interstate is too curvy for a bullet train, according to an [FRA analysis](#) from 2015. Instead, Texas Central pursued a route that followed [utility corridors](#), and the project would need to [obtain land from rural property owners](#). Without federal funding, Duhon said that Texas Central is "probably dead in the water."

But others disagree, believing the project can move on with private funding. Peter LeCody, president of Texas Rail Advocates and a consistent user of Amtrak from Dallas to Austin, says he remains "patiently optimistic" about the project, which since the beginning of the year has been helmed [by Kleinheinz Capital Partners](#), a Fort Worth-based hedge fund.

"Texas is ready to show California and the nation how a high-speed rail project can be efficiently built and how construction can be led by private sponsors," John Kleinheinz, the firm's founder and chief executive officer, said in an email. "With the current administration's support, we can save billions in taxpayer money that would go toward [widening I-45](#), as well as priceless hours commuting on the nation's most dangerous highway."

Kleinheinz, who lives in Fort Worth, sees bullet trains as "part and parcel with being a global capital, and that's the way I see Texas," he said. "Look at the major cities they connect." He listed financial capitals linked by high-speed trains: London and Paris, Berlin and Frankfurt, Shanghai and Beijing, Tokyo and Osaka.

Indeed, Europe, Japan and especially China have continued to build out their high-speed rail networks. Between 2021 and 2024, [more than 6,000 miles](#) of tracks have been built between Chinese cities. Ming Zhang, a professor at the University of Texas at Austin's school of architecture, noted that when he was a university student in the 1980s, his trip from his home 90 miles outside of Wuhan to university in Beijing took him 48 hours. Now it would take less than 10, thanks to high-speed rail.

Zhang sees some hope for a high-speed rail line between Houston and Dallas, because of the large population base and steady stream of business travelers between the two cities, but the funding situation remains a high hurdle. "In Texas, you just don't have as many financial resources available for the public sector to access, whether it's at the federal level or state level," he said. "In China and South Korea and some other European countries, it's different. They can do central-level decision-making in terms of investment."

In the US, the political winds are blowing sharply [against public transit](#), and investing in train travel is an increasingly partisan issue for lawmakers. Long [before the Trump era](#), Republicans often targeted the funding that keep Amtrak — and its costly long-distance routes — running. During this year's legislative session, Texas' GOP-dominated state government opted against paying the state's share for Amtrak's Heartland Flyer, connecting Dallas and Oklahoma City; the Dallas-Fort Worth regional transportation body had to pick up the state's tab to ensure the [train keeps running for another year](#).

Despite the rancor, polls of the US public often show [a surprising degree of agreement](#) in support of better train service. And aboard the Texas Eagle, railfans spanned the political spectrum. One passenger from San Antonio insisted that I mention he voted for Trump. Sitting behind him, his wife gave me pleading eyes. *Please don't*, she mouthed silently.

Austin-based state representative John Bucy is trying to change the partisan dynamic around passenger rail. During the most recent legislative session he filed [a bill](#) requiring the Texas Department of Transportation to enter a contract with a private entity to develop high-speed rail from Dallas to San Antonio. It would repeal the state's ban on appropriating funds to private high-speed rail projects. The bill didn't pass, but it did make it out of the Texas House Committee on Transportation. Bucy, a Democrat, admitted he was "shocked" it advanced that far.

"I know Texans aren't going to get rid of their trucks, but there's a lot of times when I need to go to Dallas for work or see family, and it would be nice to have another option," he said. "Something that's faster and safer."

Focused on the I-35 corridor from Dallas to Austin to San Antonio, Bucy has sought allies across the aisle, amending his bill to include a stop in Waco, a city represented by Representative Pat Curry, a Republican. Curry isn't convinced that Texas needs high-speed rail but says it warrants a study, something that could be approved during the legislative session in 2027.

"I think one of the parts of the study has to be: Has technology left us behind? Are we too late?" he said. He wonders whether, with autonomous vehicle technology advancing, Texas might have other, better transportation solutions coming just over the horizon.

One alternative that's emerged comes from the luxury bus service Vonlane, which operates a fleet of coaches between Austin, Dallas, Fort Worth, Houston and San Antonio. The express buses [boast Wi-Fi, leather seats and on-board attendants](#); Alex Danza, the company's CEO, says his offerings mimic an upscale passenger rail experience, minus the infrastructure. "I've taken the Acela between New York and DC. I've traveled extensively in Europe via train," Danza told me. "From a standpoint of personal space, I would say it's similar to the first-class option on some trains."

But in Texas, the company does not even consider Amtrak a rival, given how slow train travel is: Danza sees his buses as competing with commercial flights.

Houston Bound

The next morning, before sunrise, a sleepy mass of people congregated outside the San Antonio station to board [the storied Sunset Limited](#), a 2,000-mile route that goes from Los Angeles to New Orleans. After a 45-minute delay, we set off.

I went looking for some caffeine from the cafe car. The LA-based attendant asked what brought me aboard, so I explained my story.

"I think I've heard about you and your trip," a voice behind me said.

It was Bruce Ashton, a member of the [Rail Passengers Association](#). (He'd been tipped off by LeCody of the Texas Rail Advocates.) We slid into a booth. Ashton, who lives in San Antonio, remembers the state's more robust passenger rail network in the early 1960s, and he wants to

bring some of that back to places like West Texas, where he went to high school. It's a vision in line with the RPA's goal of doubling the number of route miles in the US [to 45,000](#), as well as adding service to every major metro area and a majority of smaller ones.

As we raced past the sun-scorched grasslands of Fayette County, Ashton pointed out aptly-named Flatonia, a town of 1,300 roughly that has long [wanted an Amtrak stop](#). Amtrak last requested a Flatonia stop in 2012, but Union Pacific, which owns the tracks between San Antonio and Houston, did not approve the request, according to former Flatonia Mayor Dennis Geesaman. (Union Pacific declined to comment.)

For Ashton, the fight to reconnect places like Flatonia is bigger than how we get around. "People have lost their understanding of what it means to be a human," he said. "You look at the drive-throughs of fast food, people stay in their car. They don't get out and talk anymore. They're on their phone."

It's true: Taking the train through Texas might not be the fastest or most direct way to travel, but it's definitely the most social, with strangers striking up conversations all around me.

As we neared Houston, I made my way back to my seat. Pinnie wasn't sitting with me on this leg, but she appeared occasionally to bring me something from her hotel's breakfast: chocolate milk, yogurt, a banana. She was looking forward to Houston, as a friend was bringing her Golden Corral steaks to enjoy during the pit stop.

I asked if she would travel this way again, expecting a train veteran like herself to tell me this trip was nothing special. Instead, she looked at me like I was crazy. "No," she said with a laugh.

At the end of our five-hour journey across the Texas Plains into the Gulf Coast, we pulled up to the Houston Amtrak Station 30 minutes behind schedule, thanks in part to a stretch where we had to cede the tracks to a Union Pacific freight train. I said goodbye to Pinnie as she enjoyed her steak and settled in for the run to New Orleans.

But my trip wasn't quite over yet. I ordered a ride to George Bush Intercontinental Airport (public transportation would have taken 40 minutes longer) to catch a flight to Philadelphia to visit a friend. With 1,500 miles to go, I couldn't deny the advantages of commercial aviation. But then I saw a TSA line snaking through the terminal and heard a slow drip of delay announcements over the loudspeaker. In the end, my flight was held for 10 hours.

As I waited, I wondered if I wouldn't have been better off staying aboard the Sunset Limited, rolling to New Orleans and points east, with Pinnie by my side to pass the time.

KERA NEWS

ARLINGTON HAS SEEN FEWER DEATHS THIS YEAR. HERE'S A LOOK AT HOW THEY'RE DOING IT

By James Hartley
November 26, 2025



Speed enforcement is playing a big role in Arlington's efforts to reduce the number of deaths on its roads, with the goal of completely eliminating traffic fatalities by 2050. Photo: Yfat Yossifor

Arlington is on track to reduce the number of traffic-related deaths on its roads for the second year in a row, even as Tarrant County as a whole is trending toward an increase.

With fewer than two months left in the year, Arlington police said there have been 29 deaths compared to 37 in 2024. Mayor Jim Ross said the number in 2024 was down from 52 the year prior.

The city's goal is to reach zero road deaths by 2050, an objective shared across the state with Vision Zero Texas.

The expected reduction in road deaths in Arlington comes as other jurisdictions across Tarrant County try to [prevent an increase](#) in traffic fatalities compared to 2024. The county has seen 160 deaths so far this year, according to the Tarrant County Sheriff's Office.

The sheriff's office in late October projected 234 deaths by the end of the year compared to 205 in 2024. A spokesman for the sheriff's office told KERA News in an email that the numbers for October were cut in half, from 24 in 2024 to 12 this year. Up to Nov. 25, the county had seven deaths on roadways while last year, for the full month of November, the county saw 19 traffic fatalities.

Arlington police, city staff and the mayor all credit the decrease to multiple city initiatives, including increased traffic enforcement and [the Safe Streets Arlington plan](#).

The department has increased its total number of traffic stops by 25% and increased the number of times a traffic citation is issued by 31%, according to police data.

Lt. Brian Jones, commander of the Arlington police traffic division, said high speeds are a common factor in fatal crashes. The goal of traffic enforcement isn't to give out tickets but to get drivers to slow down.

"Anytime you increase enforcement you're going to increase visibility out there," Jones told KERA News. "People see [police] lights and cars, they slow down."

Efforts have been focused on areas where the department has seen dangerous speeds or a high concentration of deadly crashes, Jones said. That includes Interstate 20, I-30 and Cooper Street.

Jones said using data about speeds, red light violations and other risky driving allows the department to prevent deaths instead of just reacting to them.

The city's Safe Streets Arlington plan, which was approved by council in December 2024, also plays an important role in the decrease.

Arlington's Transportation Planning and Programming Manager Ann Foss said the biggest element of Safe Streets Arlington put into practice is an education element.

"We're focusing on the education, focusing really on internal practices, making sure that we're weaving safety into everything that the city is doing," Foss said.

Police have played a role in that education with safe driving events, where officers teach drivers about good and dangerous driving habits, Foss said. The city also worked with schools to bring students who are visually impaired to downtown for practice navigating crosswalks and traffic signals.

Zero by 2050

Ross said zero deaths in Arlington, a city of around 400,000 people and 16 million visitors annually, may be a high goal but it's not unattainable.

"I think with the right programs in place, with the people running the right program, you can certainly make a concerted effort and get very close to zero deaths if not reach that," Ross told KERA News.

Safe Streets Arlington will play a crucial role, he said.

The public-facing parts of the plan have been focused on education so far, but Foss said it has around 40 action items, including things like road redesigns and utilizing new technology.

AI is expected to play a role [through technology like NoTraffic](#), a system that uses artificial intelligence at intersections to collect data, manage traffic flow and bolster safety. The tech has already been implemented in some parts of the city, including the Arlington Entertainment District in [preparation for the 2026 FIFA World Cup](#).

The data collected by NoTraffic and other technology can also be used by police to identify stretches of road that are higher risk of deadly crashes.

The city is also working with regional partners like the North Central Texas Council of Governments, or NCTCOG, on parts of the plan, Ross said. City leaders recently did a walking survey with NCTCOG to identify ways to improve Arlington's streets and pedestrian infrastructure.

Foss also said the city is applying for grants for those improvements and others.

The plan will continue to develop over the next quarter-century with updates and improvements to the plan, with many of them expected to go to council for approval.

HOODLINE

ARLINGTON SLAMS THE BRAKES ON DEADLY CRASHES

By Richard Dawson
November 27, 2025

While traffic deaths climb across Tarrant County, Arlington is quietly pulling off something close to a minor miracle: deadly crashes inside city limits are trending down. City officials credit a combination of stepped-up enforcement, an education-first Safe Streets plan, and new traffic-management tools. In a city packed with major venues and heavy visitor traffic, the shift matters for thousands of local commuters and the millions who stream in every year.

As of Tuesday, Arlington had recorded 29 traffic-related deaths in 2025, down from 37 in 2024 and well below the 52 deaths the city recorded in 2023. Over the same period, Tarrant County has seen roughly 160 roadway deaths this year, and the sheriff's office projects the year-end total could land in the mid-200s. In Arlington, police report a 25% increase in traffic stops and a 31% rise in citations this year, steps officials say are aimed at slowing down dangerous drivers, according to the [Fort Worth Report](#).

City police insist the push is tactical, not a ticket-writing spree. Lt. Brian Jones, commander of the Arlington Police traffic division, said that high speed is a common factor in fatal crashes and that officers are out to change behavior, not pad citation stats. "Anytime you increase enforcement you're going to increase visibility out there," Jones said, noting that patrols have zeroed in on Interstate 20, I-30, and Cooper Street, per the [Fort Worth Report](#).

Safe Streets Plan, Education, and Tech

The city council adopted the Safe Streets Arlington action plan in December 2024 to steer engineering, enforcement, and education efforts across town. The plan pairs traditional roadway fixes with community outreach and a public implementation dashboard, according to the [City of Arlington](#). "We're focusing on the education, focusing really on internal practices," Ann Foss, the city's transportation planning manager, added that the strategy includes roughly 40 action items that range from road redesigns to new traffic-management tools, per the [Fort Worth Report](#).

Regional Partners and Funding

Arlington is also leaning on regional partners to expand infrastructure work and chase federal grants for pedestrian and roadway upgrades. The [North Central Texas Council of Governments](#) promotes a nationwide Roadway Safety Plan and a Toward Zero Deaths approach that aims to eliminate traffic fatalities by 2050, offering cities technical support and grant opportunities. City staff say that a mix of targeted enforcement, education programs, and engineering changes is central to making the recent drop in deaths more than a one-year blip.

Mayor Jim Ross told the [Fort Worth Report](#) that zero deaths may be an ambitious goal, but it is one the city can move toward with the right programs in place. Arlington, a city of roughly 400,000 residents that welcomes about 16 million visitors a year, plans to keep pairing enforcement with education and design changes in an effort to keep traffic fatalities on the decline.

THE DALLAS MORNING NEWS

NORTH TEXAS TRANSPORTATION PLANNER SAYS 'BALANCE' IS KEY

Michael Morris says different modes of transportation will be needed to keep up with population growth

By Yamil Berard
December 1, 2025



Michael Morris is transportation director for the North Central Texas Council of Governments. Jeff Woo / Denton Record-Chronicle

Michael Morris has long been recognized as the region's top mobility planner. After 35 years as director of transportation for the North Texas Council of Governments, Morris has played a major role in identifying the transportation needs and priorities for the Dallas-Fort Worth area. *The Dallas Morning News* recently spoke with Morris about how his staff is making preparations and plans to handle traffic congestion in a fast-growing region.

You say we are in "a transitional place." What does that mean in terms of transportation needs and what does that mean for North Texas? Give us a bird's-eye view.

We're in a transitional place. We're leading the nation in population growth. If we hadn't built the public-private partnership, known as (tolled) P3 managed lanes, we would be in a really horrible situation. But my job is to look 20 years into the future. We don't get the luxury of just looking out the window. And we've got four million more people coming to the region. So we have to act like there's four million more people coming to the region. So you have to basically try to tap a legislator on the shoulder and say to him or her, 'Look, you know, we're the ones that are creating the economic growth. The urban regions are creating economic growth for the state.'

Why can't we simply adequately fund them to keep the tremendous growth mitigated as best we can from the congestion, air quality and safety standpoint.'

And then the second point of transition is, you know, you're not going to do everything on the back of the roadway system. We are going to have to develop more efficient ways of moving people that don't consume the land with our major freeway improvements, because, you know, we're running out of land for those improvements. And we don't, necessarily, we don't like going up in the air. Our region doesn't build elevated projects. In fact, we're trying to do the opposite. We're trying to tear down the elevated projects. So during this transition there has to be a better balance. What I mean is a better balance with land use, a better balance with development in our central cities, a better balance with walking and biking, a better balance with transit.

Yes, roadways are important, but the transition that we have to focus on, and this is a hard lesson to understand. We're going to have to balance across a whole set of transportation modes if we're going to maintain this leadership position, attracting economic growth.

What were your legislative priorities for the 2025 session?

There's probably two major items.

On the roadway side, it's pretty straightforward: Give us our fair share of the revenue or give us the tools that we've had before to be able to build our roadway system with public-private partnerships. And the basic principle is that the regions that are being asked to handle all the growth and therefore deal with air quality, safety and congestion should be given the revenue to mitigate the externalities that happen with this growth. And obviously Dallas-Fort Worth at 1 million people every seven years is certainly that.

The second balance to the teeter-totter is transportation revenues for Class 1 railroad grade separations (this relates to building overpasses or underpasses to address dangerous and congested road-level crossings) and regional rail for our transportation authorities. The basic principle is once you get 8 million people, which we would hit, and the new mobility plan is planned for 12 million people, you're going to have to do more on the regional rail side.

Have we gotten our fair share?

Some years, you get your fair share, but other years, you may not get your fair share because you're at the mercy of the decisions of the five commissioners at the Texas Department of Transportation.

In 2024, I think we did well. In a partnership with TxDOT, a project was funded to improve U.S. 380, which passes some of the far northern suburbs of the region that include Denton, Little Elm, Frisco, Prosper, McKinney and Princeton.

Roughly a decade ago, Texas voters overwhelmingly passed a pair of constitutional amendments that have injected an estimated \$6 billion a year for transportation funding. Those funds may only be used for constructing, maintaining and acquiring rights-of-way for public roadways other than toll roads.

Have the constitutional amendments that Texas voters passed in recent years helped North Texas?

Tremendously. Some of the projects benefited from that and I am going to focus on the eastern side. The [Southern Gateway Project](#) aimed to rebuild and widen Interstate 35E south of downtown. The [635 East Project](#) in Garland and Dallas is nearly complete. That's a major, major change. We've been 25 years trying to fund that project. So that project is under construction. [U.S Route 380](#) and [Spur 399 in Collin County](#) just got funded last summer (2024) so you won't see that construction [immediately]. That's a \$2 billion program. (Note: U.S. Route 380, a major east-west highway in North Texas, stretches from Greenville to the New Mexico border. The multibillion dollar expansion includes widening existing roads, reducing congestion and enhancing mobility through Frisco, McKinney, Princeton and Farmersville.) A good example in Rockwall County would be the Interstate 30 project across the lake, and then another good project in [Kaufman County is U.S. Route 80/180](#). Those are good examples of revenue from Propositions 1 and 7 where we had projects ready to go and those projects either have been completed or are under construction.

Are we in need of a project that we haven't received funding for over the last five years from the Legislature?

We don't want the Legislature to fund specific projects but when you look at the legislative program, it's pretty simple. Fund the urban regions because they're the ones that are handling all the increased congestion. And if you're not going to fund the urban regions, give us the tools, give us the public-private partnerships so we can work with the private sector to fund our projects like we did 20 years ago.

Any other priorities that you would like to emphasize perhaps in a perfect world?

We would like to see fair share allocation of funds, reintroduction of public-private partnerships and support for high-speed rail from the business community.



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

December 1, 2025

The Honorable David Fink
Administrator
Federal Railroad Administration
1200 New Jersey Avenue, SE W-32
Washington, DC 20590

Dear Administrator Fink:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth area, I am pleased to support the Fiscal Year 2024-2025 Federal Railroad Administration (FRA) National Railroad Partnership Program application submitted by the North Central Texas Council of Governments (NCTCOG) for the Prairie Creek Road Grade Separation Project.

The proposed project is a grade separation of the Union Pacific Railroad (UPRR) at-grade crossing on Prairie Creek Road, located in Dallas, Texas. UPRR has four rail lines at the crossing, enabling significant train movement throughout the day. The primary element of this project is a bridge over the four UPRR tracks where they intersect North Prairie Creek Road. The proposed project is near three schools, including Ann Richards STEAM Academy, First Baptist Academy, and Skyline High School. A grade separation of this crossing will eliminate challenges, such as blocked crossings and rail/roadway incidents.

This grade separation will reduce congestion and emissions and increase roadway/railroad efficiency and mobility. Additionally, the project will increase the quality of life for passengers utilizing the corridor for intercity passenger rail throughout Texas and the nation. Most importantly, this project will increase safety for pedestrians and motor vehicles passing through the area.

This project is consistent with the policies and programs of Mobility 2050: The Metropolitan Transportation Plan for North Central Texas. If the project receives funds, the RTC will support its inclusion in the 2025 - 2028 Transportation Improvement Program for North Central Texas, as needed.

Again, the RTC supports the City of Dallas's FRA National Railroad Partnership Program application for the Prairie Creek Road Grade Separation Project. Thank you for your time and consideration. If you have any questions, please contact Michael Morris, Director of Transportation for the North Central Texas Council of Governments, at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read 'Rick Bailey'.

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

JN:kw

cc: Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments



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

November 13, 2025

The Honorable Marcus J. Molinaro
Administrator
Federal Transit Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Urbanized Areas Formula Grant Programs Guidance, Final Circular; November 1, 2024, Addition

Dear Administrator Molinaro:

The Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG) together serve as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) Area and is a Designated Recipient for the Federal Transit Administration (FTA) Urbanized Area Formula Program. On behalf of the Regional Transportation Council, I would like to express concern over the FTA's current guidance on operating capacity of in demand-response service, which includes on demand micro-transit options.

On November 1, 2024, "in demand-response service" was formally added to modes counted towards the operating assistance cap in the FTA's Urbanized Area Formula Grant Program, Section 5307, circular. Specifically, the updated language states that:

"Under Section 5307(a)(2), public transportation operators that operate 100 or fewer buses or other revenue service vehicles in fixed-route service or **in demand-response service, excluding ADA complementary paratransit service**, during peak service hours may use a variable percentage of their UZA's 5307 apportionment for operating assistance. However, recipients may not use these Section 5307 funds for rail fixed guideway operating assistance. Eligible agencies may use program funds for operating assistance up to the amount published by FTA for a given fiscal year, with one exception as noted at the end of this subsection."

This addition is impacting smaller transit providers in the DFW region that are trying to increase coverage with on demand micro-transit in areas where fixed-route services are inefficient. To provide micro-transit services, the majority of affected agencies contract privately owned vehicles that are not directly managed by transit agencies and have separate pre-booked services for seniors and individuals with disabilities. However, these vehicles are reported together and once transit agencies go over the 100-vehicle limit, they are no longer eligible for operating funding, therefore agencies are forced to reduce or refuse services in order to avoid exceeding it.

Administrator Molinaro
Page Two

November 13, 2025

The RTC requests that "in demand-response service" be removed and not count towards an agency's limit to receive operating assistance. Additionally, the updated language would promote the RTC's vision with the North Central Texas Regional Transit 2.0: Planning for Year 2050 Study (Transit 2.0), which is designed to address the anticipated population growth and related challenges that affect mobility and development in North Central Texas.

If you have any questions, please contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,



Rick Bailey, Chair
Regional Transportation Council
Johnson County Commissioner

JN:kw

cc: The Honorable Sean Duffy, Secretary, United States Department of Transportation
Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments
Karla Windsor, Senior Program Manager, North Central Texas Council of Governments



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

November 14, 2025

The Honorable Keith Self
United States House of Representatives
Room 1404 Longworth House Office Building
Washington, DC 20515

Dear Representative Self:

The Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG) together serve as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area. On behalf of the RTC, thank you for your dedication and leadership to the DFW area. Over the years, we have enjoyed working with the North Texas Congressional Delegation to help build and improve our transportation system. Enclosed are the 2025 RTC Federal Priorities for Surface Transportation Authorization. The RTC developed its federal legislative program to address the most critical transportation policy needs and priorities of the North Texas region.

Priorities of the RTC include:

- Adequately Funding the Transportation System
- Streamline Project Delivery by Formula Allocation
- Pursue Safety through Technology
- Expand Options
- Increase Efficiency

If you would like to schedule a meeting to learn more about the 2025 RTC Federal Priorities for Surface Transportation Authorization or our policy goals and challenges, please contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read 'Rick Bailey'.

Rick Bailey, Chair
Regional Transportation Council
Commissioner, Johnson County

MS:kw

cc: Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments

Enclosure



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

November 14, 2025

The Honorable Pat Fallon
United States House of Representatives
1118 Longworth House Office Building
Washington, DC 20515

Dear Representative Fallon:

The Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG) together serve as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area. On behalf of the RTC, thank you for your dedication and leadership to the DFW area. Over the years, we have enjoyed working with the North Texas Congressional Delegation to help build and improve our transportation system. Enclosed are the 2025 RTC Federal Priorities for Surface Transportation Authorization. The RTC developed its federal legislative program to address the most critical transportation policy needs and priorities of the North Texas region.

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Regional Transportation Council
Commissioner, Johnson County

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cc: Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments

Enclosure



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

November 14, 2025

The Honorable Lance Gooden
United States House of Representatives
425 Cannon House Office Building
Washington, DC 20515

Dear Representative Gooden:

The Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG) together serve as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area. On behalf of the RTC, thank you for your dedication and leadership to the DFW area. Over the years, we have enjoyed working with the North Texas Congressional Delegation to help build and improve our transportation system. Enclosed are the 2025 RTC Federal Priorities for Surface Transportation Authorization. The RTC developed its federal legislative program to address the most critical transportation policy needs and priorities of the North Texas region.

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Enclosure



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

November 14, 2025

The Honorable Jake Ellzey
United States House of Representatives
1725 Longworth House Office Building
Washington, DC 20515

Dear Representative Ellzey:

The Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG) together serve as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area. On behalf of the RTC, thank you for your dedication and leadership to the DFW area. Over the years, we have enjoyed working with the North Texas Congressional Delegation to help build and improve our transportation system. Enclosed are the 2025 RTC Federal Priorities for Surface Transportation Authorization. The RTC developed its federal legislative program to address the most critical transportation policy needs and priorities of the North Texas region.

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Enclosure



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

November 14, 2025

The Honorable Craig Goldman
United States House of Representatives
1026 Longworth House Office Building
Washington, DC 20515

Dear Representative Goldman:

The Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG) together serve as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area. On behalf of the RTC, thank you for your dedication and leadership to the DFW area. Over the years, we have enjoyed working with the North Texas Congressional Delegation to help build and improve our transportation system. Enclosed are the 2025 RTC Federal Priorities for Surface Transportation Authorization. The RTC developed its federal legislative program to address the most critical transportation policy needs and priorities of the North Texas region.

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Enclosure



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

November 14, 2025

The Honorable Ronny Jackson
United States House of Representatives
118 Cannon House Office Building
Washington, DC 20515

Dear Representative Jackson:

The Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG) together serve as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area. On behalf of the RTC, thank you for your dedication and leadership to the DFW area. Over the years, we have enjoyed working with the North Texas Congressional Delegation to help build and improve our transportation system. Enclosed are the 2025 RTC Federal Priorities for Surface Transportation Authorization. The RTC developed its federal legislative program to address the most critical transportation policy needs and priorities of the North Texas region.

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Enclosure



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

November 14, 2025

The Honorable Beth Van Duyne
United States House of Representatives
1337 Longworth House Office Building
Washington, DC 20515

Dear Representative Van Duyne:

The Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG) together serve as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area. On behalf of the RTC, thank you for your dedication and leadership to the DFW area. Over the years, we have enjoyed working with the North Texas Congressional Delegation to help build and improve our transportation system. Enclosed are the 2025 RTC Federal Priorities for Surface Transportation Authorization. The RTC developed its federal legislative program to address the most critical transportation policy needs and priorities of the North Texas region.

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Rick Bailey, Chair
Regional Transportation Council
Commissioner, Johnson County

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Enclosure



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

November 14, 2025

The Honorable Roger Williams
United States House of Representatives
1323 Longworth House Office Building
Washington, DC 20515

Dear Representative Williams:

The Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG) together serve as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area. On behalf of the RTC, thank you for your dedication and leadership to the DFW area. Over the years, we have enjoyed working with the North Texas Congressional Delegation to help build and improve our transportation system. Enclosed are the 2025 RTC Federal Priorities for Surface Transportation Authorization. The RTC developed its federal legislative program to address the most critical transportation policy needs and priorities of the North Texas region.

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Regional Transportation Council
Commissioner, Johnson County

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cc: Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments

Enclosure



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

November 14, 2025

The Honorable Brandon Gill
United States House of Representatives
1305 Longworth House Office Building
Washington, DC 20515

Dear Representative Gill:

The Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG) together serve as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area. On behalf of the RTC, thank you for your dedication and leadership to the DFW area. Over the years, we have enjoyed working with the North Texas Congressional Delegation to help build and improve our transportation system. Enclosed are the 2025 RTC Federal Priorities for Surface Transportation Authorization. The RTC developed its federal legislative program to address the most critical transportation policy needs and priorities of the North Texas region.

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Enclosure



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

November 14, 2025

The Honorable Jasmine Crockett
United States House of Representatives
1616 Longworth House Office Building
Washington, DC 20515

Dear Representative Crockett:

The Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG) together serve as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area. On behalf of the RTC, thank you for your dedication and leadership to the DFW area. Over the years, we have enjoyed working with the North Texas Congressional Delegation to help build and improve our transportation system. Enclosed are the 2025 RTC Federal Priorities for Surface Transportation Authorization. The RTC developed its federal legislative program to address the most critical transportation policy needs and priorities of the North Texas region.

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Enclosure



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

November 14, 2025

The Honorable Julie Johnson
United States House of Representatives
221 Cannon House Office Building
Washington, DC 20515

Dear Representative Johnson:

The Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG) together serve as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area. On behalf of the RTC, thank you for your dedication and leadership to the DFW area. Over the years, we have enjoyed working with the North Texas Congressional Delegation to help build and improve our transportation system. Enclosed are the 2025 RTC Federal Priorities for Surface Transportation Authorization. The RTC developed its federal legislative program to address the most critical transportation policy needs and priorities of the North Texas region.

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cc: Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments

Enclosure



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

November 14, 2025

The Honorable Marc Veasey
United States House of Representatives
2348 Rayburn House Office Building
Washington, DC 20515

Dear Representative Veasey:

The Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG) together serve as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area. On behalf of the RTC, thank you for your dedication and leadership to the DFW area. Over the years, we have enjoyed working with the North Texas Congressional Delegation to help build and improve our transportation system. Enclosed are the 2025 RTC Federal Priorities for Surface Transportation Authorization. The RTC developed its federal legislative program to address the most critical transportation policy needs and priorities of the North Texas region.

Priorities of the RTC include:

- Adequately Funding the Transportation System
- Streamline Project Delivery by Formula Allocation
- Pursue Safety through Technology
- Expand Options
- Increase Efficiency

If you would like to schedule a meeting to learn more about the 2025 RTC Federal Priorities for Surface Transportation Authorization or our policy goals and challenges, please contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read 'Rick Bailey'.

Rick Bailey, Chair
Regional Transportation Council
Commissioner, Johnson County

MS:kw

cc: Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments

Enclosure



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

November 14, 2025

The Honorable John Cornyn
United States Senate
517 Hart Senate Office Building
Washington, DC 20510

Dear Senator Cornyn:

The Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG) together serve as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area. On behalf of the RTC, thank you for your dedication and leadership to the DFW area. Over the years, we have enjoyed working with the North Texas Congressional Delegation to help build and improve our transportation system. Enclosed are the 2025 RTC Federal Priorities for Surface Transportation Authorization. The RTC developed its federal legislative program to address the most critical transportation policy needs and priorities of the North Texas region.

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Rick Bailey, Chair
Regional Transportation Council
Commissioner, Johnson County

MS:kw

cc: Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments

Enclosure



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

November 14, 2025

The Honorable Ted Cruz
United States Senate
404 Russell Senate Office Building
Washington, DC 20510

Dear Senator Cruz:

The Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG) together serve as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area. On behalf of the RTC, thank you for your dedication and leadership to the DFW area. Over the years, we have enjoyed working with the North Texas Congressional Delegation to help build and improve our transportation system. Enclosed are the 2025 RTC Federal Priorities for Surface Transportation Authorization. The RTC developed its federal legislative program to address the most critical transportation policy needs and priorities of the North Texas region.

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If you would like to schedule a meeting to learn more about the 2025 RTC Federal Priorities for Surface Transportation Authorization or our policy goals and challenges, please contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or mmorris@nctcog.org.

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Rick Bailey, Chair
Regional Transportation Council
Commissioner, Johnson County

MS:kw

cc: Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments

Enclosure



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

December 1, 2025

The Honorable David Fink
Administrator
Federal Railroad Administration
1200 New Jersey Avenue, SE W-32
Washington, DC 20590

Dear Administrator Fink:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth area, I am pleased to support the Fiscal Year 2024-2025 Federal Railroad Administration (FRA) National Railroad Partnership Program application submitted by the North Central Texas Council of Governments (NCTCOG) for the planning and design of the Interstate Highway (IH) 35E Stemmons Freeway bridge reconstruction and grade separation of the Market Center Boulevard railroad crossing in Dallas, Texas.

This project would complete the planning and design to eliminate the single-track bridge currently over IH 35E Stemmons Freeway and prepare for reconstruction of the bridge to add increased rail line capacity. The project also includes the planning and design of a grade separation at Market Center Boulevard, which would replace the current at-grade train crossing, as well as a proposal to obtain a Letter of Intent from the FRA for the construction of the double track at the IH 35E Stemmons Freeway bridge and the grade separation of the current at-grade Market Center Boulevard railroad crossing. Both the IH 35E Stemmons Freeway bridge and the Market Center railroad crossing are located on the Trinity Railway Express (TRE) corridor, which is a key intercity passenger rail corridor moving passengers between Dallas and Fort Worth, connecting both Dallas Area Rapid Transit (DART) and TEXRail rail services, as well as areas outside of the Dallas-Fort Worth region. In addition to providing passenger service by TRE and Amtrak, many freight railroads also have trackage rights on the corridor, including Union Pacific, BNSF Railway, Dallas Garland and Northeastern Railroad, and Fort Worth and Western Railroad.

These components will reduce rail congestion and increase railroad efficiency and improve safety and mobility. Most importantly, this project will increase the quality of life for passengers utilizing the TRE corridor for intercity passenger rail throughout Texas and the nation. The TRE corridor is a critical connection for future intercity passenger rail that will access the region and allow Dallas-Fort Worth to become the intercity passenger rail hub for the southwest.

This project is consistent with the policies and programs of Mobility 2050: The Metropolitan Transportation Plan for North Central Texas. If the project receives funds, the RTC will support its inclusion in the 2025 - 2028 Transportation Improvement Program for North Central Texas, as needed.

Administrator Fink
Page Two

December 1, 2025

Again, the RTC supports NCTCOG's FRA National Railroad Partnership Program application for the planning and design of the IH 35E Stemmons Freeway bridge reconstruction and grade separation of the Market Center Boulevard railroad crossing. Thank you for your time and consideration. If you have any questions, please contact Michael Morris, Director of Transportation for the North Central Texas Council of Governments, at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,



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

JN:kw

cc: Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments



PRESS RELEASE
Contact: Brian Wilson
(817) 704-2511
bwilson@nctcog.org

NCTCOG SEEKS PUBLIC INPUT ON EMERGING-TRANSPORTATION, AIR QUALITY PROGRAMS AT NOV. 10 PUBLIC MEETING

Public comments will be accepted through Dec. 9

Nov. 4, 2025 (Arlington, TEXAS) – The North Central Texas Council of Governments (NCTCOG) invites the public to provide input on recent transportation initiatives, including a new technology and innovation program and funding opportunities for air quality improvement during a hybrid public meeting at noon on Monday, Nov. 10.

The meeting will be held in the Transportation Council Room at the NCTCOG offices, located at 616 Six Flags Drive in Arlington. Those unable to attend in person can view the meeting online at PublicInput.com/nctcogNov25. Residents can also participate by calling 855-925-2801 and entering code 5672. Public comments will be accepted until Dec. 9.

At the meeting, staff will provide an overview of the Technology Project Identification process, a new framework under the Transportation Technology and Innovation Program designed to identify and advance emerging transportation solutions in coordination with public-sector partners. The presentation will outline program process, project eligibility, evaluation criteria and an implementation schedule. Input received will help refine the process, ensure alignment with regional priorities and guide future funding decisions to support innovative transportation deployments across North Central Texas.

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

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

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

For special accommodations related to disabilities or language interpretation, please call 817-608-2365 or email cbaylor@nctcog.org at least 72 hours prior to the meeting.

About the Regional Transportation Council:

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 45 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at www.nctcog.org.

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PRESS RELEASE
Contact: Brian Wilson
(817) 704-2511
bwilson@nctcog.org

NCTCOG TO DISCUSS UPCOMING FUNDING OPPORTUNITIES, END OF OZONE SEASON AT DEC. 8 PUBLIC MEETING

Public comments will be accepted through Jan. 6

Dec. 2, 2025 (Arlington, TEXAS) – The North Central Texas Council of Governments (NCTCOG) invites the public to provide input on recent transportation initiatives, including funding opportunities for electric vehicle charging stations and traffic signal improvements, during a hybrid public meeting at noon Monday, Dec. 8.

The meeting will be held in the Transportation Council Room at the NCTCOG offices, located at 616 Six Flags Drive in Arlington. Those unable to attend in person can view the meeting online at PublicInput.com/nctcogDec25. Residents can also participate by calling 855-925-2801 and entering code 1011. Public comments will be accepted until Jan. 6.

The meeting will feature a staff overview of the end of the 2025 ozone season, along with next steps moving forward. The season came to an end Nov. 30, and the region remains in nonattainment for both the 2008 and 2015 National Ambient Air Quality Standards. Continued inability to reach attainment will increase challenges for projected regional growth.

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

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

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

For special accommodations related to disabilities or language interpretation, please call 817-608-2365 or email cbaylor@nctcog.org at least 72 hours prior to the meeting.

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North Central Texas Council of Governments

FY2024-2025 National Railroad Partnership Program (NRPP):

Prairie Creek Road Grade Separation & East TRE Corridor Improvement Projects

Regional Transportation Council – Action Item

Jeffrey C. Neal, PTP – Senior Projects Manager – December 11, 2025

National Railroad Partnership Program (NRPP) – Overview

Program Purpose:

- Improve American passenger rail assets by funding projects that reduce the state of good repair backlog, improve performance, or expand/establish new intercity passenger rail service, including privately operated services.
- NRPP replaces the Federal-State Partnership (FSP) for Intercity Passenger Rail Program

Application Deadline: January 7, 2026

National Funding Availability:

Total Funding – \$5,070,784,989

- ~ \$1.06B FY2024 FSP National (*rescinded*)
- ~ \$0.56B FY2024 FSP NEC (*unawarded*)
- ~ \$1.06B FY2025 NRPP
- ~ \$2.39B rescinded CAHSR IIJA appropriations

Minimum/Maximum Award:

- **Minimum** – None
- **Maximum** – 80% of Cost per Project
- **Maximum per State** – None



National Railroad Partnership Program (NRPP) – Overview

Project Eligibility:

1. A project to replace, rehabilitate, or repair infrastructure, equipment, or a facility used for providing intercity passenger rail service to bring such assets into a state of good repair.
2. *A project to improve intercity passenger rail service performance, including reduced trip times, increased train frequencies, higher operating speeds, improved reliability, expanded capacity, reduced congestion, electrification, and other improvements, as determined by the Secretary.*
3. A project to expand or establish new intercity passenger rail service.
4. A group of related projects from the categories above.
5. *The planning, environmental studies, and final design for a project or group of projects described above.*



National Railroad Partnership Program (NRPP) – Overview

Applicant Eligibility (*groups included*):

1. State (*including the District of Columbia*)
2. Group of states
3. Interstate compact
4. Public agency or publicly chartered authority established by one or more states
5. ***Political subdivision of a state***
6. Amtrak, acting on its own behalf or under a cooperative agreement with one or more states
7. Federally recognized Indian Tribe



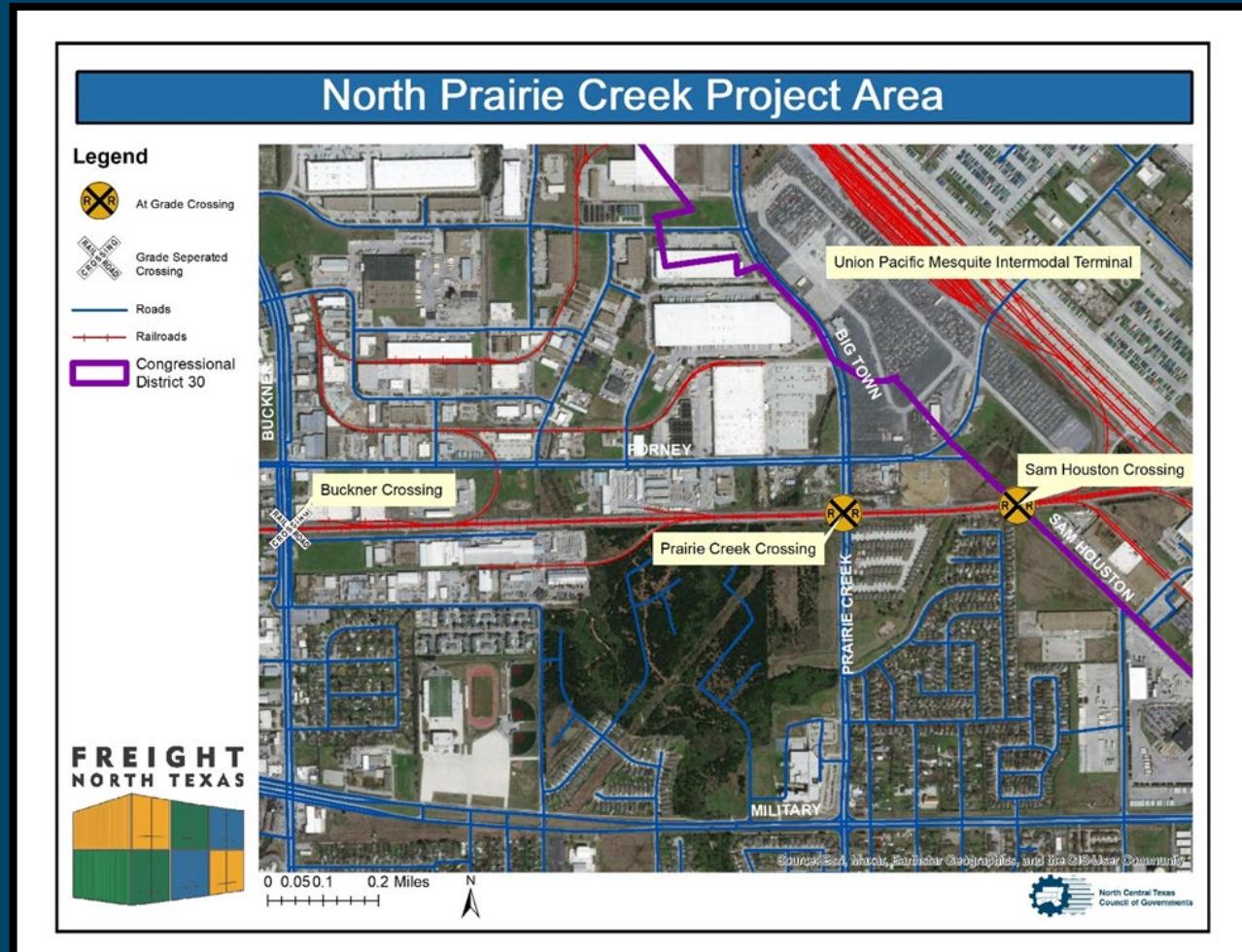
Prairie Creek Road Grade Separation

Project Overview:

- Located in Dallas, Texas
- Located near three Dallas ISD schools (*middle school, high school, and the Ann Richards STEAM Academy*)
- Funding requested for Union Pacific Railroad (UPRR) grade separation **construction**

Project Partners:

- NCTCOG will submit NRPP application, with city of Dallas as implementing agency
- NCTCOG, Dallas County, and UPPR collaborating as project partners



Prairie Creek Road Grade Separation – Cost/Funding

Prairie Creek Road Grade Separation – Cost/Funding Status						
Non-Federal			Federal			Total Project Cost
City of Dallas	Dallas County	UPRR*	Earmark	NCTCOG (CMAQ)	NRPP Grant Request	
\$9,451,000	\$3,241,000	\$1,500,000	\$1,602,000	\$5,323,000	<u>\$32,898,000</u>	\$54,015,000

* Railroad contribution to be confirmed



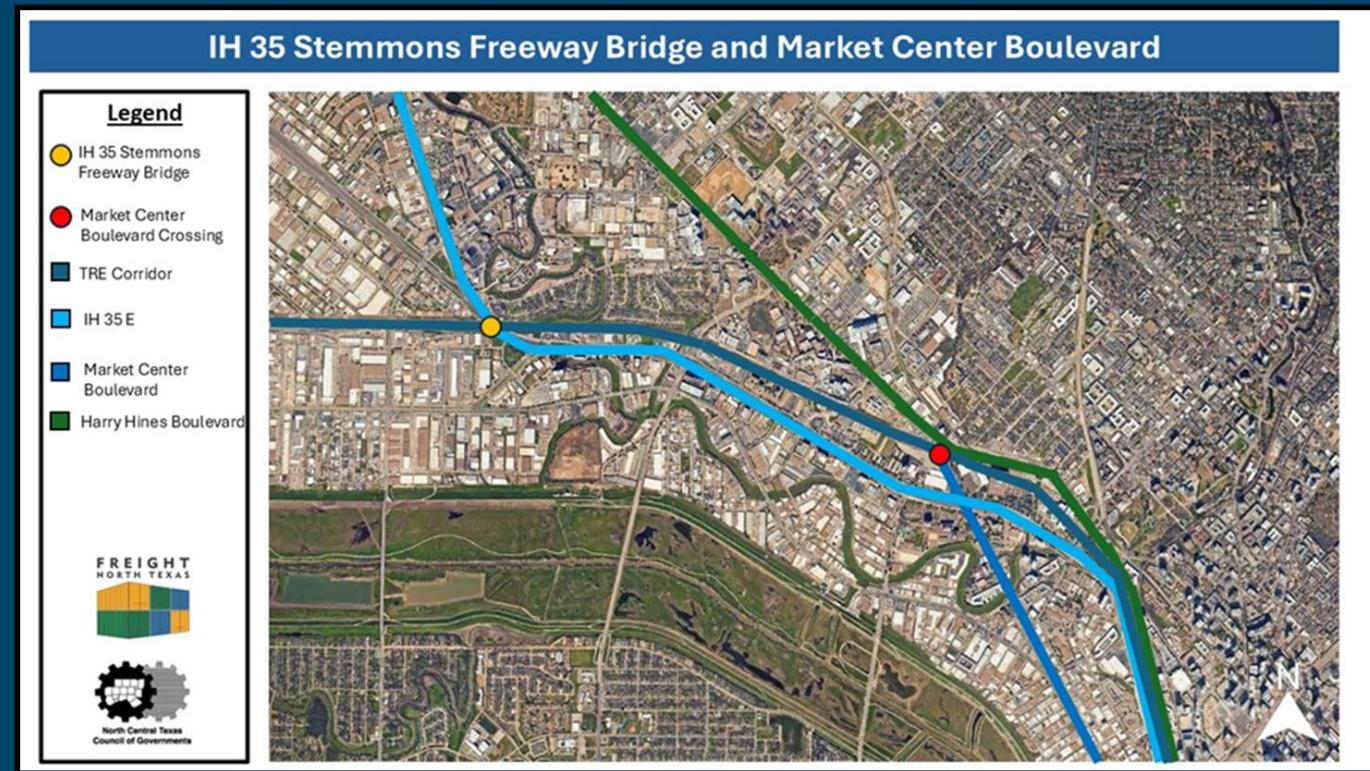
East Trinity Railway Express (TRE) Corridor Improvement

Project Overview:

- Located in Dallas, Texas
- IH 35 Stemmons Freeway Bridge
Planning and design for double tracking
- Market Center Boulevard
Planning and design for reconstruction and grade separation of the railroad crossing

Project Partners:

- NCTCOG will submit NRPP application, with city of Dallas and DART as implementing agencies
- NCTCOG, city of Dallas, TRE, DART, and Amtrak collaborating as project partners



East TRE Corridor Improvement – Cost/Funding

East TRE Corridor Improvement – Cost/Funding Status			
Project Elements	Non-Federal	Federal	Total Project Cost
	RTC Local	NRPP Grant Request	
Market Center Boulevard Grade Separation	\$1,000,000	<u>\$4,000,000</u>	\$5,000,000
IH 35 Stemmons Rail Bridge Double Track	\$800,000	<u>\$3,200,000</u>	\$4,000,000
Total	\$1,800,000	<u>\$7,200,000</u>	9,000,000



National Railroad Partnership Program (NRPP) – Schedule

September 23, 2025

NRPP Notice of Funding Opportunity Released

December 5, 2025

STTC Action Item

December 11, 2025

RTC Action Item

January 7, 2026

NRPP Application Deadline

January 22, 2026

Executive Board Endorsement (Approval)



Requested Action – National Railroad Partnership Program

RTC approval for:

- Submittal of applications supporting the *Prairie Creek Road Grade Separation* and *East TRE Corridor Improvement* projects for funding consideration through the FY2024-2025 National Railroad Partnership 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 for FY2024-2025 National Railroad Partnership Program awards.

RTC Action Item – December 11, 2025



CONTACT US



Jeffrey C. Neal, PTP

Senior Projects Manager

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Mike Johnson

Principal Transportation Planner

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Bryce McMeans

Transportation Planner

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Jeff Hathcock

Program Manager

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Valerie Alvarado

Transportation Planner

valvarado@nctcog.org | 817-640-4428



Savannah Briscoe

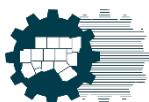
Transportation Planner

sbriscoe@nctcog.org | 817- 608-2347



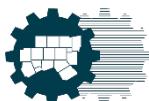
RTC Empasis Areas for 2025

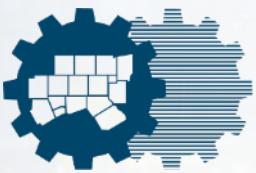
1. Mobility 2050 Plan	June
2. Unified Planning Work Plan	September
3. Executive Board Approval of Transportation Department Budget	September
4. RTC Transit Vision Subcommittee Initiation	September
5. RTC Orientation	October
6. RTC (Metropolitan Planning Organization) Federal Certification	October
7. Submittal of Second Transportation Draft to FIFA	October
8. New Traffic Signal Program	November
9. Notification to State on Possible DART Withdrawal Elections	November



RTC: Next 60 Days

1. Responding to City / DART / State Requests on DART Withdrawal Elections	Ongoing
2. FIFA Response to Second DRAFT (Service Test, Withdrawal Refinements)	Ongoing
3. Implications to Federal Government Shutdown	Resolving
4. TxDOT Funding Challenges	Ongoing
5. FRA Rail Corridor ID Program	Ongoing
6. Air Quality Conformity	Ongoing
7. Funding for 2027 – 2029 Management and Operations Program (Mobility Assistance Patrols Program, Van Pool, Traffic Signal Progression +)	December 2025
8. Transit Vision Subcommittee Status Report	January 2026





NCTCOG PRESENTATION

FY2027-2029 MANAGEMENT, OPERATIONS, AND AIR QUALITY PROGRAM

Regional Transportation Council | December 11, 2025

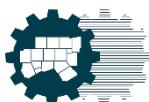
BACKGROUND

- The Regional Transportation Council (RTC) typically considers extending existing and funding new Management and Operations projects/programs every three years.
 - Includes many legacy projects that the RTC has funded for several years such as the Vanpool Program, Mobility Assistance Patrol, etc.
- The last full review occurred in 2022 and projects were funded through Fiscal Year (FY) 2026.
- Now, recommending funding for FY2027-2029 projects and programs



PURPOSE OF THE PROGRAM

- Provides funding in addition to Transportation Planning Funds (TPF) to conduct operations, planning, and implementation activities
 - Funds items ineligible for TPF
- Assigns resources for RTC priorities and air quality initiatives
- Ensures existing programs and projects can be continued without interruption in FY2027-2029
- Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and regional funds will be proposed for the FY2027-2029 program
- Ensures CMAQ and STBG funding is obligated in a timely manner



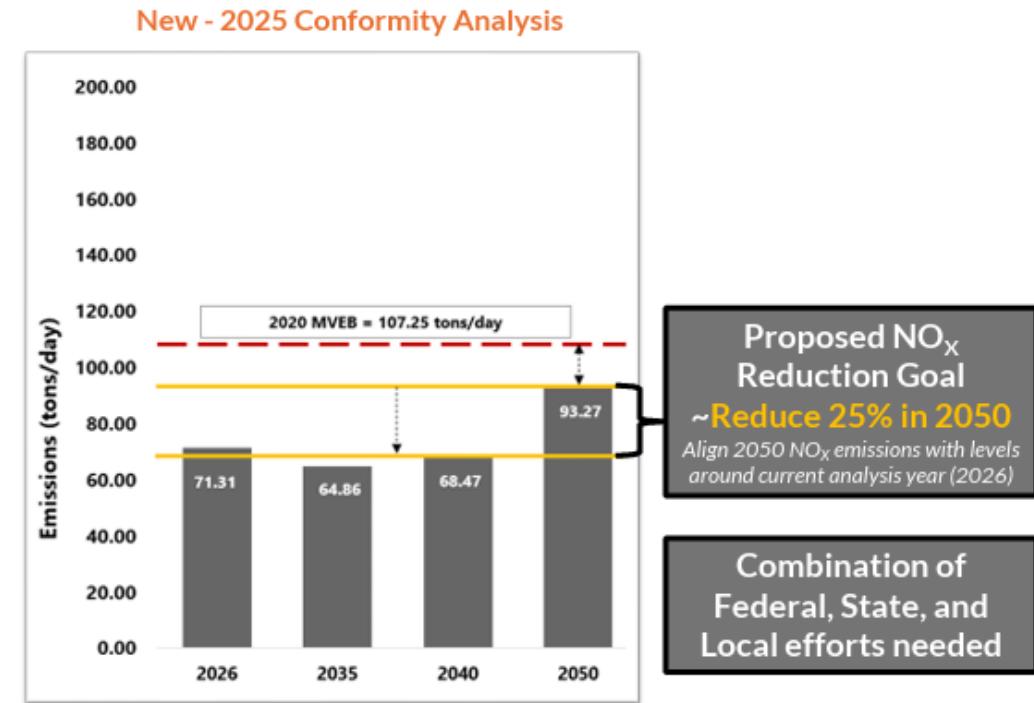
PROGRAM AND PROJECT TYPES

- **Management & Operations (M&O)**
(Mobility Assistance Patrol, Work Zone Data, etc.)
- **NCTCOG-Implemented**
(Project Tracking, Planning Efforts, Data Collection, etc.)
- **Regional/Air Quality Projects and Programs**
(Aviation, Employer Trip Reduction, Regional Traffic Signal Retiming, etc.)



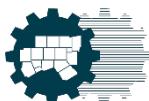
IMPORTANCE OF REGIONAL AIR QUALITY AND M&O PROJECTS

- Air Quality Conformity test results must be below EPA's Motor Vehicle Emission Budget (MVEB).
- Previous RTC air quality projects and programs have allowed region to stay below the budget.
- As we work towards long-range air quality targets, these programs can help tip the scales.



M&O FUNDING SUMMARY FOR THREE YEARS (\$ IN MILLIONS)

Category	RTC Share
Implementation/Operations Activities (e.g., Auto Occupancy, Special Events, Mobility Assistance Patrol)	\$44.60M
Air Quality Initiatives (e.g., Education, Regional Strategies, Signal Retiming)	\$18.57M
Planning Activities, Data Collection, and Engineering Activities	\$15.77M
Travel Demand Management/Transit (e.g., Employee Trip Reduction and Vanpool Program)	\$5.96M
Total	\$84.90M



DETAILS ON PROPOSED FUNDING (THREE YEARS)

- A portion of the requested funding is to be used by NCTCOG staff to implement regional projects and programs.
- The balance will be passed through to other agencies in the region for pass-through
 - Direct pass-through
 - Indirect pass-through
- ~66% of funding will be pass-through to transportation entities

Category of Expenditure	M&O Funding Amount
NCTCOG-Implemented (staff time for three years)	\$28.47M
Pass-Through	\$56.43M (66%)
Direct Pass-Through (e.g., Vanpool, Signal Retiming)	\$39.69M
Indirect Pass-Through (e.g., Travel Survey, GoCarma)	\$16.74M
Total	\$84.90M



TIMELINE

Meeting/Task	Date
RTC Information	November 13, 2025
Public Involvement	November 2025
STTC Action	December 5, 2025
RTC Action	December 11, 2025



REQUESTED ACTION – FUNDING FOR 2027-2029 MANAGEMENT, OPERATIONS, AND AIR QUALITY PROGRAM

- RTC approval of:
 - Proposed projects and programs listed in Electronic Item 6.3
 - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate these changes

RTC Action Item – December 11, 2025



CONTACT US



Cody Derrick, Senior Transportation Planner

cderrick@nctcog.org | 817-608-2391



Brian Dell, Program Manager

bdell@nctcog.org | 817-704-5694



Christie Gotti, Senior Program Manager

cgotti@nctcog.org | 817-608-2338



TIP CODE	PROJECT DESCRIPTION	PROPOSED FUNDING SOURCE	PROPOSED MATCH SOURCE	PROPOSED NEW FUNDING ¹				COMMENTS	PASS THROUGH VS. STAFF TIME ²
				FY2027	FY2028	FY2029	Total		
11622.5	ONBOARD TRANSIT SURVEY, DATA COLLECTION, MODEL REFINEMENT PROGRAM; ANALYSIS OF TRANSIT PERFORMANCE IN REAL-TIME AND FORECAST FUTURE RIDERSHIP AMONGST THE THREE MAJOR TRANSIT AGENCIES; INCLUSION OF NON-MOTORIZED TRIPS IN THE REGIONAL TRAVEL MODEL; TRAVEL MODEL RECALIBRATION USING ROADWAY AND TRANSIT SURVEYS, INCLUDING MAINTENANCE AND DEVELOPMENT OF NEW MODELING TOOLS; INPUT/OUTPUT ECONOMIC MODEL; INCLUDES NCTCOG STAFF TIME	STBG	TDCs	\$0	\$0	\$500,000	\$500,000		S
				\$500,000	\$0	\$1,700,000	\$2,200,000		P
11657.3	AIR QUALITY PUBLIC EDUCATION AND OUTREACH PROGRAM; REGIONWIDE; IMPLEMENT STRATEGIC COMMUNICATION EFFORTS TO EDUCATE AND INFORM THE REGION ON TRANSPORTATION AND AIR QUALITY RELATED ISSUES, INCLUDING STRATEGIES FOR IMPROVEMENT, FUNDING OPPORTUNITIES, TRAINING INITIATIVES, AND NEW PROGRAMS/POLICIES; MAJOR EFFORTS WILL FOCUS ON TRANSPORTATION AND AIR QUALITY, PUBLIC OUTREACH, EDUCATION, AND ENGAGEMENT PROGRAMS	CMAQ	TDCs	\$0	\$700,000	\$1,350,000	\$2,050,000		S
				\$0	\$260,000	\$260,000	\$520,000		P
11892.4	NASJRB; PLANNING, ADMINISTRATION, AND IMPLEMENTATION OF NAVAL AIR STATION JOINT RESERVE BASE JOINT LAND USE DEVELOPMENT STUDY; AND REGIONAL MILITARY AND COMMUNITY COORDINATION AND IMPLEMENTATION	RTC Local	N/A	\$342,000	\$355,000	\$370,000	\$1,067,000		S
				\$11,000	\$11,000	\$11,000	\$33,000		P
11653.1	HIGH SPEED RAIL INITIATIVE; ADVANCED PLANNING AND ENGINEERING SUPPORT OF HIGH SPEED RAIL	RTR	N/A	\$0	\$250,000	\$250,000	\$500,000	RTR WEST SET ASIDE ACCOUNT 1 FUNDS PROPOSED	S
				\$300,000	\$0	\$0	\$300,000		S
11635.3	IMPLEMENTATION AND ADMINISTRATION OF AIR QUALITY AND TRANSPORTATION PROJECTS FUNDED WITH RTR FUNDS	RTR	N/A	\$620,000	\$585,000	\$585,000	\$1,790,000	RTR WEST SET ASIDE ACCOUNT 1 FUNDS PROPOSED	S
11655.2	REVENUE AND PROJECT TRACKING SYSTEM (RAPTS) TRACK, MONITOR, AND ASSESS REGIONAL TRANSPORTATION AND AIR QUALITY PROJECTS THROUGH THE RAPTS WEBSITE; INCLUDES SOFTWARE MAINTENANCE & NCTCOG STAFF TIME	STBG	TDCs	\$260,000	\$270,000	\$280,000	\$810,000		S

1: Funding Shown is the RTC Share (Projects with TDC Match are 100% Federal)

2: P) Pass Through Funds/Non-Staff S) Staff Time

TIP CODE	PROJECT DESCRIPTION	PROPOSED FUNDING SOURCE	PROPOSED MATCH SOURCE	PROPOSED NEW FUNDING ¹				COMMENTS	PASS THROUGH VS. STAFF TIME ²
				FY2027	FY2028	FY2029	Total		
16013	INTEGRATE RECENT STATE AND FEDERAL FUNDING INITIATIVES, DEVELOP INNOVATIVE STREAMLINED PROJECT DELIVERY FUNDING METHODS (INCLUDING ATS/CERTT PROGRAM AND LEGAL REVIEW), ADVANCE PROJECT TRACKING, AND CONTINUE TO MANAGE REGIONAL FUNDING EFFORTS; RESEARCHING, DEVELOPING, AND NEGOTIATING LEGAL MECHANISMS TO IMPLEMENT PROGRAMS	RTC Local	N/A	\$300,000	\$350,000	\$640,000	\$1,290,000	AUTOMATED TRANSPORTATION SYSTEM (ATS)/CERTIFICATION OF EMERGING AND RELIABLE TRANSPORTATION TECHNOLOGY (CERTT) MAYBE BROKEN OUT INTO A SEPARATE TIP PROJECT	S
11694.2	REGIONAL AIR QUALITY INITIATIVES; IDENTIFY AND IMPLEMENT INITIATIVES TO IMPROVE AIR QUALITY AND ATTAIN FEDERAL STANDARDS, INCLUDING STRATEGIES TO SUPPORT INCREASED ADOPTION OF ZERO-EMISSION AND OTHER LOW-EMISSION VEHICLES, IMPLEMENTATION AND EVALUATION OF NEW EMISSIONS-REDUCING TRANSPORTATION TECHNOLOGIES, DEVELOPMENT OF REGIONAL RESOURCES TO ADVANCE EMISSIONS-REDUCING EFFORTS (SUCH AS BEST PRACTICE GUIDES AND TEMPLATE POLICIES), AND COORDINATION EFFORTS ACROSS LOCAL STAKEHOLDERS	STBG	TDCs	\$0	\$1,950,000	\$3,150,000	\$5,100,000		S
11615.5	REGIONAL GEOSPATIAL IMAGERY: DATA COLLECTION/PLANNING; DATA COLLECTION/PLANNING COOPERATIVE DIGITAL AERIAL PHOTOGRAPHY DATA COLLECTION TO IMPROVE TRAVEL DEMAND MODEL, AND CORRIDOR ALIGNMENT PLANNING, AND TRACK POPULATION/EMPLOYMENT CHANGES, AND SUPPORT VARIOUS ADDITIONAL ANALYTICAL TRANSPN PLANNING ACTIVITIES	STBG	State	\$0	\$100,000	\$0	\$100,000		S
		STBG	State	\$0	\$1,900,000	\$0	\$1,900,000		P
11680.2	AUDIO/VISUAL EQUIPMENT NCTCOG OFFICES; REPLACEMENT, UPGRADE, AND MONITORING OF AUDIO/VIDEO EQUIPMENT IN THE TRANSPORTATION COUNCIL ROOM; WEB HOSTING SERVICES	RTC Local	N/A	\$0	\$200,000	\$0	\$200,000		P

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2: P) Pass Through Funds/Non-Staff S) Staff Time

TIP CODE	PROJECT DESCRIPTION	PROPOSED FUNDING SOURCE	PROPOSED MATCH SOURCE	PROPOSED NEW FUNDING ¹				COMMENTS	PASS THROUGH VS. STAFF TIME ²
				FY2027	FY2028	FY2029	Total		
11613.4	REGIONAL GOODS MOVEMENT/CORRIDOR STUDIES; CONDUCT GENERAL CORRIDOR STUDIES & PLANNING ACTIVITIES IN SUPPORT OF THE REGION'S GOOD MOVMT INCL NCTCOG STAFF TIME & CONSULTANT ASST TO ASSESS IMPACT OF TRUCK, RAIL, & OTHER FREIGHT; MOVMT DATA COLLECTION & ANALYSIS, SAFETY, COORD WITH PRIVATE SECTOR FREIGHT PARTNERS; MONITORING TRUCK LANE CORRIDORS, HAZMAT, ECON ANALYSIS, LAND USE COMPATIBILITY, PASSENGER & FREIGHT RAIL INTEGRATION, PUBLIC OUTREACH/EDUC & OVERSIGHT OF PARTNER IMPL PROJECTS & GRANT MANAGEMENT	STBG	TDCs	\$0	\$0	\$1,250,000	\$1,250,000		S
11650.2	TRANSPORTATION TECHNICAL SUPPORT; REGIONWIDE; TECHNICAL ASSISTANCE FOR DEVELOPING, MONITORING, ENVIRONMENTALLY APPROVING, AND IMPLEMENTING CORRIDOR STUDIES/PROJECTS ACCORDING TO CAPITAL ASSET MANAGEMENT PRINCIPLES	STBG	TDCs	\$0	\$1,125,000	\$1,400,000	\$2,525,000		S
11661.1	EXPEDITE SECTION 404 AND 408 PERMITS AND IMPLEMENT REGIONAL MITIGATION BANK	RTR	N/A	\$0	\$250,000	\$250,000	\$500,000	RTR WEST SET ASIDE ACCOUNT 1 FUNDS PROPOSED	P
20269.1	SIGNAGE AND STRIPING ASSESSMENT PROGRAM; INVENTORY SIGNAGE ALONG REGIONAL LIMITED ACCESS FREEWAYS TO MONITOR AND RECORD POORLY LOCATED OR INCORRECT SIGNAGE CONDITIONS THAT MAY CONTRIBUTE TO CONGESTION OR UNSAFE TRAFFIC CONDITIONS	RTR	N/A	\$150,000	\$150,000	\$150,000	\$450,000	RTR WEST SET ASIDE ACCOUNT 1 FUNDS PROPOSED	S
11633.5	PROGRAM OVERSIGHT COORDINATION & COMPLIANCE, INCLUDING DEPARTMENT STREAMLINING INITIATIVES, PROCUREMENT (EDUCATION, OUTREACH W/ POTENTIAL BIDDERS INCL WEB UPDATES), CONTRACT MGMT, ENHANCEMENT OF RESOURCES & COMPLIANCE W/ BUY AMERICA & DBE PRGM (INCL OUTREACH TO VENDORS, AND DEVELOPMENT OF PARTNERSHIP W/ REGIONAL & STATE CERT AGENCIES), & LEGAL (COORDINATION OF RTC POLICIES, EVALUATION, DEVELOPMENT, REGULATION OF LEGAL INSTRUMENTS TO IMPLEMENT MPO PROJECTS)	STBG	TDCs	\$200,000	\$250,000	\$275,000	\$725,000		S

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TIP CODE	PROJECT DESCRIPTION	PROPOSED FUNDING SOURCE	PROPOSED MATCH SOURCE	PROPOSED NEW FUNDING ¹				COMMENTS	PASS THROUGH VS. STAFF TIME ²
				FY2027	FY2028	FY2029	Total		
11647.4	LAND USE/TRANS & BIKE/PED INITIATIVES INCLUDES BICYCLE/PED PLANNING & PROGRAMMING, & TRANSIT ORIENTED DEVELOPMENT TECHNICAL ASSISTANCE, REGIONAL BIKE/PED SAFETY PROGRAM/LOOK OUT TEXANS, IMPL OF SUSTAINABLE DEV; COLLECT & ANALYZE DATA; SCHOOL SITING/LAND USE CONNECTIONS, SAFE ROUTES TO SCHOOL; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	STBG	TDCs	\$0	\$1,440,000	\$1,960,000	\$3,400,000		S
		STBG	TDCs	\$0	\$500,000	\$500,000	\$1,000,000		P
11692.2	REGIONAL PARKING MANAGEMENT TOOLS & STRATEGIES PROGRAM; CONDUCT DATA COLLECTION AND/OR PLANNING TO DEVELOP AND IMPLEMENT DATA DRIVEN TOOLS AND STRATEGIES TO SUPPORT PUBLIC SECTOR IN MANAGEMENT OF PARKING AT MULTIMODAL LOCATIONS	STBG	TDCs	\$0	\$240,000	\$250,000	\$490,000		S
14038.3	MANAGEMENT AND OVERSIGHT OF REGIONAL SAFETY PROGRAM; INCLUDING REGIONAL DATA TOOLS AND ANALYSIS, DRIVE AWARE NORTH TEXAS SAFETY CAMPAIGN, STRATEGIC TARGETING OF AGGRESSIVE DRIVING AND ROAD RAGE, INCLUDES CONSULTANT, NCTCOG STAFF TIME AND EQUIPMENT	STBG	TDCs	\$0	\$0	\$230,000	\$230,000		S
		STBG	TDCs	\$0	\$546,000	\$903,000	\$1,449,000		P
11663.4	IMPLEMENT TECHNOLOGY TO DETECT & VERIFY AUTO OCCUPANCY ON REGIONAL MANAGED LANE SYSTEM INCLUDING PUBLIC OUTREACH, EDUCATION, & INTEGRATION INTO EXISTING TOLLING SOFTWARE/HARDWARE; PROJECT INVOLVES CONSULTANT ASSISTANCE	STBG	TDCs	\$0	\$0	\$140,000	\$140,000		S
		STBG	TDCs	\$0	\$1,145,000	\$1,610,000	\$2,755,000		P
11186.7	FREEWAY/TRAFFIC INCIDENT MANAGEMENT PROGRAM INCLUDES TRAINING FOR AGENCY EXECUTIVES AND FIRST RESPONDERS, QUICK CLEARANCE CRASH RECONSTRUCTION TRAINING; TRAINING, EDUCATION, EQUIPMENT, AND SOFTWARE TO PROMOTE STRATEGIES TO MITIGATE TRAFFIC INCIDENTS, AND SAFE & QUICK CLEARANCES OF CRASHES; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	STBG	TDCs	\$225,000	\$250,000	\$250,000	\$725,000		S
		STBG	TDCs	\$1,500,000	\$2,000,000	\$500,000	\$4,000,000		P

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TIP CODE	PROJECT DESCRIPTION	PROPOSED FUNDING SOURCE	PROPOSED MATCH SOURCE	PROPOSED NEW FUNDING ¹				COMMENTS	PASS THROUGH VS. STAFF TIME ²
				FY2027	FY2028	FY2029	Total		
11678.1	DFW AUTOMATED VEHICLE WORK ZONE PROJECT (REGION-WIDE) ADVANCE HIGH-SPEED AUTOMATED VEHICLE PROGRAM AND IMPROVE ROADWAY SAFETY THROUGH THE IMPLEMENTATION OF WORK ZONE REPORTING FOR USE BY NAVIGATION SYSTEMS; PROJECT WILL CONVERT RAW WORK ZONE DATA INTO THE WORK ZONE DATA EXCHANGE (WZDX) SPECIFICATION DEVELOPED BY USDOT; ALL VEHICLES WILL BENEFIT FROM IMPROVED WORK ZONE REPORTING	STBG	TDCs	\$65,000	\$65,000	\$65,000	\$195,000		S
		STBG	TDCs	\$700,000	\$700,000	\$700,000	\$2,100,000		P
11691.2	IMPLEMENT AND OPERATE TRAVELER INFORMATION SYSTEM; DEVELOP CONCEPT OF OPERATIONS AND DEPLOYMENT OF TRANS SYS MANAGEMENT AND OPERATIONS DATA ENGINE TO IMPROVE OPERATIONAL EFFICIENCY ON THE REGION'S TRANSP NETWORK BY INTEGRATING DATA HUB SOURCES INCL REGIONAL TRAFFIC MANAGEMENT AND TRAVELER INFORMATION SYS; ITS DATA UPDATES AND COMPLIANCE; COORDINATION WITH REGIONAL PARTNERS ON INFORMATION SHARING AND AGREEMENT TRACKING; ADMINISTRATION OF MOBILITY ASSISTANCE PATROL; INCLUDES NCTCOG STAFF TIME	STBG	TDCs	\$0	\$0	\$200,000	\$200,000		S
		STBG	TDCs	\$0	\$1,150,000	\$1,700,000	\$2,850,000		P
11619.2	REGIONAL MOBILITY ASSISTANCE PATROL; MOBILITY ASSISTANCE PATROL THAT PROVIDES ASSISTANCE TO STRANDED MOTORISTS DUE TO VEHICLE PROBLEMS OR NON INJURY ACCIDENTS (DALLAS AND FORT WORTH DISTRICTS)	STBG	State	\$2,470,019	\$2,674,274	\$2,774,909	\$7,919,202	ONLY THE RTC SHARE IS REFLECTED; NCTCOG IS SEEKING TO CONTINUE THE EXISTING 75%, 25% FUNDING PARTNERSHIP WITH THE TEXAS TRANSPORTATION COMMISSION (TTC)/TxDOT VIA A 2027 UNIFIED TRANSPORTATION PROGRAM (UTP) REQUEST	P
11618.3		STBG	State	\$4,657,200	\$4,820,400	\$4,989,000	\$14,466,600		P
11616.2	REGIONAL TRAFFIC SIGNAL RETIMING PROJECT; DEVELOP & IMPLEMENT TRAFFIC SIGNAL COORDINATION IN THE DFW NONATTAINMENT AREA INCLUDES IMPROVING SIGNAL OPERATION AND PROGRESSION THROUGH TRAFFIC SIGNAL RETIMING, EQUIPMENT AND IMPLEMENTATION, AND EVALUATION OF THE RESULTANT IMPROVEMENTS; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	CMAQ	TDCs	\$400,000	\$450,000	\$450,000	\$1,300,000		S
		CMAQ	TDCs	\$3,100,000	\$3,200,000	\$3,300,000	\$9,600,000		P

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TIP CODE	PROJECT DESCRIPTION	PROPOSED FUNDING SOURCE	PROPOSED MATCH SOURCE	PROPOSED NEW FUNDING ¹				COMMENTS	PASS THROUGH VS. STAFF TIME ²																														
				FY2027	FY2028	FY2029	Total																																
11612.4	REGION-WIDE EMPLOYER TRIP REDUCTION PROGRAM (ETR); TRACK AND IMPLEMENT ETR STRATEGIES THROUGH COMMUTER/EMPLOYER OUTREACH; MANAGEMENT/OVERSIGHT OF TRY PARKINGIT.COM; PERFORMANCE MONITORING/REPORTING; MAINTAIN/UPDATE THE TDM TOOLKIT, TRIP REDUCTION MANUAL FOR EMPLOYERS, OUTREACH MATERIALS; MANAGED LANE REIMBURSEMENT; REGIONAL VANPOOL PROGRAM FOR EASTERN AND WESTERN SUBREGION; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	STBG	TDCs	\$0	\$350,000	\$670,000	\$1,020,000		S																														
			TDCs	\$0	\$905,000	\$1,030,000	\$1,935,000		P																														
11888	UNMANNED AIRCRAFT SYSTEM PLANNING AND IMPLEMENTATION (ORDINANCES, LAND USE SUPPORT, NCTCOG VARIOUS AVIATION SUPPORT, INTEGRATED SYSTEMS USE SUPPORT, OUTREACH, AND EDUCATION); UNCREWED AIRCRAFT SYSTEM TASK FORCE AND COORDINATION; ADVANCED AIR MOBILITY INTEGRATION; REGIONAL AVIATION SYSTEM PLANNING; AVIATION EDUCATION INITIATIVE	RTC Local	N/A	\$770,000	\$770,000	\$770,000	\$2,310,000		S																														
11639.2	DCTA VANPOOL; OPERATE A VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE	STBG	Local	\$900,000	\$1,000,000	\$1,100,000	\$3,000,000	FUNDING REQUEST REFLECTS 45% PUBLIC SECTOR SHARE IN FY2027-2028, AND 50% SHARE IN FY2029	P																														
			Subtotal	\$17,470,219	\$30,911,674	\$36,512,909	\$84,894,802																																
Financial Summary																																							
Funding Source																																							
Existing Projects Proposed for Additional Funds																																							
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Pass Through Vs. Staff Time Summary																																							
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MTP POLICY BUNDLE

Regional Transportation Council

December 11, 2025

MTP POLICY BUNDLE: SWEAT EQUITY TO REDUCE LOCAL FUNDING OBLIGATIONS

-  Set of policies from the MTP
-  Voluntary participation
-  Advances regional priorities like safety, air quality, transit
-  Rewards qualifying entities with TDCs

TRANSPORTATION DEVELOPMENT CREDITS

-  Toll road investment ~a decade ago incentivized by federal government   Regional pot of TDCs available for use in the Policy Bundle Program
-  Substitute for required local match for federal projects   Frees up local cash to use for other priorities

HISTORY

2016 | Round 1 • 11 awardees

2017 | Round 2 • 15 awardees

2018 | Round 3 • 14 awardees

2020 | Round 4 • 22 awardees

2023 | Round 5 • 16 awardees

Evolution over time from documenting actions already taken to encouraging outcome-based implementation

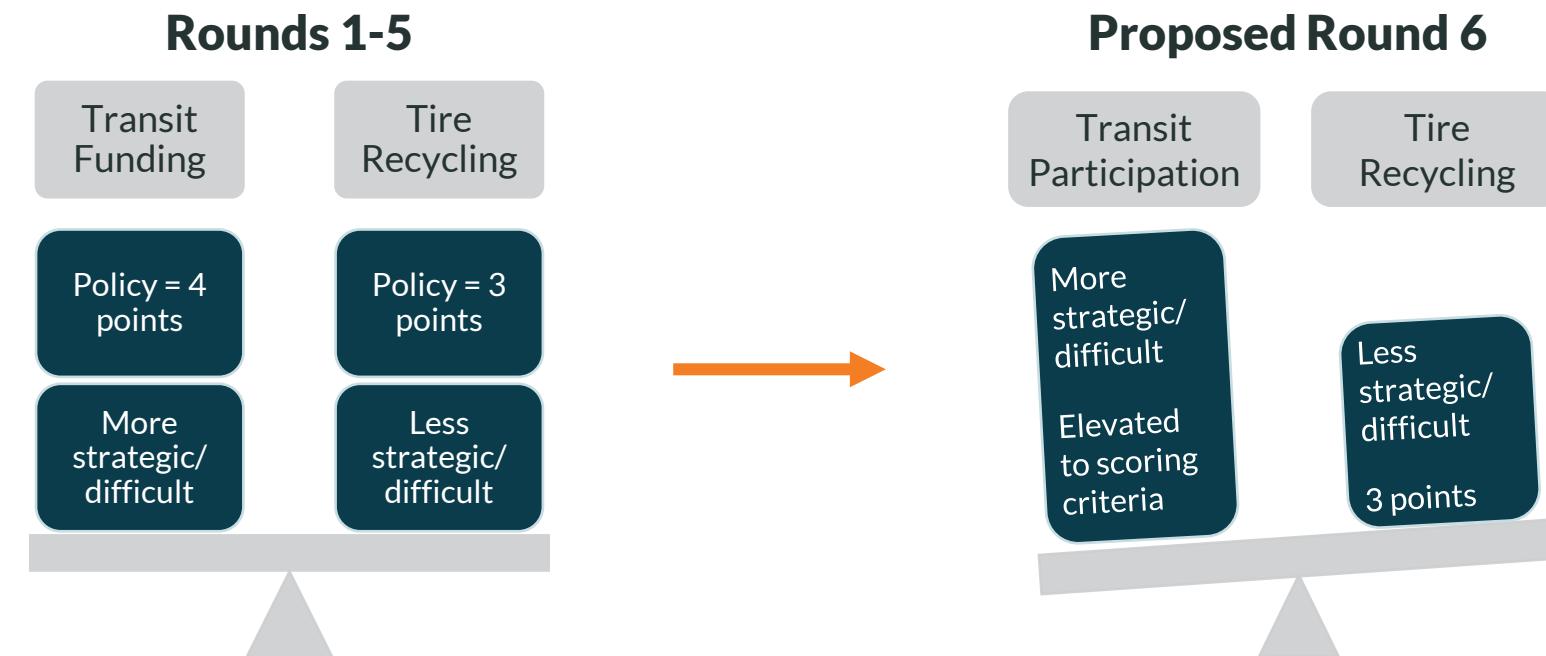
Biennial program:

Round 6 =
30 million TDCs over
two-year period

LESSONS FROM PRIOR ROUNDS

In Rounds 1-5, policies weighted the same despite large variation in difficulty levels or priority

EXAMPLE



TRANSIT 2.0 DIRECTION

- Transit 2.0 Conclusion: Policy Bundle underutilized as a transit incentive
- Consultant Recommendation: Increase incentives for transit-supportive actions (transit funding, land use)

DRAFT POLICY LIST - ROUND 6

Air Quality & Environment

Clean Fleet

Tire Recycling

Idling Restrictions

Stormwater

Air Quality Improvement Plan

Technology & Innovation

ITS Integration

Advanced Air Mobility

Uncrewed Aircraft Systems

Safety & Multimodal Transportation

Roadway Safety

Transit Partnerships

Railroad Safety

Traffic Incident Management

Asset Management

Regional Trip Reduction

Cities Providing Transit

Land Use & Development

School Access & Siting

Street Connectivity

Freight-Oriented Development

Land Use Strategies

Parking Management

Strategic Density

EXPANDED OPTIONS FOR TRANSIT AUTHORITIES AND THEIR MEMBER CITIES

Air Quality & Environment

Clean Fleet

Tire Recycling

Idling Restrictions

Stormwater

Air Quality Improvement Plan

Technology & Innovation

ITS Integration

Advanced Air Mobility

Uncrewed Aircraft Systems

Safety & Multimodal Transportation

Roadway Safety

Transit Partnerships

Railroad Safety

Traffic Incident Management

Asset Management

Regional Trip Reduction

Cities Providing Transit

Land Use & Development

School Access & Siting

Street Connectivity

Freight-Oriented Development

Land Use Strategies

Parking Management

Strategic Density

TRANSIT AUTHORITY SCORING



6 policies
needed to
qualify

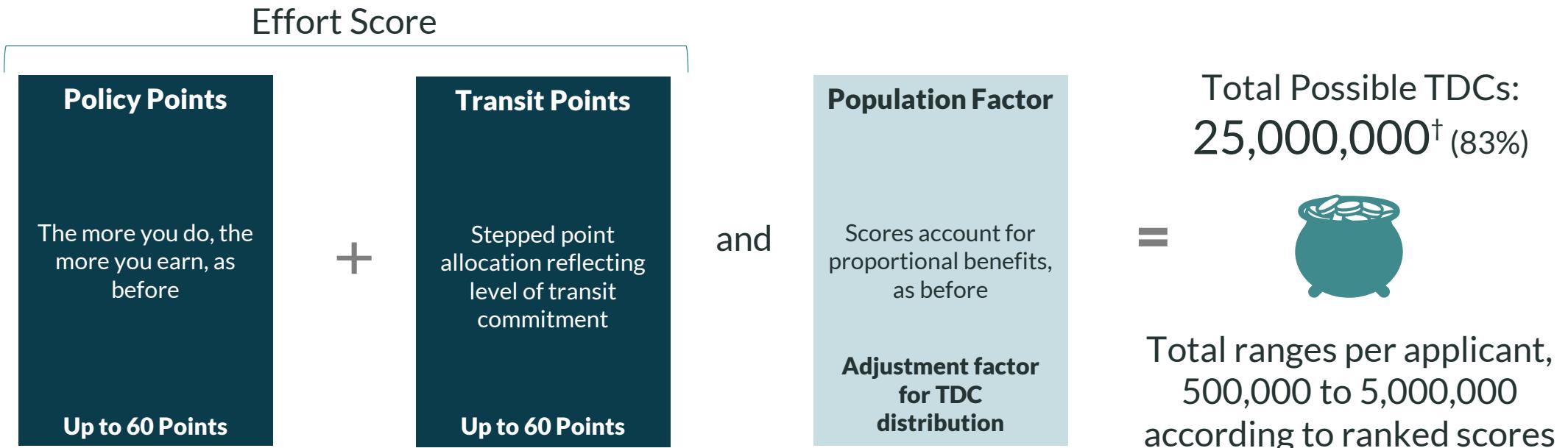
Transit Authority Size	Maximum TDC Award
Small (DCTA)	1,000,000
Medium (Trinity Metro)	1,500,000
Large (DART)	2,500,000

Total Possible TDCs:
5,000,000 (17%)



Unallocated awards from
this pot become available
to cities

PROPOSED SCORING STRUCTURE: TRANSIT PARTICIPATION AS A FACTOR



CITY SCORING: TRANSIT POINTS

Transit Status	Example City	Points
None		0
Contract Service (Other than Transit Authority)		Earn points in policy list
Local Government Corporation (LGC) (Small Amount)/ Small Contract with Authority	Frisco	10
LGC 3/8 Cent	Grapevine	30
1/2 Cent Cities	Fort Worth, Denton	40
Full Transit (1 Cent Cities)	Dallas	60

CITIES PROVIDING TRANSIT ON THEIR OWN

(MAXIMUM 10 POINTS; APPLY IN POLICY BUNDLE)

Service Level	Points
Qualified Person Only Service (Elderly, Disabled, etc.)	5
General Access Contract Service (Third-Party)	10

EXAMPLE SCORES AND AWARDS

SAMPLE

Name	Population	Transit	Policy	TDCs
Dallas	1,385,989	60	49	3,900,000
Fort Worth	1,033,932	40	37	2,900,000
Plano	299,262	60	45	2,200,000
Irving	266,162	60	31	2,000,000
Lewisville	140,880	40	34	1,500,000
Farmers Branch	40,246	60	22	1,500,000
North Richland Hills	74,859	30	37	1,300,000
Arlington	413,955	0	31	1,100,000
Frisco	235,615	10	34	1,100,000
Grapevine	52,346	30	15	900,000
Mesquite	157,436	0	27	700,000
Grand Prairie	215,210	0	19	600,000
Other Cities (4)	-	-	-	5,300,000
Total:				25,000,000

SCHEDULE

2025 Activities

Date	Item
October 24	STTC (<i>Information</i>)
November 13	RTC Transit Vision Subcommittee (<i>Information</i>) RTC (<i>Information</i>) - Item Delayed to Next Meeting
December 6	STTC (<i>Action</i>)
December 11	RTC (<i>Information</i>)

2026 Activities

Date	Item
January 8, 2026	RTC (<i>Action</i>)
January – February	Policy list available for review
March	Round 6 opens
April	Early deadline
May	Final deadline
June	Application scoring and notification
July	STTC - awards (<i>Information</i>)
August	RTC - awards (<i>Information</i>) STTC - awards (<i>Action</i>)
September	RTC - awards (<i>Action</i>)
October	Round 6 TDCs available for use by awardees

CONTACT US



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REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2)
STATUS UPDATE

TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	PRIOR EST. START DATE	NEW EST./ ACTUAL START DATE	FEBRUARY 2021 RECOMMENDATION	JUNE 2025 COMMENTS	JUNE 2025 RISK RATING	DECEMBER 2025 COMMENTS	DECEMBER 2025 RISK RATING
PROJECTS AGENCIES COMMITTED TO IMPLEMENT BY END OF CY2025														
11263.2	0902-48-645	HALTOM CITY	HALTOM CITY	UNION PACIFIC RAILROAD CROSSING AT NORTH HALTOM ROAD AND GLENVIEW DRIVE	INSTALL NON-TRANSVERSABLE MEDIANAS ON NORTH HALTOM AND NON-TRANSVERSABLE MEDIANAS AND OFF-SETTING FOUR QUADRANT GATES AT GLENVIEW DR	\$550,000	LOCAL CONTRIBUTION, 7, 12S	10/2020	12/2025 40/2020	FUNDING HAS BEEN OBLIGATED AND WORK AT ONE LOCATION (HALTOM ROAD) STARTED IN OCTOBER 2020; WORK AT THE OTHER LOCATION (GLENVIEW) IS PENDING APPROVAL BY UNION PACIFIC	A CONTRACT WAS AWARDED AND WORK HAS BEGUN AT GLENVIEW CROSSING; CONCURRENT CONSTRUCTION BY UPRR AT GLENVIEW CROSSING TO INSTALL SIGNAL DEVICES REQUIRED TO COMPLETE THE QUIET ZONE IS ONGOING; UP APPROVAL OF DESIGN AT HALTOM ROAD LOCATION IS PENDING; CITY HAS ADDRESSED UP DESIGN COMMENTS AND RESUBMITTED FOR UP REVIEW	<u>MEDIUM RISK</u>	CONSTRUCTION IS NEARING COMPLETION AT GLENVIEW CROSSING; CONCURRENT CONSTRUCTION BY UPRR AT GLENVIEW CROSSING TO INSTALL SIGNAL DEVICES REQUIRED TO COMPLETE THE QUIET ZONE WILL BE FINISHED AFTER THE COMPLETION OF UTILITY RELOCATIONS AT THE CROSSING; UP APPROVAL OF DESIGN AT HALTOM ROAD LOCATION IS PENDING AND CITY EXPECTS TO ADVERTISE PROJECT FOR CONSTRUCTION BIDS BY END OF <u>DECEMBER</u> OCTOBER 2025 (CURRENT LETTING DEADLINE OF DECEMBER 2025)	<u>HIGH RISK</u>
PROJECTS AGENCIES COMMITTED TO IMPLEMENT BY END OF CY2026														
11572	0902-48-579	TXDOT FORT WORTH	VARIOUS	US 81/US 287 AT FM 3479/HARMON ROAD/NORTH TARRANT PARKWAY	CONSTRUCT NORTH TARRANT PARKWAY OVER US 81 WITH TURNAROUND ON EASTSIDE; CONSTRUCT HARMON RD OVER US 287	\$25,681,329	CAT 2M, STBG, LOCAL CONTRIBUTION	01/2023	08/2026 05/2025 40/2023 1/2027	RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY2023	ENVIRONMENTAL CLEARANCE RECEIVED FEBRUARY 2025; RIGHT-OF-WAY ACQUISITION IS UNDERWAY AND EXPECTED TO BE CLEARED JUNE 2025; UTILITY RELOCATIONS AWAITING ACQUISITION OF TWO PARCELS THROUGH EMINENT DOMAIN BEFORE IT CAN BEGIN	<u>MEDIUM RISK</u>	RIGHT-OF-WAY ACQUISITION IS UNDERWAY AND EXPECTED TO BE CLEARED AUGUST 2026; CURRENT LETTING DEADLINE OF DECEMBER 2026	<u>MEDIUM RISK</u>
53029	0014-15-033	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W	RECONSTRUCT 2 TO 2 LANE NORTHBOUND FRONTAGE ROAD	\$11,470,000	SW PE, SW ROW, CAT 2M, STBG	01/2023	08/2026 05/2025 40/2023 1/2027	RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY2023	ENVIRONMENTAL CLEARANCE RECEIVED FEBRUARY 2025; RIGHT-OF-WAY ACQUISITION IS UNDERWAY AND EXPECTED TO BE CLEARED JUNE 2025; UTILITY RELOCATIONS AWAITING ACQUISITION OF TWO PARCELS THROUGH EMINENT DOMAIN BEFORE IT CAN BEGIN	<u>MEDIUM RISK</u>	RIGHT-OF-WAY ACQUISITION IS UNDERWAY AND EXPECTED TO BE CLEARED AUGUST 2026; CURRENT LETTING DEADLINE OF DECEMBER 2026	<u>MEDIUM RISK</u>
53030	0014-15-034	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W	RECONSTRUCT 2 LANE ONE WAY TO 2 LANE ONE WAY SOUTHBOUND FRONTAGE ROAD	\$21,596,000	SW PE, SW ROW, CAT 2M, STBG	01/2023	08/2026 05/2025 40/2023 1/2027	RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY2023	ENVIRONMENTAL CLEARANCE RECEIVED FEBRUARY 2025; RIGHT-OF-WAY ACQUISITION IS UNDERWAY AND EXPECTED TO BE CLEARED JUNE 2025; UTILITY RELOCATIONS AWAITING ACQUISITION OF TWO PARCELS THROUGH EMINENT DOMAIN BEFORE IT CAN BEGIN	<u>MEDIUM RISK</u>	RIGHT-OF-WAY ACQUISITION IS UNDERWAY AND EXPECTED TO BE CLEARED AUGUST 2026; CURRENT LETTING DEADLINE OF DECEMBER 2026	<u>MEDIUM RISK</u>
53031	0014-15-035	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W	RECONSTRUCT NB AND SB EXIT RAMP TO HARMON ROAD/NORTH TARRANT PARKWAY AND SB ENTRANCE RAMP FROM HARMON ROAD	\$2,338,179	SW PE, CAT 2M	01/2023	08/2026 05/2025 40/2023 1/2027	CONFIRM FUNDING IN FY2023	ENVIRONMENTAL CLEARANCE RECEIVED FEBRUARY 2025; RIGHT-OF-WAY ACQUISITION IS UNDERWAY AND EXPECTED TO BE CLEARED JUNE 2025; UTILITY RELOCATIONS AWAITING ACQUISITION OF TWO PARCELS THROUGH EMINENT DOMAIN BEFORE IT CAN BEGIN	<u>MEDIUM RISK</u>	RIGHT-OF-WAY ACQUISITION IS UNDERWAY AND EXPECTED TO BE CLEARED AUGUST 2026; CURRENT LETTING DEADLINE OF DECEMBER 2026	<u>MEDIUM RISK</u>
53032	0014-15-036	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF FM 3479 TO NORTH OF IH 35W INTERCHANGE	CONSTRUCT AUXILIARY LANE FROM NORTHBOUND EXIT TO NORTH TARRANT PARKWAY; AUXILIARY LANE FOR SOUTHBOUND ENTRANCE FROM NORTH TARRANT PKWY	\$19,356,480	SW PE, CAT 2M	01/2023	08/2026 05/2025 40/2023 1/2027	CONFIRM FUNDING IN FY2023	ENVIRONMENTAL CLEARANCE RECEIVED FEBRUARY 2025; RIGHT-OF-WAY ACQUISITION IS UNDERWAY AND EXPECTED TO BE CLEARED JUNE 2025; UTILITY RELOCATIONS AWAITING ACQUISITION OF TWO PARCELS THROUGH EMINENT DOMAIN BEFORE IT CAN BEGIN	<u>MEDIUM RISK</u>	RIGHT-OF-WAY ACQUISITION IS UNDERWAY AND EXPECTED TO BE CLEARED AUGUST 2026; CURRENT LETTING DEADLINE OF DECEMBER 2026	<u>MEDIUM RISK</u>
PROJECTS AGENCIES COMMITTED TO IMPLEMENT BY END OF FY2027														
20115	0081-03-047	TXDOT DALLAS	ARGYLE	US 377 FROM SOUTH OF FM 1171 TO CRAWFORD ROAD	RECONSTRUCT AND WIDEN ROADWAY FROM 2 LANE RURAL TO 4 LANE DIVIDED URBAN <u>WITH NEW SIDEWALKS, TURN LANES, A TEXAS U-TURN, NEW SIGNAL INSTALLATION WITH RETIMING, AND A GRADE SEPARATED INTERCHANGE</u>	\$212,015,095	CAT 2M, CAT 4, <u>CMAQ</u> , SW PE, SW ROW, LOCAL CONTRIBUTION	09/2024	<u>05/2026</u> 09/2027 42/2023 09/2024	KEEP PROJECT IN APPENDIX D (ENVIRONMENTAL CLEARANCE SECTION OF TIP) UNTIL FUNDING IS SECURED	UTILITY RELOCATIONS ARE ONGOING AND EXPECTED TO BE CLEARED BY SEPTEMBER 2025; TXDOT THINKS CONSTRUCTION COULD BE ACCELERATED INTO FY2026	<u>LOW RISK</u>	UTILITY RELOCATIONS ARE ONGOING AND EXPECTED TO BE CLEARED BY <u>MAY 2026</u> SEPTEMBER 2027; LETTING DEADLINE OF SEPTEMBER 2027	<u>LOW RISK</u>
TOTAL FUNDING					\$293,007,083									

**REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2)
STATUS UPDATE**

TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	PRIOR EST. START DATE	NEW EST./ ACTUAL START DATE	DECEMBER 2025 COMMENTS	DECEMBER 2025 RISK RATING
20066	2374-03-074	TXDOT DALLAS	DALLAS	IH 20 AT BONNIE VIEW RD	IMPROVE APPROACH, WIDEN BRIDGE TO ADD TURN LANES, AND REPLACE TRAFFIC SIGNAL SYSTEM	\$3,876,525	STBG, LOCAL CONTRIBUTION	05/2021	05/2021 (ACTUAL)	PROJECT COMPLETED MAY 2023	N/A (PROJECT HAS LET)
20261.2	0918-47-297	MESQUITE	MESQUITE	MGR TRAIL AT MESQUITE CITY LIMITS NEAR DUCK CREEK TO MESQUITE HERITAGE TRAIL NEAR NORTHWEST DR	CONSTRUCT NEW HIKE/BIKE TRAIL FROM MESQUITE HERITAGE TRAIL TO CONNECTING MGR TRAIL IN GARLAND; CONNECTS ACROSS IH 30 AND DUCK CREEK	\$827,115	RTR, LOCAL CONTRIBUTION	09/2021	07/2021 (ACTUAL)	PROJECT COMPLETED MAY 2022	N/A (PROJECT HAS LET)
20113	0918-46-240	LEWISVILLE	LEWISVILLE	CORPORATE DRIVE FROM FM 544 TO JOSEY LANE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 6	\$19,164,449	RTR	12/2022	12/2021 (ACTUAL) 10/2021-07/2024	<u>PROJECT COMPLETED FEBRUARY 2025</u>	N/A (PROJECT HAS LET)
20213	0918-47-051	DALLAS COUNTY	GRAND PRAIRIE	WILDLIFE PARKWAY FROM SH 161 TO BELT LINE RD	CONSTRUCT 0/2 LANE RURAL TO 2/4 LANE DIVIDED INCLUDING BRIDGE OVER TRINITY RIVER	\$54,575,908	RTR, LOCAL CONTRIBUTION	06/2022	01/2022 (ACTUAL) 11/2021-08/2022		N/A (PROJECT HAS LET)
20240	0918-47-027	DALLAS	DALLAS	COLLECTIVE MIXED USE DEVELOPMENT	BICYCLE LANES, SIDEWALKS, PEDESTRIAN AND INTERSECTION IMPROVEMENTS BOUNDED BY FORT WORTH AVE, BAHAMA DR, IH 30, AND PLYMOUTH ROAD; AND CONNECTION TO COOMBS CREEK TRAIL ALONG PLYMOUTH RD	\$2,482,813	RTR	06/2021	01/2022 (ACTUAL) 12/2021-09/2021	<u>PROJECT COMPLETED AUGUST 2025</u>	N/A (PROJECT HAS LET)
11237.2	0918-45-812	IRVING	IRVING	CONFLANS RD FROM SH 161 TO VALLEY VIEW LANE	CONSTRUCT 0 TO 4 LANE DIVIDED FACILITY WITH NEW SIDEWALKS AND SHARED USE PATH	\$30,708,329	STBG, LOCAL CONTRIBUTION	03/2022	01/2023 (ACTUAL) 08/2022-06/2022-03/2022	<u>PROJECT COMPLETED AUGUST 2025</u>	N/A (PROJECT HAS LET)
11734	0902-90-034	DFW AIRPORT	VARIOUS	EAST-WEST CONNECTOR FROM SH 360 TO INTERNATIONAL PARKWAY	CONSTRUCTION OF EAST-WEST CONNECTOR FROM 0 TO 2 LANES UNDIVIDED URBAN WITH INTERSECTIONS AT SH 360, 20TH AVE, AND RENTAL CAR DRIVE (ULTIMATE BUILD OUT 2 TO 4 LANES DIVIDED)	\$46,115,637	STBG, LOCAL CONTRIBUTION	12/2023	02/2023 (ACTUAL) 11/2022-06/2022-12/2022-05/2022		N/A (PROJECT HAS LET)

**REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2)
STATUS UPDATE**

TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	PRIOR EST. START DATE	NEW EST./ ACTUAL START DATE	DECEMBER 2025 COMMENTS	DECEMBER 2025 RISK RATING
20060	0918-24-154	PLANO	PLANO	LEGACY DRIVE FROM INDEPENDENCE PARKWAY TO K AVENUE	ADD RIGHT TURN LANES AND DUAL LEFT TURN LANES	\$2,015,500	RTR, LOCAL CONTRIBUTION	05/2021	06/2023 (ACTUAL) 07/2021 (ACTUAL)	PROJECT COMPLETED JULY 2025	N/A (PROJECT HAS LET)
20131	0918-46-236	LEWISVILLE	LEWISVILLE	CORPORATE DRIVE FROM ELM FORK TRINITY RIVER BRIDGE TO DGNO RR	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 2	\$11,812,679	RTR, LOCAL CONTRIBUTION	12/2022	10/2023 (ACTUAL) 09/2022 05/2022 12/2022		N/A (PROJECT HAS LET)
20152	0918-46-237	LEWISVILLE	LEWISVILLE	CORPORATE DRIVE AT ELM FORK TRINITY RIVER BRIDGE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 3	\$21,844,715	RTR, LOCAL CONTRIBUTION	12/2022	11/2023 (ACTUAL) 03/2023 09/2022 05/2022 12/2022		N/A (PROJECT HAS LET)
20084	0047-14-053	TXDOT DALLAS	VARIOUS	US 75 FROM NORTH OF CR 370 TO CR 375 (GRAYSON COUNTY LINE)	RECONSTRUCT AND WIDEN FROM 4 LANE TO 6 LANE FREEWAY AND RECONSTRUCT EXISTING 4 LANE TO 4/6 LANE FRONAGE ROADS	\$91,604,860	SW PE, S102, 4, 12	09/2023	01/2024 (ACTUAL) 12/2023 09/2023		N/A (PROJECT HAS LET)
20108	0918-46-238	LEWISVILLE	LEWISVILLE	CORPORATE DR FROM HOLFORD'S PRAIRIE RD TO ELM FORK TRINITY RIVER BRIDGE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 4	\$15,502,609	RTR, LOCAL CONTRIBUTION	12/2022	03/2024 (ACTUAL) 04/2024-03/2023 01/2023 12/2022		N/A (PROJECT HAS LET)
20111	0918-46-239	LEWISVILLE	LEWISVILLE	CORPORATE DR FROM HOLFORD'S PRAIRIE RD TO FM 2281	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 5	\$6,843,921	RTR, LOCAL CONTRIBUTION	12/2022	03/2024 (ACTUAL) 04/2024-03/2023 01/2023 12/2022		N/A (PROJECT HAS LET)
11726.4	0918-47-168	DALLAS COUNTY	DALLAS	RIVERFRONT BLVD FROM CADIZ STREET TO JUSTICE CENTER WAY	RECONSTRUCT 6/8 LANE TO 6 LANE WITH BIKE/PEDESTRIAN IMPROVEMENTS AND INTERSECTION IMPROVEMENTS	\$76,775,511	RTR, LOCAL CONTRIBUTION	06/2022	09/2024 (ACTUAL) 10/2023 09/2022 08/2022		N/A (PROJECT HAS LET)
TOTAL FUNDING					\$384,150,571						

REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2)
STATUS UPDATE

TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	COMMENTS
83129.1	0000-18-030	FLOWER MOUND	FLOWER MOUND	DENTON CREEK BLVD AT GRAHAM BRANCH	BUILD NEW LOCATION 0 TO 4 LANE BRIDGE	\$0 \$7,000,000	LOCAL CONTRIBUTION	PROJECT REMOVED FROM THE TIP THROUGH 2023-2026 TIP DEVELOPMENT AT THE REQUEST OF THE TOWN OF FLOWER MOUND
82384	0000-18-019	FLOWER MOUND	FLOWER MOUND	KIRKPATRICK LN (PHASE III) FROM FM 1171 TO BELLAIRE BLVD	CONSTRUCT 0 TO 4 LANE ROADWAY	\$0 \$9,500,000	LOCAL CONTRIBUTION	PROJECT REMOVED FROM THE TIP THROUGH 2023-2026 TIP DEVELOPMENT AT THE REQUEST OF THE TOWN OF FLOWER MOUND
53079	0902-50-104	BURLESON	BURLESON	ALSBURY FROM HULEN ST TO CR 1020 (APPROXIMATELY 0.2 MILES)	CONSTRUCTION OF A 4 LANE EXTENSION OF ALSBURY BOULEVARD	\$0 \$1,287,880	CAT 10 (CONGRESSIONAL EARMARK), LOCAL CONTRIBUTION	EARMARK FUNDS WERE REMOVED FROM THE PROJECT DURING 2023-2026 TIP DEVELOPMENT

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2025

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ORIGINAL START DATE	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
25022	0902-90-050	FORT WORTH	FORT WORTH	C	VA	CENTERPOINT TRAIL PHASE 1A FROM ARLINGTON RIVER LEGACY TRAIL	TRINITY RAILWAY EXPRESS (TRE) CENTREPORT RAIL STATION	CONSTRUCT SHARED-USE PATH (TRAIL) FROM THE ARLINGTON RIVER LEGACY TRAIL TO CENTREPORT RAIL STATION; PRELIMINARY ENGINEERING FOR CONNECTION TO MIKE LEWIS TRAIL	\$0	\$0	\$0	\$0	\$2,800,000	02/2025	09/2023 (ACTUAL)	OBLIGATED (2025)	CMAQ FUNDING WAS OBLIGATED FOR CONSTRUCTION INSTEAD OF ENGINEERING
55312	0365-03-053	TXDOT-FORT WORTH	FORT WORTH	C	SH 171	US 377	SH 174	REHABILITATE 2 TO 2 LANE ROADWAY AND CONSTRUCT TURN LANES	\$1,600,000	\$400,000	\$0	\$2,000,000	\$1,317,985	02/2025	02/2025 (ACTUAL)	OBLIGATED (2025)	
14032.2	0442-02-161	TXDOT-DALLAS	DALLAS	C	IH 35E	AT BEAR CREEK ROAD		CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING RECONSTRUCTING EXISTING 4 LANE CONTINUOUS TO 4 LANE CONTINUOUS FRONTRAGE ROADS WITH THE ADDITION OF A TEXAS U-TURN AND SIDEWALKS	\$5,805,916	\$1,451,479	\$0	\$7,257,395	\$5,805,916	08/2022	03/2025 (ACTUAL)	OBLIGATED (2025)	PROJECT ADVANCED INTO FY2025
14089	0092-04-077	TXDOT-DALLAS	DALLAS	C	IH 45	AT SH 34/ENNIS AVE		CONSTRUCT TEXAS U-TURNS, LEFT TURN LANES, AND TRAFFIC SIGNAL IMPROVEMENTS/RETIMING	\$5,962,940	\$1,490,735	\$0	\$7,453,675	\$7,425,171	09/2023	03/2025 (ACTUAL)	OBLIGATED (2025)	
21067	2681-01-027	TXDOT-DALLAS	DALLAS	C	FM 2499	AT FM 407 (JUSTIN ROAD)		CONSTRUCT DUAL LEFT TURN LANES ON EASTBOUND, WESTBOUND, AND SOUTHBOUND APPROACHES; CONSTRUCT ADDITIONAL THROUGH LANE NORTHBOUND; RECONFIGURE SIGNALIZATION	\$600,000	\$150,000	\$0	\$750,000	\$600,000	06/2024	03/2025 (ACTUAL)	OBLIGATED (2025)	
25002.3	1068-04-182	TXDOT-DALLAS	DALLAS	C	IH 30	MACARTHUR BLVD	BELT LINE RD	INSTALL NEW DYNAMIC MESSAGE SIGN	\$456,342	\$114,085	\$0	\$570,427	\$585,550	03/2025	03/2025 (ACTUAL)	OBLIGATED (2025)	
11684.8	0902-90-262	ARLINGTON	FORT WORTH	T	VA	DOWNTOWN ARLINGTON AND UNIVERSITY OF TEXAS AT ARLINGTON CAMPUS		EXPAND ON-DEMAND, SHARED RIDE SERVICE AND EQUIP VEHICLES WITH TELEOPERATIONS AND FIRST RESPONDER V2X COMMUNICATION DEVICES, INCLUDING BEFORE AND AFTER DATA COLLECTION AND REPORTING	\$1,013,333	\$0	\$0	\$1,013,333	\$1,013,333	10/2024	05/2025 (ACTUAL) 02/2025	OBLIGATED (2025)	FUNDS HAVE TRANSFERRED (MAY 2025)
21024	0718-02-076	TXDOT-FORT WORTH	FORT WORTH	C	FM 156	AT INDUSTRIAL BLVD		CONSTRUCT INTERSECTION IMPROVEMENTS, INCLUDING LEFT AND RIGHT TURN LANES, AND SIDEWALKS	\$2,400,000	\$600,000	\$0	\$3,000,000	\$2,400,000	09/2022	05/2025 (ACTUAL) 06/2025	OBLIGATED (2025)	
25036	1068-04-176	GRAND PRAIRIE	DALLAS	C	IH 30	MACARTHUR	SH 161	INSTALLATION OF NEW DYNAMIC MESSAGE SIGNS AND NEW CCTV CAMERAS	\$288,596	\$72,149	\$0	\$360,745	\$288,596	05/2023	05/2025 (ACTUAL)	OBLIGATED (2025)	ADDITIONAL FUNDING FOR PROJECT ALREADY OBLIGATED
25104.1	0918-47-475	NCTCOG	DALLAS	T	VA	SOUTH DALLAS IMPROVED BICYCLE/PEDESTRIAN ROUTES TO RAIL AND TRANSIT TECHNOLOGY UPGRADES	BOUNDED BY BOTHAM JEAN BLVD TO THE NORTH, IH 45 TO THE EAST, IH 20 TO THE SOUTH, IH 35E TO THE WEST	CONSTRUCT NEW SIDEWALKS, BIKE TRAIL, PEDESTRIAN SAFETY COUNTERMEASURES, AND LANDSCAPING AND TRANSIT SUPPORTIVE INFRASTRUCTURE AND TECHNOLOGY NEAR DART BUS STOPS AND EAST OAK CLIFF BLUE LINE STATIONS INCLUDES NCTCOG STAFF TIME AND CONST MANAGEMENT FEES	\$5,000,000	\$0	\$1,250,000	\$6,250,000	\$5,000,000	04/2025	05/2025 (ACTUAL) 06/2025	OBLIGATED (2025)	PROJECT HAS BEEN APPROVED BY FHWA; FUNDS HAVE TRANSFERRED (MAY 2025)
11616.1	0918-00-464	NCTCOG	DALLAS	I	VA	REGIONAL TRAFFIC SIGNAL RETIMING PROJECT; DEVELOP & IMPLEMENT TRAFFIC SIGNAL COORDINATION IN THE DFW NONATTAINMENT AREA		INCLUDES IMPROVING SIGNAL OPERATION AND PROGRESSION THROUGH TRAFFIC SIGNAL RETIMING, EQUIPMENT AND IMPLEMENTATION, AND EVALUATION OF THE RESULTANT IMPROVEMENTS; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	\$3,450,000	\$0	\$0	\$3,450,000	\$3,450,000	10/2024	06/2025 (ACTUAL) 08/2025	OBLIGATED (2025)	
21065	0918-47-374	DALLAS	DALLAS	C	CS	ON LEMMON AVENUE FROM NORTHWEST HIGHWAY	US 75	RECONSTRUCT AND UPGRADE SIGNALS/EQUIPMENT AND CONSTRUCT PEDESTRIAN IMPROVEMENTS AT SEVEN INTERSECTIONS	\$1,000,000	\$0	\$250,000	\$1,250,000	\$1,010,000	02/2023	06/2025 (ACTUAL) 08/2025 04/2025	OBLIGATED (2025)	FPAA FOR CONSTRUCTION RECEIVED IN APRIL 2025
14094	0918-24-299	FRISCO	DALLAS	E	VA	PANTHER CREEK TRAIL FROM BNSF	PANTHER CREEK PARKWAY	CONSTRUCT NEW SHARED USE PATH	\$200,000	\$0	\$0	\$200,000	\$200,000	08/2024	07/2025 (ACTUAL) 06/2025 12/2024	OBLIGATED (2025)	DELAYED FROM FY2024; AFA AND FPAA EXECUTED
14062	0918-47-272	FARMERS BRANCH	DALLAS	C	VA	WESTSIDE ART TRAIL FROM CAMPION TRAIL TO MERCER PARKWAY	AND FROM EMERALD STREET TO DENTON DRIVE	CONSTRUCT MINIMUM 12 FT WIDE SHARED-USE PATH	\$4,545,725	\$0	\$0	\$4,545,725	\$4,545,725	08/2022	08/2025 (ACTUAL)	OBLIGATED (2025)	
21054	0902-90-226	FORT WORTH	FORT WORTH	C	VA	BOMBER SPUR TRAIL FROM CALMONT AVE	US 377	CONSTRUCT SHARED USE PATH INCLUDING PEDESTRIAN CROSSING OVER CAMP BOWIE BLVD AND US 377	\$720,000	\$0	\$180,000	\$900,000	\$720,000	08/2024	10/2025 (ACTUAL)	OBLIGATED (2025)	ADVANCED TO FY2025
21054	0902-90-227	FORT WORTH	FORT WORTH	C	VA	BOMBER SPUR TRAIL FROM CALMONT AVE	US 377	CONSTRUCT SHARED USE PATH INCLUDING PEDESTRIAN CROSSING OVER CAMP BOWIE BLVD AND US 377	\$4,000,000	\$0	\$0	\$4,000,000	\$4,000,000	08/2024	10/2025 (ACTUAL)	OBLIGATED (2025)	ADVANCED TO FY2025
21069	0008-14-137	FORT WORTH	FORT WORTH	C	CS	MARINE CREEK PARKWAY FROM NAUTILUS CIRCLE	WESTBOUND JIM WRIGHT (IH 820) FRONTAGE ROAD	CONSTRUCT LEFT TURN LANES AND TRAFFIC SIGNAL IMPROVEMENTS TO ACCOMMODATE THE ADDITIONAL TURNING LANES	\$2,720,000	\$680,000	\$0	\$3,400,000	\$2,720,000	01/2024	10/2025 (ACTUAL)	OBLIGATED (2025)	95% PLANS UNDER REVIEW; UTILITIES HAVE BEEN CLEARED
21073	0918-47-388	RICHARDSON	DALLAS	C	CS	CAMPBELL ROAD	AT UNIVERSITY PARKWAY	CONSTRUCT A SECOND SOUTHBOUND LEFT TURN LANE, NEW TRAFFIC SIGNALS, AND EXTEND THE WESTBOUND RIGHT TURN LANE	\$1,300,000	\$0	\$0	\$1,300,000	\$1,300,000	10/2022	12/2025 07/2025 03/2025	OBLIGATED (2025)	CITY IS FINISHING 100% PS&E SUBMITTAL FOR TXDOT'S REVIEW
24024	0902-90-337	FORT WORTH	FORT WORTH	E	VA	BOMBER SPUR TRAIL (SOUTHERN SECTION) FROM CAMP BOWIE/US 377	VICKERY BLVD	CONSTRUCT SHARED USE PATH	\$1,125,000	\$0	\$0	\$1,125,000	\$1,125,000	10/2025	12/2025	OBLIGATED (2025)	ADVANCED TO FY2025

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2025

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ORIGINAL START DATE	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
21074	0918-24-255	FRISCO	DALLAS	C	CS	ON OHIO DRIVE AT GAYLORD PARKWAY		CONSTRUCT ROUNDABOUT	\$2,720,000	\$0	\$0	\$2,720,000	\$2,706,400	09/2022	<u>01/2026</u> <u>11/2025</u> <u>08/2025</u>	<u>OBLIGATED (2025)</u>	DELAYED FROM FY2024; 100% DESIGN <u>APPROVED</u> ; UNDER REVIEW; RIGHT-OF-WAY DELAYS HAVE PUSHED THE LET DATE TO FY2026
40074.1	0918-47-320	DALLAS	DALLAS	E	VA	FAIR PARK TRAIL SOUTHERN ALIGNMENT FROM PHASE 1 (NORTH SECTION) AT INTERSECTION OF HASKELL AVE/PARRY AVE	PARRY AVE, HIGHWAY 352/ROBERT B. CULLUM BLVD, AND S. FITZHUGH AVE. AT LAGOW ST	CONSTRUCT SHARED-USE PATH	\$1,000,000	\$0	\$0	\$1,000,000	\$1,150,000	10/2023	<u>01/2026</u> <u>09/2025</u> <u>06/2025</u>	<u>OBLIGATED (2025)</u>	
11853.2	0008-07-036	ARLINGTON	FORT WORTH	R	SH 180	DIVISION BICYCLE AND PEDESTRIAN PROJECT ON SH 180/DIVISION FROM COOPER ST	FM 157/COLLINS STREET; IN ARLINGTON	CONSTRUCT NEW SIDEWALKS, PEDESTRIAN LIGHTING, AND MINOR LANDSCAPING WITHIN THE DISTRICT	\$1,280,000	\$0	\$320,000	\$1,600,000	\$0	06/2024	<u>09/2018 (ACTUAL)</u> <u>02/2025</u>	<u>DID NOT OBLIGATE IN FY2025</u>	ADDITIONAL FUNDING FOR A PROJECT THAT HAS ALREADY OBLIGATED; AFA AMENDMENT <u>EXECUTED</u> IN-PROGRESS
55108.1	0047-07-228	TXDOT-DALLAS	DALLAS	C	US 75	AT NORTHAVEN ROAD		CONSTRUCT BIKE/PEDESTRIAN BRIDGE OVER US 75 (ON SYSTEM SECTION)	\$1,200,000	\$300,000	\$0	\$1,500,000	\$0	02/2025	<u>02/2021 (ACTUAL)</u>	<u>DID NOT OBLIGATE IN FY2025</u>	ADDITIONAL FUNDING FOR A PROJECT THAT HAS ALREADY OBLIGATED; TXDOT <u>PROCESSED</u> PROCESSING CHANGE ORDER
14080	0902-90-163	GRAND PRAIRIE	FORT WORTH	E	VA	REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS	MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD	CONSTRUCT SHARED-USE PATH	\$173,092	\$0	\$43,273	\$216,365	\$0	04/2024	<u>06/2021 (ACTUAL)</u> <u>02/2025</u>	<u>DID NOT OBLIGATE IN FY2025</u>	CITY HAS PROCURED CONSULTANT FOR FINAL 10% OF DESIGN; AWAITING PROPOSED SCOPE AND CITY COUNCIL APPROVAL; ENVIRONMENTAL CLEARANCE <u>RECEIVED JUNE 2025</u> ON HOLD AND ANTICIPATED IN MHD-2025
14013.3	0902-00-235	FORT WORTH	FORT WORTH	E	VA	CENTREPORT TRAIL FROM CENTREPORT STATION	CITY LIMITS	CONSTRUCT 12 FT WIDE SHARED-USE PATH	\$160,000	\$0	\$0	\$160,000	\$0	02/2025	<u>04/2022 (ACTUAL)</u>	<u>DID NOT OBLIGATE IN FY2025</u>	ADDITIONAL FUNDING FOR A PROJECT THAT HAS ALREADY OBLIGATED; 95% PLANS CURRENTLY BEING WORKED ON; AFA AMENDMENT IS PENDING EXECUTION
14071	1392-01-044	TXDOT-DALLAS	DALLAS	C	FM 1378	FM 3286	SOUTH OF FM 3286	CONSTRUCT INTERSECTION IMPROVEMENTS (SIDEWALKS AND TURN LANES)	\$2,000,000	\$500,000	\$0	\$2,500,000	\$0	05/2025	<u>05/2023 (ACTUAL)</u>	<u>DID NOT OBLIGATE IN FY2025</u>	ADDITIONAL FUNDING FOR A PROJECT THAT HAS ALREADY OBLIGATED; TXDOT PROCESSING CHANGE ORDER
25022	0902-90-050	FORT WORTH	FORT WORTH	E	VA	CENTERPOINT TRAIL PHASE 1A FROM ARLINGTON RIVER LEGACY TRAIL	TRINITY RAILWAY EXPRESS (TRE) CENTREPORT RAIL STATION	CONSTRUCT SHARED-USE PATH (TRAIL) FROM THE ARLINGTON RIVER LEGACY TRAIL TO CENTREPORT RAIL STATION; PRELIMINARY ENGINEERING FOR CONNECTION TO MIKE LEWIS TRAIL	\$1,581,770	\$0	\$395,443	\$1,977,213	\$0	02/2025	<u>07/2019 (ACTUAL)</u>	<u>DID NOT OBLIGATE IN FY2025</u>	ADDITIONAL FUNDING FOR A PROJECT THAT HAS ALREADY OBLIGATED
14013.3	0902-00-235	FORT WORTH	FORT WORTH	R	VA	CENTREPORT TRAIL FROM CENTREPORT STATION	CITY LIMITS	CONSTRUCT 12 FT WIDE SHARED-USE PATH	\$634,800	\$0	\$0	\$634,800	\$0	02/2025	<u>01/2024 (ACTUAL)</u>	<u>DID NOT OBLIGATE IN FY2025</u>	ADDITIONAL FUNDING FOR A PROJECT THAT HAS ALREADY OBLIGATED; 95% PLANS CURRENTLY BEING WORKED ON; AFA AMENDMENT IS PENDING EXECUTION
25066.1	0918-47-310	DALLAS	DALLAS	R	CS	ON LINFIELD RD OVER UPRR RAIL YARD FROM SH 310 TO CARBONDALE ST	AND ON CARBONDALE ST FROM LINFIELD RD TO SL 12	CONSTRUCT BICYCLE AND PEDESTRIAN BRIDGE ON LINFIELD ROAD OVER THE UPRR RAIL YARD; ADD LANDSCAPING TO THE PROJECT AREA INCLUDING ALONG CARBONDALE STREET	\$350,000	\$0	\$0	\$350,000	\$0	11/2021	<u>08/2025 (ACTUAL)</u> <u>05/2025</u>	<u>DID NOT OBLIGATE IN FY2025</u>	DELAYED FROM FY2024; ENVIRONMENTAL CLEARANCE RECEIVED APRIL 2025; <u>CITY WORKING</u> ON 95% PS&E; CITY HAS STARTED SURVEYING AND APPRAISAL FOR ROW BUT THE FPAA HAS NOT BEEN RECEIVED; ISSUANCE OF ROW FPAA ANTICIPATED JANUARY 2026; WILL BE DELAYED TO FY2026 VIA THE 2027-2030 TIP DEVELOPMENT
25066.2	0581-01-157	DALLAS	DALLAS	U	SL 12	AT CARBONDALE		CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING REGRADING, REPAVING, AND SIDEWALKS	\$40,000	\$10,000	\$0	\$50,000	\$0	09/2021	<u>08/2025 (ACTUAL)</u> <u>06/2025</u>	<u>DID NOT OBLIGATE IN FY2025</u>	DELAYED FROM FY2024; ENVIRONMENTAL CLEARANCE RECEIVED APRIL 2025; AND UTILITY-RELOCATIONS CAN BEGIN ONCE THAT IS RECEIVED; AND RIGHT-OF-WAY ACQUISITION FOR TIP-25066.1 IS COMPLETE; <u>CITY HAS STARTED SURVEYING AND APPRAISAL BUT THE FPAA HAS NOT BEEN RECEIVED; ISSUANCE OF FPAA ANTICIPATED JANUARY 2026; WILL BE DELAYED TO FY2026 VIA THE 2027-2030 TIP DEVELOPMENT</u>
11657.2	0918-00-482	NCTCOG	DALLAS	I	VA	M&O - AIR QUALITY PUBLIC EDUCATION AND OUTREACH PROGRAM; REGIONWIDE	IMPLEMENT STRATEGIC COMMUNICATION EFFORTS TO EDUCATE AND INFORM THE REGION ON TRANSPORTATION AND AIR QUALITY RELATED	ISSUES, INCLUDING STRATEGIES FOR IMPROVEMENT, FUNDING OPPORTUNITIES, TRAINING INITIATIVES, AND NEW PROGRAMS/POLICIES; MAJOR EFFORTS WILL FOCUS ON TRANSPORTATION AND AIR QUALITY, PUBLIC OUTREACH, EDUCATION, AND ENGAGEMENT PROGRAMS	\$1,025,000	\$0	\$0	\$1,025,000	\$0	09/2024	<u>12/2025</u> <u>09/2025</u>	<u>DID NOT OBLIGATE IN FY2025</u>	FUNDING ADVANCED TO FY2025 VIA FEBRUARY 2025 TIP MODIFICATION CYCLE; <u>AFA EXECUTED</u> ; WILL BE DELAYED TO FY2026 VIA THE 2027-2030 TIP DEVELOPMENT
21039	0008-08-079	GRAND PRAIRIE	DALLAS	C	SH 180	ON MAIN STREET AT JEFFERSON STREET		CONSTRUCT ROUNDABOUT	\$1,877,325	\$469,331	\$0	\$2,346,656	\$0	06/2023	12/2025	<u>DID NOT OBLIGATE IN FY2025</u>	ADDITIONAL FUNDING FOR A PROJECT THAT HAS ALREADY OBLIGATED; <u>DELAYED TO FY2026 VIA THE AUGUST 2025 TIP MODIFICATION CYCLE</u> ; PROJECT TO BE RE-LET (PROJECT SPECIFIC AGREEMENT (PSA) BETWEEN DALLAS COUNTY AND GRAND PRAIRIE PENDING)
14058	0902-90-330	FORT WORTH	FORT WORTH	E	CS	TRINITY TRAIL FROM TRINITY BLVD.	TRINITY LAKES STATION	CONSTRUCT SHARED USE PATH	\$202,000	\$0	\$0	\$202,000	\$0	10/2019	<u>01/2026</u> <u>08/2025</u> <u>03/2025</u>	<u>DID NOT OBLIGATE IN FY2025</u>	DELAYED FROM FY2024; AFA DEVELOPMENT IN PROGRESS; <u>WILL BE DELAYED TO FY2026 VIA THE 2027-2030 TIP DEVELOPMENT</u>

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2025

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ORIGINAL START DATE	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
14079	0918-47-295	DALLAS	DALLAS	R	CS	PARK LANE FROM GREENVILLE AVENUE	HEMLOCK AVENUE	RECONSTRUCT ROADWAY TO ACCOMMODATE BICYCLE LANE AND SIDEWALKS FROM GREENVILLE AVE TO HEMLOCK AVE; INTERSECTION IMPROVEMENTS AT SHADY BROOK AND 5-POINT INTERSECTIONS; RESTRIPE PAVEMENT TO ACCOMMODATE 4 THROUGH LANES WITH LEFT TURN LANES AND BICYCLE LANES	\$500,000	\$0	\$0	\$500,000	\$0	02/2022	01/2026 12/2025	DID NOT OBLIGATE IN FY2025	DELAYED TO FY2026 VIA THE MAY 2025 TIP MODIFICATION CYCLE
14080	0902-90-163	GRAND PRAIRIE	FORT WORTH	R	VA	REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS	MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD	CONSTRUCT SHARED-USE PATH	\$508,880	\$0	\$127,220	\$636,100	\$0	07/2020	02/2026 07/2025 02/2025	DID NOT OBLIGATE IN FY2025	CITY PROCURED CONSULTANT FOR FINAL 10% OF DESIGN; CONTRACT NEGOTIATIONS AND CITY COUNCIL APPROVAL PENDING; ENVIRONMENTAL CLEARANCE RECEIVED JUNE 2025 ON HOLD AND-ANTICIPATED IN MID-2025; DETAILED SCHEDULE-FROM CITY IS PENDING; WILL BE DELAYED TO FY2026 VIA THE 2027-2030 TIP DEVELOPMENT
25022.1	2266-02-164	FORT WORTH	FORT WORTH	E	VA	CENTREPORT TRAIL PHASE 1B FROM TRINITY BLVD/SKYVIEW DR	ARLINGTON RIVER LEGACY TRAIL	CONSTRUCT REGIONAL VELOWEB SHARED-USE PATH	\$200,000	\$0	\$0	\$200,000	\$0	04/2025	02/2026 08/2025	DID NOT OBLIGATE IN FY2025	PROJECT SPLIT FROM TIP 25022 VIA THE FEBRUARY 2025 TIP MODIFICATION CYCLE; AFA EXECUTION PENDING; WILL BE DELAYED TO FY2026 VIA THE 2027-2030 TIP DEVELOPMENT
14063	0019-01-146	TXDOT-FORT WORTH	FORT WORTH	C	SH 174	N OF ELK DR	WICKER HILL RD	RECONSTRUCT AND WIDEN FROM 4 TO 6 LANES RURAL DIVIDED WITH SIDEWALKS	\$720,000	\$180,000	\$0	\$900,000	\$0	09/2022	03/2026 09/2025	DID NOT OBLIGATE IN FY2025	PROJECT HAS NOT BEEN APPROVED BY FHWA DUE TO MTP INCONSISTENCY BETWEEN NETWORK YEAR AND FISCAL YEAR; DELAYED TO FY2026 VIA THE NOVEMBER 2025 TIP MODIFICATION CYCLE
25013	0902-90-172	FORT WORTH	FORT WORTH	C	CS	MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE	LTJG BARNETT FROM MEANDERING ROAD TO NASJRB EAST GATE	RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF, CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEWALKS WITHIN PROJECT LIMITS AND BIKE LANES ON LTJG BARNETT	\$6,000,000	\$0	\$0	\$6,000,000	\$0	10/2017	03/2026 04/2026 09/2025	DID NOT OBLIGATE IN FY2025	WILL BE DELAYED TO FY2026 THROUGH A FUTURE-THE AUGUST 2025 TIP MODIFICATION CYCLE DUE TO ADDITIONAL FUNDING NEEDED
14037	0013-10-092	FORT WORTH	FORT WORTH	C	BUS 287	BUS 287/NORTH MAIN STREET AT NORTH AIRPORT ENTRANCE		ADD RIGHT TURN LANE FOR SOUTHBOUND TRAFFIC INTO NORTHERN AIRPORT ENTRANCE (MAIN ENTRANCE FOR JET FUEL TRUCKS)	\$521,000	\$0	\$0	\$521,000	\$0	04/2021	04/2026	DID NOT OBLIGATE IN FY2025	CITY IS WORKING THROUGH LAND DONATION PROCESS; 95% PLANS UNDER REVIEW; WILL BE DELAYED TO FY2026 VIA THE 2027-2030 TIP DEVELOPMENT
14013.3	0902-00-235	FORT WORTH	FORT WORTH	C	VA	CENTREPORT TRAIL FROM CENTREPORT STATION	CITY LIMITS	CONSTRUCT 12 FT WIDE SHARED-USE PATH	\$7,185,375	\$0	\$0	\$7,185,375	\$0	09/2021	05/2026 06/2025	DID NOT OBLIGATE IN FY2025	95% PLANS CURRENTLY BEING WORKED ON; AFA AMENDMENT PENDING EXECUTION; PROJECT DELAYED DUE TO ADDITIONAL RIGHT-OF-WAY AND UTILITY RELOCATIONS NEEDED; WILL BE DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
14013.3	0902-00-395	FORT WORTH	FORT WORTH	C	VA	CENTREPORT TRAIL FROM CENTREPORT STATION	CITY LIMITS	CONSTRUCT 12 FT WIDE SHARED-USE PATH	\$6,011,700	\$0	\$1,502,925	\$7,514,625	\$0	09/2021	05/2026 06/2025	DID NOT OBLIGATE IN FY2025	95% PLANS CURRENTLY BEING WORKED ON; AFA AMENDMENT PENDING EXECUTION; PROJECT DELAYED DUE TO ADDITIONAL RIGHT-OF-WAY AND UTILITY RELOCATIONS NEEDED; WILL BE DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
14065	0918-47-274	DALLAS	DALLAS	C	VA	SOPAC TRAIL FROM INTERSECTION OF GREENVILLE AVENUE AND MEADOW	NORTHAVEN TRAIL	CONSTRUCT SHARED USE PATH	\$3,600,000	\$0	\$0	\$3,600,000	\$0	09/2021	05/2026 02/2026	DID NOT OBLIGATE IN FY2025	DELAYED TO FY2026 VIA THE MAY 2025 TIP MODIFICATION CYCLE; CITY WORKING ON 60% PLANS
25107	0918-47-474	DALLAS	DALLAS	E	VA	FIVE MILE CREEK AT WESTMORELAND DART STATION FROM ILLINOIS AVE TO WESTMORELAND AND	FROM HAMPTON TO RUGGED DRIVE	CONSTRUCT NEW SHARED USE PATH/TRAIL	\$1,400,000	\$0	\$0	\$1,400,000	\$0	06/2024	05/2026 09/2025	DID NOT OBLIGATE IN FY2025	DELAYED FROM FY2024; CITY WORKING ON AFA HAS BEEN EXECUTED AND FPA HAS BEEN REQUESTED; WILL BE DELAYED TO FY2026 VIA THE 2027-2030 TIP DEVELOPMENT
14018	0918-47-281	DALLAS	DALLAS	R	CS	BOUNDED BY US 75 TO THE WEST, GREENVILLE AVE TO THE EAST,	LOVERS LN TO THE NORTH, AND MOCKINGBIRD LN TO THE SOUTH	PEDESTRIAN IMPROVEMENTS INCLUDING TRAFFIC SIGNALS, SIDEWALKS, CROSSWALKS, LIGHTING, AND INTERSECTION IMPROVEMENTS	\$1,600,000	\$0	\$400,000	\$2,000,000	\$0	03/2019	08/2026	DID NOT OBLIGATE IN FY2025	DELAYED FROM FY2024; ENVIRONMENTAL CLEARANCE SCHEDULE PENDING (AWAITING FOOTPRINT); CITY IS COORDINATING WITH AFFECTED PROPERTY OWNERS ON ROW; DELAYED TO FY2026 VIA THE MAY 2025 TIP MODIFICATION CYCLE
14088	0902-90-176	TXDOT-FORT WORTH	FORT WORTH	C	CS	ON LAS VEGAS TRAIL FROM QUEBEC DRIVE	IH 820	RECONSTRUCT AND WIDEN FROM 2 LANES TO 4 LANES WITH SIDEWALKS, STORMWATER, AND INTERSECTION IMPROVEMENTS	\$1,300,000	\$211,250	\$113,750	\$1,625,000	\$0	09/2023	08/2026	DID NOT OBLIGATE IN FY2025	PROJECT MAY BE ABLE TO ADVANCE DEPENDING ON UTILITY RELOCATION TIMELINES; DELAYED TO FY2026 VIA THE MAY 2025 TIP MODIFICATION CYCLE
25093.3	0918-47-361	DALLAS	DALLAS	E	VA	DEEP ELLUM RIDESHARE PLAZA; NORTHEAST CORNER OF N GOOD LATIMER	AT MONUMENT STREET	CONSTRUCT DEEP ELLUM RIDESHARE PLAZA TO PROVIDE OFF-STREET PASSENGER PICK-UP/DROP-OFF AREA FOR TRANSPORTATION NETWORK COMPANIES IN ORDER TO IMPROVE TRAFFIC FLOW IN DEEP ELLUM	\$100,000	\$0	\$0	\$100,000	\$0	06/2022	09/2026 10/2025	DID NOT OBLIGATE IN FY2025	PARTNERSHIP AGREEMENTS MUST BE IN PLACE TO PROCEED; AFA EXECUTION ON HOLD UNTIL CITY HAS A RESOLUTION WITH PARTNERS (DEEP ELLUM FOUNDATION AND DART) FOR FUNDING RESPONSIBILITIES; WILL BE DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
40074.1	0918-47-320	DALLAS	DALLAS	R	VA	FAIR PARK TRAIL SOUTHERN ALIGNMENT FROM PHASE 1 (NORTH SECTION) AT INTERSECTION OF HASKELL AVE/PARRY AVE	PARRY AVE, HIGHWAY 352/ROBERT B. CULLUM BLVD, AND S. FITZHUGH AVE. AT LAGOW ST	CONSTRUCT SHARED-USE PATH	\$150,000	\$0	\$0	\$150,000	\$0	03/2024	09/2026 06/2026	DID NOT OBLIGATE IN FY2025	DESIGN START ANTICIPATED AROUND AUGUST 2025, SO ENVIRONMENTAL CLEARANCE WILL NOT BE RECEIVED IN FY2025 TO PERMIT RIGHT-OF-WAY TO BEGIN; WILL BE DELAYED VIA THE 2027-2030 TIP DEVELOPMENT

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2025

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ORIGINAL START DATE	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
21068	0918-47-391	DALLAS	DALLAS	C	VA	INTERSECTION OF ZANG BLVD	AND SANER AVE	CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING LEFT TURN LANES, REALIGNMENT, UPGRADED TRAFFIC SIGNAL AND PEDESTRIAN CROSSWALKS	\$600,000	\$0	\$150,000	\$750,000	\$0	10/2022	10/2026 12/2025 08/2025	DID NOT OBLIGATE IN FY2025	DELAYED FROM FY2024; WORKING ON 95% PLANS; DESIGN DELAYS HAVE PUSHED THE LET DATE TO OCTOBER 2026 12/2025; DELAYED TO FY2026 VIA THE AUGUST 2025 TIP MODIFICATION CYCLE
21075	0581-02-158	DALLAS	DALLAS	C	SL 12	AT COUNTRY CREEK DRIVE		CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING LEFT TURN LANES, NEW TRAFFIC SIGNAL, AND PEDESTRIAN CROSSWALKS	\$520,000	\$0	\$130,000	\$650,000	\$0	10/2022	10/2026 12/2025 08/2025	DID NOT OBLIGATE IN FY2025	DELAYED FROM FY2024; WORKING ON 95% PLANS; DESIGN DELAYS HAVE PUSHED THE LET DATE TO OCTOBER 2026 12/2025; DELAYED TO FY2026 VIA THE AUGUST 2025 TIP MODIFICATION CYCLE
25022.1	2266-02-164	FORT WORTH	FORT WORTH	C	VA	CENTREPORT TRAIL PHASE 1B FROM TRINITY BLVD/SKYVIEW DR	ARLINGTON RIVER LEGACY TRAIL	CONSTRUCT REGIONAL VELOWEB SHARED-USE PATH	\$5,800,000	\$0	\$0	\$5,800,000	\$0	04/2025	01/2027 07/2026	DID NOT OBLIGATE IN FY2025	PROJECT SPLIT FROM TIP 25022 VIA THE FEBRUARY 2025 MODIFICATION CYCLE; AFA EXECUTION PENDING; WILL BE DELAYED TO FY2027 VIA THE 2027-2030 TIP DEVELOPMENT
14080	0902-90-163	GRAND PRAIRIE	FORT WORTH	U	VA	REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS	MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD	CONSTRUCT SHARED-USE PATH	\$60,000	\$0	\$15,000	\$75,000	\$0	06/2021	02/2027 07/2025 02/2025	DID NOT OBLIGATE IN FY2025	CITY PROCURED CONSULTANT FOR FINAL 10% OF DESIGN; CONTRACT NEGOTIATIONS AND CITY COUNCIL APPROVAL PENDING; ENVIRONMENTAL CLEARANCE RECEIVED JUNE 2025 ON HOLD AND ANTICIPATED IN MID 2025; DETAILED SCHEDULE FROM CITY IS PENDING; WILL BE DELAYED TO FY2027 VIA THE 2027-2030 TIP DEVELOPMENT
21052	0918-47-371	DALLAS	DALLAS	C	VA	PRESTON ROAD FROM WEST NW HWY TO WALNUT HILL LANE	DOUGLAS AVE FROM COLGATE AVE TO NW HWY	CONSTRUCT SIDEWALKS	\$1,160,000	\$0	\$290,000	\$1,450,000	\$0	04/2023	03/2027 03/2026	DID NOT OBLIGATE IN FY2025	DELAYED TO FY2026 VIA THE MAY 2025 TIP MODIFICATION CYCLE; CITY WORKING ON 60% PLANS
21053	0918-47-372	DALLAS	DALLAS	C	CS	ALONG PINE ST FROM SM WRIGHT FWY/S CENTRAL EXPY TO MALCOLM X BLVD	ALONG ELSIE FAYE HEGGINS ST (PREVIOUSLY HATCHER RD) FROM SM WRIGHT FWY/S CENTRAL EXPY TO 2ND AVE	CONSTRUCT SIDEWALKS, CROSSWALKS, AND SIGNAL IMPROVEMENTS	\$600,000	\$0	\$150,000	\$750,000	\$0	05/2026	05/2027 05/2026	DID NOT OBLIGATE IN FY2025	DELAYED TO FY2026 VIA THE MAY 2025 TIP MODIFICATION CYCLE
								TOTAL	\$94,968,794	\$6,629,029	\$5,317,611	\$106,915,434	\$50,163,676				

TOTAL CLOSEOUTS/WITHDRAWALS	(\$2,866,087)
TOTAL PROJECT ADJUSTMENTS	(\$1,060,510)
TOTAL OBLIGATED IN FY2025	\$50,163,676
TOTAL DID NOT OBLIGATE IN FY2025	\$49,060,942

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2025

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ORIGINAL START DATE	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
25078	0918-47-313	BALCH SPRINGS	DALLAS	E	CS	ON HICKORY TREE ROAD; FROM ELAM ROAD	LAKE JUNE ROAD	RECONSTRUCT AND WIDEN FROM 2 TO 3 LANES WITH PEDESTRIAN IMPROVEMENTS, INCLUDING SIDEWALKS AND SHARED-USE PATH	\$2,960,000	\$0	\$740,000	\$3,700,000	\$2,960,000	10/2024	12/2023 (ACTUAL) 05/2025	OBLIGATED (2025)	ADDITIONAL FUNDING FOR A PROJECT ALREADY OBLIGATED
11684.3	0918-47-366	DALLAS COLLEGE	DALLAS	I	VA	DALLAS COLLEGE AUTONOMOUS VEHICLE (AV) INITIATIVE	CEDAR VALLEY CAMPUS AV SERVICE/WORKFORCE DEVELOPMENT AND EASTFIELD CAMPUS WORKFORCE DEVELOPMENT	PROVISION OF TRANSIT SERVICES SERVING THE CAMPUSES AND NEIGHBORING COMMUNITIES IN LANCASTER, DALLAS, & HUTCHINS FOR 3 YRS USING AV, INCLUDING WORKFORCE DEVELOPMENT TRAINING IN TRANS TECHNOLOGY, OVER-THE-ROAD TRUCKING AND/OR DELIVERY OF GOODS	\$1,500,000	\$0	\$0	\$1,500,000	\$1,500,000	01/2022	12/2024 (ACTUAL) 02/2025	OBLIGATED (2025)	DELAYED FROM FY2024
11699.2	0902-00-358	NCTCOG	FORT WORTH	T	VA	REGIONAL VANPOOL PROGRAM FOR (WESTERN SUBREGION)		OPERATE VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE; INCLUDES COST OF VEHICLE LEASING AND PART OF ADMINISTRATIVE COSTS	\$341,000	\$0	\$0	\$341,000	\$341,000	09/2024	01/2025 (ACTUAL) 02/2025	OBLIGATED (2025)	FUNDS HAVE TRANSFERRED (JANUARY 2025)
11699.1	0918-00-423	NCTCOG	DALLAS	T	VA	REGIONAL VANPOOL PROGRAM (EASTERN SUBREGION)		OPERATE VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE; INCLUDES COST OF VEHICLE LEASING AND PART OF ADMINISTRATIVE COSTS	\$2,577,000	\$0	\$0	\$2,577,000	\$2,577,000	09/2024	02/2025 (ACTUAL)	OBLIGATED (2025)	FUNDS HAVE TRANSFERRED (FEBRUARY 2025)
13030	0009-11-254	TXDOT-DALLAS	DALLAS	C	IH 30	IH 35E	IH 45	IH 35E TO CESAR CHAVEZ BLVD: RECONST & WIDEN 6 TO 12 GP, RECONST 2/6 LANE DISC TO 2/6 LANE DISC FRTG RDS & REMOVE 4 WB CD LANES; CESAR CHAVEZ BLVD TO IH 45: RECONSTRUCT & WIDEN 6 TO 7 GP, RECONST 1 TO 1 LANE HOV-R AND CONST 0 TO 2/4 LANE DISC FRTG	\$45,761,445	\$11,440,361	\$0	\$57,201,806	\$45,761,445	09/2022	02/2025 (ACTUAL)	OBLIGATED (2025)	ADDITIONAL FUNDING FOR COST OVERRUNS AT LETTING
20003.1	0918-47-528	DART	DALLAS	T	VA	MEANDERING WAY AT SILVER LINE RAIL CROSSING		INSTALL FLASHING OR LIT SIGNAGE FOR ENHANCED VISIBILITY AT MEANDERING WAY	\$124,608	\$0	\$0	\$124,608	\$124,608	01/2025	02/2025 (ACTUAL)	OBLIGATED (2025)	FUNDS HAVE TRANSFERRED (FEBRUARY 2025)
20003.2	0918-47-529	DART	DALLAS	T	VA	SILVER LINE RAIL LINE FROM EXISTING TERMINATION OF SAFETY WALL TO WATerview (UNIVERSITY PLACE WALL EXTENSION)		EXTEND SAFETY WALL TO WATerview	\$1,000,000	\$0	\$0	\$1,000,000	\$1,000,000	01/2025	02/2025 (ACTUAL)	OBLIGATED (2025)	FUNDS HAVE TRANSFERRED (FEBRUARY 2025)
20003.4	0918-24-308	DART	DALLAS	T	VA	ON COIT ROAD	AT OSAGE PLZ COURT	CONSTRUCT NEW SIGNAL	\$863,333	\$0	\$0	\$863,333	\$863,333	01/2025	02/2025 (ACTUAL)	OBLIGATED (2025)	FUNDS HAVE TRANSFERRED (FEBRUARY 2025)
20003.5	0918-47-532	DART	DALLAS	T	VA	COTTON BELT/SILVER LINE RAIL LINE FROM DFW AIRPORT STATION	SHILOH STATION IN PLANO	CONSTRUCTION ENGINEERING FOR SILVER LINE RAIL	\$229,099	\$0	\$0	\$229,099	\$229,099	01/2025	02/2025 (ACTUAL)	OBLIGATED (2025)	FUNDS HAVE TRANSFERRED (FEBRUARY 2025)
21015.6	0918-00-489	DART	DALLAS	T	VA	ON SILVER LINE FROM DFW AIRPORT	SHILOH ROAD	EXPEDITE DESIGN REVIEW BY CLASS I AND SHORT LINE FREIGHT RAILROADS FOR THE SILVER LINE RAIL AND TRAIL PROJECT	\$800,000	\$0	\$0	\$800,000	\$800,000	09/2021	02/2025 (ACTUAL)	OBLIGATED (2025)	FUNDS HAVE TRANSFERRED (FEBRUARY 2025)
24013	0918-00-469	DART	DALLAS	T	VA	TRE REPLACEMENT VEHICLES		PURCHASE 9 REPLACEMENT VEHICLES	\$30,000,000	\$0	\$7,500,000	\$37,500,000	\$30,000,000	03/2024	02/2025 (ACTUAL)	OBLIGATED (2025)	FUNDS HAVE TRANSFERRED (FEBRUARY 2025)
55310	0918-47-502	TXDOT-DALLAS	DALLAS	C	VA	OVER IH 30; FROM EAST OF ERVY ST	HARWOOD ST	CONSTRUCT SUPPORT STRUCTURES INCLUDING UNDERGROUND SHAFTS AND WALLS FOR PEDESTRIAN CAPS TO BE CONSTRUCTED ACROSS IH 30	\$11,000,000	\$0	\$2,750,000	\$13,750,000	\$9,242,775	10/2026	02/2025 (ACTUAL)	OBLIGATED (2025)	PROJECT ADVANCED INTO FY2025
55312	0365-03-050	TXDOT-FORT WORTH	FORT WORTH	C	SH 171	US 377	SH 174	REHABILITATE 2 TO 2 LANE ROADWAY AND CONSTRUCT TURN LANES	\$1,600,000	\$400,000	\$0	\$2,000,000	\$1,600,000	02/2025	02/2025 (ACTUAL)	OBLIGATED (2025)	
11691.1	0918-00-443	NCTCOG	DALLAS	I	VA	IMPLEMENT AND OPERATE TRAVELER INFORMATION SYSTEM; DEVELOP CONCEPT OF OPERATIONS AND DEPLOYMENT OF TRANS SYS	MANAGEMENT AND OPERATIONS DATA ENGINE TO IMPROVE OPERATIONAL EFFICIENCY ON THE REGIONS TRANSP NETWORK BY INTEGRATING	DATA SOURCES INCL REGIONAL TRAFFIC MGMT AND TRAVELER INFORMATION SYS; ITS DATA UPDATES AND COMPLIANCE; COORDINATION WITH REGIONAL PARTNERS ON INFORMATION SHARING AND AGREEMENT TRACKING; ADMINISTRATION OF MOBILITY ASSISTANCE PATROL; INCL NCTCOG STAFF TIME	\$2,750,000	\$0	\$0	\$2,750,000	\$2,750,000	09/2024	03/2025 (ACTUAL) 08/2025	OBLIGATED (2025)	OBLIGATED UNDER CONTRACT CSJ 0918-00-412
14032.2	0442-02-161	TXDOT-DALLAS	DALLAS	C	IH 35E	AT BEAR CREEK ROAD		CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING RECONSTRUCTING EXISTING 4 LANE CONTINUOUS TO 4 LANE CONTINUOUS FRONTRAGE ROADS WITH THE ADDITION OF A TEXAS U-TURN AND SIDEWALKS	\$80,000	\$20,000	\$0	\$100,000	\$1,063,272	08/2022	03/2025 (ACTUAL)	OBLIGATED (2025)	PROJECT ADVANCED INTO FY2025
14100.1	0581-01-183	TXDOT-DALLAS	DALLAS	C	SL 12	FORSYTHE DRIVE	MYSTIC TRAIL	INSTALL TRAFFIC SIGNALS AND PEDESTRIAN IMPROVEMENTS AT 6 LOCATIONS	\$2,400,000	\$600,000	\$0	\$3,000,000	\$2,400,000	03/2025	03/2025 (ACTUAL)	OBLIGATED (2025)	
21067	2681-01-027	TXDOT-DALLAS	DALLAS	C	FM 2499	AT FM 407 (JUSTIN ROAD)		CONSTRUCT DUAL LEFT TURN LANES ON EASTBOUND, WESTBOUND, AND SOUTHBOUND APPROACHES; CONSTRUCT ADDITIONAL THROUGH LANE NORTHBOUND; RECONFIGURE SIGNALIZATION	\$1,554,778	\$388,694	\$0	\$1,943,472	\$1,866,823	06/2024	03/2025 (ACTUAL)	OBLIGATED (2025)	
14100.2	0581-01-184	TXDOT-DALLAS	DALLAS	C	SL 12	NORTH OF MADDOX ROAD	HILLBURN DRIVE	INSTALL TRAFFIC SIGNAL AND PEDESTRIAN IMPROVEMENTS AT 4 LOCATIONS	\$1,600,000	\$400,000	\$0	\$2,000,000	\$1,600,000	03/2025	04/2025 (ACTUAL)	OBLIGATED (2025)	
11674	0902-00-074	NCTCOG	FORT WORTH	T	VA	DFW CORE EXPRESS HIGH SPEED RAIL	FROM DALLAS TO FORT WORTH	COMPLETION OF THE DFW CORE EXPRESS SERVICE HIGH-SPEED RAIL PROJECT ENVIRONMENTAL PROCESS; INCLUDES COG STAFF TIME AND CONSULTANT ASSISTANCE	\$1,650,343	\$0	\$0	\$1,650,343	\$1,650,343	08/2025	05/2025 (ACTUAL)	OBLIGATED (2025)	FUNDS HAVE TRANSFERRED (MAY 2025)

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2025

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ORIGINAL START DATE	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
11678	0902-00-383	NCTCOG	FORT WORTH	I	VA	DFW AUTOMATED VEHICLE WORK ZONE PROJECT (REGION-WIDE)	ADVANCE HIGH-SPEED AUTOMATED VEHICLE PROGRAM AND IMPROVE ROADWAY SAFETY THROUGH	THE IMPLEMENTATION OF WORK ZONE REPORTING FOR USE BY NAVIGATION SYSTEMS; PROJECT WILL CONVERT RAW WORK ZONE DATA INTO THE WORK ZONE DATA EXCHANGE (WZDX) SPECIFICATION DEVELOPED BY USDOT; ALL VEHICLES WILL BENEFIT FROM IMPROVED WORK ZONE REPORTING	\$2,500,000	\$0	\$0	\$2,500,000	\$2,500,000	08/2024	05/2025 (ACTUAL) 04/2025	OBLIGATED (2025)	
11684.8	0902-90-262	ARLINGTON	FORT WORTH	T	VA	DOWNTOWN ARLINGTON AND UNIVERSITY OF TEXAS AT ARLINGTON CAMPUS		EXPAND ON-DEMAND, SHARED RIDE SERVICE AND EQUIP VEHICLES WITH TELEOPERATIONS AND FIRST RESPONDER V2X COMMUNICATION DEVICES, INCLUDING BEFORE AND AFTER DATA COLLECTION AND REPORTING	\$506,667	\$0	\$0	\$506,667	\$506,667	10/2024	05/2025 (ACTUAL) 02/2025	OBLIGATED (2025)	FUNDS HAVE TRANSFERRED (MAY 2025)
21014.2	0918-00-448	NCTCOG	DALLAS	T	VA	REGIONAL TRANSIT COORDINATION PROGRAM		REGIONAL COORDINATION OF TRANSIT SERVICES WITH A FOCUS ON INCREASING ECONOMIES OF SCALE, TECHNICAL ASSISTANCE, MOBILITY ON DEMAND, AND MOBILITY AS A SERVICE	\$500,000	\$0	\$0	\$500,000	\$500,000	10/2024	05/2025 (ACTUAL) 02/2025	OBLIGATED (2025)	FUNDS HAVE TRANSFERRED (MAY 2025)
14100	0581-01-182	TXDOT-DALLAS	DALLAS	C	SL 12	SOUTH OF JOHN WEST	TILLMAN STREET	INSTALL TRAFFIC SIGNALS AND PEDESTRIAN IMPROVEMENTS AT 5 LOCATIONS	\$2,000,000	\$500,000	\$0	\$2,500,000	\$1,748,000	03/2025	05/2025 (ACTUAL)	OBLIGATED (2025)	
11554.3	0918-00-461	NCTCOG	DALLAS	E	VA	AUTOMATED TRANSPORTATION SYSTEM INITIATIVE		ANALYSIS OF VARIOUS TECHNOLOGIES AND ALIGNMENT OPTIONS FOR WARRANTED AUTOMATED TRANSPORTATION SYSTEMS (ATS) IN THE DFW REGION AND EVALUATE CONNECTIONS TO EXISTING REGIONAL TRANSPORTATION NETWORKS; INCLUDES PROJECT PLANNING AND DEVELOPMENT SUPPORT FOR ATS	\$250,000	\$0	\$0	\$250,000	\$250,000	09/2024	06/2025 (ACTUAL) 04/2025	OBLIGATED (2025)	
11618.2	0918-00-362	TXDOT-DALLAS	DALLAS	I	VA	REGIONAL MOBILITY ASSISTANCE PATROL (DALLAS DISTRICT)		MOBILITY ASSISTANCE PATROL THAT PROVIDES ASSISTANCE TO STRANDED MOTORISTS DUE TO VEHICLE PROBLEMS OR NON-INJURY ACCIDENTS	\$3,780,000	\$945,000	\$0	\$4,725,000	\$3,780,000	08/2025	06/2025 (ACTUAL) 08/2025	OBLIGATED (2025)	
14054	0902-90-148	FORT WORTH	FORT WORTH	R	CS	HORNE STREET FROM VICKERY BLVD	CAMP BOWIE BLVD	RECONSTRUCT AND WIDEN FROM 2 TO 3 LANES WITH BICYCLE LANES, PEDESTRIAN/SIDEWALK IMPROVEMENTS, AND TRAFFIC SIGNAL IMPROVEMENTS	\$436,623	\$0	\$0	\$436,623	\$436,623	03/2023	06/2025 (ACTUAL) 11/2025 03/2025	OBLIGATED (2025)	AFA AMENDMENT IS PENDING; ENVIRONMENTAL CLEARANCE RECEIVED ANTICIPATED IN APRIL AUGUST 2025
21065	0918-47-374	DALLAS	DALLAS	C	CS	ON LEMMON AVENUE FROM NORTHWEST HIGHWAY	US 75	RECONSTRUCT AND UPGRADE SIGNALS/EQUIPMENT AND CONSTRUCT PEDESTRIAN IMPROVEMENTS AT SEVEN INTERSECTIONS	\$1,000,000	\$0	\$250,000	\$1,250,000	\$990,000	02/2023	06/2025 (ACTUAL) 08/2025 04/2025	OBLIGATED (2025)	FPAA FOR CONSTRUCTION RECEIVED IN APRIL 2025
11694.1	0918-00-454	NCTCOG	DALLAS	I	VA	REGIONAL AIR QUALITY INITIATIVES; IDENTIFY AND IMPLEMENT INITIATIVES TO IMPROVE AIR QUALITY AND ATTAIN FEDERAL STANDARDS, IMPLEMENTATION AND	INCLUDING STRATEGIES TO SUPPORT INCREASED ADOPTION OF ZERO-EMISSION AND OTHER LOW-EMISSION VEHICLES, IMPLEMENTATION AND	EVALUATION OF NEW EMISSIONS-REDUCING TRANSPORTATION TECHNOLOGIES, DEVELOPMENT OF REGIONAL RESOURCES TO ADVANCE EMISSIONS-REDUCING EFFORTS, AND COORDINATION EFFORTS ACROSS LOCAL STAKEHOLDERS	\$3,100,000	\$0	\$0	\$3,100,000	\$3,100,000	09/2024	07/2025 (ACTUAL) 09/2025	OBLIGATED (2025)	
16008.1	0918-00-494	NCTCOG	DALLAS	I	VA	SYSTEM MNGR SUPP SERVICES TO ENSURE SYSTEMS WORK AS INTENDED AND CAN COMMUNICATE WITH EACH OTHER ACROSS THE REGION	CONTRACT SERVICES TO PROVIDE OVERSIGHT FOR IMPLEMENTATION OF REGIONAL TS MO DATA EXCHANGE, TRANSPORTATION MGMT SYSTEM,	C2C APPS, EVENT MGMT APPS, 511DFW, WORK ZONE DATA EXCHANGE, CONNECTED VEHICLE SYSTEMS TO SUPPORT REGIONAL EFFORTS INCLUDING PLANNING, PROCUREMENT, IMPLEMENTATION, VALIDATION, AND OPERATIONS	\$500,000	\$0	\$0	\$500,000	\$500,000	02/2025	08/2025 (ACTUAL) 09/2025	OBLIGATED (2025)	NEW FUNDS APPROVED VIA THE FEBRUARY 2025 TIP MODIFICATION CYCLE
11622.3	0918-00-315	NCTCOG	DALLAS	I	VA	TRAVEL SURVEY & DATA COLLECTION PROGRAM: TO PROVIDE TRAVEL INFORMATION USED TO CREATE ANALYTICAL TOOLS FOR ALL PLANNING,	AIR QUALITY, AND MANAGEMENT PROJECTS IN THE MPA; ANALYSIS OF TRANSIT PERFORMANCE IN REAL-TIME AND	FORECAST FUTURE RIDERSHIP AMONGST THE THREE MAJOR TRANSIT AGENCIES; INCLUSION OF NON-MOTORIZED TRIPS IN THE REGIONAL TRAVEL MODEL; DEVELOPMENT OF DYNAMIC TRAFFIC ASSIGNMENT MODEL FOR ROADWAY NETWORK ANALYSIS	\$780,000	\$0	\$0	\$780,000	\$755,250	09/2021	09/2025 (ACTUAL) 01/2026 03/2025	OBLIGATED (2025)	DELAYED FROM FY2024; AFA HAS BEEN EXECUTED AND FUNDS WILL BE OBLIGATED ONCE EXISTING FUNDING HAS BEEN SPENT DOWN
55313	1978-01-058	TXDOT-FORT WORTH	FORT WORTH	C	FM 1938	FM 1709	STARNE'S ROAD	CONSTRUCT RAISED MEDIAN	\$4,516,195	\$1,129,049	\$0	\$5,645,244	\$964,262	11/2025	11/2025 (ACTUAL)	OBLIGATED (2025)	ADVANCED TO FY2025
55314	1978-01-061	TXDOT-FORT WORTH	FORT WORTH	C	FM 1938	STARNE'S ROAD	EMERALD HILLS WAY	CONSTRUCT RAISED MEDIAN	\$2,087,400	\$521,850	\$0	\$2,609,250	\$478,916	11/2025	11/2025 (ACTUAL)	OBLIGATED (2025)	ADVANCED TO FY2025
24007	0918-47-514	DALLAS	DALLAS	C	CS	ON HARRY HINES BLVD AND	WITHIN 1-MILE RADIUS AROUND SOUTHWEST MEDICAL DISTRICT/HARRY HINES BLVD	UPDATE ADVANCED TRAFFIC MANAGEMENT SYSTEM (ATMS) TO ACCOMMODATE AND INTEGRATE SIGNAL PREEEMPTION AND CLOUD-BASED IMPROVEMENTS TO THE CITY'S SIGNAL SYSTEM; CONSTRUCT SIGNAL IMPROVEMENTS TO GIVE EMERGENCY VEHICLES PRIORITY IN THE CORRIDOR	\$2,000,000	\$0	\$0	\$2,000,000	\$2,000,000	08/2025	12/2025 08/2025	OBLIGATED (2025)	
21076	0918-47-396	GARLAND	DALLAS	E	CS	ON SHILOH ROAD FROM MILLER ROAD	FOREST LANE	RECONSTRUCT AND WIDEN FROM 4 LANES TO 6 LANES WITH SIDEWALKS	\$3,500,000	\$0	\$0	\$3,500,000	\$3,476,307	07/2022	01/2026 06/2025	OBLIGATED (2025)	DELAYED FROM FY2024; AFA EXECUTED
21086	0918-24-302	TXDOT-DALLAS	DALLAS	E	CS	ON N MCDONALD STREET FROM VIRGINIA ST	LOUISIANA ST	CONSTRUCTION OF LOWER SH 5 PEDESTRIAN AMENITIES	\$3,000,000	\$0	\$0	\$3,000,000	\$3,000,000	01/2022	N/A 09/2025 02/2025	OBLIGATED (2025)	PROJECT NO LONGER MOVING FORWARD; FEDERAL DISCRETIONARY GRANT WAS RESCINDED BY USDOT
55269	0196-02-132	TXDOT-DALLAS	DALLAS	C	IH 35E	FRANKFORD RD	CORPORATE DR	CONSTRUCT OPERATIONAL IMPROVEMENTS ON NORTHBOUND MAINLANES	\$800,000	\$200,000	\$0	\$1,000,000	\$0	05/2025	12/2022 (ACTUAL)	DID NOT OBLIGATE IN FY2025	ADDITIONAL FUNDING FOR CHANGE ORDERS ON A PROJECT THAT HAS ALREADY OBLIGATED
25013	0902-90-172	FORT WORTH	FORT WORTH	R	CS	MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE	LTJG BARNETT FROM MEANDERING ROAD TO NASIRB EAST GATE	RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF, CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEPATHS WITHIN PROJECT LIMITS AND BIKE LANES ON LTJG BARNETT	\$227,000	\$0	\$0	\$227,000	\$0	07/2025	05/2023 (ACTUAL)	DID NOT OBLIGATE IN FY2025	ADDITIONAL FUNDING FOR A PROJECT THAT HAS ALREADY OBLIGATED; WILL BE DELAYED TO FY2026 VIA THE 2027-2030 TIP DEVELOPMENT

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2025

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ORIGINAL START DATE	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
11898.5	0902-90-267	TXDOT-FORT WORTH	FORT WORTH	E	CS	ON AVONDALE-HASLET ROAD	AT BNSF RAIL LINE	CONSTRUCT GRADE SEPARATION	\$1,000,000	\$0	\$250,000	\$1,250,000	\$0	01/2023	09/2023 (ACTUAL) 03/2025	DID NOT OBLIGATE IN FY2025	DELAYED FROM FY2024; AFA EXECUTION PENDING; CURRENTLY AT 60% PS&E (ENGINEERING HAS STARTED WITH OTHER FUNDS); TO BE DELAYED TO FY2026
25022	0902-90-050	FORT WORTH	FORT WORTH	C	VA	CENTERPOINT TRAIL PHASE 1A FROM ARLINGTON RIVER LEGACY TRAIL	TRINITY RAILWAY EXPRESS (TRE) CENTREPORT RAIL STATION	CONSTRUCT SHARED-USE PATH (TRAIL) FROM THE ARLINGTON RIVER LEGACY TRAIL TO CENTREPORT RAIL STATION; PRELIMINARY ENGINEERING FOR CONNECTION TO MIKE LEWIS TRAIL	\$6,530,734	\$0	\$1,632,683	\$8,163,417	\$0	02/2025	09/2023 (ACTUAL)	DID NOT OBLIGATE IN FY2025	ADDITIONAL FUNDING FOR A PROJECT THAT HAS ALREADY OBLIGATED; AFA AMENDMENT PENDING; TO BE DELAYED TO FY2026
11684.5	0918-47-389	RICHARDSON	DALLAS	E	VA	CITY OF RICHARDSON CONNECTED & AUTOMATED VEHICLE (AV) TEST BED & COMMUNITY CONNECTOR; TRAFFIC DETECTION & COMMS UPDATES	INCLUDE CELLULAR VEHICLE-TO-EVERYTHING/LTE-TO-EVERYTHING ROADSIDE & ON-BOARD UNITS; RAPID FLASHING BEACONS AT	GREENVILLE/ARAPAHO STATION; RECTANGLE RAPID FLASHING BEACONS XING; SYSTEMS ENG FOR CONNECTED VEHICLE-TO-EVERYTHING IMP; ON-DEMAND AV SERVICES CONNECTING POINTS-OF-INTEREST AROUND ARAPAHO STATION, INCL NETWORK OF NEIGHBORHOODS AND COMMUNITY CENTERS	\$226,132	\$0	\$0	\$226,132	\$0	08/2025	08/2025 (ACTUAL)	DID NOT OBLIGATE IN FY2025	ADDITIONAL FUNDING FOR A PROJECT THAT HAS ALREADY OBLIGATED; WILL BE DELAYED TO FY2026 VIA THE 2027-2030 TIP DEVELOPMENT
16007.1	0918-00-493	NCTCOG	DALLAS	I	VA	LIMITED ACCESS FACILITIES IN DALLAS DISTRICT	SUCH AS US 75, IH 635, IH 30, IH 20, SH 114, SH 183, IH 35W, SL 12, US 67, US 80, IH 35E, IH 45, US 175	CONTRACT WITH TOW TRUCK OPERATORS TO STAGE TOW TRUCKS FOR QUICK CLEARANCE OF ABANDONED VEHICLES, STRANDED MOTORISTS OR CRASHES TO REDUCE CONGESTION AND IMPROVE SAFETY	\$400,000	\$0	\$0	\$400,000	\$0	02/2025	10/2025 09/2025	DID NOT OBLIGATE IN FY2025	NEW FUNDS APPROVED VIA THE FEBRUARY 2025 TIP MODIFICATION CYCLE; AFA EXECUTED; WILL BE DELAYED TO FY2026 VIA THE 2027-2030 TIP DEVELOPMENT
16007	0902-00-351	NCTCOG	FORT WORTH	I	VA	SPECIAL EVENTS MANAGEMENT; REGIONWIDE		INCLUDING MEASURES SUCH AS EXTENDED TRANSIT SERVICE FOR EVENTS, STAGING OF TOW TRUCKS TO CLEAR INCIDENTS QUICKLY, CLEARING ROADWAYS QUICKLY AFTER INCIDENTS, ETC. TO REDUCE CONGESTION DURING SPECIAL EVENTS; INCLUDES NCTCOG STAFF TIME	\$550,000	\$0	\$0	\$550,000	\$0	09/2024	11/2025 08/2025	DID NOT OBLIGATE IN FY2025	AFA EXECUTED; WILL BE DELAYED TO FY2026 VIA THE 2027-2030 TIP DEVELOPMENT
21044	0918-47-380	NCTCOG	DALLAS	E	VA	DALLAS INTERNATIONAL DISTRICT AUTOMATED TRANSPORTATION SYSTEM BOUNDED BY IH 635 TO THE SOUTH, DALLAS NORTH TOLLWAY	TO THE WEST, PRESTON ROAD TO THE EAST, AND SPRING VALLEY ROAD TO THE NORTH	ENGINEERING AND CONSTRUCTION OF THE DALLAS INTERNATIONAL DISTRICT AUTOMATED TRANSPORTATION SYSTEM	\$2,000,000	\$0	\$0	\$2,000,000	\$0	09/2021	11/2025 08/2025	DID NOT OBLIGATE IN FY2025	DELAYED FROM FY2024; PROJECT TO BE CANCELLED
11554.2	0918-00-422	NCTCOG	DALLAS	E	VA	PLANO LEGACY AREA AUTOMATED TRANSPORTATION SYSTEM (ATS)		INCLUDING ANALYSIS OF VARIOUS TECHNOLOGIES AND ALIGNMENT OPTIONS FOR WARRANTED PEOPLE MOVER LOCATIONS IN THE DFW REGION AND CONNECT THOSE LOCATIONS TO EXISTING REGIONAL TRANSPORTATION NETWORKS; INCLUDES PLANO LEGACY AREA AUTOMATED TRANSPORTATION SYSTEM	\$375,000	\$0	\$0	\$375,000	\$0	09/2023	12/2025 09/2025 08/2025	DID NOT OBLIGATE IN FY2025	AFA PENDING EXECUTION; WILL BE DELAYED TO FY2026 VIA THE 2027-2030 TIP DEVELOPMENT
11647.2	0918-00-383	NCTCOG	DALLAS	I	VA	LAND USE/TRANS & BIKE/PED INITIATIVES INCLUDES BICYCLE/PED PLANNING & PROGRAMMING, & TRANSIT ORIENTED DEVELOPMENT	TECHNICAL ASSISTANCE, REGIONAL BIKE/PED SAFETY PROGRAM/LOOK OUT TEXANS, IMPL OF SUSTAINABLE DEV, REGIONAL WAYFINDING	ADA COMPLIANCE; COLLECT & ANALYZE DATA; SCHOOL SITING/LAND USE CONNECTIONS, SAFE ROUTES TO SCHOOL, TARGETED SAFETY EDUCATION FORIDS AND TEEN DRIVERS; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	\$2,565,000	\$0	\$0	\$2,565,000	\$0	09/2024	12/2025 09/2025	DID NOT OBLIGATE IN FY2025	FUNDING ADVANCED TO FY2025 VIA THE FEBRUARY 2025 TIP MODIFICATION CYCLE; AFA EXECUTED; WILL BE DELAYED TO FY2026 VIA THE 2027-2030 TIP DEVELOPMENT
11657.2	0918-00-482	NCTCOG	DALLAS	I	VA	M&O - AIR QUALITY PUBLIC EDUCATION AND OUTREACH PROGRAM; REGIONWIDE	IMPLEMENT STRATEGIC COMMUNICATION EFFORTS TO EDUCATE AND INFORM THE REGION ON TRANSPORTATION AND AIR QUALITY RELATED	ISSUES, INCLUDING STRATEGIES FOR IMPROVEMENT, FUNDING OPPORTUNITIES, TRAINING INITIATIVES, AND NEW PROGRAMS/POLICIES; MAJOR EFFORTS WILL FOCUS ON TRANSPORTATION AND AIR QUALITY, PUBLIC OUTREACH, EDUCATION, AND ENGAGEMENT PROGRAMS	\$1,025,000	\$0	\$0	\$1,025,000	\$0	09/2024	12/2025 09/2025	DID NOT OBLIGATE IN FY2025	FUNDING ADVANCED TO FY2025 VIA FEBRUARY 2025 TIP MODIFICATION CYCLE; AFA EXECUTED; WILL BE DELAYED TO FY2026 VIA THE 2027-2030 TIP DEVELOPMENT
11663.3	0918-00-411	NCTCOG	DALLAS	I	VA	ENTIRE MANAGED LANE SYSTEM		DEVELOP, TEST, & IMPLEMENT TECHNOLOGY TO DETECT & VERIFY AUTO OCCUPANCY ON REGIONAL MANAGED LANE SYSTEM INCLUDING PUBLIC OUTREACH, EDUCATION, & INTEGRATION INTO EXISTING TOLLING SOFTWARE/HARDWARE; PROJECT INVOLVES CONSULTANT ASSISTANCE & NCTCOG STAFF TIME	\$1,800,000	\$0	\$0	\$1,800,000	\$0	09/2024	12/2025 08/2025	DID NOT OBLIGATE IN FY2025	WILL BE DELAYED TO FY2026 VIA THE 2027-2030 TIP DEVELOPMENT
11692.1	0918-00-426	NCTCOG	DALLAS	I	VA	REGIONAL PARKING MANAGEMENT TOOLS & STRATEGIES PROGRAM		CONDUCT DATA COLLECTION AND/OR PLANNING TO DEVELOP AND IMPLEMENT DATA DRIVEN TOOLS AND STRATEGIES TO SUPPORT PUBLIC SECTOR IN MANAGEMENT OF PARKING AT MULTIMODAL LOCATIONS	\$550,000	\$0	\$0	\$550,000	\$0	09/2024	12/2025 09/2025 08/2025	DID NOT OBLIGATE IN FY2025	AFA PENDING EXECUTION; WILL BE DELAYED TO FY2026 VIA THE 2027-2030 TIP DEVELOPMENT
14014	0918-47-467	NCTCOG	DALLAS	I	VA	MCKINNEY AVENUE TRANSIT AUTHORITY M-LINE EXTENSION FROM UPTOWN	KNOX-HENDERSON NEIGHBORHOOD	CONDUCT A STUDY TO RECOMMEND ALIGNMENTS & STOPS, EVAL THE COST OF IMPL, OPERATION, & MAINTENANCE, PROVIDE TECH ASSIST PRODUCING RIDERSHIP EST & PRELIM ENV ANALYSIS, ID POTENTIAL FUNDING, & DEVELOP TIMELINE; INCL NCTCOG STAFF TIME & MAY INCL CONSULTANT ASST	\$600,000	\$0	\$0	\$600,000	\$0	09/2024	12/2025 09/2025	DID NOT OBLIGATE IN FY2025	AFA EXECUTED; WILL BE DELAYED TO FY2026 VIA THE 2027-2030 TIP DEVELOPMENT
14038.2	0902-00-344	NCTCOG	FORT WORTH	I	VA	MANAGEMENT AND OVERSIGHT OF REGIONAL SAFETY PROGRAM		INCLUDING REGIONAL DATA TOOLS AND ANALYSIS, TRAFFIC INCIDENT MANAGEMENT, DRIVE AWARE NORTH TEXAS SAFETY CAMPAIGN, STRATEGIC TARGETING OF AGGRESSIVE DRIVING AND ROAD RAGE, INCLUDES CONSULTANT, NCTCOG STAFF TIME AND EQUIPMENT	\$5,005,000	\$0	\$0	\$5,005,000	\$0	09/2024	12/2025 08/2025	DID NOT OBLIGATE IN FY2025	AFA AMENDMENT EXECUTED; WILL BE DELAYED TO FY2026 VIA THE 2027-2030 TIP DEVELOPMENT
16006	0918-00-425	NCTCOG	DALLAS	I	VA	ENVIRONMENTAL IMPACT STATEMENT COORDINATION ON REG PROJECTS; PROVIDE TECHNICAL, PLANNING, ENGINEERING, & ENV ASSISTANCE	TO TRANSPORTATION AGENCIES & THE RTC TO ADVANCE CORRIDORS IDENTIFIED FOR IMPROVEMENT IN OR BEING EVALUATED FOR THE	METROPOLITAN TRANSPORTATION PLAN; PROVIDE SUPPORT TO ADVANCE REGIONAL PROJECTS THROUGH THE ENVIRONMENTAL PROCESS; FACILITATE COORDINATION MEETINGS THAT MONITOR & ENSURE THE CONTINUED PROGRESS OF ENVIRONMENTAL DOCUMENT COMPLETION	\$400,000	\$0	\$0	\$400,000	\$0	09/2024	12/2025 09/2025	DID NOT OBLIGATE IN FY2025	AFA EXECUTED; WILL BE DELAYED TO FY2026 VIA THE 2027-2030 TIP DEVELOPMENT

Sorted by Obligation Status, then Estimated Start Date

Obligations and Estimated Start Dates as of 9/30/2025

Yellow rows represent project phases that have been delayed beyond their original start date by 4+ years

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2025

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ORIGINAL START DATE	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
21028	0918-47-364	NCTCOG	DALLAS	E	VA	HIGH-SPEED RAIL/CEDARS PLANNING STUDY BOUNDED BY GOOD LATIMER ON THE EAST, CORINTH ON THE SOUTH	THE TRINITY RIVER ON THE WEST, AND YOUNG STREET ON THE NORTH	PLANNING STUDY TO LOOK AT POTENTIAL IMPROVEMENTS TO THE GRID SYSTEM OVER IH 30 & IN THE CEDARS NEIGHBORHOOD OF DALLAS, & TO REVIEW THE POTENTIAL FOR PLACING STRUCTURES ON TOP OF IH 30; INCL. PRELIM ENG FOR IMPROVEMENTS THAT COME OUT OF PLANNING WORK	\$2,000,000	\$0	\$0	\$2,000,000	\$0	09/2021	12/2025 09/2025	DID NOT OBLIGATE IN FY2025	DELAYED FROM FY2024; AFA EXECUTION PENDING; WILL BE DELAYED TO FY2026 VIA THE 2027-2030 TIP DEVELOPMENT; PROJECT HAS BEEN DELAYED DUE TO ONGOING REGIONAL DISCUSSIONS AND DELAYS AROUND HIGH-SPEED RAIL
24032	0902-00-415	NCTCOG	FORT WORTH	I	VA	FLOODED ROADS INFORMATION SYSTEMS PROJECT; REGIONWIDE	IMPROVE ROADWAY SAFETY BY PROVIDING ADVANCE WARNINGS TO DRIVERS/VEHICLES THROUGH MOBILE DRIVING APPS AND CONNECTED VEHICLE SYSTEMS; SYSTEM WILL FOCUS ON ALERTING	USERS OF A HIGH PROBABILITY OF WATER POOLING, PONDING, OR FLOODING ON ROADWAY SURFACES; INCLUDES INTEGRATION WITH EXISTING REGIONAL FLOOD DETECTION SYSTEMS AND A NEEDS ASSESSMENT TO DETERMINE WHERE ADDITIONAL RAIN SENSING INFRASTRUCTURE IS NEEDED	\$2,000,000	\$0	\$0	\$2,000,000	\$0	08/2025	12/2025 08/2025	DID NOT OBLIGATE IN FY2025	AFA EXECUTED; WILL BE DELAYED TO FY2026 VIA THE 2027-2030 TIP DEVELOPMENT
25096	0902-90-265	ARLINGTON	FORT WORTH	E	CS	ON AT&T WAY FROM SH 180/DIVISION ST	ABRAM ST	CONDUCT A FEASIBILITY STUDY OF THE EXTENSION OF AT&T WAY TO ABRAM ST (0 TO 6 LANES), INCLUDING A GRADE SEPARATION ACROSS THE UNION PACIFIC MAIN LINE AND A CREEK CROSSING	\$3,000,000	\$0	\$750,000	\$3,750,000	\$0	06/2023	12/2025 10/2025 09/2025	DID NOT OBLIGATE IN FY2025	DELAYED FROM FY2024; CITY WORKING WITH TXDOT ON THE AFA; AFA IS EXECUTED; WILL BE DELAYED TO FY2026 VIA THE 2027-2030 TIP DEVELOPMENT
11613.3	0918-00-441	NCTCOG	DALLAS	I	VA	REGIONAL GOODS MOVEMENT/CORRIDOR STUDIES; CONDUCT GENERAL CORRIDOR STUDIES & PLANNING ACTIVITIES IN SUPPORT OF THE	REGION'S GOOD MOVMT INCL NCTCOG STAFF TIME & CONSULTANT ASST TO ASSESS IMPACT OF TRUCK, RAIL, & OTHER FREIGHT; MOVMT,	DATA COLLECTION & ANALYSIS, SAFETY, COORD WITH PRIVATE SECTOR FREIGHT PARTNERS; MONITORING TRUCK LANE CORRIDORS, HAZMAT, ECON ANALYSIS, LAND USE COMPATIBILITY, PASSENGER & FREIGHT RAIL INTEGRATION, PUBLIC OUTREACH/EDUC & OVERSIGHT OF PARTNER IMPL PROJECTS	\$1,250,000	\$0	\$0	\$1,250,000	\$0	09/2024	12/2025 08/2025 05/2025	DID NOT OBLIGATE IN FY2025	WILL BE DELAYED TO FY2026 VIA THE 2027-2030 TIP DEVELOPMENT
11622.4	0918-00-479	NCTCOG	DALLAS	I	VA	TRAVEL SURVEY, DATA COLLECTION, MODEL REFINEMENT PROGRAM: TO PROVIDE TRAVEL INFORMATION USED TO CREATE ANALYTICAL TOOLS	FOR ALL PLANNING, AIR QUALITY, AND MANAGEMENT PROJECTS IN THE MPA; ANALYSIS OF TRANSIT PERFORMANCE IN REAL-TIME AND	FORECAST FUTURE RIDERSHIP AMONGST THE THREE MAJOR TRANSIT AGENCIES; INCLUSION OF NON-MOTORIZED TRIPS IN THE REG TRAVEL MODEL; DEV OF DYNAMIC TRAFFIC ASSIGNMENT MODEL FOR ROADWAY NETWORK ANALYSIS; CONDUCT TRAVEL SURVEYS & INTERSECTION OPERATIONAL ANALYSES	\$2,610,000	\$0	\$0	\$2,610,000	\$0	09/2024	03/2026 09/2025	DID NOT OBLIGATE IN FY2025	DELAYED TO FY2026 VIA THE NOVEMBER 2025 TIP MODIFICATION CYCLE
11898.6	0902-90-166	TXDOT-FORT WORTH	FORT WORTH	E	CS	ON HASLET PARKWAY/SH 170 FROM IH 35W	INTERMODAL PKWY	CONSTRUCT 0 TO 2 LANE GRADE SEPARATED DIRECT CONNECTORS	\$8,000,000	\$0	\$0	\$8,000,000	\$0	09/2023	03/2026 03/2025	DID NOT OBLIGATE IN FY2025	DELAYED FROM FY2024; AFA IS BEING DRAFTED; PROJECT HAS NOT BEEN APPROVED BY FHWA; WILL BE DELAYED TO FY2027 VIA THE 2027-2030 TIP DEVELOPMENT
14063	0019-01-146	TXDOT-FORT WORTH	FORT WORTH	C	SH 174	N OF ELK DR	WICKER HILL RD	RECONSTRUCT AND WIDEN FROM 4 TO 6 LANES RURAL DIVIDED WITH SIDEWALKS	\$17,743,826	\$4,435,956	\$0	\$22,179,782	\$0	09/2022	03/2026 09/2025	DID NOT OBLIGATE IN FY2025	PROJECT HAS NOT BEEN APPROVED BY FHWA DUE TO MTP INCONSISTENCY BETWEEN NETWORK YEAR AND FISCAL YEAR; DELAYED TO FY2026 VIA THE NOVEMBER 2025 TIP MODIFICATION CYCLE
21070	0918-47-387	RICHARDSON	DALLAS	C	CS	JUPITER ROAD AT CAMPBELL ROAD		INTERSECTION IMPROVEMENTS INCLUDING CONSTRUCTION OF NEW DEDICATED RIGHT-TURN LANES ON EB CAMPBELL ROAD & SB JUPITER ROAD	\$1,788,000	\$0	\$447,000	\$2,235,000	\$0	02/2024	03/2026 12/2025-04/2025	DID NOT OBLIGATE IN FY2025	DELAYED FROM FY2024; 100% PLANS AND BID DOCUMENTS BEING FINALIZED; CITY WORKING ON RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATIONS; PROJECT DELAYED TO FY2026 VIA THE FEBRUARY 2025 MODIFICATION CYCLE
25013	0902-90-172	FORT WORTH	FORT WORTH	U	CS	MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE	LTJG BARNETT FROM MEANDERING ROAD TO NASJRB EAST GATE	RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF, CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEPATHS WITHIN PROJECT LIMITS AND BIKE LANES ON LTJG BARNETT	\$1,742,000	\$0	\$0	\$1,742,000	\$0	12/2022	03/2026 09/2025	DID NOT OBLIGATE IN FY2025	UTILITIES TO BE RELOCATED DURING CONSTRUCTION; WILL BE DELAYED TO FY2026 VIA THE 2027-2030 TIP DEVELOPMENT THROUGH A FUTURE TIP MODIFICATION CYCLE DUE TO ADDITIONAL FUNDING NEEDED
25013	0902-90-172	FORT WORTH	FORT WORTH	C	CS	MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE	LTJG BARNETT FROM MEANDERING ROAD TO NASJRB EAST GATE	RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF, CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEPATHS WITHIN PROJECT LIMITS AND BIKE LANES ON LTJG BARNETT	\$13,392,000	\$0	\$0	\$13,392,000	\$0	10/2017	03/2026 04/2026 09/2025	DID NOT OBLIGATE IN FY2025	WILL BE DELAYED TO FY2026 THROUGH A FUTURE THE AUGUST 2025 TIP MODIFICATION CYCLE DUE TO ADDITIONAL FUNDING NEEDED
16003	0902-00-346	NCTCOG	FORT WORTH	E	VA	MANSFIELD LINE PASSENGER RAIL STUDY FROM MIDLOTHIAN	TO FORT WORTH CENTRAL STATION	MANSFIELD LINE PASSENGER RAIL CONCEPTUAL ENGINEERING STUDY INCLUDING ALTERNATIVE ROUTE ANALYSIS AND FUNDING OPTIONS; INCLUDES CONSULTANT AND NCTCOG STAFF TIME	\$1,000,000	\$0	\$0	\$1,000,000	\$0	09/2023	04/2026 11/2025 09/2025	DID NOT OBLIGATE IN FY2025	DELAYED FROM FY2024; AWAITING UPDATED PROJECT SCHEDULE; PROJECT MAY BE DELAYED TO FY2026 VIA THE NOVEMBER 2025 TIP MODIFICATION CYCLE
14015.3	0918-47-483	DALLAS	DALLAS	E	CS	HARRY HINES/MCKINNON COUPLET WRONG WAY DRIVING AND AA CENTER STUDY BOUNDED BY SLOCUM ON THE WEST, MCKINNON ON THE EAST,	SOUTH OF OAK LAWN ON THE NORTH, AND MOODY/WOODALL RODGERS NORTHERN SERVICE ROAD ON THE SOUTH	PLANNING STUDY FOR IMPROVED CIRCULATION IN FULL STUDY AREA AND FULL ENGINEERING FOR THE HARRY HINES/MCKINNON COUPLET INCLUDING THE MOODY CONNECTION INCLUDING IMPROVEMENTS NEEDED FOR WRONG WAY DRIVING ON DNT AND MOBILITY IMPROVEMENTS AROUND AA CENTER	\$3,000,000	\$0	\$0	\$3,000,000	\$0	05/2024	06/2026 12/2025 05/2025	DID NOT OBLIGATE IN FY2025	DELAYED FROM FY2024; AFA AND FPAA EXECUTED; DELAYED TO FY2026 VIA THE MAY 2025 MODIFICATION CYCLE
14088	0902-90-176	TXDOT-FORT WORTH	FORT WORTH	C	CS	ON LAS VEGAS TRAIL FROM QUEBEC DRIVE	IH 820	RECONSTRUCT AND WIDEN FROM 2 LANES TO 4 LANES WITH SIDEWALKS, STORMWATER, AND INTERSECTION IMPROVEMENTS	\$6,700,000	\$1,088,750	\$586,250	\$8,375,000	\$0	09/2023	08/2026	DID NOT OBLIGATE IN FY2025	PROJECT MAY BE ABLE TO ADVANCE DEPENDING ON UTILITY RELOCATION TIMELINES; DELAYED TO FY2026 VIA THE MAY 2025 MODIFICATION CYCLE
16008	0918-00-413	NCTCOG	DALLAS	I	VA	TECHNOLOGY AND INNOVATION 3.0	STAFF SUPPORT FOR PROJECTS FOCUSED ON IMPROVING REGIONAL BROADBAND ACCESS FOR TRANSPORTATION PURPOSES,	COORDINATING AND SUPPORTING EMERGING MOBILITY TECHNOLOGY DEPLOYMENTS AND CONNECTED VEHICLE/INFRASTRUCTURE IMPROVEMENTS; SUPPORTING WORKFORCE DEVELOPMENT AND RESEARCH INITIATIVES; AND MANAGING ADMINISTRATIVE TASKS TO FACILITATE PROJECTS	\$900,000	\$0	\$0	\$900,000	\$0	09/2023	08/2026 08/2025	DID NOT OBLIGATE IN FY2025	PROJECT HAS NOT BEEN APPROVED BY FHWA DUE TO ELIGIBILITY QUESTIONS; PROJECT TO BE MOVED OUT TO FY2026 VIA THE 2027-2030 TIP DEVELOPMENT A FUTURE TIP MODIFICATION

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2025

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ORIGINAL START DATE	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
53029	0014-15-033	TXDOT-FORT WORTH	FORT WORTH	C	US 81	NORTH OF HARMON ROAD	NORTH OF IH 35W	RECONSTRUCT 2 TO 2 LANE NORTHBOUND FRONTAGE ROAD	\$4,813,065	\$1,203,266	\$0	\$6,016,331	\$0	10/2022	08/2026	DID NOT OBLIGATE IN FY2025	ENVIRONMENTAL CLEARANCE RECEIVED IN FEBRUARY 2025; TXDOT WORKING THROUGH RIGHT-OF-WAY ACQUISITION; WILL BE DELAYED TO FY2026 VIA THE 2027-2030 TIP DEVELOPMENT
53030	0014-15-034	TXDOT-FORT WORTH	FORT WORTH	C	US 81	NORTH OF HARMON ROAD	NORTH OF IH 35W	RECONSTRUCT 2 LANE ONE WAY TO 2 LANE SOUTHBOUND FRONTAGE ROAD	\$5,782,257	\$1,445,564	\$0	\$7,227,821	\$0	10/2022	08/2026	DID NOT OBLIGATE IN FY2025	ENVIRONMENTAL CLEARANCE RECEIVED IN FEBRUARY 2025; TXDOT WORKING THROUGH RIGHT-OF-WAY ACQUISITION; WILL BE DELAYED TO FY2026 VIA THE 2027-2030 TIP DEVELOPMENT
11684.2	0081-12-053	FORT WORTH	FORT WORTH	ENV	IH 35W	IH 35W TRUCK PARKING HUB ON IH 35W AT SH 170 NEAR HARMON ROAD		CONSTRUCT TRUCK PARKING AREA TO INCLUDE SAFETY REST AREA FOR TRUCK DRIVERS, VEHICLE TO INFRASTRUCTURE COMMUNICATION EQUIPMENT, STRIPING, AND SIGNAGE	\$100,000	\$0	\$0	\$100,000	\$0	01/2022	09/2026 08/2025	DID NOT OBLIGATE IN FY2025	WILL BE DELAYED TO FY2027 VIA THE 2027-2030 TIP DEVELOPMENT; CITY WORKING ON PLAN TO REPAY FAA GRANT SINCE THE LAND IS BEING IMPROVED
11684.2	0081-12-053	FORT WORTH	FORT WORTH	E	IH 35W	IH 35W TRUCK PARKING HUB ON IH 35W AT SH 170 NEAR HARMON ROAD		CONSTRUCT TRUCK PARKING AREA TO INCLUDE SAFETY REST AREA FOR TRUCK DRIVERS, VEHICLE TO INFRASTRUCTURE COMMUNICATION EQUIPMENT, STRIPING, AND SIGNAGE	\$758,953	\$0	\$0	\$758,953	\$0	04/2022	09/2026 08/2025	DID NOT OBLIGATE IN FY2025	WILL BE DELAYED TO FY2027 VIA THE 2027-2030 TIP DEVELOPMENT; CITY WORKING ON PLAN TO REPAY FAA GRANT SINCE THE LAND IS BEING IMPROVED
21076	0918-47-396	GARLAND	DALLAS	R	CS	ON SHILOH ROAD FROM MILLER ROAD	FOREST LANE	RECONSTRUCT AND WIDEN FROM 4 LANES TO 6 LANES WITH SIDEWALKS	\$3,000,000	\$0	\$0	\$3,000,000	\$0	07/2024	09/2026 03/2026	DID NOT OBLIGATE IN FY2025	AFA EXECUTED; WILL BE DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
11684.5	0918-47-389	RICHARDSON	DALLAS	C	VA	CITY OF RICHARDSON CONNECTED & AUTOMATED VEHICLE (AV) TEST BED & COMMUNITY CONNECTOR; TRAFFIC DETECTION & COMMS UPGRADES	INCLUDE CELLULAR VEHICLE-TO-EVERYTHING/LTE-TO-EVERYTHING ROADSIDE & ON-BOARD UNITS; RAPID FLASHING BEACONS AT	GREENVILLE/ARAPAHO STATION; RECTANGLE RAPID FLASHING BEACONS XING; SYSTEMS ENG FOR CONNECTED VEHICLE-TO-EVERYTHING IMP; ON-DEMAND AV SERVICES CONNECTING POINTS-OF-INTEREST AROUND ARAPAHO STATION, INCL NETWORK OF NEIGHBORHOODS AND COMMUNITY CENTERS	\$1,542,668	\$0	\$0	\$1,542,668	\$0	08/2022	12/2026 09/2026 08/2025	DID NOT OBLIGATE IN FY2025	FUNDING IS FOR INFRASTRUCTURE UPGRADES; WILL BE DELAYED TO FY2027 VIA THE 2027-2030 TIP DEVELOPMENT
21033	0902-90-223	FORT WORTH	FORT WORTH	E	VA	EAST ROSEDALE BOUNDED BY ROSEDALE ON THE NORTH, LIBERTY STREET ON THE EAST,	POLLARD-SMITH ON THE SOUTH, AND AMANDA AVENUE ON THE WEST	DESIGN AND CONSTRUCT TRANSIT BUS CENTER NEAR NEW ENVISION CENTER AND STOP SIX	\$200,000	\$0	\$0	\$200,000	\$0	01/2021	03/2027 12/2025 10/2024	DID NOT OBLIGATE IN FY2025	DELAYED FROM FY2024; CITY WORKING ON SCOPING THE PROJECT TO KEEP IT UNDER THE AVAILABLE FUNDING; WILL BE DELAYED TO FY2027 VIA THE 2027-2030 TIP DEVELOPMENT
21035	0918-47-427	FARMERS BRANCH	DALLAS	C	VA	VALLEY VIEW LANE FROM DENTON ROAD	NESTLE DRIVE	RECONSTRUCT FROM 6 TO 4 LANE DIVIDED ROADWAY WITH ON-STREET PARKING AND SIDEWALKS	\$259,912	\$0	\$64,978	\$324,890	\$0	05/2024	01/2028 08/2025	DID NOT OBLIGATE IN FY2025	PROJECT TO BE DELAYED WHILE CITY WORKS ON POSSIBLE RE-SCOPING AND IH 35E DESIGN-BUILD PROJECT CONSTRUCTION IS ONGOING; DELAYED TO FY2028 VIA THE AUGUST 2025 TIP MODIFICATION CYCLE
21035	0918-47-428	FARMERS BRANCH	DALLAS	C	VA	VALLEY VIEW LANE FROM DENTON ROAD	NESTLE DRIVE	RECONSTRUCT FROM 6 TO 4 LANE DIVIDED ROADWAY WITH ON-STREET PARKING AND SIDEWALKS	\$2,983,285	\$0	\$0	\$2,983,285	\$0	05/2024	01/2028 08/2025	DID NOT OBLIGATE IN FY2025	PROJECT TO BE DELAYED WHILE CITY WORKS ON POSSIBLE RE-SCOPING AND IH 35E DESIGN-BUILD PROJECT CONSTRUCTION IS ONGOING; DELAYED TO FY2028 VIA THE AUGUST 2025 TIP MODIFICATION CYCLE
11626	0902-00-384	NCTCOG	FORT WORTH	E	VA	ROADWAY SAFETY AUDITS	REGIONWIDE ROADWAY SAFETY AUDIT TO EVALUATE VARIOUS ROAD SEGMENTS AND INTERSECTIONS HIGHLIGHTED IN THE REGIONAL	PEDESTRIAN SAFETY ACTION PLAN; IDENTIFY RECOMMENDED SAFETY COUNTERMEASURES THAT WILL ENHANCE SAFETY AND REDUCE THE NUMBER AND SEVERITY OF CRASHES; INCLUDES CONSULTANT AND COG STAFF TIME	\$0	\$0	\$0	\$0	\$0	12/2024	N/A 12/2025	DID NOT OBLIGATE IN FY2025	DELAYED TO FY2026 VIA THE FEBRUARY 2025 MODIFICATION CYCLE; PROJECT CANCELLED VIA THE NOVEMBER 2025 TIP MODIFICATION CYCLE
11684.7	0902-90-266	DFW AIRPORT	FORT WORTH	I	VA	AUTOMATED PARKING PROJECT AT DFW AIRPORT	TO FACILITATE DIRECT INTERMODAL INTERCHANGE TRANSFER AND ACCESS IN TO/OUT OF THE AIRPORT	IMPLEMENT AUTOMATED PARKING PROJECT INCLUDES USING LOW-SPEED VEHICLE AUTOMATION AND VEHICLE-TO-INFRASTRUCTURE TECHNOLOGY	\$0	\$0	\$0	\$0	\$0	10/2022	N/A 05/2025	DID NOT OBLIGATE IN FY2025	DELAYED FROM FY2024; PROJECT CANCELLED VIA THE MAY 2025 TIP MODIFICATION CYCLE
16004	0902-00-347	NCTCOG	FORT WORTH	E	VA	NORTHWEST AND SOUTHWEST FORT WORTH SUBAREA STUDIES; NORTHWEST STUDY: BOUNDED BY US 377 TO E, SH 114 TO N, FM 730 TO W,	& IH 820 TO S; SW STUDY: IH 20/IH 820 TO N, FM 1187 TO W, US 377 TO S, & CHISHOLM TRAIL TO E; DEVELOP SUB-REGIONAL	TR PLANS TO IDENTIFY NEEDED IMPROVEMENTS & ESTABLISH A MULTI-MODAL TR NETWORK WITH FOCUS ON LAND USE, SAFETY, & CONGESTION; AREAS OUTSIDE THIS STUDY AREA WILL ALSO BE INCLUDED AS THEY IMPACT TRAVEL WITHIN THE AREA, INCL CONSULTANT & NCTCOG STAFF TIME	\$0	\$0	\$0	\$0	\$0	09/2023	N/A 08/2025	DID NOT OBLIGATE IN FY2025	PROJECT TO BE CANCELLED IN A FUTURE VIA THE NOVEMBER 2025 TIP MODIFICATION CYCLE
21079	0918-47-385	NCTCOG	DALLAS	E	VA	ON IH 30 FROM DALLAS/TARRANT COUNTY LINE	IH 635	PLANNING STUDY TO REVIEW DESIGN ELEMENTS NEEDED TO ACCOMMODATE AUTOMATED AND ELECTRIC VEHICLES, INCLUDING DYNAMIC INDUCTIVE CHARGING TECHNOLOGY USABLE BY ALL VEHICLE TYPES	\$0	\$0	\$0	\$0	\$0	09/2021	N/A 03/2025	DID NOT OBLIGATE IN FY2025	PROJECT CANCELLED VIA THE MAY 2025 TIP MODIFICATION CYCLE
21080	1068-02-156	NCTCOG	FORT WORTH	E	IH 30	IH 35W	DALLAS/TARRANT COUNTY LINE	PLANNING STUDY TO REVIEW DESIGN ELEMENTS NEEDED TO ACCOMMODATE AUTOMATED AND ELECTRIC VEHICLES, INCLUDING DYNAMIC INDUCTIVE CHARGING TECHNOLOGY USABLE BY ALL VEHICLE TYPES	\$0	\$0	\$0	\$0	\$0	09/2021	N/A 03/2025	DID NOT OBLIGATE IN FY2025	PROJECT CANCELLED VIA THE MAY 2025 TIP MODIFICATION CYCLE
21086.1	0047-05-063	TXDOT-DALLAS	DALLAS	R	CS	ON N MCDONALD STREET FROM VIRGINIA ST	LOUISIANA ST	CONSTRUCTION OF LOWER SH 5 PEDESTRIAN AMENITIES	\$0	\$0	\$0	\$0	\$0	06/2025	N/A 06/2025	DID NOT OBLIGATE IN FY2025	PROJECT NO LONGER MOVING FORWARD; FEDERAL DISCRETIONARY GRANT WAS RESCINDED BY USDOT

TOTAL CLOSEOUTS/WITHDRAWALS	(\$7,166,060)
TOTAL PROJECT ADJUSTMENTS	(\$13,443,452)
TOTAL OBLIGATED IN FY2025	\$133,315,723
TOTAL DID NOT OBLIGATE IN FY2025	\$108,619,832

TASA FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2025

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	TASA DEADLINE	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
40070	0902-90-198	ARLINGTON	FORT WORTH	C	VA	CROW LEADERSHIP ACADEMY SRTS, THORNTON ELEMENTARY SRTS, AND WEBB ELEMENTARY SRTS	IN PROXIMITY TO CROW LEADERSHIP ACADEMY, THORNTON ELEMENTARY, AND WEBB ELEMENTARY	CITY OF ARLINGTON SRTS; CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, CROSSWALKS, RETAINING WALLS, SIGNAGE, NEW SIGNALS, TRAFFIC CALMING TREATMENTS, AND CROSSING SAFETY IMPROVEMENTS	\$3,554,643	\$0	\$0	\$3,554,643	\$1,809,787	09/2023	05/2025 (ACTUAL) 06/2025	OBLIGATED (2025)	2020 TA SET ASIDE CALL FOR PROJECTS
40070	0902-90-198	ARLINGTON	FORT WORTH	CE	VA	CROW LEADERSHIP ACADEMY SRTS, THORNTON ELEMENTARY SRTS, AND WEBB ELEMENTARY SRTS	IN PROXIMITY TO CROW LEADERSHIP ACADEMY, THORNTON ELEMENTARY, AND WEBB ELEMENTARY	CITY OF ARLINGTON SRTS; CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, CROSSWALKS, RETAINING WALLS, SIGNAGE, NEW SIGNALS, TRAFFIC CALMING TREATMENTS, AND CROSSING SAFETY IMPROVEMENTS	\$355,463	\$0	\$0	\$355,463	\$284,371	09/2023	05/2025 (ACTUAL) 06/2025	OBLIGATED (2025)	2020 TA SET ASIDE CALL FOR PROJECTS
40081	0902-90-292	NORTH RICHLAND HILLS	FORT WORTH	C	CS	SMITHFIELD MIDDLE SAFE ROUTES TO SCHOOL PROJECT BOUNDED BY COPPER CANYON RD ON THE NORTH	CRANE RD ON THE EAST, MID-CITIES BLVD ON THE SOUTH, DAVIS BLVD ON THE WEST	CONSTRUCT NEW SIDEWALKS, PEDESTRIAN SIGNALIZATION, AND INTERSECTION IMPROVEMENTS	\$663,596	\$0	\$0	\$663,596	\$630,924	12/2025	08/2025 (ACTUAL)	OBLIGATED (2025)	2022 TA SET ASIDE CALL FOR PROJECTS; 100% PLANS ARE UNDER REVIEW
40083	0902-90-294	FORT WORTH	FORT WORTH	C	VA	AV CATO ELEMENTARY SCHOOL SRTS PROJECT BOUNDED BY BARBARA RD ON THE NORTH	TRINITY TRAILS ON THE EAST, ROCKWOOD DR ON THE SOUTH, PALMETTO DR ON THE WEST	CONSTRUCT NEW SIDEWALKS AND PEDESTRIAN CROSSING SAFETY IMPROVEMENTS	\$1,570,248	\$0	\$392,562	\$1,962,810	\$1,438,247	12/2025	10/2025 (ACTUAL)	OBLIGATED (2025)	2022 TA SET ASIDE CALL FOR PROJECTS; ADVANCED TO FY2025
40080	0902-90-291	ARLINGTON	FORT WORTH	C	CS	ALLEN AVE FROM E MAYFIELD RD	E ARBROOK BLVD	CONSTRUCT NEW SIDEWALKS	\$957,427	\$0	\$239,356	\$1,196,783	\$0	12/2025	01/2026 11/2025 08/2025	DID NOT OBLIGATE IN FY2025	2022 TA SET ASIDE CALL FOR PROJECTS; 100% 95% PLANS ARE UNDER REVIEW; RIGHT-OF-WAY ACQUISITION IS COMPLETE AND COORDINATION WITH UTILITIES IS UNDERWAY; WILL BE DELAYED TO FY2026 VIA THE 2027-2030 TIP DEVELOPMENT
40085	0918-24-296	ALLEN	DALLAS	C	VA	ROWLETT CREEK TRAIL FROM EXISTING TERMINUS AT MCDERMOTT DRIVE	EXISTING BLUEBONNET TRAIL AT US 75	CONSTRUCT NEW SEGMENTS OF SHARED-USE PATHS AND SHARED-USE BRIDGES OVER ROWLETT CREEK	\$3,200,000	\$0	\$800,000	\$4,000,000	\$0	12/2025	01/2026 12/2025 09/2025	DID NOT OBLIGATE IN FY2025	2022 TA SET ASIDE CALL FOR PROJECTS; LETTING DELAYED DUE TO PENDING APPROVAL FROM FEMA; WILL BE DELAYED TO FY2026 VIA THE 2027-2030 TIP DEVELOPMENT
40087	0918-47-471	SUNNYVALE	DALLAS	C	VA	SUNNYVALE RAILS TO TRAILS PROJECT; BOUNDED BY NANCE RD ON THE NORTH	FORMER RAILROAD ROW ON THE EAST, E TRIPP RD ON THE SOUTH, AND WEST OF COLLINS RD ON THE WEST	CONSTRUCT NEW SEGMENTS OF SHARED-USE PATHS, BICYCLE AND PEDESTRIAN SIGNALIZATION, AND NEW SIDEWALK CONNECTIONS TO SUNNYVALE ELEMENTARY, INTERMEDIATE, AND HIGH SCHOOLS	\$1,791,299	\$0	\$447,824	\$2,239,123	\$0	12/2025	02/2026 12/2025-03/2025	DID NOT OBLIGATE IN FY2025	2022 TA SET ASIDE CALL FOR PROJECTS; ENGINEERING IS AT 30%, SO LETTING WILL NOT OCCUR IN FY2025; 100% PLANS ARE UNDER REVIEW; WILL BE DELAYED TO FY2026 VIA THE 2027-2030 TIP DEVELOPMENT
40086	0918-47-470	GARLAND	DALLAS	C	VA	GARLAND NEW SIDEWALK AT DART DOWNTOWN STATION BOUNDED BY CASTLE DR ON THE NORTH	N COUNTRY CLUB RD ON THE EAST, STATE ST ON THE SOUTH, N 4TH ST ON THE WEST	CONSTRUCT SIDEWALKS AND PEDESTRIAN SAFETY IMPROVEMENTS AT AND AROUND THE DOWNTOWN GARLAND DART STATION	\$3,344,389	\$0	\$836,097	\$4,180,486	\$0	12/2025	06/2026 12/2025-03/2025	DID NOT OBLIGATE IN FY2025	2022 TA SET ASIDE CALL FOR PROJECTS; 95% PLANS RESUBMITTED NEEDED FOR TXDOT REVIEW; ENVIRONMENTAL CLEARANCE RECEIVED OCTOBER 2025; WILL BE DELAYED TO FY2026 VIA THE 2027-2030 TIP DEVELOPMENT
40078	0918-47-325	DALLAS	DALLAS	C	CS	ROSS AVENUE FROM GREENVILLE AVENUE	IH 345	RECONSTRUCT ROADWAY, ADD SHARED USE PATH/SIDEWALKS, INTERSECTION IMPROVEMENTS, AND SIGNAL IMPROVEMENTS	\$3,836,092	\$0	\$0	\$3,836,092	\$0	09/2023	07/2026 10/2026 08/2025	DID NOT OBLIGATE IN FY2025	2020 TA SET ASIDE CALL FOR PROJECTS; 44% WORKING ON 100% DESIGN; DELAYED TO FY2027 VIA THE MAY 2025 TIP MODIFICATION CYCLE; IMPROVEMENTS BEING INCORPORATED INTO A LARGER PROJECT THAT WILL RECONSTRUCT ROSS AVENUE TO TAKE ADVANTAGE OF ECONOMIES OF SCALE; TXDOT REVIEWING 60% PLANS
40090	0918-46-348	FRISCO	DALLAS	C	VA	IRON HORSE TRAIL FROM STONEBROOK PKWY	ROCK CREEK PKWY	CONSTRUCTION OF A NEW SHARED-USE PATH ALONG STEWART CREEK	\$4,200,000	\$0	\$1,050,000	\$5,250,000	\$0	12/2025	08/2026 02/2026 06/2025	DID NOT OBLIGATE IN FY2025	2022 TA SET ASIDE CALL FOR PROJECTS; 60% PLANS NEEDED FOR TXDOT REVIEW; DELAYED TO FY2026 VIA THE AUGUST 2025 TIP MODIFICATION CYCLE
								TOTAL	\$23,473,157	\$0	\$3,765,839	\$27,238,996	\$4,163,329				

TOTAL CLOSEOUTS/WITHDRAWALS	(\$772,581)
TOTAL PROJECT ADJUSTMENTS	\$126,520
TOTAL OBLIGATED IN FY2025	\$4,163,329
TOTAL DID NOT OBLIGATE IN FY2025	\$17,329,207

CRP FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2025

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ORIGINAL START DATE	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
20003.3	0918-47-531	DART	DALLAS	T	VA	SILVER LINE ROADWAY/RAIL CROSSINGS FROM COIT ROAD TO HILLCREST ROAD		CONSTRUCT 6 FOOT SIDEWALKS ON EACH SIDE OF HILLCREST ROAD, ALONG COIT ROAD, AND IN QUIET ZONE AREA	\$1,083,466	\$0	\$0	\$1,083,466	\$1,083,466	01/2025	02/2025 (ACTUAL)	OBLIGATED (2025)	FUNDS HAVE BEEN TRANSFERRED (FEBRUARY 2025)
24030	0902-00-385	FWTA	FORT WORTH	T	VA	NEW TEXRAIL VEHICLES FOR TEXRAIL LINE		PURCHASE 4 NEW PASSENGER RAIL VEHICLES FOR TEXRAIL TO ENABLE EXPANSION OF SERVICE FROM EXISTING T&P STATION TO NEAR SOUTHSIDE STATION IN THE FORT WORTH MEDICAL DISTRICT	\$26,181,600	\$0	\$0	\$26,181,600	\$24,480,499	03/2025	02/2025 (ACTUAL) 08/2025 03/2025	OBLIGATED (2025)	A PORTION OF THE FUNDS HAVE BEEN TRANSFERRED (FEBRUARY 2025 AND JULY 2025); PROJECT SCHEDULE IS PENDING; TRANSIT TRANSFER REQUEST FOR REMAINING FUNDS WILL BE TRANSFERRED IN FY2026 TO BE SUBMITTED IN JUNE 2025
								TOTAL	\$27,265,066	\$0	\$0	\$27,265,066	\$25,563,965				

TOTAL CLOSEOUTS/WITHDRAWALS	\$0
TOTAL PROJECT ADJUSTMENTS	\$0
TOTAL OBLIGATED IN FY2025	\$25,563,965
TOTAL DID NOT OBLIGATE IN FY2025	\$0

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2026

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
21055	0918-46-331	LEWISVILLE	DALLAS	C	VA	DENTON TO DALLAS TRAIL (DCTA-A TRAIN RAIL) SOUTHERN EXPANSION FROM DCTA HEBRON STATION	CARROLLTON CITY LIMITS	CONSTRUCT SHARED-USE PATH	\$3,008,000	\$0	\$0	\$3,008,000	\$3,008,000	02/2026	OBLIGATED (2026)	
25022.1	2266-02-164	FORT WORTH	FORT WORTH	E	VA	CENTREPORT TRAIL PHASE 1B FROM TRINITY BLVD/SKYVIEW DR	ARLINGTON RIVER LEGACY TRAIL	CONSTRUCT REGIONAL VELOWEB SHARED-USE PATH	\$200,000	\$0	\$0	\$200,000	\$550,000	02/2026	OBLIGATED (2026)	DELAYED FROM FY2025
11853.2	0008-07-036	ARLINGTON	FORT WORTH	R	SH 180	DIVISION BICYCLE AND PEDESTRIAN PROJECT ON SH 180/DIVISION FROM COOPER ST	FM 157/COLLINS STREET; IN ARLINGTON	CONSTRUCT NEW SIDEWALKS, PEDESTRIAN LIGHTING, AND MINOR LANDSCAPING WITHIN THE DISTRICT	\$1,280,000	\$0	\$320,000	\$1,600,000	\$0	09/2018 (ACTUAL)	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; ADDITIONAL FUNDING FOR A PROJECT THAT HAS ALREADY OBLIGATED; AFA AMENDMENT EXECUTED
14080	0902-90-163	GRAND PRAIRIE	FORT WORTH	E	VA	REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS	MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD	CONSTRUCT SHARED-USE PATH	\$173,092	\$0	\$43,273	\$216,365	\$0	06/2021 (ACTUAL)	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; CITY HAS PROCURED CONSULTANT FOR FINAL 10% OF DESIGN; AWAITING PROPOSED SCOPE AND CITY COUNCIL APPROVAL; ENVIRONMENTAL CLEARANCE RECEIVED JUNE 2025
14013.3	0902-00-235	FORT WORTH	FORT WORTH	E	VA	CENTREPORT TRAIL FROM CENTREPORT STATION	CITY LIMITS	CONSTRUCT 12 FT WIDE SHARED-USE PATH	\$160,000	\$0	\$0	\$160,000	\$0	04/2022 (ACTUAL)	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; ADDITIONAL FUNDING FOR A PROJECT THAT HAS ALREADY OBLIGATED; 95% PLANS CURRENTLY BEING WORKED ON; AFA AMENDMENT IS PENDING EXECUTION
14013.3	0902-00-235	FORT WORTH	FORT WORTH	R	VA	CENTREPORT TRAIL FROM CENTREPORT STATION	CITY LIMITS	CONSTRUCT 12 FT WIDE SHARED-USE PATH	\$634,800	\$0	\$0	\$634,800	\$0	01/2024 (ACTUAL)	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; ADDITIONAL FUNDING FOR A PROJECT THAT HAS ALREADY OBLIGATED; 95% PLANS CURRENTLY BEING WORKED ON; AFA AMENDMENT IS PENDING EXECUTION
25066.1	0918-47-310	DALLAS	DALLAS	R	CS	ON LINFIELD RD OVER UPRR RAIL YARD FROM SH 310 TO CARBONDALE ST	AND ON CARBONDALE ST FROM LINFIELD RD TO SL 12	CONSTRUCT BICYCLE AND PEDESTRIAN BRIDGE ON LINFIELD ROAD OVER THE UPRR RAIL YARD; ADD LANDSCAPING TO THE PROJECT AREA INCLUDING ALONG CARBONDALE STREET	\$350,000	\$0	\$0	\$350,000	\$0	08/2025 (ACTUAL)	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; ENVIRONMENTAL CLEARANCE RECEIVED APRIL 2025; CITY WORKING ON 95% PS&E; CITY HAS STARTED SURVEYING AND APPRAISAL FOR ROW BUT THE FPAA HAS NOT BEEN RECEIVED; ISSUANCE OF ROW FPAA ANTICIPATED JANUARY 2026
25066.2	0581-01-157	DALLAS	DALLAS	U	SL 12	AT CARBONDALE		CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING REGRADING, REPAVING, AND SIDEWALKS	\$40,000	\$10,000	\$0	\$50,000	\$0	08/2025 (ACTUAL)	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; ENVIRONMENTAL CLEARANCE RECEIVED APRIL 2025; CITY HAS STARTED SURVEYING AND APPRAISAL BUT THE FPAA HAS NOT BEEN RECEIVED; ISSUANCE OF FPAA ANTICIPATED JANUARY 2026
11657.2	0918-00-482	NCTCOG	DALLAS	I	VA	M&O - AIR QUALITY PUBLIC EDUCATION AND OUTREACH PROGRAM; REGIONWIDE	IMPLEMENT STRATEGIC COMMUNICATION EFFORTS TO EDUCATE AND INFORM THE REGION ON TRANSPORTATION AND AIR QUALITY RELATED	ISSUES, INCLUDING STRATEGIES FOR IMPROVEMENT, FUNDING OPPORTUNITIES, TRAINING INITIATIVES, AND NEW PROGRAMS/POLICIES; MAJOR EFFORTS WILL FOCUS ON TRANSPORTATION AND AIR QUALITY, PUBLIC OUTREACH, EDUCATION, AND ENGAGEMENT PROGRAMS	\$1,025,000	\$0	\$0	\$1,025,000	\$0	12/2025	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; AFA EXECUTED
21039	0008-08-079	GRAND PRAIRIE	DALLAS	C	SH 180	ON MAIN STREET AT JEFFERSON STREET		CONSTRUCT ROUNDABOUT	\$1,877,325	\$469,331	\$0	\$2,346,656	\$0	12/2025	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; ADDITIONAL FUNDING FOR A PROJECT THAT HAS ALREADY OBLIGATED; PROJECT TO BE RE-LET (PROJECT SPECIFIC AGREEMENT [PSA] BETWEEN DALLAS COUNTY AND GRAND PRAIRIE PENDING)
14058	0902-90-330	FORT WORTH	FORT WORTH	E	CS	TRINITY TRAIL FROM TRINITY BLVD.	TRINITY LAKES STATION	CONSTRUCT SHARED USE PATH	\$202,000	\$0	\$0	\$202,000	\$0	01/2026	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; AFA DEVELOPMENT IN PROGRESS
14079	0918-47-295	DALLAS	DALLAS	R	CS	PARK LANE FROM GREENVILLE AVENUE	HEMLOCK AVENUE	RECONSTRUCT ROADWAY TO ACCOMMODATE BICYCLE LANE AND SIDEWALKS FROM GREENVILLE AVE TO HEMLOCK AVE; INTERSECTION IMPROVEMENTS AT SHADY BROOK AND 5-POINT INTERSECTIONS; RESTRIPE PAVEMENT TO ACCOMMODATE 4 THROUGH LANES WITH LEFT TURN LANES AND BICYCLE LANES	\$500,000	\$0	\$0	\$500,000	\$0	01/2026	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; ENVIRONMENTAL CLEARANCE PENDING
14080	0902-90-163	GRAND PRAIRIE	FORT WORTH	R	VA	REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS	MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD	CONSTRUCT SHARED-USE PATH	\$508,880	\$0	\$127,220	\$636,100	\$0	02/2026	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; CITY PROCURED CONSULTANT FOR FINAL 10% OF DESIGN; CONTRACT NEGOTIATIONS AND CITY COUNCIL APPROVAL PENDING; ENVIRONMENTAL CLEARANCE RECEIVED JUNE 2025
14063	0019-01-146	TXDOT-FORT WORTH	FORT WORTH	C	SH 174	N OF ELK DR	WICKER HILL RD	RECONSTRUCT AND WIDEN FROM 4 TO 6 LANES RURAL DIVIDED WITH SIDEWALKS	\$720,000	\$180,000	\$0	\$900,000	\$0	03/2026	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; PROJECT HAS NOT BEEN APPROVED BY FHWA DUE TO MTP INCONSISTENCY (PROJECT TIMING), WHICH IS BEING ADDRESSED IN MOBILITY 2050

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2026

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
24021	0902-90-334	FORT WORTH	FORT WORTH	E	VA	EVERMAN SAFE STREETS PROJECT; BOUNDED BY ENON AVENUE TO THE NORTH, OAK GROVE ROAD TO THE WEST,	OAK GROVE-SHELBY ROAD TO THE SOUTH, AND FOREST HILL DRIVE TO THE EAST	CONSTRUCT BIKE/PED & TRAFFIC CALMING IMP INCL RESTRIPPING TO REDUCE LANE WIDTHS, BIKE LANES, SIDEWALKS, CROSSWALKS & HAWK SIGNALS NEAR EVERMAN HS, EVERMAN ACADEMY HS, DAN POWELL EARLY LEARNING ACADEMY, ROY JOHNSON STEM ACADEMY, JW BISHOP ELEM & HOMMEL ELEM	\$1,000,000	\$0	\$0	\$1,000,000	\$0	03/2026	EXPECTED TO OBLIGATE IN FY2026	AFA PENDING EXECUTION
24030	0902-00-392	FWTA	FORT WORTH	T	VA	NEW TEXRAIL VEHICLES FOR TEXRAIL LINE		PURCHASE 4 NEW PASSENGER RAIL VEHICLES FOR TEXRAIL TO ENABLE EXPANSION OF SERVICE FROM EXISTING T&P STATION TO NEAR SOUTHSIDE STATION IN THE FORT WORTH MEDICAL DISTRICT	\$27,984,636	\$0	\$0	\$27,984,636	\$0	03/2026	EXPECTED TO OBLIGATE IN FY2026	TRANSIT TRANSFER REQUEST TO BE SUBMITTED; ADDITIONAL FUNDING MAY BE ADVANCED FROM FY2027
24053	0196-03-297	DART	DALLAS	T	IH 35E	AT TRINITY RAILWAY EXPRESS (MP 639.52)		CONSTRUCT, DOUBLE TRACKED TRE BRIDGE OVER IH 35E THAT IS RAISED TO ACCOMMODATE FUTURE IH 35E PROJECT	\$4,000,000	\$0	\$0	\$4,000,000	\$0	03/2026	EXPECTED TO OBLIGATE IN FY2026	TRANSIT TRANSFER REQUEST TO BE SUBMITTED
25013	0902-90-172	FORT WORTH	FORT WORTH	C	CS	MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE	LTJG BARNETT FROM MEANDERING ROAD TO NASJRB EAST GATE	RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF, CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEWALKS WITHIN PROJECT LIMITS AND BIKE LANES ON LTJG BARNETT	\$6,000,000	\$0	\$0	\$6,000,000	\$0	03/2026	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; AFA AMENDMENT PENDING
25072.2	0918-47-530	DART	DALLAS	T	VA	NORTH TEXAS MOVES TRE DOUBLE TRACKING FROM IH 35E TO MEDICAL MARKET CENTER STATION		REHAB EXISTING BRIDGE OVER INWOOD ROAD AND ADD NEW BRIDGE FOR 2ND TRACK; ADD BRIDGE AT KNIGHTS BRANCH FOR A 2ND TRACK; REPLACE CURRENT NOBLE BRANCH BRIDGE AND ADD NEW BRIDGE FOR 2ND TRACK; RAISE TRACK AND ADD RETAINING WALL FOR FUTURE IH 35 RAIL BRIDGE	\$3,820,000	\$0	\$955,000	\$4,775,000	\$0	03/2026	EXPECTED TO OBLIGATE IN FY2026	TRANSIT TRANSFER REQUEST TO BE SUBMITTED
25072.5	0902-00-421	FWTA	FORT WORTH	T	VA	NORTH TEXAS MOVES WESTERN SUBREGION TRE PROJECT FROM HANDLEY EDERVILLE ROAD	PRECINCT LINE ROAD	REPLACE BRIDGES AT WALKERS CREEK AND MESQUITE CREEK; AND CONSTRUCT 2.4 MILES OF NEW SECOND TRACK FROM EAST OF HANDLEY EDERVILLE ROAD TO EAST OF PRECINCT LINE ROAD	\$2,052,000	\$0	\$0	\$2,052,000	\$0	03/2026	EXPECTED TO OBLIGATE IN FY2026	TRANSIT TRANSFER REQUEST TO BE SUBMITTED
14037	0013-10-092	FORT WORTH	FORT WORTH	C	BUS 287	BUS 287/NORTH MAIN STREET AT NORTH AIRPORT ENTRANCE		ADD RIGHT TURN LANE FOR SOUTHBOUND TRAFFIC INTO NORTHERN AIRPORT ENTRANCE (MAIN ENTRANCE FOR JET FUEL TRUCKS)	\$521,000	\$0	\$0	\$521,000	\$0	04/2026	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; CITY IS WORKING THROUGH LAND DONATION PROCESS; 95% PLANS UNDER REVIEW
14065	0918-47-274	DALLAS	DALLAS	C	VA	SOPAC TRAIL FROM INTERSECTION OF GREENVILLE AVENUE AND MEADOW	NORTHAVEN TRAIL	CONSTRUCT SHARED USE PATH	\$3,600,000	\$0	\$0	\$3,600,000	\$0	05/2026	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; CITY WORKING ON 60% PLANS
20115	0081-03-047	TXDOT-DALLAS	DALLAS	C	US 377	SOUTH OF FM 1171	CRAWFORD ROAD	RECONSTRUCT AND WIDEN ROADWAY FROM 2 LANE TO 4 LANE; SIDEWALKS, TURN LANES, TEXAS U-TURN, NEW SIGNAL INSTALLATION WITH RETIMING, AND A GRADE SEPARATION	\$4,886,819	\$1,221,705	\$0	\$6,108,524	\$0	05/2026	EXPECTED TO OBLIGATE IN FY2026	MPO MILESTONE POLICY PROJECT
21058	0918-22-166	WAXAHACHIE	DALLAS	R	VA	MIDLOTHIAN TO WAXAHACHIE HIKE & BIKE TRAIL FROM GETZENDANER PARK	FM 875	CONSTRUCT NEW SHARED-USE PATH	\$960,000	\$0	\$240,000	\$1,200,000	\$0	05/2026	EXPECTED TO OBLIGATE IN FY2026	ENVIRONMENTAL CLEARANCE ANTICIPATED MARCH 2026
24016	0260-02-055	TXDOT-DALLAS	DALLAS	C	US 67	MAIN ST	WARD ROAD	INSTALLATION OF NEW CCTV, DMS AND VEHICLE DETECTION UNITS	\$480,000	\$120,000	\$0	\$600,000	\$0	05/2026	EXPECTED TO OBLIGATE IN FY2026	
24016.1	0261-02-086	TXDOT-DALLAS	DALLAS	C	US 67	BELT LINE ROAD	DALLAS COUNTY LINE	INSTALLATION OF NEW CCTV, DMS AND VEHICLE DETECTION UNITS	\$480,000	\$120,000	\$0	\$600,000	\$0	05/2026	EXPECTED TO OBLIGATE IN FY2026	
24016.2	0261-01-052	TXDOT-DALLAS	DALLAS	C	US 67	DALLAS COUNTY LINE	MAIN ST	INSTALLATION OF NEW CCTV, DMS AND VEHICLE DETECTION UNITS	\$580,000	\$145,000	\$0	\$725,000	\$0	05/2026	EXPECTED TO OBLIGATE IN FY2026	
24017	0918-00-474	TXDOT-DALLAS	DALLAS	C	VA	VARIOUS LOCATIONS ALONG IH 30, IH 35E, IH 35W, IH 45, IH 20 & US 75		INSTALL NEW DYNAMIC MESSAGE SIGNS	\$2,000,000	\$500,000	\$0	\$2,500,000	\$0	05/2026	EXPECTED TO OBLIGATE IN FY2026	
25107	0918-47-474	DALLAS	DALLAS	E	VA	FIVE MILE CREEK AT WESTMORELAND DART STATION FROM ILLINOIS AVE TO WESTMORELAND AND	FROM HAMPTON TO RUGGED DRIVE	CONSTRUCT NEW SHARED USE PATH/TRAIL	\$1,400,000	\$0	\$0	\$1,400,000	\$0	05/2026	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; AFA HAS BEEN EXECUTED AND FPAA HAS BEEN REQUESTED
14055	0902-90-169	FORT WORTH	FORT WORTH	C	CS	UNIVERSITY DRIVE FROM TRAIL DRIVE	ROSEDALE BRIDGE	REHABILITATE 6 TO 6 LANE ROADWAY AND CONSTRUCT PEDESTRIAN IMPROVEMENTS INCLUDING NEW AND WIDENED SIDEWALKS, CROSSWALKS, WAYFINDING SIGNAGE, TRAFFIC SIGNALS, AND INTERSECTION IMPROVEMENTS AT UNIVERSITY DR AND IH 30	\$7,553,887	\$0	\$0	\$7,553,887	\$0	06/2026	EXPECTED TO OBLIGATE IN FY2026	CITY WORKING ON 100% PLANS; AFA AMENDMENT PENDING APPROVAL

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2026

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
14070.1	0196-07-036	DALLAS	DALLAS	C	SS 366	SS 366 FRONTAGE ROADS FROM WEST OF AKARD STREET	ST PAUL STREET	CONSTRUCT TRAFFIC SIGNALS AND ADD FIBER OPTIC NETWORK FOR ITS IMPROVEMENTS	\$750,000	\$0	\$187,500	\$937,500	\$0	06/2026	EXPECTED TO OBLIGATE IN FY2026	PROJECT TO BE IMPLEMENTED SEPARATELY FROM CONSTRUCTION OF DECK PLAZA (SPECIFIC TIMELINE TO BE DETERMINED)
21020	0902-90-219	TXDOT-FORT WORTH	FORT WORTH	C	CS	FOREST HILL DR AT FOREST HILL CIRCLE		CONSTRUCT SIGNAL AND INTERSECTION IMPROVEMENTS, INCLUDING SIGNAL RETIMING	\$500,000	\$0	\$0	\$500,000	\$0	07/2026	EXPECTED TO OBLIGATE IN FY2026	
53076.1	0902-90-112	TXDOT-FORT WORTH	FORT WORTH	C	VA	VARIOUS LOCATIONS ON IH 35W, SH 114, SH 360		INSTALL NEW ITS AND COMMUNICATIONS EQUIPMENT	\$2,960,000	\$740,000	\$0	\$3,700,000	\$0	07/2026	EXPECTED TO OBLIGATE IN FY2026	
11616.1	0918-00-465	NCTCOG	DALLAS	I	VA	REGIONAL TRAFFIC SIGNAL RETIMING PROJECT; DEVELOP & IMPLEMENT TRAFFIC SIGNAL COORDINATION IN THE DFW NONATTAINMENT AREA		INCLUDES IMPROVING SIGNAL OPERATION AND PROGRESSION THROUGH TRAFFIC SIGNAL RETIMING, EQUIPMENT AND IMPLEMENTATION, AND EVALUATION OF THE RESULTANT IMPROVEMENTS; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	\$4,500,000	\$0	\$0	\$4,500,000	\$0	08/2026	EXPECTED TO OBLIGATE IN FY2026	
11657.2	0918-00-483	NCTCOG	DALLAS	I	VA	M&O - AIR QUALITY PUBLIC EDUCATION AND OUTREACH PROGRAM; REGIONWIDE	IMPLEMENT STRATEGIC COMMUNICATION EFFORTS TO EDUCATE AND INFORM THE REGION ON TRANSPORTATION AND AIR QUALITY RELATED	ISSUES, INCLUDING STRATEGIES FOR IMPROVEMENT, FUNDING OPPORTUNITIES, TRAINING INITIATIVES, AND NEW PROGRAMS/POLICIES; MAJOR EFFORTS WILL FOCUS ON TRANSPORTATION AND AIR QUALITY, PUBLIC OUTREACH, EDUCATION, AND ENGAGEMENT PROGRAMS	\$1,050,000	\$0	\$0	\$1,050,000	\$0	08/2026	EXPECTED TO OBLIGATE IN FY2026	
14018	0918-47-281	DALLAS	DALLAS	R	CS	BOUNDED BY US 75 TO THE WEST, GREENVILLE AVE TO THE EAST,	LOVERS LN TO THE NORTH, AND MOCKINGBIRD LN TO THE SOUTH	PEDESTRIAN IMPROVEMENTS INCLUDING TRAFFIC SIGNALS, SIDEWALKS, CROSSWALKS, LIGHTING, AND INTERSECTION IMPROVEMENTS	\$1,600,000	\$0	\$400,000	\$2,000,000	\$0	08/2026	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; ENVIRONMENTAL CLEARANCE SCHEDULE PENDING; CITY IS COORDINATING WITH AFFECTED PROPERTY OWNERS
14088	0902-90-176	TXDOT-FORT WORTH	FORT WORTH	C	CS	ON LAS VEGAS TRAIL FROM QUEBEC DRIVE	IH 820	RECONSTRUCT AND WIDEN FROM 2 LANES TO 4 LANES WITH SIDEWALKS, STORMWATER, AND INTERSECTION IMPROVEMENTS	\$1,300,000	\$0	\$325,000	\$1,625,000	\$0	08/2026	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; PROJECT MAY BE ABLE TO ADVANCE DEPENDING ON UTILITY RELOCATION TIMELINES
21036	0918-47-395	FARMERS BRANCH	DALLAS	C	VA	ALONG AND ADJACENT TO DENTON DRIVE FROM FARMERS BRANCH/DALLAS CITY LIMITS	ROSSFORD STREET	CONSTRUCT SHARED-USE PATH	\$2,641,715	\$0	\$0	\$2,641,715	\$0	08/2026	EXPECTED TO OBLIGATE IN FY2026	AFA IS EXECUTED; WORKING ON 95% PS&E
25066.1	0918-47-310	DALLAS	DALLAS	C	CS	ON LINFIELD RD OVER UPRR RAIL YARD FROM SH 310 TO CARBONDALE ST	AND ON CARBONDALE ST FROM LINFIELD RD TO SL 12	CONSTRUCT BICYCLE AND PEDESTRIAN BRIDGE ON LINFIELD ROAD OVER THE UPRR RAIL YARD; ADD LANDSCAPING TO THE PROJECT AREA INCLUDING ALONG CARBONDALE STREET	\$2,250,000	\$0	\$0	\$2,250,000	\$0	09/2026	EXPECTED TO OBLIGATE IN FY2026	
25066.1	0918-47-309	DALLAS	DALLAS	C	CS	ON LINFIELD RD OVER UPRR RAIL YARD FROM SH 310 TO CARBONDALE ST	AND ON CARBONDALE ST FROM LINFIELD RD TO SL 12	CONSTRUCT BICYCLE AND PEDESTRIAN BRIDGE ON LINFIELD ROAD OVER THE UPRR RAIL YARD; ADD LANDSCAPING TO THE PROJECT AREA INCLUDING ALONG CARBONDALE STREET	\$4,000,000	\$0	\$1,000,000	\$5,000,000	\$0	09/2026	EXPECTED TO OBLIGATE IN FY2026	
25066.2	0581-01-157	DALLAS	DALLAS	C	SL 12	AT CARBONDALE		CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING REGRADING, REPAVING, AND SIDEWALKS	\$789,800	\$197,450	\$0	\$987,250	\$0	09/2026	EXPECTED TO OBLIGATE IN FY2026	
21063	0918-47-368	DALLAS	DALLAS	C	CS	CAMP WISDOM RD FROM US 67	WESTMORELAND RD	RECONSTRUCT AND WIDEN SIDEWALKS, INSTALL PEDESTRIAN LIGHTING, AND RECONSTRUCT/UPGRADE CROSSWALKS AND ASSOCIATED TRAFFIC SIGNAL INFRASTRUCTURE	\$2,600,000	\$0	\$650,000	\$3,250,000	\$0	08/2026	NOT EXPECTED TO OBLIGATE IN FY2026	CITY WORKING ON 60% SCHEMATIC RESUBMITTAL; WILL BE DELAYED TO FY2027 VIA THE 2027-2030 TIP DEVELOPMENT
25093	0918-47-362	DALLAS	DALLAS	C	VA	DEEP ELLUM AREA PEDESTRIAN AND TRAFFIC SIGNAL IMPROVEMENTS, BOUNDED BY LIVE OAK ST TO THE NORTH,	HALL ST TO THE EAST, IH 30 TO THE SOUTH, AND CESAR CHAVEZ BLVD TO THE WEST	CONSTRUCT NEW SIDEWALKS, ADA RAMPS, CURB EXTENSIONS, PEDESTRIAN LIGHTING, AND UPGRADES TO TRAFFIC SIGNALS IN THE DEEP ELLUM AREA	\$5,053,000	\$0	\$0	\$5,053,000	\$0	09/2026	NOT EXPECTED TO OBLIGATE IN FY2026	WILL BE DELAYED TO FY2027 VIA THE 2027-2030 TIP DEVELOPMENT
25093.3	0918-47-361	DALLAS	DALLAS	E	VA	DEEP ELLUM RIDESHARE PLAZA; NORTHEAST CORNER OF N GOOD LATIMER	AT MONUMENT STREET	CONSTRUCT DEEP ELLUM RIDESHARE PLAZA TO PROVIDE OFF-STREET PASSENGER PICK-UP/DROP-OFF AREA FOR TRANSPORTATION NETWORK COMPANIES IN ORDER TO IMPROVE TRAFFIC FLOW IN DEEP ELLUM	\$100,000	\$0	\$0	\$100,000	\$0	09/2026	NOT EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; PARTNERSHIP AGREEMENTS MUST BE IN PLACE TO PROCEED; AFA EXECUTION ON HOLD UNTIL CITY HAS A RESOLUTION WITH PARTNERS (DEEP ELLUM FOUNDATION AND DART) FOR FUNDING RESPONSIBILITIES
21068	0918-47-391	DALLAS	DALLAS	C	VA	INTERSECTION OF ZANG BLVD	AND SANER AVE	CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING LEFT TURN LANES, REALIGNMENT, UPGRADED TRAFFIC SIGNAL AND PEDESTRIAN CROSSWALKS	\$600,000	\$0	\$150,000	\$750,000	\$0	10/2026	NOT EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; CITY WORKING ON 95% PLANS; WILL BE DELAYED TO FY2027 VIA THE 2027-2030 TIP DEVELOPMENT
21071	0918-24-286	PROSPER	DALLAS	C	CS	ON FIRST STREET AT SH 289		CONSTRUCT ADDITIONAL LEFT TURN LANES	\$720,000	\$0	\$180,000	\$900,000	\$0	10/2026	NOT EXPECTED TO OBLIGATE IN FY2026	WILL BE DELAYED TO FY2027 VIA THE 2027-2030 TIP DEVELOPMENT; WORKING ON 95% PLANS; AFA AMENDMENT PENDING

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2026

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
21075	0581-02-158	DALLAS	DALLAS	C	SL 12	AT COUNTRY CREEK DRIVE		CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING LEFT TURN LANES, NEW TRAFFIC SIGNAL, AND PEDESTRIAN CROSSWALKS	\$520,000	\$0	\$130,000	\$650,000	\$0	10/2026	NOT EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; CITY WORKING ON 95% PLANS; WILL BE DELAYED TO FY2027 VIA THE 2027-2030 TIP DEVELOPMENT
11630.7	2964-01-052	GRAND PRAIRIE	DALLAS	C	SH 161	ON FRONTAGE ROADS FROM IH 20	IH 30	INSTALL 6 NEW DMS AND 2 NEW CCTV CAMERAS ALONG SH 161 NB AND SB FRONTAGE ROADS INCLUDING SH 180 AND JEFFERSON	\$1,363,571	\$340,893	\$0	\$1,704,464	\$0	11/2026	NOT EXPECTED TO OBLIGATE IN FY2026	WILL BE DELAYED TO FY2027 VIA THE 2027-2030 TIP DEVELOPMENT; WORKING ON 100% PLANS HOWEVER PROJECT LETTING DELAYED DUE TO ANTICIPATED COST OVERRUNS
14094	0918-24-299	FRISCO	DALLAS	C	VA	PANTHER CREEK TRAIL FROM BNSF	PANTHER CREEK PARKWAY	CONSTRUCT NEW SHARED USE PATH	\$1,848,000	\$0	\$0	\$1,848,000	\$0	12/2026	NOT EXPECTED TO OBLIGATE IN FY2026	WILL BE DELAYED TO FY2027 VIA THE 2027-2030 TIP DEVELOPMENT
11684.3	0918-47-381	DALLAS COLLEGE	DALLAS	I	VA	DALLAS COLLEGE AUTONOMOUS VEHICLE (AV) INITIATIVE	CEDAR VALLEY CAMPUS AV SERVICE/WORKFORCE DEVELOPMENT AND EASTFIELD CAMPUS WORKFORCE DEVELOPMENT	PROVISION OF TRANSIT SERVICES SERVING THE CAMPUSES AND NEIGHBORING COMMUNITIES IN LANCASTER, DALLAS, & HUTCHINS FOR 3 YRS USING AV, INCLUDING WORKFORCE DEVELOPMENT TRAINING IN TRANS TECHNOLOGY, OVER-THE-ROAD TRUCKING AND/OR DELIVERY OF GOODS	\$3,240,000	\$0	\$810,000	\$4,050,000	\$0	01/2027	NOT EXPECTED TO OBLIGATE IN FY2026	WILL BE DELAYED TO FY2027 VIA THE 2027-2030 TIP DEVELOPMENT
24026	1469-01-024	TXDOT-FORT WORTH	FORT WORTH	C	FM 5	AT BANKHEAD DRIVE		CONSTRUCT INTERSECTION IMPROVEMENTS, INCLUDING LEFT AND RIGHT TURN LANES	\$512,000	\$128,000	\$0	\$640,000	\$0	01/2027	NOT EXPECTED TO OBLIGATE IN FY2026	WILL BE DELAYED TO FY2027 VIA THE 2027-2030 TIP DEVELOPMENT
14054	0902-90-148	FORT WORTH	FORT WORTH	C	CS	HORNE STREET FROM VICKERY BLVD	CAMP BOWIE BLVD	RECONSTRUCT AND WIDEN FROM 2 TO 3 LANES WITH BICYCLE LANES, PEDESTRIAN/SIDEWALK IMPROVEMENTS, AND TRAFFIC SIGNAL IMPROVEMENTS	\$2,127,635	\$0	\$0	\$2,127,635	\$0	02/2027	NOT EXPECTED TO OBLIGATE IN FY2026	60% PLANS BEING REVIEWED; WILL BE DELAYED TO FY2027 VIA THE 2027-2030 TIP DEVELOPMENT
14080	0902-90-163	GRAND PRAIRIE	FORT WORTH	U	VA	REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS	MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD	CONSTRUCT SHARED-USE PATH	\$60,000	\$0	\$15,000	\$75,000	\$0	02/2027	NOT EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; CITY PROCURED CONSULTANT FOR FINAL 10% OF DESIGN; CONTRACT NEGOTIATIONS AND CITY COUNCIL APPROVAL PENDING; ENVIRONMENTAL CLEARANCE RECEIVED JUNE 2025; WILL BE DELAYED TO FY2027 VIA THE 2027-2030 TIP DEVELOPMENT
21052	0918-47-371	DALLAS	DALLAS	C	VA	PRESTON ROAD FROM WEST NW HWY TO WALNUT HILL LANE	DOUGLAS AVE FROM COLGATE AVE TO NW HWY	CONSTRUCT SIDEWALKS	\$1,160,000	\$0	\$290,000	\$1,450,000	\$0	03/2027	NOT EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; CITY WORKING ON 60% PLANS; WILL BE DELAYED TO FY2027 VIA THE 2027-2030 TIP DEVELOPMENT
21056.2	0918-22-168	MIDLOTHIAN	DALLAS	C	VA	LIMESTONE TRAIL; SEGMENT 2 FROM BRYAN PLACE TO TRAIL BRIDGE #6;	SEGMENT 3: FROM SHADY GROVE TO PLAINVIEW ROAD	DESIGN TWO SEGMENTS OF NEW SHARED-USE PATH AND CONSTRUCT SEGMENT 2 (PART OF LARGER MIDLOTHIAN TO WAXAHACHIE TRAIL)	\$1,600,000	\$0	\$400,000	\$2,000,000	\$0	03/2027	NOT EXPECTED TO OBLIGATE IN FY2026	WILL BE DELAYED TO FY2027 VIA THE 2027-2030 TIP DEVELOPMENT
21057	0918-24-269	PLANO	DALLAS	C	VA	BRECKENRIDGE TRAIL FROM BRADSHAW DR	FUTURE SHILOH RD SILVER LINE DART STATION	CONSTRUCT NEW SHARED-USE PATH	\$3,200,000	\$0	\$0	\$3,200,000	\$0	03/2027	NOT EXPECTED TO OBLIGATE IN FY2026	WILL BE DELAYED TO FY2027 VIA THE 2027-2030 TIP DEVELOPMENT
21053	0918-47-372	DALLAS	DALLAS	C	CS	ALONG PINE ST FROM SM WRIGHT FWY/S CENTRAL EXPY TO MALCOLM X BLVD	ALONG ELSIE FAYE HEGGINS ST (PREVIOUSLY HATCHER RD) FROM SM WRIGHT FWY/S CENTRAL EXPY TO 2ND AVE	CONSTRUCT SIDEWALKS, CROSSWALKS, AND SIGNAL IMPROVEMENTS	\$600,000	\$0	\$150,000	\$750,000	\$0	05/2027	NOT EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; WILL BE DELAYED TO FY2027 VIA THE 2027-2030 TIP DEVELOPMENT
21007	0014-01-026	FORT WORTH	FORT WORTH	C	VA	MAIN STREET (BUS 287) FROM THE TRINITY RIVER	WEATHERFORD STREET	TRAFFIC CALMING AND CURB EXTENSIONS (CROSSWALK BULB OUTS) TO REDUCE TRAFFIC LANE WIDTHS; ADJUSTING TURNING RADIUS OF MAIN ST AND ELIMINATE BAIL OUT LANE; NEW STAMPED CONCRETE PAVEMENT ON BELKNAP ST; TRAFFIC SIGNALS AT MULTIPLE INTERSECTIONS	\$4,000,000	\$0	\$1,000,000	\$5,000,000	\$0	08/2027	NOT EXPECTED TO OBLIGATE IN FY2026	90% PLANS BEING WORKED ON; WILL BE DELAYED TO FY2027 VIA THE 2027-2030 TIP DEVELOPMENT
25093.3	0918-47-361	DALLAS	DALLAS	C	VA	DEEP ELLUM RIDESHARE PLAZA; NORTHEAST CORNER OF N GOOD LATIMER	AT MONUMENT STREET	CONSTRUCT DEEP ELLUM RIDESHARE PLAZA TO PROVIDE OFF-STREET PASSENGER PICK-UP/DROP-OFF AREA FOR TRANSPORTATION NETWORK COMPANIES IN ORDER TO IMPROVE TRAFFIC FLOW IN DEEP ELLUM	\$300,000	\$0	\$0	\$300,000	\$0	09/2027	NOT EXPECTED TO OBLIGATE IN FY2026	PARTNERSHIP AGREEMENTS MUST BE IN PLACE TO PROCEED; AFA EXECUTION ON HOLD UNTIL CITY HAS A RESOLUTION WITH PARTNERS (DEEP ELLUM FOUNDATION AND DART) FOR FUNDING RESPONSIBILITIES; WILL BE DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
14058	0902-90-330	FORT WORTH	FORT WORTH	C	CS	TRINITY TRAIL FROM TRINITY BLVD.	TRINITY LAKES STATION	CONSTRUCT SHARED USE PATH	\$1,600,000	\$0	\$0	\$1,600,000	\$0	11/2027	NOT EXPECTED TO OBLIGATE IN FY2026	WILL BE DELAYED TO FY2028 VIA THE 2027-2030 TIP DEVELOPMENT

TOTAL CLOSEOUTS/WITHDRAWALS	\$0
TOTAL PROJECT ADJUSTMENTS	\$0
TOTAL OBLIGATED IN FY2026	\$3,558,000
EXPECTED TO OBLIGATE IN FY2026	\$97,130,954
NOT EXPECTED TO OBLIGATE IN FY2026	\$31,204,206

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2026

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
16007.1	0918-00-493	NCTCOG	DALLAS	I	VA	LIMITED ACCESS FACILITIES IN DALLAS DISTRICT	SUCH AS US 75, IH 635, IH 30, IH 20, SH 114, SH 183, IH 35W, SL12, US 67, US 80, IH 35E, IH 45, US 175	CONTRACT WITH TOW TRUCK OPERATORS TO STAGE TOW TRUCKS FOR QUICK CLEARANCE OF ABANDONED VEHICLES, STRANDED MOTORISTS OR CRASHES TO REDUCE CONGESTION AND IMPROVE SAFETY	\$400,000	\$0	\$0	\$400,000	\$400,000	10/2025 (ACTUAL)	OBLIGATED (2026)	DELAYED FROM FY2025; FIRST YEAR OF FUNDING
11647.2	0918-00-383	NCTCOG	DALLAS	I	VA	LAND USE/TRANS & BIKE/PED INITIATIVES INCLUDES BICYCLE/PED PLANNING & PROGRAMMING, & TRANSIT ORIENTED DEVELOPMENT	TECHNICAL ASSISTANCE, REGIONAL BIKE/PED SAFETY PROGRAM/LOOK OUT TEXANS, IMPL OF SUSTAINABLE DEV, REGIONAL WAYFINDING	ADA COMPLIANCE; COLLECT & ANALYZE DATA; SCHOOL SITING/LAND USE CONNECTIONS, SAFE ROUTES TO SCHOOL, TARGETED SAFETY EDUCATION FOR ISDS AND TEEN DRIVERS; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	\$2,565,000	\$0	\$0	\$2,565,000	\$2,565,000	11/2025 (ACTUAL)	OBLIGATED (2026)	DELAYED FROM FY2025
14014	0918-47-467	NCTCOG	DALLAS	I	VA	MCKINNEY AVENUE TRANSIT AUTHORITY M-LINE EXTENSION FROM UPTOWN	KNOX-HENDERSON NEIGHBORHOOD	CONDUCT A STUDY TO RECOMMEND ALIGNMENTS & STOPS, EVAL THE COST OF IMPL, OPERATION, & MAINTENANCE, PROVIDE TECH ASSIST PRODUCING RIDERSHIP EST & PRELIM ENV ANALYSIS, ID POTENTIAL FUNDING, & DEVELOP TIMELINE; INCL NCTCOG STAFF TIME & MAY INCL CONSULTANT ASST	\$600,000	\$0	\$0	\$600,000	\$600,000	11/2025 (ACTUAL)	OBLIGATED (2026)	DELAYED FROM FY2025
16007	0902-00-351	NCTCOG	FORT WORTH	I	VA	SPECIAL EVENTS MANAGEMENT; REGIONWIDE		INCLUDING MEASURES SUCH AS EXTENDED TRANSIT SERVICE FOR EVENTS, STAGING OF TOW TRUCKS TO CLEAR INCIDENTS QUICKLY, CLEARING ROADWAYS QUICKLY AFTER INCIDENTS, ETC. TO REDUCE CONGESTION DURING SPECIAL EVENTS; INCLUDES NCTCOG STAFF TIME	\$550,000	\$0	\$0	\$550,000	\$550,000	11/2025 (ACTUAL)	OBLIGATED (2026)	DELAYED FROM FY2025
25096	0902-90-265	ARLINGTON	FORT WORTH	E	CS	ON AT&T WAY FROM SH 180/DIVISION ST	ABRAM ST	CONDUCT A FEASIBILITY STUDY OF THE EXTENSION OF AT&T WAY TO ABRAM ST (0 TO 6 LANES), INCLUDING A GRADE SEPARATION ACROSS THE UNION PACIFIC MAIN LINE AND A CREEK CROSSING	\$3,000,000	\$0	\$750,000	\$3,750,000	\$60,000	12/2025	OBLIGATED (2026)	DELAYED FROM FY2025
25013	0902-90-172	FORT WORTH	FORT WORTH	R	CS	MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE	LTJG BARNETT FROM MEANDERING ROAD TO NASJRB EAST GATE	RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF, CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEPATHS WITHIN PROJECT LIMITS AND BIKE LANES ON LTJG BARNETT	\$227,000	\$0	\$0	\$227,000	\$0	05/2023 (ACTUAL)	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; ADDITIONAL FUNDING FOR A PROJECT THAT HAS ALREADY OBLIGATED
11898.5	0902-90-267	TXDOT-FORT WORTH	FORT WORTH	E	CS	ON AVONDALE-HASLET ROAD	AT BNSF RAIL LINE	CONSTRUCT GRADE SEPARATION	\$1,000,000	\$0	\$250,000	\$1,250,000	\$0	09/2023 (ACTUAL)	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; AFA EXECUTION PENDING; CURRENTLY AT 60% PS&E (ENGINEERING HAS STARTED WITH OTHER FUNDS)
25022	0902-90-050	FORT WORTH	FORT WORTH	C	VA	CENTERPOINT TRAIL PHASE 1A FROM ARLINGTON RIVER LEGACY TRAIL	TRINITY RAILWAY EXPRESS (TRE) CENTREPORT RAIL STATION	CONSTRUCT SHARED-USE PATH (TRAIL) FROM THE ARLINGTON RIVER LEGACY TRAIL TO CENTREPORT RAIL STATION; PRELIMINARY ENGINEERING FOR CONNECTION TO MIKE LEWIS TRAIL	\$6,530,734	\$0	\$1,632,683	\$8,163,417	\$0	09/2023 (ACTUAL)	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; ADDITIONAL FUNDING FOR A PROJECT THAT HAS ALREADY OBLIGATED; AFA AMENDMENT PENDING
14077	0918-24-249	ANNA	DALLAS	E	CS	FERGUSON PKWY FROM ELM STREET	THE COLLIN COUNTY OUTER LOOP	FROM ELM ST TO TAYLOR ST: RECONSTRUCT AND WIDEN 2 TO 4 LANE (6 LANE ULTIMATE); FROM TAYLOR ST TO COLLIN CO OUTER LOOP: CONSTRUCT 0 TO 4 LANE ROAD (6 LANE ULTIMATE), INCLUDING NEW SIDEWALKS AND 0 TO 6 LANE BRIDGE OVER SLAYTER CREEK	\$1,684,000	\$0	\$421,000	\$2,105,000	\$0	04/2024 (ACTUAL)	EXPECTED TO OBLIGATE IN FY2026	ADDITIONAL FUNDING FOR A PROJECT THAT HAS ALREADY OBLIGATED
13061.1	0008-03-133	TXDOT-FORT WORTH	FORT WORTH	C	IH 20	FM 1187/FM 3325	IH 20/IH 30 SPLIT	RECONSTRUCT 2 LANE CONTINUOUS TO 2 LANE CONTINUOUS FRTG ROADS, CONST SHARED USE PATH, CONST NEW RAMPS ON IH 20 BETWEEN FM 1187/FM 3325 AND IH 30, LOWER IH 20 MAIN LANES AT FM 1187/FM 3325 & WB IH 20, LOWER IH 30 MAIN LANES	\$400,000	\$100,000	\$0	\$500,000	\$0	05/2024 (ACTUAL)	EXPECTED TO OBLIGATE IN FY2026	ADDITIONAL FUNDING FOR A PROJECT THAT HAS ALREADY OBLIGATED TO COVER THE CHANGE ORDER FOR IH 30 AT FUTURE UTA WEST CAMPUS DECELERATION RAMP
14032	0918-47-246	GLENN HEIGHTS	DALLAS	R	CS	ON EAST BEAR CREEK ROAD FROM HAMPTON ROAD	IH 35E	RECONSTRUCT AND WIDEN FROM 2 LANES RURAL UNDIVIDED TO 4 LANES URBAN DIVIDED WITH BICYCLE/PEDESTRIAN ACCOMMODATIONS AND INTERSECTION IMPROVEMENTS	\$103,600	\$0	\$25,900	\$129,500	\$0	05/2024 (ACTUAL)	EXPECTED TO OBLIGATE IN FY2026	ADDITIONAL FUNDING FOR A PROJECT THAT HAS ALREADY OBLIGATED
11684.5	0918-47-389	RICHARDSON	DALLAS	E	VA	CITY OF RICHARDSON CONNECTED & AUTOMATED VEHICLE (AV) TEST BED & COMMUNITY CONNECTOR; TRAFFIC DETECTION & COMMS UPDATES	INCLUDE CELLULAR VEHICLE-TO-EVERYTHING/LTE-TO-EVERYTHING ROADSIDE & ON-BOARD UNITS; RAPID FLASHING BEACONS AT	GREENVILLE/ARAPAHO STATION; RECTANGLE RAPID FLASHING BEACONS XING; SYSTEMS ENG FOR CONNECTED VEHICLE-TO-EVERYTHING IMP; ON-DEMAND AV SERVICES CONNECTING POINTS-OF-INTEREST AROUND ARAPAHO STATION, INCL NETWORK OF NEIGHBORHOODS AND COMMUNITY CENTERS	\$226,132	\$0	\$0	\$226,132	\$0	08/2025 (ACTUAL)	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; ADDITIONAL FUNDING FOR A PROJECT THAT HAS ALREADY OBLIGATED

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2026

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
11554.2	0918-00-422	NCTCOG	DALLAS	E	VA	PLANO LEGACY AREA AUTOMATED TRANSPORTATION SYSTEM (ATS)		INCLUDING ANALYSIS OF VARIOUS TECHNOLOGIES AND ALIGNMENT OPTIONS FOR WARRANTED PEOPLE MOVER LOCATIONS IN THE DFW REGION AND CONNECT THOSE LOCATIONS TO EXISTING REGIONAL TRANSPORTATION NETWORKS; INCLUDES PLANO LEGACY AREA AUTOMATED TRANSPORTATION SYSTEM	\$375,000	\$0	\$0	\$375,000	\$0	12/2025	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; AFA EXECUTION PENDING
11613.3	0918-00-441	NCTCOG	DALLAS	I	VA	REGIONAL GOODS MOVEMENT/CORRIDOR STUDIES; CONDUCT GENERAL CORRIDOR STUDIES & PLANNING ACTIVITIES IN SUPPORT OF THE	REGION'S GOOD MOVMT INCL NCTCOG STAFF TIME & CONSULTANT ASST TO ASSESS IMPACT OF TRUCK, RAIL, & OTHER FREIGHT; MOVMT,	DATA COLLECTION & ANALYSIS, SAFETY, COORD WITH PRIVATE SECTOR FREIGHT PARTNERS; MONITORING TRUCK LANE CORRIDORS, HAZMAT, ECON ANALYSIS, LAND USE COMPATIBILITY, PASSENGER & FREIGHT RAIL INTEGRATION, PUBLIC OUTREACH/EDUC & OVERSIGHT OF PARTNER IMPL PROJECTS	\$1,250,000	\$0	\$0	\$1,250,000	\$0	12/2025	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025
11650.1	0918-00-485	NCTCOG	DALLAS	I	VA	TRANSPORTATION TECHNICAL SUPPORT	REGIONWIDE	TECHNICAL ASSISTANCE FOR DEVELOPING, MONITORING, ENVIRONMENTALLY APPROVING, AND IMPLEMENTING CORRIDOR STUDIES/PROJECTS ACCORDING TO CAPITAL ASSET MANAGEMENT PRINCIPLES	\$1,800,000	\$0	\$0	\$1,800,000	\$0	12/2025	EXPECTED TO OBLIGATE IN FY2026	
11655.2	0918-00-484	NCTCOG	DALLAS	I	VA	REVENUE AND PROJECT TRACKING SYSTEM (RAPTS)		TRACK, MONITOR, AND ASSESS REGIONAL TRANSPORTATION AND AIR QUALITY PROJECTS THROUGH THE RAPTS WEBSITE; INCLUDES SOFTWARE DEVELOPMENT AND NCTCOG STAFF TIME	\$515,000	\$0	\$0	\$515,000	\$0	12/2025	EXPECTED TO OBLIGATE IN FY2026	
11657.2	0918-00-482	NCTCOG	DALLAS	I	VA	M&O - AIR QUALITY PUBLIC EDUCATION AND OUTREACH PROGRAM; REGIONWIDE	IMPLEMENT STRATEGIC COMMUNICATION EFFORTS TO EDUCATE AND INFORM THE REGION ON TRANSPORTATION AND AIR QUALITY RELATED	ISSUES, INCLUDING STRATEGIES FOR IMPROVEMENT, FUNDING OPPORTUNITIES, TRAINING INITIATIVES, AND NEW PROGRAMS/POLICIES; MAJOR EFFORTS WILL FOCUS ON TRANSPORTATION AND AIR QUALITY, PUBLIC OUTREACH, EDUCATION, AND ENGAGEMENT PROGRAMS	\$1,025,000	\$0	\$0	\$1,025,000	\$0	12/2025	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; AFA EXECUTED
11663.3	0918-00-411	NCTCOG	DALLAS	I	VA	ENTIRE MANAGED LANE SYSTEM		DEVELOP, TEST, & IMPLEMENT TECHNOLOGY TO DETECT & VERIFY AUTO OCCUPANCY ON REGIONAL MANAGED LANE SYSTEM INCLUDING PUBLIC OUTREACH, EDUCATION, & INTEGRATION INTO EXISTING TOLLING SOFTWARE/HARDWARE; PROJECT INVOLVES CONSULTANT ASSISTANCE & NCTCOG STAFF TIME	\$1,800,000	\$0	\$0	\$1,800,000	\$0	12/2025	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; OBLIGATION TIMEFRAME TO BE DETERMINED (WILL DEPEND ON HOW FAST EXISTING FUNDING IS SPENT)
11692.1	0918-00-426	NCTCOG	DALLAS	I	VA	REGIONAL PARKING MANAGEMENT TOOLS & STRATEGIES PROGRAM		CONDUCT DATA COLLECTION AND/OR PLANNING TO DEVELOP AND IMPLEMENT DATA DRIVEN TOOLS AND STRATEGIES TO SUPPORT PUBLIC SECTOR IN MANAGEMENT OF PARKING AT MULTIMODAL LOCATIONS	\$550,000	\$0	\$0	\$550,000	\$0	12/2025	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; AFA EXECUTION PENDING
14038.2	0902-00-344	NCTCOG	FORT WORTH	I	VA	MANAGEMENT AND OVERSIGHT OF REGIONAL SAFETY PROGRAM		INCLUDING REGIONAL DATA TOOLS AND ANALYSIS, TRAFFIC INCIDENT MANAGEMENT, DRIVE AWARE NORTH TEXAS SAFETY CAMPAIGN, STRATEGIC TARGETING OF AGGRESSIVE DRIVING AND ROAD RAGE, INCLUDES CONSULTANT, NCTCOG STAFF TIME AND EQUIPMENT	\$5,005,000	\$0	\$0	\$5,005,000	\$0	12/2025	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; AFA AMENDMENT EXECUTED
16006	0918-00-425	NCTCOG	DALLAS	I	VA	ENVIRONMENTAL IMPACT STATEMENT COORDINATION ON REG PROJECTS; PROVIDE TECHNICAL, PLANNING, ENGINEERING, & ENV ASSISTANCE	TO TRANSPORTATION AGENCIES & THE RTC TO ADVANCE CORRIDORS IDENTIFIED FOR IMPROVEMENT IN OR BEING EVALUATED FOR THE	METROPOLITAN TRANSPORTATION PLAN; PROVIDE SUPPORT TO ADVANCE REGIONAL PROJECTS THROUGH THE ENVIRONMENTAL PROCESS; FACILITATE COORDINATION MEETINGS THAT MONITOR & ENSURE THE CONTINUED PROGRESS OF ENVIRONMENTAL DOCUMENT COMPLETION	\$400,000	\$0	\$0	\$400,000	\$0	12/2025	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; AFA EXECUTED
21028	0918-47-364	NCTCOG	DALLAS	E	VA	HIGH-SPEED RAIL/CEDARS PLANNING STUDY BOUNDED BY GOOD LATIMER ON THE EAST, CORINTH ON THE SOUTH	THE TRINITY RIVER ON THE WEST, AND YOUNG STREET ON THE NORTH	PLANNING STUDY TO LOOK AT POTENTIAL IMPROVEMENTS TO THE GRID SYSTEM OVER IH 30 & IN THE CEDARS NEIGHBORHOOD OF DALLAS, & TO REVIEW THE POTENTIAL FOR PLACING STRUCTURES ON TOP OF IH 30; INCL. PRELIM ENG FOR IMPROVEMENTS THAT COME OUT OF PLANNING WORK	\$2,000,000	\$0	\$0	\$2,000,000	\$0	12/2025	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; AFA EXECUTION PENDING
24007	0918-47-514	DALLAS	DALLAS	C	CS	ON HARRY HINES BLVD AND	WITHIN 1-MILE RADIUS AROUND SOUTHWEST MEDICAL DISTRICT/HARRY HINES BLVD	UPDATE ADVANCED TRAFFIC MANAGEMENT SYSTEM (ATMS) TO ACCOMMODATE AND INTEGRATE SIGNAL PREEMPTION AND CLOUD-BASED IMPROVEMENTS TO THE CITY'S SIGNAL SYSTEM; CONSTRUCT SIGNAL IMPROVEMENTS TO GIVE EMERGENCY VEHICLES PRIORITY IN THE CORRIDOR	\$10,000,000	\$0	\$0	\$10,000,000	\$0	12/2025	EXPECTED TO OBLIGATE IN FY2026	

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2026

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
24032	0902-00-415	NCTCOG	FORT WORTH	I	VA	FLOODED ROADS INFORMATION SYSTEMS PROJECT; REGIONWIDE		IMPROVE ROADWAY SAFETY BY PROVIDING ADVANCE WARNINGS TO DRIVERS/VEHICLES THROUGH MOBILE DRIVING APPS AND CONNECTED VEHICLE SYSTEMS; SYSTEM WILL FOCUS ON ALERTING	\$2,000,000	\$0	\$0	\$2,000,000	\$0	12/2025	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; AFA EXECUTED
24034.2	0902-90-363	WHITE SETTLEMENT	FORT WORTH	I	VA	TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM	ALONG CHERRY, CLIFFORD, LAS VEGAS TRAIL, WHITE SETTLEMENT, AND SADDLE RD	INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY	\$276,165	\$0	\$0	\$276,165	\$0	12/2025	EXPECTED TO OBLIGATE IN FY2026	
24036.3	0918-47-549	GARLAND	DALLAS	I	VA	TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM; ALONG BELT LINE RD, BOBTOWN RD, BROADWAY BLVD,	SH 78/GARLAND AVE, LAVON DR, BUCKINGHAM RD, JUPITER RD, NW HWY, FIRST ST, SH 66, SHILOH RD, CASTLE, & PLEASANT VALLEY RD	INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY	\$895,434	\$0	\$0	\$895,434	\$0	12/2025	EXPECTED TO OBLIGATE IN FY2026	
14034	0918-47-289	HIGHLAND PARK	DALLAS	C	CS	ON WYCLIFFE AVENUE FROM OAK LAWN AVENUE	WEST OF GLENWOOD AVENUE	RECONSTRUCTION OF A 2/3 LANE ROADWAY THAT WILL INCLUDE A NEW BRIDGE STRUCTURE TO RAISE ROADWAY OUT OF THE 100-YEAR FLOODPLAIN AS WELL AS DRAINAGE IMPROVEMENTS AT TRIBUTARY 1 IN ORDER TO REDUCE/ELIMINATE FLOOD FREQUENCY	\$12,520,000	\$0	\$3,130,000	\$15,650,000	\$0	01/2026	EXPECTED TO OBLIGATE IN FY2026	WORKING ON 95% PS&E
21085	0918-47-432	GRAND PRAIRIE	DALLAS	C	CS	ON JEFFERSON STREET FROM SH 161	CIMARRON TRACE	RECONSTRUCT 6 LANE ASPHALT TO 6 LANE CONCRETE ROADWAY TO WITHSTAND TRUCK TRAFFIC	\$4,000,000	\$0	\$1,000,000	\$5,000,000	\$0	01/2026	EXPECTED TO OBLIGATE IN FY2026	CITY WORKING ON 95% PS&E RESUBMITTAL
24008	0918-00-472	DALLAS	DALLAS	E	CS	ON BELT LINE ROAD	AT SOUTH NORTH LAKE ROAD	CONSTRUCT RIGHT TURN/DECELERATION LANE TO IMPROVE SAFETY	\$45,000	\$0	\$0	\$45,000	\$0	01/2026	EXPECTED TO OBLIGATE IN FY2026	
24035	0902-90-338	TARRANT CO	FORT WORTH	E	CS	ON FOREST HILL DRIVE; FROM LON STEPHENSON ROAD	SHELBY ROAD	RECONSTRUCT AND WIDEN 2 LANE RURAL TO 4 LANE DIVIDED ROADWAY WITH SIDEWALKS	\$0	\$2,500,000	\$0	\$2,500,000	\$0	01/2026	EXPECTED TO OBLIGATE IN FY2026	AFA DEVELOPMENT IN PROGRESS
25102	0902-00-328	FWTA	FORT WORTH	T	VA	TEXRAIL CORRIDOR RAIL LINE PROJECT		ENGINEERING/ENVIRONMENTAL AND CONSTRUCTION OF COMMUTER RAIL LINE EXTENSION TO SOUTH OF IH 30	\$1,000,000	\$0	\$0	\$1,000,000	\$0	01/2026	EXPECTED TO OBLIGATE IN FY2026	TRANSIT TRANSFER REQUEST TO BE SUBMITTED
14033	0918-46-316	DENTON CO	DALLAS	C	CS	ON SOUTH SHADY SHORES ROAD FROM WEST SHADY SHORES ROAD TO OAKWOOD CIRCLE AND FROM PARKSIDE LANE	SILKTREE COURT	RECONSTRUCT ROAD FROM 2 TO 2 LANES TO ELEVATE OUT OF FLOOD PLAIN WITH DRAINAGE IMPROVEMENTS	\$10,000,000	\$0	\$2,500,000	\$12,500,000	\$0	02/2026	EXPECTED TO OBLIGATE IN FY2026	100% PLANS BEING WORKED ON
11622.4	0918-00-479	NCTCOG	DALLAS	I	VA	TRAVEL SURVEY, DATA COLLECTION, MODEL REFINEMENT PROGRAM; TO PROVIDE TRAVEL INFORMATION USED TO CREATE ANALYTICAL TOOLS	FOR ALL PLANNING, AIR QUALITY, AND MANAGEMENT PROJECTS IN THE MPA; ANALYSIS OF TRANSIT PERFORMANCE IN REAL-TIME AND	FORECAST FUTURE RIDERSHIP AMONGST THE THREE MAJOR TRANSIT AGENCIES; INCLUSION OF NON-MOTORIZED TRIPS IN THE REG TRAVEL MODEL; DEV OF DYNAMIC TRAFFIC ASSIGNMENT MODEL FOR ROADWAY NETWORK ANALYSIS; CONDUCT TRAVEL SURVEYS & INTERSECTION OPERATIONAL ANALYSES	\$2,610,000	\$0	\$0	\$2,610,000	\$0	03/2026	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025
11699.2	0902-00-360	NCTCOG	FORT WORTH	T	VA	REGIONAL VANPOOL PROGRAM FOR (WESTERN SUBREGION)		OPERATE VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE; INCLUDES COST OF VEHICLE LEASING AND PART OF ADMINISTRATIVE COSTS	\$682,000	\$0	\$0	\$682,000	\$0	03/2026	EXPECTED TO OBLIGATE IN FY2026	TRANSIT TRANSFER REQUEST TO BE SUBMITTED
14002	0918-47-208	DALLAS CO	DALLAS	R	CS	ON WINTERGREEN RD FROM JEFFERSON STREET	WEST OF CARPENTER ROAD	RECONSTRUCT AND WIDEN 2 LANE UNDIVIDED RURAL TO 4 LANE DIVIDED URBAN	\$3,702,280	\$0	\$925,570	\$4,627,850	\$0	03/2026	EXPECTED TO OBLIGATE IN FY2026	
14063	0019-01-146	TXDOT-FORT WORTH	FORT WORTH	C	SH 174	N OF ELK DR	WICKER HILL RD	RECONSTRUCT AND WIDEN FROM 4 TO 6 LANES RURAL DIVIDED WITH SIDEWALKS	\$17,743,826	\$4,435,956	\$0	\$22,179,782	\$0	03/2026	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; PROJECT HAS NOT BEEN APPROVED BY FHWA DUE TO MTP INCONSISTENCY BETWEEN NETWORK YEAR AND FISCAL YEAR
14077	0918-24-249	ANNA	DALLAS	R	CS	FERGUSON PKWY FROM ELM STREET	THE COLLIN COUNTY OUTER LOOP	FROM ELM ST TO TAYLOR ST: RECONSTRUCT AND WIDEN 2 TO 4 LANE (6 LANE ULTIMATE); FROM TAYLOR ST TO COLLIN CO OUTER LOOP: CONSTRUCT 0 TO 4 LANE ROAD (6 LANE ULTIMATE), INCLUDING NEW SIDEWALKS AND 0 TO 6 LANE BRIDGE OVER SLAYTER CREEK	\$4,312,000	\$0	\$1,078,000	\$5,390,000	\$0	03/2026	EXPECTED TO OBLIGATE IN FY2026	ENVIRONMENTAL CLEARANCE PENDING
14085.4	0918-24-317	DART	DALLAS	T	VA	STATION CROSSING AT VICTORY STATION TRE PLATFORM	DART PLATFORM	CONSTRUCT PEDESTRIAN SAFETY IMPROVEMENTS AT VICTORY STATION	\$6,800,000	\$0	\$0	\$6,800,000	\$0	03/2026	EXPECTED TO OBLIGATE IN FY2026	TRANSIT TRANSFER REQUEST TO BE SUBMITTED
21014.2	0918-00-458	NCTCOG	DALLAS	T	VA	REGIONAL TRANSIT COORDINATION PROGRAM		REGIONAL COORDINATION OF TRANSIT SERVICES WITH A FOCUS ON INCREASING ECONOMIES OF SCALE, TECHNICAL ASSISTANCE, MOBILITY ON DEMAND, AND MOBILITY AS A SERVICE	\$500,000	\$0	\$0	\$500,000	\$0	03/2026	EXPECTED TO OBLIGATE IN FY2026	TRANSIT TRANSFER REQUEST TO BE SUBMITTED

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2026

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
21070	0918-47-387	RICHARDSON	DALLAS	C	CS	JUPITER ROAD AT CAMPBELL ROAD		INTERSECTION IMPROVEMENTS INCLUDING CONSTRUCTION OF NEW DEDICATED RIGHT-TURN LANES ON EB CAMPBELL ROAD & SB JUPITER ROAD	\$1,788,000	\$0	\$447,000	\$2,235,000	\$0	03/2026	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025
24022	0902-90-335	FORT WORTH	FORT WORTH	E	CS	ON LTJG BARNETT AT NAVAL AIR STATION JOINT RESERVE BASE FORT WORTH EAST GATE		CONSTRUCT SECOND BRIDGE AT EAST SIDE OF ENTRANCE TO NASJRB FORT WORTH	\$2,000,000	\$0	\$0	\$2,000,000	\$0	03/2026	EXPECTED TO OBLIGATE IN FY2026	AFA DEVELOPMENT IN PROGRESS
24040	0918-46-358	DENTON	DALLAS	E	VA	ON WESTERN BLVD FROM JIM CRYSTAL	US 380	RECONSTRUCT AND WIDEN FROM 3 LANES TO 4 LANES INCLUDING SHARED USE PATHS	\$400,000	\$0	\$100,000	\$500,000	\$0	03/2026	EXPECTED TO OBLIGATE IN FY2026	
24042	0918-47-556	BALCH SPRINGS	DALLAS	E	CS	ON ELAM ROAD FROM PEACHTREE ROAD	PIONEER ROAD	FEASIBILITY STUDY TO IDENTIFY NEEDED SAFETY AND CORRIDOR IMPROVEMENTS	\$1,600,000	\$0	\$400,000	\$2,000,000	\$0	03/2026	EXPECTED TO OBLIGATE IN FY2026	
24051	0918-47-559	DART	DALLAS	T	VA	SHILOH ROAD	DFW AIRPORT	SILVER LINE IMPROVEMENTS ALONG 26 MILES OF REGIONAL RAIL SERVICE CONNECTING DFW AIRPORT, GRAPEVINE, COPPELL, DALLAS, CARROLLTON, ADDISON, RICHARDSON, AND PLANO	\$5,600,000	\$0	\$1,400,000	\$7,000,000	\$0	03/2026	EXPECTED TO OBLIGATE IN FY2026	TRANSIT TRANSFER REQUEST TO BE SUBMITTED
24052	0918-00-499	DART	DALLAS	T	VA	TRE IMPROVEMENTS FROM EBJ UNION STATION	FORT WORTH T&P STATION	IMPROVEMENTS TO TRE VEHICLES: LOCOMOTIVE PAINT AND REPAIR, CAB CAR/COACH LEASE AND OVERHAULS, UPGRADES TO INTERNAL SPEAKER SYSTEM FOR ANNOUNCEMENTS, VINYL SEAT INSTALLATION, AND A ONE-YEAR LEASE FOR TWO POSITIVE TRAIN CONTROL-EQUIPPED LOCOMOTIVES	\$7,200,000	\$0	\$0	\$7,200,000	\$0	03/2026	EXPECTED TO OBLIGATE IN FY2026	TRANSIT TRANSFER REQUEST TO BE SUBMITTED
25013	0902-90-172	FORT WORTH	FORT WORTH	U	CS	MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE	LTJG BARNETT FROM MEANDERING ROAD TO NASJRB EAST GATE	RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF, CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEPATHS WITHIN PROJECT LIMITS AND BIKE LANES ON LTJG BARNETT	\$1,742,000	\$0	\$0	\$1,742,000	\$0	03/2026	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; UTILITIES TO BE RELOCATED DURING CONSTRUCTION
25013	0902-90-172	FORT WORTH	FORT WORTH	C	CS	MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE	LTJG BARNETT FROM MEANDERING ROAD TO NASJRB EAST GATE	RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF, CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEPATHS WITHIN PROJECT LIMITS AND BIKE LANES ON LTJG BARNETT	\$13,392,000	\$0	\$0	\$13,392,000	\$0	03/2026	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; AFA AMENDMENT PENDING
25072.2	0918-47-530	DART	DALLAS	T	VA	NORTH TEXAS MOVES TRE DOUBLE TRACKING FROM IH 35E TO MEDICAL MARKET CENTER STATION		REHAB EXISTING BRIDGE OVER INWOOD ROAD AND ADD NEW BRIDGE FOR 2ND TRACK; ADD BRIDGE AT KNIGHTS BRANCH FOR A 2ND TRACK; REPLACE CURRENT NOBLE BRANCH BRIDGE AND ADD NEW BRIDGE FOR 2ND TRACK; RAISE TRACK AND ADD RETAINING WALL FOR FUTURE IH 35 RAIL BRIDGE	\$19,648,000	\$0	\$4,912,000	\$24,560,000	\$0	03/2026	EXPECTED TO OBLIGATE IN FY2026	TRANSIT TRANSFER REQUEST TO BE SUBMITTED
25072.5	0902-00-421	FWTA	FORT WORTH	T	VA	NORTH TEXAS MOVES WESTERN SUBREGION TRE PROJECT FROM HANDLEY EDERVILLE ROAD	PRECINCT LINE ROAD	REPLACE BRIDGES AT WALKERS CREEK AND MESQUITE CREEK; AND CONSTRUCT 2.4 MILES OF NEW SECOND TRACK FROM EAST OF HANDLEY EDERVILLE ROAD TO EAST OF PRECINCT LINE ROAD	\$1,848,000	\$0	\$0	\$1,848,000	\$0	03/2026	EXPECTED TO OBLIGATE IN FY2026	TRANSIT TRANSFER REQUEST TO BE SUBMITTED
16003	0902-00-346	NCTCOG	FORT WORTH	E	VA	MANSFIELD LINE PASSENGER RAIL STUDY FROM MIDLOTHIAN	TO FORT WORTH CENTRAL STATION	MANSFIELD LINE PASSENGER RAIL CONCEPTUAL ENGINEERING STUDY INCLUDING ALTERNATIVE ROUTE ANALYSIS AND FUNDING OPTIONS; INCLUDES CONSULTANT AND NCTCOG STAFF TIME	\$1,000,000	\$0	\$0	\$1,000,000	\$0	04/2026	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025
21060	0095-05-062	TERRELL	DALLAS	C	US 80	ON MOORE AVE (US 80) WEST FROM BROOKSHIRES DRIVE	BRADSHAW STREET	PEDESTRIAN IMPROVEMENTS INCLUDING CONSTRUCTION OF PEDESTRIAN/ADA RAMPS AND CROSSWALKS, AND MINOR LANDSCAPING	\$3,000,000	\$0	\$0	\$3,000,000	\$0	04/2026	EXPECTED TO OBLIGATE IN FY2026	CITY WORKING ON 95% PS&E; ENVIRONMENTAL CLEARANCE SCHEDULE PENDING (TXDOT WAITING ON FOOTPRINT FROM THE CITY)
21061	0918-11-107	TERRELL	DALLAS	C	SS 226	ON VIRGINIA STREET (SS 226) FROM BRIN STREET	ROCHESTER STREET	PEDESTRIAN IMPROVEMENTS INCLUDING CONSTRUCTION OF PEDESTRIAN/ADA RAMPS AND CROSSWALKS, AND MINOR LANDSCAPING	\$450,000	\$0	\$0	\$450,000	\$0	04/2026	EXPECTED TO OBLIGATE IN FY2026	CITY WORKING ON 95% PS&E; ENVIRONMENTAL CLEARANCE SCHEDULE PENDING (TXDOT WAITING ON FOOTPRINT FROM THE CITY)
24036.9	0918-00-453	NCTCOG	DALLAS	I	VA	TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM; REGIONWIDE INCLUDING BUT NOT LIMITED TO THE CITIES OF	COLLEYVILLE, DUNCANVILLE, GRAPEVINE, HIGHLAND PARK, HURST, KAUFMAN, MCKINNEY, RICHLAND HILLS, ROCKWALL, SAGINAW, & WYLIE	INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY	\$5,987,580	\$0	\$0	\$5,987,580	\$0	04/2026	EXPECTED TO OBLIGATE IN FY2026	
16007.1	0918-00-493	NCTCOG	DALLAS	I	VA	LIMITED ACCESS FACILITIES IN DALLAS DISTRICT	SUCH AS US 75, IH 635, IH 30, IH 20, SH 114, SH 183, IH 35W, SL12, US 67, US 80, IH 35E, IH 45, US 175	CONTRACT WITH TOW TRUCK OPERATORS TO STAGE TOW TRUCKS FOR QUICK CLEARANCE OF ABANDONED VEHICLES, STRANDED MOTORISTS OR CRASHES TO REDUCE CONGESTION AND IMPROVE SAFETY	\$400,000	\$0	\$0	\$400,000	\$0	05/2026	EXPECTED TO OBLIGATE IN FY2026	SECOND YEAR OF FUNDING
11651.6	0918-47-533	DALLAS CO	DALLAS	E	VA	COTTON BELT TRAIL FROM WEST OF THE S MACARTHUR BLVD/E BELT LINE RD INTERSECTION	MCINNISH PARK	CONSTRUCT SHARED USE PATH	\$1,500,000	\$0	\$0	\$1,500,000	\$0	06/2026	EXPECTED TO OBLIGATE IN FY2026	

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2026

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
11694.1	0918-00-455	NCTCOG	DALLAS	I	VA	REGIONAL AIR QUALITY INITIATIVES; IDENTIFY AND IMPLEMENT INITIATIVES TO IMPROVE AIR QUALITY AND ATTAIN FEDERAL STANDARDS	INCLUDING STRATEGIES TO SUPPORT INCREASED ADOPTION OF ZERO-EMISSION AND OTHER LOW-EMISSION VEHICLES, IMPLEMENTATION AND	EVALUATION OF NEW EMISSIONS-REDUCING TRANSPORTATION TECHNOLOGIES, DEVELOPMENT OF REGIONAL RESOURCES TO ADVANCE EMISSIONS-REDUCING EFFORTS, AND COORDINATION EFFORTS ACROSS LOCAL STAKEHOLDERS	\$3,200,000	\$0	\$0	\$3,200,000	\$0	06/2026	EXPECTED TO OBLIGATE IN FY2026	
14015.3	0918-47-483	DALLAS	DALLAS	E	CS	HARRY HINES/MCKINNON COUPLET WRONG WAY DRIVING AND AA CENTER STUDY BOUNDED BY SLOCUM ON THE WEST, MCKINNON ON THE EAST,	SOUTH OF OAK LAWN ON THE NORTH, AND MOODY/WOODALL RODGERS NORTHERN SERVICE ROAD ON THE SOUTH	PLANNING STUDY FOR IMPROVED CIRCULATION IN FULL STUDY AREA AND FULL ENGINEERING FOR THE HARRY HINES/MCKINNON COUPLET INCLUDING THE MOODY CONNECTION INCLUDING IMPROVEMENTS NEEDED FOR WRONG WAY DRIVING ON DNT AND MOBILITY IMPROVEMENTS AROUND AA CENTER	\$3,000,000	\$0	\$0	\$3,000,000	\$0	06/2026	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025
14055	0902-90-344	FORT WORTH	FORT WORTH	C	CS	UNIVERSITY DRIVE FROM TRAIL DRIVE	ROSEDALE BRIDGE	REHABILITATE 6 TO 6 LANE ROADWAY AND CONSTRUCT PEDESTRIAN IMPROVEMENTS INCLUDING NEW AND WIDENED SIDEWALKS, CROSSWALKS, WAYFINDING SIGNAGE, TRAFFIC SIGNALS, AND INTERSECTION IMPROVEMENTS AT UNIVERSITY DR AND IH 30	\$2,960,000	\$0	\$740,000	\$3,700,000	\$0	06/2026	EXPECTED TO OBLIGATE IN FY2026	CITY WORKING ON 100% PS&E; AFA AMENDMENT PENDING EXECUTION
14070	0196-07-034	TXDOT-DALLAS	DALLAS	C	SS 366	WEST OF AKARD ST	SAINT PAUL ST	CONSTRUCT EXTENSION OF EXISTING KLYDE WARREN PARK DECK PLAZA; STRUCTURE ONLY	\$36,800,000	\$0	\$9,200,000	\$46,000,000	\$0	06/2026	EXPECTED TO OBLIGATE IN FY2026	AFA EXECUTION IS PENDING; 100% PS&E BEING WORKED ON
14070.1	0196-07-036	DALLAS	DALLAS	C	SS 366	SS 366 FRONTRAGE ROADS FROM WEST OF AKARD STREET	ST PAUL STREET	CONSTRUCT TRAFFIC SIGNALS AND ADD FIBER OPTIC NETWORK FOR ITS IMPROVEMENTS	\$4,450,000	\$0	\$1,112,500	\$5,562,500	\$0	06/2026	EXPECTED TO OBLIGATE IN FY2026	PROJECT TO BE IMPLEMENTED SEPARATELY FROM CONSTRUCTION OF DECK PLAZA (SPECIFIC TIMELINE TO BE DETERMINED)
24054	0902-90-369	MANSFIELD	FORT WORTH	E	CS	SOUTH MATLOCK RD FROM HERITAGE PKWY	RIVER BIRCH DR	CONSTRUCT 0 TO 4 LANE ROADWAY WITH GRADE SEPARATION OVER UP RR	\$1,820,000	\$0	\$455,000	\$2,275,000	\$0	06/2026	EXPECTED TO OBLIGATE IN FY2026	
25078	0918-47-313	BALCH SPRINGS	DALLAS	R	CS	ON HICKORY TREE ROAD; FROM ELAM ROAD	LAKE JUNE ROAD	RECONSTRUCT AND WIDEN FROM 2 TO 3 LANES WITH PEDESTRIAN IMPROVEMENTS, INCLUDING SIDEWALKS AND SHARED-USE PATH	\$864,000	\$0	\$216,000	\$1,080,000	\$0	06/2026	EXPECTED TO OBLIGATE IN FY2026	
11612.3	0918-00-445	NCTCOG	DALLAS	I	VA	REGION-WIDE EMPLOYER TRIP REDUCTION PROGRAM (ETR)	TRACK AND IMPLEMENT ETR STRATEGIES THROUGH COMMUTER/EMPLOYER OUTREACH; MANAGEMENT/OVERSIGHT OF TRY PARKINGIT.COM;	PERFORMANCE MONITORING/REPORTING; MAINTAIN/UPDATE THE TDM TOOLKIT, TRIP REDUCTION MANUAL FOR EMPLOYERS, OUTREACH MATERIALS; MANAGED LANE REIMBURSEMENT; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	\$1,360,300	\$0	\$0	\$1,360,300	\$0	08/2026	EXPECTED TO OBLIGATE IN FY2026	
11615.4	0918-00-421	NCTCOG	DALLAS	I	VA	REGIONAL GEOSPATIAL IMAGERY: DATA COLLECTION/PLANNING		DATA COLLECTION/PLANNING COOPERATIVE DIGITAL AERIAL PHOTOGRAPHY DATA COLLECTION TO IMPROVE TRAVEL DEMAND MODEL, AND CORRIDOR ALIGNMENT PLANNING, AND TRACK POPULATION/EMPLOYMENT CHANGES, AND SUPPORT VARIOUS ADDITIONAL ANALYTICAL TRANSP PLANNING ACTIVITIES	\$1,150,000	\$287,500	\$0	\$1,437,500	\$0	08/2026	EXPECTED TO OBLIGATE IN FY2026	
11618.2	0918-00-429	TXDOT-DALLAS	DALLAS	I	VA	REGIONAL MOBILITY ASSISTANCE PATROL (DALLAS DISTRICT)		MOBILITY ASSISTANCE PATROL THAT PROVIDES ASSISTANCE TO STRANDED MOTORISTS DUE TO VEHICLE PROBLEMS OR NON-INJURY ACCIDENTS	\$5,100,000	\$1,275,000	\$0	\$6,375,000	\$0	08/2026	EXPECTED TO OBLIGATE IN FY2026	
11626.1	0902-90-385	NCTCOG	FORT WORTH	E	VA	FEASIBILITY STUDY FOR THE EXTENSION OF THE EXISTING COTTON BELT TRAIL IN NORTH RICHLAND HILLS	AND EXISTING TRINITY TRAILS NEAR NORTHSIDE DRIVE AND NEAR HANDLEY EDERVILLE ROAD	CONDUCT FEASIBILITY STUDY FOR EXTENSION OF REGIONAL TRAILS INCLUDING CONNECTIONS TO RAIL STATIONS	\$1,500,000	\$0	\$0	\$1,500,000	\$0	08/2026	EXPECTED TO OBLIGATE IN FY2026	
11651.8	0902-90-386	NCTCOG	FORT WORTH	I	VA	DFW DISCOVERY TRAIL FROM DOWNTOWN FORT WORTH TO DOWNTOWN DALLAS	COTTON BELT TRAIL FROM DOWNTOWN FORT WORTH TO SHILOH RD PLANO	INSTALL WAYFINDING SIGNAGE FOR DFW DISCOVERY TRAIL AND DEVELOP WAYFINDING SIGNAGE PLAN FOR COTTON BELT TRAIL; INSTALL PEDESTRIAN AND BICYCLE COUNT EQUIPMENT FOR DFW DISCOVERY TRAIL AND COTTON BELT TRAIL INCLUDING HARDWARE AND SOFTWARE FOR DATA PROCESSING	\$775,000	\$0	\$0	\$775,000	\$0	08/2026	EXPECTED TO OBLIGATE IN FY2026	
11657.2	0918-00-483	NCTCOG	DALLAS	I	VA	M&O - AIR QUALITY PUBLIC EDUCATION AND OUTREACH PROGRAM; REGIONWIDE	IMPLEMENT STRATEGIC COMMUNICATION EFFORTS TO EDUCATE AND INFORM THE REGION ON TRANSPORTATION AND AIR QUALITY RELATED	ISSUES, INCLUDING STRATEGIES FOR IMPROVEMENT, FUNDING OPPORTUNITIES, TRAINING INITIATIVES, AND NEW PROGRAMS/POLICIES; MAJOR EFFORTS WILL FOCUS ON TRANSPORTATION AND AIR QUALITY, PUBLIC OUTREACH, EDUCATION, AND ENGAGEMENT PROGRAMS	\$1,050,000	\$0	\$0	\$1,050,000	\$0	08/2026	EXPECTED TO OBLIGATE IN FY2026	
11663.3	0918-00-447	NCTCOG	DALLAS	I	VA	ENTIRE MANAGED LANE SYSTEM		DEVELOP, TEST, & IMPLEMENT TECHNOLOGY TO DETECT & VERIFY AUTO OCCUPANCY ON REGIONAL MANAGED LANE SYSTEM INCLUDING PUBLIC OUTREACH, EDUCATION, & INTEGRATION INTO EXISTING TOLLING SOFTWARE/HARDWARE; PROJECT INVOLVES CONSULTANT ASSISTANCE & NCTCOG STAFF TIME	\$2,088,000	\$0	\$0	\$2,088,000	\$0	08/2026	EXPECTED TO OBLIGATE IN FY2026	

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2026

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
11691.1	0918-00-444	NCTCOG	DALLAS	I	VA	IMPLEMENT AND OPERATE TRAVELER INFORMATION SYSTEM; DEVELOP CONCEPT OF OPERATIONS AND DEPLOYMENT OF TRANS SY	MANAGEMENT AND OPERATIONS DATA ENGINE TO IMPROVE OPERATIONAL EFFICIENCY ON THE REGIONS TRANSP NETWORK BY INTEGRATING	DATA SOURCES INCL REGIONAL TRAFFIC MGMT AND TRAVELER INFORMATION SYS; ITS DATA UPDATES AND COMPLIANCE; COORDINATION WITH REGIONAL PARTNERS ON INFORMATION SHARING AND AGREEMENT TRACKING; ADMINISTRATION OF MOBILITY ASSISTANCE PATROL; INCL NCTCOG STAFF TIME	\$2,765,000	\$0	\$0	\$2,765,000	\$0	08/2026	EXPECTED TO OBLIGATE IN FY2026	
14038.2	0902-00-345	NCTCOG	FORT WORTH	I	VA	MANAGEMENT AND OVERSIGHT OF REGIONAL SAFETY PROGRAM		INCLUDING REGIONAL DATA TOOLS AND ANALYSIS, TRAFFIC INCIDENT MANAGEMENT, DRIVE AWARE NORTH TEXAS SAFETY CAMPAIGN, STRATEGIC TARGETING OF AGGRESSIVE DRIVING AND ROAD RAGE, INCLUDES CONSULTANT, NCTCOG STAFF TIME AND EQUIPMENT	\$6,070,000	\$0	\$0	\$6,070,000	\$0	08/2026	EXPECTED TO OBLIGATE IN FY2026	FUNDING MAY NOT BE NEEDED UNTIL LATE FY2026 OR EARLY FY2027
14088	0902-90-176	TXDOT-FORT WORTH	FORT WORTH	C	CS	ON LAS VEGAS TRAIL FROM QUEBEC DRIVE	IH 820	RECONSTRUCT AND WIDEN FROM 2 LANES TO 4 LANES WITH SIDEWALKS, STORMWATER, AND INTERSECTION IMPROVEMENTS	\$6,700,000	\$0	\$1,675,000	\$8,375,000	\$0	08/2026	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; PROJECT MAY BE ABLE TO ADVANCE DEPENDING ON UTILITY RELOCATION TIMELINES
16008	0918-00-413	NCTCOG	DALLAS	I	VA	TECHNOLOGY AND INNOVATION 3.0	STAFF SUPPORT FOR PROJECTS FOCUSED ON IMPROVING REGIONAL BROADBAND ACCESS FOR TRANSPORTATION PURPOSES,	COORDINATING AND SUPPORTING EMERGING MOBILITY TECHNOLOGY DEPLOYMENTS AND CONNECTED VEHICLE/INFRASTRUCTURE IMPROVEMENTS; SUPPORTING WORKFORCE DEVELOPMENT AND RESEARCH INITIATIVES; AND MANAGING ADMINISTRATIVE TASKS TO FACILITATE PROJECTS	\$900,000	\$0	\$0	\$900,000	\$0	08/2026	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; PROJECT HAS NOT BEEN APPROVED BY FHWA DUE TO ELIGIBILITY QUESTIONS
24034.1	0902-90-361	FORT WORTH	FORT WORTH	I	VA	TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM	CITYWIDE	INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY	\$6,200,027	\$0	\$0	\$6,200,027	\$0	08/2026	EXPECTED TO OBLIGATE IN FY2026	
53029	0014-15-033	TXDOT-FORT WORTH	FORT WORTH	C	US 81	NORTH OF HARMON ROAD	NORTH OF IH 35W	RECONSTRUCT 2 TO 2 LANE NORTHBOUND FRONTAGE ROAD	\$4,813,065	\$1,203,266	\$0	\$6,016,331	\$0	08/2026	EXPECTED TO OBLIGATE IN FY2026	MPO MILESTONE POLICY PROJECT; DELAYED FROM FY2025; ENVIRONMENTAL CLEARANCE RECEIVED IN FEBRUARY 2025; TXDOT WORKING THROUGH RIGHT-OF-WAY ACQUISITION
53030	0014-15-034	TXDOT-FORT WORTH	FORT WORTH	C	US 81	NORTH OF HARMON ROAD	NORTH OF IH 35W	RECONSTRUCT 2 LANE ONE WAY TO 2 LANE SOUTHBOUND FRONTAGE ROAD	\$5,782,257	\$1,445,564	\$0	\$7,227,821	\$0	08/2026	EXPECTED TO OBLIGATE IN FY2026	MPO MILESTONE POLICY PROJECT; DELAYED FROM FY2025; ENVIRONMENTAL CLEARANCE RECEIVED IN FEBRUARY 2025; TXDOT WORKING THROUGH RIGHT-OF-WAY ACQUISITION
11554.3	0918-00-462	NCTCOG	DALLAS	E	VA	AUTOMATED TRANSPORTATION SYSTEM INITIATIVE		ANALYSIS OF VARIOUS TECHNOLOGIES AND ALIGNMENT OPTIONS FOR WARRANTED AUTOMATED TRANSPORTATION SYSTEMS (ATS) IN THE DFW REGION AND EVALUATE CONNECTIONS TO EXISTING REGIONAL TRANSPORTATION NETWORKS; INCLUDES PROJECT PLANNING AND DEVELOPMENT SUPPORT FOR ATS	\$250,000	\$0	\$0	\$250,000	\$0	09/2026	EXPECTED TO OBLIGATE IN FY2026	FUNDING MAY NOT BE NEEDED UNTIL LATE FY2026 OR EARLY FY2027
11613.3	0918-00-442	NCTCOG	DALLAS	I	VA	REGIONAL GOODS MOVEMENT/CORRIDOR STUDIES; CONDUCT GENERAL CORRIDOR STUDIES & PLANNING ACTIVITIES IN SUPPORT OF THE	REGION'S GOOD MOVMT INCL NCTCOG STAFF TIME & CONSULTANT ASST TO ASSESS IMPACT OF TRUCK, RAIL, & OTHER FREIGHT; MOVMT,	DATA COLLECTION & ANALYSIS, SAFETY, COORD WITH PRIVATE SECTOR FREIGHT PARTNERS; MONITORING TRUCK LANE CORRIDORS, HAZMAT, ECON ANALYSIS, LAND USE COMPATIBILITY, PASSENGER & FREIGHT RAIL INTEGRATION, PUBLIC OUTREACH/EDUC & OVERSIGHT OF PARTNER IMPL PROJECTS	\$2,625,000	\$0	\$0	\$2,625,000	\$0	09/2026	EXPECTED TO OBLIGATE IN FY2026	FUNDING MAY NOT BE NEEDED UNTIL LATE FY2026 OR EARLY FY2027
11647.2	0918-00-435	NCTCOG	DALLAS	I	VA	LAND USE/TRANS & BIKE/PED INITIATIVES INCLUDES BICYCLE/PED PLANNING & PROGRAMMING, & TRANSIT ORIENTED DEVELOPMENT	TECHNICAL ASSISTANCE, REGIONAL BIKE/PED SAFETY PROGRAM/LOOK OUT TEXANS, IMPL OF SUSTAINABLE DEV, REGIONAL WAYFINDING	ADA COMPLIANCE; COLLECT & ANALYZE DATA; SCHOOL SITING/LAND USE CONNECTIONS, SAFE ROUTES TO SCHOOL, TARGETED SAFETY EDUCATION FOR ISDS AND TEEN DRIVERS; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	\$3,110,000	\$0	\$0	\$3,110,000	\$0	09/2026	EXPECTED TO OBLIGATE IN FY2026	FUNDING MAY NOT BE NEEDED UNTIL LATE FY2026 OR EARLY FY2027
24036.7	0902-90-362	NORTH RICHLAND HILLS	FORT WORTH	I	VA	TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM	ALONG GLENVIEW DR, HOLIDAY LN, SMITHFIELD, RUFE SNOW DR, AND IRON HORSE	INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY	\$258,985	\$0	\$0	\$258,985	\$0	09/2026	EXPECTED TO OBLIGATE IN FY2026	
11619.2	0902-00-361	TXDOT-FORT WORTH	FORT WORTH	I	VA	REGIONAL MOBILITY ASSISTANCE PATROL (FORT WORTH DISTRICT)		MOBILITY ASSISTANCE PATROL THAT PROVIDES ASSISTANCE TO STRANDED MOTORISTS DUE TO VEHICLE PROBLEMS OR NON-INJURY ACCIDENTS	\$3,000,000	\$750,000	\$0	\$3,750,000	\$0	09/2026	EXPECTED TO OBLIGATE IN FY2026	
24036.1	0918-47-547	DALLAS	DALLAS	I	VA	TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM	CITYWIDE	INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY	\$15,800,000	\$0	\$0	\$15,800,000	\$0	09/2026	EXPECTED TO OBLIGATE IN FY2026	
24036.2	0918-47-548	FARMERS BRANCH	DALLAS	I	VA	TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM; ALONG SPRING VALLEY, ALPHA RD, DENNIS RD, DENTON DR,	DIPLOMAT, WEBB CHAPEL, JOSEY LN, VALLEY VIEW LN, VALWOOD, IH 35E, IH 635, INWOOD, LUNA, MARSH, & MIDWAY	INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY	\$495,255	\$0	\$0	\$495,255	\$0	09/2026	EXPECTED TO OBLIGATE IN FY2026	

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2026

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
24036.4	0918-47-550	IRVING	DALLAS	I	VA	TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM	ALONG FREEPORT PKWY, IRVING BLVD, SECOND, AND MACARTHUR BLVD	INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY	\$163,779	\$0	\$0	\$163,779	\$0	09/2026	EXPECTED TO OBLIGATE IN FY2026	
24036.5	0918-47-551	LANCASTER	DALLAS	I	VA	TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM	ALONG BELT LINE RD, PLEASANT RUN RD, AND HOUSTON SCHOOL RD	INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY	\$230,375	\$0	\$0	\$230,375	\$0	09/2026	EXPECTED TO OBLIGATE IN FY2026	AFA DEVELOPMENT IN PROGRESS
24036.6	0918-47-552	LEWISVILLE	DALLAS	I	VA	TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM ALONG BUS 121, FM 3040, FM 1171, SRT, BELLAIRE,	CORPORATE, VISTA RIDGE MALL, OLD ORCHARD, FM 2181, FOX MILL, COLLEGE AND VARIOUS OTHER ROADS	INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY	\$194,700	\$0	\$0	\$194,700	\$0	09/2026	EXPECTED TO OBLIGATE IN FY2026	
24036.8	0918-47-553	BALCH SPRINGS	DALLAS	I	VA	TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM	ALONG ELAM, LAKE JUNE, AND BELT LINE RD	INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY	\$217,700	\$0	\$0	\$217,700	\$0	09/2026	EXPECTED TO OBLIGATE IN FY2026	
11684.2	0081-12-053	FORT WORTH	FORT WORTH	E	IH 35W	IH 35W TRUCK PARKING HUB ON IH 35W AT SH 170 NEAR HARMON ROAD		CONSTRUCT TRUCK PARKING AREA TO INCLUDE SAFETY REST AREA FOR TRUCK DRIVERS, VEHICLE TO INFRASTRUCTURE COMMUNICATION EQUIPMENT, STRIPING, AND SIGNAGE	\$758,953	\$0	\$0	\$758,953	\$0	10/2026	NOT EXPECTED TO OBLIGATE IN FY2026	CITY WORKING ON PLAN TO REPAY FAA GRANT SINCE THE LAND IS BEING IMPROVED; WILL BE DELAYED TO FY2027 VIA THE 2027-2030 TIP DEVELOPMENT
11684.2	0081-12-053	FORT WORTH	FORT WORTH	ENV	IH 35W	IH 35W TRUCK PARKING HUB ON IH 35W AT SH 170 NEAR HARMON ROAD		CONSTRUCT TRUCK PARKING AREA TO INCLUDE SAFETY REST AREA FOR TRUCK DRIVERS, VEHICLE TO INFRASTRUCTURE COMMUNICATION EQUIPMENT, STRIPING, AND SIGNAGE	\$100,000	\$0	\$0	\$100,000	\$0	10/2026	NOT EXPECTED TO OBLIGATE IN FY2026	CITY WORKING ON PLAN TO REPAY FAA GRANT SINCE THE LAND IS BEING IMPROVED; WILL BE DELAYED TO FY2027 VIA THE 2027-2030 TIP DEVELOPMENT
24004	0918-24-310	DALLAS	DALLAS	R	CS	ON FRANKFORD ROAD AT DNT/DALLAS PARKWAY		CONSTRUCT ADDITIONAL LANE ON SOUTHBOUND DALLAS PKWY FROM DNT EXIT RAMP; CONSTRUCT RIGHT TURN LANE AT SB DALLAS PKWY AT FRANKFORD RD; IMPROVE GEOMETRY AT NB DALLAS PKWY AT FRANKFORD RD BY ADDING PROTECTIVE BARRIER AND IMPROVE PEDESTRIAN INFRASTRUCTURE	\$125,000	\$0	\$0	\$125,000	\$0	10/2026	NOT EXPECTED TO OBLIGATE IN FY2026	WILL BE DELAYED TO FY2027 VIA THE 2027-2030 TIP DEVELOPMENT
24045	0918-47-557	DALLAS	DALLAS	E	CS	EAST CAMP WISDOM ROAD	AT UNIVERSITY HILLS BLVD	CONSTRUCT INTERSECTION IMPROVEMENTS (REMOVAL OF FREE FLOW RIGHT TURN LANES) AND PEDESTRIAN IMPROVEMENTS (PAVEMENT MARKINGS, MEDIAN REFUGE ISLANDS)	\$320,000	\$0	\$80,000	\$400,000	\$0	10/2026	NOT EXPECTED TO OBLIGATE IN FY2026	
25092	0918-47-363	DALLAS	DALLAS	E	VA	DEEP ELLUM PARKING IMPROVEMENTS; FROM ELM ST	IH 30	CONSTRUCT NEW PARKING FACILITIES IN THE VACANT LAND UNDER IH 345 AND CONSTRUCT IMPROVEMENTS TO THE EXISTING PARKING LOTS UNDER IH 345, INCLUDING ELECTRIC VEHICLES CHARGING TECHNOLOGY, PARKING METERS, WAYFINDING, AND OTHER INNOVATIVE IMPROVEMENTS	\$500,000	\$0	\$0	\$500,000	\$0	10/2026	NOT EXPECTED TO OBLIGATE IN FY2026	PROJECT ON HOLD PENDING COORDINATION BETWEEN NCTCOG, TXDOT, AND CITY OF DALLAS; WILL BE DELAYED TO FY2027 VIA THE 2027-2030 TIP DEVELOPMENT
11651.7	0918-47-277	CARROLLTON	DALLAS	E	VA	ON KELLY BLVD FROM COTTON BELT TRAIL	PURPLE TRAIL	CONSTRUCT SHARED USE PATH	\$500,000	\$0	\$0	\$500,000	\$0	10/2026	NOT EXPECTED TO OBLIGATE IN FY2026	DETAILED PROJECT SCHEDULE PENDING
24046	0918-46-360	LEWISVILLE	DALLAS	E	CS	ON MILL STREET FROM PURCELL STREET	HARVARD STREET	RECONSTRUCT 4 LANE TO 3 LANE ROADWAY WITH ON STREET PARKING, SIDEWALKS, BICYCLE LANES, AND BUMP OUTS	\$3,500,000	\$0	\$0	\$3,500,000	\$0	10/2026	NOT EXPECTED TO OBLIGATE IN FY2026	WILL BE DELAYED TO FY2027 VIA THE 2027-2030 TIP DEVELOPMENT
24058	0902-90-374	FORT WORTH	FORT WORTH	R	CS	MEACHAM BLVD FROM BLUE MOUND ROAD	IH 35W	RECONSTRUCT AND WIDEN 3/4 LANE UNDIVIDED TO 4 LANE DIVIDED ROADWAY; CONSTRUCT INTERSECTION IMPROVEMENTS AT BLUE MOUND ROAD; RECONSTRUCT TRAFFIC SIGNAL AT MARK IV PKWY; CONSTRUCT SHARED USE PATH AND SIDEWALKS	\$1,200,000	\$0	\$300,000	\$1,500,000	\$0	10/2026	NOT EXPECTED TO OBLIGATE IN FY2026	DETAILED PROJECT SCHEDULE PENDING
83216.1	0047-07-252	DALLAS	DALLAS	E	US 75	AT HASKELL AVE		CONSTRUCT SIGNAL IMPROVEMENTS; INSTALL CONCRETE TRAFFIC BARRIER; EXTEND SOUTHBOUND LEFT TURN BAY AND FIBER OPTIC CONNECTIVITY AND IMPROVE CROSSWALKS AND SIDEWALKS	\$240,000	\$60,000	\$0	\$300,000	\$0	10/2026	NOT EXPECTED TO OBLIGATE IN FY2026	
21029	0918-47-370	DALLAS	DALLAS	C	VA	PEDESTRIAN ROUTES TO RAIL STATIONS AT DALLAS ZOO DART STATION		CONSTRUCT SIDEWALKS AND OTHER PEDESTRIAN IMPROVEMENTS AT AND AROUND THE DALLAS ZOO DART STATION/SOUTHERN GATEWAY PUBLIC GREEN AND MAKE SYSTEM CONNECTIONS TO THE PEROT MUSEUM/KLYDE WARREN PARK	\$3,600,000	\$0	\$0	\$3,600,000	\$0	12/2026	NOT EXPECTED TO OBLIGATE IN FY2026	CITY WORKING ON 60% PS&E; WILL BE DELAYED TO FY2027 VIA THE 2027-2030 TIP DEVELOPMENT
21063	0918-47-368	DALLAS	DALLAS	C	CS	CAMP WISDOM RD FROM US 67	WESTMORELAND RD	RECONSTRUCT AND WIDEN SIDEWALKS, INSTALL PEDESTRIAN LIGHTING, AND RECONSTRUCT/UPGRADE CROSSWALKS AND ASSOCIATED TRAFFIC SIGNAL INFRASTRUCTURE	\$3,000,000	\$0	\$750,000	\$3,750,000	\$0	12/2026	NOT EXPECTED TO OBLIGATE IN FY2026	CITY WORKING ON 95% SCHEMATIC RESUBMITTAL; WILL BE DELAYED TO FY2027 VIA THE 2027-2030 TIP DEVELOPMENT
21082	0918-47-352	DALLAS	DALLAS	C	CS	ON COPENHAGEN AVE FROM E BELT LINE ROAD	SOUTH OF DART ROW	CONSTRUCT 0 TO 4 LANE ROADWAY	\$1,200,000	\$0	\$300,000	\$1,500,000	\$0	01/2027	NOT EXPECTED TO OBLIGATE IN FY2026	WILL BE DELAYED TO FY2027 VIA THE 2027-2030 TIP DEVELOPMENT

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2026

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
11624	0918-47-422	DALLAS	DALLAS	C	CS	S LANCASTER RD FROM E KIEST BLVD	E LEDBETTER DR	CONSTRUCT PEDESTRIAN CONNECTIONS SUCH AS CROSSWALKS AND ADA RAMP AND ASSOCIATED IMPROVEMENTS AND PEDESTRIAN LIGHTING	\$1,720,000	\$0	\$0	\$1,720,000	\$0	02/2027	NOT EXPECTED TO OBLIGATE IN FY2026	TXDOT REVIEWING SCHEMATIC; WILL BE DELAYED TO FY2027 VIA THE 2027-2030 TIP DEVELOPMENT
14054	0902-90-148	FORT WORTH	FORT WORTH	C	CS	HORNE STREET FROM VICKERY BLVD	CAMP BOWIE BLVD	RECONSTRUCT AND WIDEN FROM 2 TO 3 LANES WITH BICYCLE LANES, PEDESTRIAN/SIDEWALK IMPROVEMENTS, AND TRAFFIC SIGNAL IMPROVEMENTS	\$5,211,554	\$0	\$0	\$5,211,554	\$0	02/2027	NOT EXPECTED TO OBLIGATE IN FY2026	60% PLANS BEING REVIEWED; WILL BE DELAYED TO FY2027 VIA THE 2027-2030 TIP DEVELOPMENT
14054	0902-90-343	FORT WORTH	FORT WORTH	C	CS	HORNE STREET FROM VICKERY BLVD	CAMP BOWIE BLVD	RECONSTRUCT AND WIDEN FROM 2 TO 3 LANES WITH BICYCLE LANES, PEDESTRIAN/SIDEWALK IMPROVEMENTS, AND TRAFFIC SIGNAL IMPROVEMENTS	\$5,152,500	\$0	\$1,288,125	\$6,440,625	\$0	02/2027	NOT EXPECTED TO OBLIGATE IN FY2026	60% PLANS BEING REVIEWED; WILL BE DELAYED TO FY2027 VIA THE 2027-2030 TIP DEVELOPMENT
24043	0918-46-361	FRISCO	DALLAS	R	VA	ON LEGACY DRIVE FROM MAIN STREET	PANTHER CREEK PARKWAY	RECONSTRUCT AND WIDEN FROM 4 TO 6 LANES	\$160,000	\$0	\$40,000	\$200,000	\$0	03/2027	NOT EXPECTED TO OBLIGATE IN FY2026	WILL BE DELAYED TO FY2027 VIA THE 2027-2030 TIP DEVELOPMENT
24063	0902-90-383	NORTH RICHLAND HILLS	FORT WORTH	C	VA	SMITHFIELD FROM MID-CITIES BLVD	TEXRAIL LINE	CONSTRUCT PEDESTRIAN AND STREETScape IMPROVEMENTS, INCLUDING NEW AND WIDENED SIDEWALKS, TREES AND STREET LIGHTING	\$2,000,000	\$0	\$0	\$2,000,000	\$0	06/2027	NOT EXPECTED TO OBLIGATE IN FY2026	WILL BE DELAYED TO FY2028 VIA THE 2027-2030 TIP DEVELOPMENT
16007	0902-00-352	NCTCOG	FORT WORTH	I	VA	SPECIAL EVENTS MANAGEMENT; REGIONWIDE		INCLUDING MEASURES SUCH AS EXTENDED TRANSIT SERVICE FOR EVENTS, STAGING OF TOW TRUCKS TO CLEAR INCIDENTS QUICKLY, CLEARING ROADWAYS QUICKLY AFTER INCIDENTS, ETC. TO REDUCE CONGESTION DURING SPECIAL EVENTS; INCLUDES NCTCOG STAFF TIME	\$600,000	\$0	\$0	\$600,000	\$0	08/2027	NOT EXPECTED TO OBLIGATE IN FY2026	WILL BE DELAYED TO FY2027 VIA THE 2027-2030 TIP DEVELOPMENT
16008	0918-00-413	NCTCOG	DALLAS	I	VA	TECHNOLOGY AND INNOVATION 3.0	STAFF SUPPORT FOR PROJECTS FOCUSED ON IMPROVING REGIONAL BROADBAND ACCESS FOR TRANSPORTATION PURPOSES,	COORDINATING AND SUPPORTING EMERGING MOBILITY TECHNOLOGY DEPLOYMENTS AND CONNECTED VEHICLE/INFRASTRUCTURE IMPROVEMENTS; SUPPORTING WORKFORCE DEVELOPMENT AND RESEARCH INITIATIVES; AND MANAGING ADMINISTRATIVE TASKS TO FACILITATE PROJECTS	\$750,000	\$0	\$0	\$750,000	\$0	08/2027	NOT EXPECTED TO OBLIGATE IN FY2026	PROJECT HAS NOT BEEN APPROVED BY FHWA DUE TO ELIGIBILITY QUESTIONS; FUNDS NOT NEEDED IN 2026 SINCE 2025 FUNDS WERE PUSHED TO 2026; WILL BE DELAYED TO FY2027 VIA THE 2027-2030 TIP DEVELOPMENT
16008.1	0918-00-495	NCTCOG	DALLAS	I	VA	SYSTEM MNGR SUPP SERVICES TO ENSURE SYSTEMS WORK AS INTENDED AND CAN COMMUNICATE WITH EACH OTHER ACROSS THE REGION	CONTRACT SERVICES TO PROVIDE OVERSIGHT FOR IMPLEMENTATION OF REGIONAL TSMO DATA EXCHANGE, TRANSPORTATION MGMT SYSTEM,	C2C APPS, EVENT MGMT APPS, 511DFW, WORK ZONE DATA EXCHANGE, CONNECTED VEHICLE SYSTEMS TO SUPPORT REGIONAL EFFORTS INCLUDING PLANNING, PROCUREMENT, IMPLEMENTATION, VALIDATION, AND OPERATIONS	\$700,000	\$0	\$0	\$700,000	\$0	08/2027	NOT EXPECTED TO OBLIGATE IN FY2026	FUNDING NOT NEEDED IN 2026 SINCE 2025 FUNDS WILL START BEING SPENT IN 2026; WILL BE DELAYED TO FY2027 VIA THE 2027-2030 TIP DEVELOPMENT
21007	0014-01-026	FORT WORTH	FORT WORTH	C	VA	MAIN STREET (BUS 287) FROM THE TRINITY RIVER	WEATHERFORD STREET	TRAFFIC CALMING AND CURB EXTENSIONS (CROSSWALK BULB OUTS) TO REDUCE TRAFFIC LANE WIDTHS; ADJUSTING TURNING RADIUS OF MAIN ST AND ELIMINATE BAIL OUT LANE; NEW STAMPED CONCRETE PAVEMENT ON BELKNAP ST; TRAFFIC SIGNALS AT MULTIPLE INTERSECTIONS	\$2,640,000	\$660,000	\$0	\$3,300,000	\$0	08/2027	NOT EXPECTED TO OBLIGATE IN FY2026	90% PLANS BEING WORKED ON; WILL BE DELAYED TO FY2027 VIA THE 2027-2030 TIP DEVELOPMENT
11898.6	0902-90-166	TXDOT-FORT WORTH	FORT WORTH	R	CS	ON HASLET PARKWAY/SH 170 FROM IH 35W	INTERMODAL PKWY	CONSTRUCT 0 TO 2 LANE GRADE SEPARATED DIRECT CONNECTORS	\$5,000,000	\$0	\$0	\$5,000,000	\$0	09/2027	NOT EXPECTED TO OBLIGATE IN FY2026	AFA IS BEING DRAFTED; PROJECT HAS NOT BEEN APPROVED BY FHWA; WILL BE DELAYED TO FY2027 VIA THE 2027-2030 TIP DEVELOPMENT
21090	0902-90-222	FORT WORTH	FORT WORTH	C	VA	STOP SIX IMPROVEMENTS; ON MILLER AVENUE FROM EAST ROSEDALE STREET	WINDOWMERE STREET	RECONSTRUCT 2 TO 2 LANES AS A CONTEXT SENSITIVE ROADWAY, INCLUDING SIDEWALKS AND LIGHTING	\$520,000	\$0	\$130,000	\$650,000	\$0	05/2028	NOT EXPECTED TO OBLIGATE IN FY2026	WILL BE DELAYED TO FY2028 VIA THE 2027-2030 TIP DEVELOPMENT
21091	0902-90-221	FORT WORTH	FORT WORTH	C	VA	STOP SIX IMPROVEMENTS; ON RAMEY AVENUE FROM SOUTH HUGHES AVENUE	SOUTH EDGEWOOD TERRACE	RECONSTRUCT 2 TO 2 LANES AS A CONTEXT SENSITIVE ROADWAY, INCLUDING SIDEWALKS AND LIGHTING	\$640,000	\$0	\$160,000	\$800,000	\$0	05/2028	NOT EXPECTED TO OBLIGATE IN FY2026	WILL BE DELAYED TO FY2028 VIA THE 2027-2030 TIP DEVELOPMENT
21033	0902-90-223	FORT WORTH	FORT WORTH	C	VA	EAST ROSEDALE BOUNDED BY ROSEDALE ON THE NORTH, LIBERTY STREET ON THE EAST,	POLLARD-SMITH ON THE SOUTH, AND AMANDA AVENUE ON THE WEST	DESIGN AND CONSTRUCT TRANSIT BUS CENTER NEAR NEW ENVISION CENTER AND STOP SIX	\$800,000	\$0	\$0	\$800,000	\$0	10/2028	NOT EXPECTED TO OBLIGATE IN FY2026	WILL BE DELAYED TO FY2029 VIA THE 2027-2030 TIP DEVELOPMENT
								TOTAL	\$343,280,201	\$12,717,286	\$35,418,778	\$391,416,265	\$4,175,000			

TOTAL CLOSEOUTS/WITHDRAWALS	\$0
TOTAL PROJECT ADJUSTMENTS	\$0
TOTAL OBLIGATED IN FY2026	\$4,175,000
EXPECTED TO OBLIGATE IN FY2026	\$295,227,194
NOT EXPECTED TO OBLIGATE IN FY2026	\$40,938,007

TASA FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2026

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
40080	0902-90-291	ARLINGTON	FORT WORTH	C	CS	ALLEN AVE FROM E MAYFIELD RD	E ARBROOK BLVD	CONSTRUCT NEW SIDEWALKS	\$957,427	\$0	\$239,356	\$1,196,783	\$0	01/2026	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; 2022 TA SET ASIDE CALL FOR PROJECTS; 100% PLANS ARE UNDER REVIEW; RIGHT-OF-WAY ACQUISITION IS COMPLETE AND COORDINATION WITH UTILITIES IS UNDERWAY
40085	0918-24-296	ALLEN	DALLAS	C	VA	ROWLETT CREEK TRAIL FROM EXISTING TERMINUS AT MCDERMOTT DRIVE	EXISTING BLUEBONNET TRAIL AT US 75	CONSTRUCT NEW SEGMENTS OF SHARED-USE PATHS AND SHARED-USE BRIDGES OVER ROWLETT CREEK	\$3,200,000	\$0	\$800,000	\$4,000,000	\$0	01/2026	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; 2022 TA SET ASIDE CALL FOR PROJECTS; LETTING DELAYED DUE TO PENDING APPROVAL FROM FEMA
40082	0902-90-293	FORT WORTH	FORT WORTH	C	VA	AM PATE ELEMENTARY SCHOOL SRTS PROJECT BOUNDED BY E BARRY ST ON THE NORTH	VILLAGE CREEK RD ON THE EAST, FRESHFIELD RD ON THE SOUTH, WIMAN DR ON THE WEST	CONSTRUCT NEW SIDEWALKS	\$1,043,908	\$0	\$260,977	\$1,304,885	\$0	02/2026	EXPECTED TO OBLIGATE IN FY2026	2022 TA SET ASIDE CALL FOR PROJECTS; 100% PLANS ARE UNDER REVIEW
40084	0902-90-296	FORT WORTH	FORT WORTH	C	CS	OAKLAND/MILLER SRTS PROJECT; ALONG MILLER AVE FROM ROSEDALE ST	EASTLAND STREET	RESTRIPE ROADWAY TO IMPROVE BICYCLE SAFETY AND ADD SAFETY COUNTERMEASURES TO EXISTING BICYCLE LANES, INCLUDING LANE SEPARATORS, CONSTRUCT NEW BICYCLE AND PEDESTRIAN SIGNALIZATION, NEW ROUNDABOUT AND INTERSECTION IMPROVEMENTS	\$800,000	\$0	\$200,000	\$1,000,000	\$0	02/2026	EXPECTED TO OBLIGATE IN FY2026	2022 TA SET ASIDE CALL FOR PROJECTS; AFA AMENDMENT IN PROGRESS; CITY WORKING ON 95% PS&E
40084.1	0902-90-350	FORT WORTH	FORT WORTH	C	CS	OAKLAND/MILLER SRTS PROJECT; ALONG OAKLAND BLVD FROM E 1ST STREET	E ROSEDALE STREET	RESTRIPE ROADWAY TO IMPROVE BICYCLE SAFETY AND ADD SAFETY COUNTERMEASURES TO EXISTING BICYCLE LANES INCLUDING LANE SEPARATORS, CONSTRUCT NEW BICYCLE AND PEDESTRIAN SIGNALIZATION AND INTERSECTION IMPROVEMENTS	\$1,200,000	\$0	\$300,000	\$1,500,000	\$0	02/2026	EXPECTED TO OBLIGATE IN FY2026	2022 TA SET ASIDE CALL FOR PROJECTS; AFA AMENDMENT IN PROGRESS; CITY WORKING ON 95% PS&E
40087	0918-47-471	SUNNYVALE	DALLAS	C	VA	SUNNYVALE RAILS TO TRAILS PROJECT; BOUNDED BY NANCE RD ON THE NORTH	FORMER RAILROAD ROW ON THE EAST, E TRIPP RD ON THE SOUTH, AND WEST OF COLLINS RD ON THE WEST	CONSTRUCT NEW SEGMENTS OF SHARED-USE PATHS, BICYCLE AND PEDESTRIAN SIGNALIZATION, AND NEW SIDEWALK CONNECTIONS TO SUNNYVALE ELEMENTARY, INTERMEDIATE, AND HIGH SCHOOLS	\$1,791,299	\$0	\$447,824	\$2,239,123	\$0	02/2026	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; 2022 TA SET ASIDE CALL FOR PROJECTS; 100% PLANS ARE UNDER REVIEW
40088	0918-47-472	DALLAS CO	DALLAS	C	VA	CHALK HILL TRAIL PHASE 1A ALONG FORMER RAILROAD ROW FROM GINGER AVE TO S COCKRELL HILL RD	AND ALONG S COCKRELL HILL RD FROM FORMER RAILROAD ROW TO W ILLINOIS AVE	CONSTRUCT NEW SHARED-USE PATH, RECONSTRUCT EXISTING SIDEWALK, AND BICYCLE AND PEDESTRIAN INTERSECTION IMPROVEMENTS	\$3,412,553	\$0	\$853,138	\$4,265,691	\$0	03/2026	EXPECTED TO OBLIGATE IN FY2026	2022 TA SET ASIDE CALL FOR PROJECTS; CITY WORKING ON 100% PLANS
40089	0918-47-473	DALLAS CO	DALLAS	C	VA	CENTRAL TRAIL EXTENSION ALONG BUCKINGHAM RD FROM DART LIGHT RAIL CROSSING TO S GREENVILLE AVE	ALONG S GREENVILLE AVE FROM BUCKINGHAM RD TO WALNUT ST, AND ALONG WALNUT ST FROM S GREENVILLE AVE TO ABRAMS RD	CONSTRUCT NEW SIDEWALK, BICYCLE AND PEDESTRIAN SIGNALIZATION AND INTERSECTION IMPROVEMENTS, AND NEW SHARED-USE PATH	\$6,473,650	\$0	\$0	\$6,473,650	\$0	03/2026	EXPECTED TO OBLIGATE IN FY2026	2022 TA SET ASIDE CALL FOR PROJECTS; COUNTY WORKING ON 100% PS&E
40086	0918-47-470	GARLAND	DALLAS	C	VA	GARLAND NEW SIDEWALK AT DART DOWNTOWN STATION BOUNDED BY CASTLE DR ON THE NORTH	N COUNTRY CLUB RD ON THE EAST, STATE ST ON THE SOUTH, N 4TH ST ON THE WEST	CONSTRUCT SIDEWALKS AND PEDESTRIAN SAFETY IMPROVEMENTS AT AND AROUND THE DOWNTOWN GARLAND DART STATION	\$3,344,389	\$0	\$836,097	\$4,180,486	\$0	06/2026	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; 2022 TA SET ASIDE CALL FOR PROJECTS; 95% PLANS RESUBMITTAL NEEDED FOR TXDOT REVIEW; ENVIRONMENTAL CLEARANCE RECEIVED OCTOBER 2025
40090	0918-46-348	FRISCO	DALLAS	C	VA	IRON HORSE TRAIL FROM STONEBROOK PKWY	ROCK CREEK PKWY	CONSTRUCTION OF A NEW SHARED-USE PATH ALONG STEWART CREEK	\$4,200,000	\$0	\$1,050,000	\$5,250,000	\$0	08/2026	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; 2022 TA SET ASIDE CALL FOR PROJECTS; CITY WORKING ON 60% PS&E
40102	0918-00-500	RICHARDSON	DALLAS	E	VA	CITYWIDE SAFE ROUTES TO SCHOOL		DEVELOP MULTIPLE SAFE ROUTES TO SCHOOL PLANS WITHIN THE CITY OF RICHARDSON	\$400,000	\$0	\$100,000	\$500,000	\$0	09/2026	EXPECTED TO OBLIGATE IN FY2026	2025 TA SET ASIDE CALL FOR PROJECTS
								TOTAL	\$26,823,226	\$0	\$5,087,392	\$31,910,618	\$0			

TOTAL CLOSEOUTS/WITHDRAWALS	\$0
TOTAL PROJECT ADJUSTMENTS	\$0
TOTAL OBLIGATED IN FY2026	\$0
EXPECTED TO OBLIGATE IN FY2026	\$26,823,226
NOT EXPECTED TO OBLIGATE IN FY2026	\$0

CRP FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2026

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
24030	0902-00-392	FWTA	FORT WORTH	T	VA	NEW TEXRAIL VEHICLES FOR TEXRAIL LINE		PURCHASE 4 NEW PASSENGER RAIL VEHICLES FOR TEXRAIL TO ENABLE EXPANSION OF SERVICE FROM EXISTING T&P STATION TO NEAR SOUTHSIDE STATION IN THE FORT WORTH MEDICAL DISTRICT	\$2,966,465	\$0	\$0	\$2,966,465	\$0	03/2026	EXPECTED TO OBLIGATE IN FY2026	TRANSIT TRANSFER REQUEST TO BE SUBMITTED; INCLUDES \$1,701,101 OF 2025 FUNDING THAT WAS UNABLE TO BE OBLIGATED DUE TO USING UP ALL AVAILABLE FEDERAL APPORTIONMENT
25072.4	0918-47-562	DART	DALLAS	T	VA	CNG BUS FLEET REPLACEMENT		CNG BUS FLEET REPLACEMENT	\$17,000,000	\$0	\$0	\$17,000,000	\$0	03/2026	EXPECTED TO OBLIGATE IN FY2026	TRANSIT TRANSFER REQUEST TO BE SUBMITTED
								TOTAL	\$19,966,465	\$0	\$0	\$19,966,465	\$0			

TOTAL CLOSEOUTS/WITHDRAWALS	\$0
TOTAL PROJECT ADJUSTMENTS	\$0
TOTAL OBLIGATED IN FY2026	\$0
EXPECTED TO OBLIGATE IN FY2026	\$19,966,465
NOT EXPECTED TO OBLIGATE IN FY2026	\$0



NCTCOG PRESENTATION

PROJECT STATUS REPORT: MPO MILESTONE POLICY AND FY2025/FY2026 PROJECT TRACKING UPDATE

Regional Transportation Council | December 11, 2025

BACKGROUND

- Metropolitan Planning Organization (MPO) Milestone Policy
 - Focuses on projects funded 10+ years that have not gone to construction
 - Creates agency accountability to implement projects
- Fiscal Year (FY)2025/2026 Project Tracking
 - Focuses on projects slated for implementation in FY2025 and FY2026 funded with the following categories:
 - Congestion Mitigation and Air Quality Improvement Program (CMAQ)
 - Surface Transportation Block Grant (STBG)
 - Transportation Alternatives Set-Aside (TASA)
 - Carbon Reduction Program (CRP)
 - Highlights potential problems in order to prevent delays
 - Provides earlier monitoring
 - Enables the Regional Transportation Council (RTC) to take corrective actions if needed to avoid accumulation of carryover balances



MPO MILESTONE POLICY ROUND 2 STATUS UPDATE



SUMMARY OF PROJECTS THAT HAVE NOT GONE TO CONSTRUCTION (DECEMBER 2025)¹

PROJECT CATEGORIES	NUMBER OF PROJECTS	PROJECT RATING	TOTAL FUNDING OF PROJECTS
Scheduled Letting CY2025	1	High Risk	\$550,000
Scheduled Letting CY2026	5	Medium Risk	\$80,441,988
Scheduled Letting FY2027	1	Low Risk	\$212,015,095
Total	7		\$293,007,083

1: To date, 14 projects have let by their established deadlines and three have been removed from the TIP at the request of the implementing agency. One project originally not on the list was added.



FISCAL YEAR 2025 PROJECT TRACKING



END OF YEAR SUMMARY OF FY2025 CMAQ, STBG, TASA, AND CRP FUNDING

Funding Category	Total Federal Funding Available ¹	Federal Funding Obligated (2025) ^{2, 3, 4}	FY2025 Project Phases ⁵		Project Phases Obligated to Date	Percentage of Project Phases Delayed
	September 2025	September 2025	Oct. 2024	Sept. 2025	September 2025	September 2025
CMAQ	\$174,945,522	\$46,237,079	39	22	20	49%
STBG	\$180,037,654	\$112,706,211	63	36	35	44%
TASA	\$41,734,302	\$3,517,268	9	4	4	56%
CRP	\$25,563,965	\$25,563,965	2	2	2	0%

Notes:

¹ Apportionment plus carryover

² Obligations based on the federal fiscal year, which runs from October to September

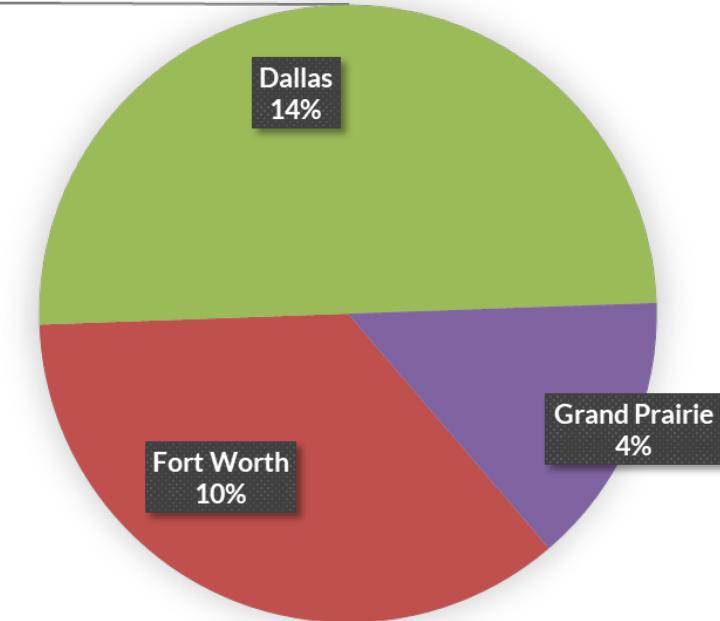
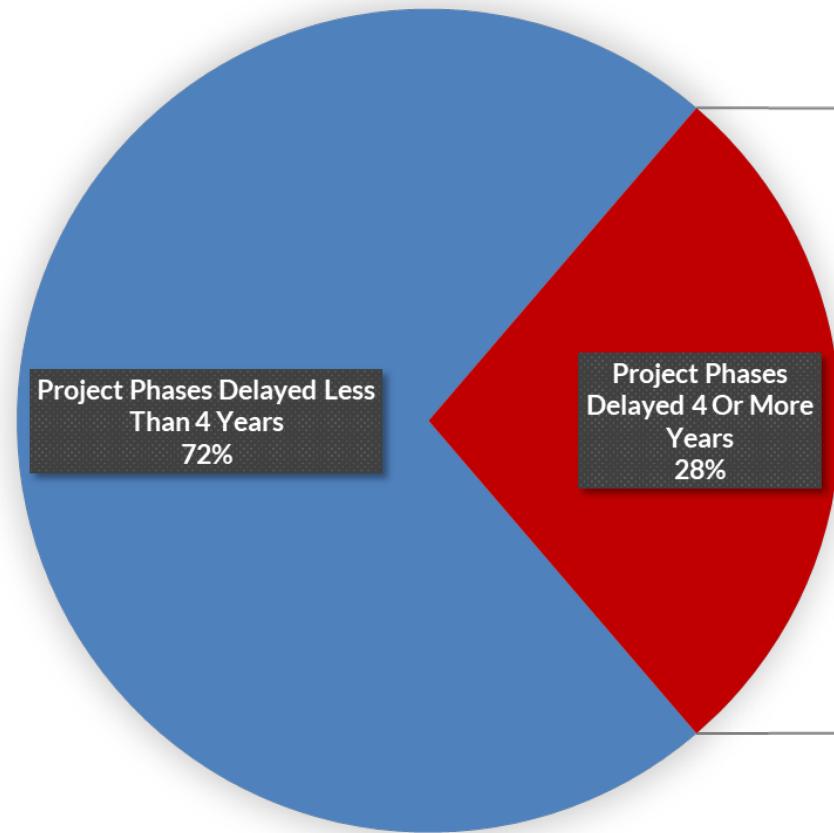
³ Obligation amounts as of 9/30/2025

⁴ When applicable, obligated amounts include funding issued on multiple projects through pre-award authority which may result in obligated funding being greater than available funding

⁵ Decreased due to phases being delayed to a later fiscal year or removed altogether



CMAQ FY2025 PROJECT PHASES DELAYED 4 OR MORE YEARS BY AGENCY



- This chart only represents project phases that were slated for implementation in FY2025
- Transit projects not included and will be reviewed separately

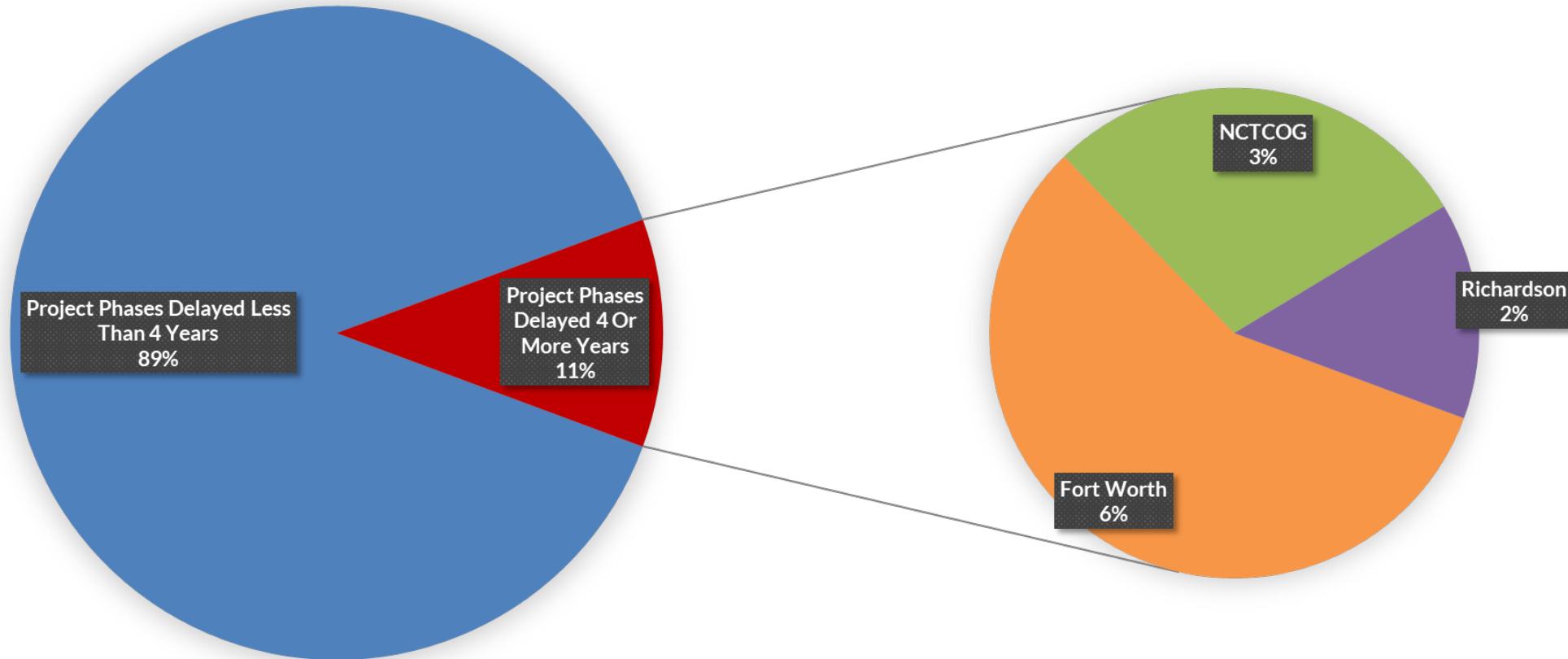


PROJECT SPONSORS WITH CMAQ PROJECT PHASES DELAYED 4 OR MORE YEARS

Project Sponsor	Number of Project Phases	Total Funding (Federal)	Years of Delay
City of Dallas	7	\$6,810,000	4-7.5
City of Fort Worth	5	\$19,920,075	4.7-8.4
City of Grand Prairie	2	\$568,830	5.6-5.7



STBG FY2025 PROJECT PHASES DELAYED 4 OR MORE YEARS BY AGENCY



- This chart only represents project phases that were slated for implementation in FY2025
- Transit projects not included and will be reviewed separately



PROJECT SPONSORS WITH STBG PROJECT PHASES DELAYED 4 OR MORE YEARS

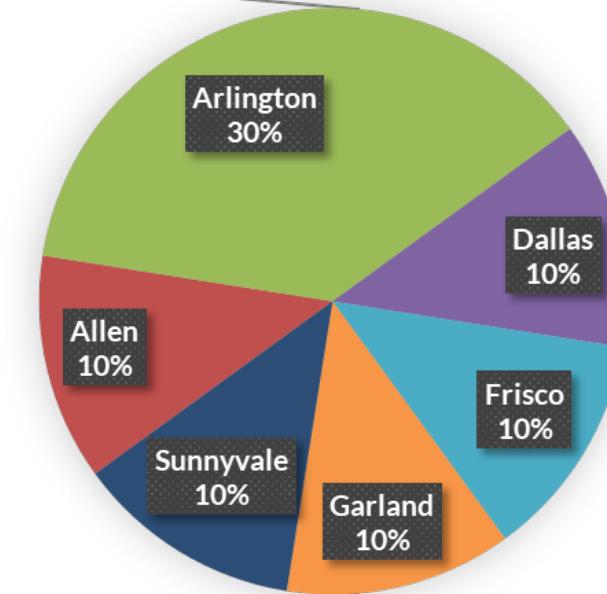
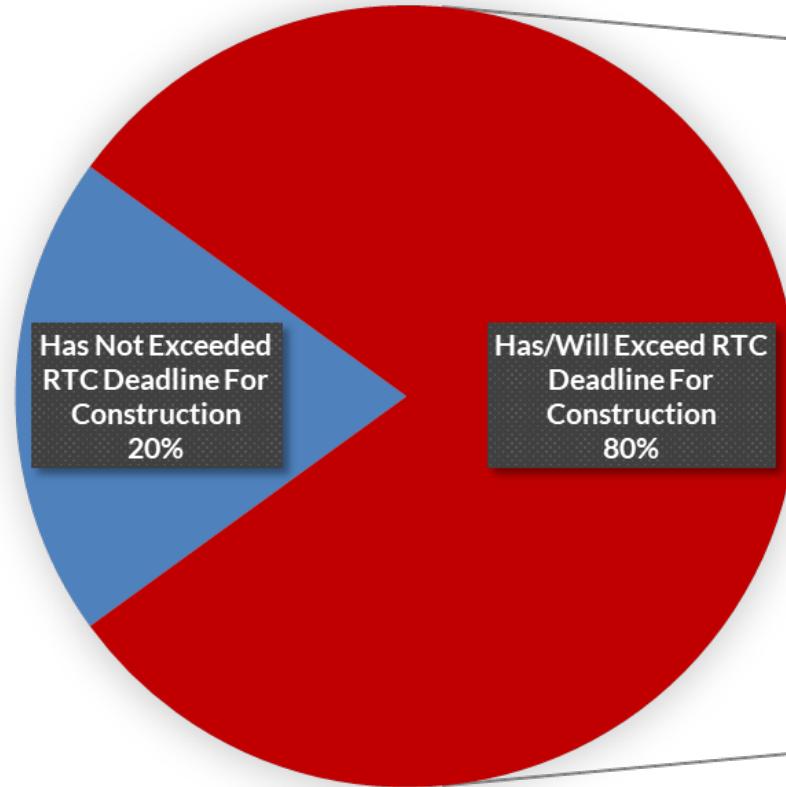
Project Sponsor	Number of Project Phases	Total Funding (Federal)	Years of Delay
City of Fort Worth	4	\$14,450,953	4.4-8.4
NCTCOG ¹	2	\$4,000,000	4.2
City of Richardson	1	\$1,542,668	4.3

Note:

¹TIP 21028/CSJ 0918-47-364: High Speed Rail (HSR)/Cedars Planning Study has been delayed due to ongoing regional discussions re. HSR alignment, and TIP 21044/CSJ 0918-47-380 is to be cancelled via the 2027-2030 TIP Development



TASA PROJECT PHASES THAT HAVE EXCEEDED THE RTC DEADLINE FOR CONSTRUCTION



- This chart only represents project phases that were slated for implementation in FY2025
- Based on actual and estimated let dates



PROJECT SPONSORS WITH TASA PROJECT PHASES THAT EXCEED THE RTC DEADLINE FOR CONSTRUCTION

Project Sponsor	Number of Project Phases	Total Funding (Federal)	Years Exceeding TASA Deadline	Years of Delay
City of Allen	1	\$3,200,000	0.1	1.1
City of Arlington	3	\$4,867,533	0.1-1.6	0.7-1.8
City of Dallas	1	\$3,836,092	2.8	3.8
City of Frisco	1	\$4,200,000	0.6	1.5
City of Garland	1	\$3,344,389	0.5	1.7
Town of Sunnyvale	1	\$1,791,299	0.1	0.9



FISCAL YEAR 2026 PROJECT TRACKING



SUMMARY OF FY2026 CMAQ, STBG, TASA, AND CRP FUNDING

Funding Category	Total Federal Funding Available ¹	Federal Funding Obligated (2026) ^{2,3}	FY2026 Project Phases	Project Phases Obligated to Date
October 2025				
CMAQ	\$210,703,025	\$3,558,000	60	2
STBG	\$199,143,095 ⁴	\$4,175,000	112	5
TASA	\$59,470,216 ⁴	\$0	11	0
CRP	\$19,831,396	\$0	2	0

Notes:

¹ Apportionment plus carryover

² Obligations based on the federal fiscal year, which runs from October to September

³ Obligation amounts as of 11/26/2025

⁴ Includes amounts redistributed from TIFIA program through the Fiscally Responsible Highway Funding Act of 2024



NEXT STEPS

- It is important to note that the summary of delayed projects is not a comprehensive list of projects, only phases in 2025.
 - Multi-year delays are a much more widespread issue
 - NCTCOG plans to bring a future item with a broader analysis across all years
- Additionally, NCTCOG is considering recommending potential penalties for agencies with significant project delays, including restricting access to Transportation Development Credits and/or funding for new projects.



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NCTCOG PRESENTATION

Off-System Rail Grade Separation State Fund Program

Regional Transportation Council | December 11, 2025

Michael Johnson, Principal Transportation Planner

Off-System Rail Grade Separation State Fund Program

Program Overview – Funding, Applications, Eligibility, and Delivery Details

Key Points

- Program is focused specifically on projects located off the TxDOT system.
- Projects must be for the construction of a grade separation structure that will either eliminate one or more adjacent at-grade rail-highway grade crossings or provide a grade-separated pedestrian-rail crossing.
- The project sponsor must be a political subdivision of the state (e.g., county, city, special district, ISD) with jurisdiction over project location.

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Off-System Rail Grade Separation State Fund Program

Senate Bill 1555 (89th Texas State Legislature) established the Texas Off-System Rail Grade Separation State Fund Program, authorized under Transportation Code § 471.010. This program provides financial assistance to eligible governmental entities in Texas for rail grade separation projects that improve public safety, support economic development, and reduce traffic congestion. The Legislature allocated \$250 million through a supplemental budget appropriation. The Department's administrative rules governing implementation and administration of the Program are located at 43 TAC §§7.120 – 7.134 and became effective October 15, 2025.

Program overview
Funding is available for project development and construction of projects that eliminate one or more existing adjacent at-grade rail-highway crossings or provide a grade-separated pedestrian-rail crossing.

Project eligibility
To be eligible for funding under the program, a must:

1. be for the construction of a grade separation structure that will either eliminate one or more adjacent at-grade rail-highway crossings or provide a grade-separated pedestrian-rail crossing;
2. be located off the state highway system (roadways that are not under TxDOT's jurisdiction);
3. increase public safety, enhance economic development, or reduce traffic; and
4. constitute a logical, self-contained unit of work that can be constructed as an independent project whether it is proposed as an independent project or as part of a larger transportation project.

Program funding may be used for the following:

- Planning, detailed design activities including preparation of construction plans, environmental, right of way (ROW) acquisition, and utility adjustment
- Project construction

Eligible project sponsor
The project sponsor must be the political subdivision of the state (e.g., counties, cities, special districts, and school districts) that has jurisdiction over the project's location, authority to undertake the project, and authority to enter into an agreement with TxDOT.

2025 Call for projects
TxDOT will hold a Call for Projects beginning November 3, 2025. This Call for Projects will consist of a Preliminary Application and a Detailed Application. The applications will be web-based, submitted online through TxDOT's Rail Division website. There is no limit to the number of projects sponsors can submit.

The Preliminary Application is designed to capture high-level project details, enabling the Committee to assess funding eligibility, challenges encountered by the community by the rail grade crossing, benefits created by the proposed project, and initial project readiness.

If a proposed project is selected for further evaluation, project sponsors will then complete a Detailed Application. The Detailed Application requests additional details, including, but not limited to, project complexity, project costs, letters of support, a conceptual layout or design plan if applicable, and ability to meet non-State match requirements.

Through the Call for Projects, selected projects will be recommended to the Texas Transportation Commission for final approval and awards.

Questions?
Email: RRD_RailPlan@txdot.gov
Phone: [737-243-4470](tel:737-243-4470)

Off-System Rail Grade Separation State Fund Program

Program Overview – Funding, Applications, Eligibility, & Delivery Details

- Available Funding – \$250M
- Call for Projects – November 3, 2025
- Preliminary Application Due – November 14, 2025
- Detailed Application Selection – November 30, 2025
- Detailed Application Due – January 19, 2026
- No Application Limit per Sponsor
- Project Selection – 90% Urban/10% Rural
- **Sponsor Eligibility:**
 - Political subdivision of state (e.g., county, city, special district, ISD) with jurisdiction over project location
 - Authority to undertake project and enter into agreement with TxDOT
- **Non-State Funding Match:**
 - 10% minimum (*economically disadvantaged county adjustment possible per Transportation Code 222.053*)
 - Participating railroad must share in the project cost in accordance with 23 CFR 646.210
 - Federal funds can be used
- **Project Delivery:**
 - Before funding, sponsor must execute TxDOT agreement, demonstrate required public involvement has been provided, and complete environmental documentation
 - TxDOT agreement must be executed within ONE year of Commission award & construction initiated within THREE years of Commission award
 - TxDOT will be responsible for project inspection, final acceptance, and certification

Off-System Rail Grade Separation State Fund Program

Regional Projects Selected For Detailed Applications

City of Dallas:

- Prairie Creek Road and UPRR
- Westmoreland Road and Multiple Railroads

City of Fort Worth

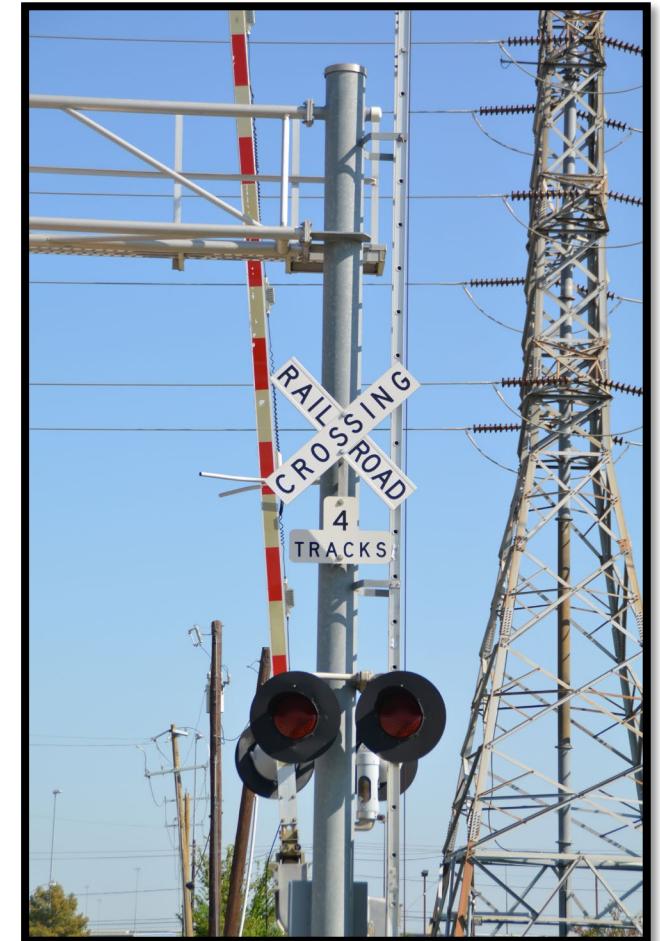
Decatur Avenue/23rd Street and Multiple Railroads

Tarrant County

Bonds Ranch Road and Multiple Railroads

City of Haslet

Avondale-Haslet Road and BNSF



Courtesy of NCTCOG

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Regional Public Transportation Agency Safety Plan Transit Safety Performance Measures – Crime Data Request

Karla Windsor, Senior Program Manager
Regional Transportation Council | 12.11.2025

Public Transportation Agency Safety Plan

Public Transportation Agency Safety Plans (PTASP) are a means for transit providers and Metropolitan Planning Organizations to monitor and improve the safety of transit systems under their jurisdiction.

PTASP requirements focus largely on safety measures and agencies' priorities to reduce risk. Provider targets are established annually, while regional safety targets are established every four years.

The five required groups of performance measures are listed below:

- **Safety Events**
- **Fatalities**
- **Injuries**
- **Assaults on Transit Workers** [New Measure added in April 2024]
- **System Reliability**



Role of Security in Transit

Safety reports are provided to the Federal Transit Administration, and summarized data is published in the National Transit Database (NTD).

Crime data in NTD is only limited to significant incidents within the transit environment.

Agencies with dedicated law enforcement report in the National Incident-Based Reporting System (NIBRS) with the Federal Bureau of Investigation (FBI).



National Transit Database: *Identifying Crime Related Data*

The NTD program collects and releases data on safety and security events.

Transit agencies provide a Major Event Report (S&S-40) for severe events that occur *within* a transit environment, this includes suicides, homicides, assaults, terror events, and other security-related events.

A reportable event is one that (1) meets the event definition AND (2) meets one or more of the following thresholds:

- A fatality confirmed within 30 days (including suicide)
- An injury requiring transport away from the scene for medical attention for one or more persons
- Property damage equal to or exceeding \$25,000
- An evacuation for life safety reasons
- Collisions involving transit roadway revenue vehicles that require towing away of a transit roadway vehicle or other non-transit roadway vehicle due to disabling damage.

NTD - S&S Time Series (2024)	DART	Trinity Metro	DCTA
Security Total	120	0	0
Assault Events	80	0	0
Other Security Events	40	0	0



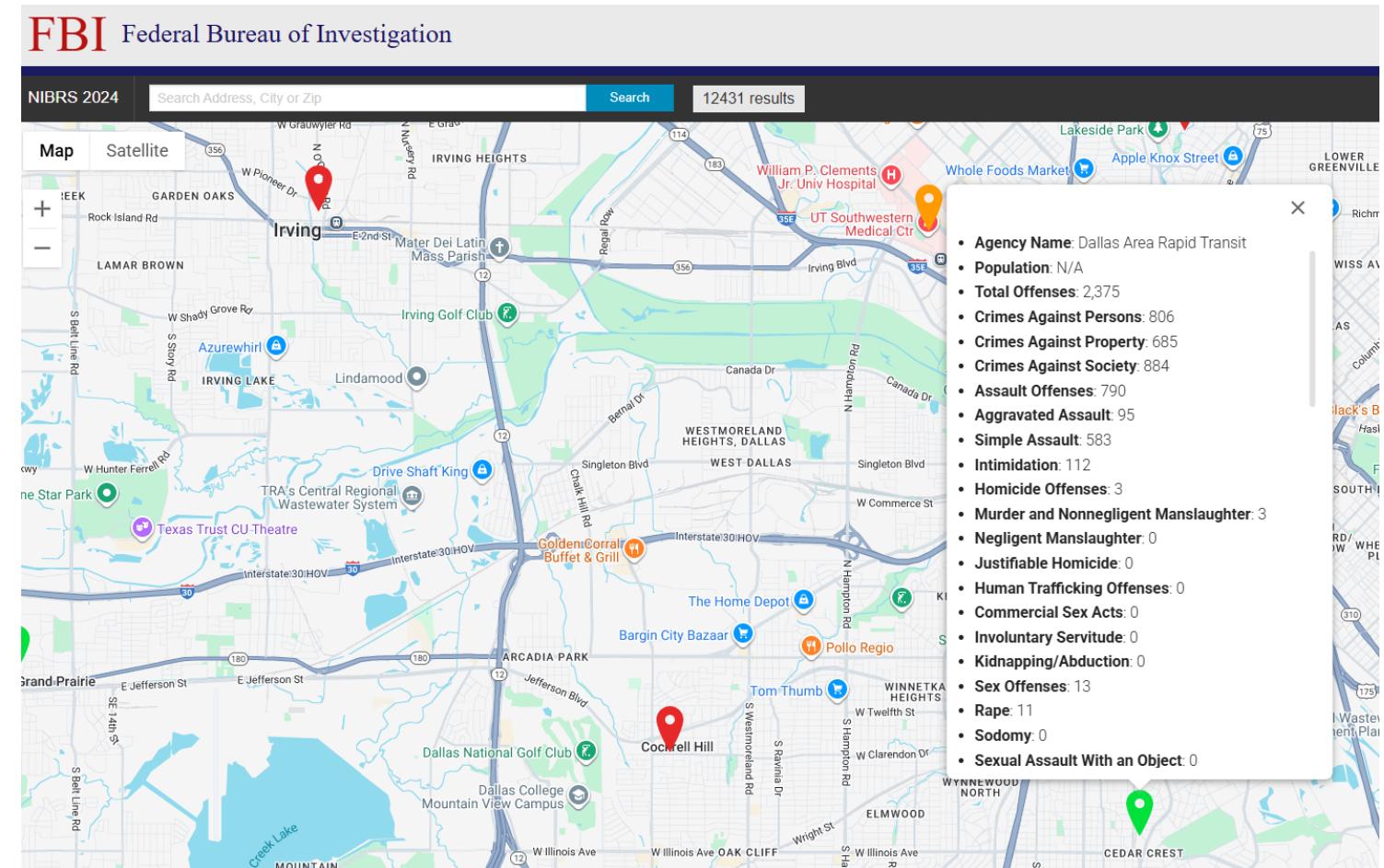
National Incident-Based Reporting System

Implemented in 2021 to improve the overall quality of crime data collected by law enforcement.

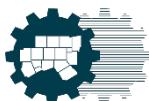
Dallas Area Rapid Transit (DART) is the only transit agency with a dedicated law enforcement and shares quarterly reports with board.

Annually, DART shares data with FBI and reports Offenses and Arrests by facility online.

FBI verifies data and posts on their portal map by incident.



National NIBRS 2024 Map available at <https://nibrs.fbi.gov/2024/>



Integrating into PTASP Measures

NTD Major Event Incidents

- Crime data is already categorized under Major Events.
- Staff will continue to collect and evaluate data for performance targets.
- Evaluate need to review security events separately.

NIBRS Reporting

- Utilized by agencies that have dedicated law enforcement.
- Staff can continue to monitor and ensure annual data is posted online.
- Due to differences with NTD/PTASP, recommended to evaluate independently.



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North Texas Electric Vertical and Landing and Advanced Air Mobility Aircraft Integration Pilot Program Proposal

Program Overview – Purpose, Eligibility and Key Constraints

Purpose

- Demonstrate, evaluate, and accelerate safe integration of electric Vertical Takeoff and Landing (eVTOL) aircraft into U.S. airspace and airport environments.
- Generate operational data to inform FAA policy, certification, infrastructure standards, and community integration.

Eligibility & Key Constraints

- **Aircraft:** American-manufactured eVTOL (or comparable electric aircraft) in active FAA certification; capable of near-term flight demonstrations.
- **Participants:** Airport sponsors, OEMs, operators, vertiport/infrastructure firms, research partners, and public agencies.
- **Program Nature:** Non-funded pilot—participants are expected to carry their own costs; in-kind contributions encouraged.
- **Safety & Compliance:** Must operate under applicable FAA approvals (e.g., Part 135/experimental/exemptions) and local airport policies.



ELECTRIC VERTICAL TAKEOFF AND LANDING AND
ADVANCED AIR MOBILITY AIRCRAFT INTEGRATION
PILOT PROGRAM
PARTICIPANT SELECTION

SCREENING INFORMATION REQUEST
697DCK-25-R-00445

Date: September 09, 2025

North Texas Electric Vertical and Landing and Advanced Air Mobility Aircraft Integration Pilot Program Proposal

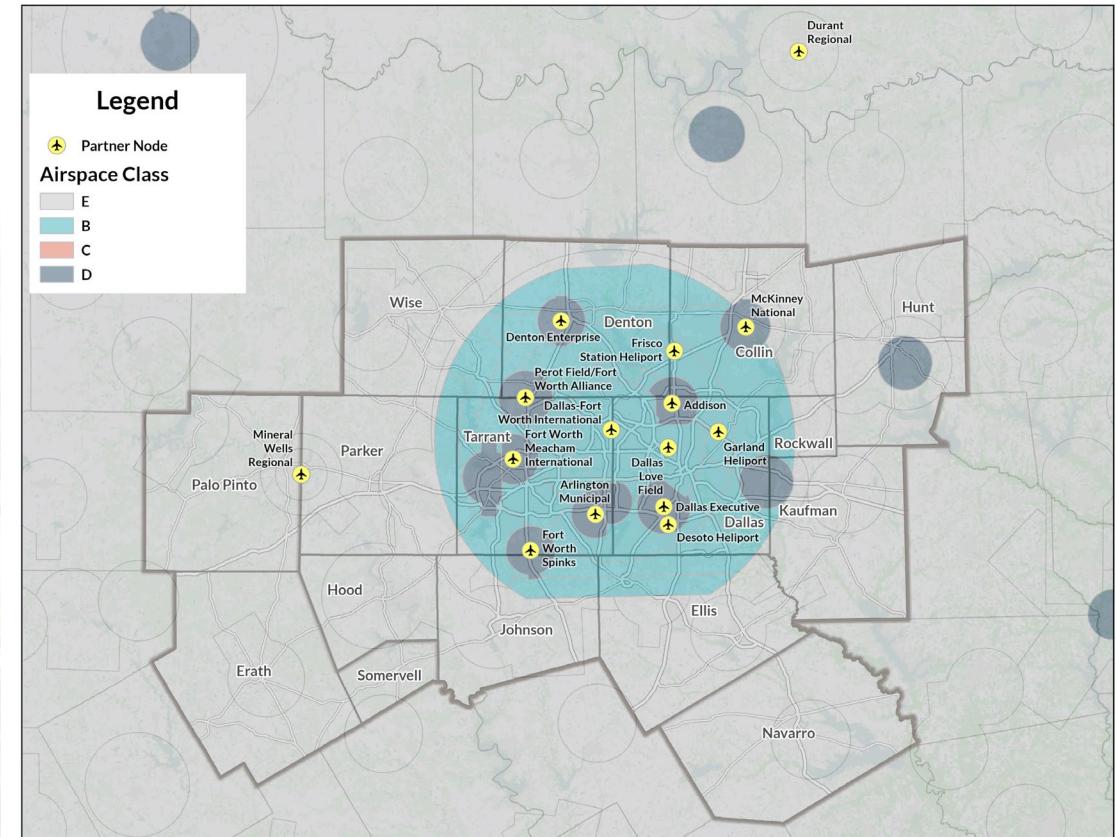
What we are doing: Applying to FAA's eIPPP to assess electric aircraft for short cargo and shuttle trips in North Texas.

Who is involved: Regional airports/heliports (DFW, Alliance, Meacham, Arlington, Mineral Wells, others), aircraft makers (**BETA, Archer, Joby, Wisk**), operators, Atlantic/Skyports, and local universities (CAAT/Texas A&M, UNT, UTA, SMU).

How it runs: A 3-year rollout starting with two routes, using shared labs/data and local micro-weather tools.

Money model: No grant funds, partners bring their own aircraft, crews, and equipment; NCTCOG may use limited local funds for coordination.

Why it matters: Proves safety and benefits, supports jobs and investment, and builds a scalable playbook for AAM in our region.





**U.S. Department of
Transportation**
**Office of the Secretary
of Transportation**

Office of Civil Rights

1200 New Jersey Avenue,
S.E.
Washington, D.C. 20590

September 30, 2025

This guidance provides information about important changes that the U.S. Department of Transportation (“Department” or “DOT”) is requiring recipients of financial assistance from the Department to make with respect to the Disadvantaged Business Enterprise (“DBE”) and the Airport Concession Disadvantaged Business Enterprise (“ACDBE”) programs.

Background

Recipients of highway, transit, and airport funding distributed by DOT are subject to the requirements of the DBE program, under which they must set goals for participation by small businesses owned and controlled by “socially and economically disadvantaged” individuals.¹ Recipients of airport funding are also subject to the requirements of the ACDBE program, which requires them to set similar goals with respect to airport concessionaries.²

Unfortunately, not all individuals have been treated equally under this program. Instead, Congress has mandated that DOT treat certain individuals—women and members of certain racial and ethnic groups—as “presumed” to be disadvantaged.³ Other individuals do not benefit from that presumption. This means that two similarly situated small business owners may face different standards for entering the program, based solely on their race, ethnicity, or sex.

On September 23, 2024, the U.S. District Court for the Eastern District of Kentucky determined that the DBE program’s use of race- and sex-based presumptions likely does not comply with the Constitution’s promise of equal protection under the law.⁴ Accordingly, the Court issued a

¹ See Infrastructure Investment and Jobs Act (“IIJA”) § 11101(e), Pub. L. No. 117-58 (2021) (reauthorizing DBE program with respect to highway and transit funding); 49 U.S.C. § 47113(b) (DBE program for airport funding); 49 CFR part 26 (DOT implementing regulations).

² See 49 U.S.C. § 47107(e); 49 CFR part 23.

³ Congress has provided that: (1) “women shall be presumed to be socially and economically disadvantaged individuals”; and (2) the term “socially and economically disadvantaged individuals” should otherwise be given the meaning given by section 8(d) of the Small Business Act and its implementing regulations. See IIJA § 11101(e)(2) (B); 49 U.S.C. §§ 47107(e)(1), 47113(a)(2). Section 8(d) of the Small Business Act and its implementing regulations create a rebuttable presumption that “Black Americans,” “Hispanic Americans,” “Native Americans,” “Asian Pacific Americans,” and “Subcontinent Asian Americans” are disadvantaged. See 15 U.S.C. § 637(d)(3); 13 CFR 124.103(b)(1).

⁴ *Mid-America Milling Co. v. U.S. Dep’t of Transp.*, No. 3:23-cv-00072, 2024 WL 4267183 (Sept. 23, 2024).

preliminary injunction that prohibits DOT from mandating the use of race- and sex-based presumptions with respect to contracts on which the two plaintiff entities bid.

In accordance with the directives of the President and the Attorney General, DOT and the Department of Justice (“DOJ”) have evaluated the DBE and ACDBE programs. DOT and DOJ, consistent with the ruling of the District Court, have determined that the DBE program’s race- and sex-based presumptions do not comply with the Fifth Amendment’s Due Process Clause, which prohibits the Federal Government from depriving individuals of the equal protection of the laws.

On May 28, 2025, DOT (represented by DOJ), along with the plaintiffs in the litigation in the U.S. District Court for the Eastern District of Kentucky, asked the Court to enter a Consent Order resolving a constitutional challenge to the DBE program.⁵ The motion is currently pending. In the proposed Consent Order, DOT stipulated and agreed that “the DBE program’s use of race- and sex-based presumptions of social and economic disadvantage . . . violates the equal protection component of the Due Process Clause of the Fifth Amendment of the U.S. Constitution.” The parties asked the Court to declare that “the use of DBE contract goals in a jurisdiction, where any DBE in that jurisdiction was determined to be eligible based on a race- or sex-based presumption, violates the equal protection component of the Due Process Clause of the Fifth Amendment,” and to hold and declare that DOT “may not approve any federal, state, or local DOT-funded projects with DBE contract goals where any DBE in that jurisdiction was determined to be eligible based on a race- or sex-based presumption.”

On June 25, 2025, the Solicitor General wrote to the Speaker of the House, consistent with 28 U.S.C. § 530D, to advise the Speaker that DOJ had concluded that the DBE program’s presumptions violate the Constitution, that DOJ would no longer defend the presumptions in court, and that DOJ had taken that position in ongoing litigation.⁶ DOT agrees with and adopts the Solicitor General’s analysis.

Interim Final Rule and Guidance

In light of DOT’s determination that the DBE program’s race- and sex-based presumptions are unconstitutional, DOT issued an interim final rule removing the presumptions from the DBE program regulations (“Interim Final Rule”).⁷ Because the ACDBE presumptions are functionally identical and suffer the same constitutional infirmity, the rule also removes the presumptions from the ACDBE regulations.

Accordingly, DOT issues the following guidance to recipients of DOT highway, transit, and airport funding.

⁵ Joint Motion for Entry of Consent Order, *Mid-America Milling Co. v. U.S. Dep’t of Transp.*, No. 3:23-cv-00072 (E.D. Ky. May 28, 2025).

⁶ Letter from Solicitor General D. John Sauer to Hon. Mike Johnson (June 25, 2025), <https://www.justice.gov/oip/media/1404871/dl?inline>.

⁷ See Interim Final Rule, *Disadvantaged Business Enterprise Program and Disadvantaged Business Enterprise in Airport Concessions Program Implementation Modifications*, [DBE Laws, Policy, and Guidance | US Department of Transportation](#) (Sept. 30, 2025).

Unified Certification Programs may not use race- or sex-based presumptions in determining DBE/ACDBE eligibility.

The Interim Final Rule removes race- and sex-based presumptions from the definitions of “socially and economically disadvantaged individual,” and instead provides that the owner of a DBE or ACDBE applicant must demonstrate on a case-by-case basis that the individual meets the criteria described in 49 CFR § 26.67.⁸

Section 26.67 provides, in turn, that an owner must:

- (1) demonstrate that the owner is socially and economically disadvantaged based on his or her own experiences and circumstances that occurred within American society, and without regard to race or sex;
- (2) submit to the certifier a personal narrative establishing the existence of disadvantage by a preponderance of the evidence based on individualized proof regarding specific instances of economic hardship, systemic barriers, and denied opportunities that impeded the owner’s progress or success in education, employment, or business, including obtaining financing on terms available to similarly situated, non-disadvantaged persons;
- (3) state how and to what extent the impediments caused the owner economic harm, including a full description of type and magnitude, and establish the owner is economically disadvantaged in fact relative to similarly situated non-disadvantaged individuals; and
- (4) state how and to what extent the impediments caused the owner economic harm, including a full description of type and magnitude; and
- (5) attach to the Personal Narrative a current personal net worth statement and any other financial information the owner considers relevant.⁹

Each Unified Certification Program (“UCP”) established pursuant to 49 CFR § 26.81 must immediately begin to apply these new certification standards.

UCPs must reevaluate the eligibility of existing DBEs and ACDBEs.

The Interim Final Rule requires each UCP to reevaluate all current DBEs and ACDBEs, to recertify any DBE or ACDBE that meets the new certification standards, and to decertify any DBE or ACDBE that does not meet the new certification standards. The decertification procedures of 49 CFR § 26.87 do not apply to any decertification decisions under this process.¹⁰

The reevaluation process mandated by the Interim Final Rule will ensure a level playing field between existing participants and new applicants, while also eliminating the effects of the unconstitutional presumptions.

⁸ Interim Final Rule (§§ 23.3, 26.5).

⁹ *Id.* (§ 26.67).

¹⁰ *Id.* (§§ 23.81, 26.111).

The Interim Final Rule sets out rules governing the transition to the new requirements.

The Interim Final Rule provides that until a UCP completes the reevaluation process outlined above, each recipient covered by that UCP may not: (1) include DBE contract goals or concession-specific ACDBE goals; or (2) count any participation toward overall DBE or ACDBE goals.¹¹ These requirements will ensure that existing DBEs and ACDBEs do not continue to receive any benefits as a result of their certification under the old standards.

The Interim Final Rule provides that until a UCP completes the reevaluation process, no recipient covered by that UCP shall be subject to the compliance provisions of 49 CFR § 23.57 or 49 CFR § 26.47.¹² Recipients will also not be required to update their overall goals during this process.¹³

Thank you for your cooperation as the Department seeks to ensure that its DBE and ACDBE programs treat all Americans equally and do not discriminate on the basis of race or sex.

¹¹ *Id.* (§§ 23.25, 23.53, 23.55, 26.51, 26.55).

¹² *Id.* (§§ 23.57, 26.47).

¹³ *Id.* (§§ 23.41, 26.45).

Official Frequently Asked Questions (FAQs) on the U.S. Department of Transportation's Disadvantaged Business Enterprise (DBE) Program and Disadvantaged Business Enterprise in Airport Concessions (ACDBE) Program Implementation Modifications, Interim Final Rule

(Effective Date October 3, 2025)

The General Counsel of the Department of Transportation has reviewed these questions and answers and approved them as consistent with the language and intent of 49 CFR parts 23 and 26. The contents of this document do not have the force and effect of law and are not meant to bind the public in any way. This document is intended only to provide clarity to the public regarding existing requirements under the law or agency policies.

A. General

1. When did the Interim Final Rule (IFR) become effective?

The IFR was published in the Federal Register on October 3, 2025 and became effective that day.

2. By when must the recipients update their DBE program plans?

In accordance with § 26.21(b), significant changes to DBE plans must be submitted to DOT for approval. The Department believes the IFR significantly changes the way recipients must implement their DBE plans. Therefore, we expect that recipients will amend their plans as soon as practicable after the Unified Certification Program (UCP) in their jurisdiction completes the reevaluation process described in § 26.111 to reflect the changes in the IFR. Any portion of a DBE program plan that is dependent upon presumptions of disadvantage, DBE goals, or any aspect of the prior DBE rule that has changed based on the IFR is no longer valid.

3. Do these changes apply to the Airport Concession Disadvantaged Business Enterprise (ACDBE) Program?

Yes, the IFR made changes to the ACDBE regulations in 49 CFR part 23 in a substantially similar manner to those changes made in 49 CFR part 26. Accordingly, these FAQs apply to ACDBEs.

B. Contracting Questions

1. How does the IFR affect projects that are currently authorized/advertised and projects/contracts already awarded that have DBE goals?

Recipients with DBE goals on contracts that have been advertised but not yet let (*i.e.*, bids not yet opened) must issue amendments to the advertisements removing the DBE contract goals.

For projects with DBE contract goals that have been let (*i.e.*, bids opened) but contracts not yet awarded (*i.e.*, executed), recipients must take appropriate action to zero out the DBE goal. Due to the program changes in the IFR, DOT will allow recipients to amend the contracts without readvertising the projects, but each recipient should make its own determination on whether the contract needs to be recompeted under State law.

Contracts with a DBE goal that were let and executed prior to October 3, 2025 are not required to be modified, but DBE participation on such contracts cannot be counted toward the DBE contract goal or toward the recipient's overall DBE goal until the UCP in the recipient's jurisdiction completes the reevaluation process described at 49 CFR § 26.111. If, after the reevaluation process, every DBE performing work on a contract is recertified under the new standards, then the contract will not need to be modified. In contrast, if a DBE performing work on a contract is not recertified during the reevaluation process, the recipient will be required to take appropriate action to discontinue the effect of the unconstitutional certification; if a recipient does not take appropriate action with respect to a contract, DOT will not make any payments with respect to that contract.

2. Do recipients need to continue to perform commercially useful function (CUF) reviews of DBE work on existing contracts during the reevaluation process described in 49 CFR § 26.111?

No. Because the purpose of CUF reviews is to ensure that DBE participation on a project can be properly counted toward DBE goals (contract goals and overall DBE goals) and the counting of DBE participation is suspended during the reevaluation process, it is unnecessary for recipients to conduct CUF reviews during the reevaluation process. Recipients may determine whether any existing contracts should be modified with respect to ongoing CUF requirements.

3. Do the regulatory DBE termination provisions continue to apply during the reevaluation period described in 49 CFR § 26.111?

Yes. The termination provisions at 49 CFR § 26.53(f) continue to apply to existing contracts. A prime contractor cannot terminate a DBE or any portion of the DBE's work

listed in response to the good faith efforts bidding requirements of 49 CFR § 26.53(b) without the recipient's prior written consent upon a showing of good cause, unless the recipient causes the termination or reduction. (49 CFR § 26.53(f)). The regulations provide:

“Good cause does not exist if the prime contractor seeks to terminate a DBE or any portion of its work that it relied upon to obtain the contract so that the prime contractor can self-perform the work for which the DBE contractor was engaged, or so that the prime contractor can substitute another DBE or non-DBE contractor after contract award.”

Good cause for termination exists if a DBE loses its DBE certification after the reevaluation process described in § 26.111 is completed because it is ineligible to receive DBE credit for the type of work required. (49 CFR 26.53(viii)).

4. How does the IFR affect DBE open-ended performance plans for design-build projects?

In cases in which a design-build contractor has already signed contracts prior to October 3, 2025 with DBE subcontractors toward meeting an open-ended performance plan, the contractor should proceed with the contract. The DBE subcontractor may not be terminated or have its work reduced without the written consent of the recipient and only for good cause, including a change in eligibility. See 49 CFR 26.53 for additional grounds for good cause. Where a DBE goal has been established for a design-build contract or a separate phase of a design-build contract, but no DBEs have yet been awarded contracts, the recipient should take appropriate action to zero out the DBE goal.

If, after the reevaluation process, every DBE performing work on a design-build contract is recertified under the new standards, then the recipient need not take any further action. In contrast, if a DBE performing work on a design-build contract is not recertified during the reevaluation process, the recipient will be required to take appropriate action to discontinue the effect of the unconstitutional certification; if a recipient does not take appropriate action with respect to a contract, DOT will not make any payments with respect to that contract.

5. How does a recipient remove an advertised DBE contract goal prior to a letting?

Recipients should issue amendments to the project advertisements to remove the DBE goal.

6. Does Section II (Nondiscrimination), Part 10.a, of Federal Highway Administration (FHWA) Form 1273 incorporate by reference the DBE regulations as amended by the IFR?

Yes. For contracts awarded on or after October 3, 2025, the new DBE program regulations apply.

7. What changes should be made to DBE special provisions that recipients use for contract awards?

DBE special provisions based on the DBE regulations in effect before October 3, 2025, should not be included in contracts entered into on or after October 3, 2025. For any contracts entered into on or after October 3, 2025, recipients should review and update any such DBE special provisions to comply with the DBE regulations as amended by the IFR. To the extent that an operating administration approves DBE special provisions, updated DBE special provisions must be approved by that DOT operating administration. Recipients may use their revised and DOT-approved DBE special provisions (when required) on contracts entered into after the recipient's UCP has completed the reevaluation described in 49 CFR § 26.111 and adopted a new overall DBE goal in accordance with 49 CFR § 26.45.

8. Are DOT recipients required to include the contract clauses in 49 CFR §§ 23.9 and 26.13 in contracts awarded on or after October 3, 2025 during the UCP reevaluation period?

Yes, DOT recipients are required to include the contract clauses listed in 49 CFR §§ 23.9 and 26.13(a-b) in all contracts. The IFR did not make changes to this requirement.

9. Are DOT recipients required to comply with the prompt payment requirements in 49 CFR § 26.29 during the UCP reevaluation period?

Yes. DOT recipients are required to implement and document compliance with the prompt payment requirements in 49 CFR § 26.29, including: (1) ensuring prime contractors pay subcontractors for satisfactory performance of their contract no later than 30 days from receipt of each payment made to the prime contractor, and (2) prompt and full payment of retainage from the prime contractor to the subcontractor within 30 days after the subcontractors work is satisfactorily completed. The IFR did not make changes to this requirement.

C. Certification Reevaluation

1. Does a UCP have to reevaluate all currently certified DBEs in its DBE directory or only those DBEs for which the UCP was the jurisdiction of original certification?

Under the certification reevaluation requirements at 49 CFR § 26.111, UCPs are required to reevaluate the certifications only of those DBEs for which the UCP is the jurisdiction

of original certification. UCPs are not required to reevaluate the certifications of DBEs that obtained certification from the UCP through the interstate certification procedures at 49 CFR § 26.85. DBEs that received certification from UCPs through interstate certification will have their certifications reevaluated by the UCPs in their jurisdiction of original certification. If such DBEs are recertified by the UCP in their jurisdiction of original certification, they will be required to reapply for interstate certification with the UCPs for the jurisdictions in which they wish to be certified.

2. Is there a date by which a UCP must complete its certification reevaluation process?

No. The regulation at 49 CFR § 26.111 provides that UCPs should complete the reevaluation process “as quickly as practicable.”

3. Can a UCP impose a deadline on currently certified DBEs for submission of the reevaluation documentation required under 49 CFR § 26.111?

No, the regulation at 49 CFR § 26.111 does not provide a deadline for a currently certified DBE to submit documentation demonstrating its DBE eligibility under the new standards provided in the IFR. Firms that do not submit the necessary information, however, will remain ineligible for the DBE program until they submit the required documentation demonstrating DBE eligibility under the new standards.

4. Can a UCP simply decertify all currently certified DBEs without completing the reevaluation process?

No. The IFR requires UCPs to identify each currently certified DBE and provide each identified firm with the opportunity to submit documentation demonstrating its DBE eligibility under the standards described at 49 CFR § 26.67

5. Are recipients required to submit Uniform Reports during the reevaluation process?

Under the IFR, recipients are not required to update their overall DBE goals until the UCP in the recipient’s jurisdiction has completed the reevaluation process described in 49 CFR § 26.111 and notified the Department that the reevaluation process is complete. In addition, recipients may not set any contract goals and may not count any DBE participation toward DBE goals until the UCP in the recipient’s jurisdiction completes the reevaluation process described in 49 CFR § 26.111. As a result of these requirements, recipients are not required to submit Uniform Reports under 49 CFR § 26.21 until the recipient has established a new overall annual DBE goal following completion of the reevaluation process at 49 CFR § 26.111.

6. What is the Department's role in the reevaluation process?

Each UCP is responsible for carrying out the reevaluation of currently certified DBEs for which the UCP was the jurisdiction of original certification. DOT is available to provide technical assistance as necessary.

7. Can a firm that is decertified through the reevaluation process appeal the decision to DOT?

Yes. A firm that is decertified under the reevaluation procedures described at 49 CFR § 26.111 is entitled to appeal the decertification to DOT under the procedures described at 49 CFR § 26.89.

D. Goal Setting and Counting

1. What do recipients need to do about their existing overall annual DBE goals?

Recipients are not required to do anything with their DBE goals until their respective UCPs have completed the reevaluation process described in 49 CFR § 26.111. Until the UCP completes the reevaluation process, a recipient is not required to update its DBE goal (§ 26.45(h)) and may not count any DBE participation toward its goal (§ 26.55(i)).

2. What is the role of DOT operating administrations in reviewing the three-year DBE goal setting methodology?

DOT operating administrations will continue to review and approve the DBE goal methodologies of their recipients in accordance with 49 CFR § 26.45. Recipients are not required to update their overall goal methodologies until the UCP in the recipient's jurisdiction has completed the reevaluation process described in 49 CFR § 26.111.

3. Can recipients continue to set DBE contract goals before the recipient's UCP has completed the reevaluation process described in 49 CFR § 26.111?

No. A recipient may not set any DBE contract goals until the UCP in the recipient's jurisdiction has completed the reevaluation process described in 49 CFR § 26.111.

4. Should recipients continue counting DBE participation on existing contracts without DBE goals toward the recipient's overall goal?

No. Starting on October 3, 2025, no DBE participation may be counted toward a recipient's overall goal, including such participation obtained through race and gender-neutral means.

E. New Certification Applications

- 1. Will new DBE applicants only need to provide a personal narrative statement and personal net worth statement, or will other components of the regulatory application process apply?**

New applicants will be required to provide a personal narrative statement in addition to meeting the other certification standards at 49 CFR part 26, Subpart D. Applicants are required to submit the Uniform Application Form found at <https://www.transportation.gov/civil-rights/disadvantaged-business-enterprise/uniform-certification-application-english>. DOT expects to provide an updated Uniform Application Form on its website.

F. Transit Vehicle Manufacturers

- 1. Are transit vehicle manufacturers (TVM) required to set DBE goals and submit Uniform Reports in accordance with 49 CFR § 26.49(b) and (c)?**

DOT will treat TVMs similarly to recipients. A TVM will not be required to update its DBE goal or submit Uniform Reports until after the UCP reevaluation of DBEs described in 49 CFR § 26.111. A manufacturer that wants to request eligibility as a TVM before the completion of the UCP reevaluation can submit a request to the Federal Transit Administration (FTA) at ftatvmsubmissions@dot.gov. During this time, FTA will not require the submission of a DBE program or DBE goal to become a TVM.

- 2. Are FTA recipients required to continue checking the eligible list of TVMs when purchasing vehicles?**

Yes. FTA recipients are required to continue checking the eligible list of TVMs to determine if the manufacturer is eligible to bid or propose on an FTA-assisted transit vehicle procurement. FTA is working directly with the manufacturers to ensure that this list is kept up-to-date.

- 3. Are FTA recipients required to comply with the requirement in 49 CFR § 26.49(a)(4) and report transit vehicle purchases within 30 days of becoming contractually required during the UCP reevaluation period?**

No. FTA recipients are not required to submit Transit Vehicle Award Reports during the UCP reevaluation period.



NCTCOG Transportation

Disadvantaged Business Enterprise Program – USDOT Interim Final Rule

Ken Kirkpatrick | Regional Transportation Council
December 11, 2025

NCTCOG DBE Program FY26-28

U.S. Department of Transportation Assisted Contracting Opportunities.

NCTCOG went through the standard process of the DBE goal update for 2026-2028, based on regulatory requirements at the time.

On August 7, 2025, and August 28, 2025, the RTC and Executive Board approved an updated goal of 8.6%.

The updated DBE goal was slated to go into effect on October 1, 2025.



Context of DBE Interim Final Rule

MID-AMERICA MILLING COMPANY VS. USDOT

(Case No. 3:23-cv-00072-GFVT)

Mid-America filed a lawsuit in the U.S. District Court in Eastern District of Kentucky in 2023 challenging the constitutionality of the DBE program.

Challenge is based on the use of race- and sex-based presumptions under the equal protection component of the Due Process Clause of the 5th Amendment.

May 28, 2025 – Joint Consent Order filed (not signed) with the Court.

June 25, 2025 – Solicitor General advised Speaker of the House that the DOJ concluded the DBE program's sex and race-based presumptions violate the constitution and would no longer defend these aspects in court.

As of November 2025, this court case is not resolved.



Release of DBE Interim Final Rule

October 1, 2025 – The USDOT posted a draft DBE Interim Final Rule (IFR) along with initial DOT guidance, dated September 30, 2025.

October 3, 2025 – The IFR was published to the Federal Register effective immediately with a public comment period of thirty (30) days.

October 22, 2025 – The USDOT issued additional guidance in the form of frequently asked questions.



Significant Changes in Interim Final Rule

Recertification

All currently certified DBEs to be reevaluated. (timeframe unknown)

Race- and sex-based presumptions of social and economic disadvantage are eliminated.

Social and economic disadvantage to be demonstrated through individualized evidence.

Procurements Advertised, but not yet Awarded

DBE goals must be removed before award.

Contracts Already Executed

DBE commitments and participation cannot be counted toward goal attainment during re-certification period.

Future Procurements

No DBE goals may be included until Unified Certification Programs (UCPs) complete reevaluations.



Next Steps

UCPs will complete reevaluations of all DBE firms – no timeline provided for this effort.

NCTCOG communication to existing and pending contractors and subrecipients.

NCTCOG will continue to apply nondiscrimination clauses, prompt payment rules, and termination protections for subcontractors, as these provisions were not impacted by the IFR.

NCTCOG to update the DBE program and establish new goals, upon completion of re-certification process.



CONTACT US



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General Counsel

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

TO: Commissioner Rick Bailey, Chair, Johnson County
Members of the Regional Transportation Council DATE: December 5, 2025

FROM: Michael Morris, P.E.
Director of Transportation

SUBJECT: 2025-2027 Transportation Department Succession Plan

This memorandum is focused on the Transportation Director portion of the Transportation Department Succession Plan. Because of the multi-decade experience of the Assistant Director and Senior Staff, there is tremendous flexibility of succession of the department in the other Executive staff levels.

If circumstances arise that cause the Transportation Director to be unable to fulfill his responsibilities, Assistant Director Dan Kessler is more than prepared to become Acting Transportation Director. It is suggested that, in that event, two Senior Program Managers be promoted to Acting Assistant Directors with one focusing on internal activities and one focusing on external activities.

The following is the Succession Plan for when the Transportation Director wishes to retire.

Part One: Retirement of the Transportation Director

When the Transportation Director elects to retire, the Transportation Director will inform both the NCTCOG fiscal agent Executive Director and the Regional Transportation Council Chair. It is anticipated that a new Transportation Director could be selected in approximately six months. In the interim the current Transportation Director (Michael Morris) would continue Director duties, maintain a high-quality staff, and minimize decisions that should be left to the new Transportation Director. When I retire from NCTCOG as the Transportation Director I am requesting to serve as "Director Emeritus." It is anticipated this will occur on the hiring of the new Transportation Director. The Regional Transportation Council will develop a process to participate with the NCTCOG Executive Director to interview new Transportation Director final candidates.

Part Two: Professional Services Agreement as Senior Advisor ("Director Emeritus")

Upon the hiring of the new Transportation Director, the "Director Emeritus" would perform his duties under a Professional Services Agreement with the title Senior Advisor. Those duties would include:

- Assistance to the new Transportation Director, especially aspects that assist his/her transition.

December 5, 2025

Page Two

- Implementation of current responsibilities to the 2026 Men's FIFA World Cup.
- Duties as assigned by the new Transportation Director or NCTCOG Executive Director.
- Monitoring Nonfederal RTC Funding Programs and Agreements (i.e., RTC Local).
- RTC Member assistance with the approval of the New Transportation Director.

With the approval of the 2027-2029 Management and Operations funding program the Transportation Department will be focused in 2026 on getting all necessary TxDOT and federal approvals to expedite these tasks moving forward.

This Professional Services Agreement would be for a period of one year with the possibility of successive one-year agreements. The agreement will specify work activities to be carried out in an advisory capacity. The transition functions related to the new Transportation Director would decrease over time with assignments focused on advisory needs.

This Succession Plan maximizes the current capabilities of the NCTCOG Transportation Department and develops transition advisory services maintaining the significant accomplishments of the Regional Transportation Council.

Sincerely,



Michael Morris, P.E.
Director of Transportation

cc: Todd Little, Executive Director, NCTCOG

Regional Transportation Council Attendance Roster
October 2024 - November 2025

RTC MEMBER	Entity	10/17/24	12/12/24	1/23/25	2/13/25	3/13/25	4/10/25	6/12/25	7/10/25	8/7/25	9/11/25	10/9/25	11/13/25
Daniel Alemán Jr (01/22)	Mesquite	E(R)	P	E(R)	P	P	P	P	P	P	P	P	P
Arfsten, Bruce (07/23)	Addison	P	P	P	P	P	P	P	P	P	P	P	P
Steve Babick (06/22)	Carrollton	P	P	P	P	P	E(R)	P	P	P	P	P	P
Rick Bailey (07/22)	Johnson County	P	P	E(R)	P	P	P	P	P	P	P	P	P
Elizabeth M. Beck (08/21)	Fort Worth	A	E(R)	E	P	P	P	A	P	A	A	A	P
Curtis Bergthold (07/25)	Richland Hills	--	--	--	--	--	--	--	P	P	P	P	P
Alan Blaylock (03/23)	Fort Worth	P	P	P	P	P	P	P	P	P	P	P	P
Lorie Blair (10/25)	Dallas	--	--	--	--	--	--	--	--	--	--	P	P
Randall Bryant (11/25)	DART	--	--	--	--	--	--	--	--	--	--	--	P
Ceason Clemens (10/22)	TxDOT, Dallas	P	P	P	E(R)	P	P	P	P	P	P	E(R)	P
Bill Cox (07/25)	McKinney	--	--	--	--	--	--	--	P	P	E(R)	P	P
Michael Crain (06/22)	Fort Worth	P	P	P	P	P	E	E(R)	P	A	E	P	A
Theresa Daniel (11/18)	Dallas County	P	P	A	E(R)	P	P	A	E	E	P	P	P
Jeff Davis (11/19)	Trinity Metro	P	P	P	P	P	P	A	P	P	P	E	P
Pat Deen (07/24)	Parker	P	P	P	P	E	P	P	P	P	P	P	P
Andy Eads (1/09)	Denton County	P	P	E	E(R)	P	P	P	P	P	P	E	P
Michael Evans (2/23)	Mansfield	P	P	E(R)	P	P	P	E	P	A	P	P	P
Vernon Evans (4/24)	DFW Airport	P	A	P	P	P	A	P	A	P	A	P	E
Carlos Flores (07/25)	Fort Worth	--	--	--	--	--	--	--	A	P	E	P	P
T.J. Gilmore (06/25)	Lewisville	--	--	--	--	--	--	A	P	P	P	P	P
Raul H. Gonzalez (09/21)	Arlington	P	P	P	P	P	P	P	P	P	E(R)	P	P
Lane Grayson (01/19)	Ellis County	A	P	A	E	P	P	E	P	P	P	A	P
Mojo Haddad (10/14)	NTTA	P	P	A	P	P	P	A	P	P	A	P	P
Clay Lewis Jenkins (04/11)	Dallas County	P	P	P	P	P	P	P	A(R)	E	P	P	P
Ron Jensen (06/13)	Grand Prairie	P	P	P	P	P	P	P	P	E(R)	P	E(R)	P
Jill Jester (08/24)	Denton	P	P	P	E	E	P	P	P	P	P	E	P
Matt Krause (01/25)	Tarrant County	--	--	P	E	E	P	E	P	P	P	E	E(R)
Stephen Mason (05/24)	Cedar Hill	P	P	E	P	P	P	P	P	P	P	P	P
Cara Mendelsohn (07/20)	Dallas	P	P	A	P	P	P	P	P	P	P	P	P
Cesar Molina (08/24)	DCTA	P	P	E	P	P	P	A	P	A	P	P	P
Jesse Moreno (07/24)	City of Dallas	P	P	P	P	A	P	P	P	P	P	A	P
Ed Moore (07/22)	Garland	E	A	P	P	P	P	P	P	P	P	P	P
Matthew Porter (07/24)	Wylie	P	P	E(R)	P	P	P	P	P	P	P	P	P
John Muns (6/23)	Plano	P	E(R)	E	P	P	P	P	A(R)	P	P	P	P
Manny Ramirez (1/23)	Tarrant County	P	P	E	P	P	E	P	E	P	A	P	E
Paul Ridley (10/25)	Dallas	--	--	--	--	--	--	--	--	--	--	P	P

P= Present

A= Absent

R=Represented by Alternate

--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

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October 2024 - November 2025

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Jim R. Ross (07/21)	Arlington	E(R)	P	P	P	P	P	P	P	P	P	P	P
David Salazar (10/22)	TxDOT, FW	E(R)	P	P	P	P	P	P	P	P	E(R)	P	P
Kathy Stewart (10/25)	Dallas	--	--	--	--	--	--	--	--	--	--	A(R)	P
Bobby Stovall (07/24)	Hunt County	P	P	P	P	P	P	P	P	P	P	P	E
Burt Thakur (08/25)	Frisco	--	--	--	--	--	--	--	--	P	P	P	P
Jeremy Tompkins (10/19)	Euless	P	P	P	P	P	E(R)	P	P	P	P	P	P
William Tsao (3/17)	Dallas	P	P	P	P	P	P	P	A	P	P	P	P
Webb, Dennis (08/25)	Irving	--	--	--	--	--	--	--	--	P	P	P	E
Webb, Duncan (6/11)	Collin County	P	P	E(R)	P	P	P	P	P	P	P	P	P

Note: Date in parenthesis indicates when member was 1st eligible to attend RTC meetings

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Surface Transportation Technical Committee Attendance Roster
October 2024 - October 2025

STTC MEMBERS	Entity	10/25/24	12/06/24	01/24/25	02/28/25	03/28/25	04/25/25	05/23/25	06/27/25	07/25/25	08/22/25	09/26/25	10/24/25
Rifat Alam	Lancaster	R	A	P	P	*	*	*	*	P	*	P	P
Ahmed Alqaisi	DeSoto	--	--	--	--	--	--	--	--	--	--	--	P
Marah Aqqad	Bedford	--	--	--	--	--	--	--	--	--	*	P	P
Joe Atwood	Hood County	P	A	P	A	*	*	*	*	P	*	R	P
Melissa Baker	Irving	P	P	E	P	*	*	*	*	E	*	P	P
James Bell	Grand Prairie	P	P	P	A	*	*	*	*	P	*	P	P
David Boski	Grand Prairie	P	P	P	P	*	*	*	*	P	*	P	P
Shon Brooks	Waxahachie	P	P	P	P	*	*	*	*	P	*	P	P
Tanya Brooks	DART	P	P	P	P	*	*	*	*	R	*	P	R
Matt Bryant	City of Duncaville	A	A	A	A	*	*	*	*	A	*	A	A
Daniel Burnham	Arlington	P	R	P	P	*	*	*	*	P	*	P	P
Jeffrey Bush	TxDOT Dallas	--	--	--	--	*	*	*	*	P	*	P	P
Farhan Butt	Denton	P	P	P	P	*	*	*	*	P	*	P	P
Bryan Cabrera	Mesquite	--	--	--	--	--	*	*	*	A	*	A	A
Brenda Callaway	Rockwall County	A	A	P	P	*	*	*	*	P	*	P	A
Travis Campbell	TxDOT - Dallas	P	P	P	P	*	*	*	*	P	*	P	P
Aaron Ceder	Dallas County	A	A	P	P	*	*	*	*	A	*	P	E
John Cordary, Jr.	TxDOT FW	P	P	P	A	*	*	*	*	P	*	R	P
Tara Crawford	Trinity Metro	P	A	P	P	*	*	*	*	P	*	A	P
Clarence Daugherty	Collin County	P	P	P	P	*	*	*	*	P	*	P	P
Chad Davis	Wise County	P	A	P	P	*	*	*	*	P	*	A	A
Taylor Derden	Mansfield	--	--	--	P	*	*	*	*	P	*	P	P
Pritam Deshmukh	Richardson	P	P	P	P	*	*	*	*	P	*	P	P
Becky Diviney	Town of Addison	--	A	P	P	*	*	*	*	P	*	P	P
Phil Dupler	FWTA	A	P	P	A	*	*	*	*	P	*	P	P
Eric Fladager	Fort Worth	A	P	P	A	*	*	*	*	P	*	P	P
Chris Flanigan	Allen	P	P	P	P	*	*	*	*	A	*	P	P
Ann Foss	Arlington	--	--	--	--	--	--	--	--	--	*	A	R
Austin Frith	DCTA	P	A	P	P	*	*	*	*	P	*	A	P
Gary Graham	McKinney	R	P	R	R	*	*	*	*	P	*	P	P
Michael Haithcock	TxDOT - Fort Worth	--	--	--	--	--	--	--	--	--	--	--	P
Scott Hall	Tarrant County	P	A	A	P	*	*	*	*	A	*	A	A
Tom Hammons	Carrollton	P	P	P	P	*	*	*	*	P	*	A	P
Namoo Han	Garland	--	--	--	--	--	--	--	--	P	*	P	A
Craig Hancock	NTTA	--	--	P	P	*	*	*	*	p	*	P	P
Chris Harris	Greenville	--	A	A	A	*	*	*	*	A	*	P	P
Ron Hartline	The Colony	A	A	P	P	*	*	*	*	A	*	A	R
Sophia Harvey	Dallas	--	--	--	--	*	*	*	*	A	*	P	A
Barry Heard	Kaufman County	P	P	P	P	*	*	*	*	P	*	A	P
Duane Hengst	Hurst	--	--	A	P	*	*	*	*	A	*	P	P
Matthew Hotelling	Flower Mound	P	A	P	P	*	*	*	*	P	*	A	A
Jeremy Hutt	Colburne	P	P	P	P	*	*	*	*	P	*	R	P

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October 2024 - October 2025

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Thuan Huynh	McKinney	P	R	P	P	*	*	*	*	P	*	P	P
Joseph Jackson	Tarrant County	P	A	P	P	*	*	*	*	P	*	P	P
Joel James	NTTA	P	P	P	P	*	*	*	*	P	*	A	P
William Janney	Frisco	A	A	A	P	*	*	*	*	A	*	A	A
Major L. Jones	Euless	P	P	R	P	*	*	*	*	A	*	R	P
Wilson Kakembo	Midlothian	--	--	--	--	--	--	--	--	--	--	--	A
Gus Khankarli	Dallas	P	P	P	P	*	*	*	*	P	*	P	P
Lauren LaNeave	Southlake	--	--	--	A	*	*	*	*	A	*	A	A
Alonzo Liñán	Keller	A	A	A	A	*	*	*	*	A	*	A	A
Eron Linn	DART	P	E	E	P	*	*	*	*	P	*	P	E
Clay Lipscomb	Plano	P	A	P	P	*	*	*	*	P	*	P	R
Paul Luedtke	Garland	P	P	P	P	*	*	*	*	A	*	A	P
Stanford Lynch	Hunt County	R	R	A	P	*	*	*	*	P	*	P	R
Auro Majumdar	Dallas	--	--	--	--	--	--	--	--	--	--	P	P
Chad Marbut	Weatherford	P	P	P	P	*	*	*	*	P	*	P	P
Alberto Mares	Ellis County	P	A	P	P	*	*	*	*	P	*	P	A
John Mears	Mesquite	P	A	A	A	*	*	*	*	A	*	A	P
Brian Moen	Frisco	P	A	P	A	*	*	*	*	P	*	A	A
Mark Nelson	Richardson	P	P	P	R	*	*	*	*	P	*	P	P
Jim O'Connor	Irving	P	P	P	P	*	*	*	*	R	*	R	R
Alfredo Ortiz	Dallas	E	P	P	P	*	*	*	*	E	*	P	P
Cintia Ortiz	Parker County	P	P	P	P	*	*	*	*	P	*	A	A
Martin Phillips	Fort Worth	P	E	P	E	*	*	*	*	E	*	A	A
John Polster	Denton County	P	A	P	P	*	*	*	*	P	*	P	P
Kelly Porter	Fort Worth	P	P	P	P	*	*	*	*	E	*	E	E
Tim Porter	Wylie	R	P	R	R	*	*	*	*	A	*	R	R
Minesha Reese	Dallas County	P	P	P	A	*	*	*	*	P	*	P	P
Elizabeth Reynolds	Grapevine	E	P	P	A	*	*	*	*	P	*	P	P
Greg Royster	DFW Int. Airport	P	P	P	P	*	*	*	*	R	*	P	P
David Salmon	Lewisville	P	P	P	P	*	*	*	*	A	*	R	A
Brian Shewski	Plano	R	P	P	P	*	*	*	*	P	*	R	P
Jason Shroyer	Little Elm	--	--	--	--	--	--	--	--	A	*	A	A
Ray Silva-Reyes	Farmers Branch	P	P	P	P	*	*	*	*	P	*	R	P
Chelsea St. Louis	Fort Worth	P	E	P	P	*	*	*	*	P	*	P	A
Aaron Tainter	Coppell	E	P	P	P	*	*	*	*	P	*	R	P
Erick Thompson	Burleson	P	P	P	P	*	*	*	*	P	*	E	P
Caleb Thornhill	Plano	A	A	P	A	*	*	*	*	A	*	A	P
Jennifer VanderLaan	Johnson County	P	P	P	P	*	*	*	*	P	*	E	P
Gregory Van	Haltom City	P	R	R	A	*	*	*	*	P	*	P	R
Daniel Vedral	Irving	P	E	P	R	*	*	*	*	P	*	P	P
Caroline Waggoner	North Richland	A	A	P	R	*	*	*	*	A	*	A	P
Jana Wentzel	Dallas	P	P	P	P	*	*	*	*	--	--	P	P

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Robert Woodbury	Cedar Hill	P	P	P	P	*	*	*	*	P	*	P	P
Larry Wright	Colleyville	A	A	A	A	*	*	*	*	A	*	P	P
Jamie Zech	TCEQ	A	A	A	A	*	*	*	*	A	*	A	A

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MEETING SUMMARY

SURFACE TRANSPORTATION TECHNICAL COMMITTEE **Friday, September 26, 2025**

The Surface Transportation Technical Committee (STTC) met on Friday, September 26, 2025, at 1:30 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Niraj Acharya (representing Joe Atwood), Rifat Alam, Marah Aqqad, Cole Baker (representing Aaron Tainter), Melissa Baker, James Bell, Nathan Benditz (representing Jim O'Connor), David Boski, Shon Brooks, Tanya Brooks, Daniel Burnham, Jeff Bush, Farhan Butt, Brenda Callaway, Travis Campbell, Aaron Ceder, Kent Conner (representing Jeremy Hutt), Clarence Daugherty, Taylor Derden, Pritam Deshmukh, Becky Diviney, Phil Dupler, Eric Fladager, Chris Flanigan, Gary Graham, Michael Haithcock (representing John Cordary, Jr.), Namoo Han, Craig Hancock, Chris Harris, Allen Harts (representing Major L. Jones), Sophia Harvey, Duane Hengst, Thuan Huynh, Joseph Jackson, Jeff Kelly (representing David Salmon), Gus Khankarli, Eron Linn, Clay Lipscomb, Stanford Lynch, Auro Majumdar, Chad Marbut, Alberto Mares, Mark Nelson, Thank Nguyen (representing Ray Silva-Reyes), Alfredo Ortiz, Chad Ostrander (representing Brian Shewski), John Polster, Minesha Reese, Elizabeth Reynolds, Greg Royster, Joe Schweitzer, Chelsea St. Louis, Gregory Van Nieuwenhuize, Daniel Vedral, Jana Wentzel, Robert Woodbury, and Larry Wright.

Others present at the meeting were: Vickie Alexander, Natalie Bettger, Ken Bunkley, Carolyn Burns, Daniel Byrd, Lori Clark, Dina Colarossi, Alyssa Cunningham, Dawn Dalrymple, Brian Dell, Gypsy Gavia, Naeem Ghani, Rebekah Gongora, Ricardo Gonzalez, Eric Greenman, Millie Hayes, Chris Hoff, Caroline Horner, John Hudspeth, Amy Johnson, Teja Karra, Dora Kelly, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Dan Lamers, Sonya Landrum, Dee Long, Rob Matwick, Jeremy McGahan, James McLane, Michael Misantonis, Michael Morris, Savana Nance, Jenny Narvaez, Alondra Nunez, Andrew Pagano, Vercie Pruitt-Jenkins, Jacob Reiner, Jasmine Rodriguez, Toni Stehling, Robert Tantiado, Vivek Thimmavajjhala, Daniela Tower, Jill Van Hoewyk, Amanda Wilson, Brian Wilson, and Hannah Witcher.

- Approval of the August 22, 2025, Meeting Summary:** Approval of the August 22, 2025, meeting summary contained in Electronic Item 1 was requested.

The Meeting Summary of the August 22, 2025, meeting were approved as submitted in Electronic Item 1. John Polster (M); Daniel Vedral (S).

- Consent Agenda:**

- November 2025 Transportation Improvement Program Revisions:** A recommendation for Regional Transportation Council approval of revisions to the 2025-2028 Transportation Improvement Program (TIP) was requested, along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes.
- Endorsement of GoCarma Integration with Managed Lane Toll System Upgrades:** Endorsement of the Regional Transportation Council's (RTC) approval of \$250,000 in RTC Local funds to cover the one-time cost of the initial setup, and \$1,000,000 in Regional Toll Revenue waterfall funding to pay for the annual Software as a Service fee for Gantry support was requested. The Texas Department of Transportation is upgrading the toll collection software on the managed lanes that are not part of the P3 agreements. Staff sought approval for integration improvements needed to continue to

support the High-Occupancy Vehicle discount on the managed lanes and funding to support system updates.

- 2.3. **Endorsement of Federal Transit Administration Grant for the Trinity Railway Express Transit-Oriented Development Plan Funding Match Update:** The Surface Transportation Technical Committee was requested to endorse the Regional Transportation Council's approval for the North Central Texas Council of Governments to accept increased funding and provide local match for the Federal Transit Administration grant award for Transit-Oriented Development planning for the Trinity Railway Express corridor. This action included directing staff to administratively amend the Transportation Improvement Program (TIP) and other administrative/planning documents to implement this project.

The Committee approved staff's recommendations in Item 2.1, 2.2, and 2.3 on the Consent Agenda. Chad Marbut (M); Gus Khankarli (S).

3. **Endorsement of Funding for Transportation Improvements in Cleburne Near an Amazon Facility:** Michael Morris requested an endorsement of the Regional Transportation Council's (RTC) approval of up to \$3 million in RTC Local funding for roadway improvements to provide safe access to a new Amazon facility at United States 67 and Chisholm Trail Parkway. The request included \$362,000 in grant funding and up to \$2,638,000 in funds to be loaned to the City of Cleburne. This action also included directing staff to administratively amend the Transportation Improvement Program and other administrative/planning documents to implement this project.

The Committee approved staff's recommendation as illustrated below. Chad Marbut (M); Farhan Butt (S).

**REQUESTED ACTION – FUNDING FOR
TRANSPORTATION IMPROVEMENTS IN
CLEBURNE NEAR AMAZON FACILITY**

- RTC approval of:
 - The proposed funding and improvements detailed in slides 2-4, including up to \$3.0 million in RTC Local funds of which:
 - \$362,000 is a grant
 - \$2,638,000 is a loan to be repaid by City of Cleburne
 - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate these changes

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NCTCOG Presentation

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4. **Transit Strategic Partnerships Program: November 2024 Cycle Project Selection:** Dora Kelly requested a Surface Transportation Technical Committee recommendation for Regional Transportation Council approval to provide funding for the Handitran Community Access and Ridership Enhancement for Safety project, selected for the November 2024 Cycle of Transit Strategic Partnerships Program funding in an amount not to exceed \$311,000 total for the selected project, with the City of Arlington providing Transportation Development Credits for local match.

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

REQUESTED ACTION - Handitran Community Access and Ridership Enhancement for Safety

- Recommendation for RTC approval of:

- To use existing Federal Transit Administration (FTA) Section 5310 Enhancing Mobility of Seniors and Individuals with Disabilities program funds from the Transit Strategic Partnerships Program in an amount not to exceed \$311,000, including the use of 62,200 Transportation Development Credits in lieu of local match, to fund the Handitran Community Access and Ridership Enhancement for Safety.
- Administratively amend the Transportation Improvement Program and other planning/administrative documents as appropriate to incorporate the Handitran Community Access and Ridership Enhancement for Safety.

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

Partnership: Michael Morris and Brian Dell requested a recommendation for Regional Transportation Council approval of a partnership with the Texas Department of Transportation and the Denton County and Dallas County Regional Toll Revenue accounts to offset the local match no longer available for the western section of the North Texas MOVES BUILD federal competitive grant.

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

REQUESTED ACTION – LOCAL MATCH PARTNERSHIP FOR NT MOVES PROJECT

- Recommendation for RTC approval of:

- Partnership with TxDOT to:
 - Receive \$15 million in TMF funds
 - Release \$15 million in Category 2 funds from SS 394 (CSJ 2921-01-010)
 - Program \$15 million in STBG funds on SS 394
 - Utilize resulting TMF funds to cover \$15 million in non-federal match for NT MOVES BUILD grant
- Partnership with Denton County and Dallas County RTR accounts to:
 - Add \$ 37,675,733 in STBG funds to FM 407 project (CSJ 1310-01-050) [includes 20% state match]
 - Reclassify \$27 million in Denton County RTR funds from the Denton County account to the Regional RTR Accounts (\$17 million Western, \$10 million Eastern)
 - Reclassify \$10 million in Dallas County RTR funds from the Dallas County account to the Western Regional RTR Accounts
 - Utilize \$9.6 million in RTR funds to cover non-federal match for NT MOVES BUILD grant
- Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate the program/policy/project/change.

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6. **North Texas Zero Emission Vehicle Program Call for Projects:** Savana Nance gave the Surface Transportation Technical Committee an overview of the North Texas Zero Emission Vehicle (NTxZEV) Project and requested a recommendation for Regional Transportation Council approval to open the NTxZEV Call for Projects.

The Committee approved staff's recommendation as illustrated below. Daniel Burnham (M); Chad Marbut (S).

Requested Action – North Texas Zero Emission Vehicle Call for Projects

Recommend RTC Approval of:

- Authorization to Open Call for Projects, including:
 - Eligibility Requirements
 - Scoring Criteria
 - Funding split
 - Schedule
- Updating any administrative and/or planning documents as needed to incorporate the North Texas Zero Emission Vehicle Call for Projects

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North Texas Zero Emission Vehicle Call for Projects

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7. **Director of Transportation Report on Selected Items:** Michael Morris provided an overview of current transportation items:

1. Regional Transportation Council Member Orientation in October (10:30 am, October 9, 2025)
2. Summary of Regional Transportation Council Transit Vision Subcommittee Meeting in September
3. Resurgence of P3s
4. Anticipation of Focus on Texas Department of Transportation Funding
5. AMTRAK President Harris – Meeting Within the Region

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

9. **February, May, and August 2025 Transportation Improvement Program Revisions:** Ken Bunkley provided an overview of the deadline for the February 2026 revisions to the 2025-2028 Transportation Improvement Program (TIP) that were due by close of business on September 26, 2025. This will be the last revision cycle for the 2025-2028 TIP. Due to the submittal of the 2027-2030 TIP/Statewide TIP (STIP), there will not be a May 2026 or August 2026 cycle.

10. **2024 Regional Safety Performance Measures Report**: Michael Misantonis provided an update on items included in the 2024 Regional Safety Program Performance Measures Report.

11. **Fast Facts**: Staff provided a brief presentation on each item below:

1. *Camille Fountain* – Texas Department of Transportation 2026 Highway Safety Improvement Program Call for Projects Announcement
2. *Camille Fountain* – Fall 2025 Traffic Incident Management Executive Level Course Announcement – November 6, 2025
3. *Daniela Tower* – 2025 Ozone Season Update
4. *Carolyn Burns* – Local Clean Air Project Spotlight
5. *Carolyn Burns* – Air Quality Funding Opportunities (www.nctcog.org/AQfunding)
6. *Carolyn Burns* – Upcoming Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
7. Written Progress Reports:
 - Partner Progress Reports
 - August Public Meeting Minutes
 - July–August Public Comments Report
 - October Public Meeting Notice

12. **Other Business (Old or New)**: No items were provided.

13. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for ***1:30 pm on October 24, 2025, in the NCTCOG offices.***

Meeting adjourned at 3:00 p.m.