

AGENDA

Regional Transportation Council

Thursday, May 14, 2026

North Central Texas Council of Governments

11:00 am - RTC Transit Vision Subcommittee Meeting
12:30 pm

1:00 pm Full RTC Business Agenda
(NCTCOG Guest Secured Wireless Connection Password: rangers!)

Pledge to the United States and Texas Flags

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

☒ Information

Minutes: 10

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

Background: N/A

1:10 – 1:15 2. Approval of April 9, 2026, and April 30, 2026, Minutes

☒ Action

☐ Possible Action

☐ Information

Minutes: 5

Presenter: Rick Bailey, RTC Chair

Item Summary: Approval of the April 9, 2026, and April 30, 2026, meeting minutes contained in [Electronic Item 2.1](#) and [Electronic Item 2.2](#), respectively, will be requested.

Background: N/A

1:15 – 1:20 3. Consent Agenda

☒ Action

☐ Possible Action

☐ Information

Minutes: 5

3.1. Video Streaming Services

Presenter: Chris Klaus, NCTCOG

Item Summary: Regional Transportation Council (RTC) approval of an additional \$40,000 in RTC Local funds will be requested to continue support for Video Streaming Services. Approval to administratively amend the Transportation Improvement Program and update any administrative and/or planning

documents as needed to incorporate the additional funds will also be sought.

Background: Section 472.036 of Texas Transportation Code states metropolitan planning organizations that serve one or more counties with a population of 350,000 or more shall broadcast over the Internet live video and audio of each open meeting held by the policy board. Subsequently, the organization shall make available through the organization's Internet website archived video and audio for each meeting for which live video and audio were provided under this Section. The North Central Texas Council of Governments (NCTCOG) has been providing this service since 2015. NCTCOG and Granicus, LLC entered into an agreement effective April 2023 for Video Streaming Services, with an option of four one-year renewals. NCTCOG is currently in (year four of a potential five-year agreement) and will need additional RTC Local funds to support the remainder of the contract term. These funds will be used to support streaming video managed service in the Transportation Council Room and video streaming production services for off-site meetings. At its April 24, 2026, meeting, the Surface Transportation Technical Committee recommended RTC approval. [Electronic Item 3.1](#) includes additional information.

Performance Measure(s) Addressed: Administrative

1:20 – 1:35

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

☐ Action ☐ Possible Action ☒ Information Minutes: 15

Presenter: Michael Morris, NCTCOG

1. Update on 141st Court Hearing on May 5, 2026 – Rob Walters and Jeff Gurley ([Electronic Item 4.1](#))
2. Texas Conformity Progress/Correspondence from the United States Department of Transportation and Federal Highway Administration ([Electronic Item 4.2](#)) – Chris Klaus
3. Fédération Internationale de Football Association – 30 Days Out (Correspondence from the FIFA 2026 Host Committee)
4. West/East Equity Update ([Electronic Item 4.3](#))

5. Study Area Recommendations to the Texas Department of Transportation on the Texas Electric Vehicle Infrastructure Plan ([Electronic Item 4.4](#))
6. Cancellation of Regional Transportation Council Meeting in July 2026
7. Status of Rockwall County Agreement
8. 2026 Ozone Season Update ([Electronic Item 4.5](#))
9. Local Clean Air Project Spotlight ([Electronic Item 4.6](#))
10. Air Quality Funding Opportunities (www.nctcog.org/aqfunding)
11. Upcoming Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org/events)
12. March-April Public Comments Report ([Electronic Item 4.7](#))
13. April Public Meeting Minutes ([Electronic Item 4.8](#))
14. Recent News Articles ([Electronic Item 4.9](#))
15. Recent Correspondence ([Electronic Item 4.10](#))
16. Recent Press Releases ([Electronic Item 4.11](#))

1:35 – 1:55 5. Resolution in Support of the Proposed Texas Department of Transportation Agreement, Approval of the Regional Transportation Council as the Metropolitan Planning Organization and Reaffirmation of Negotiation with North Central Texas Council of Governments as the Fiscal Agent

☒ Action ☐ Possible Action ☐ Information Minutes: 20

Presenters: Michael Morris and Dan Kessler, NCTCOG

Item Summary: The Regional Transportation Council (RTC) will be requested to approve the Texas Department of Transportation (TxDOT) agreement that contains the responsibilities of the RTC being the Metropolitan Planning Organization (MPO). On April 30, 2026, the RTC took action to negotiate with the North Central Texas Council of Governments as the fiscal agent. This Resolution reaffirms moving forward with these negotiations in order to complete the agreement with TxDOT.

Background: [Electronic Item 5.1](#) is the proposed agreement; [Electronic Item 5.2](#) is the red-lined version from the existing agreement; [Electronic Item 5.3](#) contains the proposed Resolution, that will be presented by Michael Morris. Dan Kessler will present a summary on the new agreement provided in [Electronic Item 5.4](#).

Performance Measure(s) Addressed: Administrative

1:55 – 2:05 6. Approval to Begin Negotiation of an Agreement for Michael Morris to be Appointed by the Regional Transportation Council Consistent with the New Texas Department of Transportation Agreement

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: The proposed Texas Department of Transportation (TxDOT) agreement contains in Article 5H and 5J that the Metropolitan Planning Organization (MPO) Transportation Director is appointed by the Regional Transportation Council (RTC). This item approves the Chair to begin negotiations with the current MPO Director, Michael Morris.

Background: Michael Morris has been the Transportation Director for the RTC since 1990. He holds a professional engineering license in Texas and is a member of the National Academy of Science. The RTC wishes to continue his service. The new TxDOT agreement requires the MPO Planning Director to be appointed by the RTC.

Performance Measure(s) Addressed: Administrative

**2:05 – 2:15 7. Federal Transit Administration Funding Allocations for 2026
Fédération Internationale de Football Association World Cup**

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Karla Windsor, NCTCOG

Item Summary: North Central Texas Council of Governments staff have been working with transit agencies and local governments to coordinate transportation needs and to prepare the region to host the 2026 Fédération Internationale de Football Association (FIFA) World Cup. Staff is requesting Regional Transportation Council (RTC) approval of funding allocations from the United States Department of Transportation's Federal Transit Administration (FTA) to prepare transit agencies for the 2026 FIFA World Cup for the City of Arlington, City of Grand Prairie, Dallas Area Rapid Transit, and Trinity Metro.

Background: FTA announced on March 3, 2026, a nationwide total of \$100.3 million in federal allocations for public transit systems to ensure communities can expand transit options and meet increased demand in services around stadiums. The Dallas-Fort Worth-Arlington Urbanized Area (UZA) will receive \$10,033,037. Funding will be provided at a 100 percent federal share, with no local match required, and will be available to support operating

and capital expenses generally eligible under the Section 5307 Urbanized Area Formula Program. Additional details are provided in [Electronic Item 7](#).

Performance Measure(s) Addressed: Administrative, Transit

2:15 – 2:25 8.

Fiscal Year 2026 Safe Streets and Roads for All Grant Program

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Jeff Neal, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval to submit projects in the Fiscal Year 2026 (FY) Safe Streets and Roads for All (SS4A) Program, dedicated to support planning, infrastructure, and behavioral/operational initiatives to prevent fatalities and serious injuries on roadways involving all its users. Applications are due to the United States Department of Transportation (USDOT) by May 26, 2026.

Background: In March 2026, USDOT announced nearly \$1 billion supporting the solicitation of project applications for the FY2026 SS4A Program. With scope, cost, and funding information outlined in [Electronic Item 8](#), NCTCOG proposes to submit a FY2026 SS4A Grant application to expand the Regional Transportation Supply, Management, and Operations (TSMO) Data Platform for improved real-time weather and environmental hazard detection in work zones and/or other high-risk roadway operation areas. Additionally, NCTCOG will provide administrative and technical support for the City of Dallas to apply for the Grand Avenue Segment 3 Safety Project. Additional details and application requirements for the FY2026 SS4A Program can be accessed via the Notice of Funding Opportunity (NOFO) at <https://www.transportation.gov/grants/ss4a/fy26-nofo>. For agencies submitting projects, please be aware the agency must complete the [SAM.gov](#) registration process to obtain a Unique Entity Identifier (UEI) number, usually requiring up to 30 days for completion prior to submitting applications. Additionally, applicants will submit grant applications this year via Valid Eval, a third-party web-based platform used by USDOT and other federal programs to support application submissions and evaluation. Applicants must register with Valid Eval prior to submitting FY2026 SS4A Grant applications via separate portals for capital and planning grant projects. Assuming the projected timing for application

development, agency requests for a letter of support from the RTC should be submitted to Jackie Nolasco by Friday, May 15, 2026, at jnolasco@nctcog.org.

Performance Measure(s) Addressed: Roadway, Safety

2:25 – 2:35 9.

Fiscal Year 2025-2026 Railroad Crossing Elimination Program

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Jeff Neal, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval for the submittal of candidate projects for the Fiscal Year 2025-2026 (FY) Railroad Crossing Elimination Program (RCEP). Applications are due to the Federal Railroad Administration (FRA) by June 8, 2026.

Background: In April 2026, FRA announced the FY2025-2026 Notice of Funding Opportunity (NOFO) to solicit applications for approximately \$1.147 billion in competitive grant funds for the RCEP, designated for highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods. Eligible entities are limited to a maximum of three applications per solicitation. Funds will be awarded on a competitive basis for a project (or group of projects) improving the safety/mobility of people and goods through: (1) grade separation or closure; (2) track relocation; (3) improvement/installation of protective devices, signals, signs, or other measures pertaining to above activities; and, (4) innovative solutions via technology, education, and/or other means. Available at <https://railroads.dot.gov/crossing-safety-program>, the FY2025-2026 RCEP NOFO describes the application requirements, selection and evaluation criteria, applicable program and federal requirements, and available technical assistance during the grant solicitation period. A presentation specifying key RCEP details, as well as those of the proposed RTC action, is included in [Electronic Item 9](#).

Performance Measure(s) Addressed: Goods Movement, Safety

2:35 – 2:45 10.

Dallas-Fort Worth High-Speed Rail: Update and Next Steps

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Dan Lamers, NCTCOG

Item Summary: This is a follow-up from the November 2025 Regional Transportation Council (RTC) action that requested staff move forward with the “Western Alignment” in central Dallas and that the North Central Texas Council of Governments (NCTCOG) Executive Board approve the Federal Railroad Administration (FRA) Corridor Identification and Development (CID) Step 1 consultant contract. Staff will provide a brief status update on project progress for both the Federal Transit Administration (FTA) Dallas-Fort Worth High-Speed Rail (DFWHSR) Study and FRA CID Step 1. The item will also cover the Fort Worth/Arlington High-Speed Rail (HSR) Economic Impact Analysis, as well as recent City of Dallas and Executive Board actions that affect the CID project and may impact the DFWHSR Study National Environmental Policy Act (NEPA) process. Staff will request RTC action to provide a follow-up communication to the City of Dallas for clarification on the January 2026 city council resolution on high-speed rail (Dallas Resolution 26-0265).

Background: Following RTC action at the November 13, 2025, meeting to request staff to advance design of only one alignment (the “Western Alignment”) in the NEPA Environmental Assessment (EA) process for the Dallas-Fort Worth corridor, staff have continued the refinement of the design and environmental impact considerations for the “Western Alignment” and the overall corridor that was advanced into NEPA with the FTA in March 2024. This has included collaboration with federal partners on the project, FTA and FRA, and with major stakeholders such as the City of Dallas and the Kay Bailey-Hutchison Convention Center Master Plan team. Additionally, NCTCOG staff and their consultant team have made significant progress on the FRA CID Step 1 grant project for the Fort Worth-Houston high-speed rail corridor. This work began in February 2026 after receiving Executive Board approval of the consultant contract, contingent on the conditions for approval that were included in Section 2 of the City of Dallas January 2026 Council resolution on high-speed rail (See [Electronic Item 10.1](#) for more information). More information on both high-speed rail projects and the possible RTC action

regarding ongoing communication with the City of Dallas is included in [Electronic Item 10.2](#).

Performance Measure(s) Addressed: Safety, Transit

- 2:45 – 2:50** 11. **Project Status Report: Metropolitan Planning Organization Milestone Policy Round Two and Fiscal Year 2026 Project Tracking Update**
- ☐ Action ☐ Possible Action ☒ Information Minutes: 5
- Presenter: Brian Dell, NCTCOG
- Item Summary: Staff will provide the Regional Transportation Council (RTC) with a status report on the Fiscal Year (FY) 2026 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 11.1](#). FY2026 Project Tracking status updates can be found in [Electronic Item 11.2](#). A summary of the status reports can be found in [Electronic Item 11.3](#). 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

- 2:50 – 3:00** 12. **Follow Up on Regional Transportation Council Action on Requests Impacting Dallas Area Rapid Transit, Trinity Metro, and the Denton County Transportation Authority**
- ☐ Action ☐ Possible Action ☒ Information Minutes: 10
- Presenter: Michael Morris, NCTCOG
- Item Summary: Staff will update the Regional Transportation Council (RTC) on the follow-up activities and discussions staff has had with Dallas Area Rapid Transit (DART), Trinity Metro, and Denton County Transit Authority (DCTA) after

the RTC's funding decision in February 2026 to fund \$180 million.

Background: In February 2026, the RTC approved funding for DART as requested by DART and several cities that were considering withdrawing elections from DART. The RTC approved \$75 million in funding for that effort. [Electronic Item 12](#) contains the details of that action. Previous communication indicated that this action did not hurt roadway projects in Collin County. An additional \$65 million for DCTA and \$40 million for Trinity Metro was also approved. Those two actions have resulted in staff coordinating with Trinity Metro and DCTA about specific funding sources and years that will be tied to this action. The RTC will be requested to approve detailed funding for both the \$65 million and \$40 million when it is available. That will be the method the RTC will use to determine the most appropriate funding source. It is not anticipated that any projects will need to be deleted from future consideration. As with all funding requested staff will review the West/East subregion allocation to determine the best path forward. The greatest impact on the next steps for the RTC will be when the projects are actually anticipated to go to construction. RTC will need to take final action on both the \$65 million for DCTA and \$40 for Trinity Metro. Staff recommendations on the Trinity Metro funds are anticipated shortly.

Performance Measure(s) Addressed: Air Quality, Transit

13. **Progress Reports**

☐ Action ☐ Possible Action ☒ Information

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

- RTC Attendance ([Electronic Item 13.1](#))
- STTC Attendance and Minutes ([Electronic Item 13.2](#))

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

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

16. **Next Meeting**: The next meeting of the Regional Transportation Council will be held at **1:00 pm, Thursday, June 11, 2026**.

MINUTES**Regional Transportation Council
Thursday, April 9, 2026**

The Regional Transportation Council (RTC) met on Thursday, April 9, 2026, 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 Berghold, Lorie Blair, Alan Blaylock, Randall Bryant, Travis Campbell (representing Ceason Clemens), John Cordary (representing David Salazar), Bill Cox, Michael Crain, Theresa Daniel, Pat Deen, Michael Evans, Carlos Flores, Raul Gonzalez, Angela Hunt, Ron Jensen, Jill Jester, Stephen Mason, Jon McKenzie (representing Jeremy Tompkins), Cesar Molina, Ed Moore, Jesse Moreno, Matthew Porter, Vidal Quintanilla (representing John Muns), Jim Ross, William Roth (representing Cara Mendelsohn), Andy Sommerman (representing Clay Lewis Jenkins), Kathy Stewart, Bobby Stovall, Burt Thakur, William Tsao, Dennis Webb, and Duncan Webb.

Others present at the meeting were: Vickie Alexander, Susan Alvarez, Micah Baker, Emily Beckham, Cimajil Best, Natalie Bettger, Jason Brown, Daniel Byrd, Katherine Cadena, Drew Campbell, Jaron Capps, Angie Carson, Dixie Cawthorne, Priscilla Chambliss, Lori Clark, Mandy Clark, Dina Colarossi, Will Conkey, Shawn Conrad, Paul Cristina, Clarence Daugherty, Don Dillard, Tom Flaherty, Andrew Fortune, Laura Freeland, Eric Gallt, Bobby Gomez, Rebekah Gongora, Christie Gotti, Tony Hartzel, Troy Hill, Jacob Holt, Ernest Huffman, Joel James, Jim Jarratt, Matt Johns, Amy Johnson, Wilson Kakembo, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Alicia Kreh, Dan Lamers, Lorne Liechty, Eron Linn, Todd Little, Aaron Long, Stanford Lynch, Chad Marbut, Alberto Mares, Dillon Maroney, Malcolm Mayhew, Jeremy McGraham, Rogelio Meixuvero, Jumilett Mendoza, Kent Moore, Eric Morris, Michael Morris, Faith Morse, Kevin Moyer, Jenny Narvaez, Mark Nelson, Jackie Nolasco, Amir Omar, Michael Peters, Caleb Polster, John Polster, James Powell, Vercie Pruitt-Jenkins, Randy Richardson, Travis Ripley, Gary Slagel, Hedija Spahulic, Claude Spivey, Toni Stehling, Franklin Stephens, Vivek Thimmavajjhala, Makeyla Thompson, David Timbrell, Luke Tinker, Daniela Tower, Lauren Trimble, Victor Vandergriff, Linda Vela, Elisa Villnave, Glen Whitley, Amanda Wilson, Brian Wilson, and Vivek Yadou.

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. Lorne Liechty spoke on agenda item 7; Glen Whitley spoke on agenda items 4, 5 and 6; and Rogelio Meixueiro spoke on agenda item 3.2. Written comments were provided and can be found in the Public Comments Report under the Director's Report agenda item.
2. **Approval of March 12, 2026, Minutes:** Approval of the March 12, 2026, meeting minutes contained in Electronic Item 2 was requested.

A motion was made to approve the March 12, 2026, meeting minutes as submitted in Electronic Item 2. Theresa Daniel (M); Burt Thakur (S). The motion passed unanimously.

3. **Consent Agenda**

- 3.1. **Fédération Internationale de Football Association Local Funding:** Regional Transportation Council approval was requested of latest cost adjustments, reallocation of previously approved funding, and anticipated expenditures

associated with the 2026 World Cup. North Central Texas Council of Governments staff have been working with partners to coordinate transportation needs and to prepare the region to host the 2026 Fédération Internationale de Football Association World Cup.

- 3.2. **Revision to the Regional Transportation Council Local Funds to Support the Regional Energy Management Assistance Program**: Regional Transportation Council approval was requested to revise details of Transportation Department participation in the Regional Energy Management Assistance Program.

A motion was made to approve Items 3.1 and 3.2 on the Consent Agenda. Duncan Webb (M); Jim Ross (S). The motion passed unanimously.

4. **Orientation to Agenda/Director of Transportation Report**: Michael Morris briefly highlighted items 1 through 11.

1. Appointment of Regional Transportation Council Nominating Subcommittee (Chair Bailey)
2. Senator Tan Parker Named Texas Senate Transportation Committee Chair
3. Fédération Internationale de Football Association – 60 Days Out
4. Cancellation of Regional Transportation Council Meeting in July 2026
5. Regional Transportation Council Correspondence Sent to and from the Texas Department of Transportation
6. Correspondence from the City of Plano – Dallas Area Rapid Transit
7. Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery – Transit Data Updates
8. Regional Transportation Council (RTC) Local Grant Management and RTC Initiatives Fund Status
9. Illumination Maintenance
10. Annual Recognition Awardees
11. Texas Conformity Process/Dallas-Fort Worth Conformity Status Update, and the Federal Highway Administration
12. Local Clean Air Project Spotlight
13. Air Quality Funding Opportunities (www.nctcog.org/aqfunding)
14. Upcoming Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org/events)
15. February-March Public Comments Report
16. March Public Meeting Minutes
17. April Public Meeting Notice
18. Recent News Articles
19. Recent Correspondence
20. Recent Press Releases

5. **Status Report on Commercial Vehicle Compliance with Officer Vinson**: Agenda item was not presented and postponed until the next Regional Transportation Council meeting on May 14, 2026.
6. **Hiring Temporary Outside Legal Counsel**: Chair Rick Bailey requested approval for temporary legal assistance in areas that can no longer be served by North Central Texas Council of Governments legal counsel.

A motion was made to approve the agenda item as presented with the agreement with Taylor, Olson, Adkins, Sralla, Elam for Engagement #3, Texas Open Meetings Act and

Meeting Procedures, executed by Chair Bailey on April 8, 2026; hire external legal counsel for Engagement #1, Governance, and Engagement #2, Ongoing support for Regional Transportation Council (RTC) Policy and Programs; utilize Regional Transportation Council Local funds to cover external legal expenses for all three engagements; along with administratively amending the Transportation Improvement Program and Unified Planning Work Program as needed to incorporate the external legal counsel activities. Andy Sommerman (M); Steve Babick (S). The motion passed.

An amended motion was made to approve the motion as stated and to direct Regional Transportation Council Chair Bailey to send an official letter to the President of the North Central Texas Council of Governments Executive Board requesting to pause any search activities and cease hiring of a new Transportation Director until further clarification is received from the Texas Department of Transportation. Elizabeth Beck (M); Andy Sommerman and Steve Babick accepted the amended motion. The motion passed unanimously.

7. **Rockwall County Outer Loop Partnership Memorandum of Understanding**: Christie Gotti briefed the Regional Transportation Council (RTC) on a draft Memorandum of Understanding between the RTC and Rockwall County regarding the Regional Outer Loop through Rockwall County.

Duncan Webb asked if there is anything in the draft Rockwall County agreement that has not been offered to other counties/cities in terms of soundwalls, construction below grade, or other requests that would set precedent for future agreements. Christie Gotti responded that there are some particular scope items that are being requesting, but not necessarily being required as part of the final scope. The environmental process will drive the final outcome and scope. Christie also noted that sound or noise walls have been put in before construction begins on other projects, when warranted, to help communities during the construction process. Christie emphasized that all requests will be considered using sound engineering judgment, which includes cost considerations, as well as many other considerations (e.g., constructability, public consensus). In addition, Burt Thakur requested for Memorandums of Understanding to be multimodal, not just single purpose, and to include more definition when it comes to alignment. This agenda item will be brought back for action at the May 2026 RTC meeting.

8. **North Texas Zero Emissions Vehicles Call for Projects Funding Recommendations**: Lori Clark provided an overview of the North Texas Zero Emissions Vehicles (NTxZEV) Call for Projects (CFP) including applications received to date, scoring results, and activities recommended for funding. Staff requested Regional Transportation Council approval of funding recommendations and a revised NTxZEV CFP schedule.

A motion was made to approve proposed funding recommendations for the North Texas Zero Emissions Vehicles Call for Projects as outlined in Electronic Item 8.2, a revised schedule to increase frequency of rolling deadlines to approximately every 30 days; along with administratively amending and updating any administrative and/or planning documents as needed to incorporate funding recommendations. Burt Thakur (M); Lorie Blair (S). The motion passed unanimously.

9. **Bike and Roll to School Day**: Shawn Conrad provided an overview of efforts to increase school and city participation for Bike and Roll to School Day 2026 and requested local government assistance. As requested, a flyer promoting Bike and Roll to School Day was

transmitted to the Regional Transportation Council members to provide to their respective constituents and community partners.

10. **Air Quality Status Update**: Jenny Narvaez provided an air quality update focusing on ozone and fine particulate matter (PM2.5).
11. **Progress Reports**: Regional Transportation Council attendance was provided in Electronic Item 11.1, and Surface Transportation Technical Committee attendance and minutes were provided in Electronic Item 11.2.
12. **Other Business (Old or New)**: There was no discussion on this item.
13. **Future Agenda Items**: There was no discussion on this item.
14. **Next Meeting**: The next meeting of the Regional Transportation Council is scheduled for 1:00 pm, Thursday, May 14, 2026.

Meeting adjourned at 2:27 pm.

MINUTES**Regional Transportation Council
Thursday, April 30, 2026**

The Regional Transportation Council (RTC) met on Thursday, April 30, 2026, at 1:00 pm at the North Central Texas Council of Governments. The following RTC members or representatives were present: Daniel Alemán, Steve Babick, Rick Bailey, Elizabeth Beck, Curtis Bergthold, Lorie Blair, Alan Blaylock, Randall Bryant, Ceason Clemens, Bill Cox, Michael Crain, Theresa Daniel, Andy Eads, Michael Evans, Carlos Flores, T.J. Gilmore, Raul Gonzalez, Mojoy Haddad, Darrell Hale, Angela Hunt, Clay Lewis Jenkins, Ron Jensen, Jill Jester, Matt Krause, Stephen Mason, Cara Mendelsohn, Cesar Molina, Ed Moore, John Muns, Amir Omar (representing Bruce Arfsten), Manny Ramirez, Paul Ridley, Jim Ross, William Roth (representing Jesse Moreno), David Salazar, Michael Schaeffer (representing Matthew Porter), Kathy Stewart, Bobby Stovall, Burt Thakur, Jeremy Tompkins, William Tsao, and Dennis Webb.

Others present at the meeting were: Vickie Alexander, Berrien Barks, Natalie Bettger, Farhan Butt, Katherine Cadena, Brian Dell, Cody Derrick, E. Garcia, Christie Gotti, Alan Greer, Chris Hoff, Tavia Josey, Cliff Keheley, Dan Kessler, Gus Khankarli, Ken Kirkpatrick, Chris Klaus, Kevin Kokes, Eron Linn, Aaron Long, Dana Macalik, Dillon Maroney, Arash Mirzari, Eric Morris, Mark Nelson, Jackie Nolasco, James Novak, Princeton Payfor, Emparince Pickens, Caleb Polster, John Polster, Lisa Polster, James Powell, Vercie Pruitt-Jenkins, Randy Richardson, Charlie Salazar, Sid Sonck, Toni Stehling, Shane Tully, Lauren Trimble, Victor Vandergriff, Elisa Villnave, Duncan Webb, Glen Whitley, Brian Wilson, and Ava 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. Duncan Webb spoke on agenda items 5 and 6, Glen Whitley spoke on agenda item 5, and Tavia Josey spoke on agenda item 5. Written comments were provided and can be found in the Public Comments Report under the Director's Report agenda item.

Chair Bailey recognized Dan Kessler as the Interim Director of Transportation to the Regional Transportation Council (RTC) and reported that on Tuesday, April 28, 2026, North Central Texas Council of Governments (NCTCOG) Executive Director Todd Little appointed Dan to serve as the NCTCOG Interim Director of Transportation. Dan indicated his primary responsibility was to maintain the continuity of operations within the Transportation Department and to continue staff support to the RTC. Dan pointed out that the Transportation Department Senior Leadership team, an outstanding group of highly experienced and knowledgeable managers with over 450 combined years of service at NCTCOG, was in attendance at the meeting. Dan stated that these managers combined with excellent staff, the support and leadership of the elected officials serving on the RTC and NCTCOG Executive Board, the metropolitan planning organization process will continue to move forward. Dan also introduced the legal counsel that are now retained to support the RTC including Alicia Kreh, providing General Counsel, and RTC meeting support from Taylor, Olson, Adkins, Sralla, and Elam. He also introduced legal counsel that has been retained to support the RTC regarding ongoing litigation matters, Rob Waters and Jeff Gurley with the law firm of Gibson Dunn.

2. **Consent Agenda (There were no items on the consent agenda)**

3. **Executive Board Items Not Included on the April 23, 2026, Executive Board**

Agenda: Dan Kessler provided an update that the Executive Board held a meeting on April 28, 2026, and took action to approve the Transportation Department items that were not included on its April 23, 2026, Executive Board agenda. These items were summarized below.

- Resolution Authorizing Funding for Additional 2026 Fédération Internationale de Football Association (FIFA) World Cup Activities and Related Agreements
- Resolution Authorizing Use of Regional Transportation Council Local Funds for Implementation of the Texas Wesleyan University/Collard Street Improvements Study
- Resolution Authorizing Contracts to Provide Training Services for Pedestrian and Bicycle Design Guides and Safe Routes to School Planning
- Resolution Authorizing Agreements with Rebate Participants of the North Texas Zero Emissions Vehicles Call for Projects

4. **\$5 Million Emergency Funding Using Regional Transportation Council Local**

Funding: Regional Transportation Council Ratification: Chair Bailey requested approval to delegate to the Transportation Director approval to request emergency funds. The funds would be for unforeseen needs resulting from recent legal action that has impacted the Metropolitan Planning Organization status and the fiscal agency. The Transportation Director had received approval from the Chair and endorsement from the Regional Transportation Council was required.

A motion was made to approve \$5 million in emergency funding using Regional Transportation Council Local funding. Manny Ramirez (M); Jim Ross (S). Darrell Hale opposed. Carlos Flores, Clay Lewis Jenkins, and Cara Mendelsohn abstained. The motion passed.

5. **Texas Department of Transportation Three-Party Agreement:** Dan Kessler briefed the Regional Transportation Council (RTC) that the Texas Department of Transportation (TxDOT) has reinitiated a process to update the Three-Party Metropolitan Planning Organization (MPO) Planning agreements between MPOs, fiscal agents and TxDOT across the State. This process, which began in early 2025, was suspended by TxDOT in June 2025 due to the need for additional review on TxDOT's part. TxDOT requested a meeting to begin developing the new agreement between TXDOT, RTC, and the North Central Texas Council of Governments. The first meeting was held on April 28, 2026.

6. **Executive Session:** Pursuant to the Texas Open Meetings Act, Chapter 551 of the Texas Government Code, the Regional Transportation Council convened into executive session to deliberate regarding the following matters: § 551.071. Consultation with Attorney. The Regional Transportation Council convened into executive session to conduct a private consultation with the Council Attorney on any legally posted agenda item, when the Council seeks the advice of its attorney about pending or contemplated litigation, a settlement offer, or on a matter in which the duty of the attorney to the governmental body under the Texas Disciplinary Rules of Professional Conduct of the State Bar of Texas clearly conflicts with the provisions of Chapter 551, including the following items: County of Denton v. Johnson et. al., cause no. 26-3611-431.

Carlos Flores, T.J. Gilmore, Clay Lewis Jenkins, and Cara Mendelsohn recused themselves from the Executive Session.

Recessed into Executive Session at 1:23 pm.

Reconvened from Executive Session at 3:04 pm.

7. **Consideration of Items Discussed during Executive Session:** Chair Bailey provided an overview of efforts of the Regional Transportation Council that considered whether to take any action related to items pursuant to Section 551.071 of the Open Meetings Act discussed during Executive Session.

A motion was made to approve an intervention by the Regional Transportation Council in the Denton County lawsuit in Tarrant County, as discussed in the Executive Session. Manny Ramirez (M); Jim Ross (S). Darrell Hale, Clay Lewis Jenkins, Cara Mendelsohn, Paul Ridley, and Michael Schaeffer abstained. The motion passed.

A motion was made to approve an initiation of negotiation by Regional Transportation Council (RTC) Chair Rick Bailey, Vice Chair Stephen Mason, Secretary Jill Jester and RTC legal counsel with the North Central Texas Council of Governments Executive Board to advance the execution of the new Metropolitan Planning Organization Planning Agreement. Manny Ramirez (M); Andy Eads (S). Carlos Flores, Cara Mendelsohn, and Michael Schaeffer abstained. The motion passed.

A motion was made for a future RTC agenda item to authorize the Regional Transportation Council (RTC) Chair to negotiate with Michael Morris to hire as an RTC employee. Manny Ramirez (M); Elizabeth Beck (S). Darrell Hale opposed. Carlos Flores, Clay Lewis Jenkins, Cara Mendelsohn abstained. The motion passed.

8. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for 1:00 pm, Thursday, May 14, 2026.

Meeting adjourned at 3:24 pm.

REQUESTED ACTION – Video Streaming Services

- Regional Transportation Council approval of:
 - Additional \$40,000 in Regional Transportation Council Local funds to continue support for Video Streaming Services
 - Administratively amending the Transportation Improvement Program (TIP) and updating any administrative and/or planning documents as needed to incorporate the additional funds.

RTC Action Item – May 14, 2026



NCTCOG Presentation



Update on 141st Court Hearing on May 5, 2026

Regional Transportation Council

May 14, 2026

What the Court Held

- The Court denied “Defendants’ Plea to the Jurisdiction Challenging the Regional Transportation Council’s (RTC’s) Standing to Intervene”
- The Court entered a temporary injunction finding the North Central Texas Council of Governments’ (NCTCOG) Executive Board:
 - “lacks composite membership under federal law to operate as the Metropolitan Planning Organization (MPO).”
 - “is passing their own policy without input or in direct opposition of the RTC.”
 - “wrongfully added additional conditions for the nonuse of law enforcement in direct contradiction of RTC Policy.”
 - “wrongfully altered the route alternatives in direct contradiction of RTC Policy by eliminating a downtown Dallas elevated route” related to high-speed rail.
 - “is attempting to influence the policy of the RTC by hiring a new director that will follow directions from the Executive Director, and not the RTC in violation of the MPO Agreement.”
- The Court held that “the termination of the Transportation Director has caused harm that is imminent and irreparable”



What the Court Held

- The Court enjoined NCTCOG from:
 - “allowing any member of the NCTCOG Executive Board who represents a jurisdiction that is not a part of the [MPO] 12 county area from participating in any votes”
 - “pursuing a replacement for Transportation Director.”
- The Court ruled that “the dismissal of Michael Morris is immediately rescinded and he shall continue to discharge all duties and responsibilities of that position, and NCTCOG is restrained from interfering or precluding the Transportation Director’s discharge of those duties or responsibilities.”





Rob Walters
Partner
Gibson Dunn



Jeff Gurley
Associate Attorney
Gibson Dunn





**FEDERAL TRANSIT ADMINISTRATION
819 TAYLOR STREET, ROOM 14A02
FORT WORTH, TEXAS 76102-9003**

**FEDERAL HIGHWAY ADMINISTRATION
300 E. 8TH STREET, ROOM 826
AUSTIN, TEXAS 78701-3225**

April 30, 2026

In Reply Refer To: HDA-TX

Mr. Marc D. Williams
Executive Director
Texas Department of Transportation
125 E. 11th Street
Austin, TX 78701-2483

Subject: North Central Texas Council of Governments
Transportation Conformity Determination

Dear Mr. Williams:

We have reviewed the documentation supporting the transportation conformity determination for the Mobility 2050: The Metropolitan Transportation Plan for North Central Texas (Mobility 2050) and FY 2025-2028 Transportation Improvement Program (FY 2025-2028 TIP) adopted by the Metropolitan Planning Organization's Regional Transportation Council on June 12, 2025. Based upon our review and consultation with the U.S. Environmental Protection Agency (EPA), the Texas Commission on Environmental Quality (TCEQ), and the Texas Department of Transportation (TxDOT), we hereby find:

- The Mobility 2050 and FY 2025-2028 TIP meet all the requirements for making a joint conformity determination under the Clean Air Act Amendments of 1990.

Additionally, we find:

- The Mobility 2050 satisfactorily complies with the requirements of 23 CFR §450.324 regarding the review and update of metropolitan transportation plans (MTP) in air quality non-attainment areas; and
- The FY 2025-2028 TIP satisfactorily complies with the requirements of 23 CFR §450.326 regarding the update, public involvement, project inclusion, consistency with the plan, and fiscal constraint of transportation improvement programs in air quality non-attainment areas.

The interagency consultative partners have indicated that they have no unresolved issues concerning this conformity determination in their letters dated: April 21, 2026, for TxDOT, April 27, 2026, for TCEQ, and April 28, 2026, for EPA. The conformity determination and procedures used to make this determination are in accordance with the provisions of the transportation conformity rule (40 CFR Parts 51 and 93), dated August 15, 1997, as amended.

Please note that this action restarts the four-year time clock associated with the MTP update. Accordingly, an updated MTP and corresponding transportation conformity demonstration will be required by April 30, 2030.

The Federal Highway Administration (FHWA) acts as executive agent for the Federal Transit Administration (FTA) on metropolitan transportation plan and transportation improvement program air quality conformity determinations. Accordingly, this letter will serve as a joint FHWA/FTA conformity determination.

Should you have any questions concerning this action, please contact Jose Campos at Jose.Campos@dot.gov or (512) 536-5932 or Genevieve Bales at Genevieve.Bales@dot.gov or (512) 536-5941.

Sincerely yours,

EDWARD
OFORI

Digitally signed by
EDWARD OFORI
Date: 2026.04.30
12:24:47 -05'00'

Edward Ofori, P.E.
Acting Division Administrator

Electronic copies:

Federal Transit Administration, Region 6 (FTA-6)

Donald Koski David Bartels
Michelle Bloomer

Federal Highway Administration, Texas Division (FHWA-TX)

Ed Burgos-Gomez Jack Bales
Genevieve Bales Gionni Maze
Ujval Patel Andrew Smyth

United States Environmental Protection Agency, Region 6 (EPA)

Michael Feldman Jeff Riley

Texas Commission on Environmental Quality (TCEQ)

Donna Huff Sarah Thomas

Texas Department of Transportation (TxDOT)

Transportation Planning and Programming Division (TPP)

Humberto 'Tito' Gonzalez, Jr.
Mildred Litchfield Casey Wells
Shannon Hawkins Janie Temple
Laura Norton Clint Anderson

Environmental Affairs Division (ENV)

Doug Booher Tim Wood
Glendora Lopez

Public Transportation Division (PTN)

Eric Gleason Bonnie Sherman
Greg Reininger Brigida Gonzalez

Dallas District (DAL)

Ceason Clemens

Fort Worth District (FTW)

David M. Salazar Jr.

Paris District (PAR)

Noel Paramanantham

North Central Texas Council of Governments

Michael Morris, Transportation Director
Chris Klaus, Senior Program Manager
Jenny Narvaez, Program Manager
Vivek Thimmavajjhala, Senior Transportation System Modeler

Regional Transit

David Leininger, Dallas Area Rapid Transit (DART)
Paul Cristina, Denton County Transportation Authority (DCTA)
Richard Andreski, Trinity Metro

Overview of Actions Affecting Western/Eastern Funding Shares
(\$ in Millions, as of May 2026)

IIJA

Date	Projects/Programs	Relevant Actions		Cumulative Total	
		West	East	West	East
	Cumulative West-East Equity Share Prior to IIJA (SAFETEA-LU Through FAST Act)	\$2,099.93	\$5,578.79	27.35%	72.65%
Aug-22	Category 12 Strategic Priority and Texas Clear Lanes funding for various projects in the East (US 75 in Collin County, Spur 399 in Collin County, IH 30 in Dallas County, US 80 in Dallas County, and IH 35W in Denton County) and in the West (IH 20 in Tarrant County) as approved in the 2023 Unified Transportation Program (UTP)	\$100.00	\$473.81	\$100.00	\$473.81
Aug-22	Category 12 Strategic Priority funding for projects as part of the Southeast Connector Category 2/Category 12 Funding Exchange, which allowed part of the SE Connector project to advance, benefiting the Western subregion	\$468.00	\$0.00	\$568.00	\$473.81
Oct-22	Category 12 Strategic Priority and Texas Clear Lanes funding for various projects in the East (IH 30 in Rockwall County and IH 30 in Hunt County) to cover cost overruns at letting	\$0.00	\$34.76	\$568.00	\$508.57
Jul-23	Move Category 12 Strategic Priority funding for projects as part of the Southeast Connector Category 2/12 Funding Exchange (US 380 in Collin County and IH 35E in Denton County) from the West to the East to reflect where the funding actually was awarded (accounting for this separately in Category 2 tracking)	-\$468.00	\$468.00	\$100.00	\$976.57
Jul-23	Category 12 Texas Clear Lanes funding for a project in the East (IH 30 in Rockwall County) to cover cost overrun at letting	\$0.00	\$28.44	\$100.00	\$1,005.01
Aug-23	Category 12 Strategic Priority and Texas Clear Lanes funding for various projects in the East (US 75, Spur 399, and US 380 in Collin County, IH 30 and US 80 in Dallas County, IH 35 and IH 35E in Denton County, and IH 30 in Hunt County) and West (SH 199, SH 360, and US 287 in Tarrant County) as approved in the 2024 UTP	\$318.00	\$539.59	\$418.00	\$1,544.60
Oct-23	Transportation Alternatives (TA) Set-Aside funding for projects in the East (City of Dallas, Dallas Area Rapid Transit, City of Denton, City of Farmers Branch, City of Greenville, and City of Quinlan) and West (City of Colleyville, City of Keller, City of Weatherford) awarded through the TA Set-Aside Calls for Projects as approved by the Texas Transportation Commission in October 2023 (Minute Order #116575)	\$1.56	\$43.76	\$419.56	\$1,588.36
Jul-24	Category 12 funding for projects in the East (US 80 and IH 635/US 80 interchange in Dallas County) to cover cost overruns at letting	\$0.00	\$60.98	\$419.56	\$1,649.34

Notes:

1 Red text indicates changes since last report

2 Slight variances in funding totals may occur due to rounding

Regional Transportation Council

May 14, 2026

Overview of Actions Affecting Western/Eastern Funding Shares
(\$ in Millions, as of May 2026)

IIJA

Date	Projects/Programs	Relevant Actions		Cumulative Total	
		West	East	West	East
Aug-24	Category 12 Strategic Priority and Texas Clear Lanes funding for various projects in the East (Spur 399, US 380) as approved in the 2025 UTP	\$0.00	\$654.27	\$419.56	\$2,303.61
Aug-25	Category 12 Strategic Priority and Texas Clear Lanes funding for various projects in the East (IH 345 and US 80 in Dallas County) and West (IH 20 in Tarrant County) as approved in the 2026 UTP	\$100.00	\$280.60	\$519.56	\$2,584.21
<u>Oct-25</u>	<u>North Texas MOVES - FY2020 BUILD Grant Local Match Partnership and Regional Toll Revenue (RTR) Reclassifications [(1.) \$15M of Texas Mobility Funds to fulfill the non-federal match on the Western Subregion BUILD Grant in return for removing Category 2 funds on a project and replacing it with STBG funds (2.) \$27M reduction in Denton 121 RTR account, with \$17M going to the Western subregion (West Set Aside 121 RTR account) and \$10M staying in the Eastern subregion (East Set Aside 121 account) (3.) \$10M shifted from the Eastern subregion (Dallas 122 RTR account) to the Western subregion (West Set Aside 122 account)]</u>	<u>\$42.00</u>	<u>-\$27.00</u>	<u>\$561.56</u>	<u>\$2,557.21</u>
<u>Nov-25</u>	<u>Transportation Alternatives (TA) Set-Aside funding for projects in the East (Midtown Dallas Inc., Dallas Area Rapid Transit, City of Balch Springs, City of Dallas, and City of Farmersville) and West (City of Azle, Town of Pantego, and City of Willow Park) awarded through the 2025 State TA Set-Aside Calls for Projects as approved by the Texas Transportation Commission in November 2025 (Minute Order #117073)</u>	<u>\$1.78</u>	<u>\$57.94</u>	<u>\$563.35</u>	<u>\$2,615.15</u>
<u>Jan-26</u>	<u>Additional funding from the North Texas Electric Vehicle Infrastructure Call for Projects awarded to the Western subregion as approved by the RTC</u>	<u>\$0.74</u>	<u>-\$0.74</u>	<u>\$564.09</u>	<u>\$2,614.41</u>
Updated IIJA Equity Percentage Share as of May 2026 ²		\$564.09	\$2,614.41	17.75%	82.25%
Cumulative West-East Equity Share (SAFETEA-LU Through IIJA)		\$2,664.02	\$8,193.20	24.54%	75.46%
RTC Approved Target Shares				31%	69%

Notes:

1 Red text indicates changes since last report

2 Slight variances in funding totals may occur due to rounding

Regional Transportation Council

May 14, 2026



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

April 7, 2026

Mr. Michael Chamberlain
Director of Data Management, Transportation Planning and Programming
Texas Department of Transportation
125 East 11th Street
Austin, TX 78701

RE: North Central Texas Council of Governments Study Area Recommendations for Phase II of
the Texas Electric Vehicle Infrastructure Plan

Dear Mr. Chamberlain:

On behalf of the North Central Texas Council of Governments (NCTCOG), which serves as staff to the Metropolitan Planning Organization (MPO) Policy Committee, the Regional Transportation Council (RTC), I submit the attached recommendations for study areas for grants to be administered by the Texas Department of Transportation (TxDOT) through Phase II of the Texas Electric Vehicle Infrastructure Plan. This submittal also reflects the requests and support of the Dallas-Fort Worth Clean Cities Coalition, which is housed within the NCTCOG.

On March 12, 2026, the RTC took action to request that TxDOT include recommendations from the NCTCOG in the first round of applications for Phase II Study Areas, and to approve methodology to select these study areas. Information on this methodology is enclosed, along with a list of locations.

The recommendations include 38 study area locations for direct current fast charge locations and eight locations for megawatt freight charging within the NCTCOG MPO area. Each study area is intended to serve as the geographic boundary in which TxDOT will award one selected applicant. Attached is a table of policy-level criteria influencing location decisions. Also attached is a powerpoint presentation with additional detail. Electronic datasets are available to aid TxDOT in streamlining implementation.

Thank you for the opportunity to collaborate on this initiative. We look forward to deployment of the Texas Electric Vehicle Infrastructure Plan Phase II in the NCTCOG region and statewide. If you have any questions, please contact Lori Clark, Senior Program Manager and Dallas-Fort Worth Clean Cities Director at (817) 695-9232 or LClark@nctcog.org.

Sincerely,

A handwritten signature in black ink that reads "Michael Morris". The signature is fluid and cursive, with the first and last names clearly legible.

Michael Morris, P.E.
Director of Transportation

JW:jljs

cc: Lori Clark

NCTCOG DC Fast Charge Study Area Recommendations for Phase II of the Texas Electric Vehicle Infrastructure Plan

Study Area Locations							Roadway Criteria Met				
Number	Roadway Intersection	Latitude	Longitude	Study Area Radius (Along Secondary Highways)	City	County	Designated Alternative Fuel Corridor	Corridors previously recommended for Alternative Fuel Corridor nomination by the NCTCOG Regional Transportation Council	Hurricane Evacuation Routes	Corridors that connect to other urban areas or adjacent County seats	Highways within the Strategic Highway Network
1	US287, FM1655	33.357574	-97.705854	3.5 miles	Alvord	Wise		X		X	X
2	FM51, FM455	33.373036	-97.412396	3.5 miles	Decatur	Wise				X	
3	US287, SH114	33.056535	-97.479644	3.5 miles	Rhame	Wise		X		X	X
4	US380, FM2622	33.240625	-97.355262	3.5 miles	Stony	Denton		X		X	
5	IH35W, FM407	33.100601	-97.22338	3.5 miles	Argyle	Denton	X				X
6	IH35, FM455	33.367267	-97.179898	3.5 miles	Sanger	Denton	X				X
7	US377, FM455	33.395401	-96.946282	3.5 miles	Pilot Point	Denton				X	
8	SH160, SH121	33.384203	-96.401285	3.5 miles	Desert	Collin				X	
9	US380, SH78	33.158054	-96.375587	3.5 miles	Farmersville	Collin		X		X	
10	SH69, FM272	33.291799	-96.190956	3.5 miles	Celeste	Hunt				X	
11	SH34, SH11	33.373734	-96.069484	3.5 miles	Wolfe City	Hunt				X	
12	SH69, FM513	32.992098	-95.936191	3.5 miles	Lone Oak	Hunt				X	
13	FM51, SH199	32.96335	-97.682997	3.5 miles	Springtown	Parker				X	
14	IH20, SH171	32.728948	-97.788594	3.5 miles	Weatherford	Parker	X		X	X	X
15	SH199, IH820	32.807238	-97.416929	3.5 miles	Sansom Park	Tarrant	X			X	X
16	IH30, IH45	32.778973	-96.782032	3.5 miles	Dallas	Dallas	X		X		X
17	IH30, US80	32.800041	-96.6276032	3.5 miles	Dallas	Dallas	X			X	X
18	IH20, US175, IH635	32.691381	-96.632432	3.5 miles	Dallas	Dallas	X		X	X	X
19	SH34, FM2451	32.461343	-96.435005	3.5 miles	Rosser	Kaufman				X	
20	SH34, US175	32.57464	-96.309276	3.5 miles	Kaufman	Kaufman			X	X	
21	US80, County Rd 314	32.8080716	-96.100296	3.5 miles	Cobb	Kaufman				X	
22	US175, FM 90	32.374043	-96.096951	3.5 miles	Mabank	Kaufman			X	X	
23	US377, SH171	32.536704	-97.626428	3.5 miles	Cresson	Hood				X	
24	US377, FM56	32.388962	-97.920934	3.5 miles	Tolar	Hood				X	
25	SH144, FM2425	32.332266	-97.754742	3.5 miles	Granbury	Hood				X	
26	US67, SH171	32.380034	-97.407081	3.5 miles	Cleburne	Johnson				X	
27	IH35, SH81	32.286209	-97.177523	3.5 miles	Grandview	Johnson	X				X
28	US67, US287	32.475681	-97.010664	3.5 miles	Midlothian	Ellis		X		X	X
29	SH34, FM877	32.235861	-96.741409	3.5 miles	Ennis	Ellis				X	
30	IH45, Risinger Rd	32.483655	-96.664601	3.5 miles	Trumbull	Ellis	X		X		X
31	SH224, SH24	33.252868	-95.910757	3.5 miles	Commerce	Hunt				X	
32	US380, DNT	33.21888	-96.820304	3.5 miles	Prosper	Collin		X		X	
33	SH199, FM 740	32.901784	-97.551112	3.5 miles	Azle	Parker				X	
34	IH35, IH20	32.666987	-97.3159833	3.5 miles	Fort Worth	Tarrant	X				X
35	SH34, County Rd 3702	32.845126	-96.158205	3.5 miles	Quinlan	Kaufman				X	
36	US80, FM 740	32.755998	-96.468167	3.5 miles	Forney	Kaufman				X	
37	IH20, FM 2965	32.655423	-96.094339	3.5 miles	Hiram	Kaufman	X		X	X	X

NCTCOG Megawatt Charging Study Area Recommendations for for Phase II of the Texas Electric Vehicle Infrastructure Plan

Study Area Locations						Criteria Met		
Number	Roadway	Nearby Freight-Oriented Development (FOD)	Study Area Size (L X W)	City	County	FOD Location	Intermodal Hub Location	Existing Truck Stops
1	SL288	Denton Loop	8 x 7 miles	Denton	Denton	X	X	X
2	IH35/SH114	Alliance Area	9 x 6 miles	Fort Worth	Tarrant/Denton	X	X	X
3	SH121/SH114	DFW Airport	7 x 7 miles	Grapevine	Tarrant	X	X	
4	IH35/IH20	South Fort Worth	7 x 7 miles	Fort Worth	Tarrant	X		X
5	IH20/SH34	Terrell Area	21 x 18.5 miles	Terrell	Kaufman	X		X
6	IH45/E Belt Line Rd	Lancaster Airport	6 x 6 miles	Hutchins	Dallas	X	X	X
7	IH35/US287	Waxahachie Area	9.5 x 8.5 miles	Waxahachie	Ellis	X		X
8	US287/US67	Midlothian Area	7 x 7 miles	Midlothian	Ellis	X		X



Methodology to Select Study Areas Within the NCTCOG Boundary for the Texas Electric Vehicle Infrastructure Plan: Phase II

April 7, 2026

Methodology for Phase II: DC Fast Charging

Utilized GIS to optimize placement of EV charging station study areas across both “secondary highways” and designated corridors with objective of increasing accessibility of charging stations

Criteria to assess appropriate density

- Incorporate ratio of traffic volume existing/planned charging stations
- Avoid existing/planned stations that meet NEVI standards
- Incorporate public input on charging station locations

Criteria to identify “secondary highways”

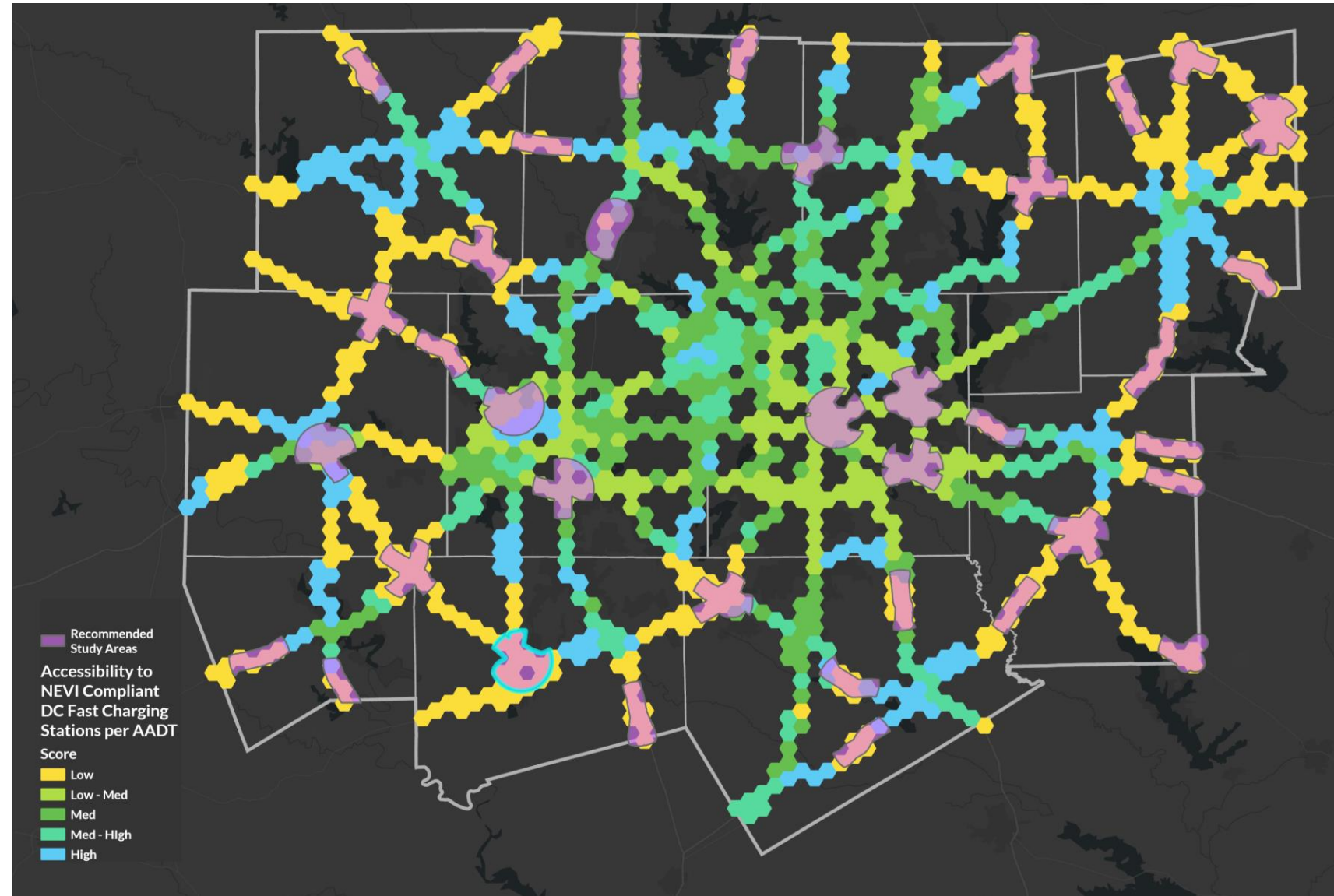
- Corridors previously recommended for nomination by the RTC (US 287 and US 380)
- Hurricane evacuation routes (IH45, IH20, and US 175)
- Highways within the Strategic Highway Network (US 287)
- Corridors that connect to other urban areas or adjacent County seats

Recommended Study Areas for Phase II: DC Fast Charging

Goal: Increase availability of NEVI compliant charging stations in areas of low accessibility

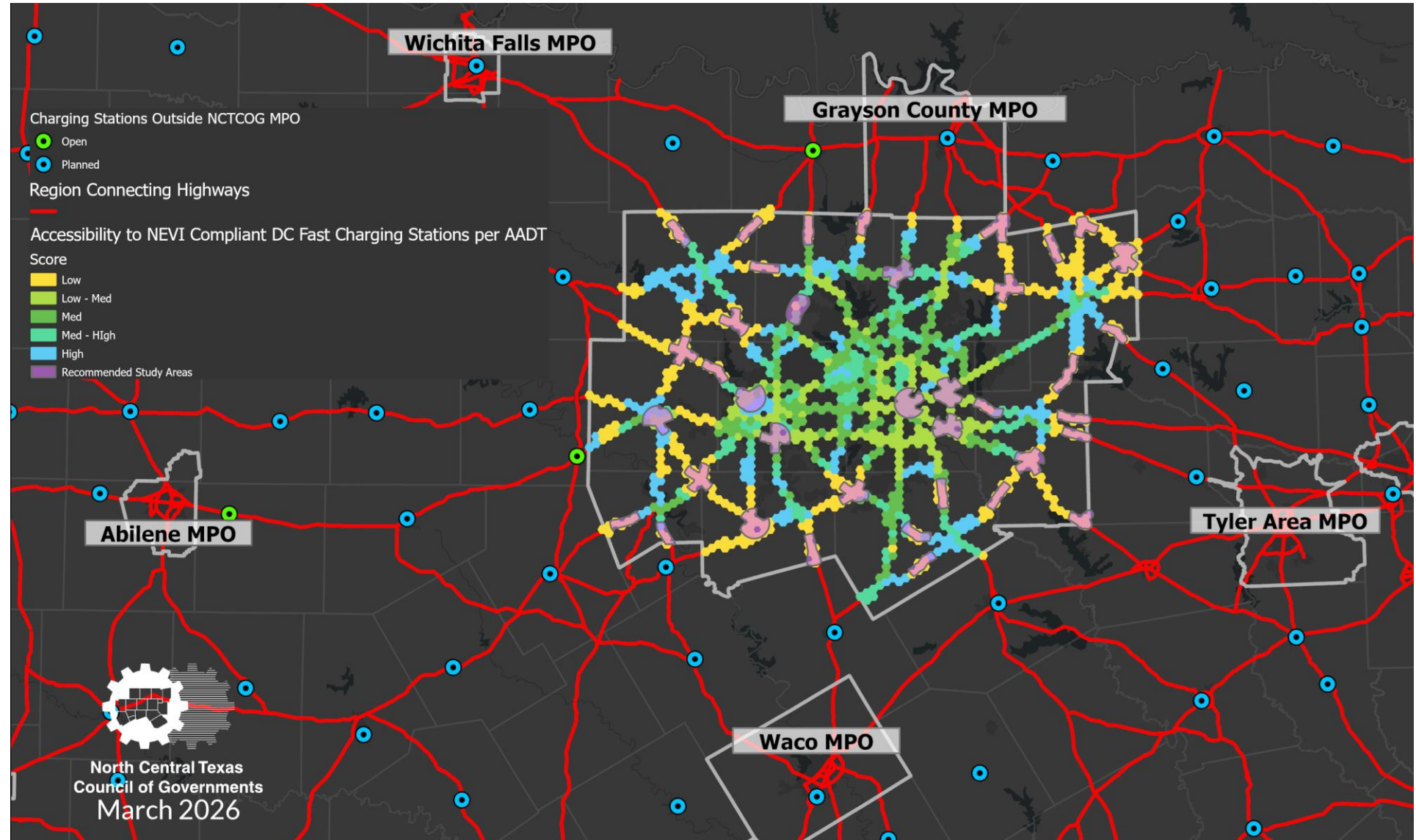
Recommendation: 38 DC Fast Charge Study Areas

- Study Areas follow 1 mile width of the roadway corridors, and continue 3.5 miles along the length of the roadway in any direction from central point



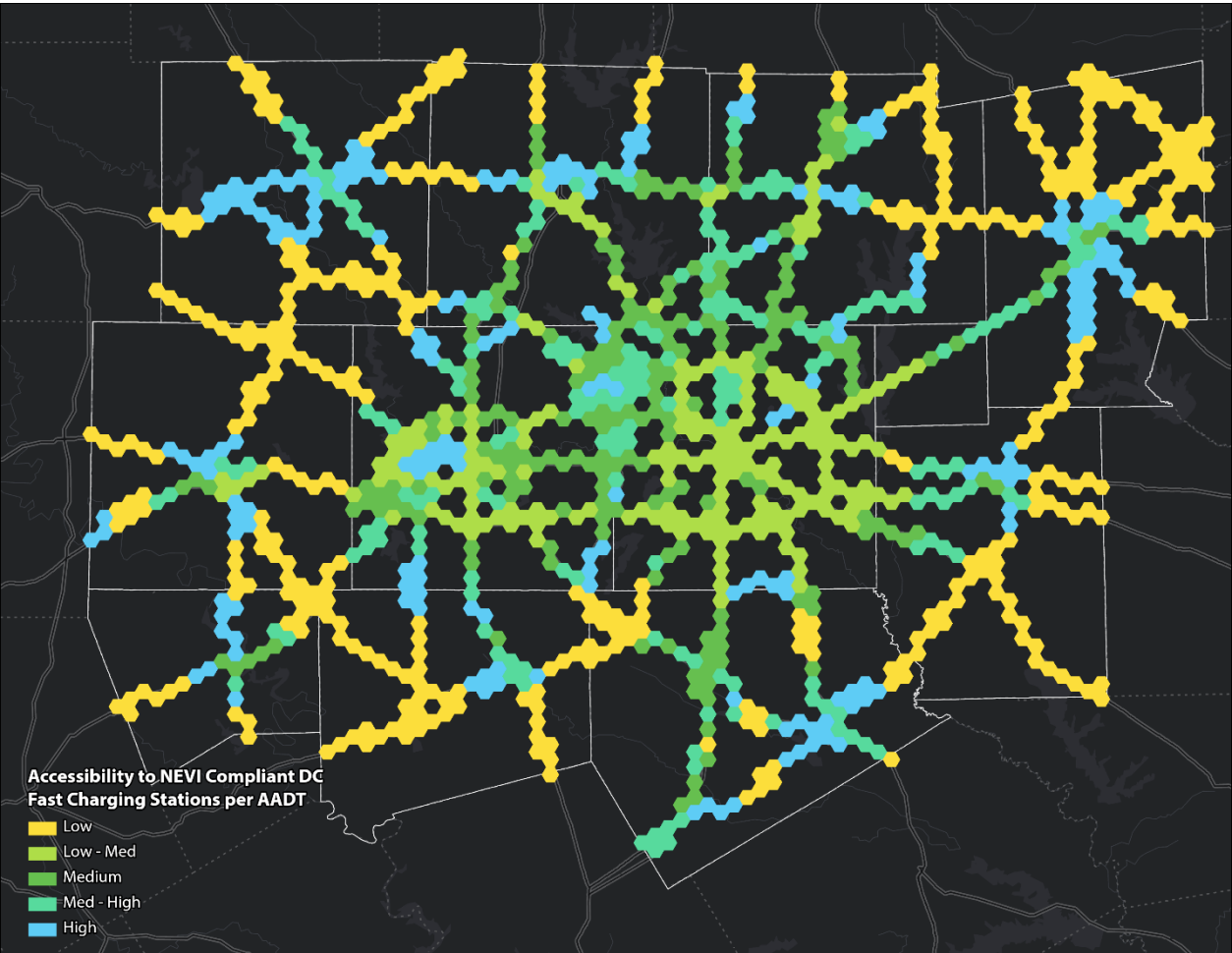
Proposed NCTCOG Phase II Approach: DC Fast Charging

Recommended Study
Areas Provide
Connectivity to
Adjacent County Seats
and Neighbor MPOs

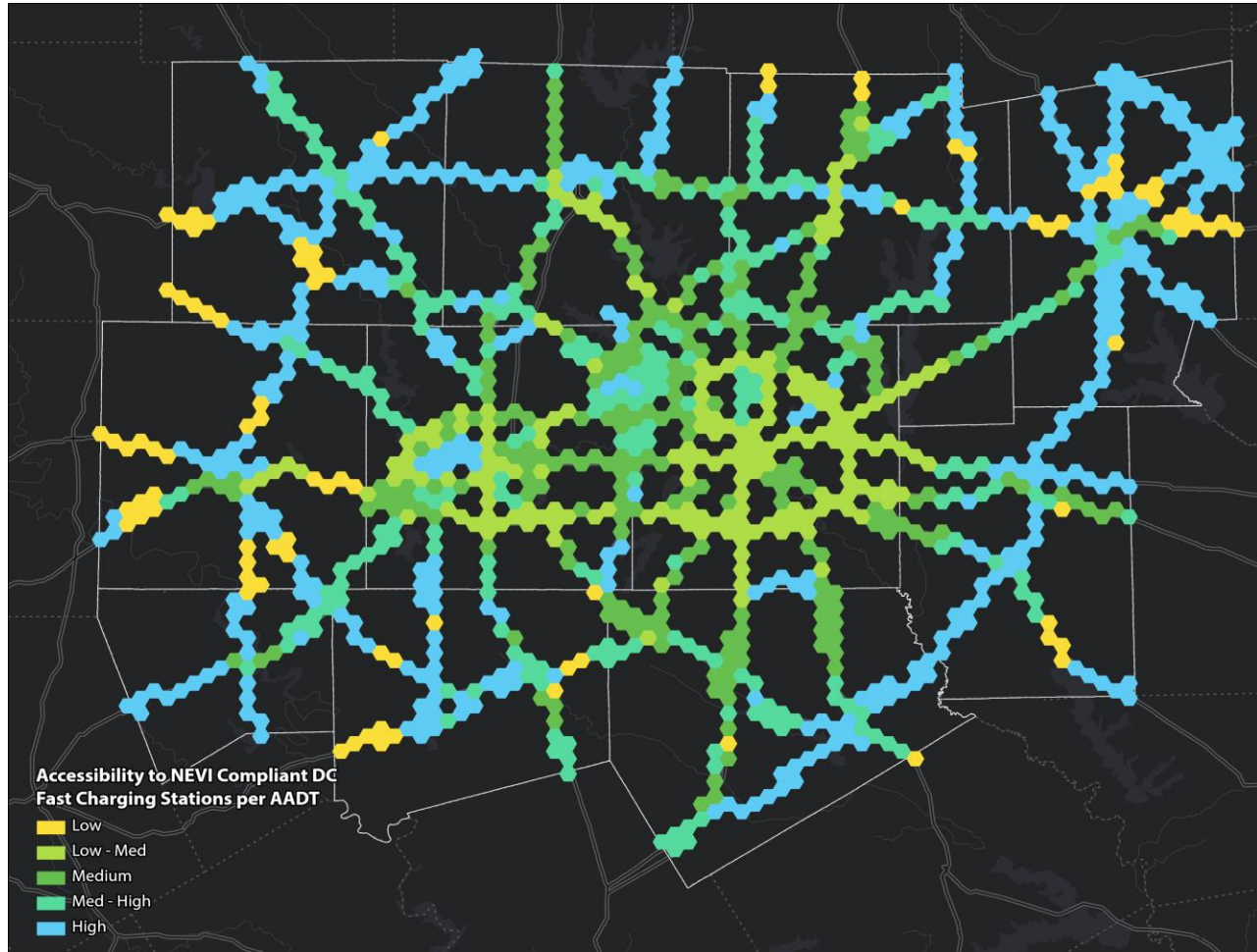


Charging Network Accessibility if Recommended Study Areas Were Built

Before



After



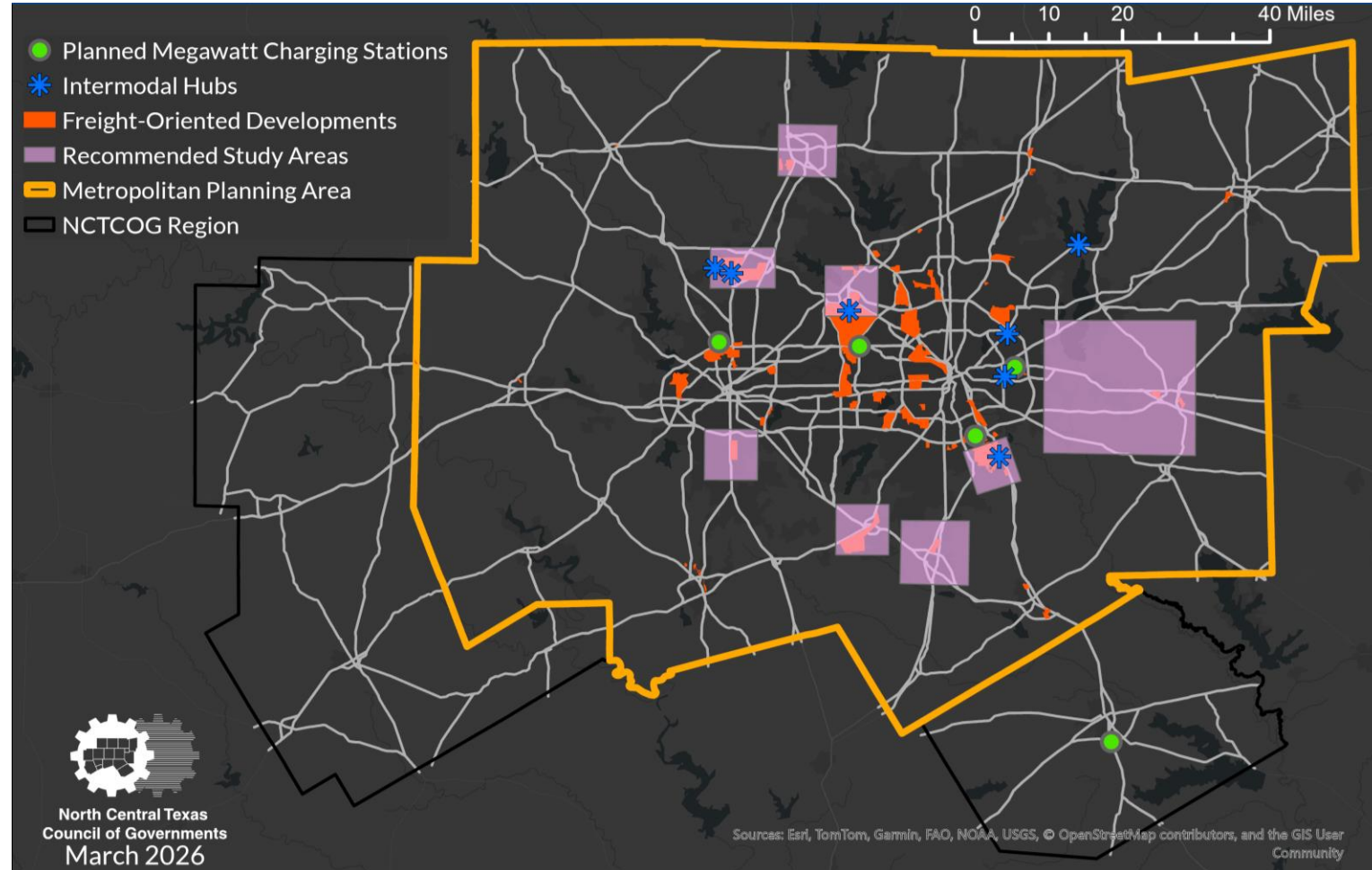
Recommended Study Areas for Phase II: Megawatt Charging

Criteria to identify megawatt charging study areas

- Locations of existing truck stops
- Truck traffic data around freight facilities and inland ports
- Corridors with high truck/trailer traffic
- Avoid announced charging hubs for medium- and heavy-duty EVs

Goal: Provide a basic network to enable freight transition

Recommendation: 8 study areas near major freight hubs



Contacts



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817-695-9229



Jared Wright
Principal Air Quality Planner
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817-608-2374



Lori Clark
Senior Program Manager
& DFWCC Director
lclark@nctcog.org



North Central Texas
Council of Governments



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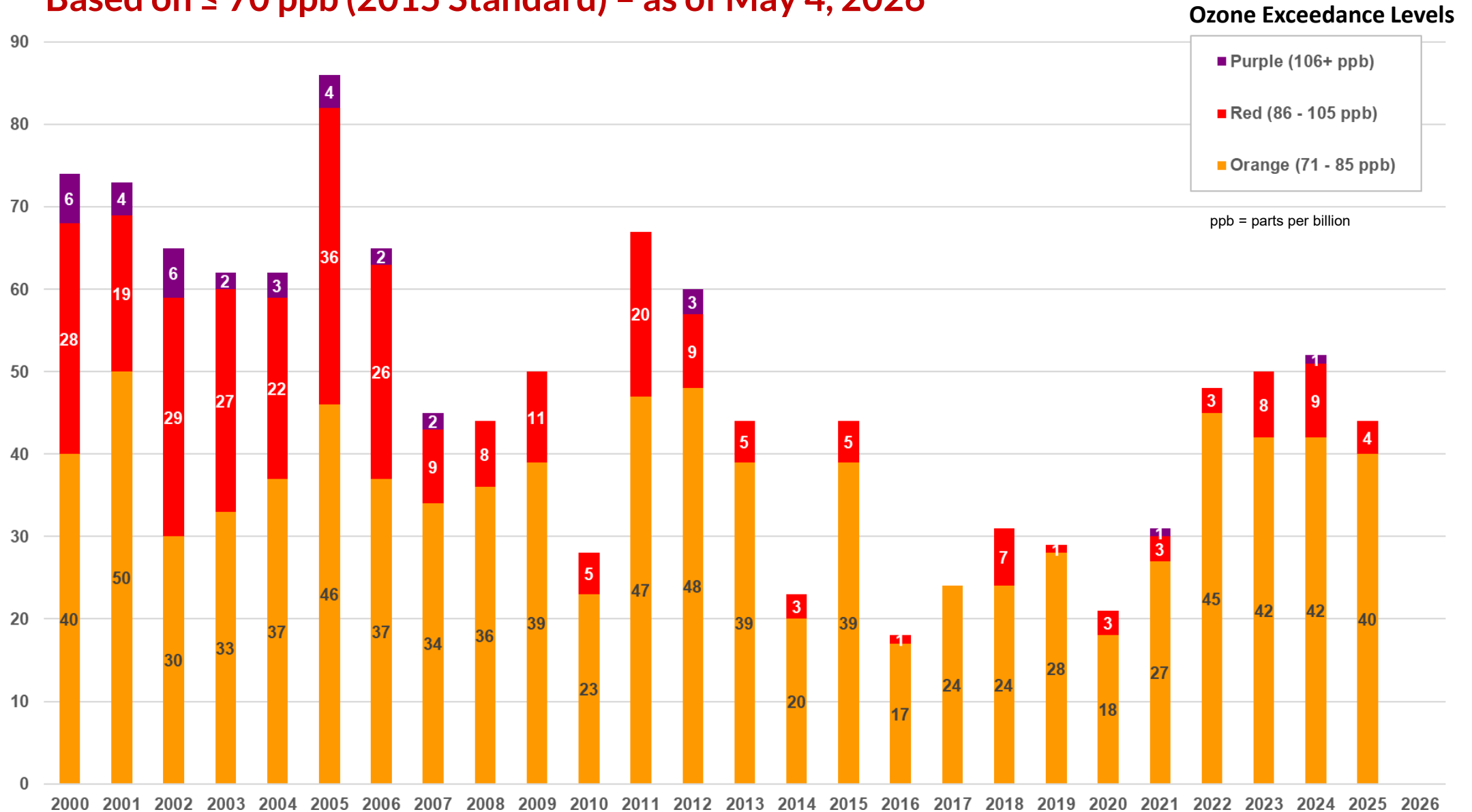
@NCTCOGTrans



linkedin.com/dfwcleancities/

8-hour Ozone NAAQS Historical Trends

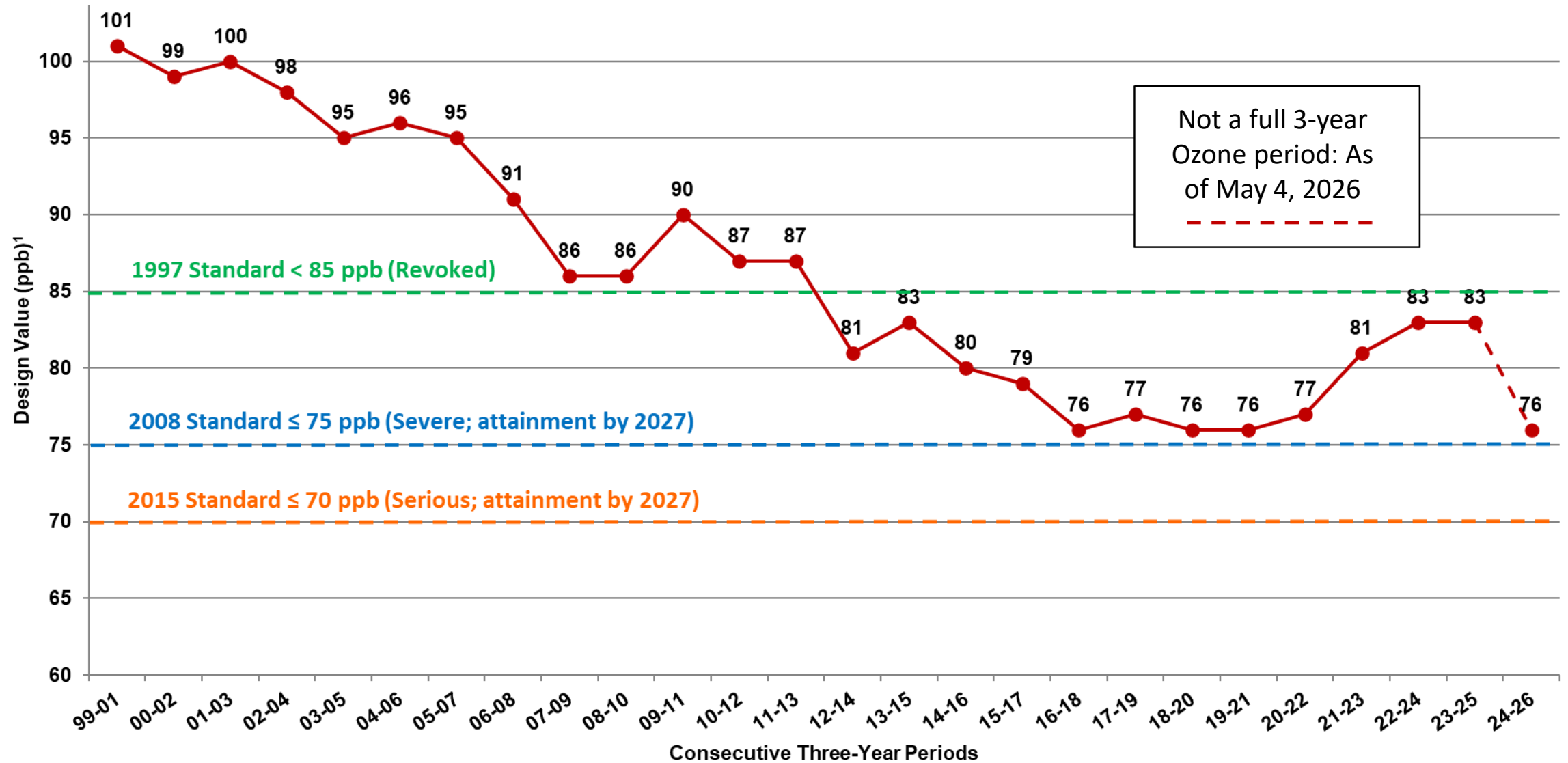
Based on ≤ 70 ppb (2015 Standard) – as of May 4, 2026



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

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

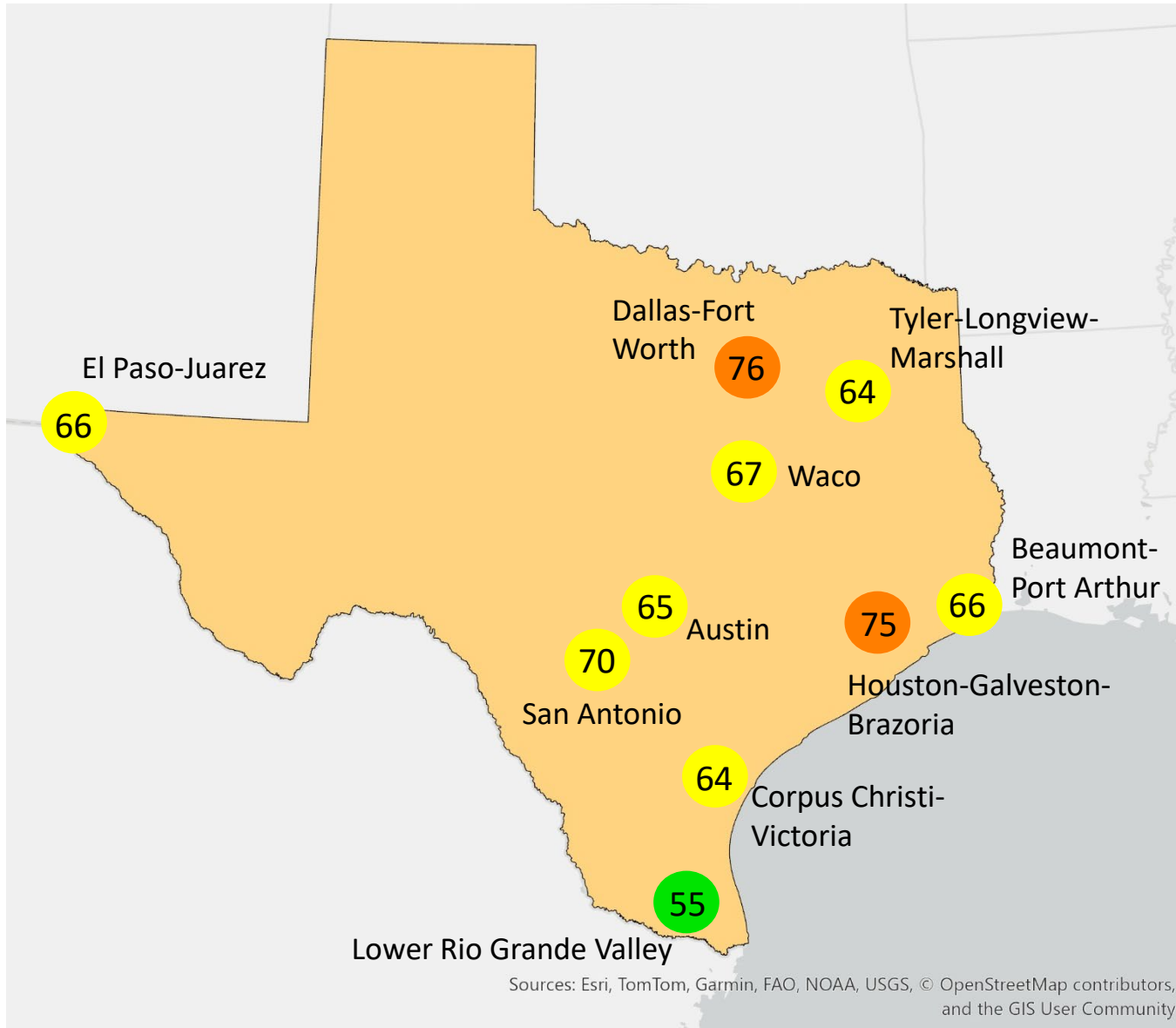
8-hour Ozone NAAQS Historical Trends



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



Texas Ozone Design Values



Current regional design values, as of May 4, 2026.

Source: TCEQ



For more Information:



Daniela Tower

Air Quality Planner

dtower@nctcog.org | 817-704-5629



Jenny Narvaez

Program Manager

jnarvaez@nctcog.org | 817-608-2342



[NCTCOG - Air Quality](#)



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

Regional Transportation Council

May 14, 2026

North Central Texas Council of Governments



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

- Standardized and clarified the EV charging infrastructure permitting process
- Addressed EVs in their 2040 Comprehensive Plan
- Created an educational EV webpage for residents
- Installed several chargers for public use
- And more!

Email cleancities@nctcog.org if interested, and visit www.dfwcc.org/charging-smart for more information!



Photo: City of Frisco



Contacts



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cburns@nctcog.org
817-704-5682



Jared Wright
Principal Air Quality Planner
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817-608-2374



Lori Clark
Senior Program Manager
& DFWCC Director
lclark@nctcog.org



North Central Texas
Council of Governments



dfwcleancities.org



cleancities@nctcog.org



@NCTCOGTrans



linkedin.com/dfwcleancities/



Local Clean Air Project Spotlight: City of Frisco
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 public comments related to various transportation and air quality initiatives that were submitted from Friday, March 20 through Sunday, April 19, 2026 via website, email, social media and in person at NCTCOG's monthly Regional Transportation Council (RTC) meeting.

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 over 22 new comments related to bicycles, pedestrians, roadway and transit conditions. You can view these new comments as well as past comments by visiting:

<https://geospatial.nctcog.org/portal/apps/CrowdsourceReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

Bicycle/Pedestrian/Sustainable Development

Facebook –

1. Sustainable development strengthens connections to regional transit, improving mobility and recreational access. This week, our [#TopicOfTheMonth](#) series spotlights Dallas' Lake Highlands Multimodal Connectivity Project, which created a trail link between the DART Lake Highlands Station, the nearby town center and the White Rock Creek Trail, connecting residents to transit access and surrounding communities. Read more about Dallas' Lake Highlands Multimodal Connectivity Project at the link in our comments below! [Lake Highlands Public Improvement District](#) – NCTCOG Transportation Department



We need to educate and support cyclists riding on chosen roads across our city, to ride real vehicles to diverse destinations. When can we see the route to THAT? – Brian Spencer

Outreach Event –

Please see Attachment 1 through 4 for comments submitted via public comment form.

Roadways

Email –

Matthew Dooley, Citizen

Dear Honorable Mayor and Council Members,

I urge you to strongly oppose any plan that would demolish, repurpose, or encroach upon the Clear Creek Natural Heritage Center for a US 380 highway bypass. This irreplaceable natural asset must be protected.

Clear Creek is widely recognized as the last free ecological preserve in North Texas and the only wilderness preserve left in the Denton area. Spanning over 2,900 acres of rare bottomland hardwood forest, upland prairie, and wetlands, it serves as a critical flood buffer, wildlife corridor, and living classroom. The City of Denton leases the land from the U.S. Army Corps of Engineers and has a responsibility to preserve it.

Hundreds of families visit every month for hiking, bicycling (including dedicated mountain bike trails), and nature watching. Its family-friendly trails offer peaceful access to nature just minutes from town—an increasingly rare benefit in our growing city.

Any bypass route that cuts through or borders the Center would bring irreversible harm: habitat fragmentation, noise, pollution, and lost flood storage. We cannot claim to value sustainability while paving over our last true wilderness preserve.

Smarter alternatives exist: upgrade existing US 380 segments, improve parallel routes, and invest in multimodal transportation that avoids this unique ecological gem.

I respectfully request that you:

1. Formally oppose any alignment impacting Clear Creek.
2. Direct staff to support only routes that fully protect the preserve.
3. Place this issue on a future agenda for public discussion.

Please choose to safeguard what makes Denton special for future generations. I am available to provide more information or speak at a meeting. Thank you for your service.

Transit

Facebook –

1. The Amtrak #HeartlandFlyer takes people between Fort Worth and Oklahoma City every day. NCTCOG Transportation staff had a chance to ride it to experience it firsthand.

[Video](#) – NCTCOG Transportation Department

We saw eagles soaring along a creek, train side. – Ann Bastable

The Heartland Flyer provides economic opportunities for Fort Worth. Keep this line running! – Don Rios

Its an excellent service in dire need of investment. That's a legislature issue though. In particular, we need at least two Daily Flyers each direction, and to shave 30 minutes to an hour of the trip with better track. – Matther Banks

To view more comments on this post, visit:
<https://www.facebook.com/reel/947527954340138/>.

Email –

Zach Middleton, Citizen

Here we go again. Same route, different driver. This morning Bus 41100 (on Route 23 going toward Fair Park) pulled into Cityplace Station at 7:54 a.m. There was a man standing in the doorway while the bus was moving and a woman in the seat right behind him with a bag of fast food. Passengers were having to squeeze past the man to try to get out of the rain and board the bus.

Right after the bus turned onto Haskell, the woman got up, reached into the bag and started handing the driver food while the bus was in motion. I even heard her ask him if he wanted more dipping sauce. When other passengers and I departed the bus at Ross, both individuals were still blocking the doorway and continued to do so as the bus took off again, meaning this dangerous behavior was likely taking place for several more miles until he reached the end of the route.

I reported this to DART Police, both on the GoPass app and by phone, and requested the driver immediately be removed from service. This is a continued safety issue DART does not seem to be able to fix (among many, many, many others), not only to DART passengers but any other vehicle or pedestrian in the bus's proximity. A screenshot of my complaint on GoPass and picture of the incident are attached.

This wasn't even the first incident I had to report this morning. When I arrived at Forest Lane Station around 7:20 a.m., both elevators were unusable by passengers because of the homeless encampments in them. That issue, as well as the other lowlifes I have to report to DART multiple times a week, are known by DART. Yet DART refuses to police one of its worst train stations. My next step to address this, since DART won't, is going to be reviewing the City of Dallas' ordinance regarding nuisance properties and contacting my council member to see what steps can be taken in that direction.

All of this is absolutely unacceptable and totally avoidable by DART. I need an immediate response regarding the incident this morning -- and do not tell me, as your public information office did last time, that there was no video on the bus. That's just an admission of another safety failure by DART.

All communications should be sent in writing to this email address.

Please see attachment 5 for photos and letter.

World Cup 2026

Facebook –

1. Just announced: The World Cup Transportation Plan. North Texas will host nine matches this summer, more than any other region. Information on how we plan to efficiently move visitors and locals throughout North Texas can be found at the link in our comments below!

Dallas Area Rapid Transit (Official DART page) Trinity Metro AT&T Stadium City of Arlington, TX - City Hall FWC26Dallas – NCTCOG Transportation Department



Good job. Now go ahead and prime people so in the future you can lay rail lines in those reversible toll lanes so people in Dallas can hop on a metro line downtown and get off right at Collins for events at any of the 3 stadiums. Add a stop at 360 for 6 flags. – Brian Hewitt

Arlington is going to have the vapors seeing a bus in town! – Michael Edwards

Congrats and I wish this luck. But I have my doubts. Went to watch 4 matches in 2023 in NZ & Australia. They were fairly successful getting 75,000 spectators out from the Sydney arena with metro trains that have a 6-car capacity of 1,100 people going multiple ways on the various lines. Unless there are 500 of those driving busses, waiting & traffic will likely be a show. And buses will still have to fight with normal driving stadium traffic unless the city plans on closing down streets to only allow those stadium buses, which I hope they do that. And the TRE trains typically don't have that high of an occupancy. They basically only go East or West, definitely from CentrePoint Station. These matches bring international visitors who will not be driving. They need public transportation. I am glad there will be offerings (as FIFA requirements) but this I fear is not enough – JoAnn Craven Gilbert

To view more comments on this post, visit

<https://www.facebook.com/NCTCOGtrans/posts/pfbid0MhkXJF5pG85ZyvfPjao3xJV5scA5wMAMjeoUZt1e9tfriFe8yPmA3GxJaUYhpJADl>.

Instagram –

1. Just announced: The World Cup Transportation Plan. North Texas will host nine matches this summer, more than any other region. Information on how we plan to efficiently move visitors and locals throughout North Texas can be found at the link in our comments below! – NCTCOG Transportation Department
[Dallas Area Rapid Transit \(Official DART page\)](#) [Trinity Metro](#) [AT&T Stadium](#) [City of Arlington, TX - City Hall](#) [FWC26Dallas](#)



🔥🔥🔥🔥🔥 - canalesfurnituretx

The World Cup really is right around the corner 🙌 – elevatedallas

🙌🙌🙌 – debatablefootballpinions

To view more comments on this post, visit:
https://www.instagram.com/p/DWoyeTwlller/?img_index=1.

Email –

Gabriel Trejo, Citizen

Will the TRE not provide service to UNION STATION on match days?

Response by NCTCOG Transportation Staff

Gabriel,

Thank you for contacting the NCTCOG Transportation Department.

The TRE train will continue providing service to Union Station on match days. For game day riders, the primary station for boarding Trinity Railway Express (TRE) commuter rail in

downtown Dallas will be at Victory Station, as that will be where the bus bridge operates from Dallas.

Please do not hesitate to reach out to us with any additional questions.

Outreach Event –

Please see Attachment 6 for comment submitted via public comment form.

Other

Email –

Brenda Rozinsky

Hello,

I am reaching out on behalf of My Possibilities, a North Texas nonprofit providing full day, year-round programming for adults with intellectual and developmental disabilities. Following our recent merger with Ability Connection, we now operate two locations in North Texas, our Plano campus and our Irving campus, and currently serve over 800 individuals weekly across more than 100 zip codes throughout Dallas, Collin, Denton, Rockwall, and Tarrant counties.

We are currently working with your team on the disposition of two CDL required vehicles and appreciate the ongoing support and coordination.

Transportation remains one of the most significant barriers to consistent participation in our programs, particularly for individuals traveling from the northern tier of Collin County, including Frisco, where there is a clear lack of accessible transportation options for this population. This gap directly impacts access to employment training and community-based instruction, both of which are central to preparing individuals for meaningful employment and independent community participation.

Our community-based instruction model connects participants to real world learning environments, including employer sites and community locations, where they build practical skills and workplace readiness. Reliable transportation is essential to expanding these opportunities and ensuring consistent participation.

We are exploring a potential Section 5310 project to expand accessible transportation options, including the acquisition of vehicles and to better support community-based instruction, employment access, and consistent program participation.

We would appreciate guidance on current or upcoming funding opportunities, application timelines, and how best to align a project with regional priorities. We would also welcome the opportunity to connect with your team to discuss project eligibility and next steps.

PUBLIC COMMENT SHEET

Name Andrew M. Spencer
Organization Wood Meadows Neighborhood Association
E-mail _____ Phone _____
Address _____
City Dallas State TX Zip Code 75238

Please provide written comments below:

The Highland Meadows neighborhood is isolated from green spaces in the Lochwood neighborhood and White Rock Lake by busy roads. We need a pedestrian/bike crossing across Northwest Hwy. There is an existing crossing but it is unsafe with no lights so traffic does not stop. A bridge would be amazing but I would settle for lights to stop traffic so pedestrians can cross. The corners of NW Hwy and Plano on one side and Jupiter on the other are unsafe with drivers turning right during walk signals. We need a designated pedestrian bridge/crossing!

To submit comments or questions by mail, fax, or email, please send to:
North Central Texas Council of Governments, Transportation Department
P.O. Box 5888, Arlington, TX 76005-5888 **Phone:** (817) 695-9240 **Fax:** (817) 640-3028
E-mail: cbaylor@nctcog.org **Website:** <http://www.nctcog.org/trans>



North Central
Texas Council
of Governments

PUBLIC COMMENT SHEET

Name Citlalli Garza
Organization Dallas College
E-mail Phone
Address
City Grand Prairie State Tx Zip Code 75050

Please provide written comments below:

Hi my name is Citlalli and i wish people would offer more people like me easy public transportation because in grand prairie does not have a bus station that are willing to drive in dallas at all or the via grand prairie transportation is public but the problem is that it's short range and it's multiple people in one car going to different destinations.

To submit comments or questions by mail, fax, or email, please send to:
North Central Texas Council of Governments, Transportation Department
P.O. Box 5888, Arlington, TX 76005-5888 Phone: (817) 695-9240 Fax: (817) 640-3028
E-mail: cbaylor@nctcog.org Website: <http://www.nctcog.org/trans>



North Central
Texas Council
of Governments

PUBLIC COMMENT SHEET

Name Kathryn Martinez
 Organization Dallas College
 E-mail _____ Phone _____
 Address _____
 City Dallas State TX Zip Code 75061

Please provide written comments below:

Many of our students take public transportation. The routes and times have made it difficult to get to the Webb Chapel location for Culinary, Pastry & Hospitality classes at that location. Some classes the students need & the timing makes getting there difficult.

To submit comments or questions by mail, fax, or email, please send to:
 North Central Texas Council of Governments, Transportation Department
 P.O. Box 5888, Arlington, TX 76005-5888 Phone: (817) 695-9240 Fax: (817) 640-3028
 E-mail: cbaylor@nctcog.org Website: <http://www.nctcog.org/trans>



North Central
Texas Council
of Governments

PUBLIC COMMENT SHEET

Name LaKayla Cooper
Organization Dallas College
E-mail _____ Phone _____
Address _____
City _____ State _____ Zip Code 75217

Please provide written comments below: *Recommendations for
youth bike lessons*

To submit comments or questions by mail, fax, or email, please send to:
North Central Texas Council of Governments, Transportation Department
P.O. Box 5888, Arlington, TX 76005-5888 Phone: (817) 695-9240 Fax: (817) 640-3028
E-mail: cbaylor@nctcog.org Website: <http://www.nctcog.org/trans>



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

July 11, 2025

Mr. Zach Middleton
Via Email:

Dear Mr. Middleton:

This letter is in response to your email dated July 1, 2025, in which you expressed concerns regarding observing an operator watching videos while operating a Dallas Area Rapid Transit (DART) bus. We take reports of this nature extremely seriously, as the safety of our passengers, employees, and the public is our highest priority.

Upon receiving your report, we immediately launched an internal investigation and have since identified the operator involved. We are taking the appropriate disciplinary actions in accordance with DART policies and procedures.

Please know that this behavior does not reflect the standards we expect from our operators. We are reinforcing our expectations with all operators to prevent future incidents and ensure continued safe and professional service for all passengers.

We appreciate you promptly reporting this matter and sincerely apologize for the experience you encountered.

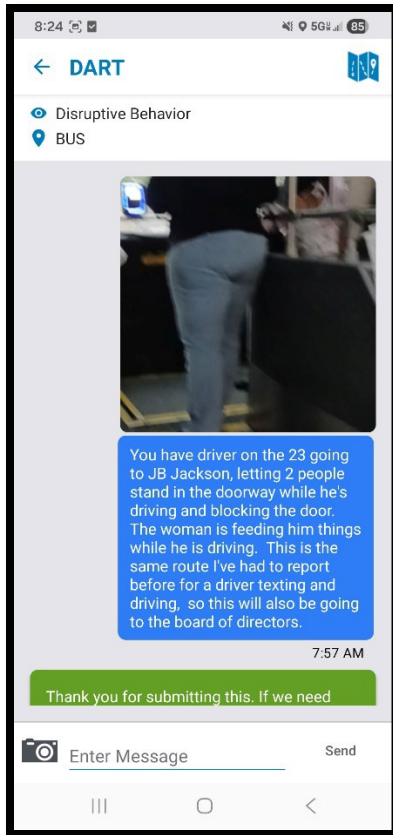
Should you have any additional questions or concerns, please do not hesitate to contact Vicki Biggers, DART Assistant Vice President, Bus Transportation, at 972-482-3299 or via email at vbiggers@dart.org.

Sincerely,

A handwritten signature in blue ink, appearing to read "Nadine S. Lee", is written over a light blue circular stamp.

Nadine S. Lee
President & Chief Executive Officer

c: DART Board
James Joyce, DART, Interim Chief Operations Officer
Amina Wolf, DART, Vice President of Bus Operations
Vicki Biggers, DART, Assistant Vice President, Bus Transportation





North Central
Texas Council
of Governments

PUBLIC COMMENT SHEET

Name Simrcun KC
Organization _____
E-mail _____ Phone _____
Address _____
City Arlington State TX Zip Code 76040

Please provide written comments below:

Regarding road closure due to fire
as I live closer to AT&T and was
worried about the travelling

To submit comments or questions by mail, fax, or email, please send to:
North Central Texas Council of Governments, Transportation Department
P.O. Box 5888, Arlington, TX 76005-5888 Phone: (817) 695-9240 Fax: (817) 640-3028
E-mail: cbaylor@nctcog.org Website: <http://www.nctcog.org/trans>

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

akingump.com

Akin

April 6, 2026

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

Re: “[P]ermanent impact to children’s health and safety” resulting from proposed Dallas-area high-speed rail facility – according to Environmental Impact Statement

Dear Mr. Kirkpatrick:

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

The purpose of this letter is to ensure your actual knowledge of the published threat to Texas schoolchildren due to the proposed location for the Trainset Maintenance Facility (the “TMF”) relating to possible future high-speed rail near Dallas-area schools.

The Environmental Impact Statement (the “EIS”) regarding possible future Dallas-to-Houston high-speed rail includes a specific health and safety warning based on the listed proposed location of the TMF near a school in Wilmer, Texas. Quoting the EIS:

The TMF facility and warehouse north of the school would represent a potential permanent impact to children’s health and safety due to the use of hazardous chemicals for maintenance and operation of the HSR system and the potential for increased roadway traffic from TMF facility operations.

See [https://railroads.dot.gov/sites/fra.dot.gov/files/2020-05/02%20DHHSR%20FEIS%20Main%20Text Set%20of%20 .pdf](https://railroads.dot.gov/sites/fra.dot.gov/files/2020-05/02%20DHHSR%20FEIS%20Main%20Text%20Set%20of%20.pdf) (emphasis added).

The EIS further expressly cautions that the impact on the health of Dallas schoolchildren due to high-speed rail would begin during construction, even before any actual train operations, and would include the threat of “exposure to toxic fumes.” *Id.* (“during construction indirect impacts to children’s health and safety could include: localized air quality impacts due to the movement and operation of construction vehicles, potential exposure to toxic fumes used during the construction of the Project and increased traffic . . .”).

While the EIS health warning for school children was related to the possible future Dallas-to-Houston high-speed-rail route, these same threats to Dallas-area students would be applicable to alignment “2(b)” regarding possible future Dallas-to-Arlington Entertainment District-to-Fort Worth.

Ken Kirkpatrick
General Counsel
April 6, 2026
Page 2

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

- (1) NCTCOG can continue to waste taxpayer monies entrusted to it to fund misdirected expenses relating to the patently impractical alignment “2(b)”

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

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

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

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

NCTCOG’s continued action involving the so-called “Alignment 2(b)” is in defiance and disregard of the Resolutions passed unanimously by the City Council of the City of Dallas on, respectively, June 12, 2024 and January 21, 2026.

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

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

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

akingump.com

Akin

April 13, 2026

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

Re: Morris-led NCTCOG Transportation Department using millions in North Texas public resources to promote Oklahoma City tourism, Oklahoma City economic development, and Oklahoma City businesses

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 we have previously reported to you, at the July 2025 meeting of the Regional Transportation Council (the "RTC"), Michael Morris pushed for the Members of the RTC to spend \$3.5 million (\$3,500,000.00) in NCTCOG Regional Toll Revenue Funds ("RTR Funds") to bail out the Amtrak Heartland Flyer train service between Fort Worth and Oklahoma City. Mr. Morris led his plea for the RTC to dissipate local tax dollars in making this massive gift to Amtrak to subsidize the Heartland Flyer in the face of the State of Texas cutting off all funding for that route, and even though it ranks among the worst in ridership across Amtrak's entire system.

To induce RTC Members to use North Texas tax dollars for the imperiled route, Mr. Morris actually went so far as to argue that the Oklahoma route was critical to a "successful FIFA World Cup" for "families" who "will be visiting multiple U.S. cities in regard to their U.S. experience." As we have previously shown, that is postposterous.

The purpose of this letter is to memorialize the written admissions from the NCTCOG Transportation Department in its "Topic of the Month" column posted to the NCTCOG website. This includes the following remarkably revealing statement and admission:

To help promote ridership, the Transportation Department of the North Central Texas Council of Governments (NCTCOG) will launch a video in February showcasing the ease of traveling this route and highlighting attractions in Oklahoma City. The video will feature the many sides of OKC . . . [including] treasured parks in the center of downtown and a popular music venue in the former home of a Ford Model T assembly plant.

Ken Kirkpatrick
 General Counsel
 April 13, 2026
 Page 2

See https://www.nctcog.org/getContentAsset/922afdfa-3293-4e5c-a7ca-177525a80bd6/dfc3d011-8f63-43f6-9ed8-4b444333a1d0/Feb_InterCityRail.pdf?language=en-US (emphases added).

As the above NCTCOG-published quote makes irrefragably plain, the NCTCOG Transportation Department (led by Mr. Morris) is using massive NCTCOG resources – North Texas dollars – to promote tourism, not in North Texas, but in *Oklahoma City, Oklahoma*.

Moreover, the above NCTCOG Transportation Department quote makes clear that even it comprehends that the real beneficiary of the \$3.5 million in North Texas cash siphoned *away* from North Texas, are *Oklahoma* businesses.

There is no surprise or wonder at the quoted “celebrating” by top Oklahoma elected officials as a result of this massive gift of North Texas monies to another state, which include an official Oklahoma Senate press release exclaiming that the NCTCOG diversion of Dallas funds will be a “major economic driver” for *Oklahoma* “[t]ourism, [which] is Oklahoma’s third-largest industry.” <https://oksenate.gov/press-releases/senators-mann-coleman-and-greater-oklahoma-city-chamber-applaud-funding-fix-keep>. Even the Greater OKC Chamber has joined in, publicly “applaud[ing] the actions” whereby Oklahoma would obtain a \$3.5 million economic windfall and enrichment from North Texas taxpayer coffers. *Id.*

Neither the purpose, scope nor jurisdiction of the NCTCOG Transportation Department extends to acting as publicist, fundraiser, and/or subsidy for the Oklahoma City Chamber of Commerce.

As a closing note, it does not go unnoticed that the NCTCOG Transportation Department’s recent “Topic of the Month” column regarding the purported benefits of the Heartland Flyer makes absolutely no mention of the FIFA World Cup.

Ken Kirkpatrick
General Counsel
April 13, 2026
Page 3

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

- (1) NCTCOG can continue to waste taxpayer monies entrusted to it to fund misdirected expenses relating to the patently impractical alignment “2(b)”

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

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

“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 Resolutions passed unanimously by the City Council of the City of Dallas on, respectively, June 12, 2024 and January 21, 2026.

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

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

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

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Akin

April 20, 2026

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

Re: NCTCOG Transportation Department uses regional taxpayer dollars and NCTCOG government employees to fund production of promotional video for Oklahoma City, Oklahoma tourism

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 correspondence is to continue to the discussion relating to the \$3.5 million (\$3,500,000.00) subsidy gift of NCTCOG Regional Toll Revenue taxpayer dollars to prop up Amtrak's Heartland Flyer train to Oklahoma City, Oklahoma.

I provide you, in your capacity as the General Counsel of the North Central Texas Council of Governments (the "NCTCOG"), actual notice that the NCTCOG Transportation Department, ostensibly under the direction and supervision of its Director Michael Morris, appear to have expended North Texas regional taxpayer funds and resources to direct, produce and market a promotional video in an attempt to attract tourists to Oklahoma City, Oklahoma on Amtrak's Heartland Flyer.

As a courtesy, a screenshot and weblink from that NCTCOG-produced video advertisement promoting Oklahoma City businesses, now streaming online, is provided on the following page.

Ken Kirkpatrick
General Counsel
April 20, 2026
Page 2



<https://www.youtube.com/watch?v=OKbCecr8w9g>

At least two NCTCOG employees, over what appears to be the course of two days, recorded their jaunt to various tourist attractions in and around downtown Oklahoma City, Oklahoma. It appears that a third person (and potentially a third NCTCOG-paid employee), operating the video camera, was also part of this NCTCOG Transportation Department team of public employees creating a NCTCOG Transportation Department advertisement to infuse and inject tourist dollars and tax revenues into Oklahoma City.

The promoted Oklahoma City venues that are specifically highlighted in the video include the Jones Assembly bar and concert stage, the Spark restaurant and Myriad Gardens. In what sounds like any typical tourism bureau television commercial, a representative of one of the spotlighted Oklahoma City area attractions hawks in the video that “the sites in Oklahoma City” “really ha[ve] something to offer for everybody.”

Conversely, and starkly, there is not a single mention of any attraction, venue or site anywhere in the NCTCOG’s 16-county region, the 16-county geographic area that the NCTCOG Transportation Department is actually bound to serve.

Beyond the production expenses and loss of valuable NCTCOG-employee time diverted to prop up tourism for another state, significant travel expenses were assumedly incurred for this overnight adventure outside of Texas, including hotel, dining, gratuities, admission tickets, and other costs.

Ken Kirkpatrick
General Counsel
April 20, 2026
Page 3

Propping up tourism, the tax base, and consumer spending for the businesses of Oklahoma City, and acting as its de facto chamber of commerce, is outside the jurisdiction, scope, purpose and approved budget of the NCTCOG Transportation Department.

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

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

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

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

akingump.com

Akin

April 27, 2026

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

Re: Update on the City of Arlington's "Transportation Isolationism"

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 we have previously informed you, the City of Arlington is not a member of a regional transportation authority. Instead, it has consistently – for decades – refused to join a regional transportation authority. In my January 3, 2025 correspondence to you, I specifically noted that "NCTCOG has nonetheless overtly but inexplicably sought to reward the City of Arlington for its **transportation isolationism** . . . [including in] propos[ing] that Arlington receive an underground station" in the Arlington Entertainment District to siphon tourist and tax dollars away from the City of Dallas.

As an update, you may be interested in a recent *Dallas Morning News* opinion column, written by a high-speed rail advocate, which characterized a city that withdraws from membership in the Dallas Area Rapid Transit (a regional transportation authority) as a "**transit isolationist**." You can conveniently access the column at:

<https://www.dallasnews.com/opinion/commentary/article/leaving-dart-hurt-addison-highland-park-22183740.php>.

It would appear there is little dispute as to the City of Arlington's "transit isolationism," which we reported to you over a year ago.

Ken Kirkpatrick
General Counsel
April 27, 2026
Page 2

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

- (1) NCTCOG can continue to waste taxpayer monies entrusted to it to fund misdirected expenses relating to the patently impractical alignment “2(b)”

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

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

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

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

NCTCOG’s continued action involving the so-called “Alignment 2(b)” is in defiance and disregard of the Resolutions passed unanimously by the City Council of the City of Dallas on, respectively, June 12, 2024 and January 21, 2026.

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

Sincerely,

/s/ Eric Gambrell

Eric Gambrell



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 Tavia Josey

Organization, if any Ripples

City of Residence Gainesville Zip Code 76240

RTC Agenda Item # _____

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

5

Please provide written comments below:

Planning + stewarding.

close to 2M Texans do not have access to vehicles
TXDOT has admitted, this group knows better than most, we cannot
pour enough concrete to keep up. We know we have work to do, together.

in 80's a car was 35% of wages - today closer to 55%

Sign a letter of support - www.ripplesgainesville.org/
(Support-passenger-rail)

Issue an immediate statement of plan to support fund

MINUTES

REGIONAL TRANSPORTATION COUNCIL PUBLIC MEETING

Texas Wesleyan University/Collard Street Improvements Study

2026 FIFA World Cup Update

Regional Bike Safety Action Plan

Bike, Walk, & Roll to School Days 2026

Start of 2026 Ozone Season

Meeting Date and Location

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting on Monday, April 13, 2026, at noon in Arlington. Patrons could attend in person, via phone or view the live stream at publicinput.com/nctcogapril26. Karla Windsor, Senior Program Manager, moderated the meeting attended by 104 people.

Public Meeting Purpose and Topics

The public meeting was held in accordance with the NCTCOG Transportation Department Public Participation Plan, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the metropolitan planning organization, and updated on Oct. 9, 2025. Staff presented information about:

- Texas Wesleyan University/Collard Street Improvements Study (**Sydnee Mangini**)
- 2026 FIFA World Cup Update (**Michael Morris**)
- Regional Bike Safety Action Plan (**Daniel Snyder**)
- Bike, Walk, & Roll to School Days 2026 (**Kyle Hoener**)
- Start of 2026 Ozone Season (**Daniela Tower**)

The public meeting was held to educate, inform and seek comments from the public. Comments were made by those attending who wished to speak for the record. The presentations made during the meeting as well as a video recording were posted online at: publicinput.com/nctcogapril26.

Summary of Presentations

Texas Wesleyan University/Collard Street Improvements Study presentation:

[Texas-Wesleyan-University/Collard-Street-Improvements-Study.pdf](#)

The Texas Wesleyan University/Collard Street Improvements Study will focus on improving connectivity between East Lancaster Avenue and East Rosedale Street. The project will develop strategies to enhance safety conditions and multimodal transportation access along this corridor,

which connects two major routes that have received significant transportation investments over the past two decades.

The corridor currently has missing sidewalks and safety gaps that limit walkability and access for students and nearby neighborhoods. To address these issues, NCTCOG is coordinating with regional and local partners on a three-phase planning effort to create a safer, more walkable environment. The study is expected to be completed by winter 2028.

2026 FIFA World Cup Update presentation:

[2026-FIFA-World-Cup-Update.pdf](#)

NCTCOG is leading efforts to coordinate and develop the regional transportation plan for the FIFA World Cup games, which will take place this summer over a 30-day period. Staff presented an overview of what to expect and how people will travel around the region during the events. Key initiatives will include the utilization of the Trinity Railway Express (TRE) as the backbone of the transit system, supplementing service with charter buses and coordinating closely with TxDOT to manage roadway operations and safety.

The overall goal will be to move thousands of visitors safely and efficiently while showcasing the region's transportation network. Major venues and operations include AT&T Stadium, Fair Park, and the Kay Bailey Hutchison Convention Center. System tests and rehearsals will be conducted prior to the first match, and World Cup coordination efforts are expected to support long-term improvements to transit service and regional mobility.

Regional Bike Safety Action Plan presentation:

[Regional-Bike-Safety-Action-Plan.pdf](#)

The Regional Bicycle Safety Action Plan is a comprehensive, data-driven effort focused on reducing bicycle crashes and improving bicyclist safety across the region. Developed over the past year and a half, the plan supports the long-range Metropolitan Transportation Plan by providing a more focused framework for addressing bicyclist safety issues. The plan identifies priority emphasis areas, bicycle safety corridors and intersections, and establishes a toolbox of countermeasures to guide future investments and local implementation.

The plan is needed due to ongoing safety concerns, including hundreds of bicycle crashes each year, with a disproportionate number occurring at intersections, near schools and close to transit facilities. To address these challenges, the region has taken a multi-faceted approach that combines analysis of statewide crash data with extensive public and stakeholder engagement, including meetings, outreach events and a bilingual safety survey. Informed by public input and aligned with State and regional safety priorities, the plan outlines targeted actions and next steps to improve safety, expand access and support a culture of safety for all roadway users.

To provide comments on the Regional Bicycle Safety Action Plan, visit

publicinput.com/bikesafetyactionplan.

Bike, Walk & Roll to School Days 2026 presentation:
[Bike,-Walk,-& Roll-to-School-Days-2026.pdf](#)

NCTCOG staff presented an overview of national walking and bicycling initiatives, including Bike & Roll to School Day and Walk & Roll to School Day. Bike & Roll to School Day is an annual event that promotes active transportation while supporting roadway safety and broader regional mobility objectives. Held on May 6, the initiative encourages students to bike, walk or roll to school together. In addition to enhancing roadway safety awareness, the event promotes physical activity, supports health and wellness, reduces traffic congestion and improves air quality. NCTCOG supports regional participation by providing planning guidance, promotional materials and coordination resources.

For more information on Bike & Roll to School Day, visit <http://www.nctcog.org/walkbikeroll>.

Start of 2026 Ozone Season presentation:
[Start-of-2026-Ozone-Season.pdf](#)

Ozone is a gas composed of three atoms of oxygen and occurs both in the Earth's upper atmosphere and at ground level. Ground-level ozone is commonly referred to as "bad ozone" and forms when emission sources emit nitrogen oxides and/or volatile organic compounds that react in the presence of sunlight. Ozone can make it more difficult to breathe, aggravates lungs and can inflame and damage the airway.

North Texas is currently in violation of two ozone standards, one for 2008 and one for 2015. The current classification under the 2015 standard is serious, with an attainment date of July 20, 2027 and severe under the 2008 standard, with an attainment date of August 3, 2027.

For more information on regional air quality, visit
<https://www.nctcog.org/trans/quality/air/ozone>.

COMMENTS RECEIVED DURING THE MEETING

2026 FIFA World Cup Update

Samarie Goffney, Shorthorn in Arlington (Media)

A. Test scenarios

Question: What are the scenarios you are planning to go over in the meeting on April 16th?

Summary of response by Michael Morris: For safety reasons, I don't want to go over all the scenarios. However, one example scenario might be that we have a mechanical issue with the TRE train coming out of downtown. We would then initiate a bus bridge and take folks directly to the stadium. Another scenario might be the National Weather Service indicating a thunderstorm or lightning or some other element that would trigger safety protocol in a certain part of our region. Anything we can think of, we will trigger and walk through.

Phyllis Silver, Citizen

A. Planning compliments

Comment: Michael Morris, kudos with the FIFA planning. I know you mentioned it has been three years in the making and it is exciting that you have sorted out every possible twist and turn.

Regional Bike Safety Action Plan

Phyllis Silver, Citizen

A. NCTCOG representation at DART Bike to Work Day

Comment: I am not a bicyclist myself, but I am a very avid pedestrian, and I feel like that is very closely aligned with bicycling. On May 15, DART is having a Bike to Work Day, and I attended last year, which was amazing. There was a wonderful table that NCTCOG set up telling us about the trails and bicycle safety. Can Daniel comment on whether NCTCOG is going to be present at the DART event this year?

Summary of response by Daniel Snyder: Yes, we will have someone assisting and handing out educational materials.

Other

Phyllis Silver, Citizen

A. Deadline clarification

Comment: Is there a deadline for comments this month. I know it is 30 days, but I would like to know the exact date.

Summary of response by Karla Windsor: Yes, May 12 will be the comment deadline.

Jeremy Wilson, Citizen

A. Traffic signal technology

Please see Attachment 1 for comments submitted via comment form.

Summary of response by Katherine Cadena: Thank you for your comment and for sharing your technology. The North Central Texas Council of Governments supports innovation in traffic systems but does not directly operate signals. New technologies are typically evaluated through partnerships with local cities or agencies that own and manage their infrastructure, often starting with pilot programs. We encourage you to connect with local jurisdictions interested in piloting solutions.

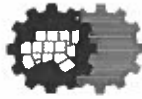
**COMMENTS SUBMITTED DURING THE COMMENT PERIOD VIA
EMAIL, SOCIAL MEDIA, WEBSITE & MAIL**

Mail

Phyllis Silver, Citizen

Please see Attachment 2 for comments submitted via postal mail.

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



North Central Texas
Council of Governments

Public Meeting Comment Form

Instructions:

1. Please mark the box indicating whether you would like to make an oral comment, a written comment, or both oral and written comments.
2. Please fill in your name and affiliation as well as the date and location of meeting.
3. If you are submitting a written comment, please write your comment on this form.
4. Please return this form to an NCTCOG employee at the registration desk.

- ☐ I wish to make an oral comment at the public meeting
☒ I wish to submit a written comment at the public meeting
☐ I wish to make both oral and written comments at the public meeting

Name Jeremy Wilson

Organization XTraffic

Date 04/13/26

Meeting Location North Central Texas Council of Governments.

Please provide written comments below:

Is there a established process for NCTOG to evaluate
innovative traffic systems?

Our software improves the efficiency and safety of traffic
signals and we are looking for cities to run pilot programs
with.

jeremy@xtraffic.com

To submit comments or questions by mail, fax, or e-mail, please send to:
 North Central Texas Council of Governments, Transportation Department
 P.O. Box 5888, Arlington, TX 76005-5888 Phone: (817) 695-9240 Fax: (817) 640-3028
 E-mail: transinfo@nctcog.org Website: <http://www.nctcog.org/trans>

April 13, 2026

Comments + Questions

FIFA World Cup 2026, Transportation

Comment: This presentation shows excellent planning on the part of the Transportation Committee

Question - The presentation mentions, for example on pg. 5, the number of matches and it mentions what day of the week (Thurs. + Saturday) however, except for page 11 (International Broadcast Center) mentioning January to August 2026, I don't see specific dates of the matches. During the live meeting, the date of June 14 was stated ^{as a start date}. I'm wondering if perhaps the dates were not known when the presentation was printed up or if there is another reason why the dates of the world cup matches are not stated. In any case, I would be interested to know these dates.

Regional Bike Safety Action Plan

Comment - This sounds like an excellent program to increase the culture and awareness of safety.

Bike, Walk and Roll to School Days 2026

Comment - I think it's wonderful getting the committee together to promote and encourage such a healthy and collaborative event. This is great to promote a community-minded spirit.

Question

On page 3 and page 4, the terminology "bike bus" is mentioned. During the meeting this terminology was also used. Can you let me know what a bike bus is?

Start of the 2026 Ozone Season

Question:

Pg. 5 - What caused the spike in the 2005 leuc/s?

Phyllis Schine 4/27/2026

WFAA

HERE'S HOW MUCH MONEY OFFICIALS EXPECT THE 2026 FIFA WORLD CUP WILL GENERATE IN DFW

By Paul Livengood

April 1, 2026

The 2026 FIFA World Cup is going to be the biggest spectacle the Dallas-Fort Worth metroplex has ever seen.

It's been said that each World Cup match is the financial equivalent to hosting the Super Bowl, and AT&T Stadium has nine matches on its slate – more than any of the other 15 World Cup venues. Jerry World will host five group stage matches, two round of 32 matches, one round of 16 match and a semi-final match.

The [Dallas Sports Commission had previously estimated](#) that four World Cup matches would bring \$415 million, and said they were still working on estimates for all nine matches, including the semi-final and all the additional fanfare in the area. Well, those numbers are in.

Nine World Cup matches, ancillary events, base camps, training venues, vendors, commercial affiliates and broadcasters (hosting the International Broadcast Center, a.k.a. the IBC) is estimated to bring \$1.5 billion to \$2.1 billion in direct economic impact, according to the Dallas Sports Commission.

According to FIFA's socioeconomic impact analysis report released April 4, the entire tournament is expected to generate \$40.9 billion in GDP. For the U.S. alone, \$17.2 billion in GDP is expected to be made.

Dallas was named as the host of the IBC in early March, which will bring approximately 4,000 to 5,000 people – including approximately 2,000 international broadcast journalists – to DFW.

The IBC will be [housed in the Kay Bailey Hutchinson Convention Center](#) (KBHCC) in downtown Dallas. In December 2024, city council approved a \$15 million package intended to fund the [necessary upgrades for the building to meet FIFA's regulations](#). Dallas also hosted the IBC in 1994, when the World Cup was last in the United States and was held in Fair Park.

According to the Dallas Sports Commission, the IBC will have exclusive use of the KBHCC from Jan. 14, 2026 to Aug. 26, 2026. The 2026 FIFA World Cup kicks off on June 11 in Mexico City, Mexico and will culminate with the World Cup Final in East Rutherford, N.J., on July 19.

DFW will experience more than 100,000 visitors per day during the tournament, according to city officials. In FIFA's April 4 report, it estimated nearly 6.5 million people would come to the three host countries, collectively.

The metroplex has six potential base camps – where visiting nations will train and essentially call their home during the World Cup – each with a pairing hotel:

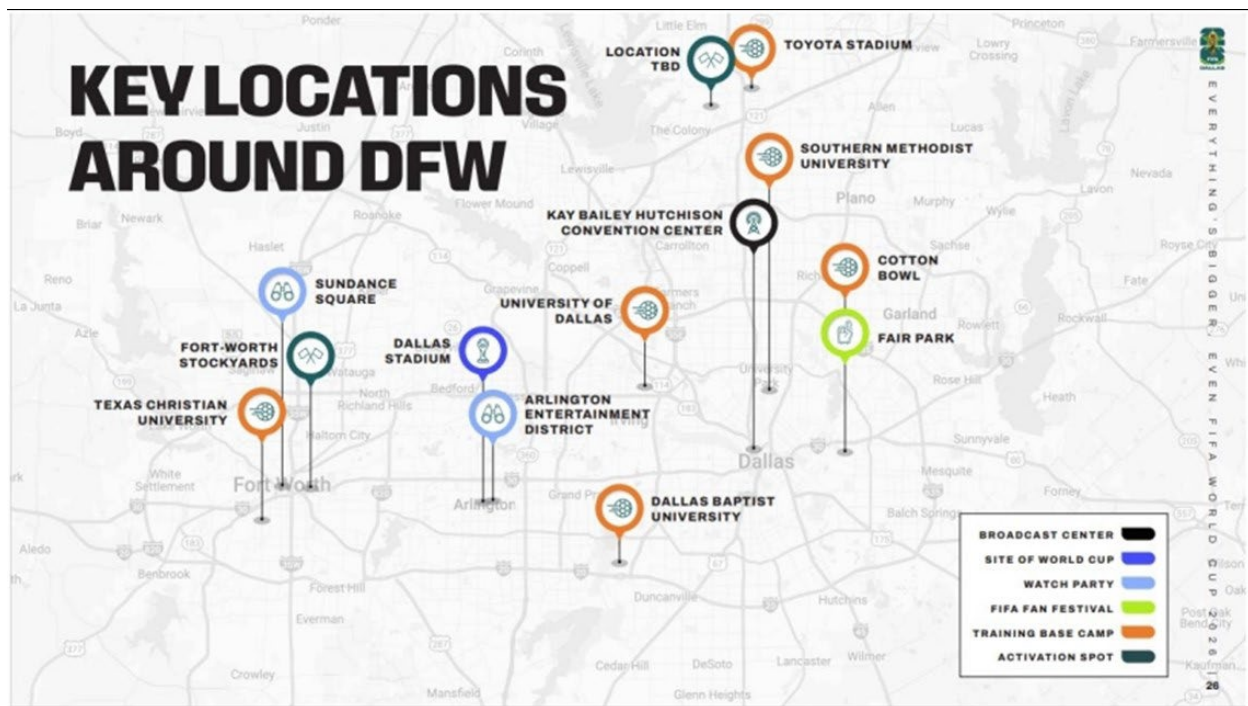
- Dallas Baptist University (Dallas) – Westin Dallas Downtown
- FC Dallas' Toyota Stadium (Frisco) – Renaissance Dallas at Plano Legacy West
- University of Dallas (Irving) – Omni Las Colinas Hotel

- TCU (Fort Worth) – Sheraton Fort Worth Downtown Hotel
- University of North Texas (Denton) – Embassy Suites by Hilton Denton Convention Center
- Mansfield Multipurpose Stadium (Mansfield) – Hilton Garden Inn Dallas-Arlington South

Other possible training venues include Cotton Bowl Stadium in Fair Park and [Southern Methodist University](#).

The FIFA World Cup Fan Festival in Dallas will be held at Fair Park. There will also be "fan activations" on days when games aren't being played, such as a concert series. The fan activation locations are still to be officially determined – but city officials previously named Arlington, Fort Worth and Frisco as potential activation sites, pending contract negotiations. A map previously shared by the Dallas Sports Commission shows the Stockyards as the site for Fort Worth's activation post, and listed the location in between Frisco and The Colony as "TBD."

Both [Cosm](#), the immersive entertainment dome that airs Premier League matches, and [TOCA Social](#), the Topgolf-like soccer entertainment venue set to open in the summer of 2025, are in the area at The Grandscape.



Credit: City of Dallas / Dallas Sports Commission

FIFA World Cup Fan Festival: By the numbers

FIFA Fan Fest will be held in every host city.

City leaders estimate that 39 days in Dallas will attract at least over a million fans, a similar number to what Fair Park sees during the State Fair of Texas every year. The 2022 World Cup in Qatar averaged 70,000 fans per day, with the largest daily attendance at 98,000. That would

bring an estimated 2.7 million people to DFW over the course of those 39 days, if it held up to those standards.

City officials said they assume, however, there will be an average capacity of 35,000 people at any given time. That average would yield approximately 1.4 million people in 39 days.

For context, the State Fair of Texas brought in [2.3 million people in 24 days](#), with the highest attended day being Oct. 7, the Red River Rivalry, seeing just over 208,000. Weekend days throughout the State Fair of Texas see more than 122,000 people per day.

What is the highest-attended FIFA World Cup of all-time?

In 1994, when the World Cup was last in the United States, [68,600 people attended World Cup matches](#), on average, according to Statista. That record stands to this day.

The World Cup with the next highest average attendance, per Statista, was the 1950 World Cup in Brazil with 60,700 people per match. Brazil's 2014 iteration came in third with 53,700 people per match.

2026 FIFA World Cup: What are the next steps?

Regional planning meetings for 2025 are set with 18 focus groups and subcommittees meeting monthly. Among those include:

- FIFA North Texas Safety & Security Team
- FIFA Staff
- FIFA / North Texas Regional Focus Group
- Expert Planning Teams (EPT)
- Regional Partnership Focus Meetings
 - IBC, Tournament Operation Center (TOC), Fan Fest, AT&T Stadium
- Federal Coordination Team Identified by DHS

Transportation and Mobility

The North Central Texas Council of Governments (NCTCOG) secured third party Kimberly-Horn to develop the Regional Mobility Plan draft submitted to FIFA in March, according to city leaders.

The strategy will rely on the new \$400 million interchange at State Highway 360 and I-30, bus bridges, express lanes for attendees headed to the games, managed lanes on I-30, charter buses and utilization of the Trinity Railway Express, according to [WFAA's partners at The Dallas Business Journal](#). The prospect of "[flying taxis](#)" has even been discussed.

On a national scale, a report written by former government officials and aviation industry experts and [released in late February](#) said the United States air travel system is not ready for the [2026 FIFA World Cup](#), citing slow visa processing times and outdated security technology, among other reasons.

Among the recommendations to better prepare for the influx of international travelers was to create a task force to oversee preparations for larger scale events coming to the U.S. in the coming years, including the World Cup and Summer Olympics. [President Trump did so a few weeks](#) after the report was released.

The NCTCOG's final transportation plan is set to be adopted in early 2026, once the competing teams and base camps are finalized.

Who's in? Who's out? FIFA World Cup field will take shape this year

Japan became the first non-host nation to qualify for the World Cup. Each of the six soccer confederations within FIFA has its own qualification process – which we won't get into – and the field of teams competing will take shape throughout 2025 and be nearly complete by the end of the year.

By December 2025, 42 of the 48 teams will be known. The only teams left to solidify their spots will be UEFA's final four spots and the two inter-confederation playoff spots. [WFAA will keep track of all the teams who qualify here](#).

DFW's marketing: How is the metroplex being projected to the world?

The "image" of DFW to the rest of the world will be through the city's "Sonic ID" – the audio and visual representation of the region which was produced by Grammy Award-winning producer Tre Nagella – and the FIFA Host City poster. [Dallas' FIFA song was released in March](#) and the [city poster is set to be unveiled later this month](#).

What else is coming in 2025?

Dallas will hold a "Road to the World Cup" launch event on June 11, officially one year out from the opening kick.

On Aug. 31, volunteer recruitment launch will take place. The [sign-up form for volunteers was released online in February](#).

The FIFA Volunteer Center will be headquartered at the Food and Fiber building at Fair Park, according to the Fair Park First meeting on April 22.

DALLAS LEADERS UNVEIL TRANSPORTATION PLANS FOR WORLD CUP

By Lori Brown and Carter Freemon

April 2, 2026

North Texas officials say they're prepared to help over a million people travel to World Cup matches this summer.

World Cup transit plans for North Texas

What we know:

The North Texas FWC Organizing Committee and the North Central Texas Council of Governments unveiled public and private transportation plans for this summer's World Cup on Thursday.

One of the public transit improvements will be adding additional capacity to the Trinity Railway Express, or TRE.

Currently, the TRE operates six trains with three cars. During the World Cup, the TRE will add four additional trains with four cars each.

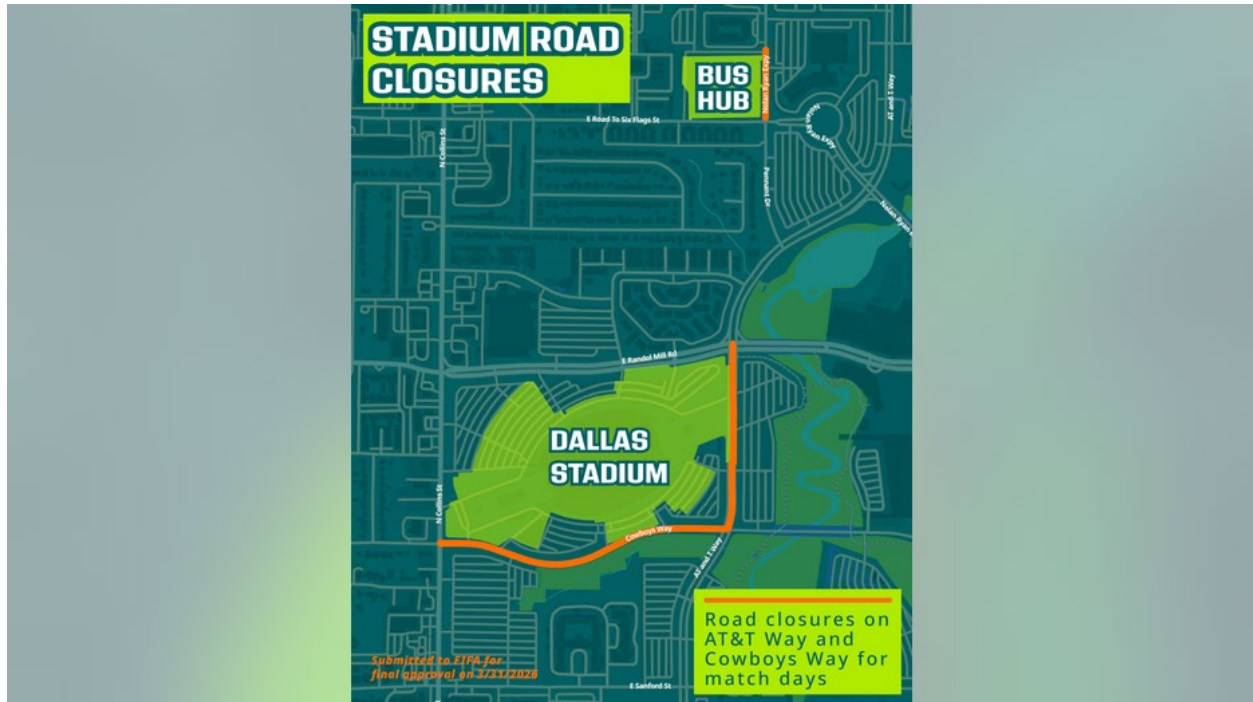
Match day transit



For the nine match days during the tournament, ticket holders using public transit will need to do a bit of walking to make it to the stadium.

Ticket holders can board the TRE in Dallas at Victory Station or Fort Worth at Central Station and ride it to CentrePort Station. From there, fans will ride charter buses to a bus hub in Arlington.

Once in Arlington, fans will need to make a half-mile walk to Dallas Stadium, which the NTFWC estimates at around 10 minutes.



The sections of AT&T Way and Cowboys Way that border Dallas Stadium will be closed on match days.

North Texas residents are encouraged to drive to matches, where over 16,000 spaces will be open for general parking.

Arlington's Esports Stadium parking lot has been designated as the rideshare lot for the duration of the tournament.



FIFA Fan Festival transit

Residents and visitors are encouraged to use DART's Green Line to reach the FIFA Fan Festival at Fair Park.



On-site parking will be limited, and 30,000 fans are expected to attend per event.

International Broadcast Center



The Kay Bailey Hutchison Convention Center will house the International Broadcast Center for the World Cup

Several surrounding roads will be closed in June and July as the event takes place.

Toll lane changes on I-30

New toll lanes on I-30 that change directions during rush hour will be used to help direct traffic during the World Cup. Lanes will change directions based on World Cup match times.

Dallas Stadium will open three hours before each match, offering fans ample time to make their way to Arlington.

For residents not traveling to games, it's recommended you seek alternate routes to I-30 and I-20, which will be swamped with match-day traffic.

"Nine Super Bowls"

What they're saying:

Leaders from the North Texas FWC and the North Central Texas COG spoke on the logistics of moving so many people.

"We're welcoming the world for the equivalent of nine Super Bowls," said Karla Windsor, one of the speakers at Thursday's presser.

"As you can imagine. Our international visitors are probably more familiar with transit systems in their home countries, which is why you see the magnitude of the transit investment that we have in our particular plan," Michael Morris, the Director of Transportation for the North Central Texas COG, said.



Michael Morris

When asked why the charter buses won't drop spectators off at Dallas Stadium, Morris pointed to the magnitude of traffic expected in the area.

"People start screaming at their Uber driver that they can walk faster than the Uber driver can go the last half a mile because of the magnitude of traffic around the venue. You do not want to do that with a charter bus."

THE DALLAS MORNING NEWS

DALLAS ZOO INCREASES PARKING BY 55% WITH NEW LOT, EV CHARGERS

Officials believe the new south Dallas parking garage will help accommodate needs of incoming visitors

By Hedija Spahalic
March 31, 2026



The exterior of the Dallas Zoo's new guest parking garage located at 725 S. Ewing Ave in Dallas, Sunday, April 6, 2025. Juan Figueroa/The Dallas Morning News

Get ready to park with ease the next time you visit the Dallas Zoo. A new five-story parking garage was unveiled Tuesday morning and is the first construction project in the zoo's multi-year, long-term capital campaign.

The parking garage, previously known as the Hippo Lot and located at 725 Ewing Ave., will add almost 600 additional parking spaces and increase parking by 55%. This brings the total number of available spaces at the zoo to about 1,700, including five new electrical vehicle charging stations capable of charging two cars each.

"On a typical spring break, people are parking on any available corner, and it causes a lot of problems with congestion and traffic," Sean Greene, chief operating officer of the Dallas Zoo, said.

At least 75 days per year, the Dallas Zoo would run out of available parking, according to zoo officials. They hope the new garage will help combat that issue. The zoo already operates one

EV charging station, capable of servicing two EVs at a time. Although these chargers will remain free, the 10 new spots in the garage will require a fee.

“The hardest part of a great day at the zoo was finding a parking space,” Arun Agarwal, president of the Dallas Parks and Recreation board, said in a speech.

Both public and private investments funded the parking garage, was approved in 2019 and broke ground spring of 2024. The zoo invested about \$3.5 million, a City of Dallas 2017 bonds program provided \$3 million, and a grant from the North Central Texas Council of Governments gave \$10 million.

“The Dallas Zoo is an anchor of new economic development in south Dallas,” council member Maxie Johnson said during the dedication ceremony Tuesday morning. “Every dollar invested in the Dallas Zoo sees a return of \$18 in the local economy.”

Over a million people visit the zoo per year, said Agarwal. Zoo and city officials are expecting an increase in traffic in south Dallas, and believe the new parking garage will help accommodate needs of incoming visitors, calling it “a down payment to a much larger vision.”

Lisa New said the garage will serve the zoo, DART, Oak Cliff and Halperin Park, which opens in May. However, Greene said operating hours and availability outside of zoo hours has not been determined yet.

“Popularity is a good thing, but we’re not sure how to support everyone,” Greene said.

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS UNVEILS PLANS FOR FIFA WORLD CUP

By Cody Thorn

April 2, 2026



Michael Morris, director of transportation for the North Central Texas Council of Governments, speaks during a news conference April 2 in Arlington. Morris and other transportation leaders discussed traffic plans for the FIFA World Cup that will have nine games in Arlington from June 14 to July 14. (Cody Thorn/Community Impact)

Organizations and cities throughout North Texas showcased various transportation-related plans for the upcoming [FIFA World Cup](#) games.

Dallas Stadium, also known as AT&T Stadium, will host nine games between June 14 and July 14.

[North Central Texas Council of Governments](#), along with the North Texas FIFA World Cup Organizing Committee, Dallas Area Rapid Transit, Trinity Metro, Trinity Railway Express and the Texas Department of Transportation, were part of a press conference April 2 to discuss the myriad of travel options.

“The FIFA World Cup represents something entirely new: the largest sporting event in the world coming to one of the fastest-growing regions in the country,” said Michael Morris, director of transportation for the NCTCOG. “Embracing this historic opportunity required unprecedented

collaboration across our cities, counties, state transportation department and transit agencies to deliver a transportation strategy worthy of a global stage.”

A closer look

The transportation plan includes the use of public transit, how to get to games and the FIFA Fan Festival, as well as what traffic would look like on various highways across North Texas.

According to the presentation, the final plan was submitted to FIFA on March 31.

Morris said the plans started 2 1/2 years ago, and it was tweaked each time the Dallas-Fort Worth area hosted a special event.

Morris said the area expects to see up to 1 million visitors. Coupled with the local traffic, that’s nearly 10 million people in the area, he said.

Public transit will connect visitors from the airport, the [FIFA Fan Festival](#) at Fair Park, the [International Broadcast Center](#) at the Kay Bailey Hutchinson Convention Center in Dallas and CentrePort Station in Fort Worth. The Convention Center Station will be closed due to ongoing construction at the convention center, according to a news release.

There will be additional capacity on trains across the system to help accommodate visitors who often use public transit, he said. Morris said there were two additional train sets, two locomotives and four additional cars purchased to ensure adequate capacity.

“By aligning our partners under one coordinated vision, we have built an innovative system that brings together rail, bus and smart infrastructure to meet the scale and energy of the FIFA World Cup,” Morris said. “Our goal is simple: to provide every fan with an experience of a lifetime supported by transportation that is seamless and reliable.”

NCTCOG developed a creative approach for match day transportation, knowing FIFA spectators rely far more heavily on public transit than typical crowds at events at Dallas Stadium, Morris said. Ticket holders can ride the Trinity Railway Express from Fort Worth or Dallas to CentrePort Station. From there, they will take a charter bus to the Bus Hub, the designated transit drop-off zone near the stadium. Fans will then have a half-mile walk to the entrance, which should be about 10 minutes, Morris said.

From Victory Station or Fort Worth Central Station to the stadium, fans should expect the trip on public transit to take about 1 1/2 hours. Users will be advised to begin the journey to the game four hours before the match.

The region’s freeway and highway system will provide multiple options to drive to Dallas Stadium for events, with 16,000 parking spots available, said Karla Windsor, a senior program manager for NCTCOG.

She added that the eSports Stadium Arlington will be the designated ride-share location, a change from events at AT&T Stadium/Dallas Stadium that have ride share in Lot 15.

Road construction in the I-30 corridor and near the convention center in Dallas will be scaled back during a designated quiet period, from May 26 to July 23, according to a news release.

“Our plan moves visitors from rail to charter buses with dedicated routes connecting key transit hubs to the stadium,” Windsor said. “We appreciate our local, state and federal partners for lending their collaboration in the development of this plan.”

What else?

Morris mentioned the two major airports, Dallas Fort Worth International Airport and Dallas Love Field, will welcome visitors from all over the world.

According to a [news release](#) from DFW Airport, various public forms of public transit will access to and from the airport, such as DART Orange Line to Terminal A, DART's Silver Line to Terminal B, Trinity Metro's TEXRail to Terminal B and Trinity Railway Express that links to CentrePort/DFW Airport Station, with terminal access from Gate D16 via the TRE Link shuttle.

Morris pointed out there are also 30 general aviation airports, such as Fort Worth Meachem International Airport, Addison Airport, McKinney National Airport and Arlington Municipal Airport that will handle private flights.

FORT WORTH INC.

NORTH TEXAS OFFICIALS UNVEIL PLAN TO TRANSPORT WORLD CUP FANS ACROSS THE REGION

By Fort Worth Inc.

April 2, 2026

Now that we know the [Japan national soccer team was never considering a boycott of the FIFA World Cup](#) — merely an ill-advised April Fools' Day stunt — we learned Thursday how North Texas officials plan to move fans, Japanese or otherwise, to and from venues across the region.

Officials on Wednesday unveiled a regional transportation plan designed to move hundreds of thousands of visitors across Dallas-Fort Worth during the global tournament.

The plan, led by the North Central Texas Council of Governments in coordination with the North Texas FWC Organizing Committee, outlines how fans, media and event personnel will travel between key venues, including AT&T Stadium in Arlington — rechristened “Dallas Stadium” for the World Cup — the FIFA Fan Festival at Fair Park, and the International Broadcast Center in downtown Dallas.

“Major sporting events create unforgettable, lifelong memories for fans, and in North Texas, we are accustomed to welcoming some of the biggest events on the sports calendar,” said Monica Paul, president of the North Texas FWC Organizing Committee, in a statement. “Any major sporting event such as the FIFA World Cup requires months of collaboration with partners across multiple sectors, including transportation.”

Officials described the plan as a coordinated, multimodal system that integrates rail, bus, highway, and aviation infrastructure across the region.

The Trinity Railway Express commuter rail line will serve as the primary transit option for match-day travel. Spectators will ride the TRE from Dallas or Fort Worth to CentrePort Station, where they will transfer to charter buses bound for a designated “Bus Hub” near the stadium. From there, fans will walk approximately a half-mile to the venue.

Travel time from downtown Dallas or Fort Worth to the stadium is estimated at about 90 minutes, and officials recommend that spectators begin their journeys up to four hours before kickoff.

“NCTCOG developed a creative approach for match day transportation, knowing FIFA World Cup 2026 spectators rely far more heavily on public transit than typical crowds at events” at AT&T Stadium, a press release stated.

Rideshare services will also play a role, with designated pick-up and drop-off operations at the Esports Stadium Arlington parking lot, located about less than a mile from the stadium.

For those driving, the region's highway network — including Interstate 30 and Texas 360 — will provide access to Arlington, with approximately 16,600 parking spaces allocated for spectators on match days.

Beyond the stadium, the plan addresses transportation to other major World Cup sites. The FIFA Fan Festival at Fair Park will be accessible via DART's Green Line, while the International

Broadcast Center at the Kay Bailey Hutchison Convention Center will be served by multiple rail lines, with adjustments made for ongoing construction.

The broader regional strategy also highlights North Texas' aviation capacity, including Dallas Fort Worth International Airport, Dallas Love Field, and dozens of general aviation airports that will support travel demand during the tournament.

"The FIFA World Cup represents something entirely new: the largest sporting event in the world coming to one of the fastest-growing regions in the country," said Michael Morris, director of transportation for NCTCOG. "Embracing this historic opportunity required unprecedented collaboration across our cities, counties, state transportation department, and transit agencies to deliver a transportation strategy worthy of a global stage."

Officials said the plan is designed to provide seamless and reliable travel across the region, supported by tools such as the GoPass app for trip planning and ticketing across transit systems.

North Texas is expected to be one of the busiest host regions during the tournament, hosting more matches — nine, plus a semifinal game — than any other venue in the United States.

NORTH TEXAS UNVEILS TRANSPORTATION PLAN FOR FIFA WORLD CUP 2026

By Abbey Bowling

April 2, 2026

The [North Texas FWC Organizing Committee](#) and the North Central Texas Council of Governments unveiled a comprehensive transportation plan Thursday to move fans and visitors during the FIFA World Cup 2026. The strategy outlines how the region will manage travel for nine matches at Dallas Stadium in Arlington and related events across the Dallas-Fort Worth area this summer.

The North Central Texas Council of Governments is leading the planning effort in coordination with airports, transit agencies and local municipalities. The integrated network is designed to transport thousands of spectators to match sites, the FIFA Fan Festival at Fair Park and the International Broadcast Center located at the Kay Bailey Hutchison Convention Center.

Monica Paul serves as the president of the North Texas FWC Organizing Committee. Paul noted that the scale of the World Cup requires extensive coordination across various industries to prepare for the arrival of international fans. "Major sporting events create unforgettable, lifelong memories for fans and in North Texas, we are accustomed to welcoming some of the biggest events on the sports calendar," Paul said. "Any major sporting event, such as the FIFA World Cup, requires months of collaboration with partners across multiple sectors, including transportation."

Michael Morris is the director of transportation for the North Central Texas Council of Governments, which is leading the regional planning. Morris said the tournament presents a unique challenge for the Dallas-Fort Worth area. "The FIFA World Cup represents something entirely new: the largest sporting event in the world coming to one of the fastest-growing regions in the country," Morris said. He added that the goal is to provide a seamless experience through an innovative system of rail, bus and smart infrastructure.

Match day operations will rely more heavily on public transportation than typical events held in Arlington. Fans can take the Trinity Railway Express from either Dallas or Fort Worth to CentrePort Station. From there, ticket holders will board charter buses to reach a designated transit drop-off hub near the stadium. Once at the hub, fans will have a half-mile walk to the stadium entrance.

Karla Windsor, a senior program manager for the North Central Texas Council of Governments, explained that these dedicated bus routes are central to the strategy. "Our plan moves visitors from rail to charter buses with dedicated routes connecting key transit hubs to the stadium," Windsor said. The council worked with municipal and transit partners to design these special event services specifically for tournament operations.

For spectators using other methods of travel, the Esports Stadium Arlington lot has been designated as the official zone for rideshare pickup and drop-off. The region's highway and freeway network will also remain open for fans who choose to drive themselves, with various parking options available around the venue.

Visitors arriving from outside the region can use Dallas-Fort Worth International Airport or Dallas Love Field, both of which connect to public transit and rental car services. To manage local travel, officials are directing fans to use the GoPass mobile app. The tool provides real-time trip planning, digital ticket storage and contactless payments for Dallas Area Rapid Transit, Trinity Metro and several other regional transit agencies.

The planning process involves a coalition of entities including the cities of Dallas, Fort Worth and Arlington. Other partners include Dallas Area Rapid Transit (DART), Trinity Metro, the Texas Department of Transportation and the Trinity Railway Express.

THE PLAN TO MOVE MILLIONS OF PEOPLE AROUND DALLAS-FORT WORTH DURING THE WORLD CUP

By Matthew Adams

April 2, 2026



Arlington will host nine matches during this summer's World Cup. Hundreds of thousands of fans are expected to descend upon Dallas-Fort Worth, adding stress to our transportation infrastructure. Hector Vivas Getty Images

Expect traffic around AT&T Stadium to be a nightmare during the World Cup, but there's a plan to help alleviate some of the stress hundreds of thousands of soccer fans will put on our transportation system this summer.

The North Texas FIFA World Cup Organizing Committee and the North Central Texas Council of Governments presented Thursday their mobility playbook, which focuses heavily on rail and bus service to move fans to and from Arlington on match days.

Michael Morris, director of transportation for the North Central Texas Council of Governments, said it's likely a million additional people will use local roads and public transportation systems over the 31 days the World Cup is in town, during which time [nine matches will be played at AT&T Stadium](#) (which will temporarily be renamed Dallas Stadium for the tournament).

Each of those games will be the equivalent of a Super Bowl, officials have said, with upward of 100,000 people descending upon Dallas-Fort Worth.

The [Trinity Railway Express](#), with service from downtown Fort Worth, will operate four-car trains instead of the standard three-car trains, and they're adding two additional train sets with a locomotive and four cars each. On match days, TRE trains from Fort Worth and Dallas will carry fans to the CentrePort/DFW Airport near State Highway 360 and Trinity Boulevard in Fort

Worth, and shuttle buses will transport people to a bus hub closer to the stadium. TRE tickets are available via the [GoPass app](#).

Additionally, there will be 125 regional charter buses to carry passengers who can't fit on the trains. These buses can carry 50 passengers each and will operate with priority on Interstate 30 using specially managed lanes. Transportation officials will be able to change the directional flow of traffic on these lanes depending on the need.

Locals are advised to drive to games to allow more visitors to use public transportation. Those driving are encouraged to follow the directions that accompany FIFA-issued parking passes to get to their designated parking areas, which will be around Globe Life Field, the Rangers' ballpark.

If you are heading to a match this summer, leave early to account for traffic. The stadium will open three hours before kickoff. Officials are also asking those who live or work in Arlington to adjust their schedules and consider working from home on match days.

On those days, portions of Cowboys Way and AT&T Way, the roads that run south and east of AT&T Stadium, will be closed to traffic. Part of the Nolan Ryan Expressway will also be closed near the bus hub, which will be on East Road To Six Flags Street.

The walk to the stadium from either the bus hub or the nearby rideshare lot will take about 10 minutes. Planning officials are looking at adding cooling stations and shaded areas along the route to help with the heat.

Kelly Porter, the assistant director for regional transportation planning and innovation for the city of Fort Worth, asked area residents to please "pack your patience" during the World Cup. It will be hot and it will be crowded, but the tournament presents a unique opportunity for Fort Worth to put itself on the map, Porter said.

As far as what the city is doing to prepare, Porter said street construction will be halted in some areas to reduce traffic congestion, and Fort Worth has partnered with the Texas Department of Transportation to plan for major roadway usage. Still, there will likely be delays in popular areas around places like Fort Worth Central Station in downtown, which will be the primary point for boarding TRE trains and charter buses to the games.

Porter said the overall impact to locals will likely be limited, but he reiterated that those who can should consider working remotely during the World Cup to ease traffic for essential workers and emergency workers.

Where are things taking place in Dallas-Fort Worth during the World Cup?

AT&T Stadium, with its [nine matches](#), will be the focal point. The first match will be June 14, with the Netherlands facing Japan. The Dallas slate will conclude on July 14 with a semifinal match.

Elsewhere, Toyota Stadium in Frisco, home of FC Dallas, will [serve as the base camp](#) for team Sweden. An under-construction soccer stadium in Mansfield will be base camp for the Czechia national team.

The FIFA Fan Festival will be held in Fair Park and will be accessible via the DART Green Line. Those traveling from Fort Worth can take the TRE to Dallas' Victory Station to transfer to Green Line trains.

FIFA's International Broadcast Center, which will be the hub for all broadcast media, will be based at Dallas' Kay Bailey Hutchison Convention Center.

WORLD CUP TRANSPORTATION PLAN LEANS ON NORTH TEXAS' RAIL SYSTEM

By David Goins
April 2, 2026

FIFA organizers say North Texas' plan to get fans around the region during the World Cup is ready to go and can adapt to changing conditions.

While fans will cheer for a variety of countries this summer, organizers of the FIFA World Cup in North Texas want to ensure how people get to games at "Dallas Stadium" in Arlington is a win for the region too.

Now, just over two months out from kickoff, the North Texas FIFA World Cup Organizing Committee is sharing another key piece on Thursday on [how thousands of fans will move about the region during the 39-day World Cup](#).

Monica Paul is president of the North Texas FIFA World Cup Organizing Committee.

"We want them to feel like it's safe, it's secure and it's an easy mode of transportation because we feel like it will be a great reflection on our entire region," Paul said.

Organizers shared a variety of maps reflecting a part of World Cup transportation planning, starting when fans arrive at either DFW International Airport or Dallas Love Field.

It includes utilizing the DART green line rail to access the [FIFA Fan Fest at Fair Park](#) and being aware of road closures around the [International Broadcast Center in downtown Dallas](#) at the [Kay Bailey Hutchison Convention Center](#).

Michael Morris with the [North Central Texas Council of Governments](#) (NCTCOG) says the biggest piece of the transportation plan centers around getting people to and from Arlington on matchdays.

"Having seamless delivery of 80,000 people to and from the stadium for the nine matches is probably the most important part of the plan," Morris said.

Morris says that to meet that goal, there will be an increased utilization of Trinity Railway Express trains, which will add increased passenger capacity by adding a fourth car to each train and running them more frequently.

Additionally, TRE rail service, and the DART rail feeding into TRE will be active on Sunday, June 14, for the first match hosted in North Texas featuring the Netherlands vs Japan.

"My biggest concern with international guests is having the magnitude of transit capacity to move 10,000 or 15,000 people by transit."

For fans traveling by rail, the CentrePoint Station, south of DFW Airport, will serve as the exit location to a waiting charter bus that will allow fans with game tickets to be dropped off at a parking lot about a half-mile from the stadium.

It's similar to the details [NBC-5 first reported on](#) the World Cup transportation plan late last year.

On Thursday, officials did clarify the preference for local fans to drive to matches if they have tickets, freeing up space on trains, and a potential bus bridge of 125 charter buses, for international and domestic guests visiting the region.

Morris says there is 16,000 parking spaces near the stadium that will accommodate local fans, but cautioned street closures around Dallas Stadium will mean even experienced gameday drivers will need to plan carefully on how and when to arrive on matchdays.

THE DALLAS MORNING NEWS

CAN NORTH TEXAS HANDLE THE WORLD CUP CROWDS?

Public transit is the backbone of a plan to move thousands of fans to AT&T Stadium

By Dallas Morning News Editorial Board
April 2, 2026



The Trinity Railway Express will be the backbone of a plan to move World Cup fans to AT&T Stadium.

As the 2026 World Cup draws closer, we are getting some clarity about security procedures and how officials plan to safely move tens of thousands of fans to the nine World Cup matches our region is hosting. North Texas has a strong plan, but execution will be critical.

A major challenge is making sure out-of-town soccer crowds, unfamiliar with Texas roads and distances, are well informed about transportation options and the allocated time necessary to go to AT&T Stadium (Dallas Stadium during the World Cup) or the FIFA Fan Fest at Fair Park.

Even with the best planning, things can go wrong. Just look at the friendly FIFA match between France and Brazil in the Boston area. Traffic on Interstate 95 and Route 1 on the way to Gillette Stadium in [Foxboro, Mass., was a nightmare](#), according to news reports.

Rush hour traffic mixed with 64,000 soccer fans brought traffic to a standstill. It didn't help that GPS apps re-routed impatient drivers through secondary roads, bringing chaos to the streets of Foxboro. Organizing committees all over the country are likely absorbing lessons from the Boston debacle.

The North Texas FIFA World Cup Organizing Committee will announce its transportation plans today, but we got a preview from Michael Morris, director of transportation for the North Central Texas Council of Governments. There is a robust plan that relies on public transportation, but communicating these options to fans will be crucial.

The Trinity Railway Express is the backbone of this plan, which involves two anchor points at Victory Station in Dallas and at Fort Worth Central Station. World Cup fans with game-day tickets can take trains from either station to CentrePort Station, near Arlington. Fans can begin using these hubs five hours before a match.

At CentrePort, there will be a bus bridge with dozens of buses taking soccer fans to the stadium in 20-minute trips to Lot H, a 9-minute walk to AT&T Stadium, Morris said.

The plan has built-in redundancies, in case crowds become too large at the TRE stations in either Dallas or Fort Worth. Contingency buses can be deployed to take ticket-holding fans through a managed lane on Interstate 30 to Arlington. Morris told us officials expect to be moving about 50,000 fans per soccer match.

Meanwhile, security is expected to be tight. [Dallas police](#) will use drones as part of a \$10 million federal grant. The drones will allow officials to rapidly address threats and enhance safety across World Cup venues. This grant is in addition to a \$51.5 million federal grant for public safety planning and operations during the event.

Article continues below this ad

World Cup planners are leaning on the expertise of the security team that is part of the organizing committee and that includes [a former critical incident and counterterrorism supervisor](#) for the FBI.

It's unlikely that the World Cup experience in North Texas will be without glitches, but the details shared so far give us confidence that officials are prepared to make it as smooth as possible.

FIFA, NORTH TEXAS LEADERS UNVEIL WORLD CUP TRANSPORTATION PLAN

By Pablo Arauz Pena

April 2, 2026

The long-awaited FIFA World Cup tournament is just months away, and local officials on Thursday unveiled the region's plans for how to handle the masses of soccer fans that will visit North Texas this summer.

Monica Paul, president of the North Texas FIFA World Cup organizing committee, told reporters the region is in the spotlight for hosting nine matches in Arlington — the most of any host city — as well as the International Broadcast Center and Fan Festival in Dallas.

"Though we've already had many, many other announcements throughout this process, today's is probably one of the most important of the entire tournament," Paul said.

Upon arriving at any one of the region's airports, mainly Love Field and Dallas-Fort Worth International, travelers can expect a variety of ways to reach AT&T stadium for the tournament's matches. Those include bus and rail service, rideshare and car rentals.

Regional transportation director Michael Morris laid out the transportation plan's priorities: quality, magnitude, redundancy and resiliency of transportation service.

"A good example of this is the refurbished transport [Trinity Railway Express] cars partnering with DART and Trinity Metro, funding those improvements almost two years ago for that service to be available to our guests coming to our region," Morris said.

TRE will have more frequent service and additional train cars during the tournament. Fans can take the train from Victory station, downtown Dallas or Fort Worth to CentrePort DFW and transfer to a bus that will take them a hub near the stadium.

Morris also touted the availability of 125 charter buses to address overcrowding on the trains. Those buses will run on reversible managed lanes along Interstate 30, taking fans from downtown Dallas to the bus hub.

"As you can imagine, our international visitors are probably more familiar with transit systems in their home countries, which is why you see the magnitude of the transit investment that we have in our particular plan," Morris said.

Rideshare services and car rentals will also be available from airports, hotels and to a drop-off location northeast of the stadium.

Natalie Bettger, program manager for the North Central Texas Council of Governments, also told reporters that North Texas residents should plan around the match days.

"If you live in the Dallas-Fort Worth region, consider driving so the out-of-town visitors can utilize the transit system," Bettger said. "If you work near the Arlington Entertainment District, consider working from home on match days to help reduce the traffic in the area."

Fans who plan to use the charter buses from CentrePort DFW station must have a valid match day ticket. All visitors must also purchase a pass to use any DART, TRE or Trinity Metro service. Tickets can be purchased using the GoPass app.

“With this plan, we are confident that we will be prepared to handle the number of guests that will be using our transportation system around the World Cup,” Monica Paul said.

ORGANIZERS UNVEIL 2026 FIFA WORLD CUP TRANSPORTATION PLAN FOR NORTH TEXAS

By S.E. Jenkins

April 2, 2026

With just 70 days until the [2026 FIFA World Cup](#) arrives in North Texas, organizers have unveiled a transportation plan addressing how hundreds of thousands of fans will move across the region.

An [influx of international visitors](#), many of whom rely on public transit, is expected, raising questions about accessibility, navigation and potential language barriers.

Travel into the North Texas region for fans and spectators

There are 30 general aviation airports, including Fort Worth Meacham International Airport, Addison Airport, McKinney National Airport, and Arlington Municipal Airport an addition to the two major commercial airports:

- Dallas Fort Worth International Airport (DFW)
- Dallas Love Field (DAL)



Ground transportation

The [GoPass mobile ticketing and travel planning app](#) for public transit in North Texas, primarily used for Dallas Area Rapid Transit (DART), Trinity Metro, and several surrounding transit agencies. It enables contactless payments, real-time trip planning, and digital ticket storage for buses and trains, essentially acting as a mobile ticket vending machine. Plan trips and purchase tickets.

Getting to Dallas Stadium for matches

Dallas Stadium, located within the Entertainment District in the City of Arlington, will be the focal point of Match Day.



NCTCOG, the City of Arlington, Dallas Area Rapid Transit (DART), Trinity Metro, and Trinity Railway Express (TRE) are coordinating a regional, multimodal transit strategy. The plan introduces enhanced connections and special event services designed to move fans, media, and staff safely and efficiently across the region while meeting FIFA's global standards.

The TRE - the regional commuter rail line connecting Fort Worth and Dallas and jointly operated by DART and Trinity Metro - will be the primary passenger rail option for fans traveling to matches.

- Attendees will ride the TRE from downtown Dallas or Fort Worth to CentrePort Station, then transfer to charter buses that will take them directly to the Bus Hub, the designated transit drop-off zone near the stadium. From there, it's a short half-mile walk to the entrance. Fans will need a match ticket to ride the charter bus.
- Boarding the TRE: Passengers may board at any TRE station, but will be encouraged to start at Victory Station in Dallas and the Fort Worth Central Station in downtown Fort Worth.
- Transfer at CentrePort Station: At the station (about 8 miles from the Stadium), attendees will complete a quick soft ticket check before boarding charter buses. Anyone without a ticket will be directed to rideshare services or alternative return
- Charter bus segment: Buses will run CentrePort Station → the Bus Hub, a route with an estimated 20-minute drive time under normal traffic.
- Final approach: All riders will be dropped off at the Bus Hub, followed by a 10-minute walk to the stadium.

- **Total estimated travel time:** Door to door, from Victory Station or Fort Worth Central Station to the stadium, spectators should plan for about 1.5 hours, including:
 - 15 minutes for boarding at TRE stations
 - 30-minute TRE ride
 - 15-minute wait/boarding for charter buses
 - 20-minute ride to Bus Hub
 Transit users will be advised to begin their journey up to four hours before the match

Backup capacity: Dynamic Charter Service

If the TRE reaches capacity, a Dynamic Charter Service will take match ticket-holders directly from Victory Station or the Fort Worth Central Station to the Bus Hub.

Rideshare pick-up and drop-off

The Esports Stadium Arlington lot has been designated for rideshare operations and taxi pick-up and drop-off. The lot is about 0.7 miles from the stadium, or a 10 to 15-minute walk.

Spectators using the lot for drop-off or pick-up will be directed to use the newly constructed 10-foot sidewalk along the east side of AT&T Way for a direct walking route to and from the Stadium.

Rideshare vehicles will enter via Ballpark Way and exit via AT&T Way. If rideshare vehicles attempt to arrive via AT&T Way, they will be directed to turn around and re-enter from Ballpark Way.



Driving

The region is supported by a robust highway system connecting Dallas, Fort Worth, Arlington, and surrounding cities. Interstate 30 serves as the primary east-west route to Dallas Stadium, with managed toll lanes that will be used for FIFA vehicles and charter services to help ensure

reliable travel times. Additional north-south corridors, including State Highway 360 and President George Bush Turnpike, provide alternative access and direct connections to DFW Airport.

Organizers said locals are encouraged to drive to matches.

Parking

Approximately 16,600 spaces will be allocated for general spectator parking around the stadium on Match Days. If parking is purchased from FIFA, the best travel route to get to the parking lot will be assigned to balance the loads on the transportation system. The route recommended by your GPS system may not be the quickest or most effective route.

Road closures around Dallas Stadium

To support pedestrian movements from the Bus Hub, one southbound lane on Pennant Drive (from Road to Six Flags Drive to AT&T Way) will be closed to provide a wider pedestrian walkway.

In addition, the right-most southbound lane on AT&T Way (from Randol Mill Road to Pennant Drive) will be closed to accommodate spectators walking between the Bus Hub and the stadium.

AT&T Way from Randol Mill to Cowboys Way will be closed.

Cowboys Way from AT&T Way to Collins Street will be closed.



The location of the FIFA Fan Festival Dallas and how to get there

The FIFA Fan Festival™ Dallas will be held at Fair Park in Dallas, a historic and high-capacity venue located just east of downtown.

Fair Park has a long track record of hosting major events, including the State Fair of Texas, which drew 2 million attendees in 2025. Fair Park is well-served by public transit and parking infrastructure to support high-volume attendance:

- The DART Green Line provides direct rail service to the venue.
- Two stations - Fair Park Station and MLK, Jr. Station - offer convenient access and historically experience heavy ridership during major events.
- Fair Park offers more than 14,000 parking spaces for visitors attending events

Getting to the International Broadcast Center

The FIFA World Cup 2026™ International Broadcast Center will serve as the tournament's global media hub for thousands of broadcasters and FIFA officials. FIFA will control the facility from January 14 through August 24, 2026, covering the full buildout, tournament operations, and teardown period.

The IBC is accessible via DART's Red and Blue Lines at Eddie Bernice Johnson Union Station.

The DART Convention Center Station will be closed due to ongoing construction at the Convention Center.

The Convention Center has over 1,200 on-site parking spaces spread across several parking garages and surface lots.

Construction Coordination Ongoing construction in the I-30 corridor and at the Convention Center will be scaled back during a designated "quiet period" from May 26 through July 23, 2026, to ensure uninterrupted global broadcast operations.

Traffic and street closures

Multiple agencies, including FIFA, Texas Department of Transportation (TxDOT), the City of Dallas, NCTCOG, Oak View Group, and others, are coordinating to align traffic management with construction and tournament needs.

During the tournament, targeted street closures will support security and operational needs in downtown Dallas.

- FIFA IBC Operations: Griffin Street (between Canton Street and Ceremonial Drive) will be fully closed during FIFA's designated "quiet period."
- TxDOT IH-30 Project: Long-term construction will impact several key corridors. Griffin Bridge is currently partially closed with two-way traffic maintained through late 2027. The Lamar Street bridge is scheduled to close in late April or early May 2026 through late 2027, contingent on completion of a temporary truck ramp to maintain convention center access. Additional closures include Akard Street (through 2028) and Hotel Street (through 2030).
- Kay Bailey Hutchison Convention Center (KBHCCD) Expansion: Construction began in January 2026 and will continue through 2029, with closures along Lamar Street and Memorial Drive near the convention center. The project will also require closure of the Jefferson Viaduct, starting in Q2 2026, with Houston Street

WILONSKY: WHEN TWO TRINITY RIVER BRIDGES AND DALLAS' NEW CONVENTION CENTER COLLIDE

By Robert Wilonsky

April 3, 2026

The only thing this town gobbles up faster than a Fletcher's corn dog is a boondoggle. And I've got just the heaping dose of flim to serve with that extra side of flam.

Initially I was just going to use this space to consider the fate of the Jefferson Boulevard Viaduct, which, for now, brings Oak Cliff into downtown Dallas. For now, because City Hall has a concept of a plan to wreck that. It's a solid plan, too. Shaped like a convention center.

But wait! It turns out there are also plans afoot to forever make the 115-year-old Houston Street Viaduct a hike-n-bike path with a streetcar sidecar, which would force Jefferson to go both ways – into and out of downtown. That was news to me. But in this town, everything is a secret until it's a surprise.

And you can't write about any of that without crashing into the new Kay Bailey Hutchison and a wrecked old parking garage. What a mess it all makes.

Let's start last week and go backward, which now seems to be a very Dallas City Hall way of operating.

On March 23, Rosa Fleming, executive director of the city's Convention and Event Services, told the City Council's transportation committee that [the Jefferson Viaduct has to move because of the new convention center's footprint](#). And whatever the fix, Jefferson would no longer morph into Market Street when it hits downtown and no longer would it carry drivers all the way to Elm Street and the West End.

According to Fleming and higher-ups from [convention center developer Jack Matthews' "Inspire Dallas" team](#), the best of [the four bad options presented last week](#) would force drivers onto Hotel Street just south of the new convention center. Except Hotel only heads in two directions: toward Stemmons Freeway or Interstate 30, both of them pointing away from downtown. And getting folks from downtown to Hotel so they can head back to Oak Cliff would be no easier.

At present, the abandoned Reunion Arena garage stands between the bridges – the one the city has let rot in plain sight for nearly two decades. I noticed [it had a new name in small print in last week's presentation](#): "Potential Hotel Site." Keep in mind that the city owns the garage. But Ray Hunt owns the air rights above it.

Fleming and Matthews' team also explained that the bridge would need to come to grade much sooner than its current design. Fleming said that's because the convention center had been value-engineered, with two stories shorn off to save \$500 million, keeping costs somewhere in the \$3-point-whatever billion range. Said Fleming, it was necessary to "retool the viaduct given the complexities of the program."

To which council member Cara Mendelsohn eventually replied, "This seems like a very bad idea."

Because, OK, fine, *maybe* Fleming's saving \$500 million on building construction costs. But neither she nor Matthews' team knows how much a Jefferson Viaduct makeover will cost. There hasn't even been a traffic study — one made public, at least — much less a cost analysis of a redo of a 1.3-mile-long, 53-year-old bridge over the Trinity River.

The proposed uses for the Houston and Jefferson viaducts, as presented during a September 2025 virtual public meeting

"You're going to forever change the traffic, which is going to be a nightmare for people," Mendelsohn said. The savings "might be a short-sighted cut," she said, "and while I don't even like it being \$3 billion, the truth is that if it's going to take another \$500 million to get it right, I'd rather spend that and have it done properly."

What makes this even more perplexing and frustrating is that [for the last several years, a whole bunch of engineers, traffic managers and transportationists have been trying to figure out](#) how to untangle the connections between north Oak Cliff and the south side of downtown. There's a whole book on the subject, 285 heavily illustrated pages of riveting reading — *Oak Farms Transportation Corridors Study Consensus Report* — published last summer, courtesy of the city and the North Central Texas Council of Governments.

That study proposes a fix that removes [those three tricky Oak Cliff entrances onto the bridge](#) — from North Zang Boulevard, North Marsalis Avenue and East Jefferson — and makes Jefferson the lone vehicular pathway out of north Oak Cliff. The plan also plants new streets and sidewalks through Cinenda Partners' 34-acre Oak Farms site between Colorado Boulevard and the south levee, which has been awaiting [redevelopment](#) for a decade.

Fleming and her team appear to be ignoring — or dismissing — all of that work. Or, at the very least, they appear to be going it alone: Michael Morris, the COG's longtime director of transportation, told me this week the COG hasn't been consulted about the Jefferson Viaduct issue, despite having spent years of working on, ya know, the Jefferson Viaduct issue.

"The convention center has taken on a life of its own," he said. I didn't mean to, but I laughed. "I had no expectations when it came to the convention center. It seems to have its own oxygen and its own path forward."

Morris doesn't think the Hotel Street proposal will work — in part, he said, because it will force drivers coming in from Oak Cliff to "merge with congested freeways." But, he said, nobody asked him.

"If Jefferson is going to Hotel Street, then I don't know what's next," said Morris, who worked with the Texas Department of Transportation to secure \$30 million to make necessary repairs to the Jefferson and Houston bridges. "Are we back to redoing the whole Oak Farms study again? Because you can't convert Houston to two ways."

That's because of the streetcar, which one day might or might not go all the way to Uptown, [who knows anymore](#). And both the expensive Oak Farms study and the convention center plans call for closing Houston to cars, with "space for a potential additional Dallas Streetcar track."

The North Central Texas Council of Governments, with Dallas' transportation officials and planners from Halff, spent years trying to untangle the Oak Cliff side of the levee for the Oak Farms project. This is their proposed result.

The Jefferson Viaduct only exists because city and county officials wanted to peel some cars off the heavily trafficked Houston bridge, which was a two-way street until the Jefferson bridge opened in 1973. But according to a July 30, 2025, COG memo, the idea of shuttering Houston to cars came from 1500 Marilla: "The city is proposing conversion of the Houston Street viaduct into a facility with streetcar and non-motorized traffic only."

Gus Khankarli, the city's director of transportation, said via email Thursday that the concept originated with those Oak Farm studies, one of which includes a proposal to extend the streetcar to Halperin Park and the Dallas Zoo.

"We had two joint public meetings where the concepts were presented and received strong public support," he said. But nothing's going to happen until they solve the Jefferson problem, he said.

The Oak Farm study says simulations show Jefferson can handle two lanes heading north and two lanes heading south without "substantial spillover or redistribution of traffic to other routes." But that was before Fleming and her folks came to council with four proposals that everyone hates – out of 12 total they had considered. Fleming said the full dozen will be presented this month as they work to solve a problem they created when they tried to solve a problem created when they tried to solve a different problem, all of their own making.

"I am not in love with any of the options we saw last week," north Oak Cliff council member Chad West told me Wednesday night. "We can do better. I don't know what that looks like yet, but there's a happy medium between providing multi-modal transportation and keeping direct access for cars to Oak Cliff and downtown."

Oh, man. This is turning into quite the car wreck.

DART NAMES INTERIM LEADER AFTER TERMINATING CONTRACT WITH OUTGOING CEO

By Carter Freemon

April 3, 2026

DART is moving in a new leadership direction after terminating the contract of their outgoing CEO earlier than anticipated.

DART names interim leader

DART announced on Friday that Gene Gamez has been named Acting President & CEO of the company, and the contract of Nadine Lee, the company's outgoing leader, has been terminated.

Lee previously announced she would not seek to renew her contract as DART CEO, which would have expired in September 2026.

DART CEO Nadine Lee is stepping down following a period of scrutiny and governance changes, prompting an immediate search for a new leader to guide the agency's transit operations.

DART leaders and Lee attempted to negotiate a severance agreement prior to her September departure to allow the next CEO, but could not reach a consensus.

"We are confident that this decision allows DART the ability to move forward with clarity, renewed focus, and a strong sense of accountability as we continue to serve our region and plan for its future," a DART press release on the move reads.

DART CEO Nadine Lee leaves company

Lee pointed to recent "political hurdles" for the service when examining her time with DART in an interview with FOX 4's Shaun Rabb.

"But at the broader level, we've encountered a lot of political hurdles, and that's one of the things that has distracted us from our mission, distracted us from moving faster at improving the quality of our services and things like that."

When asked if those hurdles were why she decided to step down, Lee said "Not necessarily directly."

Hurdles include the upcoming DART withdrawal elections that Addison, Highland Park and University Park will have in May.

"I think in every locality, there are disparate interests and disparate opinions on how to spend taxpayer money, and so, we really had to grapple with that acutely in this region over the last five years, particularly in the last two years."

Plano, Farmers Branch and Irving were originally scheduled to hold the same elections, but withdrew in recent months after DART pledged to change its board of directors and give hundreds of millions of dollars back to the cities.

ELECTRIC VEHICLE CHARGERS ARE POPPING UP, BUT DO THEY CHARGE FAST ENOUGH?

The Texas Electric Vehicle Infrastructure Plan received go-ahead from TxDOT for phase two

By Hedija Spahalic

April 2, 2026

For the past four years, electric vehicle chargers have been popping up along Texas highway corridors, but they may not work fast enough for traveling drivers.

The chargers are being funded through the National Electric Vehicle Infrastructure Formula Program, a \$5 billion federal initiative providing states with 80% of the necessary funds to implement EV chargers along major highways. State and private funds supply the other 20%. NEVI expects to provide a national network of 500,000 EV chargers by 2030.

Chargers are split into three categories: level two, similar to the ones EV owners install in their homes and best for overnight; direct current fast chargers, best for shorts stops and on the go; and megawatt, used on the go for large, heavy duty vehicles.

By the time the project is completed, Texas will have spent more than \$400 million in NEVI funds. The North Central Texas Council of Governments estimates there are currently 818 level two charger stations (2,043 ports) and 194 DC fast charger stations (1,086 ports) on public highways and alternate fuel corridors in the region.

This means only 34.7% of the charger ports across North Texas highways and AFCs are DC fast chargers, the rest being level two, which were discouraged by the Texas Department of Transportation for highway use.

"Level two doesn't make sense along transit corridors," said John Higham, vice president of communications and public affairs for the national Electric Vehicle Association. "Level two in certain rural communities makes perfect sense depending on where it's installed... level two is not a tool to get you from point A to point B as efficiently as possible." Higham drives a zenith red Lucid Air and charges it at home using solar panels. This is his 7th EV.

Level two chargers can take up to 10 times longer than DC fast chargers, according to the [U.S. Department of Transportation](#). However, level two chargers are cheaper and faster to install, with the council estimating costs at about \$16,500 per port. DC fast chargers can cost around \$94,000 per port.

Lori Clark, senior program manager for the North Texas council's alternative fuel and energy program, noted the price difference as well as charging speed difference. She said many of the level two chargers "were built by the private sector separate from the TxDOT program" and "have been around for many years."

In Texas, the deployment plan is split into two phases. The first, completed in January, focused on "fully building out" alternative fuel corridors – designated routes offering accessible charging along major interstates and highways. The corridors are not only for EVs but also provide hydrogen, propane, and both compressed and liquefied natural gas stations.

Phase one also included providing direct current fast chargers within one mile of the highway for every 50 miles of road.

“People really want and they’re really focused on DC fast charging because they’re very used to going to a gas station and filling up quickly, so that is what the industry has focused on,” Lindsey Perkins said, director of communications for Plug In America. “I do think that over time people will probably find more value in level two chargers.” She drives a midnight silver metallic Tesla Model 3 and has been an EV owner for eight years.

Phase two, which starts in May, focuses on providing chargers to rural areas and adding more charging blocks to urban areas by allocating money to necessary Metropolitan Planning Organizations. Potential rural counties include Erath, Johnson, Kaufman, Palo Pinto and Somervell. TxDOT allocated up to \$60 million dollars for this phase. Nationally, 1 million EVs will be supported after completion.

Both Perkins and Higham said as longtime EV drivers, they have seen an increase in fast chargers popping up all over the country.

Interstate 35 through Dallas, Austin and San Antonio is considered one of the most robust highways for EVs in Texas, with more than 20% of all EV chargers on I-35, I-35E and I-35W, according to TxDOT’s official charger location list. NEVI funding requires each station to have four DC fast charging ports, and allow users to be able to pay without a subscription service or app.

States receive funding every fiscal year after completing and submitting a detailed use plan to the Federal Highway Administration. The plan must also explain community engagement outcomes, as well as physical and cyber security strategies.

As stated in the NEVI guidelines, funds received from the federal government “shall be for projects directly related to the charging of a vehicle and only for EV charging infrastructure that is open to the general public or to authorized commercial motor vehicle operators from more than one company.” States are also encouraged to consider “proximity of existing off highway travel centers, fuel retailers and small businesses” when proposing charging locations.

TxDOT will select chargers and their locations at the April monthly meeting. The decision will be made prior to the May grant cycle. Officials from the council of governments stated they wanted to make their decisions as soon as possible.

“We would like to be ready,” Clark said during the March Regional Transportation Council meeting. “We would like our region to be one of the first out the gate that benefits from these investments.”

HOODLINE

TEXAS CASH CUT PUTS OKLAHOMA CITY'S LONE PASSENGER TRAIN ON SHAKY GROUND

By Tara Aguilar

April 6, 2026



Heartland Flyer

Just after sunrise at Oklahoma City's Santa Fe Depot, commuters, college kids and long-haul travelers climb aboard the Heartland Flyer for the roughly four-hour ride to Fort Worth. The daily train, Oklahoma's only intercity passenger rail line, is still rolling thanks to a stitched-together mix of local and regional dollars after decisions in Austin blew a hole in its budget.

Route, Roots And Ridership

The Heartland Flyer, operated by Amtrak, runs once a day between Oklahoma City and Fort Worth and links passengers to the Texas Eagle and Amtrak's wider national network, according to [Amtrak](#). Service launched in June 1999 after roughly twenty years without regular passenger trains in Oklahoma, a comeback detailed by the [Oklahoma Department of Transportation](#) and other local reporting. Regional planners and officials say the corridor carries about 80,000 riders a year, a figure cited during coverage of the funding clash by [The Dallas Morning News](#).

Funding Fight And Local Patchwork

Under the Passenger Rail Investment and Improvement Act of 2008, known as PRIIA, shorter passenger rail corridors are treated largely as state supported routes, which means they live or die on state and local budget decisions. The latest jolt came when the Texas Legislature turned down a roughly 7 million dollar, two year funding request for the Flyer. In response, the Regional

Transportation Council voted to shift 3.5 million dollars in Regional Toll Revenue to cover the Texas share for a single year, according to documents from the [North Central Texas Council of Governments](#). Council materials describe the emergency move as a way to buy time for a ridership campaign, keep regional planning on track for major events and avoid potential federal reimbursement fallout.

A Train Of Experiments

The Flyer has not just moved people, it has doubled as a rolling laboratory. Amtrak used the route to pilot e ticketing, years before it became standard elsewhere. The train also ran on a biodiesel blend that included beef tallow as a fuel trial. "We were using biodiesel made from beef tallow to power the train as an experiment," Amtrak spokesman Marc Magliari told [KGOU](#). That biodiesel work later earned a spot in [TIME](#)'s list of notable innovations.

What Expansion Could Look Like

Even as the existing line scrapes for support, planners in Oklahoma and Kansas are trying to grow it. The Federal Railroad Administration has accepted a proposed Heartland Flyer extension into its Corridor Identification and Development program and awarded planning money to study a northern leg to Wichita and Newton. Kansas and Oklahoma are collaborating on a Service Development Plan that received federal Corridor ID backing and an initial 500,000 dollar award, according to reporting by [KWCH](#) and state planning materials. Supporters say the extension would plug several communities back into the national Amtrak network if it is eventually built.

For now, local officials, riders and small towns along the tracks are watching to see whether state legislatures restore more stable funding, whether the NCTCOG ridership push can trim subsidy needs and how Corridor ID planning will shape long term investment. The short reprieve bought with regional toll dollars gives advocates a bit of breathing room to chase those fixes, while also underscoring how precarious a daily intercity train can be when every budget season turns into a cliffhanger.

INCREASED WORLD CUP TRAFFIC IN DFW COULD AFFECT TOLL PRICES

North Central Texas Council of Governments recommends people who work in the entertainment district in Arlington work remotely on match days

By Hedija Spahalic
April 6, 2026

Daily North Texas commuters are familiar with the fluctuating prices on TEXpress lanes, courtesy of the Texas Department of Transportation's [dynamic pricing structure](#). But how will an influx of an estimated 1 million World Cup visitors affect pricing for locals?

Since TEXpress lanes opened in 2015, TxDOT has implemented dynamic pricing across all of its managed lanes. That means, the more traffic in a general lane, the more expensive a managed lane will be. Managed lanes are selective lanes, using operational strategies such as tolling and vehicle requirements, and run parallel to general highway lanes.

With specific TEXpress and HOV signage, motorists can determine whether or not they would like to take advantage of the toll roads.

Other toll roads, such as those operated by the North Texas Toll Authority, have fixed rates.

"As rates go up, fewer people get into managed lanes," TxDOT officials said. "As traffic slows down, there is less congestion in the managed lanes."

Last week during a news conference announcing World Cup traffic plans, the North Central Texas Council of Governments stated they expect at least an additional one million people in the Dallas-Fort Worth area over the course of the nine match days.

"For every event, we're probably going to move somewhere around 75,000 to 100,000 people. Over nine events, that's about a million people," Michael Morris, director of North Central Texas Council of Governments, said. "I think it [will be] a lot bigger than that. There will be a whole bunch of people just in the area who will come and are not going to the games. It probably could be closer to two million."

The managed lanes use equipment that senses reduced speeds and recalculates rates every five minutes. Variable prices for these roads are demand-based and fluctuate according to real-time traffic in order to adjust and reflect the new price. The increased rates are intended to encourage traffic to keep flowing at a minimum of 50 mph.

"On those nine match days, the managed lanes will always go in the direction of the [Dallas] stadium," Morris said.

This is due to the expected increased capacity on major roadways and North Central Texas Council of Governments will direct traffic to the managed lanes to prevent congestion.

According to TxDOT, daily light-to-average traffic on TEXpress lanes can cost between 15 to 35 cents per mile on a toll segment. Heavier traffic can see prices between 45 and 90 cents per mile. TxDOT states, however, a maximum toll price does not exist and 90 cents is an estimate, meaning drivers could pay more. Motorists can see an increase of 200% per mile during rush hour, three times more compared with average traffic.

“People have the option to stay in the congested lanes or pay a managed lane price to have a reliable trip time,” TxDOT officials said. “It’s all about choice.”

The region received a \$10.03 million grant from the Federal Transit Administration to help improve public transportation in the region last month. The money will be distributed to local transit agencies such as DART, Trinity Railway Express and the city of Arlington for the use of shuttle services.

Final numbers for the budget are due June 1, just ten days before the World Cup is scheduled to begin. Morris expects to present the budget at the Regional Transportation Council monthly meeting in May.

Despite the heavy investment, the council is urging locals attending the World Cup to drive to the matches and leave public transit for the international visitors. The council suggests match attendees leave for the games at least three hours before kickoff to assure on-time arrival.

Morris joked he was an engineer and not allowed to work on any marketing materials, but stated signage and billboards with the general message of “Hey, give our guests a break. Telecommute on match days,” could be coming as part of the travel demand management program along major roadways such as Interstate 30. The council recommends people who office in Arlington’s entertainment district work remotely, if possible, on match days to help with traffic congestion.

“We know we’re treating our regional commuters not as well on those days because those thousands of people narrowly get on the managed lanes,” Morris said. “They can shoehorn in, we hope, on those nine days.”

THE FINANCIAL COSTS OF THE PEDESTRIAN DEATH CRISIS ARE STILL STRATOSPHERIC

The human costs of the pedestrian death crisis are unacceptable even as deaths begin to fall. And the financial costs aren't any better

By Kea Wilson

April 6, 2026



Photo: Nathan Dunlap

The financial burden of pedestrian deaths still adds up to tens of billions of dollars even as fatalities fall — and the organization behind the new finding hopes the price of road violence will motivate people to finally take action.

Car drivers who killed U.S. walkers cost the U.S. economy more than \$40 billion in the first half of 2025 alone, according to a new [analysis](#) from the Governor's Highway Safety Association. That's despite a 10.9 percent drop in pedestrian fatalities compared to the same six months in 2024 — which was *still* not enough to lower the totals below pre-pandemic levels.

The association calculated that car drivers killed slightly more than 3,000 pedestrians between January and June of 2025.

"It's mind boggling," said Adam Snider, the Association's director of communications. "It's a humongous amount of money. To try to quantify human lives in that way is tragic, but it's so important to show the impact of unsafe driving, particularly for pedestrians."

Worse, that “\$40 billion” figure is almost certainly an undercount.

Snider explained that GHSA’s analysis is based on National Highway Traffic Safety Administration [formulas](#) that include *direct* economic costs — such as medical care, legal costs, emergency services, and property damage — as well as *indirect* costs, like the value of the 18.7 “quality-of-life years” the average pedestrian loses when they’re killed before their time. But they *don’t* include mental healthcare costs, or the financial consequences that crash deaths impose on survivors who are left to pick up the pieces.

“Every pedestrian fatality is exceedingly traumatic,” he adds. “The people affected by it, the loved ones of the person killed; they never forget. There’s a severe, notable emotional trauma that that goes on with each of these deaths, and that is not captured in this \$40 billion figure.”

Snider also underscored that while *some* of the estimated \$40 billion might flow to sectors like the healthcare system, most of that money is simply lost because a person who would have otherwise participated in the economy was taken too soon. Worse, the families of traffic violence victims are unlikely to receive a financial windfall after their loved one is killed — even if they take their case to court or the [state crime victim’s compensation fund](#).

“It’s exceedingly rare that victims of traffic crashes — or next of kin, in the case of a fatality — see much, if any, financial assistance,” he added. “I think it points to a severe imbalance in both the risk, but also the burden of a crash for a pedestrian versus a driver.”

Of course, there’s an opportunity cost to letting walkers die in such horrifying numbers, too — especially when you consider the massive financial *benefits* that communities enjoy when they’re designed with pedestrian safety in mind.

Research [shows](#) that safe, walkable neighborhoods are more likely to report higher retail revenue, higher property values, more tourism, and a raft of other financial side effects that flow naturally from the kind of infrastructure and policies that protect human life.

To create the urgency necessary to actually *build* those walkable places, though, American transportation leaders first need to acknowledge that we still have a serious pedestrian death crisis — even if the statistics are trending slightly down from an already-unacceptable baseline.

On April 1, though, the NHTSA [lauded](#) its own official 2025 traffic fatality numbers as the “second-lowest traffic fatality rate in recorded history at 1.10 fatalities per 100 million vehicle miles traveled.” Safety experts have consistently argued that in a country that already encourages and often requires excessive driving, it’s [wildly misleading](#) to measure deaths on per mile basis, rather than per capita.

The agency also neglected to mention that those numbers were actually 1.5 percent *higher* than they were in 2019, before the pandemic upended national travel patterns; it also hasn’t yet released numbers on pedestrian deaths, which often don’t track with overall fatalities.

Still, Snider said it’s encouraging that car crash deaths are going down — even if they’re not going down fast enough. And if framing the pedestrian death crisis in terms of its costs to the country’s economy can re-sensitize Americans to constant roadway slaughter, he’s more than willing to do it.

“We need to convince as many people as possible that there’s a pedestrian safety crisis in America, and [use] any data points we can to get that point across,” he added. “If talking about

the financial cost helps convince more people that might not have thought there was a crisis going on, then I'd say that would be worth it ... [Because] we still have so much farther to go. We cannot stop until no one is dying on our roads."

KGOU OKLAHOMA

THE HEARTLAND FLYER: THE PAST, PRESENT AND FUTURE OF PASSENGER RAIL IN OKLAHOMA

By Hannah France

April 6, 2026



Passengers ready to board the Heartland Flyer at the Santa Fe Depot in Oklahoma City. Hannah France / KGOU

It's 8 a.m. in Oklahoma City. As many people across the metro are getting into their cars to take on the morning commute, dozens of travelers gathered at the Santa Fe Depot are preparing for a different kind of journey.

The Heartland Flyer is a passenger rail service run by Amtrak that connects Oklahoma City to Fort Worth, Texas. It began service in 1999, 20 years after passenger rail service in Oklahoma ended due to budget cuts.

"There was a 20-year gap in any sort of passenger rail service in Oklahoma because of cutbacks on train service in parts of the country. And a train which went from Chicago down into Texas, passing through Oklahoma City and other points, was taken off the system," said Texas Rail Advocates president Peter LeCody.

A federal surplus in the late 90s led to special funding being given to states without Amtrak service for the purpose of starting one. LeCody said political support from the Oklahoma legislature spearheaded the effort.

"They said, let's bring this back. Let's have a train here because people need to get from point A to point B and we just don't have too many other ways to handle that," LeCody said.

Amtrak spokesman Marc Magliari said the Heartland Flyer has been a train of experimentation for the company. It was the first place Amtrak trialed e-ticketing, and another innovation was recognized in Time Magazine's 50 Best Inventions of 2010.

"We were using biodiesel made from beef tallow to power the train as an experiment to see if in fact it made any difference in locomotive maintenance or mileage. And the good news is it really didn't have really any effect on locomotive performance and the emissions were about the same, maybe a little better, but the cost of it was much higher than pure diesel back in the day when we did that," Magliari said.

This train of experimentation has also been a train of evolution, especially when it comes to how it's funded.

"Back in 2008, Congress decided routes of less than 750 miles need to be locally funded, whether it's coming from states or entities that are created to do this kind of work, or tribal entities, or MPOs. The feds decided back then that most of the cost after what ticket revenue brings in should be done locally, and that's how the flyer is funded," he said.

Then, the Heartland Flyer was jointly funded by the Oklahoma and Texas Departments of Transportation. Michael Morris, the Director of Transportation for the North Central Texas Council of Governments, said that all changed last summer.

"We woke up last summer. Our legislature had finished its business in the May-June time frame, and a two-year funding request to pay that roughly \$7 million, \$3.5 million a year, for whatever reason got pulled. And for whatever reason the legislature didn't fund it," Morris said.

Morris said after learning about the sudden [loss of funding](#), Texas mayors and other officials reached out to ask the council of governments if it could pull together emergency funding.

"There was a matter of maybe a few months to go. If someone didn't step in to pay for that service, the service would be truncated or terminated or no longer be in operation. And I felt on our watch, we need to keep hope alive," he said.

Morris went to his board, the Regional Transportation Council, to figure out how it could keep the Heartland Flyer on the rails. They were able to pull from local toll revenue to [fund the service for an additional year](#).

And while the train is still in operation despite it, LeCody said the loss of funding from the Texas legislature is concerning.

"It's very disheartening that all of a sudden, after all these years, there's folks in Austin at the Texas legislature that said, we don't think this is a good investment. That could be no further from the truth," LeCody said.

The Heartland Flyer: Part Two

It's 10:30 a.m. on the Heartland Flyer. The Washita River is in view out the window. We're about halfway between Ardmore and Gainesville, Texas and halfway through the just over four-hour journey.

Amtrak has other trains that carry passengers more than halfway across the country, from Chicago to Los Angeles or from New York City to New Orleans. But Amtrak spokesman Marc Magliari said more than half of Amtrak's service of more than 30 million customers nationally is on shorter-distance, state-sponsored trains like the Heartland Flyer.

"People when they think of Amtrak, think of trains like the Texas Eagle or the California Zephyr or the Southwest Chief — all great important services. But that is much less than half of the Amtrak ridership. Most of the Amtrak ridership is short distance, whether it's from Paul's Valley to Gainesville. Or whether it's from New York to Philadelphia, we do most of our business that way," he said.

Jared Schwennesen, manager of the Oklahoma Department of Transportation's multi-modal division, said the Heartland Flyer provides people with an alternative to driving

"You know, if you can't afford, if you're not able, if, you know, you don't want to drive. Then you have only one other option if you want to take surface transportation down to the Fort Worth area and that would be the Heartland Flyer," he said.

I spoke to Steve, another passenger on the Heartland Flyer, who told me he'd been using the Heartland Flyer to access medical treatment for the better part of a decade. He said he takes the Heartland Flyer because it's cheaper than driving his truck to Fort Worth for his diabetes treatment.

But it's not just long-time passengers like Steve on the Heartland Flyer. Another passenger, Laura, told me she and her husband were on the train to take their two kids on a day trip from Oklahoma City to see the Stockyards in Fort Worth.

Statistics from Amtrak show the Heartland Flyer's ridership has been [increasing](#) since at least [2022](#).

Texas Rail Advocates president Peter LeCody attributes that growth to new people learning about the passenger rail services like the Heartland Flyer.

"Passenger rail ridership has increased, not only in this region, but also across the country. It's a transportation mode more people are finding out about and traveling on. I think that the internet is helping a lot. Social media makes a big difference as well," LeCody said.

And LeCody said that increased ridership is good for local economies.

"People who travel got to eat, you know, they're going to go to restaurants. They're going to stay in hotels. They're going to go to entertainment venues. They're going to come up to see a basketball game up here in Oklahoma City, perhaps, or go down to Dallas-Fort Worth and maybe go to Texas Stadium. Every time you buy something, you're paying sales tax. And that sales tax goes to that individual city," he said.

Michael Morris, the Director of Transportation for the North Central Texas Council of Governments, said upcoming events in the region pose an economic incentive to keep the Heartland Flyer in service.

"I have a feeling people didn't realize that lots of people travel by passenger rail to come to events like FIFA. I don't think anyone woke up and said, well, let me hurt the nine events that are in Dallas-Fort Worth and the events that are gonna be in Houston," Morris said.

"In Oklahoma, you have events coming up where part of the Olympics are in Oklahoma City. I don't think legislators understood that because maybe people in Dallas, Fort Worth who can't go to Los Angeles would love to see the Olympics in Oklahoma City."

Back aboard the Heartland Flyer, college students Ady and Tally are taking the train from Oklahoma City to visit friends in Fort Worth for spring break. They said they want more opportunities to take the train. And they're not the only ones.

ENR TEXAS & LOUISIANA LEGACY AWARD WINNER MICHAEL MORRIS HAS CHAMPIONED NORTH TEXAS TRANSPORTATION

By C.J. Schexnayder

April 6, 2026

Over the past four decades, North Texas has enjoyed a degree of growth that few regions in the country can match. The Dallas-Fort Worth metropolitan area boasted 3.2 million residents in 1990. That total has almost doubled to 6.7 million today, and the wider 12-county region now holds approximately 8.6 million.

As transportation director for the North Central Texas Council of Governments (NCTCOG), Michael Morris has been at the center of the effort to keep this widely spread, fast-growing area connected.



Today, the region boasts almost 50,000 miles of roadway that support more than 238 million miles traveled daily. There are three major transit systems that include 93 miles of light rail and more than 100 miles of commuter rail.

His success in helping to bring this about once prompted State Sen. Royce West of Dallas to describe him as “the Tom Landry of regional

transportation,” a nod to the legendary coach of the Dallas Cowboys.

Morris’ mantra for meeting that challenge is simple: “Stay focused on your outcomes. Try to build partnerships. Continue to have communication and bring data to the table.”

Highways and Heartaches

Last December, Morris announced he would step down as NCTCOG Transportation Director and transition to an advisory role with the organization. A timeline for the change has not been set.

“It will be hard to find a person of high caliber to fill Michael’s shoes”, said Texas Rail Advocates President Peter LeCody in a statement. “He was able to apply for and squeeze every nickel possible out of billions of dollars of federal and state grants for rail, road and air projects to benefit the North Texas economy. “

NCTCOG is a federally designated Metropolitan Planning Organization (MPO), and its executive board sets policy for regional comprehensive planning and coordination. The Regional Transportation Council (RTC) serves as a policy board that guides decision-making on the region’s transportation needs.

Morris and his team evaluate the region’s transportation needs and compile available funding sources. The most recent version of this analysis is exemplified in NCTCOG’s Mobility 2050 plan. Then, working with the RTC, projects are prioritized and pursued, with Morris often emerging as the public champion pushing them forward.

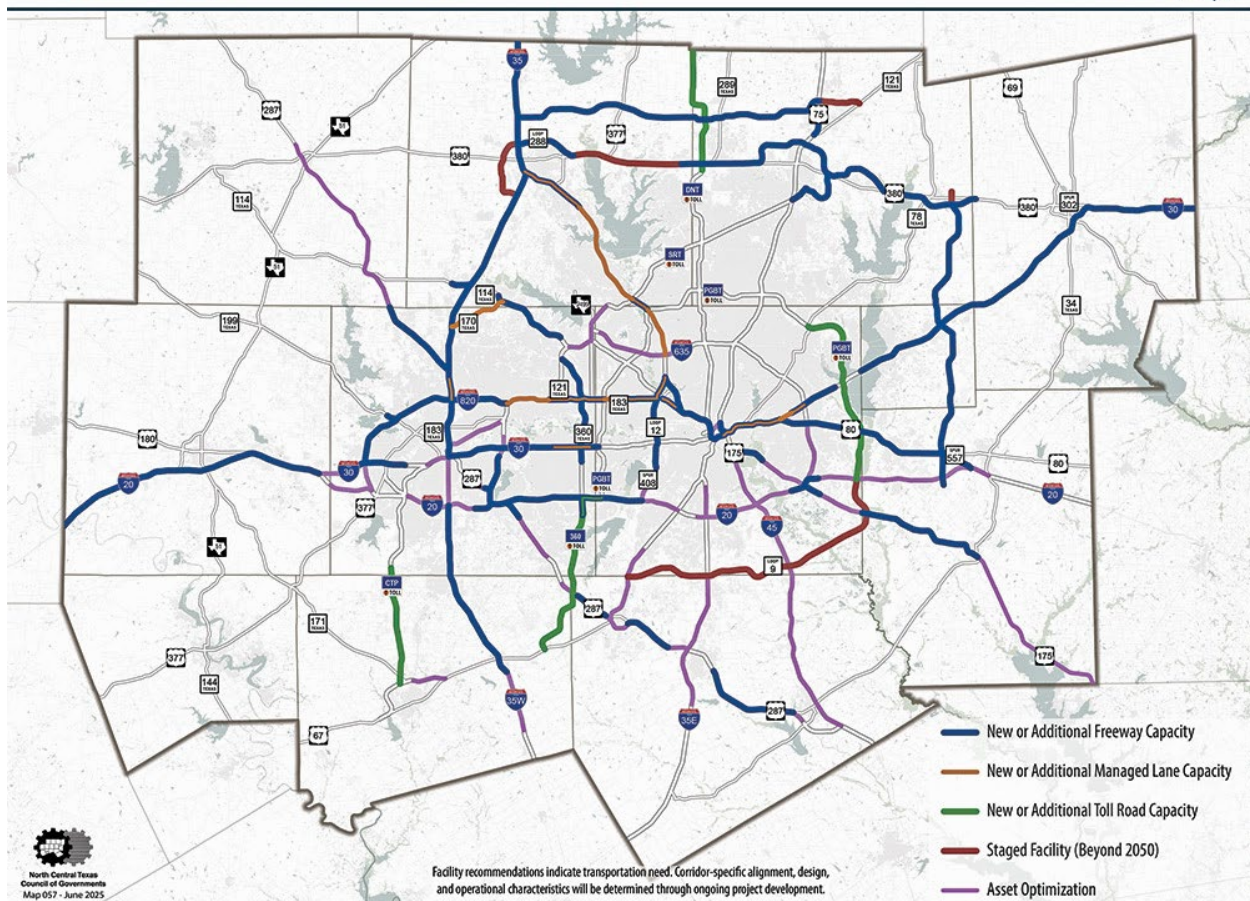
“As far as a partnership goes, he's recognized as the leader nationwide,” says Bill Hale, former Chief Engineer with the Texas Department of Transportation (TxDOT). “We [the TxDOT Dallas District] had partnerships on all the funding of our programs, and that's not always the case in other places.”

Morris, Hale notes, would work closely with all the government agencies affected by a project to nail down all available funding sources and build consensus to keep the process moving forward. As a result, North Texas projects often found themselves better prepared to take advantage of opportunities than other regions that were less organized or foresighted.

“I think in other communities they lose the momentum on these critical projects. But that's not our history,” Morris explains. “Our history in our region is that we stay focused until we get the project across the goal line.”

Major Roadway Recommendations

MOBILITY2050



More than 12.3 million people are projected to live in the 16-county North Texas region by 2050, and efforts are already underway to provide the robust transportation network that will be required. *Map courtesy NCTCOG*

Gone to Texas

In 1979, Morris graduated with a master's in civil engineering from the State University of New York at Buffalo in 1979. During his studies, he served on a committee for the Transportation Research Board, where he met an NCTCOG assistant director.

“So, I sent him a note about applying for a job and got an interview,” Morris said. “I graduated in May, [got] married in August, and moved to Texas in September of 1979.”

His first job at NCTCOG was as an entry-level planning engineering position. He found that his interest in data analysis dovetailed well with the organization's growing needs.

Unlike more built-out urban areas on the East Coast, North Texas required forecast models to determine where the future roadways should be constructed. It was the perfect opportunity for the young engineer whose master's thesis was a combination of engineering and physics

“A lot of these facilities need very detailed analytics to forecast demand,” he says. “And my background was in analysis, software and traffic simulation.”

Morris found himself putting together traffic simulations for the contentious and complicated expansion of North Central Expressway (U.S. 75). The critical highway, which terminates in Dallas' downtown, had been overwhelmed by traffic by the mid-1980s.

His simulations showed that one critical east-west connection at Mockingbird Boulevard needed to be expanded. The problem was that the nearby residents were adamantly opposed to the idea.

Morris was called to make a presentation that made the case for the larger intersection using his simulations as evidence of the approach.

“And, obviously, that presentation didn't go very well,” he says with a chuckle.

Instead, the setback became an exercise in consensus-building. Rather than letting the controversy hold up the effort, the decision was made to depress the main lanes of the expanded expressway and cantilever the frontage roads overhead. The new highway then fit within the footprint of the old one, minimizing impacts on the adjacent neighborhoods.

The colossal \$750 million project was completed in December 1999.

“It taught me an early lesson about different viewpoints and how you can maximize outcomes,” he explained. “The expression I use is you try to put as many ornaments on the tree as you possibly can.”

It's Not Big, It's Large

Morris was named NCTCOG's Transportation Director in 1990. Again, the timing was fortuitous. The demographic growth of the region continued to accelerate, creating a renewed investment in transportation, but the way it would be planned was about to change.

In 1991, the Intermodal Surface Transportation Efficiency Act (ISTEA) focused on improving transportation to achieve important national goals, including economic progress, cleaner air, energy conservation, and social equity.

MPOs emerged as the primary tool to implement those initiatives. Their funding and authority were substantially increased, and they emerged as a key means for agencies and municipalities to cooperatively navigate the thicket of regulations governing federally funded projects.

He also found a role mitigating conflicting resources and priorities among the regional governments and agencies, a role he once described as a “marriage counselor.”

ISTEA also required increased public participation in the planning process, which dovetailed well with Morris' "Christmas Tree" approach. The increased transparency helped with the consensus-building he had learned was critical for success.



The \$1.6B LBJ East project, scheduled for completion next year, is a testament to Morris' consensus-building approach. *Photo courtesy Pegasus Link Constructors*

If You've Got the Money, I've Got the Time

Two projects that stand out as examples of Morris' leadership are those to expand the northern portion of Dallas' ring road, Interstate 635 (which is also known as the Lyndon B. Johnson Freeway and referred to locally as "LBJ.")

As planning for the LBJ Freeway Reconstruction, which covered the western section of the highway intersecting I-35E, began, the state was experiencing a funding squeeze. The solution was to reach out to the private sector and finance the project through a Public-Private Partnership.

Once the funding was secured, Morris went to work building a consensus for the project. Immediately, he ran into a similar issue to the one he had seen on the North Central Expressway: residents and officials opposed a wider road that would affect their neighborhoods.

"We went out to the community, and I used the phrase "No higher. No wider," he says. "It took time, and there wasn't buy-in right away, but when they saw the road would be in the same footprint, they said OK."

The \$3 billion project, featuring toll lanes beneath the main lanes and frontage roads, was completed in 2015. It became the standard bearer for regional PPP projects, and more than 250 miles of TEXpress Lanes opened on select corridors across the region

Yet the political mood in the state shifted against tolling drivers to fund roadways, and the last PPP project approved by the legislature came in 2017. That limited funding options for the 11 miles of I-635 east of US 75 that touch the cities of Dallas, Garland and Mesquite are still in need of upgrading.

“We promised these communities this would be built, and we were 10 to 15 years late,” he recalls. “I went to the [TxDOT] Dallas district and told them we had to take it back and get it moving.”

Then, just as with the earlier LBJ project, Morris and his team worked to build local consensus and develop project champions who could appeal to state leaders for assistance. That support paved the way for the RTC to reallocate funding to the projects and convinced state legislators to contribute as well.

Instead of a tolled road, the road featured managed lanes—individual tolled lanes were separated from the free general-purpose lanes by a barrier. With funding secured and with the political momentum from public support, that project moved forward as well.

“The community wanted to have the choice of using the tolled lanes or not,” Morris says.

Work on the \$1.74 billion expansion, which started in 2020, is slated for completion next year.

A sampling of the massive projects planned, constructed and completed during Morris' tenure includes the following:

- **North Tarrant Express:** a \$2 billion effort to modernize and expand highways around Fort Worth.
- **Dallas–Fort Worth Connector:** a \$1.5 billion project to increase the capacity of highways north of the DFW airport.
- **High Five Interchange:** A \$261 million 5-level stack interchange connecting North Central Expressway and I-635 in North Dallas.
- **I-35E Managed Lanes:** A \$1.4 billion modernization of I-35E between Dallas and Denton was completed in 2017.
- **Chisholm Trail Parkway:** The \$1.4 billion, 27-mile toll corridor for one of Fort Worth's critical commuter routes.

The Road Goes on Forever

By 2050, the North Texas region's population is expected to surge more than 43 percent to an estimated 12.3 million residents, more than 400 people every day. NCTCOG projects there will be approximately \$217.3 billion in funding to meet the region's transportation needs at that time.

The plan calls for \$217.3 billion in road, rail and air quality improvements for the North Texas region to serve the projected 12.5 million residents by 2050. Mobility 2050 also emphasizes

multimodal solutions, congestion management, and equity in underserved communities, aspects of transportation often overlooked in the region.

“He's been building highways while at the same time trying to lay the framework for this multimodal solution to take root,” says Brandon Wheeler, the executive director of the Alamo Area Metropolitan Planning Organization and former NCTCOG staffer. “I think he has been a visionary leader, to be honest.”

Morris says he foresees a point at which the region will have to place greater emphasis on transit rather than roadbuilding to meet its transportation needs.

“We have this whole network of regional rail moving ahead,” he says. “The whole legislative program the RTC is working on is this network of regional rail connecting our cities to our airports and connected to our high-speed rail.”

AVONDALE-HASLET ROAD WIDENING PROJECT HAS BEGUN. **WHEN WILL IT BE READY?**

By Rachel Royster

April 9, 2026



Traffic backs up on Avondale Haslet Road near the intersection of Sendera Ranch Boulevard on Wednesday, October 13, 2021. Widening and improving this section of Avondale Haslet Road is one of the many projects Tarrant County proposed in a \$400 million transportation bond. (Amanda McCoy/amccoy@star-telegram.com)

Construction crews will be widening a two-mile stretch of Avondale-Haslet Road over the next two years as part of a larger project aimed at creating a continuous east-west thoroughfare in far north Fort Worth.

The two lane road will be expanded into four lanes, and traffic signals will be installed at the Willow Springs and Sendera Ranch intersections. A 10-foot pedestrian and bike lane is included in the project.

Jeffery Neal, a senior project manager for the North Central Texas Council of Governments, said this project will pick up where the original road widening project ended about 10 years ago. The two-mile segment stretches from Willow Creek Drive to John Day Road.

Work began in late March, a month behind schedule, and is expected to finish in 2028.

The \$72.6 million funding comes from the 2018 and 2022 Fort Worth bond programs and the [2021 Tarrant County transportation bond](#).

Neal said the work is necessary in order to keep up with the immense growth in north Tarrant County.

“This is really the time when all of these improvements really, really need to take place,” Neal said. “So we’re taking advantage of this overall construction period to be able to get relief for this area.”

There is [\\$1.5 billion being invested](#) in northern Tarrant County infrastructure aimed at building a spine for residents and commuters, who have voiced concerns at the overall project’s years-long timeline at multiple public meetings.

Part of the trouble is that the project crosses through multiple jurisdictions, Neal said. Though it forces coordination among several government bodies, Neal said it also means more funding is available to bring improvements down the pipeline.

“It can make it complicated, but in the end, we’re all working together to try to deliver these improvements as quickly as possible,” Neal said. “We recognize the need in the area, the frustration with the lack of new capacity. We’re trying to respond to that. We’re trying to address that as quickly as possible.”

CITY OF FORT WORTH FACES \$49M BUDGET SHORTFALL FOR FISCAL YEAR 2026-2027

By Cody Thorn

April 8, 2026

The city of Fort Worth may see a budget shortfall of nearly \$50 million during the next fiscal year.

During a Fort Worth City Council work session [meeting](#) on April 7, Brady Kirk, Fort Worth Lab finance assistant director, provided a long-term budget forecast to the council.

“We’ve known that fiscal year [2026-27] would be another somewhat tough year and that picture is always coming into focus,” he said.

His [presentation](#) unveiled rising costs and shrinking revenues. He mentioned economic conditions such as interest rates being near 25-year highs, three government shutdowns, Tarrant Appraisal District’s reappraisal plans and national and global uncertainties.

The context

Kirk said the city’s budget depends heavily on taxes, and the whims of the economy have an impact on those numbers.

The fiscal year 2025-26 budget, which runs from Oct. 1, 2025, to Sept. 30, was \$3.09 billion, an increase of 10.77% compared to the previous budget, according to the city [website](#).

The approved tax rate for FY 2025-26 is \$0.6700 per \$100 valuation. Kirk said that breaks down to \$0.1475 for debt service and \$0.5225 for operation and maintenance, which funds the city’s operations for most departments.

He said the city departments started working on the FY 2026-27 budget, which would be approved this fall, the first week of April.

Projections for the upcoming fiscal year increase 3%-4% growth in expenses. Based on revenues, made up of property tax, sales tax, other taxes and general revenue funds, comprise 87.4% of the FY 2025-26 adopted revenue budget.

That leaves roughly a 12.5% funding gap for FY 2026-27.

By the numbers

Total revenue forecast for FY 2026-27 shows \$1.13 billion in revenue and \$1.18 billion in expenses, with an expected budget shortfall of \$49.3 million.

In the following years, forecasts show budget shortfalls as well, ranging from \$4.9 million to \$8.7

million in odd years.

Kirk said that in part is due to changes with the Tarrant Appraisal District, which voted in 2024 to go to evaluations every other year, according to [previous reporting](#).

He said the new plan shows either no growth or growth at a lower level than other years, calling it “unpredictable.”

Kirk said several dates will impact the budget projection.

- April 30—receipt of property value estimates for FY 2026-27
- June 14-July 14—FIFA World Cup in North Texas
- July 8—Last sales tax payment received before the recommended budget is presented
- July 25—Certified values from taxing entities are due. That includes Tarrant, Denton, Johnson, Parker and Wise counties.
- Dec. 31—Expiration of the [circuit breaker property tax limitation](#). According to the TAD website, real property valued at \$5 million or less will benefit from a 20% limitation on the net appraised value of the property, which started in 2024.

What else?

City Manager Jesus “Jay” Chapa mentioned Fort Worth was not chosen as a base camp site for any of the qualifying FIFA World Cup teams.

TCU had applied to be a base camp, according to [previous reporting](#).

“We didn’t figure in a FIFA bump [financially] because we were unsure what it would look like,” Chapa said when discussing the budget.

He said that without Fort Worth being chosen, a number of the hotel rooms that were on hold at the request of FIFA are now available for booking, which could benefit visitors to the nine games.

However, Chapa said the World Cup will likely have less of an impact than earlier predictions. He said the [North Central Texas Council of Governments](#) has revised the number of expected visitors from 2.5 million to 1.2 million.

Frisco and Mansfield were [chosen as base camps](#) in the Dallas-Fort Worth area.

FRISCO APPROVES GOZONE MICROTRANSIT SERVICE THROUGH 2029

By Jack Hintze
April 9, 2026

A new chapter in public transit has arrived in Frisco after the Frisco City Council voted to renew an interlocal cooperation agreement with [Denton County Transportation Authority](#) to provide demand-response and microtransit services.

The city of Frisco has held an interlocal cooperation agreement with DCTA since December 2015 to provide [demand-response transit](#) service for eligible residents. The new service aims to provide flexible mobility within Frisco city limits while connecting to regional transit infrastructure.

The updated agreement will keep [DCTA's GoZone](#) microtransit service operating in Frisco through March 31, 2029. The new service will allow riders to request trips through a mobile app, with shared vehicles that pick up and drop off passengers curb-to-curb.

With its implementation, Frisco now joins Denton, Lewisville and Highland Village in cities offering the service. The microtransit service will cover roughly 21 square miles in Frisco.

Frisco's existing partnership with DCTA includes a service primarily serving senior citizens, disabled residents or individuals traveling for medical-related trips. Unlike demand response, GoZone microtransit services are available to the general public; they operate within a defined service zone in Frisco and provide a connection to Dallas Area Rapid Transit's [park-and-ride facility](#) in Plano.

The service is expected to operate from 6 a.m. to 6 p.m. using a fleet of 20 vehicles. With fares ranging from \$3 to \$5, the GoZone microtransit service marks a new phase for the city's public transit system as the [2026 FIFA World Cup approaches](#).

Microtransit conversations in Frisco began heating up [in early January](#) after the Frisco City Council first proposed a federally funded, three-year agreement to provide tech-enabled, shared-ride services.

According to City Council documents, the new microtransit service is designed "to support economic activity, workforce access and first/last mile connectivity, rather than serving only eligibility-based riders."

The agreement establishes a combined not-to-exceed service budget starting at about \$4.54 million in year one and increasing to about \$5.62 million by year five, with annual cost growth of roughly 3.2%.

Frisco's funding share is projected to rise from about \$849,000 in the first year to more than \$1.2 million in year two, driven by the addition of GoZone service and associated costs not covered by federal funding.

Altogether, the agreement represents an investment of roughly \$15 million.

REGIONAL OFFICIALS ANNOUNCE WORLD CUP ROAD CLOSURES FOR DFW REGION

The council stated they expect an additional one million people in the region, with the possibility of up to two million, over the nine match days

By Hedija Spahalic
April 8, 2026



Karla Windsor, Senior Program Manager at North Central Texas Council of Governments, Monica Paul, President, North Texas FWC Organizing Committee, Michael Morris, NCTCOG transportation director, and Natalie Bettger, Senior Program Manager, Congestion Management and System Operations at NCTCOG, detail the mobility plan for FIFA World Cup 2026 during a press conference at NCTCOG in Arlington, TX, Thursday, April 2, 2026. Juan Figueroa/The Dallas Morning News

Regional officials announced traffic plans for the World Cup in Arlington this summer, and an expected influx of nearly two million people in North Texas is going to cause some travel disruptions.

The North Texas FIFA World Cup Organizing Committee and the North Central Texas Council of Governments hosted a news conference last week announcing the traffic plans. [The council stated](#) the possible addition of two million people will occur over the nine match days.

Dallas has the [most match days](#) of any host city for [2026 World Cup](#), and officials are urging locals attending the matches to drive, leaving public transportation to international visitors. Those who work in Arlington's entertainment district will also be encouraged to work from home on match days to help with traffic congestion.

The transportation plan involves routes to and from Dallas Love Field and DFW International airports, the FIFA Fan Festival at Fair Park and [Dallas Stadium](#) in Arlington.

The plans were created in tandem with DART, Trinity Railway Express and the Texas Department of Transportation and are in place to increase the magnitude of services. Trinity Metro will also begin using four-car trains to maximize the number of riders. Sunday rail service will be provided for the first match day on June 14. The council will also be providing an additional 125 charter buses to help with the flow of traffic from major stations.

Road closures across the region began March 31 in preparation.

Downtown Dallas

South Griffin Street, near the International Broadcast Center, will be closed until after the end of the World Cup on July 23. Other closures on South Griffin Street and South Akard Street are related to TxDOT until mid-2027.

Construction on the [Kay Bailey Hutchison Convention Center](#) will close Jefferson Boulevard Viaduct, Memorial Drive and South Lamar Street until 2029.

Some road closures in the city of Dallas will take place starting March 31.

FIFA Fan Festival at Fair Park

First Avenue, starting at Fair Park Station, to Pennsylvania Avenue will be closed. Grand Avenue will also be closed. Nearby DART stations include Fair Park Station and MLK Jr. Station. Those not taking public transportation can park in lots 11 and 13. Lot 12C is the designated rideshare drop-off location.

The FIFA Fan Festival at Fairpark will have its own designated rideshare lot.

Dallas Stadium

Nolan Ryan Expressway near the bus hub will be closed. Cowboys Way and AT&T Way will also be closed. These closures will only take place on match days.

Closures around the stadium and bus hub will take place.

Centreport Station (TRE)

Statler Boulevard at the TRE Centreport Station will be closed on match days.

TRANSPORTATION GROUP HIRES LAWYERS IN DISPUTE WITH COUNCIL OF GOVERNMENTS EXECUTIVE BOARD

By Eric Garcia

April 9, 2026



Michael Morris, right, director of transportation for the Arlington-based North Central Texas Council of Governments, talks about the future of transportation in Tarrant County on Aug. 29, 2024, at Texas Wesleyan University. Mayor Mattie Parker is seated next to him. (Camilo Diaz | Fort Worth Report)

Regional Transportation Council members agreed Thursday to retain independent attorneys to clarify the group's duties and help stop the search for a new transportation director after a related lawsuit was filed in Denton County.

The council's decision stems from an [ongoing dispute](#) with the North Central Texas Council of Governments' 17-member executive board, which seeks to replace longtime transportation director Michael Morris.

This issue surfaced in late 2025 after former Ellis County Judge Todd Little was appointed executive director of the council of governments last May. Little previously told the Fort Worth Report that he sought a succession plan for when Morris retires.

Morris, 70, has served as transportation director for the council of governments for 35 years. He created a succession plan Little requested just before the organization [launched a job search for Morris' replacement](#).

The Regional Transportation Council, an independent policy group of 45 elected and appointed officials, balked at the executive board decision and sought legal advice on whether the group would have to hire its own attorney to clarify its role as part of a state-recognized [Metropolitan Planning Organization](#).

Johnson County Commissioner Rick Bailey, the group's chair, made the funding request since it was determined that council of government attorneys cannot provide legal services in some areas because of potential conflicts from the dispute.

Arlington Mayor Jim Ross, also an attorney and member of the transportation council, said a temporary restraining order that a judge granted to Denton County officials could help stop the transportation director search.

[The lawsuit](#) was filed by Denton County on April 6 in the 431st State District Court. The suit names North Central Texas Council of Governments executive board members as defendants, including Fort Worth City Council member Carlos Flores, Tarrant County Judge Tim O'Hare, Arlington City Council member Bowie Hogg, Burleson City Council member Victoria Johnson, Dallas County Judge Clay Jenkins, Collin County Judge Chris Hill, Johnson County Judge Chris Boedeker and Dallas City Council member Cara Mendelsohn.

A hearing on the lawsuit, which seeks to permanently cease the executive board's candidate search, is scheduled for 9 a.m. April 21 before state District Judge Jim Johnson.

Fort Worth City Council member Elizabeth Beck, another transportation council member who previously worked with Morris on mobility projects, said the Texas Department of Transportation could help clarify the transportation council's role once that agency weighs in.

Ken Kirkpatrick, the council of governments attorney, said in a March 18 letter to Bailey that he determined potential conflicts could arise from his representation of the Regional Transportation Council and withdrew from representing the group.

The transportation council's membership sought to clarify the group's Metropolitan Planning Organization legal duties and its relationship with the council of governments executive board.

Independent attorneys, who will be paid with local transportation funds, will assist the group on governance agreements, interpretations of responsibilities and authority in federal law as well as questions about institutional functions.

Attorneys hired by the transportation council would assist on questions for related transportation agreements and provide monthly reports on legal costs.

"Chair Bailey hopes this will be temporary as the RTC and Executive Board attempt to resolve their differences," an item on the April 9 agenda stated.

Beck said she was concerned about legal fees that could arise from the matter.

"That's \$1 of local funds not used on transit," she said.

Morris is described by state Sen. Royce West, D-Dallas, as "the Tom Landry of transportation."

Little said the council of governments is preparing for long-term mobility projects and looking for an eventual transportation successor to marshal projects needed to accommodate 4 million people expected to move to North Texas by 2050.

DALLAS CITY COUNCIL MEMBERS RAISE CONCERNS ABOUT CONVENTION CENTER PLANS AFFECTING THE JEFFERSON VIADUCT

By Victoria Hernandez
April 10, 2026

Dallas City Council members voiced concerns at a Special Called Transportation and Infrastructure Committee meeting last month about the proposed options to change the current connection of the Jefferson Boulevard Viaduct to Downtown.

During the March 23 meeting, city staff briefed the council members in attendance about a structural conflict between the viaduct and the planned upgrades to the [Kay Bailey Hutchinson Convention Center](#).

“Originally, when we designed the building, it was going to allow for the viaduct to go under the building, for traffic to flow under the building,” Rosa Fleming, the executive director of Convention and Event Services for the City of Dallas, said at the committee meeting. “We briefed that last year and were then asked to lower the cost of the building. And the lowering of the cost to the building, we took it down two stories, and in doing that, had to reprogram it.”

For the \$3.5 billion total cost expected for the convention center, the lowering of the building will save \$500 million, but also block the current path of the Jefferson Viaduct. Now, some of the coordination that has to be done is with the results of the [Oak Farms Corridor Study](#), Fleming said.

In the fall, the Department of Transportation and Public Works presented the findings of the Oak Cliff Farms Transportation Study. The study included two components: one from the City of Dallas and one from the North Central Texas Council of Governments (NCTCOG), director of the Department of Transportation and Public Works Gus Khankarli said at a Feb. 17 community meeting about the study.

For the City of Dallas component, the study looked at the infrastructure of the roadways that connects into the former Oak Farms site to be developed for economic opportunities. As for the NCTCG component, the focus was connectivity, especially between the freeways and the two main roadways of the Jefferson and Houston Viaducts.

At the February meeting, the presentation included plans to convert the Houston Street Viaduct into a pedestrian bridge with a streetcar path and then move car transportation strictly on to the Jefferson Viaduct with two lanes southbound and two lanes northbound.

“Even before the convention center discussion started, the Council of Governments had met with community members as part of the Oak Farms Corridor Study and Houston has been discussed for, since before my time actually, as a pedestrian bike bridge with Jefferson getting all the traffic,” District 1 Council member Chad West said at the committee meeting. “So the community has already spoken on that. They’re very supportive of a plan to somehow get bikes, pedestrians into Downtown in a safe manner because it’s not right now ... I would hate to see that compromised in any way.”

With the change in the convention center expansion plans, the output point of the Jefferson Viaduct into Downtown is not yet finalized.

“All of that had to be addressed anyway, but the interaction with how we interact with the viaduct arose partially because of the retooling of the building,” Fleming said.

Three potential options were presented to the committee to address the convention center design conflicting with the current viaduct: connect Jefferson to Hotel Street, Jefferson goes through the center’s underpass to the Ceremonial Drive, or Jefferson merges with Houston with an additional down ramp to Hotel Street.

The proposed recommendation from city staff is to reroute the traffic to and from Oak Cliff around the convention center, connecting Jefferson to Hotel Street.

“There’s not an easy solution. I would like to see some more work done, and I would like to see you guys come back here to ... tell us what you find when you’ve worked through the issues with the stakeholders,” West said at the committee meeting.

District 14 Council member and chair of the committee, Paul Ridley, said that staff should return to the April 20 committee meeting with additional options and traffic studies.

In an [April 7 memo](#) to City Manager Kimberly Bizzor Tolbert from West and District 4 Council member Maxie Johnson, the council members requested that city staff collaborate with the North Central Texas Council of Governments on the viaduct realignment.

Additionally, the memo requested that before the next Transportation and Infrastructure Committee meeting, both departments co-host a virtual public community meeting in coordination with the council members’ offices to ensure residents understand the alternatives being considered and can weigh in on the infrastructure change.

HOODLINE

DALLAS-FORT WORTH TRANSIT POWER BRAWL ERUPTS AS COUNCIL LAWYERS UP

By Margie Townsend

April 10, 2026

The Regional Transportation Council for North Central Texas voted this week to bring in outside lawyers, turning up the heat in an ongoing governance clash with the North Central Texas Council of Governments' executive board. At the center of the fight is the future of longtime transportation director Michael Morris and, by extension, how key regional projects are ranked and funded. RTC leaders say hiring attorneys is meant to clarify the council's responsibilities while the legal wrangling runs its course.

Council authorizes outside counsel

Johnson County Commissioner Rick Bailey, who chairs the RTC, asked for money so the council could retain independent attorneys to review the body's authority and to help stop a search for a new transportation director. Meeting records show the council signed off on letting its general counsel carry out a legal review and approve outside legal help to support the RTC, according to the [North Central Texas Council of Governments](#).

Legal fight moves to court

The legal push arrives on the heels of a lawsuit Denton County filed this month that names several executive board members as defendants and seeks to block the recruitment of Morris's successor. As reported by the [Fort Worth Report](#), Denton County secured a temporary restraining order that could freeze the hiring process. A hearing on whether that pause will stand is set for April 21 before state District Judge Jim Johnson.

Who is Michael Morris?

Michael Morris, 70, has led the North Central Texas Council of Governments' transportation programs for roughly three decades and is widely credited with steering major highway and transit projects across the Dallas-Fort Worth region, according to [ENR](#). Local reporting and agency minutes show that Todd Little was appointed executive director of the council of governments in May 2025 while officials were talking through succession planning for the transportation job, as noted by [KERA](#).

Council hires counsel, lawyers to report monthly

After the council's previous outside adviser bowed out in March, RTC leaders moved to secure new independent representation that they say can deliver a neutral read on the council's duties. The [Fort Worth Report](#) notes that the attorneys will be paid with local transportation funds and that the council expects a monthly rundown of legal costs, a detail that signals leaders know taxpayers will be watching the tab.

Why this matters for projects

The RTC helps set priorities for billions in federal and local transportation dollars, so any pause or confusion about who is in charge can ripple through construction timelines and grant calls

that affect congestion relief, freight movement and transit expansion. Agency records and industry reporting emphasize that regional planning through 2050 relies on steady governance and tight coordination, making this internal showdown more than just inside baseball for bureaucrats, according to the [North Central Texas Council of Governments](#).

A hearing later this month will determine whether the search for a new transportation director can continue while the legal questions are sorted out. Until then, the RTC has its lawyers in place, and regional leaders say they are trying to keep critical projects moving even as the power struggle plays out in court.

FORT WORTH CITY COUNCIL RECEIVES UPDATES ON ILLEGAL GUNFIRE CAMPAIGN, SOLID WASTE PLANNING

By Cody Thorn
April 10, 2026

Fort Worth officials discussed the future of a new landfill for the city and the launch of an illegal gunfire campaign during the April 7 [work session](#).

The meeting also included a glance at budget forecasts for upcoming fiscal years, according to [previous reporting](#).

Zooming in

Environmental Services Director Cody Whittenburg provided an update on the planning process as the city looks for options to replace its Southeast Landfill. He said the end of the useful life is in 2036, and until then, increasing diversion from the landfill will be a guiding principle.

That would include additional recycling. He said the city has received a \$4.8 million grant from the U.S. Environmental Protection Agency. According to his presentation, the planned activities are to expand public education and pilot a reuse program, new recycling equipment and improvements at the [Old Hemphill Drop-Off Station](#).

“It is a critical piece of our infrastructure,” Whittenburg said of the solid waste program.

The approach

Republic Services will operate the landfill until its closure and post-closure care, according to the presentation. The landfill receives residential waste from Fort Worth, surrounding cities and waste from commercial haulers.

He said the city has engaged 20 different partners, including the North Central Texas Council of Governments, ratepayers and commercial and industrial partners. Whittenburg said Fort Worth is not the only municipality trying to plan for changes in landfills.

A [survey](#), which takes five minutes to complete, is on the Fort Worth website. Whittenburg said that they will collect feedback on current services and future community needs. He said the long-range planning objective includes developing a capital plan for supporting long-range strategies and funding, and defining long-term collection and disposal initiatives that include transfer stations, landfills and recycling centers.

Whittenburg said the goal is to engage working groups to review and refine strategic options this summer and present options to the city manager this fall.

What else?

Police Chief Eddie Garcia and Sana Syed, the city of Fort Worth's chief communications officer, talked about the launch of an [illegal gunfire campaign](#).

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What else?

Police Chief Eddie Garcia and Sana Syed, the city of Fort Worth's chief communications officer, talked about the launch of an [illegal gunfire campaign](#).

Garcia said there has been nearly a 30% increase in arrests related to illegal gunfire, stating stray-bullet incidents spike during the Fourth of July, New Year's Eve and major sporting events, but added it's a year-round issue.

He said most of the arrests for illegal gunfire have been of individuals between 16 and 23 years old.

"We do concentrate on hot spots, but we just can't emphasize enough that this is a city-wide effort," Garcia said. "Our objective is increasing the community understanding of the risk and consequences of reckless guns. We don't see this as celebratory. We see it as a potential and/or violent crime. The city has taken action to put a stop to stray bullet incidents, and we will not tolerate illegal gun violence."

According to the presentation, the consequence of illegal gunfire is up to \$4,000 in fines and a year in jail. Garcia also noted the importance of locking vehicles, since many stolen gun reports are from unlocked vehicles.

The details

Syed said the proposed campaign budget of \$69,241 would run from May to January 2027.

The plan included Facebook geo-target ads in Districts 2, 6, 8 and 9, though council members asked for Districts 5 and 11 to be added.

There will be ads placed on bus shelters, local newspapers, Spotify and YouTube, aimed toward the younger demographic, Syed said.

Flyers will be distributed to local Fort Worth ISD schools and, at the request of District 4 council member Charlie Lauersdorf, to Keller ISD schools. Three of the district's seven [high schools](#) are in Fort Worth: Fossil Ridge, Timber Creek and Central.

McKINNEY EARNS SOLSMART BRONZE DESIGNATION, ADVANCES CLEAN ENERGY AND SUSTAINABILITY EFFORTS

By City of McKinney
April 10, 2026

The City of McKinney has received a SolSmart Bronze designation through the national Energy Ready program, recognizing the city's efforts to expand access to solar energy and support emerging energy technologies.

The designation reflects collaboration between Public Works' Office of Environmental Sustainability and the Planning Division to implement strategies that expand access to solar energy. These efforts included updating development codes, training staff, and reviewing zoning standards to align with best practices.

"With growing energy demand and evolving technologies, it's critical that we take proactive steps to support sustainable solutions," said Sujata Gautam, Sustainability Manager for McKinney's Office of Environmental Sustainability. "This designation reflects the meaningful work our teams have done to remove barriers and create opportunities for solar adoption, and we're committed to continuing that progress for our community."

Led by the International City/County Management Association (ICMA) and the Interstate Renewable Energy Council (IREC), the Energy Ready program supports local governments in reducing barriers to solar adoption and modernizing energy systems. McKinney joins more than 600 communities nationwide that have earned SolSmart designation.

McKinney has also earned recognition for its broader sustainability and energy initiatives:

- **Fleet Services Recognition:** McKinney Fleet Services received the Shining Star Award and a Bronze designation from the Dallas-Fort Worth Clean Cities Coalition for efforts to reduce transportation energy use and improve air quality. The recognition highlights the city's success in integrating alternative fuels and adding electric vehicles (EVs) to its fleet.
- **Regional EV Infrastructure Funding:** The North Central Texas Council of Governments (NCTCOG) recommended five of McKinney's six proposed EV charging station sites for funding, with the sixth site placed on a waitlist. These five locations will host a total of 10 new charging stations. Out of 109 eligible sites, McKinney had the second-highest number of selected projects in the region. These investments will expand EV charging access, strengthen the city's transportation network, and support long-term environmental resilience.

Earlier this year, City Council also officially adopted McKinney's first Sustainability Roadmap, which outlines long-term strategies focused on environmental stewardship and efficient use of resources to help guide future policies affecting utilities, transportation, and quality of life for residents.

Together, these achievements underscore McKinney's commitment to forward-thinking energy strategies, improved air quality, and sustainable growth.

Learn more about sustainability at McKinneyTexas.org/GreenEvents

AMTRAK PASSENGERS DEVESTATED AS LAWMAKERS CONSIDER CUTTING ICONIC SERVICE DESPITE RIDERSHIP INCREASE

By Miranda Moure

April 14, 2026

The beloved Heartland Flyer—an Amtrak route that connects Oklahoma City, Oklahoma, with Fort Worth, Texas—is once again on the chopping block. The Oklahoma State House of Representatives is considering eliminating subsidies for the route, citing a similar move by the state of Texas.

Unfortunately, the Heartland Flyer relies on these subsidies to operate, and despite recent increases in ridership, it may face removal by the end of the year if the budgeting issue isn't resolved, much to passengers' disappointment.

This isn't the first time Amtrak's 206-mile Heartland Flyer route faced trouble; last year, [the service was briefly in jeopardy](#) when the Texas legislature failed to approve a \$7 million funding grant. The \$3.5 million that Amtrak eventually secured was, however, not meant as a permanent solution.

The route being at risk all over again has divided Oklahomans and Texans over which state should be paying to keep it operating. So far, no one seems to want to put their hands in their pockets to save the beloved Flyer.

Why Oklahoma Lawmakers Defunded The Heartland Flyer

It has become increasingly difficult for Oklahoma and Texas' respective Departments of Transportation (ODOT, TxDOT) to come to an agreement to fund Amtrak's Heartland Flyer.

In a legislative session on April 9, Oklahoma State Representative Trey Caldwell defended his position to drop state financial support for the route, insinuating that Oklahoma should not have to foot the bill for the subsidy required, as the rail connection benefits Texans as well.

"The state of Texas is saying they don't want to fund it, so I don't think it should be on the state of Oklahoma to subsidize it and keep it alive," said Rep. Trey Caldwell

While both Oklahomans and Texans ride the Heartland Flyer route regularly, Texas has a far more robust rail network, whereas the route serves as Oklahoma's only passenger rail connection.

Without the route, the predominant alternative is driving, but even Texans recognize the additional traffic and stress this would add to interstates in the region, which could itself cause a yet unforeseen financial strain.

"If the Heartland Flyer goes away, we're putting 80,000+ passengers back out onto I-35," said Peter Lacote, President of the Texas Rail Advocates.

At the moment, funding for the Heartland Flyer is just one part of a broader appropriations bill that passed in the state house on April 9. It's currently waiting for a signature from Oklahoma Governor Kevin Stitt, which would officially defund the Flyer.

However, the subsidy could yet be re-administered at a later date as part of a supplemental budget. That potential silver lining still hasn't stopped the uproar from not just lawmakers but also passengers in both Oklahoma and Texas (and beyond) who rely on the service regularly.

The Heartland Flyer Has Connected And Divided Oklahoma And Texas



Although the Heartland Flyer itself connects Texas and Oklahoma, the two states have become increasingly divided over funding the route, and this isn't the first year subsidies for it have been under debate.

In June 2025, the Texas Legislature initially failed to provide TxDOT with the necessary funding to keep the route operational. Amtrak, Oklahoma representatives, and even the mayor of Fort Worth rallied to prove the economic worth of the train route.

A statement from Amtrak cited a potential loss of \$5.3 million in direct economic benefits and \$23.7 million in overall economic activity should the train be eliminated.

"Fort Worth is the busiest Amtrak station in Texas – generating millions in economic impact annually – and as people continue to move to our region, travel reliability, mobility choices, and connectivity will be key to our competitiveness," said Ft. Worth mayor Mattie Parker about the Heartland Flyer's potential suspension in 2025.

By July, the North Central Texas Council of Governments [secured \\$3.5 million in funding to keep the Heartland Flyer active](#) through 2026. They used appropriated regional toll revenue to fund the link to Fort Worth, which is Texas's busiest rail station.

This measure was meant to act as a stopgap until a more permanent solution could be negotiated in the 2026 legislative session, yet in both Texas and Oklahoma, lawmakers have still failed to reach a solution that would keep the link active beyond the end of this year.

Naturally, passengers who use the service have voiced their concerns regarding the impact it'll have on their daily lives should they lose their Heartland Flyer train.



Senior citizens are some of the most loyal and vocal riders of the Heartland Flyer, and have been actively lamenting its possible discontinuation.

For many seniors, driving isn't an option, and the Heartland Flyer is their primary connection to friends, family, and other resources across state lines.

"I'm telling [Texas Governor, Greg] Abbot, and I'm telling Stitt, hey, we need that connection," said Rose Lewis, a senior citizen and frequent rider of the train. "Y'all get together y'all bring us the funding, because us seniors? We love that Heartland Flyer."

Complaints aside, without funding, the only public options that would connect OKC with Ft. Worth past December would be a flight or a bus, neither of which is faster or more affordable than Amtrak's option for most passengers.

Additionally, neither would service the handful of smaller towns at which the Heartland Flyer also stops along its route.

Stops Along The Heartland Flyer Route
Oklahoma City
Norman
Purcell
Pauls Valley
Ardmore
Gainesville
Fort Worth

Show more

Moreover, the service's pending cancellation over funding issues was a surprising turn of events in the first place back in 2025, when it first faced financial struggles—not only because the Flyer had seen increasing ridership, but also because of the long-term success that almost led to its expansion.

The Heartland Flyer's Potential Cancellation Comes Despite Its Success

After a 20-year discontinuity, the Heartland Flyer was reintroduced in 1999. Since then, it has provided a vital connection between Oklahoma and Texas; at just under five hours, the journey is, door to door, faster than flying, and far more affordable. Many frequent passengers rely on the Heartland Flyer to reach family, school, or access to medical care.

Furthermore, the Heartland Flyer's ridership has been steadily increasing in recent years, with 2024 seeing the largest increase in passengers over the previous year at 15%. That increase in demand is also why many passengers are puzzled over its potential suspension.

The train also currently recoups between 80–85% of its operating costs, so if it did stay in operation, investments into the route for the next few crucial years could even see it self-reliant by the 2030s if ridership were to continue growing at the current rates. However, that may no longer be possible if lawmakers decide it's finally time to cancel it once and for all.



Heartland Flyer train bound for Oklahoma City at the Fort Worth Central StationCredit: Shutterstock

Lastly, what's even more surprising is that the Heartland Flyer has been so successful from the perspective of travelers that it was at one time considered for an extension. In fact, the route's planned expansion would've seen it travel all the way to Kansas.

Now, that once grand future for the Flyer is likely to stay in the past as a story of what could have been if only lawmakers agreed on the funds it needs to keep operating.

BONNIE BRAE PROJECT HITS HALFWAY MARK

By Adam Doe
April 14, 2026

Bonnie Brae Street in Denton is undergoing an 8-mile, \$146 million multiyear renovation project that will create a median-divided, four-lane road with a 10-foot-wide walk-and bike trail and streetlights along both sides of the roadway.

The project's third phase is scheduled to finish in September and the sixth phase should be complete in April 2027, Capital Projects Director Seth Garcia said.

Work began on the seven-phase project in 2017 and stretches from Vintage Boulevard to US 77. Two phases are already complete. The new lanes and median will improve safety and increase capacity, and the median gives the city room to convert into two additional lanes if needed, Garcia said.

The overview

The third and sixth phases of the Bonnie Brae Street updates are currently under construction. The third phase stretches from Roselawn Drive to I-35E and passes by the University of North Texas' athletics center and DATCU Stadium, UNT's football stadium.

Cameron Wilson, UNT's senior associate athletic director, said the center's main entrance off Bonnie Brae was closed for several months for construction.

Crews worked on the northbound lanes from January 2025 to mid-July 2025 and reopened Bonnie Brae Street before the school's first football game, city officials said. The school opened an internal road to the public and for staff to get to work during the time Bonnie Brae was completely closed by the stadium.

Wilson said city staff and the construction company working on Bonnie Brae, Sundt, worked with the school to halt road work and avoid closures during athletic events.

"They've been good about working with UNT Athletics and our schedule of events to minimize or eliminate conflicts," Wilson said.

Bonnie Brae is now open by the stadium with one northbound and one southbound lane while crews continue work, Wilson said.

Zooming in

The sixth phase covers Bonnie Brae Street from West University Drive to US 77 and passes by Denton High School's entrance. The added lanes will alleviate traffic during peak hours near the high school, and the phase will include a traffic light at Riney Road and Bronco Way to better direct traffic, Garcia said.

Ankur Uthra, a resident of the King's Ridge neighborhood off Bonnie Brae where the sixth phase of the project is taking place, said construction has not added too much to the commute to and from his house.

"The only thing is the inconvenient [added] time, which would be just a minute or two, not more than that," he said.

Uthra said he hears construction noise throughout the day, but believes the project is justified due to the city's growth.

"I think once the project is completed, it is going to be amazing. Right now, it takes a lot of time to use Bonnie Brae because it gets congested," Uthra said. "The population has increased recently here... In my neighborhood in the last two years, there have been a lot of apartments and houses newly built."

Yardley Elm, a 316-unit apartment complex near King's Ridge and Bonnie Brae, opened in December 2024, a company representative said. Perch Denton, a rental home community just south of King's Ridge, completed construction in April 2024.

By the numbers

Several funding sources are financing the project, including North Texas Tollway Authority toll revenue, city of Denton bonds, the North Central Texas Council of Governments and funds from the 2008 and 2022 Transportation Road Improvement Program bond packages, Garcia said. He said the costs for later phases were much higher than the first two phases after the COVID-19 pandemic. The first two phases were each \$12 million, and the third phase cost roughly \$40 million. The sixth phase will cost \$38 million.

"We saw significant markups on materials and lead times. Construction also continued to rapidly grow in DFW, which raised prices," Garcia said. **Looking ahead**

Work in April will have construction crews installing sidewalks and developing road foundations near the Canadian Pacific Kansas City Railroad tracks along Bonnie Brae Street as part of the project's third phase, which is scheduled to complete in September. The sixth phase is expected to be finished in April 2027, with crews paving during the next seven months after completing underground work like installing drainage infrastructure and leveling the ground, Garcia said.

The Texas Department of Transportation is managing the designs for the seventh phase and it approved the schematic in February. The environmental clearance, where officials ensure construction complies with environmental laws, is scheduled for October, TxDOT documents state. The phase will extend Bonnie Brae a quarter mile from US 77 and connect to Loop 288, according to TxDOT documents.

Phases 4B and 5 have not yet received funding. Council documents show the 4B phase was delayed in September 2023 after council decided to move \$2.8 million from 4B to the third phase to meet higher-than-expected costs. Funding allocation to 4B is tentatively scheduled for

the city's 2028 budget, but there's no guarantee it will receive funding at that time, Garcia said. The fifth phase is tentatively scheduled for the 2031 budget.

"It can easily move back up with council priorities and decisions," Garcia said. "It gets measured with all other city priorities for its general fund."

THE SHORTHORN

NORTH TEXAS EXPANDS TRANSIT SERVICES FOR ARLINGTON FIFA WORLD CUP GAMES

By Taylor Sansom

April 14, 2026

The North Central Texas Council of Governments provided transportation updates Monday for the FIFA World Cup, which will have its first Arlington game on June 14.

Michael Morris, director of transportation for the council, said an estimated 70,000-plus people are expected to attend the nine games held at AT&T Stadium, which will be referred to as Dallas Stadium for the event. Arlington will hold the most games of any host city.

"We anticipate a lot of people will come by car, and we anticipate a lot of people will come by transit," Morris said.

He said the main pillars of the mobility plan are to increase the quality and magnitude of service and to build redundancy and resilience into the plan.

To address these goals, Morris said, the Trinity Railway Express passenger cars have been refurbished, two additional four-car trains will be used and lanes that change direction based on time of day or traffic demand on Interstate 30 will help reduce traffic jams.

125 charter buses will move guests from CentrePort Station to Lot H near AT&T Stadium, which serves as the main transit drop-off and pickup site. The charter buses will be used between CentrePort, Dallas and Fort Worth.

From CentrePort Station, fans will be able to take charter buses to the bus hub at East Road to Six Flags Street and Nolan Ryan Expressway, according to a North Central Texas Council of Governments press release. A FIFA match ticket is required to ride the bus.

If the Trinity Railway Express begins to reach capacity, match ticket holders will be directly transported from Victory Station in Dallas or the Fort Worth Central Station to the bus hub in Arlington through a Dynamic Charter Service.

The North Central Texas Council of Governments will also perform readiness exercises to prepare for scenarios from mechanical issues with the train system to a weather event that could trigger a safety protocol.

Additional preparations include cleaning road signs, extending mobility assistance patrols on the freeway and adding concrete barriers for pedestrian safety.

"It's an example of using FIFA as an excuse to do the things you should be doing anyway," Morris said.

KGOU

OKLAHOMA LEGISLATURE TO CUT HEARTLAND FLYER FROM BUDGET

By Hannah France

April 15, 2026



The Heartland Flyer crosses over Bricktown on the way to the Santa Fe Depot in Oklahoma City.

Oklahoma lawmakers are moving to cut funding for Amtrak service between Oklahoma City and Fort Worth, Texas.

Last week, House Appropriations Chair Trey Caldwell (R-Faxon) said the proposed budget will cut Oklahoma's portion of the funding for the [Heartland Flyer](#), citing concerns Texas is not paying their fair share for the service between the two states.

"I don't think it should be on the state of Oklahoma to subsidize it and keep it alive," Caldwell said.

This follows the Texas legislature, which meets every two years, cutting their portion of the funding for the Heartland Flyer [last summer](#). The North Central Texas Council of Governments pulled together funding to keep the train going for an additional year, but that money will run out in September.

In a statement from the Oklahoma Department of Transportation, a spokesperson said the remaining funding from Oklahoma will allow the train to operate through the end of 2026.

Caldwell also said if the Texas legislature decides to contribute their portion of the funding again, the Oklahoma legislature could run a supplemental to continue funding.

THE LOOP DALLAS OPENS SECOND PHASE OF TRINITY FOREST SPINE TRAIL IN PLEASANT GROVE

By Bethany Erickson

April 15, 2026

The Loop Dallas, when it is completed next year, will create a 50-mile paved trail system that joins 39 miles of existing trails with 11 new ones. On Tuesday, officials and representatives from Dallas, Dallas County, the Texas Department of Transportation, and [The Loop](#) gathered in Pleasant Grove to celebrate the opening of the second phase of the Trinity Forest Spine Trail.

The first phase opened three years ago, connecting the Santa Fe Trail at White Rock Lake to Far East Dallas. This latest phase adds to the already existing AT&T and Trinity Forest Trails leading to White Rock Lake, ending at the new Lake June Bridge and 2nd Avenue near U.S. 175. A new pedestrian bridge brings its neighbors one mile closer to White Rock Lake. The new bridge has dedicated bike lanes and wide sidewalks. It also provides better access to the Lake June DART Station.

“The Loop Dallas mission is connecting Dallas to Dallas. This is a game-changer for Southern Dallas, where neighborhoods have been historically divided,” Jeff Ellerman, Chairman of [The Loop Dallas](#), said in a statement before the ribbon cutting. “By bridging the gap across US-175 and a flood-resistant one-mile elevated trail, we are ensuring that our neighbors in Pleasant Grove have safe, world-class transit options. An elevated parkland corridor coupled with the Lake June Road bridge shows how we are connecting Dallas to Dallas.”

Funding for the project came from a federal RAISE grant, along with city, county, state, and North Central Texas Council of Governments dollars.

“Growing up, we made do with what we had when it came to riding our bikes, but nothing like this existed. Today, we finally have this kind of infrastructure in our community,” said Dallas City Councilmember Jaime Resendez, who represents Pleasant Grove. “Since the inception of this plan, I have been a strong advocate for the kind of infrastructure Pleasant Grove deserves. The Trinity Forest Spine Trail is a transformative investment that enhances our quality of life by inviting residents outdoors and providing a safe, connected pathway for walking and biking between neighborhoods. This opening is a major win for our community.”

In 2023, The Loop executive director [Philip Haigh](#) said the project’s mission was “equal thirds” transportation, recreation, and equity. “The transportation and the green space don’t have to compete,” he said. “But it’s all about implementing equity, building projects in parts of the city that have never had this type of investment. If you live in Pleasant Grove, the Trinity Forest Spine Trail is coming your way. This is a citywide project that’s going to bring our neighborhoods together.”

DART APPOINTS FORMER LEADER DAVID LEININGER AS INTERIM CEO

By Pablo Arauz Pena

April 16, 2026

The Dallas Area Rapid Transit board of directors appointed former executive David Leininger as the new interim CEO and president as the agency begins a national search for a new leader.

Leininger was previously the interim president/executive director for eight months in 2021. He also served as DART's chief financial officer for nearly a decade until 2018.

He will return to DART on May 4 and serve until the agency has appointed a permanent CEO.

"His experience will be critical as we continue advancing key priorities, strengthening partnerships with our member cities and positioning DART for long-term success," Randall Bryant, chairman of the DART board of directors, said in a statement.

Leininger said in the statement he's honored to serve in the role and support DART's more than 3,000 employees.

"Together, we will remain focused on providing dependable transit options, enhancing the customer experience, and advancing the agency's mission to connect people, places, and opportunities across our region," he said.

Former CEO and president Nadine Lee [announced her resignation last month](#) after four years in the role. She oversaw the agency through a monthslong saga of trying to keep cities in its service area amid disagreements over funding and governance. Earlier this year, some of those cities struck a deal with DART and the Regional Transportation Council that would give funding back.

Lee was supposed to transition out of the role before her contract ended in September, but the board voted earlier this month to part ways with her earlier than expected and named DART's legal counsel Gene Gamez [as acting head of the agency](#).

Leininger's appointment comes as the agency could soon lose up to three of its 13 member cities in the May 2 elections.

That's when Addison, Highland Park and University Park are letting voters decide whether or not to withdraw from the system. Addison contributes just under \$17 million annually to the agency. Both Park Cities each contribute about \$6 million.

HOODLINE

ABBOTT TO DALLAS: CHANGE ICE RULES OR KISS \$32M GOODBYE

By Isabella Rodriguez
April 17, 2026

Texas is turning up the heat on Dallas, warning the city it could lose roughly \$32.1 million in state public safety grants and put another \$55.1 million in World Cup security money at risk unless local police change how they work with U.S. Immigration and Customs Enforcement.

The warning came in a letter from Gov. Greg Abbott's Public Safety Office that landed at City Hall yesterday. The state gave Dallas until April 23 to strip out or rewrite police policies that Austin says clash with a certification the city signed in 2025. If Dallas does not blink, city leaders could be scrambling to patch sudden budget holes for police and security planning ahead of the 2026 World Cup.

According to [The Dallas Express](#), Andrew Friedrichs, director of Abbott's Public Safety Office, sent an April 16 letter to Mayor Eric Johnson outlining what is at stake. The outlet reported that Dallas is currently lined up to receive about \$32.1 million in PSO grants for fiscal 2026 and that the state could demand repayment within 30 days if it decides to pull those awards.

[The Dallas Express](#) also noted that the state singled out a Dallas Police Department general order that it says restricts cooperation with certain ICE requests. State officials warned that the same policy could threaten about \$55.1 million in FIFA World Cup public safety funding set aside for the Dallas–Fort Worth region. The certification at the heart of the dispute was signed in April 2025 by City Manager Kim Tolbert and Police Chief Daniel Comeaux, and the governor's press office has framed any noncompliance as a direct threat to public safety.

What Dallas' Policy Says

The [Dallas Police Department](#)'s published general orders instruct officers not to extend a detention to dig into someone's immigration status and not to hold a person for federal authorities. State officials say that language is the core of the conflict.

The department's operations manual further spells out procedures for immigration-related encounters and booking that limit holds based solely on immigration detainees. Those provisions have appeared in Dallas' publicly posted general orders since at least 2024.

World Cup And Grant Context

The governor's Public Safety Office has been handing out World Cup security grants across host regions in Texas. A March 25 press release from the [Office of the Texas Governor](#) shows the PSO awarded \$116 million to Houston and the North Central Texas Council of Governments for event security.

That statewide push is the backdrop for the state's argument that local cooperation with federal partners has to be consistent to keep grant money flowing. Any showdown with Dallas over its police orders could easily spill into planning for the 2026 World Cup matches in Texas.

The current standoff echoes a dispute in Houston earlier this month, when state officials told Mayor John Whitmire the city could lose about \$110 million after the council adopted rules that limited cooperation with ICE. Reporting from the [Houston Chronicle](#) shows Houston leaders

quickly called a special meeting to consider rolling back the policy once the state's letter went public.

If the state ultimately pulls the plug on Dallas' grants, the letter says the city could be ordered to pay back funds within 30 days. That kind of move would force Dallas to replace money for planned equipment, programs or staffing on a very tight clock.

Those enforcement threats also highlight a bigger legal and political question that has already surfaced in Houston: how far state agencies can go in tying grant dollars to local policy decisions. That issue has drawn scrutiny and prompted inquiries by state officials.

What Happens Next

Dallas has until April 23 to decide whether to rewrite its general order language, try to negotiate a deal with the Public Safety Office, or prepare to stand behind its policy in court. Both city leaders and the governor's team are working against the calendar; with the World Cup less than three months away, the stakes for public safety planning are immediate and very real.

So far, officials have not publicly detailed what they plan to do. A response is expected before the April 23 deadline, and it will likely determine whether Dallas hangs on to its PSO grants and its slice of World Cup security funding.

HOODLINE

WORLD CUP FANS FACE SCOOTER SHOCK AS DALLAS, ARLINGTON PLAY BY DIFFERENT RULES

By Margie Townsend

April 18, 2026

Headed to North Texas for the FIFA World Cup and thinking you'll zip between hotels, fan zones and transit stops on a shared scooter? Not so fast. The rules change the moment you cross the city line, with Dallas clamping down harder while Arlington's downtown pilot zone gives riders a bit more freedom.

Dallas Rules: No Sidewalks, Early Curfew

Under the city's Shared Dockless Vehicle Program, scooters and e-bikes are banned from sidewalks and capped at a citywide speed limit of 20 mph. Rental hours run from 5:00 a.m. to 8:45 p.m., and every ride has to wrap up by 9:00 p.m., according to the [City of Dallas](#).

Riders are required to use bike lanes or the street instead of sidewalks. Devices must be parked upright and kept at least 10 feet away from intersections and transit stops, and you must be at least 16 years old to ride.

Arlington Allows Sidewalk Riding Inside a Limited Zone

Arlington's motor-assisted scooter pilot is more relaxed, but only inside a defined downtown/UTA operational area. Within that zone, sidewalk riding is allowed, with a 15 mph speed limit and operating hours from 6:00 a.m. to 11:00 p.m., per the [City of Arlington](#).

The city's rules put the emphasis on people walking: riders are told to yield to pedestrians, and helmet use is stressed for anyone under 18.

Enforcement, Parking and Geofencing You'll Feel on Match Days

In Dallas, officials and operators lean on GPS-based geofencing to keep things under control. "No-ride" and slow zones are used to block scooters from sensitive areas or throttle speeds, and badly parked scooters are a recurring headache that can lead to operator fines or 311 complaints, as reported by [The Dallas Morning News](#).

Bird, Lime and Spin are among the companies operating in the area, and the city currently allows about 3,250 shared dockless devices on its streets.

Where Scooters Fit Into the Region's World Cup Transit Plan

Regional planners are clear about one thing: scooters and e-bikes are meant to bridge short gaps, not serve as your stadium-to-stadium ride. They are intended as connectors to transit hubs, fan festival zones and rideshare lots.

Per the North Central Texas Council of Governments transportation plan, shared mobility is set to be integrated with rail service, charter buses and designated rideshare drop-off points for match days, according to the [City of Arlington](#).

Quick Tips Before You Unlock

Before you hop on, check your scooter app's map for no-ride and slow-ride zones, end rentals before Dallas's 9:00 p.m. cutoff, and park upright at least 10 feet from crosswalks or transit stops to avoid operator fines, per the [City of Dallas](#).

Download and set up your operator's app in advance, bring or wear a helmet if you can, and be prepared to walk the last half-mile if geofenced areas cut off service near stadiums or fan activations. Your feet may end up doing the last bit of work, but at least you will not be learning local rules the hard way.

DALLAS TO AVOID SKY-HIGH TRANSIT FEES PLAGUING OTHER FIFA WORLD CUP HOST CITIES

By Emma Ruby
April 20, 2026

Much has been made of the fact that this summer's FIFA World Cup is [likely to be the most expensive in history](#). Ticket prices are higher than at past tournaments, and rental costs are surging — but there is at least one place where Dallas ticketholders can expect to save a buck or two.

Earlier this month, the North Texas FIFA World Cup Organizing Committee and the North Central Texas Council of Governments unveiled the transit plan to help move fans around a town that [isn't especially well known for its public transportation](#). The process for getting to matches in Arlington is a bit cobbled together (or, as organizers would describe it, multimodal), but it won't break the bank.

Ticketholders will be asked to ride the Trinity Railway Express (TRE) from Fort Worth or Dallas to the CentrePort Station. From there, charter buses will transport groups to a designated bus hub drop-off zone. A half-mile walk to the stadium completes the journey — after all, did you really visit Jerry World if you didn't have to get some steps in? The same process will run in reverse after each match.

For anyone holding a matchday ticket, the charter bus between CentrePort and the stadium drop-off zone will be free, but a TRE ticket will be needed for that segment of the journey. To purchase a regional pass, which works for the TRE and DART Light Rail and would enable a visitor to go all the way from Fort Worth to a game, from the game to the FIFA Fan Fest in Fair Park, and then back to Fort Worth, the day pass is currently around \$9.

Just because transit won't break the bank for Dallas visitors doesn't mean that North Texas agencies aren't paying a lot to operate this system (and all the additional transit systems that will run during the tournament). [According to the Dallas Morning News](#), DART is expecting to pay \$18.2 million to move riders across the metroplex during the games. That cost includes more than \$1 million earmarked for security, \$8.5 million for equipment upgrades, and \$88,000 for paratransit services.

Not all host cities have been happy to swallow that cost.

Earlier this week, New Jersey Governor Mikie Sherrill posted on social media that New Jersey Transit was “stuck with a \$48 million bill” that FIFA should cover. If they don't, the governor said she would support a massive fare hike that was publicized earlier in the week.

[Reporting from The Athletic](#) states that NJ Transit is planning to increase the typical \$12.90 fare from New York to New Jersey's MetLife Stadium to more than \$100. Sherrill said that the World Cup price hike would be necessary to prevent regular commuters from shouldering the cost of the games. In Massachusetts, travel between Boston and Foxboro's Gillette Stadium has also been increased for the duration of the games, quadrupling from regular prices to an \$80 round-trip ticket.

FIFA has pushed back, stating that host city agreements penned in 2018 called for free transit for all fans. That was later amended because of the financial strain it put on cities, [a FIFA spokesperson told NBC News](#), and host cities are now required to provide transit at a cost accessible to match ticket holders.

This is not the first time [Dallas has avoided some of the World Cup funding snares](#) that host cities are facing. In February, months-long delays to appropriated funding caused several FIFA host cities to scale back on plans for the fan festival each hub is responsible for hosting. Boston, Miami and Kansas City each threatened to cancel their festivals if funding was not released, while New York/New Jersey actually did so. In Los Angeles, the festivities will be ticketed instead of free.

In Dallas, though, plans are still on. The free festival will be held in Fair Park for the duration of the tournament, and it will be free to attend. Your pocketbook is welcome.

PATCH

FORT WORTH PARK & REC TO BREAK GROUND ON BOMBER SPUR TRAIL

The event will take place at 10:00 a.m. Thursday, April 23

By Nina Hernandez
April 20, 2026

The Fort Worth Park & Recreation department is celebrating the groundbreaking of the Bomber Spur Trail at North Z Boaz Park on Thursday.

The city put out a [blog post](#) inviting residents to the ceremony on Monday. The groundbreaking will start at 10 a.m. on April 23. The meet-up location is the south parking lot near the dog park.

Mayor Mattie Parker and District 3 City Council Member Michael Crain will join city leaders, partners, and community members to mark the start of construction on this addition to the Fort Worth trail system.

The long-awaited Bomber Spur Trail project represents a major step in the expansion of the trail system, which is expected to improve connectivity and preserve a unique part of the city's history.

Once it is complete, the trail will provide a link for pedestrians and cyclists, connecting neighborhoods, parks, and destinations.

The corridor follows a historic rail line tied to the city's aviation legacy. During World War II, the rail spur served the Consolidated Aircraft Corp., later Convair, supporting the production of B-23 Liberator bombers at Air Force Plant 4.

Over time, the corridor became known as "Bomber Spur," which reflects the important role it played in the city's wartime industrial efforts.

Park & Rec Director Dave Lewis said, "This project is about more than just a trail—it is about honoring Fort Worth's history while investing in its future. Bomber Spur will create new opportunities for residents to get outside, connect with nature, and travel safely across our community."

The trail project is made possible through partnerships among the Park & Recreation department, the Transportation & Public Works department, and key regional partners, including Streams & Valleys, the North Central Texas Council of Governments, the Texas Department of Transportation, and project consultant Kimley-Horn.

Learn more about the Bomber Spur Trail and other Fort Worth capital projects [here](#).

USA TODAY

PHILADELPHIA ANNOUNCES FREE TRANSPORTATION TO WORLD CUP GAMES, TEXAS TRANSPORTATION MORE OF A QUESTION

By Seth Vertelney

April 20, 2026

World Cup 2026 transportation in Philadelphia is going to look a lot different than some other cities.

On Monday, April 20, the Philadelphia host committee announced an agreement with Airbnb that will see fans receive free rides on SEPTA trains after all six matches the city will host this summer.

The rides on the Broad Street Line from NRG Station will begin at halftime and continue for two hours following the end of each match.

Last week, SEPTA announced that fares will be at the normal \$2.90 rate for fans riding their trains this summer. But now, fans who exit near Lincoln Financial Field will not have to pay anything.

"Accessibility has been a central priority for Philadelphia Soccer 2026 since our bid, and we are grateful to Airbnb for sharing our fan-centered vision for FIFA World Cup in Philadelphia," said Daniel Hilferty, co-chair of Philadelphia Soccer 2026.

Texas World Cup transit more of a question - but cost remains the same

There have long been questions about how Texas cities will handle World Cup transportation, given the area's dependence on cars. Those questions may still persist, but the costs will be the same during the tournament as they are the rest of the year.

North Texas, which will host nine games at Arlington's AT&T Stadium located between Dallas and Fort Worth, unveiled its plan earlier this month.

It involves fans taking a train from either Dallas or Fort Worth to the CentrePort station near Dallas-Fort Worth International Airport. There, they will board charter buses that are free with tickets. Fans will be footing the bill for the train from either side of the region, with a round-trip ticket from Dallas costing \$9 for an adult, while those in Fort Worth could get to CentrePort for \$4.

"Our goal is simple: to provide every fan with an experience of a lifetime - supported by transportation that is seamless and reliable," Michael Morris, the Director of Transportation for the North Central Texas Council of Governments said when the plan was unveiled.

NRG Stadium in Houston will host seven matches. Unlike Arlington, the region's light rail system has a stop dedicated to the area where the venue sits with the Red Line's Stadium Park/Astrodome station around a half mile on foot from a stadium entrance.

Houston plans to keep its transit prices the same, with a regular fare running riders \$1.25 and park-and-ride tickets ranging from \$2 to \$4.50 depending on zone.

"While we are thrilled to support hosting the World Cup, Metro's system is built to serve everyone, every day, and that remains our focus as we proudly welcome the world to Houston," Elizabeth Gonzalez Brock, the chair of the Metro Transit Authority, said in a statement released to the Houston Chronicle.

Boston and New York/New Jersey transportation headaches

The announcement from Philadelphia has put the issues faced by Boston and New York/New Jersey into stark relief.

Lincoln Financial Field is much closer to Philadelphia's core than Gillette Stadium and MetLife Stadium are to Boston and Manhattan, respectively. But Philadelphia's relatively pain-free World Cup transportation plan looks much different compared to the two host cities to its north.

[FIFA](#) and New Jersey Gov. Mikie Sherrill have become embroiled in a war of words over the past week, with NJ Transit confirming that passengers will have to pay \$150 for a round-trip ticket between New York's Penn Station to and New Jersey's MetLife Stadium.

Sherrill said the high prices were due to FIFA offering limited parking at the stadium and refusing to cover the costs of transporting fans.

"We inherited an agreement where FIFA is providing \$0 for transportation to the World Cup," Sherrill [said on X](#). "And while NJ Transit is stuck with a \$48 million bill to safely get fans to and from games, FIFA is making \$11 billion. I'm not going to stick New Jersey commuters with that tab for years to come."

FIFA, on the other hand, has said the price increase would have a "chilling effect" on fans attending games in New Jersey and said Sherrill's demands asking FIFA to absorb transportation costs for fans were "unprecedented."

In Boston, meanwhile, round-trip train tickets to [Foxborough](#) during the [2026 World Cup](#) will be \$80.

That price is quadruple the usual cost of \$20, which the Massachusetts Bay Transportation Authority (MBTA) charges for New England Patriots games, New England Revolution games and other events at Gillette Stadium.

What has transportation been like at past World Cups?

At the 2022 World Cup in Qatar, the country's government funded free travel on its Metro system for ticket holders.

According to FIFA, 2026 host cities previously agreed to provide free transportation before they were then allowed to provide service at cost.

"The original FIFA World Cup 2026 host city agreements signed in 2018 required free transportation for fans to all matches," a FIFA spokesperson said last week.

"Recognizing the financial strain this placed on the host cities, back in 2023 FIFA adjusted the host agreement requirements across all host cities as follows: All match ticket holders and accredited individuals shall be able to access transport (public or additionally planned transport) at cost to allow travel to stadiums on match days."

DALLAS-FORT WORTH REMAINS AMONG WORST IN U.S. FOR OZONE POLLUTION, REPORT SAYS

North Texas was on two of three “worst 25” rankings of cities with the highest amount of unhealthy air days in the 2026 “State of Air” report

By Lana Ferguson
April 22, 2026

Dallas-Fort Worth is, [once again](#), among the most ozone-polluted metro areas in the U.S., according to new data from the American Lung Association.

The 27th annual [“State of the Air” report](#), released Wednesday, examines ozone and particle pollution in metro areas, counties and states across the country. The report analyzes data from 2022-2024.

Dallas-Fort Worth was included on two of the three “worst 25” rankings of cities with the highest number of unhealthy air days.

Researchers determined that 152.3 million people — about 44% of people in the U.S. — live in areas that received failing grades for unhealthy levels of ozone or particle pollution. That means more than 4 in 10 people in America are breathing unhealthy levels of air pollution, according to the organization.

“Although particle pollution showed some improvement relative to its decade-long worsening trend, populations exposed to high levels remained much higher than historic lows,” researchers wrote in the report. “Meanwhile, unhealthy levels of ozone pollution impacted more people than in the previous five reports.”

Ground-level ozone air pollution, also known as smog, is a respiratory irritant with effects likened to a sunburn of the lungs.

The D-FW area was ranked No. 9 for worst high ozone days — a minor improvement from the previous year — and No. 22 for year-round particle pollution.

Other Texas locations with high ozone days included the Houston-Pasadena area at No. 6 and El Paso-Las Cruces, N.M., at No. 16.

The year-round particle pollution had many more Texas areas: Brownsville-Harlingen-Raymondville at No. 2; Houston-Pasadena at No. 8; McAllen-Edinburg at No. 17; Austin-Round Rock-San Marcos and Texarkana tied at No. 23.

Researchers noted that only 42 of Texas' 254 counties had data that could be graded for at least one measure of air quality.

Multiple North Texas counties, including Collin, Dallas, Denton and Tarrant, received an “F” rating for ozone pollution. Dallas and Tarrant were rated a “C” for particle pollution, Denton was a “B” and Kaufman an “A.” Information was not provided for Collin.

[Ozone season](#) marks the window when there’s a greater risk of harmful amounts of ground-level ozone. It lasts from March 1 to Nov. 30 in Dallas-Fort Worth.

During last year's season, North Texas had 44 "exceedance days," meaning the air quality became unhealthy for some people in North Texas, according to the North Central Texas Council of Governments.

The council of governments continues to work with federal, state and local partners to improve air quality in North Texas, including drafting the [Dallas-Fort Worth Air Quality Improvement Plan](#).

DOWNTOWN DALLAS RAMPS UP FOR WORLD CUP CROWDS AS JUNE RUSH NEARS

By Steve Pickett

April 22, 2026

With just over a month before the [FIFA World Cup](#), Downtown Dallas is polishing, planning, and preparing for what could be one of the busiest stretches the city has ever seen.

From small cafés to national hotel chains and city parks, businesses are sprucing up to capture the attention – and spending – of visitors expected to flood the area in June.

At BBQ DNA, a family-run barbecue café downtown, owner Devon Oliver and his son, Tru, say they're already feeling the momentum.

"We have followed the game for years. And we know the global response," Oliver said. "We are anxiously awaiting the FIFA phenomenon... and we are ready."

Downtown gets a World Cup shine

[Downtown Dallas Inc.](#) says the district has been preparing for months – cleaning public spaces, coordinating with businesses and bracing for heavy foot traffic.

"We've been getting ready for this for quite some time," said Shalissa Colwell with Downtown Dallas Inc. "We're hoping for our fair share of guests and fans because so many hotels and destinations are within downtown."

Even with part of the Kay Bailey Hutchison Convention Center slated for demolition, another section will host about 5,000 journalists for several weeks – a clear sign of how central downtown will be to the World Cup experience.

Transit agencies expect record ridership

DART leaders say the transit system is preparing for a surge unlike anything it has handled before.

"We are looking at 39 days of what we would see on a Texas-OU weekend – for an entire month," a DART spokesperson said.

The agency plans to expand streetcar service, increase bus frequency, and add rail cars to move fans, workers, and visitors across the region.

"What you will see, as we prep for FIFA, is we added cars to make sure we get everyone where they need to go," said Jasmyn Carter with DART.

Businesses brace for global crowds

For BBQ DNA and dozens of other downtown restaurants, shops, and hotels, the World Cup represents both a challenge and a major opportunity. Many expect foot traffic to spike dramatically as fans and media fill the city.

Visit Dallas is expected to release updated hotel and tourism projections in the next two weeks. But businesses say they're preparing now – because once June arrives, the rush will be nonstop.

FORT WORTH REPORT

HOW NORTH TEXAS OFFICIALS PLAN TO MITIGATE EMISSIONS, DIVERT WASTE STEMMING FROM FIFA WORLD CUP

By Nicole Lopez and Chris Moss

April 22, 2026



From left, Keurig Dr Pepper sustainability director Ryan Spicer moderated a panel including Dallas Fort Worth International Airport sustainability programs manager Sarah Ziomek, Coca-Cola Southwest Beverages sustainability director Abraham Tueme, and North Central Texas Council of Governments senior transportation manager Natalie Bettger on sustainability ahead of the 2026 FIFA World Cup. (Nicole Lopez | Fort Worth Report)

The World Cup is a moment to be leveraged, Michael Kraus says. Kraus serves as the interim executive director of the Green Sports Alliance, a membership-oriented group pushing for environmental sustainability through sports.

Although the World Cup takes place only from June to July, it could have a long-lasting impact on residents' understanding of environmental impact, he said.

"People don't listen to science. ... That's not what's hitting headlines," Kraus said. "However, people listen to sports."

Kraus was one of many officials who discussed at the annual EarthX Congress of Conferences Tuesday morning in Dallas how North Texas and the country aim to create a lasting lesson on sustainability.

Arlington will host a total of nine matches during the summer, the most of any host city. Alongside the matches that will be held at AT&T Stadium, Fort Worth and Dallas will play major roles.

FIFA's environmental strategy is designed to mitigate the event's carbon footprint across host cities. This year's tournament is the first that required each country — or countries in this case — to have a [comprehensive sustainability plan](#) when submitting their bid to host the World Cup.

The objectives of that plan include:

- Foster sustainable infrastructure and operations.
- Mitigate the World Cup's climate impact.
- Reduce air pollution at tournament sites.
- Mitigate trash and implement circular resource management.
- Protect and promote biodiversity.
- Bring awareness to key environmental issues.

A recent study conducted by Southern Methodist University found North Texas' "innovation output" falls about [35% below predicted levels](#). That means the region is behind on advancing its economy, expanding the workforce and accelerating new inventions.

Filling that gap could help North Texas reach FIFA's environment and sustainability focused goals, UTA chief sustainability officer Meghna Tare said at the panel. She pointed to the idea of establishing an innovation-focused committee ahead of North Texas' next major sporting event.

"This is what will drive — five years from now — the world to sustainability," Tare said.

Diverting trash and meeting soaring waste demands

After the region's announcement of being a host city, leaders from the triumvirate of Fort Worth, Arlington and Dallas said they will address [increased demands](#) on waste and energy stemming from the global event.

At the climate-centered conference, Fort Worth assistant city manager Valerie Washington said the city's current beautification initiatives will ramp up across the nine matches, including community-led litter pickups, street sweeping and cracking down on illegal dumping.

"Keeping those new baselines in place, I think we're raising the bar for visitors and for our communities," Washington said.

Since October, Fort Worth staff and volunteers cleared [over 1,000 homeless encampments](#). Last month, the city's annual Cowtown Great American Cleanup removed over 10 million pounds of litter.

Fort Worth has at least three more litter cleanups scheduled before the World Cup, with some to take place after the global event, Washington said.

"There's just a lot that needs to be done," Washington said.

Fort Worth is cracking down on diverting trash away from its only landfill, which has about a [decade left before it maxes out](#) and has to close.

Earlier this month, environmental services director Cody Whittenburg told Fort Worth City Council that staffers will detail later this year how they intend to address the landfill's looming maximum capacity.

Dallas officials are focusing on an international approach to mitigate waste generated by the [FIFA Fan Festival](#) at Fair Park, assistant city manager Liz Cedillo-Pereira said.

The city is working with its sanitation services to ensure sufficient waste receptacles are labeled in multiple languages.

"We want to approach this in a way that accommodates people from all over the world," Cedillo-Pereira said.

Arlington officials are supporting Dallas as it tackles the fan festival by introducing a system that tracks food waste in order to meet the region's waste diversion, Tare said.

Across the board, FIFA has asked venues to track data on where the trash and recycled items end up and if they are separated correctly.

Sarah Hussain, the head of environment for FIFA26, said the initiative will help venues create better waste habits in the future.

"The result of that is those venues can get better post-tournament," Hussain said. "Really having clear data, that's the struggle."

Officials with Dallas Fort Worth International Airport and Coca-Cola, a partner and sponsor of the World Cup, are also doing their part to help cities see less trash.

"If you think about the millions of fans who are coming here, waste is a physical issue," said airport sustainability program manager Sarah Ziomek.

In 2019, airport officials launched a three-day audit to sort through 2 tons of waste from terminals to identify trash streams and develop a recycling strategy.

The international hub continues to use that initiative to tackle trash demands, as it plans to see an influx of travelers this summer, Ziomek said. Airport leaders initiated composting and recycling biodegradable waste from concessions at terminals.

Those innovative efforts include reusing cooking oils to fuel aircraft.

Coca-Cola officials are thinking about how to make a lasting sustainability impact.

"You cannot look at your waste contracts as a temporary thing," said Coca-Cola Southwest Beverages sustainability director Abraham Tueme.

When working with venues, the beverage company looks at where its packaging is being thrown away and strives to reclaim what it can, Tueme said.

Reclaiming those materials allows the company to produce products that have at least 50% recyclable content, Tueme said.

Reducing waste requires partnership and collaboration with agencies, Tueme added. For example, Coca-Cola is working with stadium officials to ensure recyclable markings are prominent on products and packaging.

“Once we have that, we are able to make the investment in recycling,” Tueme said.

Emissions

As the World Cup comes to town, Dallas, Fort Worth and Arlington will be connected through a [“bus bridge”](#) to bring fans to the matches and the adjoining festivities.

Natalie Bettger, the senior transportation manager with the North Central Texas Council of Governments, said the regional planning agency has been looking at sustainability in North Texas’ traffic flow.

Using traffic models to calculate emissions and evaluate how to reduce traffic to cut emissions is one way the group has been addressing environmental issues, she said.

Bettger said the World Cup bus plan offers the chance to make a large, substantive impact.

“Our long-term vision is looking at how we implement those other modes (of transportation), reduce idling on our roadway system,” Bettger said.

While the plan could have an environmental impact, Arlington deputy city manager Jennifer Wichmann said it could also have an economic impact.

Michael Morris, council of governments transportation department head, has emphasized that the bus bridge will help protect fans from [ride-share surge pricing](#), Wichmann said.

In 2022, FIFA said its Qatar World Cup was the first to be carbon-neutral. That claim was later disputed by experts who said the soccer organization’s measures for carbon neutrality [missed key emission sources](#).

Currently, the Fort Worth-Dallas region is at risk of federal fines because of its air quality.

For over 20 years, the area has not been in accordance with the Environmental Protection Agency’s ozone standards. In 2024, Gov. Greg Abbott requested that the EPA reclassify the area — alongside others in Texas — from moderate to serious nonattainment status.

Due to that reclassification, the region’s deadline to reach the EPA’s status was extended to 2027. If the area fails to reach the standards by 2027, it could face an annual fine of up to \$45 million under the Clean Air Act.

Officials in Dallas will be taking a closer look at how the thousands of fans in North Texas affect air quality.

Cedillo-Pereira said the city will deploy extra [air quality monitoring](#) near the fan fest in Fair Park so residents can directly see the impact of the festivities on the region.

“We want our neighbors to be able to see: Is this changing the quality of our air in any way?” Cedillo-Pereira said.

Infrastructure

One of the largest differences between the upcoming World Cup and the 2022 iteration will be the infrastructure used, Wichmann said.

Ahead of the 2022 World Cup in Qatar, the country built [seven brand-new stadiums](#) to accommodate the matches it was hosting. Only one of those stadiums was open before 2019.

Wichmann said that improvements for accessibility and longevity made to AT&T Stadium in the year leading up to the World Cup will help keep it sustainable for the future.

“We’ve already had those (venues). They are not going to be built and then just be mothballed for years and years,” Wichmann said. “They are going to be built; they are going to continue to be used. I think those are ways we are sustainable.”

Tare added that the stadium has achieved its Leadership in Energy and Environmental Design — or LEED — certification ahead of the World Cup. The designation certifies whether a building is operating sustainably and in an environmentally friendly way.

“That’s a big deal because that was a requirement from FIFA,” Tare said after the panel.

Wichmann also celebrated the beautification of the entertainment district as the World Cup approaches.

Like Fort Worth and Dallas, Arlington wants fans and guests to walk away with a positive lasting impression of the city.

Arlington officials kicked off a [yearlong tree planting initiative](#) to celebrate the city’s 150th anniversary. The goal is to plant about 150 trees every month to incorporate more nature into the city’s urban spaces.

The initiative aligns with the city’s goals to prepare Arlington for the sporting event, Wichmann said.

“We’re lucky in our entertainment district to have a lot of green space,” Wichmann said.

Officials will continue prioritizing the upkeep and preservation of natural areas while welcoming millions of visitors.

“It’s a constant balance,” Wichmann said.

CITY OF ARLINGTON

ARLINGTON RECEIVES GOLD STATUS FOR FLEET RECOGNITION PROGRAM

By Staff
April 23, 2026



The City of Arlington was awarded Gold status by the North Central Texas Council of Governments (NCTCOG) through the Dallas-Fort Worth Clean Cities (DFWCC) Fleet Recognition Program, recognizing the City's voluntary efforts to improve air quality using alternative fuels and other fuel-saving strategies. Arlington was also recognized for 10 years of fleet reporting.

This is the first year Arlington has been awarded Gold status. Arlington received Silver status in 2024, 2023 and 2022 and Bronze status in 2021 and 2020.

The DFWCC Fleet Recognition Program awarded 29 local fleets for their voluntary efforts to improve air quality using alternative fuels and other fuel-saving strategies. The honorees included 10 Gold, nine Silver and 10 Bronze recipients. DFWCC tracks fleets' efforts to improve air quality through the Annual Survey each year.

In the most recent DFWCC Annual Survey, reports submitted by 48 fleets documented efforts that reduced approximately 35 million gallons of gasoline equivalent and 67 tons of ozone-

forming nitrogen oxides (NO_x) over the course of one year. These initiatives contribute to local efforts to reach attainment of the federal ozone standard.

Charging Smart

Arlington also earned the Charging Smart Bronze Designation at the NCTCOG Recognition Awards. The City was honored for standardizing and clarifying the EV charging infrastructure permitting process and providing EV-specific training for emergency responders.

Charging Smart is a technical assistance and national designation program available from the Interstate Renewable Energy Council (IREC) that recognizes municipalities for electric vehicle (EV) readiness.

Through this program, NCTCOG and Dallas-Fort Worth Clean Cities have partnered with IREC to provide personalized, no-cost technical assistance to help local governments streamline planning, permitting, and inspections to more quickly and easily deploy EV charging infrastructure. Designation is awarded to municipalities that complete specific EV-ready actions outlined in the Charging Smart program guide.

LONG-AWAITED RAILS-TO-TRAILS BOMBER SPUR BREAKS GROUND IN WEST FORT WORTH

By Nicole Lopez

April 23, 2026



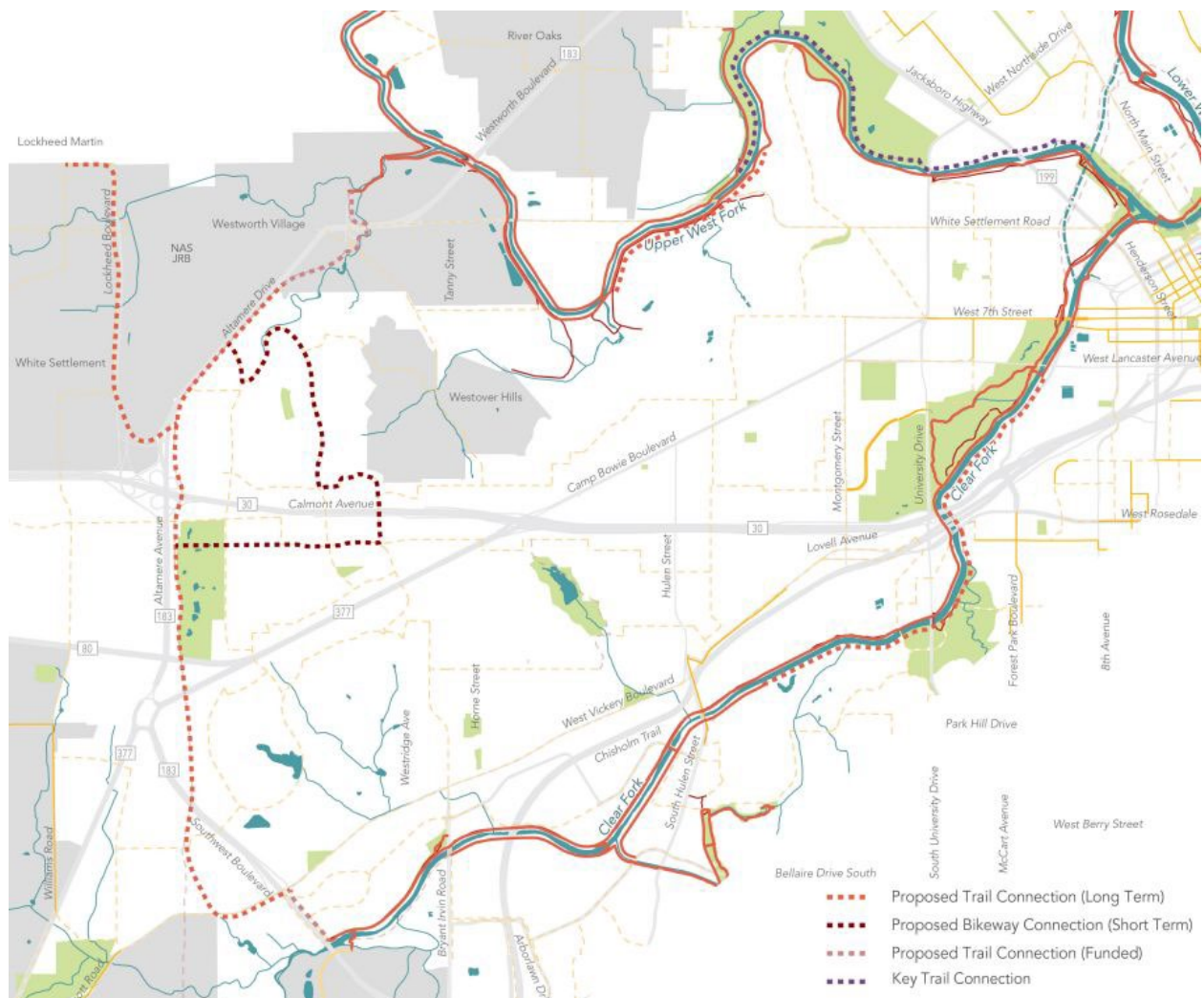
Mayor Mattie Parker was joined by Fort Worth City Council members and staff April 23 for the groundbreaking of the future 7-mile Bomber Spur Trail. (Nicole Lopez | Fort Worth Report)

The groundbreaking of the long-awaited Bomber Spur Trail marked a full-circle moment for Fort Worth as Lockheed Martin's F-35 fighter jets roared over North Z Boaz Park Thursday morning.

"Our history runs deep with both rails and aeronautics. We're trying to tie all that history," Mayor Mattie Parker said. "We're incredibly thankful ... to break ground, to celebrate what is phase one and so much more to come."

Formerly a railroad line, the Bomber Spur was created in the 1940s to [transport bombs](#) during World War II from the Air Force Plant 4, also known as "The Bomber Plant" — today's Lockheed Martin — to the former Carswell Air Force Base, now the Naval Air Station Joint Reserve Base.

The Bomber Spur Trail is a 7-mile biking and pedestrian route that will connect the West and Clear Forks of the Trinity River, creating a 26-mile trail system around west Fort Worth. The goal of the trail is to tie communities to other parts of the city and natural areas, including the Trinity Trails and local parks.



The Bomber Spur will consist of 7 miles of trails as part of the plan spearheaded by Streams & Valleys to create a 26-mile-long trail loop in west Fort Worth. (Courtesy | Streams & Valleys)

“This project enables new areas to access that priceless, yet free, resource,” said Streams & Valleys vice chair John Stevenson.

The trail would also provide another means for the public to access schools and jobs.

The project will be broken up into three phases to allow city officials to acquire adequate funds over time.

Bomber Spur’s first construction phase is a mile-long route stretching from Calmont Avenue to just across U.S. 377. About \$7.5 million in federal and local funds are poured into the first leg alone.

The first phase was originally slated for a [January groundbreaking](#), according to previous Report coverage.

Fort Worth officials estimate the initial leg will be completed by January 2027. The second leg of the trail called for just over \$6 million in federal and local funding to further stretch the system from U.S. 377 to the intersection of State Highway 183 and West Vickery Boulevard.

Construction on the second phase will begin by April 2027 and wrap up by the same time the following year, according to a presentation from Fort Worth parks officials.

The overall Bomber Spur project will contribute to the western portion of the [2050 Regional Veloweb](#), a North Texas trail system led by the North Central Texas Council of Governments, the agency responsible for metropolitan planning and allocating funds to local governments.

The veloweb contributes to the agency's broader long-range transportation plan, Mobility 2050. The regional initiative will consist of more than 9,500 miles of trails and bike paths across 12 counties in Dallas-Fort Worth, with 1,924 of those miles already in place or funded.

Discussions around redeveloping the rails to trails began about 15 years ago, said City Council member Michael Crain, whose district encompasses Bomber Spur's first leg.

The project required years of planning because of hundreds of parcels of land the city needed to first acquire.

"Soon, we'll move families, walkers, runners and cyclists, giving Fort Worth new options for recreation, active transportation and safer routes to the places we all want to go," Crain said. "It will improve neighborhood connectivity and quality of life, support nearby businesses, and help attract new investment while preserving and honoring the history."

He applauded partnering organizations and city officials for the current progress on the trail.

"Projects like this do not happen on their own," Crain said.

Connecting green spaces, parks, natural areas and trails has been a focus at the city since adopting the updated parks, recreation and open space master plan, GREENprint.

The document acts as a blueprint for how the city will acquire and preserve more open space, identify which areas lack in parks and how to implement trails and green spaces for more connectivity throughout Fort Worth.

"This is a project that is really important to our connectivity to the city, through the trails," park and recreation director Dave Lewis said. "This is a long time coming."

ALLIANCE LOGISTICS DISTRICT BRINGS NEW TECHNOLOGY, AUTONOMOUS SEMITRUCKS TO FORT WORTH, REGION

By Patricia Ortiz, Cody Thorn

April 24, 2026



Aurora, a company that supplies self-driving vehicles, is one of numerous organizations investing in AllianceTexas. This area of Fort Worth has a new transportation district, Aurora, which is using with self-driving vehicles to transport cargo. (Courtesy Aurora)

A new kind of transportation district for bulk operations made its debut in North Texas, bringing benefits for the city of Fort Worth.

The [Alliance Logistics District](#)'s creation was announced in November as a partnership between [Burlington Northern Santa Fe Railway](#), [Hillwood](#), a real estate development company, and Fort Worth.

"[This is] a first-of-its-kind district that enables advanced logistics operations, including autonomous and heavy-haul freight movement," said Nicholas Konen, vice president of strategic development at Hillwood.

The Alliance Logistics District is one of the latest developments in the master-planned community that Hillwood launched, known as AllianceTexas. It consists of three streets: Mobility Way, Distribution Drive and Intermodal Parkway.

The streets are designed so that only vehicles carrying cargo can use them, with the goal of faster and more cost-effective transportation through autonomous and semiautonomous shuttles, according to a Hillwood news release.

Konen said the district should reduce congestion on nearby public roadways and lower operational costs that would impact customers.

AllianceTexas has had a cumulative [economic impact](#) of \$142.9 billion since it opened in 1990, according to a Feb. 24 presentation given to Fort Worth officials. Local communities have invested an estimated \$4.55 billion in property taxes since the opening of AllianceTexas, according to its most recent economic report.

“The partnership between Hillwood and the city and all of our other public partners is stronger and more active than it’s ever been,” Hillwood President Mike Berry said.

The features

Konen said the logistics district provides a more predictable environment for the technology than traditional public roadways would.

“This controlled setting allows for safer integration of advanced vehicle technologies while maintaining oversight and adaptability as conditions change,” he said.

The vehicles used at the logistics district are designed for predictable freight movements between facilities and warehouses, Konen said.

[Aurora](#), a self-driving technology company, will start a new driverless trucking service from Fort Worth to El Paso this year, according to a company news release. The route was greenlit after a successful trial between Dallas and Houston in April 2025, an Aurora news release states. The Dallas-to-Houston route was the first regular long-haul run in the United States.

There was one reported crash incident related to autonomous trucks in Texas in the past six months, according to data from the National Highway Traffic Safety Administration. An Aurora truck traveling 7 mph on a frontage road in Aledo, a city west of Fort Worth, brushed against a construction barrier, administration documents state.

The truck was part of a development test and not the company’s current driverless software, according to documents. The truck was manually driven to Aurora’s Fort Worth terminal, and no injuries or damage to the barrier were reported.

Zooming in

Konen said the district will appeal mostly to logistics, automation and advanced manufacturing companies that rely on inland rail ports. It will assist a rail port that provides nearly half of the trade volume in Texas, per previous reporting.

Exports at AllianceTexas have increased by 378% between 2023 and 2024, data from Hillwood

shows. AllianceTexas has more than 600 companies with operations in the area as of 2025.

Companies come from multiple industries like manufacturing, automotive, aerospace and aviation, financial services, e-commerce and pharmaceutical health care. Organizations with ties to AllianceTexas include LG Electronics, Hyundai, FedEx, Amazon, Nestle and Charles Schwab, according to Hillwood documents.

Companies like Aurora and Torc Robotics also do test drives for self-driving trucks at AllianceTexas.

What they're saying

The Standing General Order provides NHTSA with important information about crashes involving vehicles equipped with automated driving systems ... [That] has allowed the agency to identify areas for defect investigation that has led to several recalls," said Sean Rushton, Communications Director, National Highway Traffic Safety Administration

Breaking it down

Several public entities invested in AllianceTexas' development. Of the \$1.6 billion invested in 2025, 43.02% is from federal and state funds.

Looking ahead

Hillwood is investing in a new \$20 million three-lane bridge to connect the BNSF intermodal facility and Alliance's container depot. Jon Gabriel, group vice president of consumer products at BNSF Railway, said its intermodal facility helps connect roughly 1 million shipments a year to the area.

"Our facility offers sustainable and efficient capacity solutions to cargo shipper supply chains across the Metroplex," Gabriel said.

The bridge will be mostly used by regular and autonomous semitrucks, and closed to residential traffic, according to a Hillwood news release. It will be built over FM 156 near Distribution Drive, Konen said.

"The three-lane bridge will significantly improve freight flow while reducing truck traffic on public roads," he said.

Kelly Morris, a media and content specialist for Hillwood, said construction is underway and should be completed in late 2027.

HERE'S WHAT DART IS LOOKING FOR IN ITS NEXT CEO AT A 'PIVOTAL MOMENT' FOR TRANSIT

DART's board of directors is accepting applications for its next CEO & president

By Lilly Kersh
April 25, 2026

Dallas Area Rapid Transit's [next CEO and president](#) will be tasked with keeping the system from fracturing and seeing through crucial changes to governance, funding and service.

The job description, finalized recently by DART's board of directors, emphasizes that the ability for leadership to build trust with member cities is more vital than ever.

"We need a CEO who is a consensus-builder and a unifier," said Plano DART Board representative Anthony Ricciardelli, a need underscored by a [narrowly escaped exodus](#) of DART's suburban members.

Former CEO [Nadine Lee stepped down](#) earlier this year after a tumultuous few months working to reverse withdrawal elections in six cities whose leaders said they paid too much in sales tax to the agency for inadequate services and little representation.

Plano, Irving and Farmers Branch called their votes off after DART presented plans to restructure its governing board, give cities some money back for local transportation needs and pursue changes to how the region provides transit in the state Legislature. But Addison and the Park Cities will [decide by May 2](#) if they'll continue paying for and receiving DART services.

"We are in a pivotal moment to define what the next 40 years of transportation looks like within this region," said [DART Board Chair Randall Bryant](#). "Hopefully we can attract a CEO that ... can take that vision and improve upon it."

Starting May 4, [David Leininger will oversee](#) DART's daily operations while the agency recruits its next leader.

Working with cities

In a job posting, the agency says it's searching for a leader who "will build strong relationships with DART's service area cities" and maintain them with "ongoing, frequent and transparent engagement" about their needs and meeting their expectations.

"We need someone who's flexible and pragmatic, who doesn't come in with a pre-baked agenda," Ricciardelli said, "who recognizes that this is not one-size-fits-all."

According to the job description, the CEO will be tasked with offering innovative [services to member cities](#) that match the value of the sales tax they contribute.

Farmers Branch Mayor Terry Lynne said cities want more flexibility in [matching services to local needs](#).

"I don't know that you'll ever make all [13 member cities happy](#), but I think they can try," Lynne said.

It'll be up to DART's board, Lynne said, to make sure the next CEO has the right qualities.

"I hope that the member cities will be asked to participate in that," Lynne said. "We have a [very vested stake](#) in all of this."

Irving City Manager Chris Hillman wrote in a statement to *The Dallas Morning News* that his city anticipates DART's next CEO will be a teammate with Irving to improve on aspects like ridership, financial transparency and cleanliness of DART vehicles.

"DART's success starts at the top," Hillman wrote. "We are focused on working with the new CEO to establish trust between DART and all member cities."

Working with partners

The next CEO must work hand-in-hand with local governments, Bryant said, especially as DART [gives members money back](#) for their own transportation needs. But the next leader will also have to work with state lawmakers, the business community, riders and other regional agencies.

"We're in a delicate situation with those groups," Bryant said. "We don't want to lose any momentum. We want to build upon it."

Also on a list of more than 60 duties and skills is the ability to work toward a broader regional vision. The agency is looking for a president who will be "visible and engaged" with partners and represent the agency at all levels, from [local to national](#).

Ricciardelli said he expects DART will cast a wide net for applicants and said the board is united in the search. He hopes the next leader has local ties and emphasizes [safety on DART services](#).

The CEO job requires a bachelor's degree and 15 years of experience in the public or private sector, the posting states. Experience in transportation is helpful but not essential, Bryant said. He does not have a background in transit himself, he noted.

"Being a transit professional is not as important as someone that can be more engaging with our stakeholders," he said.

Bryant said to not expect to see his name in the running.

"I don't have any interest in serving in that capacity," he said. "I'm honored to be serving as the board chair, and that's what I'm focused on right now."

TEXAS SEES DECREASE IN DISTRACTED DRIVING CRASHES AND FATALITIES

By Blessing Iwuchukwu

April 25, 2026

Other than speeding, distracted driving is the second leading cause of traffic crashes on Texas roads.

The Texas Department of Transportation (TxDOT) reported that distracted driving caused more than 86,000 crashes last year, leading to nearly 300 deaths and more than 2,400 serious injuries.

But those numbers are an improvement.

Misael Rico was just 6 years old when a distracted driver turned his life and his mom's life upside down.

"It says no parking any time, and the driver was trying to park right here to send a text message when she got confused between the brakes and the gas, and she jumped the curb right here," said Rico.

He and his mom, Paola, were walking back to their car after she picked him up from school. But they didn't make it.

"It was a terrifying moment for my mom," Rico said. "She says she was pushed against another vehicle, trapping her leg. She broke her foot, and she says she just saw the blood on the sidewalk. She couldn't see me."

He spent three months in a coma, had more than 20 surgeries and went through a year of physical therapy — all because of a distracted driver.

From 2021 through 2025, fatalities involving distracted driving in Texas decreased by 3%.

"We're hoping that some of the education that we've been putting out, some of the interviews we've been doing, and some of our campaigns that we've been doing in various cities throughout the state have helped to decrease those numbers," said Tila Grant of TxDOT.

Crashes involving distracted driving decreased 8%.

"We also have a campaign that is 'Drive like a Texan,' which is be kind, courteous and safe," Grant said. "So, we want people to kind of hear those words and do the best they can to help other Texans as well as themselves stay safe on the roads."

This month, TxDOT launched its new "Talk.Text.Crash" campaign for Distracted Driving Awareness Month, hoping to keep those numbers on the decline.

Doctors did not expect little Misael Rico to survive that major crash, and if he did, they said he would be a vegetable.

"I guess God used the accident to give me a miracle," Rico said. "To, you know, let others know that he... I can tell others that he's not dead. He is alive."

Rico is currently in college to be a physical therapist so he can one day help others in their recovery, like he was helped 15 years ago.

COULD A STREETCAR BE COMING TO SOUTH DALLAS? ROUTE WOULD GO FROM DOWNTOWN TO FAIR PARK

The project that would connect the convention center to Fair Park is still in very early stages

By Aria Jones
April 28, 2026

A new Dallas streetcar, [connecting Fair Park](#) in South Dallas to the [convention center being reimagined](#) downtown, could be on the horizon as city leaders take their first steps in gathering feedback.

The project is still in very early stages. It's unclear how much the city-owned streetcar would cost or how it would be funded. It's not expected to rely on Dallas' general fund, which [faces](#) a multimillion-dollar shortfall. The streetcar would likely have a contracted operator, whether it's DART or another entity.

The city's transportation department is taking public comments until May 6 to help assess the project.

Council member Adam Bazaldua, who represents South Dallas, called the idea a rare opportunity for the area. He said he thinks funding is within reach. He's hoping the city will put the millions it expects to [receive back from a new agreement](#) with Dallas Area Rapid Transit toward the effort.

"I don't think that this is a pipe dream type of project," Bazaldua said. "This is actually going to act as a proof-of-concept of how we can better invest the dollars that previously were allocated to DART to help move Dallasites."

With many details undetermined, Bazaldua and the city's transportation director, Gus Khankarli, said at a community meeting last week this is the earliest the city can seek feedback. A high-level evaluation of the idea is expected to be complete in the summer, according to the presentation.

"This is the fundamental starting point that will allow us to launch to the next steps," said Khankarli, who noted the city is working on high-level planning and not a detailed engineering analysis.

According to the maps presented, the streetcar would leave the convention center headed south down Botham Jean Boulevard, turn east and head up Martin Luther King Jr. Boulevard before arriving at Fair Park, where it turns around. The city found it best to have a track going in each direction of the route.

Bazaldua said it was too early to give a full estimate of the streetcar's cost. The infrastructure cost could be about \$10 million to \$15 million per mile of streetcar track. Expenses for the vehicle itself would be separate.

"There's going to be a lot of variables to go into how we can make this the most advantageous

funding stack for the city to even accomplish it without tapping into the general fund,” he said.

Current projects to revitalize South Dallas could work in tandem with the streetcar. The Dallas City Council also authorized an agreement in March to receive [\\$211 million from Dallas Area Rapid Transit](#) over the next six years. The hope is that the cash will go toward eligible transportation programs.

This project would be focused on local transportation rather than a regional model like DART, Bazaldua said. He added that the project also could involve the North Central Texas Council of Governments, with funding sought from the federal government and the Texas Legislature.

“When we start, kind of, manifesting our own city destiny, and think about how we can move neighborhoods in Dallas, that’s going to be different,” Bazaldua said.

While some community members at the meeting said they liked the idea, they noted how much more would need to happen for this streetcar to become a reality.

The city has received more than 120 responses to its survey. That survey, along with the presentation, can be found on the [transportation department website](#).

HALPERIN PARK CEO GIVES SNEAK PEEK OF DALLAS' SECOND DECK PARK

The \$122M first phase will soon start welcoming the public

By Plamedie Ifasso
April 27, 2026



Rendering of Halperin Park.

Take a stroll through the first piece of Dallas' newest deck park, set to open in early May, and you'll find elements of Oak Cliff sprinkled throughout the 5-acre green space that seeks to bring fresh connectivity and economic activity to the neighborhood south of downtown.

The unique characteristics of the community can be found in Halperin Park's blackland prairie and pollinator-friendly landscaping. The children's area taps into a treehouse-in-the-woods aesthetic with its soft clay play structures, a small nod to the neighborhood's creeks and streams.

The escarpment feature along the park's ramp calls attention to the area's limestone underpinning and the multi-leveled vantage points provide beautiful views of the surroundings.

Given the Southern Gateway Public Green Foundation's mission to reconnect the neighborhood and deliver Klyde Warren Park-level connectivity to Oak Cliff residents, it made sense the organization built the deck park using the community as its inspiration. CEO April Allen took the

Dallas Business Journal on a tour of the park development ahead of its May 9 opening, highlighting many of these features.

"It feels exciting to be able to be part of what will be a legacy for our community and our city," Allen said. "This is an opportunity for us to heal some of the divide that was created when the freeway was built but also like that ongoing north-south divide that we all talk about. This is an opportunity for us to really celebrate what makes our city special, and that's the people."



Southern Gateway Public Green Foundation CEO April Allen wants to host move nights, concerts and picnics on the park's great lawn. Plamedie Ifasso / Dallas Business Journal

The park development spanning between Ewing and Marsalis avenues over I-35E seeks to reconnect [two of the city's lowest-income census tracts](#) split by the interstate's construction nearly six decades ago, according to the foundation. The project is designed with the same infrastructure as the city's iconic Klyde Warren Park aims to drive economic activity and investment dollars in the historically underinvested community. The foundation estimates Halperin Park could generate about \$1 billion in economic impact within five years and host roughly 2 million annual visitors.

The \$122 million first phase of the park is just about ready to start welcoming the public.

In addition to the aforementioned features, it will have a dedicated food truck area, a roughly 6,000-square-foot multipurpose center, an expansive great lawn, outdoor classroom space and interactive water features.

Allen envisions Pilates and salsa classes on the great lawn, groups enjoying picnics on the park's lush green step seats and creating a walk of fame along a 12th Street promenade honoring historic Oak Cliff residents. She also sees offering some food services, hosting craft nights and providing meeting and classroom space in the multipurpose center once it's completed by the end of the year.

Halperin Park will also share a recently opened five-story parking garage with its neighbor, the Dallas Zoo. The 580-space complex opened at 725 Ewing Ave. in late March and represents the first completed piece in the zoo's \$119 million improvement plan.

Remaining work on the park development will focus on punch list items and completing the multipurpose center by the end of the year.

As the May grand opening quickly approaches, discussion is heating up about a potential Halperin Park Public Improvement District. The Dallas City Council on April 22 approved holding a public hearing centered on establishing the Halperin Park PID on May 27. Allen said additional revenue generated by a PID would help offset the cost of security for the park. Downtown Dallas, Uptown and Klyde Warren Park/the Dallas Arts District are among the many locations in towns with public improvement districts, where property owners pay a special assessment that can pay for additional services like security and maintenance.

Council Member Chad West emphasized during the council meeting that moving forward with the Halperin Park PID would be essential to ensuring the park's success.

"Halperin Park is set to open in just a few weeks, bringing long overdue investment, green space and connectivity to Oak Cliff," West said in a statement to the Dallas Business Journal. "The potential PID would bring enhanced security to the park, which would help keep visitors and nearby residents safe."

The foundation has also recently raised about \$15 million to close out the capital investment for the park and for its operations. Allen previously shared she sought to raise about \$25 million to complete construction and open the park with minimal debt.

Some of the project's major donors include H-E-B, Oncor, Texas Capital, [Amazon](#) and [JPMorgan Chase](#). The two-phase project is a partnership between Southern Gateway, the city of Dallas, the Texas Department of Transportation and the North Central Council of Governments.

Life will remain crazy for Allen even after the park's grand opening. She's losing a bit of sleep over the roughly 20 park operations and maintenance workers she needs to hire. Meanwhile, TxDOT has kicked off the design and engineering work for the second phase of the park. Allen estimates timing on the second piece is still five years out.

The foundation has raised nearly \$90 million for the second phase.

Halperin Park is just one of several park developments seeking to add more green space to the city. Work on the expansion of Dallas' first deck park, Klyde Warren Park, is scheduled to begin this August. The project will extend the development by [about 1.7 acres from St. Paul Street to Akard Street](#).

National nonprofit Trust for Public Land [recently revealed plans](#) to upgrade the 300-acre Big Cedar Wilderness on the southwest side of Dallas. The national nonprofit plans to invest in trails and deliver new and restored amenities.

THE DALLAS MORNING NEWS

REBATES ENTICE DALLAS, UPS AND OTHERS TO ADD EV TRUCKS TO THEIR FLEETS

Fleets begin adopting zero-emission vehicles across North Texas

By Hedija Sphalic
April 27, 2026



A panel is seen as Thad Ayres, Tesla Semi Service senior manager, driving a Tesla Semi 2022, during Zero Emission Vehicle (ZEV) Workshop at the parking lot of Ruthe Jackson Center, Tuesday, April 21, 2026, in Grand Prairie. Chitose Suzuki/The Dallas Morning News

A row of semi-trucks was parked last week in front of the Ruthe Jackson Center in Grand Prairie. They were ready to drive, but instead of the loud rumbling of diesel engines, the lot was filled with the murmur of conversation.

The vehicles were electric. Clean and quiet. The drivers stood nearby, ready to answer questions for business leaders who were attending a workshop hosted by the North Texas Council of governments.

The keynote speaker was Emily Conway, senior business development manager for Tesla. The topics on the agenda included the North Texas Zero Emissions Vehicle Project, the state of current infrastructure and the changes needed to pivot toward electric vehicles.

The council is encouraging businesses and local governments to take advantage of a \$58.6 million grant offering rebates to replace existing internal combustion engines with zero-emission

motors on medium to heavy-duty commercial trucks. The cost of an average class 6 or class 7 EV semi ranges between \$100,000 to \$300,000, about three times more than a gas-reliant semi truck.

“Emissions of NOx and VOCs are the primary contributor to our ozone nonattainment problem,” said Lori Clark, senior program manager for the council's alternative fuel and energy program. “Reductions in those help reduce the potential for ground-level ozone formation, which can help improve local air quality and reduce the negative health impacts associated with high levels of ozone.”

[NOx](#) refers to nitrogen oxides, a specific group of reactive gases that are air pollutants. [Volatile organic compounds](#) are carbon-based chemicals that can easily vaporize, also polluting the air and depleting the ozone. When applying for the Environmental Protection Agency grant, the council estimated if it awarded all funding, it could replace 234 vehicles. This could reduce about 38 tons of nitrogen oxides each year and decrease greenhouse gases in North Texas by 10,000 tons annually.

“We opened the program a few months ago, but people were going to need time to understand this program and all the details,” Clark said. “We’re just now approving the first set of applications, and we are going to continue to take applications on a rolling basis with monthly deadlines until the money is gone or the end of the year, whichever happens first.”

With the first round of funding awarded, \$55 million remains available. Out of the six applications processed in the first round, only the city and UPS were approved. The next round of applications closes May 15.

The city of Dallas has applied for three EV dump trucks as part of this program, and UPS has applied for 17 for their North Texas fleet. The awards are still going through approvals; Dallas and UPS have not yet received the contracts authorizing them to proceed with their projects.

When awarded, the city of Dallas will have a total of 130 electric vehicles in its fleet.

“There is no cap, no minimum, no maximum,” Clark said. “If somebody wanted to apply for a hundred trucks, that’s great. If somebody wants to apply for two trucks, that’s great. Whatever is the best fit for a fleet and their own business, that’s what we want to support.”

The funding comes from a competitive EPA grant program, the Clean Heavy Duty Vehicle Program. The North Texas council applied and was awarded the grant in 2024.

The vehicles bought through the program must operate primarily within the 16-county North Texas region that includes: Collin, Dallas, Denton, Ellis, Erath, Hood, Hunt, Johnson, Kaufman, Navarro, Palo Pinto, Parker, Rockwall, Somervell, Tarrant and Wise.

THE 2026 WORLD CUP WILL BE THE MOST POLLUTING EVER

By Staff
April 28, 2026

Nine million tons of carbon dioxide equivalent. That is the projected climate cost of the 48-team, three-country, 16-city soccer tournament that kicks off June 11 in Mexico City — nearly double the average emissions of every World Cup held between 2010 and 2022.

The figure comes from [a peer-reviewed analysis](#) published by Scientists for Global Responsibility, the Environmental Defense Fund, Cool Down, the Sport for Climate Action Network, and the New Weather Institute. Their conclusion: FIFA's decision to expand the tournament and spread it across a continent has locked in a climate footprint that no amount of host-city recycling or LED lighting can offset.

Which makes the question of *which* host cities are doing serious sustainability work more important, not less. Their practices will outlast the tournament.

The Problem Is Structural

World Cup-related team air travel will account for [roughly 7.7 million tons of CO2-equivalent — about 85% of the total](#), according to the SGR analysis. That is the direct consequence of two FIFA decisions. First, the tournament grew from 32 to 48 teams and from 64 to 104 matches. Second, FIFA chose to hold those matches across Canada, Mexico, and the United States rather than concentrate them in a single region.

Ad ends in 12

Video Paused

The contrast with the previous tournament is stark. Qatar 2022 kept its eight stadiums within 34 miles of each other. The shortest distance between 2026 stadiums, from MetLife in New Jersey to Lincoln Financial Field in Philadelphia, is 95.5 miles. Most teams' itineraries cover thousands of miles. One UEFA playoff winner, according to [a Fossil Free Football analysis](#), could travel Toronto to Los Angeles (2,175 miles), then Los Angeles to Seattle (932 miles), then, in the knockout rounds, another 2,500 miles to Boston.

FIFA does not set binding emissions limits for host cities, and it did not address the underlying decision to spread the tournament across North America. SGR's researchers [urged FIFA](#) to reverse the team expansion, set mandatory environmental standards, and end sponsorship deals with high-emitting companies, including the Saudi oil company Aramco, whose sponsorship is estimated to result in an additional 30 million tons of CO2e due to energy sales linked to the tournament's promotion.

The Heat Risk Nobody Planned For

Climate change is not just an abstraction measured in tournament emissions. It is a condition players and fans will experience in real time. The SGR/EDF report assessed heat, flooding, and extreme weather risk at all 16 stadiums. Six face extreme heat stress due to Wet Bulb Globe Temperatures above 80°F, the threshold where exertion becomes dangerous. Eight of the 16

cities require what the researchers called immediate environmental intervention. Four need critical intervention, according to the report.

AT&T Stadium in Arlington, Texas, which will host nine World Cup matches — more than any other venue — [experiences 37 days per year above 95°F](#), with July wet bulb readings that exceed FIFA safety thresholds.

Houston's NRG Stadium faces simultaneous heat, flooding, and wildfire risk.

Los Angeles contends with wildfire smoke.

Miami faces hurricanes.

Where Host Cities Lead, and Where They Lag

A [sustainability ranking published by World Sports Network](#) in April 2026 attempts to score the 16 host cities across transit access, electric vehicle infrastructure, waste, air pollution, urban greening, and greenhouse gas emissions. The methodology has limits — it weights all factors equally, uses stadium-specific data alongside city-wide data, and includes some questionable proxies — but its directional finding is consistent with what urban sustainability researchers have long documented about the climate in North American cities.

Vancouver tops the rankings. British Columbia generates [roughly 95% of its electricity from renewable sources](#), largely hydropower. BC Place sits in the center of Vancouver, with 26 public transit stops within a 10-minute walk. Fans can reach it by SkyTrain or bus. That single design decision eliminates most of the vehicle trips and parking-lot sprawl that define a typical U.S. stadium day.

Boston ranked second, the highest-scoring U.S. city. That is less about inherent greenness than about what severe flooding has forced the city to prepare for. [Boston experienced 19 days of flooding in 2024](#), and sea levels around the city are projected to rise 20 centimeters by 2030 relative to 2000. The city's Building Emissions Reduction and Disclosure Ordinance requires large buildings to cut emissions to net zero by 2050, with interim targets that have already tightened performance at Gillette Stadium's surrounding infrastructure.

Mexico City placed third, Toronto fourth, Monterrey fifth. The pattern shows that four of the top five cities are outside the United States, even though 11 of the 16 host cities are American. Mexico City's transformation from one of the most polluted major cities in the world into one of the Americas' most active urban reforesters, with [over 27 million trees and plants added between 2018 and 2021](#), is the kind of long-horizon work that does not fit inside a tournament timeline but shapes what that timeline makes possible.

The American Transit Problem

Every U.S. host city except Boston falls in the bottom half of the WSN ranking, and the reason is almost always the same: transit.

AT&T Stadium in Arlington has no public transit stops within a 10-minute walk. Hard Rock Stadium in Miami, which will host seven matches, sits 17 miles north of downtown Miami with no rail connection. SoFi Stadium in Inglewood, MetLife in East Rutherford, and NRG in Houston all require a car, a shuttle, or a rideshare for most attendees.

[Dallas-Fort Worth](#) is ranked third in the world for transportation-related greenhouse gas emissions, a structural problem no single event can fix. The Dallas organizing committee has [built a sustainability plan](#) in collaboration with the University of Texas at Arlington's chief sustainability officer, Meghna Tare. It addresses waste management, single-use plastic reduction, composting, and community legacy. The North Central Texas Council of Governments has designed a charter bus system to fill the transit gap for the nine matches AT&T Stadium will host. These are real efforts. They also show that when infrastructure is car-dependent, event-specific workarounds can reduce harm but don't substitute for the public transit that does not exist.

What This Means Beyond the Tournament

The 2026 World Cup will be a 34-day event watched by a projected 5 million in-person fans and [up to 6 billion viewers worldwide](#). The emissions it generates will dissipate into an atmosphere that cannot tell tournament carbon from commuting carbon. What will persist are the infrastructure choices each host city makes now, including whether transit lines are extended or not, stadium renovations that meet LEED standards or do not, food recovery programs that continue operating after the final match or get packed away with the branded signage.

These are not reasons to hate world football. It's the Beautiful Game, and its governing body, FIFA, can make changes to reduce the tournament's impact and protect players from heat-related injuries.

CONSTRUCTION FOR TEXRAIL MEDICAL DISTRICT EXTENSION EXPECTED LATE 2026

By Eric Garcia

April 28, 2026



Trinity Metro officials released a rendering of the planned TEXRail Medical District station. A groundbreaking for the station is planned in late 2026, officials said. (Screenshot | Fort Worth Report)

Construction on a passenger rail extension to Fort Worth's Medical District is set to start later this year, transit officials said Tuesday.

The groundbreaking for TEXRail's 2.1 mile extension from downtown Fort Worth to the Near Southside area will occur in late 2026 although an exact date isn't set yet, Trinity Metro president and CEO Rich Andreski told City Council members during a briefing.

The \$167-plus project is now fully funded with additional money from the Regional Transportation Council, Andreski said. The new station — to be built on land donated by Baylor Scott & White Health — will be located on Mistletoe Drive east of Jerome Street near Baylor Scott & White All Saints Medical Center. Service would begin in 2029.

The Medical District station will make a big impact by providing access to 50,000 jobs in the area and improving regional healthcare access.

"We are transforming Trinity Metro into a modern, full-serve organization to support our growing city and to continue to drive economic development," Andreski said. "Innovation is one of our core values at Trinity Metro in terms of thinking differently about how we deliver service every day."

The agency has focused on enhancing customer experiences, improving reliability and safety while reinventing some bus services to reach people who may have not tried transit before, he said.

“We’re making substantial progress in that respect,” Andreski said.

Anette Landeros, Trinity Metro’s chief strategy officer, said the agency is working hard to elevate riders’ experience.

“The community has responded,” she said. “We’re thrilled to say that folks are starting to understand where transit goes. They understand how to weave it into their lives to their own benefit. They’re really embracing it in a new way.”

TEXRail, about 7 years old, currently runs from the T&P Station to Dallas Fort Worth International Airport and continues to see “phenomenal” ridership gains by reaching new markets in northeast Tarrant County, Andreski said.

“Before TEXRail, we were more or less a city of Fort Worth-centered organization,” he said. “The success of TEXRail is not just about airport access. It’s really about everyday mobility. What I see as a daily rider are people using the service to reach shops in our downtown business district, but also using it for just about everyday purposes. We see weekend ridership as some of the strongest ridership days of the week.”

The extension project will help transform Trinity Metro and boost economic development at rail stations as the ridership gains are exceeding the expectations of agency officials.

TEXRail had a 20% increase in ridership in February and 15% increase in March, compared to the same months in 2025.

So far this fiscal year, TEXRail has recorded more than 502,885 riders, up from 435,408 in the same period of fiscal 2025.

The success of TEXRail led the agency to consider building transit-oriented developments at rail stations with the [recent hiring](#) of Mike Brennan, the former Near Southside Inc. president, as the agency’s vice president of economic development in January.

Trinity Metro’s financial analysis shows TEXRail generates strong economic growth, driven by the service’s reliability and 30-minute all-day schedule, Andreski said.

“TEXRail is generating tremendous economic returns,” he said. “We see one in three riders using TEXRail or TRE (Trinity Railway Express) every year. That was an eye opener for us.”

About 4 in 5 residents would like to see more rail investments, Andreski said.

Andreski said he envisions the TEXRail line as having a potentially enormous impact — especially on higher education — if the line can be extended south down to the Chisholm Trail Parkway, where it could eventually deliver users to stations near Texas Christian University and Tarleton State University campus on the city’s far southwest side.

Two sites — the University of Texas at Arlington’s downtown Fort Worth location and the new Texas A&M-Fort Worth — are within walking distance of the Fort Worth Central and T&P stations.

Trinity Metro's analysis of the [TEXRail Grapevine stop](#) — a popular destination — shows that property values and sales tax revenue essentially doubled for businesses within walking distance of the rail station versus the citywide average.

"We have good data points that tell us that investing in rail is a very smart economic move," Andreski said.

About \$1 billion in development is in the pipeline in the newly dubbed [Switchyard Innovation District](#), the former Downtown Innovation District, near the downtown Fort Worth campuses of Texas A&M and UTA.

"Our hope for this project and all of the investments we're making is to catalyze high-quality economic development around our train stations," Andreski said.



Trinity Metro is developing transit-oriented developments at its rail stations. This rendering shows potential development near the planned Medical District Station. (Screenshot | Fort Worth Report)

Transit-oriented developments, in which people live in homes or apartments near rail stations, tops the list of the priorities for Trinity Metro to lessen vehicular travel as the region booms, Landeros said.

"Fort Worth is rich in opportunity, and mobility can really be that bridge to bring all of the goals you all want to accomplish," she told council members.

Trinity Metro launched a transit-oriented development study of TEXRail and downtown stations in March. North Central Texas Council of Governments and the city of Fort Worth are also proposing similar transit-related studies, Landeros said.

"This is a big topic of conversation across the region," she said, citing partnerships with cities and entities.

The Stockyards, the Medical District and the [Switchyard Innovation District](#) provide the greatest opportunities for future transit-oriented developments, Landeros said.



TEXRail passenger trains stop at the Dallas Fort Worth International Airport Terminal B Station on June 12, 2025. (Mary Abby Goss | Fort Worth Report)

“Our hope is that in 10, 15 years from now, we’ll be standing before you, celebrating the successes and that folks will be really eager to live near these rail stations and that it will really change and enhance the opportunities people have to live near transit,” Landeros said.

Bus improvements also are underway or planned by Trinity Metro. Although five underused bus routes were eliminated, the agency [recently extended Route 4](#) from Stop Six to the Cultural District.

The agency is working with the council of governments on Lancaster Avenue improvements to enhance mobility on Fort Worth’s east side.

An express bus service from southeast Fort Worth to the Alliance area is also under consideration to provide residents with greater access to jobs in that northern area, Landeros said.

Council member Michael Crain, who also serves on the Trinity Metro board of directors, said the agency’s plans are ambitious to address transit-dependent riders while wooing choice ridership.

“Thank you for being visionary,” he told Andreski and Landeros.

THE TEXAN

LONGTIME TRANSPORTATION LEADER MICHAEL MORRIS OUT AT NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

By Kim Roberts

April 29, 2026



Michael Morris. Image: NCTCOG

Michael Morris is no longer the director of transportation at the North Central Texas Council of Governments, as of April 28.

According to NCTCOG Executive Director Todd Little, Morris concluded his tenure after serving for 35 years in the transportation director role.

“Michael Morris was terminated yesterday,” Johnson County Commissioner Rick Bailey, the chair of the Regional Transportation Council, told the [Fort Worth Report](#) on Wednesday. “In my opinion, it was unwarranted.”

Bailey added that he and other members of the [Regional Transportation Council](#) (RTC) will try to get Morris reinstated.

The RTC is an independent body made up of government officials from around the region. It helps determine how transportation funding is spent on area projects.

A [specially-called meeting](#) of the RTC is scheduled for Thursday, April 30 at 1:30 p.m.

Earlier this month, Denton County officials filed a lawsuit to stop the search for a successor transportation director. The lawsuit is part of the agenda for Thursday’s meeting.

Meanwhile, Little said that Dan Kessler has been named Interim Director of Transportation.

“He brings decades of experience and a deep understanding of the region’s transportation priorities, and we are confident in his ability to lead the department during this transition. NCTCOG will conduct a national search for a new Director of Transportation for the DFW region,” he added.

In December, several outlets [reported](#) that Morris would be retiring and stepping into an advisory role while his successor was chosen.

However, in an interview with Morris last week about rail funding, The Texan asked Morris about his retirement date.

“I’ve never announced I was going to retire,” Morris said. “I’ve announced a succession plan for our particular department, but it has no date in it for my retirement.”

Morris has been a vocal advocate for high-speed rail between Dallas and Houston and for developing an additional line between Dallas and Fort Worth. In a [2024 NCTCOG newsletter](#), Morris wrote, “High-speed rail efforts would also maximize speed, safety, air quality and urban density.”

Morris’ departure comes amid preparations for nine matches of the 2026 FIFA World Cup that are expected to be played in the Dallas-Fort Worth metroplex this summer. The RTC and Morris were involved in designing transportation plans to meet the needs of visitors to the World Cup games.

“Working with [the Texas Department of Transportation], the City of Arlington, the region’s public transportation providers and a variety of public and private sector strategic partners, the region has prepared well for the hundreds of thousands of people expected during the World Cup,” Morris [wrote](#) last summer.

“We will have a combination of passenger rail, public-sector fleets and private-sector charter buses to get people from their hotels to their destinations, whether that’s a practice facility, the game or any of the various fan experiences.”

THE DALLAS MORNING NEWS

NORTH TEXAS COUNCIL TERMINATES MICHAEL MORRIS, 'POLITICAL FALLOUT' MAY BE WHY

Morris served as the transportation director for the North Central Texas Council of Governments for 35 years

By Hedija Spahalic

April 29, 2026



Regional Transportation Council chair Rick Bailey (center left) and Michael Morris (center right), director of transportation for the North Central Texas Council of Governments and staff director to the Regional Transportation Council, lead as the Regional Transportation Council meet at NCTCOG's Transportation Council Room on Thursday, March 12, 2026, in Arlington, TX. Juan Figueroa/Staff Photographer

Update Thursday, April 30, 2026 at 2:47 p.m.: During Thursday's special meeting, Acting Director Dan Kessler said Morris was called to continue his work on transportation in the region ahead of the World Cup, just hours after the news of his termination was announced. Kessler said Morris will be doing volunteer work related to management with FIFA and the World Cup until his permanent replacement at the council is announced.

The North Central Texas Council of Governments terminated Director of Transportation Michael Morris on Tuesday evening.

Morris served as director for 35 years. Executive Director Todd Little informed employees of Morris' termination by email, and appointed assistant director Dan Kessler as the interim replacement.

Johnson County Commissioner Rick Bailey believes Morris' removal is a "wrongful termination" related to an ongoing lawsuit with Denton County filed against members of the executive board of the Regional Transportation Council. The lawsuit states its purpose "is to stop the executive board of NCTCOG, which is currently unlawfully constituted, from taking continued ultra vires actions, and to correct its structure to be lawfully constituted."

"There are 45 members in this council, and one person has stepped up and made this decision," Bailey said. "We were working this out, but it was not to the liking of fiscal agents such as Todd Little."

Bailey said he and other members of the council are working diligently to reinstate Morris and want to "retain his knowledge of the region." He also said Morris was fired due to a "political fallout" with other higher council officials.

"There was no explanation or any kind of paper trail. It was for no reason," Bailey said.

Other council members expressed shock, saying they had no idea the termination was coming prior to the announcement.

A specially called Regional Transportation Council meeting was initiated by Morris on Tuesday morning prior to his termination. Unspecific executive board items, which were meant to be discussed at last month's meeting but were not due to the lawsuit, were listed in the agenda. The agenda also stated discussions around a request for \$5 million in emergency council funds and the renegotiation of a three-party agreement between the council, RTC and the Texas Department of Transportation.

The council is expected to address his termination at Thursday's meeting.

Todd Little has not responded to immediate requests for comment.

Morris has not responded to immediate requests for comment.

NORTH TEXAS TRANSPORTATION DIRECTOR OUSTED AFTER 35 YEARS ON JOB

By Eric Garcia and Cecilia Lenzen

April 30, 2026

Michael Morris, influential North Texas transportation director for 35 years, has been fired from his job.

The firing was made Tuesday by North Central Texas Council of Governments Executive Director Todd Little, a former Ellis County judge appointed to his role last May. Little did not immediately return a request for comment.

“Michael Morris was terminated yesterday,” Johnson County Commissioner Rick Bailey, the chair of the Regional Transportation Council, told the Fort Worth Report Wednesday. “In my opinion, it was unwarranted.”

Morris, 70, could not be reached for comment.

Bailey said he and other members of the Regional Transportation Council, an independent 45-member policy committee of the council of governments, would seek to get Morris reinstated.

In a statement, the North Central Texas Council of Governments confirmed that Morris left his job after decades of work.

“Michael Morris concluded his tenure as Director of Transportation for the North Central Texas Council of Governments on April 28, 2026,” the organization stated. “We are grateful for his more than 40 years of service to the region, including 35 years of leadership that helped shape one of the nation’s most dynamic transportation systems.”

Dan Kessler, who served as assistant director under Morris, will be interim director of transportation, officials said.

“He brings decades of experience and a deep understanding of the region’s transportation priorities, and we are confident in his ability to lead the department during this transition,” their statement read. “NCTCOG will conduct a national search for a new Director of Transportation for the DFW region.”

The council is expected to address Morris’ termination at an emergency meeting planned Thursday at the council of governments office in Arlington.

RTC members plan to request \$5 million for “unforeseen legal action” that impacts the Metropolitan Planning Organization status of the council of governments, according to the [meeting agenda](#).

Bailey said RTC members maintain that Little, as executive director, works at the behest of the group, which is made up of elected and appointed officials from a 16-county region.

“In a desperate move, the fiscal agent made a really poor judgment to terminate Michael,” Bailey said.

Earlier this month, RTC members [agreed to retain independent attorneys](#) to clarify the group's duties and pause the search for a new transportation director after a related lawsuit was filed by Denton County.

That 376-page suit, filed April 6 in Denton, stated its purpose "is to stop the executive board of NCTCOG, which is currently unlawfully constituted, from taking continued ultra vires (beyond their legal authority) actions, and to correct its structure to be lawfully constituted."

Morris' firing, Bailey said, is the result of partisan politics. Elected and appointed officials also serve on the council of governments' 17-member executive committee, including Fort Worth City Council member Carlos Flores and Tarrant County Judge Tim O'Hare.

"Unfortunately, there's a couple or three who literally hired someone who believed the decision [to fire Morris] could be made by one person," Bailey said, adding that some conservative members are opposed to [Morris' priorities in regional transportation](#).

In recent years, Morris has championed transportation options he sees as vital for the rapidly growing region: toll lanes, rapid bus service in high-use corridors and a [proposed high-speed rail line](#) through Arlington and Fort Worth.

Arlington Mayor Jim Ross, an RTC member, said he was shocked to learn of Morris' firing through an email from Little to the council. He said he plans to seek a position on the NCTCOG's executive board to ensure "we are protecting Arlington's interest the best we can" and improve communications.

"How do you terminate the director of transportation and the executive director of RTC without having any communications with the chair, with the board, with our executive team, with anybody whatsoever after 40 years of this?" Ross said in a phone interview. "There's just a unilateral decision that this guy's gone, effective immediately. You have to have better transparency than that."

The Fort Worth Report contacted more than a dozen members of the NCTCOG executive board and RTC board on Wednesday regarding Morris' termination but did not receive immediate responses.

Flores, Fort Worth's mayor pro tem, wouldn't say whether he supports Morris' termination, but repeatedly described the director as "very effective" in his role during a phone interview Wednesday. Although the NCTCOG board had not yet met to discuss the termination, Flores emphasized that it had nothing to do with Morris' job performance.

"He is a wealth of institutional knowledge," Flores said. "But you know, for years of doing this, we have to look towards succession planning. And that has been the reason, ultimately, for this action."

Morris directed North Texas transportation projects for decades. In his role, he was responsible for distributing millions of dollars to cities for road, rail, bus, bicycle and air quality projects.

The ouster won't affect regional transportation plans for the FIFA World Cup games to be played in North Texas in June and July as RTC members have approved funding for safety and mobility projects.

Ross said it was “very stressful and very concerning” to learn of Morris’ termination so close to the World Cup. A self-described “huge Michael Morris fan and supporter,” Ross maintains the director was instrumental in ensuring municipalities and counties across the region worked collaboratively to address transportation needs ahead of this summer’s games.

“There’s no rhyme or reason. There was no explanation as to what the grounds are for the immediate termination,” Ross said. “And especially since we’re like 44 days out from the World Cup — what the hell are we thinking here?”

Morris’ termination comes at a “very critical time” before the games, Flores said. Board members previously called for clear next steps upon Morris’ departure, he added.

“We have emphasized that, whatever happens, we need to have, again, a clear succession plan — and my understanding was that involved Michael Morris staying on in a consulting capacity,” Flores said.

Under the [succession plan approved last December](#), Morris would transition to a consulting role as director emeritus. Flores said he and other board members plan to get clarity about the transition plan at the NCTCOG meeting Thursday.

RTC members have had an [ongoing dispute](#) with the council of governments’ executive board, which sought to replace Morris.

The issue surfaced in late 2025 after Little sought a succession plan to be enacted upon Morris’ retirement. Morris created such a succession plan just before the organization [launched a job search for the transportation director’s replacement](#).

Bailey said that the Regional Transportation Council and the council of governments worked harmoniously for 60 years for the greater good of advancing transportation projects to improve North Texas.

“It’s always been nonpartisan,” Bailey said. “We’ve always put politics aside for the good of the region.”

Bailey said he supports Morris because he was a dedicated administrator who worked to improve transportation in North Texas.

“I will do my best to reinstate him,” Bailey said.

LONG-AWAITED RIVER OAKS ROAD IMPROVEMENT PROJECT BREAKS GROUND

By Doug Wilhelm

April 30, 2026



Current and former local officials conduct ceremonial groundbreaking for road improvements in River Oaks. From left: Capt. Beau Hufstetler, commanding officer at Naval Air Station Joint Reserve Base Fort Worth; Dan Kessler, assistant director of transportation at North Central Texas Council of Governments; Fort Worth City Council member Macy Hill; Herman Earwood, former River Oaks mayor; Glen Whitley, former Tarrant County judge; and River Oaks Mayor Darren Houk. (Doug Wilhelm for the Fort Worth Report)

Amid the roar of F-35 jets operating nearby, representatives of River Oaks, Fort Worth, the Texas Department of Transportation and the North Central Texas Council of Governments ceremonially broke ground April 27 on a road improvement project that has been 14 years in the making.

Initially conceived in 2012, the \$25 million federally funded project will reconfigure Meandering Road and Lt Jg Barnett Road in River Oaks. The upgrade will ultimately create a modernized link between Roberts Cutoff Road and the east gate of Naval Air Station Joint Reserve Base Fort Worth, while also enhancing roadway safety and providing recreational features for the community.

The refurbished roadways will feature three lanes — two travel lanes and a continuous turn lane in the center. Shared-use pathways and sidewalks will be added to both roads and a new traffic circle will replace the existing intersection of the two roads.

Under future projects, the eastern end of Meandering Road will be extended through Roberts Cutoff to connect directly to State Highway 183, and a new bridge will be constructed over the West Fork of the Trinity River where Lt Jg Barnett Road leads up to the base gate.

Dan Kessler, assistant director of transportation for the [North Central Texas Council of Governments](#), described the balance that was considered in the design process.

“Our goal is a road that will serve the base, but also serve the River Oaks community. We’re going to continue to work with the neighborhood throughout the construction and make sure we mitigate any impacts,” he said.

Design work for the project was performed by [Lamb-Star Engineering](#). Construction is scheduled to begin this fall, with completion estimated for the fall of 2028.

Kessler shared that construction bids were received two weeks ago and came in under budget, leaving him confident that the project will move forward as scheduled.

Fort Worth City Council member Macy Hill acknowledged the level of community support the project has received over the years.

“We have to recognize that the residents and business owners along this corridor have been extremely patient for many years and we appreciate your collaboration,” she said. “This road belongs to all of you, as well as the base and the two city entities.”

NAS JRB Fort Worth commanding officer Capt. Beau Hufstetler is looking forward to the road’s completion.

“I can’t wait to see this access improved and have some better options for our service members to get on and off base to make use of River Oaks, just like we do with Westworth Village, Fort Worth, White Settlement and Lake Worth,” he said.

FORT WORTH REPORT

NORTH TEXAS TRANSPORTATION DIRECTOR OUSTED AFTER 35 YEARS ON JOB

By Eric Garcia and Cecilia Lenzen

April 29, 2026



Michael Morris, right, director of transportation for the Arlington-based North Central Texas Council of Governments, talks about the future of transportation in Tarrant County on Aug. 29, 2024, at Texas Wesleyan University. Mayor Mattie Parker is seated next to him. (Camilo Diaz | Fort Worth Report)

Michael Morris, influential North Texas transportation director for 35 years, has been fired from his job.

The firing was made Tuesday by North Central Texas Council of Governments Executive Director Todd Little, a former Ellis County judge appointed to his role last May. Little did not immediately return a request for comment.

“Michael Morris was terminated yesterday,” Johnson County Commissioner Rick Bailey, the chair of the Regional Transportation Council, told the Fort Worth Report Wednesday. “In my opinion, it was unwarranted.”

Morris, 70, could not be reached for comment.

Bailey said he and other members of the Regional Transportation Council, an independent, 45-member policy committee of the council of governments, would seek to get Morris reinstated.

In a statement, the North Central Texas Council of Governments confirmed that Morris left his job after decades of work.

“Michael Morris concluded his tenure as Director of Transportation for the North Central Texas Council of Governments on April 28, 2026,” the organization stated. “We are grateful for his more than 40 years of service to the region, including 35 years of leadership that helped shape one of the nation’s most dynamic transportation systems.”

Dan Kessler, who served as assistant director under Morris, will be interim director of transportation, officials said.

“He brings decades of experience and a deep understanding of the region’s transportation priorities, and we are confident in his ability to lead the department during this transition,” their statement read. “NCTCOG will conduct a national search for a new Director of Transportation for the DFW region.”

The council is expected to address Morris’ termination at an emergency meeting planned Thursday at the council of governments office in Arlington.

RTC members plan to request \$5 million for “unforeseen legal action” that impacts the Metropolitan Planning Organization status of the council of governments, according to the [meeting agenda](#).

Bailey said RTC members maintain that Little, as executive director, works at the behest of the group, which is made up of elected and appointed officials from a 16-county region.

“In a desperate move, the fiscal agent made a really poor judgment to terminate Michael,” Bailey said.

Earlier this month, RTC members [agreed to retain independent attorneys](#) to clarify the group’s duties and pause the search for a new transportation director after a related lawsuit was filed by Denton County.

That 376-page suit, filed April 6 against executive board members in Denton, stated its purpose “is to stop the executive board of NCTCOG, which is currently unlawfully constituted, from taking continued ultra vires (beyond their legal authority) actions, and to correct its structure to be lawfully constituted.”

Elected and appointed officials serve on the council of governments’ 17-member executive committee, including Fort Worth City Council member Carlos Flores and Tarrant County Judge Tim O’Hare.

Morris’ firing is the result of partisan politics, Bailey said.

“Unfortunately, there’s a couple or three who literally hired someone who believed the decision (to fire Morris) could be made by one person,” Bailey said, adding that some conservative members are opposed to [Morris’ priorities in regional transportation](#).

In recent years, Morris has championed transportation options he sees as vital for the rapidly growing region: toll lanes, rapid bus service in high-use corridors and a [proposed high-speed rail line](#) through Arlington and Fort Worth.

Arlington Mayor Jim Ross, an RTC member, said he was shocked to learn of Morris' firing through an email from Little to the council. He said he plans to seek a position on the NCTCOG's executive board to ensure "we are protecting Arlington's interest the best we can" and improve communications.

"How do you terminate the director of transportation and the executive director of RTC without having any communications with the chair, with the board, with our executive team, with anybody whatsoever after 40 years of this?" Ross said in a phone interview. "There's just a unilateral decision that this guy's gone, effective immediately. You have to have better transparency than that."

The Fort Worth Report contacted more than a dozen members of the NCTCOG executive board and RTC board on Wednesday regarding Morris' termination but did not receive immediate responses.

Flores, Fort Worth's mayor pro tem, wouldn't say whether he supports Morris' termination, but repeatedly described the director as "very effective" in his role during a phone interview Wednesday. Although the NCTCOG board had not yet met to discuss the termination, Flores emphasized that it had nothing to do with Morris' job performance.

"He is a wealth of institutional knowledge," Flores said, adding that Morris has been beneficial to all regional partners, including Fort Worth.

Little told executive board members that the change was the result of succession planning he initiated across the organization when he joined the council of governments, Flores said.

Morris directed North Texas transportation projects for decades. In his role, he was responsible for distributing millions of dollars to cities for road, rail, bus, bicycle and air quality projects.

The ouster won't affect regional transportation plans for the FIFA World Cup games to be played in North Texas in June and July as RTC members have approved funding for safety and mobility projects.

Ross said it was "very stressful and very concerning" to learn of Morris' termination so close to the World Cup. A self-described "huge Michael Morris fan and supporter," Ross maintains the director was instrumental in ensuring municipalities and counties across the region worked collaboratively to address transportation needs ahead of this summer's games.

"There's no rhyme or reason. There was no explanation as to what the grounds are for the immediate termination," Ross said. "And especially since we're like 44 days out from the World Cup — what the hell are we thinking here?"

Morris' termination comes at a "very critical time" before the games, Flores said. Board members previously called for clear next steps upon Morris' departure, he added.

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RTC members have had an [ongoing dispute](#) with the council of governments' executive board, which sought to replace Morris.

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"I will do my best to reinstate him," Bailey said.

FORT WORTH STAR-TELEGRAM

NORTH TEXAS TRANSPORTATION MOGUL FIRED AHEAD OF FIFA, NORTH TARRANT PROJECTS

By Rachel Royster

April 30, 2026



Michael Morris, shown above at a ribbon cutting on November 7, 2014, was fired from his role as director of transportation for North Central Texas Council of Governments on April 28, 2026. Paul Moseley Star-Telegram

One of the most influential leaders on the North Texas transportation scene was fired Tuesday after spending 35 years in the field.

Michael Morris, director of transportation for North Central Texas Council of Governments, was primarily in charge of dispersing hundreds of billions of dollars across regional transportation projects.

Officials said internal politics led to Morris's involuntary departure. He had announced his plan to retire in December 2025, but he did not say when.

The acting director, Dan Kessler, will fill the role until a replacement is hired.

"It didn't take him four hours" to find his next gig, Kessler said of Morris at the Regional Transportation Committee meeting on Thursday, April 30. Morris will be working with FIFA in a similar position, Kessler said.

A [proponent of the high-speed rail](#) connecting Fort Worth to the potential Houston-Dallas line, Morris played a large role in planning for the [FIFA World Cup](#) in July and building a [\\$1.5 billion "spine"](#) over the next several years for north Tarrant County commuters.

Tarrant County Commissioner Manny Ramirez, who represents northwest Tarrant County, said he fully expects Morris to stay involved in the projects as there is no one who could take his place.

“First of all, I’m not sure that there’s anybody positioned to be able to do it as effectively as he is,” Ramirez said. “He’s one of the most effective transportation directors in the country. And again, there’s been no performance issue or management issues that you can point to as a justification for this type of action.”

FORT WORTH REPORT

REGIONAL TRANSPORTATION COUNCIL JOINS LAWSUIT IN HOPE TO REHIRE FIRED DIRECTOR, PROTECT STAFFING DECISIONS

By Eric Garcia

April 30, 2026

Members of the Regional Transportation Council are looking to rehire [longtime transportation director Michael Morris](#) who was fired Tuesday.

To do that, the group decided Thursday to allocate \$5 million for legal expenses as it joins a lawsuit filed by Denton County officials over hiring decisions.

The choice to sue the North Central Texas Council of Governments came during an emergency meeting in Arlington.

RTC members said the suit is intended to change the Metropolitan Planning Organization structure in North Texas. The group would have the ability to hire and fire transportation department staffers, instead of the council of governments as its CEO Todd Little maintains. A proposed agreement with the Texas Department of Transportation still under negotiation would be similar to those used in other Texas metro areas, officials said.

Morris was fired by Little — weeks before the FIFA World Cup games in Arlington start in June.



Michael Morris served 35 years as director of transportation for the North Central Texas Council

of Governments and staff director to the Regional Transportation Council. (Courtesy | North Central Texas Council of Governments)

“We just voted today that the Regional Transportation Council is going to intervene in the lawsuit ... to ensure that our regional (decisions) here in transportation, our interests, are protected and taken care of,” Arlington Mayor Jim Ross said.

“The RTC is the policy-making entity for transportation here in North Texas and for someone to come in and unilaterally make a decision to get rid of an individual that has over four decades of institutional knowledge — we’re owed at least an explanation,” Ross said.

Denton County Judge Andy Eads said he was encouraged by the transportation council’s strong show of support to address “the overreach” of the council of governments board of directors.

Eads said the RTC’s actions “reinforces what we have maintained from the beginning.”

“Leaders from all four corners of the county, along with partners across the region, have come together in support of restoration of proper governance and keeping transportation decisions where they belong,” he said.

The 45-member policy committee — which determines how regional transportation dollars are spent — made its decision on joining the lawsuit after an executive session that lasted about an hour and a half.

Denton County’s 376-page suit, filed April 6 against executive board members, stated its purpose “is to stop the executive board of NCTCOG, which is currently unlawfully constituted, from taking continued *ultra vires* (beyond their legal authority) actions, and to correct its structure to be lawfully constituted.”

Earlier in the meeting, former Tarrant County Judge Glen Whitley singled out Little for his role in the monthslong conflict that culminated in the firing of Morris.

The transportation council and the council of governments worked collaboratively for more than four decades without the executive board exercising oversight authority, Whitley said during the open comment portion of the meeting.

“The two entities have worked in harmony for over 40 years,” Whitley said. “In less than 12 months, Todd has destroyed that collaborative spirit and created the adversarial environment we are experiencing today. It’s a disgrace the way we treated someone who has dedicated his career to the region. As we move forward, I encourage you to maintain the high road.”

Whitley, a past president of the council of governments and former chair of the RTC, said he supported a new agreement with TxDOT that complies with the current federal statutes and includes the requirements for the Metropolitan Planning Organization.

Naming the RTC as the Metropolitan Planning Organization, Whitley said, “solves the issue of who hires, fires and evaluates the MPO director and its staff. This has already been done in Houston, San Antonio and Austin. The (council of governments) can remain as the fiscal agent, but must acknowledge that its only responsibility is to pay bills submitted to it by the RTC.”

Duncan Webb, a Collin County commissioner who once chaired the RTC, also urged members to adopt the new TxDOT agreement as a way to move forward so no council of governments official can dictate transportation policy.

Interim transportation director Dan Kessler was seated at the head table during most of the meeting, a spot usually occupied by Morris.

He said Morris was in good spirits and planned to volunteer his time for regional mobility projects, including the FIFA World Cup, while he is unemployed.

"He is doing well," Kessler said.

Still, the firing of Morris on Tuesday creates a "hole" in the transportation department. The department, however, will maintain its consistent, professional standards.

"I look forward to getting to know you and working with you," Kessler told RTC members.

Morris, 70, could not be reached for comment Thursday.

Before the executive session, members debated who could attend.

Collin County Commissioner Darrell Hale attended the meeting as a new member but was excluded from the executive session on advice from legal counsel because he is a party to Denton County's suit. An attorney for the group said his presence would violate attorney-client privilege and the meeting would be considered illegal.

Three other RTC members — including Fort Worth City Council member Carlos Flores — who serve in dual roles as executive board members recused themselves from the executive session.

With the FIFA World Cup on the horizon, officials are concerned about problems that could arise given that Morris was an integral part of the region's transportation plan.

Ross said he has tremendous respect for Morris, who has been reaching out to RTC committees to offer his assistance.

"To fire him some 44 days or so before the World Cup kicks off is beyond belief," Ross said. "To Mr. Morris' credit, he's not the type of individual that's gonna step away from this. ... He wants to see a World Cup kickoff without any transportation hiccups, and I believe he'll stay engaged."

WFAA

TXDOT TO DISCONTINUE HEARTLAND FLYER ROUTE, SEVERING CONNECTION BETWEEN NORTH TEXAS AND OKLAHOMA CITY

Despite a recent infusion of funding, Amtrak's Heartland Flyer will be discontinued in 90 days, TxDOT said

By Rachel Behrndt
April 30, 2026

The only daily train connecting North Texas and Oklahoma City will be discontinued in 90 days, according to a notice from the Texas Department of Transportation.

The Heartland Flyer, a 206-mile route connecting Fort Worth and Oklahoma City, has been in peril for months after the [Texas](#) and [Oklahoma](#) legislatures declined to include funding for the route in their budgets.

In April 2026, it appeared the route would be preserved by the North Central Texas Council of Governments, which devoted \$3.5 million in emergency funds to keep the train running for a year.

The Texas Department of Transportation had requested \$7.05 million from the state legislature for the Heartland Flyer over two years, according to Texas Rail Advocates.

However, the train appears to have fallen off the tracks after TxDOT issued a notice saying it would discontinue the route in 90 days. In a statement TxDOT said it has provided notice that the state of Texas does not have funding available to continue supporting its portion of the Heartland Flyer route upon expiration of the current funding agreement, which expires on Aug. 31, 2026.

The discontinuance comes as ridership on the route is on the rise, according to Texas Rail Advocates.

About 80,000 people relied on the route last year, Peter LeCody, president of Texas Rail Advocates, said.

He previously told WFAA that if the route is discontinued, that means 80,000 more people will compete for space on Interstate 35.

"It's essential to keep the train running," LeCody previously said.



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

April 14, 2026

Mr. Knox Ross
Chairman
Southern Rail Commission
100 Lafayette Street
Baton Rouge, LA 70801

Mr. John Spain
Vice Chairman
Southern Rail Commission
100 Lafayette Street
Baton Rouge, LA 70801

Dear Chairman Ross and Vice Chairman John Spain:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization policy body for the Dallas-Fort Worth area, I am writing regarding the ongoing planning related to the proposed I-20 Corridor Intercity Passenger Rail Service. A membership roster is attached.

The RTC has long supported the planning and implementation of passenger rail service along the I-20 corridor from Dallas-Fort Worth through Mineola (also serving Tyler and Smith County), Longview, and Marshall, and eastward to Meridian, Mississippi and Atlanta, Georgia. The RTC has worked with the East Texas Rural Transportation Planning Organization and together we represent a combined population of approximately 9.6 million residents.

The RTC understands that there was discussion during a recent Southern Rail Commission meeting of a potential alternate alignment to the Mineola-Longview-Marshall route. We do not support the introduction of passenger service not integrated with existing service. Given the scale of the population served and the importance of this corridor to the mobility, economic development, and connectivity of Texas communities, coordination with Texas partners will be critical as the project moves forward.

We respectfully request that the Southern Rail Commission honor this position and include Texas partners in future discussions regarding route selection and negotiations with host railroads affecting the alignment through Texas. Collaboration with Texas stakeholders will help ensure that decisions about this interstate corridor reflect the needs of the communities it is intended to serve.

The Mineola-Longview-Marshall route would enhance passenger service efficiency through direct east-west connectivity, facilitate convenient transfers at East Texas stations, and eliminate alternative circuitous routes being proposed. The corridor would also help strengthen the national passenger rail network, improve overall system reliability, and connect with existing Amtrak routes such as the Texas Eagle to Chicago with the new east-west Amtrak service to Meridian, Mississippi. Additionally, these Texas city stops have been officially designated by the Federal Railroad Administration's Corridor Identification and Development Program and this route is included in the Texas Department of Transportation's Texas Rail Plan.

April 14, 2026

Thank you for your attention to this matter and for your continued work advancing passenger rail. If you have any questions or would like to discuss this further, 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", with a stylized flourish at the end.

Rick Bailey, Chair
Regional Transportation Council
Johnson County Commissioner

RG:kw
Attachment

cc: The Honorable Leward LaFleur, Rural Transportation Planning Organization, Chair and
Marion County Judge
David Cleveland, Executive Director, East Texas Council of Governments
Members of the I-20 Corridor Council Steering Committee
Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments

REGIONAL TRANSPORTATION COUNCIL

Rick Bailey, Chair
Commissioner
Johnson County

Stephen Mason, Vice Chair
Mayor
City of Cedar Hill

Jill Jester, Secretary
Councilmember
City of Denton

Daniel Alemán Jr.
Mayor
City of Mesquite

Bruce Arfsten
Mayor
Town of Addison

Steve Babick
Mayor
City of Carrollton

Elizabeth M. Beck
Councilmember
City of Fort Worth

Curtis Bergthold
Mayor
City of Richland Hills

Lorie Blair
Councilmember
City of Dallas

Alan Blaylock
Councilmember
City of Fort Worth

Randall Bryant
Chair
Dallas Area Rapid Transit

Season Clemens, P.E.
District Engineer
Texas Department of Transportation,
Dallas District

Bill Cox
Mayor
City of McKinney

Michael D. Crain
Councilmember
City of Fort Worth

Theresa Daniel, Ph.D.
Commissioner
Dallas County

Jeff Davis
Chair
Trinity Metro

Pat Deen
County Judge
Parker County

Andy Eads
County Judge
Denton County

Michael Evans
Mayor
City of Mansfield

Carlos Flores
Mayor Pro Tem
City of Fort Worth

T.J. Gilmore
Mayor
City of Lewisville

Raul H. Gonzalez
Deputy Mayor Pro Tem
City of Arlington

Lane Grayson
Commissioner
Ellis County

Mojy Haddad
Vice Chair
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Commissioner

Steven D. Alvis
Commissioner

Pat Gordon
Commissioner

April 21, 2026

Mr. Rick Bailey
Regional Transportation Council, Chair
P.O. Box 5888
Arlington, Texas 76005-5888

Dear Chairman Bailey,

Thank you for your letter dated March 10, 2026, requesting a portion of Texas Mobility Funds to be allocated to urban areas. We appreciate the Regional Transportation Council's (Council) continued partnership and leadership in advancing transportation solutions for the Dallas-Fort Worth region. Texas Department of Transportation (TxDOT) values our collaboration with metropolitan planning organizations and regional partners as we work to address mobility, safety, and economic development needs across the state.

I understand the Council's interest in the Texas Mobility Fund (TMF) as a revenue source and its potential role in supporting transportation improvements. While House Bill 2219 (87th Legislature, 2021) authorized the issuance of up to \$3.6 billion in TMF bonds, the actual amount available for issuance fluctuates based on market conditions and the financial capacity of the program. Based on current conditions, the estimated bonding capacity is closer to \$2 billion. However, we do agree that continuing bonding authorization beyond January 1, 2027, would benefit the state's transportation system.

TMF proceeds are already being used in TxDOT's Unified Transportation Program (UTP). As such, these funds do not represent new transportation funding, but rather a financing mechanism that allows the department to advance projects already programmed in the UTP.

It is also important to note that a share of the projects supported through TMF financing are located in the Dallas–Fort Worth Metroplex, reflecting the region’s scale, growth, and transportation demands.

TxDOT appreciates the RTC’s continued engagement and looks forward to maintaining close coordination with regional partners as we work to deliver projects and improve mobility across Texas. Thank you again for your partnership and commitment to improving transportation for Texans.

If you or your staff would like to discuss this further, TxDOT staff would be happy to meet. Please reach out to Amanda Landry, Financial Management Division Director, at (512) 486-5555 or Amanda.Landry@txdot.gov if any additional information or details are needed.

With kind regards,



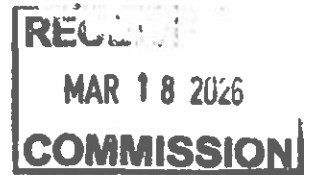
W. Alvin New
Acting Chairman
Texas Transportation Commission

cc: Texas Transportation Commission
Marc D. Williams, P.E., Executive Director, TxDOT
Michael Morris, P.E., Director of Transportation, Regional
Transportation Council, North Central Texas Council of
Governments

RECEIVED

MAY 04 2026

TRANSPORTATION



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

March 10, 2026

The Honorable W. Alvin New
Texas Transportation Commission Acting Chair
125 E. 11th Street
Austin, TX 78701

Dear Acting Chair New:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) policy body for the Dallas-Fort Worth (DFW) area, I would like to extend our thanks for your continued service to the State of Texas on transportation issues. A membership roster of our organization is enclosed.

The RTC would like to request your support and action to improve congestion and safety throughout the DFW region by allocating a portion of Texas Mobility Funds to urban areas. As you know, the Texas Mobility Fund was created in 2001 and is administered by the Texas Transportation Commission. The fund is not part of the constitutionally dedicated Fund 6/State Highway Fund. In 2021, House Bill 2219 was passed, which authorizes TxDOT to issue up to \$3.6 billion in new bonds between May 31, 2021, and January 1, 2027. TxDOT has allocated Texas Mobility Funds to MPOs in the past.

Texas Mobility Funds could be distributed through formula allocation among urban areas in the state, including the DFW region. Bonding the balance and extending issuance past January 1, 2027, could lead to billions in cost savings. The strategic utilization of Texas Mobility Funds for eligible transit capital projects, in addition to roadway safety and economic development investments, will increase the region's ability to provide multimodal congestion relief while maximizing return on investment. This flexibility is critical considering DFW's population is predicted to grow to an estimated 12.3 million residents by 2050, putting unprecedented strain on the region's transportation system and demanding a wide range of mobility solutions. We are happy to meet with appropriate TxDOT staff to explain this option.

Once again, thank you for your valuable service to the State of Texas, and for being leaders on transportation issues. Please let me know if there is anything the RTC can do to support your efforts. 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
Johnson County Commissioner

JN:kw

cc: The Honorable Steven D. Alvis, Commissioner, Texas Transportation Commission
The Honorable Pat Gordon, Commissioner, Texas Transportation Commission
The Honorable Alejandro "Alex" G. Meade III, Commissioner, Texas Transportation Commission
The Honorable Robert C. Vaughn, Commissioner, Texas Transportation Commission
Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments

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City of Frisco

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Councilmember
City of Euless

William Tsao, P.E.
Citizen Representative
City of Dallas

Dennis Webb
Councilmember
City of Irving

Duncan Webb
Commissioner
Collin County



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

April 16, 2026

DART Board of Directors announces David Leininger as Interim President & CEO

The Dallas Area Rapid Transit (DART) Board of Directors today announced the appointment of David Leininger as Interim President and Chief Executive Officer, effective May 4, 2026.

With over 4 decades of public service, Mr. Leininger returns to DART, fulfilling the same transitional role he previously served in from 2020 to 2021. Mr. Leininger also served the agency for 9 years as its CFO.

"The Board is confident that David's steady leadership, industry expertise, and collaborative approach will ensure continuity of service and maintain the agency's focus on delivering safe, reliable, and efficient transit for the North Texas region," said Randall Bryant, Chairman of the DART Board of Directors. "His experience will be critical as we continue advancing key priorities, strengthening partnerships with our member cities, and positioning DART for long-term success."

As Interim President & CEO, Mr. Leininger will oversee day-to-day operations, support ongoing strategic initiatives, and work closely with the Board, staff, and regional stakeholders to ensure the continued delivery of high-quality transit services.

"I am honored to serve in this role once again and support the dedicated employees of DART," said Leininger. "Together, we will remain focused on providing dependable transit options, enhancing the customer experience, and advancing the agency's mission to connect people, places, and opportunities across our region."

The Board has also initiated a national search for a permanent President & CEO and will provide updates as that process moves forward.



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

March 12, 2026

Mr. Brian Barth
Deputy Executive Director for Program Delivery
Texas Department of Transportation
125 E. 11th Street
Austin, Texas 78701

Dear Mr. Barth:

On behalf of the Regional Transportation Council (RTC), which serves as the independent transportation policymaking board of the Dallas-Fort Worth (DFW) Metropolitan Planning Organization (MPO), I am writing to request assistance from the Texas Department of Transportation (TxDOT) to clarify the relationship between an MPO's independent transportation policymaking board and its fiscal agent. While there is an ongoing discussion between the RTC and our fiscal agent, the North Central Texas Council of Governments (NCTCOG) Executive Board, to establish a closer partnership, it would benefit MPOs across the State if TxDOT would create consistency regarding this issue. In the next two years, multiple MPOs will undergo reviews of their bylaws and the MPO-TxDOT Agreements will be renewed in 2027, so now is a critical time for TxDOT to step in on this issue. You bring a unique perspective to this matter having previously served as District Engineer in both the Dallas and Fort Worth Districts and as a member of the RTC as well as your current position in the TxDOT Administration.

Members of the RTC and the NCTCOG Executive Board have begun discussions surrounding the roles and responsibilities of each body in moving forward policies determined for the MPO. Title 23 of the United States Code defines the MPO as the "policy board of an organization established as a result of the [MPO] designation process..." For the majority of the long history of the RTC serving as the MPO transportation policy board and NCTCOG serving as the MPO and fiscal agent, the NCTCOG Executive Board has served in that role by entering into agreements, providing accounting services, and providing benefits for the MPO staff as requested by the RTC. The State's interest in MPO policies, plans, programs, and projects is represented on the RTC as the independent transportation policymaking board, so there is a direct TxDOT interest in addressing this matter.

The specific request from the RTC is for TxDOT to help answer the following questions:

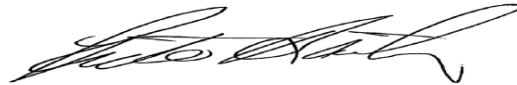
- Because of previous similar controversies in Austin and San Antonio as well as more recently in Houston and DFW, does TxDOT anticipate developing an updated standard agreement that attempts to clarify the State's interest?
- If so, when would MPOs anticipate new draft language for the standard MPO-TxDOT Agreements?

March 12, 2026

- Are there written interpretations of the resolution of similar concerns related to transportation policy direction and the MPO Transportation Planning Director in other regions of the state, including whether the resolution involved changing fiscal agents?
- In which MPOs across the State does the MPO Transportation Planning Director report directly to the transportation policy board and in which MPOs does the MPO Transportation Planning Director report to the fiscal agent?
- What is the recourse for the MPO transportation policy board if it believes the fiscal agent is substituting its own wishes as it relates to transportation policy? Are there written examples of this from other MPOs?
- Are there examples of the MPO transportation policy board withholding funds to the fiscal agent to ensure the MPO transportation policy board's transportation policy direction is implemented by the fiscal agent?
- Does an MPO transportation policy board have the ability to hire its own MPO Transportation Planning Director?

Thank you for your consideration of this request from the RTC. It is our goal to ensure a productive working relationship between the RTC and State, as provided in Title 23, in order to serve the mobility needs of our growing region. This is an outcome that would benefit TxDOT and we welcome your assistance to help resolve this matter.

Sincerely,



Rick Bailey, Chair
Regional Transportation Council
Johnson County Commissioner

MM:vpj

cc: Marc Williams, Executive Director, Texas Department of Transportation
Brandye Hendrickson, Deputy Executive Director, Texas Department of Transportation
Casey Wells, Advance Transportation Planning Section Director,
Texas Department of Transportation
Todd Little, Executive Director, North Central Texas Council of Governments



125 E 11th St | Austin, Texas 78701
512.463.8588
txdot.gov

March 31, 2026

Mr. Rick Bailey, Chair
Regional Transportation Council for the North Central Texas Council of Governments MPO
P.O. Box 5888
Arlington, TX 76005-5888
Via email: rickb@johnsoncountytexas.org

Dear Mr. Bailey,

The Texas Department of Transportation (TxDOT) is in receipt of your March 12, 2026 letter requesting TxDOT's position on the structure of Metropolitan Planning Organizations (MPO), including the role of MPO Policy Boards. Due to the legal nature of many of the questions presented, Mr. Barth referred the letter over to me for a response. Please note that I represent TxDOT and the information provided below is for informational purposes and should not be considered legal advice to the Regional Transportation Council for the North Central Texas Council of Governments MPO (RTC).

As you know, TxDOT's primary responsibility in the management of Federal funds is to ensure compliance with Federal law and regulation. TxDOT reviews each MPO designation and enters into a separate planning agreement with each individual MPO to ensure compliance with Federal law. As a voting member of the various policy boards, including the RTC, TxDOT does not provide legal guidance on MPO governance or operational matters, except to the extent necessary to ensure compliance with applicable federal law and regulation. Federal law and regulation do not mandate the creation, title, or management structure of a Transportation Planning Director position. As a result, there is no single, federally prescribed model for how MPOs structure or oversee such a position.

TxDOT is continuously trying to improve the efficiency and effectiveness of the use of federal transportation funds. As part of that effort, TxDOT is in the process of revising the standard MPO planning agreement template to ensure compliance with 23 CFR Part 450, Subparts A & C and §450.310 within Subpart C. We anticipate sharing the revised planning agreement later this year in preparation of the expiration of the current planning agreement in 2027.

Should you wish to review the individual planning agreements TxDOT has with the various MPOs across the state, you may reach out to Casey Wells, Advance Transportation Planning Section Director, at Casey.Wells@TxDOT.gov, and he can provide copies of the various planning agreements.

TxDOT looks forward to continuing to work with the MPO and RTC to address transportation needs in the region. If you have any further questions, feel free to reach out.

Sincerely,

DocuSigned by:


AADC3FA2650140D...
James Kirk

Senior General Counsel, General Counsel Division
Texas Department of Transportation
James.Kirk@TxDOT.gov

Cc:

Marc D. Williams, P.E., Executive Director, TxDOT

Brian Barth, P.E., Deputy Executive Director, Program Delivery, TxDOT

Brandye Hendrickson, Deputy Executive Director, Planning & Administration, TxDOT

Humberto "Tito" Gonzalez, Jr., P.E., Transportation Planning & Program Division Director, TxDOT

Casey Wells, Advance Transportation Planning Sec. Director, TPP Div., TxDOT

Michael Morris, Transportation Planning Director, NCTCOG MPO



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

April 6, 2026

Mr. James Kirk
Senior General Counsel
Texas Department of Transportation
125 E. 11th Street
Austin, Texas 78701

Dear Mr. Kirk:

Thank you for your March 31, 2026, letter, which has been shared with the Regional Transportation Council (RTC), which serves as the independent policymaking board of the Dallas-Fort Worth (DFW) Metropolitan Planning Organization (MPO). The RTC appreciates information on the timeline for new MPO-TxDOT Planning Agreements and agrees with the approach to ensure compliance with 23 CFR Part 450, Subparts A & C and §450.310 within Subpart C.

The RTC stands ready to provide any necessary assistance to the Texas Department of Transportation during this process. We will await hearing from your organization on the next steps.

Thank you for your consideration of this request from the RTC. It is our goal to ensure a productive working relationship between the RTC and State, as provided in 23 CFR Part 450, in order to serve the mobility needs of our growing region. This is an outcome that would benefit TxDOT and we welcome your assistance to help resolve this matter.

Sincerely,

Rick Bailey, Chair
Regional Transportation Council
Johnson County Commissioner

AW:kw

cc: Marc Williams, Executive Director, Texas Department of Transportation
Brian Barth, Deputy Executive Director, Texas Department of Transportation
Brandye Hendrickson, Deputy Executive Director, Texas Department of Transportation
Casey Wells, Advance Transportation Planning Section Director,
Texas Department of Transportation
Todd Little, Executive Director, 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)

April 9, 2026

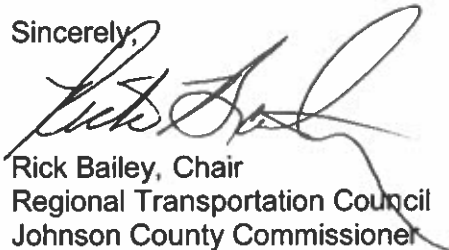
The Honorable Victoria Johnson
President
North Central Texas Council of Governments
616 Six Flags Drive
Arlington, Texas 76011

Dear President Johnson:

On behalf of the Regional Transportation Council (RTC), which serves as the independent policymaking board of the Dallas-Fort Worth (DFW) Metropolitan Planning Organization (MPO), I write to officially request that the North Central Texas Council of Governments (NCTCOG) Executive Board and NCTCOG Executive Director pause all search-related activities pertaining to the Transportation Director position. The RTC unanimously made this request at its April 9, 2026, meeting.

Thank you for your consideration of this request from the RTC. Please feel free to contact me if you have any questions or need further information about this request.

Sincerely,



Rick Bailey, Chair
Regional Transportation Council
Johnson County Commissioner

AW:va

cc: Todd Little, Executive Director, North Central Texas Council of Governments



125 E 11th St | Austin, Texas 78701
512.463.8588
txdot.gov

April 23, 2026

The Honorable Rick Bailey
Chairman, Regional Transportation Council
North Central Texas Council of Governments
P.O. Box 5888
Arlington, Texas 76005-5888

Chairman Bailey:

Thank you for your letter regarding Congestion Mitigation and Air Quality (CMAQ) funding. I appreciate the opportunity to provide additional context. The adjustments you reference reflect broader fiscal conditions affecting the Texas Department of Transportation's (TxDOT) overall program.

First, anticipated federal funding levels have been revised downward from earlier projections. While the Infrastructure Investment and Jobs Act provided a near-term increase in federal resources, current federal forecasts and budget signals suggest more constrained funding levels ahead, particularly as reauthorization approaches. TxDOT has adjusted its Unified Transportation Program (UTP) planning assumptions accordingly.

Second, at the state level, actual revenues have come in below prior estimates. Updated certification revenue estimates from the Texas Comptroller—combined with sustained inflation and rising construction costs—have placed additional pressure on the State Highway Fund. These conditions require TxDOT to align the UTP with realistic funding levels to preserve fiscal integrity and meet existing obligations.

Collectively, federal forecast adjustments and state revenue updates affect funding availability across all program categories, including CMAQ.

TxDOT remains committed to the objectives of the CMAQ program and to working collaboratively with our Metropolitan Planning Organization partners. Our focus is to manage all programs responsibly within the funding levels that are realistically available, while maintaining transparency and predictability.

Thank you for your continued engagement and partnership.

Sincerely,



Marc D. Williams, P.E.
Executive Director

cc: Texas Transportation Commission
Brandye Hendrickson, Deputy Executive Director, Planning and
Administration, TxDOT
Brian R. Barth, P.E., Deputy Executive Director, Program Delivery,
TxDOT
Ceason Clemens, P.E., Dallas District Engineer, TxDOT
David Salazar, P.E., Fort Worth District Engineer, TxDOT
Humberto Gonzalez, Jr., P.E., M.B.A., Director, Transportation Planning
and Programming Division, TxDOT
Michael Morris, P.E., Director of Transportation, North Central Texas
Council of Governments

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MAY 04 2026

TRANSPORTATION

**FOR IMMEDIATE RELEASE**

Contact: Brian Wilson
(817) 704-2511
bwilson@nctcog.org

North Texas Sees Significant Decline in Traffic Fatalities as Regional Safety Efforts Gain Momentum

April is Distracted Driving Awareness Month

April 22, 2026 (Arlington, Texas) – North Texas is seeing real progress in the fight against traffic fatalities. Encouraging new data released recently by the North Central Texas Council of Governments (NCTCOG) shows that roadway safety efforts across the Dallas-Fort Worth region are making a measurable impact.

Between 2023 and 2025, the number of fatal crashes and fatalities across the region declined significantly. In 2023, there were 804 fatal crashes, resulting in 859 deaths. By 2025, those numbers dropped to 691 fatal crashes and 734 fatalities, an overall decrease of approximately 14% in both categories.

“The improvement shows that coordinated safety efforts, strategic investments and increased public awareness are making a tangible difference on North Texas roadways,” said Natalie Bettger, NCTCOG’s Senior Program Manager for Congestion Management and System Operations. “While this recent decline in fatalities is a positive sign, roadway safety remains a critical priority requiring ongoing attention and action.”

NCTCOG works with regional stakeholders and the Texas Department of Transportation (TxDOT) on identifying and funding projects designed to reduce crashes, prevent injuries and save lives.

A key component of this coordination is the implementation of the NCTCOG **Roadway Safety Plan**, a comprehensive strategy aimed at eliminating all roadway fatalities by 2050. The plan uses detailed safety analysis to identify high-risk crash types and locations, enabling targeted engineering improvements and safety countermeasures.

A \$57 million safety program approved by the Regional Transportation Council (RTC) is intended to boost safety across the region by funding initiatives focused on making improvements for drivers, bicyclists and pedestrians.

While long-term strategies provide a roadmap for eliminating fatalities, achieving that goal ultimately depends on the everyday choices drivers make behind the wheel. **Distracted Driving Awareness Month**, observed every April, serves as an important reminder that individual actions – like staying focused and distraction-free – play a critical role in improving safety across

North Texas roadways. Supporting this effort, **Drive Aware North Texas** is an educational campaign and resource developed by NCTCOG dedicated to addressing negative driver behaviors that contribute to serious injury and fatal crashes, offering helpful tips and educational materials on the dangers of speeding, distraction and impairment.

Distracted driving includes any activity that diverts attention from the road, such as:

- Texting or talking on a phone (hands-free or handheld)
- Eating or drinking
- Adjusting navigation, radio, or temperature controls
- Grooming
- Reading or watching videos
- Interacting with vehicle passengers

Even hands-free technologies can impair focus, and no form of distracted driving is risk-free. Learn more at DriveAwareNTX.org.

While distracted driving remains a critical focus, it's not the only area where heightened awareness can save lives. With more drivers on the road and construction activity increasing this time of year, roadway safety in work zones has become especially important. **National Work Zone Awareness Week (April 20–24)** serves as a reminder to stay alert and protect both road workers and fellow drivers.

Drivers can help improve safety in work zones by slowing down and following posted speed limits, merging only when directed, avoiding distractions and maintaining a safe following distance. To plan ahead, drivers are encouraged to check for work zones along their routes at DriveTexas.org.

Roadway safety extends to every corner of the transportation system, including interactions with pedestrians and bicyclists. NCTCOG's **Look Out Texans** campaign reinforces this shared responsibility by encouraging drivers to stay alert and watch for those who may be walking or biking nearby. For safety tips, please visit LookOutTexans.org.

About the Regional Transportation Council:

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 45 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at NCTCOG.org.

PRESS RELEASE
Contact: Brian Wilson
(817) 704-2511
bwilson@nctcog.org

GEAR UP FOR NATIONAL BIKE MONTH WITH EVENTS ACROSS NORTH TEXAS

Celebrate the two-wheel life throughout May

May 1, 2025 (Arlington, TEXAS) – You may notice more cyclists on the trails and streets month – and for good reason. May is National Bike Month, and North Texans across generations are encouraged to celebrate by finding a way to incorporate two wheels into their routines.

With mild temperatures and longer days, May is an ideal time to swap a car trip for a bike ride. Instead of driving the kids to school in the morning or sending them off to the bus stop, consider letting them ride their bikes. They can ride by themselves or with groups of friends. Or maybe you have been thinking of trying to pedal to work. Perhaps you're an outdoor enthusiast who wants to explore one of the many trails winding through Dallas-Fort Worth.

The North Central Texas Council of Governments works with partners across the region to make it easier for residents to consider the active transportation options that work for their schedules.

Several events throughout May offer easy ways to get involved:

Bike and Roll to School Day – May 6

This national event encourages students, family members, school staff and community members to walk, bike and roll to school, promoting a healthy and active lifestyle. Over the past two years, more than 150 schools across Dallas-Fort Worth have held Bike & Roll to School Day events.

National Bike to Work Week (May 11-17) and Bike to Work Day (May 15)

NCTCOG encourages residents to commute by bike or other sustainable transportation modes for one day or all week, in support of these events initiated by the League of American Bicyclists.

On Friday, May 15, North Texans are encouraged to begin their day on two wheels and join fellow commuters at select Dallas Area Rapid Transit stations for a Bike to Work Day celebration. DART will mark the occasion with giveaways, free snacks and more at the following light rail stations:

- Akard Station (11 a.m.-1 p.m.) in downtown Dallas

- Buckner Station (4-6 p.m.)
- CityLine Bush Station (4-6 p.m.) in Richardson

Those unable to commute to work by bike alone are encouraged to weave public transportation into their two-way adventure. Since the region's three major transit authorities all allow riders to bring bikes on board their trains and buses, commuters can pedal to a transit stop near their neighborhood and let public transportation do the rest.

The Dallas-Fort Worth region boasts a network of nearly 1,100 miles of existing trails, with significant expansion underway thanks to dedicated funding. These pathways offer ample opportunities to commute, exercise or just enjoy a breezy ride. Discover more about the current and planned bicycle trails across the region on NCTCOG's [DFW Trails webpage](#).

In urban and suburban areas, off-street trails and on-street bikeways such as bike lanes enhance safe and accessible bicycle travel, linking residential areas to workplaces, schools and transportation hubs. For more information, visit [NCTCOG's on-street bikeways webpage](#).

"NCTCOG and our regional partners coordinate closely to ensure cyclists have safe, efficient trails and bikeways to use as transportation, regardless of experience level," said Kevin Kokes, program manager for land-use and mobility options at NCTCOG. "Our network of bicycle-pedestrian facilities has something for people of all levels of comfort, from those exploring a trail for the first time to veteran cyclists participating in Bike to Work Day."

Safety is a top priority for NCTCOG. The **Look Out Texans** campaign offers 21 tips for cyclists, drivers and pedestrians to ensure everyone stays safe on the roads, including:

- Ride in the same direction as traffic
- Use hand signals to give notice to drivers when turning or changing lanes
- Wear a properly fitting bicycle helmet every ride.

For more bicycling safety tips, visit LookOutTexans.org/Safety-Tips.

North Texans who participate in Bike to Work Day are encouraged to record their commutes using the free Try Parking It app, available for download on Apple and Android devices. Learn more about the program, including opportunities to earn rewards, at TryParkingIt.com.

Try Parking It also allows users to find carpool and vanpool matches, which helps reduce the cost of commuting. This can especially be helpful with the current volatility of gas prices.

About the North Central Texas Council of Governments:

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development.

NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions. NCTCOG serves a 16-county region of North Central

Texas, which is centered in the two urban centers of Dallas and Fort Worth. For more information on the Transportation Department, visit www.nctcog.org/trans.

###



PRESS RELEASE

Contact: Brian Wilson
(817) 704-2511
bwilson@nctcog.org

Chris Klaus
(817) 695-9286
cklaus@nctcog.org

DFW Transportation-AQ Balance Approved by Federal Government

Mobility 2050 plan to improve transportation system may proceed

May 4, 2026 (Arlington, Texas) – The US Department of Transportation ruled in April that Mobility 2050, the Dallas-Fort Worth area's recently adopted Metropolitan Transportation Plan, complies with federal air quality regulations, allowing current and future transportation projects to proceed.

Currently home to 8.6 million people, Dallas-Fort Worth is projected to welcome nearly 4 million new residents over the next 25 years. With its population poised to exceed 12 million by 2050, the region will need to continue to embrace a multimodal solution to mobility.

The US 380 corridor, Interstate Highway 30 east corridor and SH 170/Intermodal Parkway Alliance Smart Port are a few examples of projects where development and implementation may continue, providing needed congestion relief and associated air quality benefits in the rapidly growing region.

“This positive conformity determination is a critical milestone for the Dallas-Fort Worth region,” said Chris Klaus, senior program manager for air quality management at the North Central Texas Council of Governments. “It confirms that our long-range transportation investments meet federal air quality standards and allows us to move forward with projects that will improve mobility, reduce congestion and support continued economic growth while protecting public health.”

Mobility 2050: The Metropolitan Transportation Plan for North Central Texas contains \$217.3 billion in transportation improvements to be made through 2050. The Regional Transportation Council (RTC) approved the plan in June 2025. The plan allocates \$80.9 billion more than Mobility 2045, which the new plan replaces.

Planned Improvements:

- Freeways, tollways, arterials and HOV/managed lanes: \$97.5 billion
- Rail and bus: \$57.9 billion
- Infrastructure maintenance: \$29.8 billion
- Management and operations: \$25.7 billion
- Growth, development and land-use strategies: \$6.4 billion

The current Transportation Improvement Program (TIP) may also proceed, according to the Department of Transportation. The TIP is a multiyear list of projects in the Dallas-Fort Worth

area approved for federal, State and local funding. The program identifies roadway and transit projects programmed for construction within the next four years.

The RTC develops and implements transportation policies, projects and programs designed to improve mobility and air quality. The region's long- and short-range transportation plans must comply with federal air quality regulations as 10 Dallas-Fort Worth area counties – Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise – are in nonattainment for ozone pollution.

Mobility 2050 not only uses a multimodal approach; it provides a substantial investment in the maintenance of existing infrastructure to serve the growing population. For more information on Mobility 2050, visit NCTCOG.org/mobility2050.

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) policymaking body 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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STATE OF TEXAS §

COUNTY OF TRAVIS §

METROPOLITAN PLANNING AGREEMENT

THIS AGREEMENT is made by and between the State of Texas, acting through the Texas Department of Transportation, called the “Department,” Regional Transportation Council (MPO), and North Central Texas Council of Governments, which serves as the Fiscal Agent for the MPO.

W I T N E S S E T H

WHEREAS, 23 United States Code (USC) §134 and 49 USC §5303 require that MPOs, in cooperation with the Department and transit agencies, develop transportation plans and programs for urban areas of the State; and

WHEREAS, 23 Code of Federal Regulations (CFR) §450.314 requires the MPO, State, and public transportation operators within each metropolitan planning area (MPA) to enter into a written agreement to clearly identify the responsibilities of the parties in carrying out the metropolitan planning process; and

WHEREAS, 23 USC §104(d) authorizes Metropolitan Planning funds and 49 USC §5305 authorizes funds to be made available to MPOs to support the urban transportation planning process; and

WHEREAS, the Department participates in the Consolidated Planning Grant program in which federal transit planning funds authorized under 49 USC §5305 are transferred to the Federal Highway Administration (FHWA), combined with additional federal funds, and distributed to the state as a single distribution; and

WHEREAS, the federal share payable for authorized activities using the Consolidated Planning Grant funds, also known as Transportation Planning Funds (TPF), is eighty percent (80%) of allowable costs; and

WHEREAS, Texas Transportation Code §221.003 authorizes the Department to expend federal and state funds for improvements to the state highway system; and

WHEREAS, Texas Transportation Code §201.703 authorizes the Department to expend federal funds and to provide state matching funds for allowable costs necessary for the improvement of roads not in the state highway system; and

WHEREAS, this agreement outlines the requirements and responsibilities of the parties for federal reimbursement using TPF and other federal transportation funds that may be used for

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planning (e.g., Surface Transportation Program, National Highway System, Congestion Mitigation and Air Quality, etc.); and

WHEREAS, an area equal to or larger than the above-mentioned urban area(s) has been delineated in accordance with federal and state guidelines where required metropolitan transportation planning activities may take place; and

WHEREAS, 23 CFR §420.117 requires that in accordance with 49 CFR §18.40, the Department shall monitor all activities performed by its staff or by Subrecipients with FHWA planning and research funds to assure that the work is being managed and performed satisfactorily and that time schedules are being met;

NOW, THEREFORE, it is agreed as follows:

A G R E E M E N T

Article 1. Definitions

- A. **Department** – Texas Department of Transportation acting on behalf of the State of Texas.
- B. **Federal Fiscal Year** – A twelve-month period commencing on October 1 of each calendar year and ending on September 30 of the following calendar year, inclusive of both dates.
- C. **Fiscal Agent** – The third-party entity that accepts and is responsible for providing various financial, grants, and administrative duties on behalf of the MPO.
- D. **Metropolitan Planning Area (MPA)** – The geographic area and boundaries cooperatively determined by agreement between the metropolitan planning organization and the Governor under 23 CFR §450.312 as the subject area for conducting the metropolitan planning process as required by 23 USC §134 and 49 USC §§5303-5306.
- E. **Metropolitan Planning Organization (MPO)** – The policy-making body, often referred to as the policy board, policy committee, or regional transportation council designated under 23 USC §134, 49 USC §5303, and Texas Transportation Code §472.031, responsible for overseeing the metropolitan transportation planning process, establishing overall transportation policy for the MPO, and making necessary approvals. The MPO consists of governmental agencies and any additional agencies or organizations added, as specified in the MPO's bylaws, as amended.
- F. **Nonattainment Area** – A geographic area as defined in 42 USC §7501 under section 107 of the Clean Air Act that does not meet the national primary or secondary ambient air quality standard for the air pollutant for which a national ambient air quality standard exists.
- G. **MPO Director** – The MPO's lead staff member responsible for overseeing the planning process and implementing the MPO's goals and policies. This role includes supporting and reporting to the MPO governing body, as well as interacting with local, state, and federal agencies. The MPO Director may also be referred to as the Executive Director or a similar title, as specified in the MPO bylaws, as amended.
- H. **Pass-Through Entity** – A non-federal entity that provides a Subaward to a Subrecipient to carry out part of a federal program as defined in 2 CFR §200.1, as amended.
- I. **State Fiscal Year** – A twelve-month period commencing on September 1 of each calendar year and ending on August 31 of the following calendar year, inclusive of both dates.

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- J. **Subaward** – As defined in 2 CFR §200.1, as amended, an award provided by a pass-through entity to a Subrecipient to carry out part of a federal award received by the pass-through entity. It does not include payments to a contractor, beneficiary, or participant. A Subaward may be provided through any form of legal agreement consistent with criteria in 2 CFR §200.331, including an agreement the pass-through entity considers a contract.
- K. **Subcontractor** – An entity that receives a subcontract.
- L. **Subrecipient** – As defined in 2 CFR §200.1, as amended, a non-federal entity that receives a Subaward from a pass-through entity to carry out part of a federal program; but does not include an individual that is a beneficiary of such program. A Subrecipient may also be a recipient of other federal awards directly from a federal awarding agency.
- M. **Transportation Management Area (TMA)** – An urban area with a population over 200,000, as defined by the Bureau of the Census and designated by the Secretary of the U.S. Department of Transportation (USDOT), or upon special request from the Governor and the MPO designated for the area as described in 49 USC 5303(k), as amended.
- N. **Transportation Planning Funds (TPF)** – In accordance with 23 CFR Part 420, FHWA Metropolitan Planning (PL-112) funds and Federal Transit Administration (FTA) Section 5303 (§5303) funds provided by the Department to MPOs to carry out metropolitan planning provisions under 23 USC §134. TPF are allocated through a distribution formula developed by the Department and approved by FHWA. At the federal level, TPF are referred to as Consolidated Planning Grants.

Article 2. Agreement Period

- A. This Agreement becomes effective when signed by all parties making the agreement fully executed. The Department shall not continue its obligation to the MPO under this agreement if: the MPO designation is withdrawn by the Governor; federal funds cease to become available; or the agreement is superseded, terminated, or expired.
- B. This Agreement expires on **August 31, 2031**. No fewer than one hundred and twenty (120) days before the expiration date, the Department may, at its sole discretion, exercise in writing an option to extend the agreement by a period of no more than two years. The Department may exercise this option no more than two times. If all terms and conditions of this agreement remain viable and no amendment to the existing agreement or new agreement is required, a letter from the Department to the MPO shall constitute renewal of this agreement subject to all terms and conditions specified in this agreement. However, an amendment or a new agreement may be executed, if necessary.

Article 3. Sole Agreement

This Agreement constitutes the sole and only agreement between the parties and supersedes any prior understandings or written or oral agreements between the parties respecting the subject matter of this Agreement.

Article 4. Responsibilities of the Department

The responsibilities of the Department are as follows:

- A. Assist in the development of the Unified Planning Work Program (UPWP), approve the format of work programs submitted by the MPO, and, where required by federal law or regulation, monitor the MPO's performance of activities and expenditure of funds under a UPWP. Where monitoring is not required, the Department is responsible for reviewing the

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MPO's activities and expenditure of funds and will comment on and make suggestions relating to those activities and expenditures.

- B. Develop a timeline for development of the UPWP, Annual Performance and Expenditure Report (APER), and Transportation Improvement Program (TIP) by the MPO. In consultation with the MPOs, establish a standard format for each to be used by all MPOs in accordance with Texas Administrative Code (TAC), Title 43, §§16.52 and 16.101.
- C. Make available to the MPO its share of all TPF and provide any non-federal match authorized by the Texas Transportation Commission. The Department will distribute TPF to the MPO based on a formula developed by the Department, in consultation with the MPOs, and approved by FHWA, FTA, and other applicable federal agencies.
- D. Provide to the MPO, as appropriate, technical assistance and guidance for the collection, processing, and forecasting of socio-economic data needed for the development of traffic forecasts, plans, programs, and planning proposals within the MPA, including collecting, processing, and forecasting vehicular travel volume data in cooperation with the MPO, as appropriate.
- E. Jointly promote with the MPO the development of the intermodal transportation system within the MPA by identifying points in the system where access, connectivity, and coordination between the modes and inter-urban facilities would benefit the entire system.
- F. Share with the MPO information, data, and sources to assist the MPO in carrying out required planning activities, including but not limited to the development of financial plans and future funding estimates.
- G. Cooperatively develop and share information with the MPO related to transportation performance data, the selection of performance targets, the reporting of performance targets, tracking progress toward attainment of critical regional outcomes, and the collection of data for the State asset management plan for the National Highway System (NHS).
- H. Provide the MPO with an updated organizational chart reflecting any changes to, and contact information for, planning personnel assigned to support the MPO in a timely manner.
- I. Provide oversight in cooperation with the MPO on federal awards, including monitoring the activities of the MPO under federal awards to ensure compliance with all requirements and in meeting performance expectations.
- J. Ensure sufficient processes are in place to monitor Subrecipients in accordance with 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards. This includes:
 1. Evaluating Subrecipient's risk of non-compliance,
 2. Monitoring Subrecipient activities, and
 3. Verifying Subrecipients are audited as required by 2 CFR Part 200 and Article 12 (Single Audit Report) of this Agreement.
- K. Ensure that Subrecipients of federal funds comply with federal statutes, regulations, and the terms and conditions of the Subaward.
- L. Evaluate each Subrecipient's fraud risk and risk of noncompliance with a Subaward to determine the appropriate Subrecipient monitoring described in 2 CFR Part 200.

Article 5. Responsibilities of the MPO

The MPO is the policy-making body, often referred to as the policy board, policy committee, or regional transportation council as defined above, and is the organization created to ensure that the comprehensive performance-based multimodal transportation planning process is based on

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a continuing, cooperative, and comprehensive (commonly referred to as the 3C) planning process.

The responsibilities of the MPO are as follows:

- A. Ensure that all state and federally required metropolitan planning and programming activities are carried out in accordance with applicable laws and regulations, as amended, including but not limited to those set forth in:
 1. 23 USC §134. Metropolitan transportation planning
 2. 23 USC §135. Statewide and nonmetropolitan transportation planning
 3. 49 USC §5303. Metropolitan transportation planning
 4. 49 USC §5326. Transit asset management (c) Performance Measures and Targets
 5. 49 USC §5329. Public transportation safety program (d) Public Transportation Agency Safety Plan
 6. 23 CFR Part 420 Planning and Research Program Administration
 7. 23 CFR Part 450 Planning Assistance and Standards
 8. 23 CFR Part 490 National Performance Management Measures
 9. 43 TAC Part 1 Chapter 16 Subchapter B Transportation Planning, and Subchapter C Transportation Programs
 10. Transportation Code §201.9911 Planning Organization 10-Year Plan
- B. Use funds provided in accordance with this Agreement to develop and maintain a comprehensive regional transportation planning program, including but not limited to the development of financial plans, in accordance with federal and state laws and regulations, including the requirements of the Texas Comptroller of Public Accounts Texas Grant Management Standards (TxGMS).
- C. To prevent plan or program lapses and meet update frequencies or schedules, the MPO shall initiate development well in advance of lapse dates. Furthermore, the MPO shall coordinate with the Department, notify them and their stakeholders of any anticipated lapse dates, and implement corrective actions to mitigate or prevent impacts due to delays.
- D. Produce the following, as applicable, in coordination with the Department ensuring adherence to applicable requirements and regulations in a professional, orderly, and timely manner accurately reflecting high standards of work:
 1. Metropolitan Transportation Plan (MTP)
 2. 10-Year Transportation Plan
 3. Transportation Improvement Program (TIP)
 4. Unified Planning Work Program (UPWP)
 5. Public Participation Plan (PPP)
 6. Congestion Management Process (CMP), if the MPO is within a Transportation Management Area (TMA)
 7. MPA boundary designation
 8. Other planning documents as may be required by the Department or state or federal laws or regulations
- E. Produce or develop the following, as applicable, in coordination with the Department in a professional, orderly, and timely manner accurately reflecting high standards of work:
 1. Annual Listing of Obligated Projects (ALOP or APL)
 2. Annual Performance and Expenditures Report (APER)

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3. Congestion Mitigation and Air Quality Improvement Program (CMAQ) Annual Report, if applicable
 4. Transportation Alternatives Annual Report, if applicable
 5. Performance Measures targets, which may include adoption of the State's targets or MPO specific targets
 6. Other reports as may be required by the Department or state or federal laws or regulations
- F. Provide an explanation in the APER if task expenditures exceed or fall short of the budgeted task amount by twenty-five percent (25%) or more.
 - G. Provide planning policy direction to the MPO director, as the lead MPO staff person, and ensure MPO duties are carried out in a cooperative manner.
 - H. Assemble and maintain an adequate, competent staff, including an MPO director, with the knowledge, skills, abilities, and experience to perform all MPO activities required by law. The MPO shall provide the Department with an updated organizational chart and contact information following any lead personnel changes in a timely manner.
 - I. Ensure accurate charging, including MPO staff hours, vacation, sick and other forms of paid leave.
 - J. Exercise the authority to appoint, direct, evaluate, and relinquish duties of the MPO director in accordance with the MPO bylaws and this Agreement. If the MPO bylaws do not address this responsibility, this Agreement shall take precedence. If the MPO bylaws assign this responsibility to a different entity, the MPO bylaws shall prevail.
 - K. Forecast, collect, and maintain appropriate socio-economic, roadway, and travel data on a timely basis, in cooperation with the Department.
 - L. Share information and resources with the Department and appropriate stakeholders concerning transportation planning issues.
 - M. Participate in other related planning efforts and studies with the Department and other regional partners.
 - N. Ensure the settlement of all contractual and administrative issues arising out of procurement entered into in support of work under this Agreement.
 - O. Monitor the activities of the MPO staff and Subcontractors under the federal award to ensure compliance with all requirements and performance expectations.

Article 6. Responsibilities of the Fiscal Agent

The responsibilities of the Fiscal Agent are as follows:

- A. Maintain required accounting records for state and federal funds consistent with federal and state record retention requirements.
- B. Make available funding approved in the UPWP to ensure the MPO can fulfill its obligations in this Agreement.
- C. Provide human resource services to the MPO in a timely manner to ensure the MPO can fulfill its obligations in this agreement.
- D. Provide benefits for the MPO staff that shall be the same as the Fiscal Agent normally provides its own employees; or as determined through an agreement between the MPO and the Fiscal Agent. Costs incurred by the Fiscal Agent for these benefits may be reimbursed by the MPO, in accordance with federal and state laws, rules, and regulations.

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- E. Establish procedures and policies for procurement and purchasing by or for the MPO, in cooperation with the MPO, and subject to prior approval by the Department, including any subsequent updates.

Article 7. Unified Planning Work Program (UPWP)

- A. The MPO shall annually or biennially develop and submit an approved UPWP and any subsequent amendments to the Department that meet federal and state requirements in accordance with the Department's established format and timeline.
- B. A UPWP submitted in a format other than the standard format developed by the Department will not be approved.
- C. Failure to adhere to the timeline developed by the Department may result in a delay in the authorization for the MPO to incur costs.
- D. The UPWP shall include:
 - 1. Goals, objectives, and tasks required by each of the agencies involved in the metropolitan transportation planning process.
 - 2. Transportation planning work tasks to be funded by federal, state, or local planning funds.
 - 3. A description of all planning work within the MPA and the resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds for a period of one (1) year or two (2) years unless otherwise agreed to by the Department and the MPO. The UPWP shall reflect only that work that can be accomplished during the time period of the UPWP.
- E. The MPO may engage with other agencies, non-profit organizations, or contractors for specific UPWP elements pursuant to 23 CFR Part 450.
- F. The use of MPO staff time in a UPWP product or task shall be clearly described in the UPWP, accounting for administrative tasks with details for staff roles and responsibilities.
- G. The MPO shall approve the UPWP and any subsequent revisions, and shall not delegate the approval authority, except for corrective actions. Corrective actions are those that do not change the scope of work, result in an increase or decrease in the amount of task funding, or affect the overall budget. Examples of corrective actions include typographical, grammatical, or syntax corrections.
- H. The effective date of each UPWP will be October 1st of each year or the date of approval from the appropriate oversight agency, whichever occurs later. On that date, the UPWP shall constitute a new federal project and shall supersede the previous UPWP.
- I. The MPO shall not incur any costs for work outlined in the UPWP or any subsequent amendments (i.e., adding new work tasks or changing the scope of existing work tasks) prior to receiving approval from the Department. Any costs incurred prior to receiving Department approval or not included in the approved UPWP are not eligible for reimbursement from TPF.
- J. The use of TPF shall be limited to transportation planning activities affecting the transportation system within the boundaries of a designated MPA. Costs incurred for transportation planning activities outside the boundaries of a designated MPA are not eligible for reimbursement unless an MPO determines that data collection and analysis activities relating to land use, demographics, or traffic or travel information conducted outside its boundaries affects the transportation system within its boundaries and the activities are specifically identified in the MPO's approved UPWP.

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- K. The use of TPF is limited to corridor/subarea level planning or multimodal or system-wide transit planning studies. Major investment studies and environmental studies are considered corridor level planning. Use of TPF by the MPO for engineering plans, specifications, and estimates (PS&E) and construction administration is not allowed unless otherwise authorized by federal law or regulation and in cooperative agreement with the Department.
- L. Costs incurred by the MPO shall not exceed the total budgeted amount of the UPWP without prior approval of the MPO and the Department. Costs incurred on individual work tasks shall not exceed that task budget by twenty-five percent (25%) without prior approval of the MPO and the Department. If the costs exceed 25% of the task budget, the UPWP shall be revised, approved by the MPO, and submitted to the Department for approval.
- M. Travel outside the State of Texas by MPO staff and other agencies participating in the MPO planning process must be approved by the Department if funded with TPF. The MPO must receive approval prior to incurring any costs associated with the actual travel (e.g., registration fee). This provision will not apply if the travel is at the request of the Department. Travel to the State of Arkansas by the Texarkana MPO staff and travel to the State of New Mexico by the El Paso MPO staff shall be treated as in-state travel if applicable.
- N. The cost of travel incurred by elected officials serving on the MPO for MPO-related business is eligible for reimbursement with TPF.
- O. The Department closely monitors progress of the UPWP. If the Department finds that the MPO is not making adequate progress toward fulfilling the work program, it may request mitigating actions.
- P. Should any conflict be discovered between the terms of this agreement and the UPWP, the terms of this Agreement shall prevail.

Article 8. Compensation

The Department's reimbursement of any cost incurred under this Agreement is contingent upon all of the following:

- A. Federal funds are available to the Department in a sufficient amount for making payments.
- B. The incurred cost is authorized in the UPWP. The maximum amount payable under this Agreement shall not exceed the total budgeted amount.
- C. The cost has actually been incurred by the MPO and meets the following criteria:
 - 1. Is verifiable from MPO records;
 - 2. Is not included as match funds for any other federally assisted program;
 - 3. Is necessary and reasonable for the proper and efficient accomplishment of program objectives;
 - 4. Is allowable under 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, and the state's TxGMS; and
 - 5. Is not paid by the Department or federal government under another assistance program unless authorized to be used as match under the other federal or state agreement and the laws and regulations to which it is subject.
- D. After October 1st of each year, the Department will issue a work order to the MPO establishing the effective date of work and the total funds authorized. If the UPWP is subsequently revised, necessitating a revision to the original work order, or the Department deems a revision necessary, a revised work order may be issued at any time throughout the federal fiscal year. If the amount in the UPWP differs from the amount in the work order, the amount in the work order prevails.

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- E. The MPO is authorized to submit requests for reimbursement (RFR) of authorized costs incurred under this Agreement no more than fifteen (15) times a year and no less than monthly as expenses occur. Each RFR shall be submitted in a manner and format specified to the Department. An RFR submitted in a format other than the standard format developed by the Department will not be accepted.
- F. The MPO shall submit the final RFR from the previous federal fiscal year to the Department no later than ninety (90) days after the end of the federal fiscal year. Any RFRs submitted more than ninety (90) days after the end of the fiscal year in which the funds have been de-obligated will be processed against the current federal fiscal year's UPWP.
- G. Reimbursement of costs is contingent upon compliance with the terms of Article 5 (Responsibilities of the MPO) of this Agreement. Noncompliance may result in cancellation of authorized work and suspension of reimbursements after a thirty (30) day notification by the Department to the MPO.
- H. A compliant RFR shall be reimbursed by the Department to the MPO within fifteen (15) business days of submission.
- I. If corrections are needed to the RFR, including but not limited to mistakes or missing information, the Department will notify the MPO that the RFR has been rejected and provide an explanation within fifteen (15) business days of submission. The Department may coordinate with the MPO to resolve any discrepancies or inconsistencies.
- J. A corrected invoice for an RFR that was previously submitted, whether the original RFR was rejected or under review, will restart the fifteen (15) business day review period for the Department to reimburse an MPO.
- K. The MPO shall be responsible for any funds determined to be ineligible for federal reimbursement and shall reimburse the Department the amount of those funds previously provided to it by the Department.
- L. The Department's acceptance of an invoice does not constitute approval or acceptance of work performed nor work products.

Article 9. Procurement and Property Management Standards

- A. The parties to this Agreement shall adhere to the procurement standards in 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, and to the state's TxGMS. The Department must pre-approve the MPO's procurement procedures for purchases to be eligible for state or federal funds.
- B. The MPO agrees to comply with applicable Build America, Buy America requirements set forth in the Infrastructure Investment and Jobs Act (Pub. Law 117-58), 23 USC §313, 23 CFR §635.410, 49 CFR Part 661, and 2 CFR Part 184, Buy America Preferences for Infrastructure Projects.
- C. The Subrecipient shall pay invoices to vendors within thirty (30) days of receipt in accordance with Texas Government Code §2251.021.

Article 10. Subcontracts

- A. Any subcontract for services in implementing any tasks specified in the UPWP, rendered by individuals or organizations not a part of the MPO, shall not be executed without prior authorization and approval of the subcontract by the Department and, when federal funds are involved, the USDOT. All work in the subcontract is subject to the state's TxGMS. If the work for the subcontract is authorized in the current approved UPWP, and if the MPO's

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procurement procedures for negotiated contracts have been approved by the Department either directly or through self-certification by the MPO, the subcontract shall be deemed to be authorized and approved, provided that the subcontract includes all provisions required by the Department and the USDOT.

- B. Subcontracts exceeding \$10,000 shall contain all required provisions of this Agreement.
- C. No subcontract will relieve the MPO of its responsibility under this Agreement.
- D. Subcontractors shall comply with the Fiscal Agent procurement policy and requirements of 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

Article 11. Federal Funding Accountability and Transparency Act Requirements

- A. Any recipient of funds under this Agreement agrees to comply with the Federal Funding Accountability and Transparency Act and implementing regulations at 2 CFR Part 170, Reporting Subaward and Executive Compensation Information.
- B. The MPO or Fiscal Agent, as applicable, agrees that it shall annually obtain and provide to the Department a Unique Entity Identifier (UEI), or the Entity ID, a unique twelve-character alphanumeric ID that allows the federal government to track the distribution of federal money.

Article 12. Single Audit Report

- A. The parties shall comply with the single audit report requirements stipulated in 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.
- B. If threshold expenditures of \$1,000,000 or more are met during the federal fiscal year, the MPO must submit a Single Audit Report and Management Letter (if applicable) to the Department's Compliance Division, 125 East 11th Street, Austin, TX 78701 or contact the Department's Compliance Division by email at singleaudits@txdot.gov.
- C. If expenditures are less than the threshold during the federal fiscal year, the MPO must submit a statement to the Department's Compliance Division as follows: "We did not meet the \$1,000,000 expenditure threshold and therefore, are not required to have a single audit performed for FY _____."
- D. For each year the UPWP remains open for federal funding expenditures, the MPO will be responsible for filing a report or statement as described above. The required annual filing shall extend throughout the life of this Agreement, unless otherwise amended or the UPWP has been formally closed out and no charges have been incurred within the current federal fiscal year.

Article 13. Inspection of Work and Retention of Documents

- A. The Department, and USDOT when federal funds are involved, and their authorized representatives shall have the right at all reasonable times to inspect or otherwise evaluate the work performed or being performed under this Agreement and the premises on which it is being performed.
- B. If any inspection or evaluation is made on the premises of the MPO or a Subcontractor, the MPO shall provide or require its Subcontractor to provide all reasonable facilities and assistance for the safety and convenience of the inspectors in the performance of their

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duties. All inspections and evaluations shall be performed in a manner that will not unduly delay the work.

- C. The MPO agrees to maintain all books, documents, papers, computer generated files, accounting records, and other evidence pertaining to costs incurred and work performed under this Agreement and shall make those materials available at its office during the time period covered and for seven (7) years from the date of final payment under the UPWP, or as required under the Texas State Records Retention Schedule, as amended. A state record may not be destroyed if its retention period has expired or expires during any litigation, claim, negotiation, audit, public information request, administrative review, or other action involving the record; its destruction shall not occur until the completion of the action and the resolution of all issues. Within fifteen (15) business days of receiving notice from the Department, these materials shall be made available for inspection by the Department, the USDOT, the Office of the Inspector General of the USDOT, and any of their authorized representatives for the purpose of making audits, examinations, excerpts, and transcriptions.
- D. The state auditor may conduct an audit or investigation of any entity receiving funds from the Department directly under this Agreement or indirectly through a subcontract under this Agreement. Acceptance of funds directly under this agreement or indirectly through a subcontract under this agreement acts as acceptance of the authority of the state auditor, under the direction of the legislative audit committee, to conduct an audit or investigation in connection with those funds. An entity that is the subject of an audit or investigation must provide the state auditor with access to any information the state auditor considers relevant to the investigation or audit under the state's TxGMS.

Article 14. Non-Collusion

The MPO shall warrant that it has not employed or retained any company or person, other than a bona fide employee working for the MPO, to solicit or secure this Agreement, and that it has not paid or agreed to pay any company or person, other than a bona fide employee working for the MPO, any fee, commission, percentage, brokerage fee, gift, or any other consideration contingent upon or resulting from the award or making of this agreement. If the MPO breaches or violates this warranty, the Department shall have the right to annul this Agreement without liability or, in its discretion, to deduct from the Agreement price or consideration, or otherwise recover the full amount of the fee, commission, brokerage fee, gift, or contingent fee.

Article 15. Force Majeure

Except with respect to defaults of Subcontractors, the MPO shall not be in default by reason of failure in performance of this Agreement in accordance with its terms (including any failure by the MPO to progress in the performance of the work) if that failure arises out of causes beyond the control, and without the fault or negligence, of the MPO. Those causes may include, but are not limited, to acts of God or of the public enemy, fires, floods, epidemics, quarantine restrictions, strikes, freight embargoes, and unusually severe weather. In every case, however, the failure to perform must be beyond the control and without the fault or negligence of the MPO.

Article 16. Remedies

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This Agreement shall not be considered as specifying the exclusive remedy for any dispute, but all remedies existing at law and in equity may be availed of by either party and shall be cumulative.

Article 17. Gratuities

- A. Employees of the Department or the MPO shall not accept any benefits, gifts, or favors from any person doing business with, or who may do business with the Department or the MPO under this Agreement.
- B. Any person doing business with, or who may do business with the Department or the MPO under this Agreement, may not make any offer of benefits, gifts, or favors to the Department or the MPO employees. Failure on the part of the Department or the MPO to adhere to this policy may result in termination of this Agreement.

Article 18. Compliance with Laws

The parties to this Agreement shall comply with all applicable federal and state laws, statutes, rules, and regulations, as well as the orders and decrees of any courts or administrative bodies or tribunals, as may be amended from time to time, in any matter affecting the performance of this Agreement. This includes, but is not limited to, compliance with workers' compensation laws, minimum and maximum salary and wage statutes and regulations, licensing laws and regulations, civil rights compliance, nondiscrimination, and equal opportunity statutes and authorities. When required, the MPO shall furnish the Department with satisfactory proof of its compliance.

Article 19. Debarment Certifications

The MPO is prohibited from making any award or permitting any award at any tier to any party that is debarred, suspended, or otherwise excluded from or ineligible for participation in federal assistance programs under Executive Order 12549, Debarment and Suspension. By executing this Agreement, the MPO certifies that it is not currently debarred, suspended, or otherwise excluded from or ineligible for participation in federal assistance programs and further certifies that it will not do business with any party that is currently debarred, suspended, or otherwise excluded from or ineligible for participation in federal assistance programs. The MPO shall require any party to a subcontract or purchase order awarded under this agreement as specified in 49 CFR Part 29 (Debarment and Suspension) to certify its eligibility to receive federal funds and, when requested by the Department, to furnish a copy of the certification. The MPO shall verify with the Comptroller of Public Accounts and System for Award Management (SAM.gov) that vendors are not suspended or debarred before executing the contract.

Article 20. Disadvantaged Business Enterprise (DBE) Program Requirements

If federal funds are used:

- A. As applicable, the parties shall comply with the Disadvantaged Business Enterprise Program requirements established in 49 CFR Part 26.
- B. As applicable, the MPO shall incorporate into its contracts with Subcontractors a DBE goal consistent with the State's DBE goal and in consideration of the local market, project size, and nature of the goods or services to be acquired. As applicable, the MPO shall submit its proposed scope of services and quantity estimates to the State to allow the State to

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establish a DBE goal for each MPO contract with a Subcontractor. As applicable, the MPO shall be responsible for documenting its DBE actions.

- C. The MPO shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any contract or, as applicable, in the administration of its DBE program. The MPO shall take all necessary and reasonable steps to ensure non-discrimination in award and administration of subcontracts. The State's DBE program, as applicable, is incorporated by reference in this Agreement. Implementation of this program is a legal obligation. As applicable, failure to comply shall be treated as a violation of this Agreement. Upon notification to the MPO of its failure to carry out its approved program, the State may impose sanctions as provided for under 49 CFR Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 USC §1001 and the Program Fraud Civil Remedies Act of 1986 (31 USC §3801 et seq.).
- D. Each contract the MPO signs with a Subcontractor (and each subcontract the prime contractor signs with a Subcontractor) must include the following assurance: *The Subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The Subcontractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of USDOT-assisted contracts. Failure by the Subcontractor to carry out these requirements is a material breach of this Agreement, which may result in the termination of this Agreement or such other remedy as the recipient deems appropriate.*

Article 21. Environmental Protection and Energy Efficiency

- A. The MPO agrees to comply with all applicable standards, orders, or requirements issued under Section 306 of the Clean Air Act, 42 USC §7602; Section 508 of the Clean Water Act 33 USC §1368; Executive Order 11738 and Title 40 CFR, "Protection of Environment." The MPO further agrees to report violations to the Department.
- B. The MPO agrees to recognize standards and policies relating to energy efficiency that are contained in the State energy conservation plan issued in compliance with the Energy Policy and Conservation Act (Pub. L. 94-163).

Article 22. Lobbying Certification

In executing this Agreement, each signatory certifies to the best of that signatory's knowledge and belief, that:

- A. No federal appropriated funds have been paid, or will be paid, by or on behalf of the parties to any person for influencing, or attempting to influence, an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
- B. If any funds other than federal appropriated funds have been paid, or will be paid to, any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with federal contracts, grants, loans, or cooperative agreements, the signatory for the MPO shall complete and submit the Federal Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

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- C. The parties shall require that the language of this certification shall be included in the award documents for all Subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and all Subrecipients shall certify and disclose accordingly. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 USC §1352. Any person who fails to file the required certification shall be subject to a civil penalty.

Article 23. Distribution of Products

- A. The MPO shall provide a number of copies to be specified by the Department of all information, reports, proposals, brochures, summaries, written conclusions, graphic presentations, and similar materials developed by the MPO and financed, in whole or in part, as provided in this Agreement. All reports published by the MPO shall contain the following prominent credit reference to the Department, USDOT, FHWA, and FTA:
Prepared in cooperation with the Texas Department of Transportation and the U.S. Department of Transportation, Federal Highway Administration, and Federal Transit Administration. The preparation of this document was financed in part through grants from the U.S. Department of Transportation. The content of the document does not necessarily reflect the official views or policy of the U.S. Department of Transportation, Federal Highway Administration, Federal Transit Administration, or the Texas Department of Transportation. Acceptance of this document does not constitute a commitment on the part of any federal or state agency to participate in the development depicted therein nor does it indicate that any proposed development is environmentally acceptable in accordance with public laws.
- B. Upon termination of this Agreement, all documents prepared by the MPO during the term of this Agreement, or furnished to the MPO by the Department, shall upon request be delivered to the Department. All documents, photographs, calculations, programs, and other data prepared or used under this Agreement may be used by the Department without restriction or limitation of further use.

Article 24. Copyrights

The Department and the USDOT shall, with regard to any reports or other products produced under this Agreement, reserve a royalty-free, nonexclusive and irrevocable right to reproduce, publish, or otherwise use, and to authorize others to use the work for government purposes.

Article 25. Indemnification

- A. To the extent permitted by state law, the MPO and the Fiscal Agent shall indemnify and hold harmless the Department and its officers and employees from all claims and liability that are due to activities of the MPO, the Fiscal Agent, its agents, or its employees performed under this agreement and that are caused by or result from error, omission, or negligent act of the MPO or of any person employed by the MPO.
- B. To the extent permitted by state law, the MPO and the Fiscal Agent shall indemnify and hold harmless the department from any and all expense, including but not limited to, attorney fees that may be incurred by the Department in litigation or otherwise resisting claims or liabilities that may be imposed on the Department as a result of the activities of the MPO, its agents, or its employees.
- C. To the extent permitted by state law, the Department shall indemnify and hold harmless the MPO, the Fiscal Agent, agents, officers, and employees from all claims and liability that are

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due to activities of the Department, its agents, or employees performed under this agreement and that are caused by or result from error, omission, or negligent act of the Department or of any person employed by the Department.

- D. To the extent permitted by state law, the Department shall indemnify and hold harmless the MPO and the Fiscal Agent, agents, officers, and employees from all claims and liability that are due to activities of the from any and all expense, including but not limited to, attorney fees that may be incurred by the MPO or the Fiscal Agent, agents, officers, and employees from all claims and liability that are due to activities of the in litigation or otherwise resisting claims or liabilities that may be imposed on the MPO or its fiscal agent as a result of the activities of the Department, its agents, or employees.

Article 26. Legal Construction

In case any one or more of the provisions contained in this Agreement shall for any reason be held to be invalid, illegal, or unenforceable in any respect, that invalidity, illegality, or unenforceability shall not affect any other provisions and this Agreement shall be construed as if it did not contain the invalid, illegal, or unenforceable provision.

Article 27. Termination

- A. The Department may terminate this Agreement at any time before the date of completion if the Governor withdraws designation of the MPO.
- B. The Department or the MPO may terminate this Agreement if either party fails to comply with the conditions of the Agreement. The Department, the MPO, or the Fiscal Agent shall give written notice to all parties at least ninety (90) days prior to the effective date of termination and specify the effective date of termination.
- C. The Department may terminate this Agreement for any reason upon ninety (90) days' notice to the MPO and the Fiscal Agent.
- D. The parties to this Agreement may terminate this Agreement when its continuation would not produce beneficial results commensurate with the further expenditure of funds. In this event, the parties shall agree upon the termination conditions.
- E. Upon termination of this Agreement, whether for cause or at the convenience of the parties, all finished or unfinished documents, data, studies, surveys, reports, maps, drawings, models, photographs, etc., prepared by the MPO shall, at the request of the Department, be delivered to the Department within ninety (90) days.
- F. The Department shall reimburse the MPO for those eligible expenses incurred during the Agreement period that are directly attributable to the completed portion of the work covered by this Agreement, provided that the work has been completed in a manner satisfactory and acceptable to the Department. The MPO shall not incur new obligations for the terminated portion after the effective date of termination.

Article 28. Successors and Assigns

No party shall assign or transfer its interest in this Agreement without written consent of the other parties.

Article 29. Amendments

Any change to one or more of the terms and conditions of this Agreement shall not be valid unless made in writing and agreed to by all parties before the change is implemented.

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Article 30. Notices

All notices to any party by the other parties required under this Agreement shall be delivered personally or sent by certified or U.S. mail, postage prepaid, addressed to the party at the following addresses:

MPO:	Rick Bailey, Chair Regional Transportation Council 616 Six Flags Drive Arlington, TX 76011
Fiscal Agent:	North Central Texas Council of Governments 616 Six Flags Drive Arlington, TX 76011
Department:	Director, Transportation Planning & Programming Division Texas Department of Transportation 125 E. 11 th Street Austin, Texas 78701

All notices shall be deemed given on the date delivered or deposited in the mail, unless otherwise provided in this Agreement. Any party may change the above address by sending written notice of the change to the other parties. Any party may request in writing that notices shall be delivered personally or by certified U.S. mail, and that request shall be honored and carried out by the other parties.

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Article 31. Signatory Warranty

Each signatory warrants that the signatory has necessary authority to execute this Agreement on behalf of the entity represented.

THIS AGREEMENT IS EXECUTED by the Department, the MPO, and the Fiscal Agent in triplicate.

THE MPO

THE FISCAL AGENT

Signature

Rick Bailey
Typed or Printed Name

Policy Board Chair

Date

Signature

Typed or Printed Name

Title

Date

THE DEPARTMENT

Signature

Humberto Gonzalez, Jr., P.E., M.B.A
Typed or Printed Name

Director, Transportation Planning and
Programming Division
Texas Department of Transportation
Title

Date

STATE OF TEXAS §

COUNTY OF TRAVIS §

Red Text – Additions or modifications to existing language.**Green Text** – language that's been moved from another section.**Yellow Highlight** – new language in 2026 Agreement.**AGREEMENT WITH METROPOLITAN PLANNING ORGANIZATION AGREEMENT**

THIS AGREEMENT is made by and between the State of Texas, acting through the Texas Department of Transportation, called the ~~"Department,"~~ the Regional Transportation Council ~~as the Metropolitan Planning Organization (MPO) Policy Committee, called the "MPO Policy Committee",~~ and the North Central Texas Council of Governments, ~~which has been designated by the Governor of the State of Texas as the MPO of the Dallas-Fort Worth Arlington, Denton-Lewisville, and McKinney urbanized areas",~~ called the "MPO", which also serves as the Fiscal Agent for the MPO.

WITNESSETH**WITNESSETH**

WHEREAS, 23 United States Code (USC) §134 and 49 USC §5303 require that MPOs, in cooperation with the Department and transit agencies, develop transportation plans and programs for ~~urbanized~~ urban areas of the State; and

WHEREAS, 23 Code of Federal Regulations (CFR) §450.314 requires the MPO, State, and public transportation operators within each metropolitan planning area (MPA) to enter into a written agreement to clearly identify the responsibilities of the parties in carrying out the metropolitan planning process; and

WHEREAS, 23 USC §104(d) authorizes Metropolitan Planning funds and 49 USC §5305 authorizes funds to be made available to MPOs ~~designated by the Governor~~ to support the urban transportation planning process; and

WHEREAS, the Department participates in the Consolidated Planning Grant program in which federal transit planning funds authorized under 49 USC §5305 are transferred to the Federal Highway Administration, (FHWA), combined with additional federal funds, and distributed to the state as a single distribution; and

WHEREAS, the federal share payable for authorized activities using the Consolidated Planning Grant funds, also known as Transportation Planning Funds (TPF), is eighty percent (80%) of allowable costs; and

WHEREAS, Texas Transportation Code §221.003 authorizes the Department to expend federal and state funds for improvements to the state highway system; and

WHEREAS, Texas Transportation Code §201.703 authorizes the Department to expend federal funds and to provide state matching funds for allowable costs necessary for the improvement of roads not in the state highway system; and

WHEREAS, this agreement outlines the requirements and responsibilities of the parties for federal reimbursement using ~~Consolidated Planning Grant funds~~ TPF and other federal transportation funds that may be used for planning (e.g., Surface Transportation Program, National Highway System, Congestion Mitigation and Air Quality, etc.); and

~~WHEREAS, the Governor of the State of Texas and the North Central Texas Council of Governments have executed an agreement pursuant to the MPO designation; and~~

WHEREAS, an area equal to or larger than the above-mentioned ~~urbanized~~urban area(s) has been delineated in accordance with federal and state guidelines where required metropolitan transportation planning activities may take place; and

WHEREAS, 23 ~~Code of Federal Regulations (CFR)~~ §420.117(a)117 requires that in accordance with 49 CFR §18.40, the Department shall monitor all activities performed by its staff or by ~~sub-~~recipientsSubrecipients with ~~Federal Highway Administration (FHWA)~~ planning and research funds to assure that the work is being managed and performed satisfactorily and that time schedules are being met; and

NOW, THEREFORE, it is agreed as follows:

AGREEMENT

AGREEMENT

Article 1. Definitions

- A. Department – Texas Department of Transportation acting on behalf of the State of Texas.
- B. Federal Fiscal Year – A twelve-month period commencing on October 1 of each calendar year and ending on September 30 of the following calendar year, inclusive of both dates.
- C. Fiscal Agent – The third-party entity that accepts and is responsible for providing various financial, grants, and administrative duties on behalf of the MPO.
- D. Metropolitan Planning Area (MPA) – The geographic area and boundaries cooperatively determined by agreement between the metropolitan planning organization and the Governor under 23 CFR §450.312 as the subject area for conducting the metropolitan planning process as required by 23 USC §134 and 49 USC §§5303-5306.
- E. Metropolitan Planning Organization (MPO) – The policy-making body, often referred to as the policy board, policy committee, or regional transportation council designated under 23 USC §134, 49 USC §5303, and Texas Transportation Code §472.031, responsible for overseeing the metropolitan transportation planning process, establishing overall transportation policy for the MPO, and making necessary approvals. The MPO consists of governmental agencies and any additional agencies or organizations added, as specified in the MPO's bylaws, as amended.
- F. Nonattainment Area – A geographic area as defined in 42 USC §7501 under section 107 of the Clean Air Act that does not meet the national primary or secondary ambient air quality standard for the air pollutant for which a national ambient air quality standard exists.
- G. MPO Director – The MPO's lead staff member responsible for overseeing the planning process and implementing the MPO's goals and policies. This role includes supporting and reporting to the MPO governing body, as well as interacting with local, state, and federal agencies. The MPO Director may also be referred to as the Executive Director or a similar title, as specified in the MPO bylaws, as amended.
- H. Pass-Through Entity – A non-federal entity that provides a Subaward to a Subrecipient to carry out part of a federal program as defined in 2 CFR §200.1, as amended.
- I. State Fiscal Year – A twelve-month period commencing on September 1 of each calendar year and ending on August 31 of the following calendar year, inclusive of both dates.
- J. Subaward – As defined in 2 CFR §200.1, as amended, an award provided by a pass-through entity to a Subrecipient to carry out part of a federal award received by the pass-through entity. It does not include payments to a contractor, beneficiary, or participant. A Subaward may be provided through any form of legal agreement consistent with criteria in 2 CFR §200.331, including an agreement the pass-through entity considers a contract.
- K. Subcontractor – An entity that receives a subcontract.

Commented [EB1]: New Article in 2026 Agreement.

- L. **Subrecipient** – As defined in 2 CFR §200.1, as amended, a non-federal entity that receives a Subaward from a pass-through entity to carry out part of a federal program; but does not include an individual that is a beneficiary of such program. A Subrecipient may also be a recipient of other federal awards directly from a federal awarding agency.
- M. **Transportation Management Area (TMA)** – An urban area with a population over 200,000, as defined by the Bureau of the Census and designated by the Secretary of the U.S. Department of Transportation (USDOT), or upon special request from the Governor and the MPO designated for the area as described in 49 USC 5303(k), as amended.
- N. **Transportation Planning Funds (TPF)** – In accordance with 23 CFR Part 420, FHWA Metropolitan Planning (PL-112) funds and Federal Transit Administration (FTA) Section 5303 (§5303) funds provided by the Department to MPOs to carry out metropolitan planning provisions under 23 USC §134. TPF are allocated through a distribution formula developed by the Department and approved by FHWA. At the federal level, TPF are referred to as Consolidated Planning Grants.

Article 2. Agreement Period

- A. This ~~agreement~~Agreement becomes effective when signed by ~~the last party whose signing makes all parties making~~ the agreement fully executed. The Department shall not continue its obligation to the MPO under this agreement if: the ~~Governor's~~MPO designation ~~of the MPO is withdrawn; if by the Governor;~~ federal funds cease to become available; or ~~if the agreement is superseded, terminated as provided below, or expired.~~
- ~~B. This agreement~~Agreement expires on ~~September 30, 2024~~August 31, 2031. No fewer than one hundred and twenty
- B. (120) days before the expiration date, the Department may, at its sole discretion, exercise in writing an option to extend the agreement by a period of no more than two years. The Department may exercise this option no more than two times. If all terms and conditions of this agreement remain viable and no amendment to the existing agreement or new agreement is required, a letter from the Department to the MPO shall constitute renewal of this agreement subject to all terms and conditions specified in this agreement. However, an amendment or a new agreement may be executed, if necessary.

Article 3. Sole Agreement

This Agreement constitutes the sole and only agreement between the parties and supersedes any prior understandings or written or oral agreements between the parties respecting the subject matter of this Agreement.

Article 4. Responsibilities of the Department

The responsibilities of the Department are as follows:

- A. Assist in the development of the Unified Planning Work Program (UPWP), approve the format of work programs submitted by the MPO, and, where required by federal law or regulation, monitor the MPO's performance of activities and expenditure of funds under a UPWP. Where monitoring is not required, the Department is responsible for reviewing the MPO's activities and expenditure of funds, and will comment on and make suggestions relating to those activities and expenditures.
- B. Develop a ~~time line~~timeline for development of the UPWP, Annual Performance and Expenditure Report (APER), and Transportation Improvement Program (TIP) by the MPO, ~~and in.~~ In consultation with the MPOs, ~~shall develop~~establish a standard ~~UPWP~~ format for each to be used by all MPOs in accordance with Texas Administrative Code (TAC), Title 43, §§16.52 and 16.101.
- ~~C. Make available to the MPO its share of all federal metropolitan planning funds~~TPF and provide ~~the required~~any non-federal match ~~as~~ authorized by the Texas Transportation Commission.

- C. The Department will distribute ~~federal transportation planning funds~~ TPF to the MPO based on a formula developed by the Department, in consultation with the MPOs, and approved by FHWA, ~~the Federal Transit Administration (FTA),~~ and other applicable federal agencies.
- D. Provide to the MPO, as appropriate, technical assistance and guidance for the collection, processing, and forecasting of socio-economic data needed for the development of traffic forecasts, plans, programs, and planning proposals within the ~~metropolitan area~~ MPA, including collecting, processing, and forecasting vehicular travel volume data in cooperation with the MPO, as appropriate.
- E. Jointly promote ~~with the MPO~~ the development of the intermodal transportation system within the ~~metropolitan area~~ MPA by identifying points in the system where access, connectivity, and coordination between the modes and inter-urban facilities would benefit the entire system.
- F. Share with the MPO information, ~~data,~~ and ~~information~~ sources ~~concerning transportation~~ to assist the MPO in carrying out required planning issues that relate to this agreement activities, including but not limited to the development of financial plans and future funding estimates.
- G. Cooperatively develop and share information with the MPO related to transportation performance data, the selection of performance targets, the reporting of performance targets, ~~the reporting of performance to be used in tracking progress toward attainment of critical regional outcomes for the region of the MPO,~~ and the collection of data for the State asset management plan for the National Highway System (NHS).
- H. ~~Provide the MPO with an updated organizational chart reflecting any changes to, and contact information for, planning personnel assigned to support the MPO in a timely manner.~~
- I. ~~Provide oversight in cooperation with the MPO on federal awards, including monitoring the activities of the MPO under federal awards to ensure compliance with all requirements and in meeting performance expectations.~~
- J. ~~Ensure sufficient processes are in place to monitor Subrecipients in accordance with 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards. This includes:~~
- ~~1. Evaluating Subrecipient's risk of non-compliance,~~
 - ~~2. Monitoring Subrecipient activities, and~~
 - ~~3. Verifying Subrecipients are audited as required by 2 CFR Part 200 and Article 12 (Single Audit Report) of this Agreement.~~
- K. ~~Ensure that Subrecipients of federal funds comply with federal statutes, regulations, and the terms and conditions of the Subaward.~~
- L. ~~Evaluate each Subrecipient's fraud risk and risk of noncompliance with a Subaward to determine the appropriate Subrecipient monitoring described in 2 CFR Part 200.~~

Article 53. Responsibilities of the MPO

The MPO is ~~an~~ the policy-making body, often referred to as the policy board, policy committee, or regional transportation council as defined above, and is the organization created to ensure that ~~existing and future expenditures on the comprehensive performance-based multimodal transportation projects and programs are~~ planning process is based on a continuing, cooperative, and comprehensive (commonly referred to as the 3C) planning process.

The responsibilities of the MPO are as follows:

- A. ~~Document~~ Ensure that all state and federally required metropolitan planning and programming activities are carried out in a UPWP to indicate who will perform the work, the schedule for completing it, and all products that will be produced. In cooperation ~~accordance with the Department and public~~ applicable laws and regulations, as amended, including but not limited to those set forth in:
1. 23 USC §134. Metropolitan transportation operators as defined by planning
 2. 23 USC §135. Statewide and nonmetropolitan transportation planning
 3. 49 USC §5303. Metropolitan transportation planning
 4. 49 USC §5326. Transit asset management (c) Performance Measures and Targets
 5. 49 USC §5329. Public transportation safety program (d) Public Transportation Agency Safety Plan

Commented [EB2]: This article reflects the combining of multiple sections from the 2018 Agreement, including Article 4. Responsibilities of MPO Policy Committee Article 6. Responsibilities of MPO Transportation Planning Direct.

6. 23 CFR Part 420 Planning and Research Program Administration
- A.7. 23 CFR Part 450, the MPO must annually or bi-annually develop a UPWP that meets federal requirements: Planning Assistance and Standards
8. ~~Prepare and submit to the Department an annual performance and expenditure report of progress no later than December 31 of each year. A uniform format for the annual report will be established by the Department, in consultation with the MPOs.~~
8. 23 CFR Part 490 National Performance Management Measures
9. 43 TAC Part 1 Chapter 16 Subchapter B Transportation Planning, and Subchapter C Transportation Programs
10. Transportation Code §201.9911 Planning Organization 10-Year Plan
- C.B. Use funds provided in accordance with 43 Texas Administrative Code (TAC) §16.52 and Article 2 (Responsibilities of the Department) of this agreement~~this Agreement~~ to develop and maintain a comprehensive regional transportation planning program in conformity with, including but not limited to the development of financial plans, in accordance with federal and state laws and regulations, including the requirements of 23 USC §134, 49 USC §5303, and the Texas Comptroller of Public Accounts Uniform Texas Grant Management Standards (UGMSTxGMS).
- C. ~~Develop~~To prevent plan or program lapses and meet update frequencies or schedules, the MPO shall initiate development well in advance of lapse dates. Furthermore, the MPO shall coordinate with the Department, notify them and their stakeholders of any anticipated lapse dates, and implement corrective actions to mitigate or prevent impacts due to delays.
- D. Produce the following, as applicable, in coordination with the Department ensuring adherence to applicable requirements and regulations in a professional, orderly, and timely manner accurately reflecting high standards of work:
1. Metropolitan Transportation Plan (MTP),~~a)~~
 2. 10-Year Transportation Plan
 3. Transportation Improvement Program (TIP),~~and a UPWP for the Metropolitan~~
 4. Unified Planning Work Program (UPWP)
 5. Public Participation Plan (PPP)
 6. Congestion Management Process (CMP), if the MPO is within a Transportation Management Area (TMA)
 7. MPA, all of which are consistent with the Statewide Long-Range Transportation Plan (SLRTP), as boundary designation
 8. Other planning documents as may be required by the Department or state and/or federal law. At laws or regulations
- E. Produce or develop the following, as applicable, in coordination with the Department in a professional, orderly, and timely manner accurately reflecting high standards of work:
1. Annual Listing of Obligated Projects (ALOP or APL)
 2. Annual Performance and Expenditures Report (APER)
 3. Congestion Mitigation and Air Quality Improvement Program (CMAQ) Annual Report, if applicable
 4. Transportation Alternatives Annual Report, if applicable
 5. Performance Measures targets, which may include adoption of the State's targets or MPO specific targets
 6. Other reports as may be required by the Department or state or federal laws or regulations
- F. Provide an explanation in the APER if task expenditures exceed or fall short of the budgeted task amount by twenty-five percent (25%) or more.
- D.G. Provide planning policy direction to the MPO director, as the lead MPO staff person, and ensure MPO duties are carried out in a minimum, the MPO shall consider in their planning process the applicable factors outlined in 23-USC §134 cooperative manner.
- E.H. Assemble and maintain an adequate, competent staff, including an MPO director, with the knowledge, skills, abilities, and experience that will enable them to perform all appropriate MPO activities required by

law. The MPO shall provide the Department with an updated organizational chart and contact information following any lead personnel changes in a timely manner.

I. Ensure accurate charging, including MPO staff hours, vacation, sick and other forms of paid leave.

J. Exercise the authority to appoint, direct, evaluate, and relinquish duties of the MPO director in accordance with the MPO bylaws and this Agreement. If the MPO bylaws do not address this responsibility, this Agreement shall take precedence. If the MPO bylaws assign this responsibility to a different entity, the MPO bylaws shall prevail.

F.K. Forecast, collect, and maintain appropriate socio-economic, roadway, and travel data on a timely basis, in cooperation with the Department.

G. Prepare all required plans, programs, reports, data, and obtain required certifications in a timely manner.

H.L. Share information and resources with the Department and information sources appropriate stakeholders concerning transportation planning issues.

M. Exercise sole responsibility to hire, supervise, evaluate, and terminate the MPO Transportation Planning Director. Participate in other related planning efforts and studies with the Department and other regional partners.

N. Ensure the settlement of all contractual and administrative issues arising out of procurement entered into in support of work under this Agreement.

O. Monitor the activities of the MPO staff and Subcontractors under the federal award to ensure compliance with all requirements and performance expectations.

Article 4. Responsibilities of the MPO Policy Committee

~~The MPO Policy Committee is the policy body that is the forum designated under 23 USC §134 with the responsibility for establishing overall transportation policy for the MPO and for making required approvals. The MPO Policy Committee is comprised of those governmental agencies identified in the original designation agreement and those agencies or organizations subsequently added to the membership of the committee. The responsibilities of the MPO, acting through its Policy Committee, are as follows:~~

~~A. Ensure that requirements of 23 USC §§134 and 135 and 49 USC, Chapter 53, are carried out.~~

~~B. Use funds provided in accordance with Article 2 (Responsibilities of the Department) of this agreement to develop and maintain a comprehensive regional transportation planning program in accordance with requirements of 23 USC §134 and 49 USC §5302.~~

~~C. Develop and adopt an MTP for the MPA that is consistent with the SLRTP required by state and federal laws; a TIP and a UPWP; and other planning documents and reports that may be required by state or federal laws or regulations.~~

~~D.A. Provide planning policy direction to the MPO Transportation Planning Director.~~

Article 5 Article 6. Responsibilities of the Fiscal Agent

~~The Fiscal Agent for the MPO is the entity responsible for providing fiscal, human resource, and staff support services to the MPO. The responsibilities of the Fiscal Agent are as follows:~~

A. Maintain required accounting records for state and federal funds consistent with ~~current~~ federal and state record retention requirements.

B. Provide all appropriate ~~Make available~~ funding, as identified by fiscal year ~~approved~~ in the UPWP, to ~~allow~~ ensure the MPO staff to effectively and efficiently operate the program ~~can fulfill its obligations in this Agreement~~.

C. Provide human resource services to the MPO ~~in a timely manner to ensure the MPO can fulfill its obligations in this agreement~~.

Commented [EB3]: Requirements of this article from the 2018 Agreement have been added to Article 5 in the 2026 Agreement.

- D. Provide benefits for the MPO staff that shall be the same as the Fiscal Agent normally provides its own employees; or as determined through an agreement between the MPO and the Fiscal Agent. Costs incurred by the Fiscal Agent for these benefits may be reimbursed by the MPO in accordance with federal and state laws, rules, and regulations.
- ~~E.~~ Establish procedures and policies for procurement and purchasing, ~~when necessary by or for the MPO,~~ in cooperation with the MPO.

~~Article 6. Responsibilities of the MPO Transportation Planning Director~~

~~The responsibilities of the MPO Transportation Planning Director are as follows:~~

- ~~A. Administer the MPO's UPWP. The Director shall serve in a full-time capacity and shall take planning policy direction from and be responsible subject to the designated MPO Policy Committee.~~
- ~~B. Act as a liaison to the Department, relevant to the Department's transportation planning activities.~~
- ~~C. Oversee and direct all MPO transportation planning staff work performed using MPO funds.~~
- ~~D. Prepare and submit all required plans, programs, reports, data, and certifications in a timely manner.~~
- E. Develop and present to the MPO Policy Committee an MTP for the MPA that is consistent with the SLRTP required by state and federal laws; a TIP and a UPWP; and other planning documents and reports that may be required prior approval by state or federal laws or regulations the Department, including any subsequent updates.
- Share with the Department information and information resources concerning transportation planning issues.

Commented [EB4]: Requirements of this article from the 2018 Agreement have been added to Article 5 in the 2026 Agreement.

Article 7. Unified Planning Work Program (UPWP)

- ~~A. A~~ Each year the ~~The~~ MPO shall annually or biennially develop and submit an approved UPWP and any subsequent amendments to the Department a program of work that includes goals meet federal and state requirements in accordance with the Department's established format and timeline.
- ~~B. A UPWP submitted in a format other than the standard format developed by the Department will not be approved.~~
- ~~C. Failure to adhere to the timeline developed by the Department may result in a delay in the authorization for the MPO to incur costs.~~
- ~~D. The UPWP shall include:~~
- ~~1. Goals, objectives, and tasks required by each of the several agencies involved in the metropolitan transportation planning process. This program of~~
 - ~~2. Transportation planning work istasks to be ealled funded by federal, state, or local planning funds.~~

A description of all planning work within the MPA and the resulting products, who will perform the Unified Planning Work Program (UPWP), or any successor name. The UPWP shall be approved by the MPO Policy Committee, in accordance with 23 CFR §450.314.
 - ~~B-3. The UPWP will be prepared work, time frames for completing the work, the cost of the work, and the source(s) of funds for a period of one (1) year or two (2) years unless otherwise agreed to by the Department and the MPO. The UPWP shall reflect only that work that can be accomplished during the time period of the UPWP, in accordance with TAC §16.52.~~
 - ~~C. The UPWP shall reflect transportation planning work tasks to be funded by federal, state, or local transportation, or transportation related (e.g. air quality) planning funds. The budget and statement of work will be included in the UPWP. The MPO may not incur costs until final approval of the UPWP is granted. The maximum amount payable will not exceed the budget included in the UPWP.~~
- ~~E. The MPO may engage with other agencies, non-profit organizations, or contractors for specific UPWP elements pursuant to 23 CFR Part 450.~~
- ~~F. The use of MPO staff time in a UPWP product or task shall be clearly described in the UPWP, accounting for administrative tasks with details for staff roles and responsibilities.~~
- ~~G. The MPO shall approve the UPWP and any subsequent revisions, and shall not delegate the approval authority, except for corrective actions. Corrective actions are those that do not change the scope of work.~~

result in an increase or decrease in the amount of task funding, or affect the overall budget. Examples of corrective actions include typographical, grammatical, or syntax corrections.

~~D.H.~~ The effective date of each UPWP will be October 1st of ~~the initial~~each year or the date of approval from the appropriate oversight agency, whichever occurs later. On that date, the UPWP shall constitute a new federal project and shall supersede the previous UPWP.

~~E.~~ The MPO shall not incur any costs for work outlined in the UPWP or any subsequent amendments (i.e., adding new work tasks or changing the scope of existing work tasks) prior to receiving approval from the Department. The UPWP shall comply with all applicable federal and state requirements and will describe metropolitan transportation and transportation-related planning activities anticipated in the area.

~~I.~~ Any costs incurred prior to receiving Department approval or not included in the approved UPWP are not eligible for reimbursement from TPE.

~~F.J.~~ The use of federal metropolitan transportation planning funds TPE shall be limited to transportation planning activities affecting the transportation system within the boundaries of a designated metropolitan planning area. HMPA. Costs incurred for transportation planning activities outside the boundaries of a designated MPA are not eligible for reimbursement unless an MPO determines that data collection and analysis activities relating to land use, demographics, or traffic or travel information, conducted outside its boundaries, affects the transportation system within its boundaries, then those activities may be undertaken using federal planning funds, if and the activities are specifically identified in an the MPO's approved UPWP. Any other costs incurred for transportation planning activities outside the boundaries of a designated metropolitan planning area are not eligible for reimbursement.

~~K.~~ The use of TPF is limited to corridor/subarea level planning or multimodal or system-wide transit planning studies. Major investment studies and environmental studies are considered corridor level planning. Use of TPF by the MPO for engineering plans, specifications, and estimates (PS&E) and construction administration is not allowed unless otherwise authorized by federal law or regulation and in cooperative agreement with the Department.

~~L.~~ Costs incurred by the MPO shall not exceed the total budgeted amount of the UPWP without prior approval of the MPO and the Department. Costs incurred on individual work tasks shall not exceed that task budget by twenty-five percent (25%) without prior approval of the MPO and the Department. If the costs exceed 25% of the task budget, the UPWP shall be revised, approved by the MPO, and submitted to the Department for approval.

~~G.M.~~ Travel outside the State of Texas by MPO staff and other agencies participating in the MPO planning process must be approved by the Department if funded with federal transportation planning funds TPE. The MPO must receive approval prior to incurring any costs associated with the actual travel (e.g., registration fee). This provision will not apply if the travel is at the request of the Department. Travel to the State of Arkansas by the Texarkana MPO staff and travel to the State of New Mexico by the El Paso MPO staff shall be considered treated as in-state travel if applicable.

~~H.N.~~ The cost of travel incurred by elected officials serving on the MPO Policy Committee for MPO-related business is eligible for reimbursement with federal transportation planning funds in accordance with 43 TAC §16.52 TPE.

- ~~I. The use of federal transportation planning funds is limited to corridor/subarea level planning or multimodal or system-wide transit planning studies. Major investment studies and environmental studies are considered corridor level planning. Unless otherwise authorized by federal law or regulation, the use of such funds beyond environmental document preparation or for specific project level planning and engineering (efforts directly related to a specific project instead of a corridor) is not allowed.~~
- ~~J. Failure to adhere to the time line developed by the~~ The Department ~~may result in a delay in~~ closely monitors progress of the ~~authorization to the MPOs to proceed in incurring costs.~~
- ~~K. A UPWP will not be approved if it is submitted in a format other than the standard format developed by the . If the Department. The UPWP and subsequent amendments may be submitted electronically.~~
- ~~L. The MPO shall not incur any costs for work outlined in the UPWP or any subsequent amendments (i.e., adding new work tasks or changing the scope of existing work tasks) prior to receiving approval from the Department. Any costs incurred prior to receiving Department approval are not eligible for reimbursement from federal transportation planning funds.~~
- ~~M. Costs incurred by the MPO shall not exceed the total budgeted amount of the UPWP without prior approval of the MPO Policy Committee and the Department. Costs incurred on individual work tasks shall not exceed funds that task budget by 25 percent without prior approval of the MPO Policy Committee and the Department. If the costs exceed 25 percent of the task budget, the UPWP shall be revised, approved by the MPO Policy Committee, and submitted to the Department for approval.~~
- ~~N.O. The MPO Policy Committee must approve the UPWP and any subsequent revisions, and shall not delegate the approval authority, except for corrective~~ the MPO is not making adequate progress toward fulfilling the work program, it may request mitigating actions. Corrective actions do not change the scope of work, result in an increase or decrease in the amount of task funding, or affect the overall budget. Examples include typographical, grammatical, or syntax corrections.
- ~~P. O. Should any conflict be discovered between the terms of this agreement and the UPWP, the terms of this agreement~~ Agreement ~~shall prevail.~~
- ~~P. The MPO is not authorized to request payment for any work it may perform that is not included in the current UPWP.~~

Article 8. Compensation

The ~~Department's payment~~ Department's reimbursement of any cost incurred under this ~~agreement~~ Agreement is contingent upon all of the following:

- A. Federal funds are available to the Department in a sufficient amount for making payments.
- B. The incurred cost is authorized in the UPWP. The maximum amount payable under this ~~agreement~~ Agreement shall not exceed the total budgeted amount ~~outlined in the UPWP in accordance with 42 TAC §16.52.~~
- C. The cost has actually been incurred by the MPO and meets the following criteria:
 1. Is verifiable from MPO records;
 2. Is not included as match funds for any other federally-assisted program;
 3. Is necessary and reasonable for the proper and efficient accomplishment of program objectives;
 4. Is ~~the type of charge that would be allowable under 2 CFR Part 200 Revised, "~~ Uniform Administrative Requirements, Cost Principles for State, Local, and Indian Tribal Governments" ~~Audit Requirements for Federal Awards, and the state's UGMS~~ State's TxGMS; and

5. Is not paid by the Department or federal government under another assistance program unless authorized to be used as match under the other federal or state agreement and the laws and regulations to which it is subject.
- D. After October 1st of each year, the Department will issue a work order to the MPO establishing the effective date of work and the total funds authorized. If the UPWP is subsequently revised, necessitating a revision to the original work order, or the Department deems a revision necessary, a revised work order may be issued at any time throughout the federal fiscal year. If the amount in the UPWP differs from the amount in the work order, the amount in the work order prevails.
- E. The MPO is authorized to submit requests for payment reimbursement (RFR) of authorized costs incurred under this agreement on a semi-monthly basis, but Agreement no more than twenty-four (24) fifteen (15) times a year and no less than monthly as expenses occur. Each request for payment RFR shall be submitted in a manner acceptable and format specified to the Department, which includes, at a minimum, the following information: An RFR submitted in a format other than the standard format developed by the Department will not be accepted.
1. UPWP budget category or line item;
 2. Description of the cost;
 3. Quantity;
 4. Price;
 5. Cost extension; and
 6. Total costs
- F. The MPO shall submit the final bill RFR from the previous federal fiscal year to the Department no later than December 31*~~ninety (90) days after the end~~ of the ~~calendar year in which that~~ federal fiscal year ended. Any bills RFRs submitted more than ninety (90) days after December 31 for a the end of the fiscal year in which the funds have been de-obligated will be processed against the current year's federal fiscal year's UPWP.
- G. Payment Reimbursement of costs is contingent upon compliance with the terms of Article 35 (Responsibilities of the MPO) of this agreement Agreement. Noncompliance may result in cancellation of authorized work and suspension of payments reimbursements after a thirty (30) day notification by the Department to the MPO.

Article 9. Reporting

To permit program monitoring and reporting, the MPO shall submit reports as required in Article 3 (Responsibilities of the MPO) of this agreement. If task expenditures overrun or underrun a budgeted task amount by twenty-five percent (25%) or more, the annual performance and expenditure report must include an explanation for the overrun or underrun.

- H. A compliant RFR shall be reimbursed by the Department to the MPO within fifteen (15) business days of submission.
- I. If corrections are needed to the RFR, including but not limited to mistakes or missing information, the Department will notify the MPO that the RFR has been rejected and provide an explanation within fifteen (15) business days of submission. The Department may coordinate with the MPO to resolve any discrepancies or inconsistencies.
- J. A corrected invoice for an RFR that was previously submitted, whether the original RFR was rejected or under review, will restart the fifteen (15) business day review period for the Department to reimburse an MPO.

Commented [EB5]: Language combined with Article 7. UPWP in 2026 Agreement.

- K. The MPO shall be responsible for any funds determined to be ineligible for federal reimbursement and shall reimburse the Department the amount of those funds previously provided to it by the Department.
- L. The Department's acceptance of an invoice does not constitute approval or acceptance of work performed nor work products.

Article 9. Procurement and Property Management Standards

- A. The parties to this Agreement shall adhere to the procurement standards in 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, and to the state's TxGMS. The Department must pre-approve the MPO's procurement procedures for purchases to be eligible for state or federal funds.
- B. The MPO agrees to comply with applicable Build America, Buy America requirements set forth in the Infrastructure Investment and Jobs Act (Pub. Law 117-58), 23 USC §313, 23 CFR §635.410, 49 CFR Part 661, and 2 CFR Part 184, Buy America Preferences for Infrastructure Projects.
- C. The Subrecipient shall pay invoices to vendors within thirty (30) days of receipt in accordance with Texas Government Code §2251.021.

Article 10. Subcontracts

- A. Any subcontract for services in implementing any tasks specified in the UPWP, rendered by individuals or organizations not a part of the MPO, shall not be executed without prior authorization and approval of the subcontract by the Department and, when federal funds are involved, the USDOT. All work in the subcontract is subject to the state's TxGMS. If the work for the subcontract is authorized in the current approved UPWP, and if the MPO's procurement procedures for negotiated contracts have been approved by the Department either directly or through self-certification by the MPO, the subcontract shall be deemed to be authorized and approved, provided that the subcontract includes all provisions required by the Department and the USDOT.
- B. Subcontracts exceeding \$10,000 shall contain all required provisions of this Agreement.
- C. No subcontract will relieve the MPO of its responsibility under this Agreement.
- D. Subcontractors shall comply with the Fiscal Agent procurement policy and requirements of 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

Article 11. Federal Funding Accountability and Transparency Act Requirements

- A. Any recipient of funds under this Agreement agrees to comply with the Federal Funding Accountability and Transparency Act and implementing regulations at 2 CFR Part 170, Reporting Subaward and Executive Compensation Information.
- B. The MPO or Fiscal Agent, as applicable, agrees that it shall annually obtain and provide to the Department a Unique Entity Identifier (UEI), or the Entity ID, a unique twelve-character alphanumeric ID that allows the federal government to track the distribution of federal money.

Article 12. Single Audit Report

- A. The parties shall comply with the single audit report requirements stipulated in 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.
- B. If threshold expenditures of \$1,000,000 or more are met during the federal fiscal year, the MPO must submit a Single Audit Report and Management Letter (if applicable) to the Department's Compliance Division, 125 East 11th Street, Austin, TX 78701 or contact the Department's Compliance Division by email at singleaudits@txdot.gov.
- C. If expenditures are less than the threshold during the federal fiscal year, the MPO must submit a statement to the Department's Compliance Division as follows: "We did not meet the \$1,000,000 expenditure threshold and therefore, are not required to have a single audit performed for FY _____."
- D. For each year the UPWP remains open for federal funding expenditures, the MPO will be responsible for filing a report or statement as described above. The required annual filing shall extend throughout the life of

Commented [EB6]: This was Article 27 in the 2018 agreement. This language is substantially consistent, there are only updates to regulation references.

Removes requirement to comply with cargo preferences in 46 USC 55305 and Maritime Administration regulations in 46 CFR Part 381.

Commented [EB7]: This was Article 15 in 2018 Agreement. This language is substantially consistent. The threshold for inclusion of required provision of the agreement has been reduced to \$10k (in 2018 agreement it was \$25,000).

Commented [EB8]: This was Article 37 in 2018 Agreement. Fundamental requirements are the same (report consistent with accountability and transparency act, maintain a UEI), language has been simplified.

Commented [EB9]: This was Article 38 in 2018 Agreement. The threshold of expenditures (12.B, 12.C) has been updated from \$750,000 (2018 Agreement) to \$1,000,000 consistent with Federal regulation.

this Agreement, unless otherwise amended or the UPWP has been formally closed out and no charges have been incurred within the current federal fiscal year.

Article 13. Inspection of Work and Retention of Documents

- A. The Department, and USDOT when federal funds are involved, and their authorized representatives shall have the right at all reasonable times to inspect or otherwise evaluate the work performed or being performed under this Agreement and the premises on which it is being performed.
- B. If any inspection or evaluation is made on the premises of the MPO or a Subcontractor, the MPO shall provide or require its Subcontractor to provide all reasonable facilities and assistance for the safety and convenience of the inspectors in the performance of their duties. All inspections and evaluations shall be performed in a manner that will not unduly delay the work.
- C. The MPO agrees to maintain all books, documents, papers, computer generated files, accounting records, and other evidence pertaining to costs incurred and work performed under this Agreement and shall make those materials available at its office during the time period covered and for seven (7) years from the date of final payment under the UPWP, or as required under the Texas State Records Retention Schedule, as amended. A state record may not be destroyed if its retention period has expired or expires during any litigation, claim, negotiation, audit, public information request, administrative review, or other action involving the record; its destruction shall not occur until the completion of the action and the resolution of all issues. Within fifteen (15) business days of receiving notice from the Department, these materials shall be made available for inspection by the Department, the USDOT, the Office of the Inspector General of the USDOT, and any of their authorized representatives for the purpose of making audits, examinations, excerpts, and transcriptions.
- D. The state auditor may conduct an audit or investigation of any entity receiving funds from the Department directly under this Agreement or indirectly through a subcontract under this Agreement. Acceptance of funds directly under this agreement or indirectly through a subcontract under this agreement acts as acceptance of the authority of the state auditor, under the direction of the legislative audit committee, to conduct an audit or investigation in connection with those funds. An entity that is the subject of an audit or investigation must provide the state auditor with access to any information the state auditor considers relevant to the investigation or audit under the state's TxGMS.

Commented [EB10]: This was article 11 in the 2018 Agreement. Yellow highlight reflects additional language added to 2026 Agreement. All other language is consistent with the 2018 Agreement.

Article 14. Non-Collusion

The MPO shall warrant that it has not employed or retained any company or person, other than a bona fide employee working for the MPO, to solicit or secure this Agreement, and that it has not paid or agreed to pay any company or person, other than a bona fide employee working for the MPO, any fee, commission, percentage, brokerage fee, gift, or any other consideration contingent upon or resulting from the award or making of this agreement. If the MPO breaches or violates this warranty, the Department shall have the right to annul this Agreement without liability or, in its discretion, to deduct from the Agreement price or consideration, or otherwise recover the full amount of the fee, commission, brokerage fee, gift, or contingent fee.

Article 15. Force Majeure

Except with respect to defaults of Subcontractors, the MPO shall not be in default by reason of failure in performance of this Agreement in accordance with its terms (including any failure by the MPO to progress in the performance of the work) if that failure arises out of causes beyond the control, and without the fault or negligence, of the MPO. Those causes may include, but are not limited, to acts of God or of the public enemy, fires, floods, epidemics, quarantine restrictions, strikes, freight embargoes, and unusually severe weather. In every case, however, the failure to perform must be beyond the control and without the fault or negligence of the MPO.

Article 16. Remedies

This Agreement shall not be considered as specifying the exclusive remedy for any dispute, but all remedies existing at law and in equity may be availed of by either party and shall be cumulative.

Commented [EB11]: This was article 18 in the 2018 Agreement. The 2026 language removes "Violation or breach of agreement terms by the MPO shall be grounds for termination of the agreement. Any costs incurred by the Department arising from the termination of this agreement shall be paid by the MPO." All other language was present in Article 18.b of the 2018 agreement.

Article 17. Gratuities

- A. Employees of the Department or the MPO shall not accept any benefits, gifts, or favors from any person doing business with, or who may do business with the Department or the MPO under this Agreement.
- B. Any person doing business with, or who may do business with the Department or the MPO under this Agreement, may not make any offer of benefits, gifts, or favors to the Department or the MPO employees. Failure on the part of the Department or the MPO to adhere to this policy may result in termination of this Agreement.

Article 18. Compliance with Laws

The parties to this Agreement shall comply with all applicable federal and state laws, statutes, rules, and regulations, as well as the orders and decrees of any courts or administrative bodies or tribunals, as may be amended from time to time, in any matter affecting the performance of this Agreement. This includes, but is not limited to, compliance with workers' compensation laws, minimum and maximum salary and wage statutes and regulations, licensing laws and regulations, civil rights compliance, nondiscrimination, and equal opportunity statutes and authorities. When required, the MPO shall furnish the Department with satisfactory proof of its compliance.

Commented [EB12]: This was article 20 in 2018 Agreement. Yellow highlighted language are additions in the 2026 Agreement.

Article 19. Debarment Certifications

The MPO is prohibited from making any award or permitting any award at any tier to any party that is debarred, suspended, or otherwise excluded from or ineligible for participation in federal assistance programs under Executive Order 12549, Debarment and Suspension. By executing this Agreement, the MPO certifies that it is not currently debarred, suspended, or otherwise excluded from or ineligible for participation in federal assistance programs and further certifies that it will not do business with any party that is currently debarred, suspended, or otherwise excluded from or ineligible for participation in federal assistance programs. The MPO shall require any party to a subcontract or purchase order awarded under this agreement as specified in 49 CFR Part 29 (Debarment and Suspension) to certify its eligibility to receive federal funds and, when requested by the Department, to furnish a copy of the certification. The MPO shall verify with the Comptroller of Public Accounts and System for Award Management (SAM.gov) that vendors are not suspended or debarred before executing the contract.

Commented [EB13]: This was article 22 in 2018 Agreement. Yellow highlighted language is an addition in the 2026 Agreement.

Article 20. Disadvantaged Business Enterprise (DBE) Program Requirements

If federal funds are used:

- A. As applicable, the parties shall comply with the Disadvantaged Business Enterprise Program requirements established in 49 CFR Part 26.
- B. As applicable, the MPO shall incorporate into its contracts with Subcontractors a DBE goal consistent with the State's DBE goal and in consideration of the local market, project size, and nature of the goods or services to be acquired. As applicable, the MPO shall submit its proposed scope of services and quantity estimates to the State to allow the State to establish a DBE goal for each MPO contract with a Subcontractor. As applicable, the MPO shall be responsible for documenting its DBE actions.
- C. The MPO shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any contract or, as applicable, in the administration of its DBE program. The MPO shall take all necessary and reasonable steps to ensure non-discrimination in award and administration of subcontracts. The State's DBE program, as applicable, is incorporated by reference in this Agreement. Implementation of this program is a legal obligation. As applicable, failure to comply shall be treated as a

Commented [EB14]: This was article 26 in the 2018 Agreement. The following language has been removed from the 2026 version of the Agreement "The MPO shall adopt, in its totality, the State's federally approved DBE Program." and "The MPO shall follow all other parts of the State's DBE program referend in TxDOT Form 2395, Memorandum of understanding Regarding the Adoption of the Texas Department of Transportation's Federally Approved Disadvantaged Business Enterprise by Entity, and attachments found at web address. . . ". The yellow highlighted text are additions or adjustments to language from the 2018 Agreement.

Fundamentally, the updates here do not change the overarching compliance requirements for the MPO with regards to implementation of the DBE Program.

violation of this Agreement. Upon notification to the MPO of its failure to carry out its approved program, the State may impose sanctions as provided for under 49 CFR Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 USC §1001 and the Program Fraud Civil Remedies Act of 1986 (31 USC §3801 et seq.).

- D. Each contract the MPO signs with a Subcontractor (and each subcontract the prime contractor signs with a Subcontractor) must include the following assurance: *The Subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The Subcontractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of USDOT-assisted contracts. Failure by the Subcontractor to carry out these requirements is a material breach of this Agreement, which may result in the termination of this Agreement or such other remedy as the recipient deems appropriate.*

Article 21. Environmental Protection and Energy Efficiency

- A. The MPO agrees to comply with all applicable standards, orders, or requirements issued under Section 306 of the Clean Air Act, 42 USC §7602; Section 508 of the Clean Water Act 33 USC §1368; Executive Order 11738 and Title 40 CFR, "Protection of Environment." The MPO further agrees to report violations to the Department.
- B. The MPO agrees to recognize standards and policies relating to energy efficiency that are contained in the State energy conservation plan issued in compliance with the Energy Policy and Conservation Act (Pub. L. 94-163).

Article 22. Lobbying Certification

In executing this Agreement, each signatory certifies to the best of that signatory's knowledge and belief, that:

- A. No federal appropriated funds have been paid, or will be paid, by or on behalf of the parties to any person for influencing, or attempting to influence, an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
- B. If any funds other than federal appropriated funds have been paid, or will be paid to, any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with federal contracts, grants, loans, or cooperative agreements, the signatory for the MPO shall complete and submit the Federal Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- C. The parties shall require that the language of this certification shall be included in the award documents for all Subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and all Subrecipients shall certify and disclose accordingly. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 USC §1352. Any person who fails to file the required certification shall be subject to a civil penalty.

Article 23. Distribution of Products

- A. The MPO shall provide a number of copies to be specified by the Department of all information, reports, proposals, brochures, summaries, written conclusions, graphic presentations, and similar materials developed by the MPO and financed, in whole or in part, as provided in this Agreement. All reports published by the MPO shall contain the following prominent credit reference to the Department, USDOT, FHWA, and FTA: Prepared in cooperation with the Texas Department of Transportation and the U.S. Department of Transportation, Federal Highway Administration, and Federal Transit Administration. The preparation of this document was financed in part through grants from the U.S. Department of Transportation. The content of the document does not necessarily reflect the official views or policy of the U.S. Department of Transportation, Federal Highway Administration, Federal Transit Administration, or the Texas Department of Transportation. Acceptance of this document does not constitute a commitment on

Commented [EB15]: This was article 31 in 2018 Agreement. The highlighted text varies slightly in the 2026 version. The following text has been removed from the highlighted sentence "of not less than \$10,000 and not more than \$100,000 for each such failure."

~~the part of any federal or state agency to participate in the development depicted therein nor does it indicate that any proposed development is environmentally acceptable in accordance with public laws.~~

- B. Upon termination of this Agreement, all documents prepared by the MPO during the term of this Agreement, or furnished to the MPO by the Department, shall upon request be delivered to the Department. All documents, photographs, calculations, programs, and other data prepared or used under this Agreement may be used by the Department without restriction or limitation of further use.

Article 24. Copyrights

The Department and the USDOT shall, with regard to any reports or other products produced under this Agreement, reserve a royalty-free, nonexclusive and irrevocable right to reproduce, publish, or otherwise use, and to authorize others to use the work for government purposes.

Article 25. Indemnification

- A. To the extent ~~possible under~~permitted by state law, the MPO and the Fiscal Agent shall ~~save~~indemnify and hold harmless the ~~Department~~department from any and all expense, including but not limited to, attorney fees that may be incurred by the Department in litigation or otherwise resisting claims or liabilities that may be imposed on the Department as a result of the activities of the MPO, its agents, or its employees.
- ~~A.B.~~ To the extent ~~possible under~~permitted by state law, the MPO and the Fiscal Agent shall ~~also save~~indemnify and hold harmless the ~~Department~~department from any and all expense, including but not limited to, attorney fees that may be incurred by the Department in litigation or otherwise resisting claims or liabilities that may be imposed on the Department as a result of the activities of the MPO, its agents, or its employees.
- ~~B.C.~~ To the extent permitted by state law, the Department shall indemnify and hold harmless the MPO, the Fiscal Agent, agents, officers, and employees from all claims and liability that are due to activities of the Department, its agents, or employees performed under this agreement and ~~that are caused by or result from error, omission, or negligent act of the~~ Department, or of any person employed.
- D. To the extent permitted by state law, the Department shall indemnify and hold harmless the MPO and the Fiscal Agent, agents, officers, and employees from all claims and liability that are due to activities of the from any and all expense, including but not limited to, attorney fees that may be incurred by the MPO or the Fiscal Agent, agents, officers, and employees from all claims and liability that are due to activities of the in litigation or otherwise resisting claims or liabilities that may be imposed on the MPO or its fiscal agent as a result of the activities of the Department, its agents, or employees.

Article 11. Inspection of Work and Retention of Documents

- ~~A.~~ The Department and, when federal funds are involved, the U.S. Department of Transportation (USDOT), and their authorized representatives shall have the right at all reasonable times to inspect or otherwise evaluate the work performed or being the premises on which it is being performed.
- ~~B.A.~~ If any inspection or evaluation is made on the premises of the MPO or a subcontractor, the MPO shall provide or require its subcontractor to provide all reasonable facilities and assistance for the safety and convenience of the inspectors in the performance of their duties. All inspections and evaluations shall be performed in a manner that will not unduly delay the work.
- C. The MPO agrees to maintain all books, documents, papers, computer-generated files, accounting records, and other evidence pertaining to costs incurred and work performed under this agreement, and shall make those materials available at its office during the time period covered and for seven (7) years from the date of final payment under the UPWP. Those materials shall be made available during the specified period for inspection by the, the USDOT, and the Office of the Inspector General of the USDOT and any of their authorized representatives for the purpose of making audits,

Commented [EB16]: Language moved to Article 13.

examinations, excerpts, and transcriptions.

- D. ~~The state auditor may conduct an audit or investigation of any entity receiving funds from the Department directly under this agreement or indirectly through a subcontract under this agreement. Acceptance of funds directly under this agreement or indirectly through a subcontract under this agreement acts as acceptance of the authority of the state auditor, under the direction of the legislative audit committee, to conduct an audit or investigation in connection with those funds. An entity that is the subject of an audit or investigation must provide the state auditor with access to any information the state auditor considers relevant to the investigation or audit under the state's UGMS.~~

~~Article 12. Work Performance~~

~~All work performed under this agreement shall be carried out in a professional and orderly manner, and the products authorized in the UPWP shall be accurate and exhibit high standards of workmanship.~~

Commented [EB17]: Article removed in 2026 Agreement.

~~Article 13. Disputes~~

~~The MPO shall be responsible for the settlement of all contractual and administrative issues arising out of procurement entered into in support of work under this agreement. In the event of a dispute between the Department and the MPO concerning the work performed under this agreement in support of the urban transportation planning process, the dispute shall be resolved through binding arbitration. Furthermore, the arbiter shall be mutually acceptable to the Department and the MPO.~~

Commented [EB18]: Article removed in 2026 Agreement.

~~Article 14. Non-Collusion~~

~~The MPO shall warrant that it has not or retained any company or person, other than a bona fide employee working for the MPO, to solicit or secure this agreement, and that it has not paid or agreed to pay any company or person, other than a bona fide employee, any fee, commission, percentage, brokerage fee, gift, or any other consideration contingent upon or resulting from the award or making of this agreement. If the MPO breaches or violates this warranty, the Department shall have the right to annul this agreement without liability or, in its discretion, to deduct from the agreement price or consideration, or otherwise recover the full amount of the fee, commission, brokerage fee, gift, or contingent fee.~~

Commented [EB19]: Language moved to Article 14.

~~Article 15. Subcontracts~~

~~A. E. Any subcontract for services rendered by individuals or organizations not a part of the MPO's organization shall not be executed without prior authorization and approval of the subcontract by the Department and, when federal funds are involved, the USDOT. All work in the subcontract is subject to the state's UGMS. If the work for the subcontract is authorized in the current approved UPWP, and if the MPO's procurement procedures for negotiated contracts have been approved by the Department either directly or through self-certification by the MPO, the subcontract shall be deemed to be authorized and approved, provided that the subcontract includes all provisions required by the Department and the USDOT.~~

~~B. Subcontracts in excess of \$25,000 shall contain all required provisions of this agreement.~~

~~C. No subcontract will relieve the MPO of its responsibility under this agreement.~~

Commented [EB20]: Language moved to Article 10.

Article 26. Legal Construction

In case any one or more of the provisions contained in this Agreement shall for any reason be held to be invalid, illegal, or unenforceable in any respect, that invalidity, illegality, or unenforceability shall not affect any other provisions and this Agreement shall be construed as if it did not contain the invalid, illegal, or unenforceable provision.

Article 16.27. Termination

- A. The Department may terminate this ~~agreement~~Agreement at any time before the date of completion if the Governor withdraws his designation of the MPO.
- A.B. The Department or the MPO may ~~seek termination of~~terminate this agreement pursuant to Article 13 (Disputes)Agreement if either party fails to comply with the conditions of the ~~agreement~~Agreement. The Department, the MPO, or the MPOFiscal Agent shall give written notice to all parties at least ninety (90) days prior to the effective date of termination and specify the effective date of termination.
- B.C. The Department may terminate this ~~agreement~~Agreement for ~~reasons of its own, subject any reason upon ninety (90) days' notice to agreement by the MPO and the Fiscal Agent.~~
- C.D. The parties to this ~~agreement~~Agreement may terminate this ~~agreement~~Agreement when its continuation would not produce beneficial results commensurate with the further expenditure of funds. In this event, the parties shall agree upon the termination conditions.
- D.E. Upon termination of this ~~agreement~~Agreement, whether for cause or at the convenience of the parties, all finished or unfinished documents, data, studies, surveys, reports, maps, drawings, models, photographs, etc., prepared by the MPO shall, at the ~~option~~request of the Department, be delivered to the Department ~~within ninety (90) days.~~
- E.F. The Department shall reimburse the MPO for those eligible expenses incurred during the ~~agreement~~Agreement period that are directly attributable to the completed portion of the work covered by this ~~agreement~~Agreement, provided that the work has been completed in a manner satisfactory and acceptable to the Department. The MPO shall not incur new obligations for the terminated portion after the effective date of termination.

~~Article 17. Force Majeure~~

~~Except with respect to defaults of subcontractors, the MPO shall not be in default by reason of failure in performance of this agreement in accordance with its terms (including any failure by the MPO to progress in the performance of the work) if that failure arises out of causes beyond the control and without the default or negligence of the MPO. Those causes may include but are not limited to acts of God or of the public enemy, fires, floods, epidemics, quarantine restrictions, strikes, freight embargoes, and unusually severe weather. In every case, however, the failure to perform must be beyond the control and without the fault or negligence of the MPO.~~

Commented [EB21]: Language moved to Article 15.

~~Remedies~~

- A. ~~Violation or breach of agreement terms by the MPO shall be grounds for termination of the agreement. Any costs incurred by the Department arising from the termination of this agreement shall be paid by the MPO.~~
- B. ~~This agreement shall not be considered as specifying the exclusive remedy for any dispute, but all remedies existing at law and in equity may be availed of by either party and shall be cumulative.~~
- B. ~~Article 19. agreement.~~

Commented [EB22]: Language moved to Article 16 and simplified.

~~Any person doing business with, or who may do business with the Department or the MPO under this agreement, may not make any offer of benefits, gifts, or favors to Department or the MPO employees. Failure on the part of the Department or the MPO to adhere to this policy may result in termination of this agreement. The parties to this agreement shall comply with all federal and state laws, statutes, rules, and regulations, and the orders and decrees of any courts or administrative bodies or tribunals in any matter affecting the performance of this agreement, including without limitation, workers' compensation laws, minimum and maximum salary and wage statutes and regulations, and licensing laws and regulations.~~

Article 28. Successors and Assigns

No party shall assign or transfer its interest in this ~~agreement~~Agreement without written consent of the other parties.

~~Article 22. The MPO is prohibited from making any award or permitting any award at any tier~~
TPP & MPO Agreement Page 17 of 17 Revised 9/28/18

Commented [EB23]: Language moved to Article 19.

to any party that is debarred or suspended or otherwise excluded from or ineligible for participation in federal assistance programs under Executive Order 12549, Debarment and Suspension. By executing this agreement, the MPO certifies that it is not currently debarred, suspended, or otherwise excluded from or ineligible for participation in Federal Assistance Programs under Executive Order 12549 and further certifies that it will not do business with any party that is currently debarred, suspended, or otherwise excluded from or ineligible for participation in Federal Assistance Programs under Executive Order 12549. The MPO shall require any party to a subcontract or purchase order awarded under this agreement as specified in 49 CFR Part 29 (Debarment and Suspension) to certify its eligibility to receive federal funds and, when requested by the Department, to furnish a copy of the certification.

Article 23. Equal Employment Opportunity

Commented [EB24]: Article removed in 2026 Agreement.

The parties to this agreement agree to comply with Executive Order 11246 entitled "Equal Employment Opportunity" as amended by Executive Order 11375 and as supplemented in Department of Labor Regulations (41 CFR §60).24. Pertinent Non-Discrimination Authorities

During the performance of this Agreement, each party, for itself, its assignees, and successors in interest agree to comply with the following nondiscrimination statutes and authorities; including but not limited to:

- A. Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.
- B. The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of federal or federal aid programs and projects).
- C. Federal Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), as amended, (prohibits discrimination on the basis of sex).
- D. Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.) as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27.
- E. The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age).
- F. Airport and Airway Improvement Act of 1982, (49 U.S.C. Chapter 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex).
- G. The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the federal aid recipients, subrecipients and contractors, whether such programs or activities are federally funded or not).
- H. Titles II and III of the Americans with Disabilities Act, which prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38.
- I. The Federal Aviation Administration's Nondiscrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex).
- J. Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations, which ensures nondiscrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low income populations.

- K. ~~Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, the parties must take reasonable steps to ensure that LEP persons have meaningful access to the programs (70 Fed. Reg. at 74087 to 74100).~~
- L. ~~Title IX of the Education Amendments of 1972, as amended, which prohibits the parties from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq.).~~

Article 25. Nondiscrimination on the Basis of Disability

Commented [EB25]: Article removed in 2026 Agreement.

~~The MPO agrees that no otherwise qualified disabled person shall, solely by reason of his disability, be excluded from participation in, be denied the benefits of, or otherwise be subject to discrimination under this agreement. The MPO shall ensure that all fixed facility construction or alteration and all new equipment included in the project comply with applicable regulations regarding Nondiscrimination on the Basis of Disability in Programs and Activities Receiving or Benefiting from Federal Financial Assistance, set forth in 49 CFR Part 27, and any amendments to it.~~

- A. ~~Article 26. The parties shall comply with the Disadvantaged Business Enterprise Program requirements established in 49 CFR Part 26.~~
- B. ~~The MPO shall adopt, in its totality, the State's federally approved DBE program.~~
- C. ~~The MPO shall incorporate into its contracts with subproviders an appropriate DBE goal consistent with the State's DBE guidelines and in consideration of the local market, project size, and nature of the goods or services to be acquired. The MPO shall submit its proposed scope of services and quantity estimates to the State to allow the State to establish a DBE goal for each MPO contract with a subprovider. The MPO shall be responsible for documenting its actions.~~
- D. ~~The MPO shall follow all other parts of the State's DBE program referenced in TxDOT Form 2395, Memorandum of Understanding Regarding the Adoption of the Texas Department of Transportation's Federally Approved Disadvantaged Business Enterprise by Entity, and attachments found at web address http://ftp.dot.state.tx.us/pub/ftpdot/info/bop/dbc/mou/mou_attachments.pdf.~~
- E. ~~The MPO shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any U.S. Department of Transportation (DOT) assisted contract or in the administration of its DBE program or the requirements of 49 CFR Part 26. The MPO shall take all necessary and reasonable steps under 49 CFR Part 26 to ensure non-discrimination in award and administration of DOT assisted contracts. The State's DBE program, as required by 49 CFR Part 26 and as approved by DOT, is incorporated by reference in this Agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as a violation of this Agreement. Upon notification to the MPO of its failure to carry out its approved program, the State may impose sanctions as provided for under 49 CFR Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801 et seq.).~~
- F. ~~Each contract the MPO signs with a contractor (and each subcontract the prime contractor signs with a sub-contractor) must include the following assurance: *The contractor, sub-recipient, or sub-contractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this Agreement, which may result in the termination of this Agreement or such other remedy as the recipient deems appropriate.*~~

Article 27. ~~Procurement and Property Management Standards~~

- A. ~~The parties to this Agreement shall adhere to the procurement standards established in Title 49 CFR §18.36, to the property management standards established in 2 CFR 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, and to the Texas Uniform Grant Management Standards. The State must pre-approve the MPO's procurement procedures for purchases to be eligible for state or federal funds.~~
- B. ~~The MPO agrees to comply with applicable Buy America requirements set forth in the Surface Transportation Assistance Act of 1978 (Pub. L. 95-599) §401 and the FTA's Buy America regulations in 49 CFR Part 661.~~
- C. ~~The MPO agrees to comply with the cargo preference requirements set forth in 46 USC §55305 and Maritime Administration regulations set forth in 46 CFR Part 381.~~

Commented [EB26]: Language moved to Article 9.

"Protection of Environment." ~~29. Federal Reimbursement~~

~~The MPO shall be responsible for any funds determined to be ineligible for federal reimbursement, and shall reimburse the Department the amount of those funds previously provided to it by the Department.~~

Commented [EB27]: Language added to Article 21.

Commented [EB28]: Language regarding federal reimbursement moved to Article 8. Compensation.

Commented [EB29]: Article removed in 2026 Agreement.

~~Article 30. Control of Drug Use~~

~~The MPO agrees to comply with the terms of the FTA regulation, "Prevention of Alcohol Misuse and Prohibited Drug Use in Mass Transit Operations," set forth in 49 CFR Part 655. Article 31. In executing this agreement, each signatory certifies to the best of that signatory's knowledge and belief, that:~~

- A. ~~No federal appropriated funds have been paid or will be paid by or on behalf of the parties to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.~~
- B. ~~If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with federal contracts, grants, loans, or cooperative agreements, the signatory for the MPO shall complete and submit the Federal Standard Form LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.~~
- C. ~~The parties shall require that the language of this certification shall be included in the award documents for all sub-awards at all tiers (including subcontracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and all sub-recipients shall certify and disclose accordingly. of not less than \$10,000 and not more than \$100,000 for each such failure.~~

Commented [EB30]: Lobbying language moved to Article 22.

Article 32. Amendments

Any change to one or more of the terms and conditions of this ~~agreement~~ Agreement shall not be valid unless made in writing and agreed to by ~~the all~~ parties before the change is implemented.

- A. ~~Article 33.agreement. All reports published by the MPO shall contain the following prominent credit reference to the Department, USDOT, FHWA, and FTA: Prepared in cooperation with the Texas Department of Transportation and the U.S. Department of Transportation, Federal Highway Administration, and Federal Transit Administration.~~
- B. ~~Upon termination of this agreement, all documents prepared by the MPO or furnished to the MPO by the Department, shall be delivered to the Department. All documents, photographs, calculations, programs, and other data prepared or used under this agreement may be used by the Department without restriction or limitation of further use.~~

Commented [EB31]: Language moved to Article 23. Distribution of Products.

~~Article 34In case any one or more of the provisions contained in this agreement shall for any reason be held to be invalid, illegal, or unenforceable in any respect, that invalidity, illegality, or unenforceability shall not affect any other provisions and this agreement shall be construed~~

as if it did not contain the invalid, illegal, or unenforceable provision.

Article 35. ~~Sole Agreement~~

~~This agreement constitutes the sole and only agreement between the parties and supersedes any prior understandings or written or oral agreements between the parties respecting the subject matter of this agreement.~~

~~Article 36. The Department and the USDOT shall, with regard to any reports or other products produced under this agreement, reserve a royalty-free, nonexclusive and irrevocable right to reproduce, publish, or otherwise use, and to authorize others to use the work for government purposes.~~

Article 37. ~~Federal Funding Accountability and Transparency Act Requirements~~

- A. ~~Any recipient of funds under this agreement agrees to comply with the Federal Funding Accountability and Transparency Act and implementing regulations at 2 CFR Part 170, including Appendix A. This agreement is subject to the following award terms: <http://www.gpo.gov/fdsys/pkg/FR-2010-09-14/pdf/2010-22705.pdf> and <http://www.gpo.gov/fdsys/pkg/FR-2010-09-14/pdf/2010-22706.pdf>~~
- B. ~~The MPO agrees that it shall:~~
- ~~1. Obtain and provide to the Department a Central Contracting Registry (CCR) number (Federal Acquisition Regulation, Part 4, Sub-part 4.1100) if this award provides for more than \$25,000 in Federal funding. The CCR number may be obtained by visiting the CCR web site at <https://www.sam.gov/portal/public/SAM/>.~~
 - ~~2. Obtain and provide to the Department a Data Universal Numbering System (DUNS) number, a unique nine character number that allows the Federal government to track the distribution of federal money. The DUNS number may be requested free of charge for all businesses and entities required to do so by visiting the Dun & Bradstreet on-line registration website at <http://fedgov.dnb.com/webform>; and~~
 - ~~3. Report the total compensation and names of its top five (5) executives to the Department if:~~
 - ~~i. More than 80% of annual gross revenues are from the Federal government, and those revenues are greater than \$25,000,000; and~~
 - ~~ii. The compensation information is not already available through reporting to the U.S. Securities and Exchange Commission.~~

Article 38. ~~Single Audit Report~~

~~If federal funds are used:~~

- A. ~~The parties shall comply with the single audit report requirements stipulated in 2 CFR 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.~~
- B. ~~If threshold expenditures of \$750,000 or more are met during the fiscal year, the MPO must submit a Single Audit Report and Management Letter (if applicable) to TxDOT's Compliance Division, 125 East 11th Street, Austin, TX 78701 or contact TxDOT's Compliance Division by email at singleaudits@txdot.gov.~~
- C. ~~If expenditures are less than the threshold during the MPO's fiscal year, the MPO must submit a statement to TxDOT's Compliance Division as follows: "We did not meet the \$_____ expenditure threshold and therefore, are not required to have a single audit performed for FY _____"~~
- D. ~~For each year the Project remains open for federal funding expenditures, the MPO will be responsible for filing a report or statement as described above. The required annual filing shall extend throughout the life of the Agreement, unless otherwise amended or the Project has been formally closed out and no charges have been incurred within the current fiscal year.~~

Article 39.

Article 30. ~~Notices~~

All notices to any party by the other parties required under this ~~agreement~~ **Agreement** shall be delivered personally or sent by certified or U.S. mail, postage prepaid, addressed to the party at the following addresses:

MPO/Fiscal Agent:	Mike Eastland, Executive Director North Central Texas Rick Bailey, Chair Regional Transportation Council of Governments 616 Six Flags Drive Arlington, Texas TX 76011
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Commented [EB32]: Language moved to Article 26. Legal Construction.

Commented [EB33]: Moved to Article 3.

Commented [EB34]: Language simplified and moved to Article 11.

Commented [EB35]: Language moved to Article 12.

<u>Contract No.:</u>	
<u>Federal Highway Administration:</u>	
<u>ALN Title:</u>	
<u>ALN No.:</u>	
<u>Not Research and Development</u>	

MPO Policy Committee Fiscal Agent:	Michael Morris, P.E. Director <u>North Central Texas Council of Transportation Governments</u> 616 Six Flags Drive Arlington, Texas <u>TX</u> 76011
Department:	Director, Transportation Planning & Programming Division Texas Department of Transportation 125 E. 11 th Street Austin, Texas 78701

All notices shall be deemed given on the date delivered or deposited in the mail, unless otherwise provided in this ~~agreement~~Agreement. Any party may change the above address by sending written notice of the change to the other parties. Any party may request in writing that notices shall be delivered personally or by certified U.S. mail, and that request shall be honored and carried out by the other parties.

<u>Contract No.:</u>	
<u>Federal Highway Administration:</u>	
<u>ALN Title:</u>	
<u>ALN No.:</u>	
<u>Not Research and Development</u>	

Article 4031. Signatory Warranty
Each signatory warrants that the signatory has necessary authority to execute this ~~agreement~~Agreement on behalf of the entity represented.

THIS AGREEMENT IS EXECUTED by the Department, the ~~North Central Texas Council of Governments as the MPO,~~ and the Fiscal Agent ~~and the Regional Transportation Council as the MPO Policy Committee~~ in triplicate.

THE MPO

THE FISCAL AGENT

Signature

Signature

Rick Bailey
Typed or Printed Name

Typed or Printed Name

Policy Board Chair

Title

Date

Date

THE DEPARTMENT

Signature

Humberto Gonzalez, Jr., P.E., M.B.A
Typed or Printed Name

Director, Transportation Planning and
Programming Division
Texas Department of Transportation
Title

Date

RESOLUTION ADOPTING THE METROPOLITAN PLANNING AGREEMENT

R26-02

WHEREAS, federal law requires that a continuing, cooperative, and comprehensive metropolitan transportation planning process be carried out for each urbanized area in coordination with the State and public transportation operators; and,

WHEREAS, the Texas Department of Transportation (TxDOT) has transmitted a draft Metropolitan Planning Organization Agreement (Agreement) for review and consideration; and,

WHEREAS, the draft Agreement identifies the Regional Transportation Council (RTC) as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth metropolitan area responsible for overseeing the metropolitan transportation planning process and establishing overall transportation policy for the MPO; and,

WHEREAS, the draft Agreement identifies the North Central Texas Council of Governments as the Fiscal Agent responsible for providing financial, grants and administrative duties on behalf of the MPO; and,

WHEREAS, the draft Agreement establishes the respective roles and responsibilities of the RTC, the Fiscal Agent, and TxDOT related to metropolitan transportation planning, programming, and funding administration; and,

WHEREAS, approval of the Agreement by the Regional Transportation Council is necessary to support compliance with applicable federal and state requirements and ensure continuity of the regional transportation planning program; and,

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

Section 1. The Regional Transportation Council approves the responsibilities as outlined in the Metropolitan Planning Organization Agreement as the Metropolitan Planning Organization.

Section 2. The Regional Transportation Council requests designation of the North Central Texas Council of Governments to serve as the Fiscal Agent for the RTC, consistent with Metropolitan Planning Organization Agreement, and directs such intent be communicated within thirty (30) days.

Section 3. The Regional Transportation Council acceptance of a Fiscal Agent is contingent upon the development of an operational agreement between the RTC and the Fiscal Agent that defines administrative and business terms consistent with the Metropolitan Planning Organization Agreement to ensure the Fiscal Agent is a third-party entity that accepts and is responsible for providing financial and administrative support.

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

Rick Bailey, Chair
Regional Transportation Council
Commissioner, Johnson County

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on May 14, 2026.

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



Metropolitan Planning Organization Agreement

Dan Kessler

Regional Transportation Council

May 14, 2026

MPO Planning Agreement

Major Provisions

Term: 5 years (Upon Execution [approximately 30 days] – plus five years)

Option to renew for two one-year terms.

Parties:

Texas Department of Transportation

Regional Transportation Council (Metropolitan Planning Organization [MPO])

North Central Texas Council of Governments (Fiscal Agent)



MPO Planning Agreement

Major Provisions

Responsibilities of the Texas Department of Transportation (TxDOT)

- Planning Program and Coordination Oversight

- Funding Administration & Distribution

- Technical support

- Performance Management and Federal Award Oversight



MPO Planning Agreement

Major Provisions

Responsibilities of the Regional Transportation Council as the MPO:

- Appoint, direct, manage, evaluate, and relinquish duties of MPO Transportation Planning Director

- Provide policy direction to the MPO Transportation Planning Director

- Maintain competent staff capable of performing required MPO activities

- Ensure federal metropolitan planning requirements are fulfilled to develop and maintain a regional transportation planning program in accordance with federal laws and regulations

- Develop and adopt a Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP), Congestion Management Process, and Conformity Analysis for the MTP and TIP

- Collect and forecast socio-economic, roadway, and travel data

- Maintain composition of RTC in compliance with potential changes in federal regulation



MPO Planning Agreement

Major Provisions

Responsibilities of the North Central Texas Council of Governments (NCTCOG), the Fiscal Agent:

- Maintain required accounting records for state and federal funds
- Make approved UPWP funding available to support MPO activities
- Provide human resources services and employee benefits for MPO staff, consistent with Fiscal Agent policies and applicable law
- Establish and maintain procurement and purchasing procedures



MPO Planning Agreement

Signatories to the Agreement

RTC Chair, for the Regional Transportation Council as the MPO

NCTCOG Executive Board President, on behalf of NCTCOG
Executive Board as the Fiscal Agent

Director, Transportation Planning & Programming Division –
TxDOT



REQUESTED ACTION – MPO Planning Agreement

RTC approval of:

- RTC's responsibilities consistent with the Agreement in its role as the Metropolitan Planning Organization Designating the North Central Texas Council of Governments to be the Fiscal Agent for the RTC, consistent with the Agreement, and RTC directs such intent be communicated in the next 30 days
- Establishing an Operational Agreement between the Fiscal Agent and RTC that details business terms

RTC Action Item – May 14, 2026



CONTACT US



Dan Kessler

Assistant Director of Transportation

dkessler@nctcog.org

(817) 695-9248



Emily Beckham, CGMS

Program Manager

ebeckham@nctcog.org

(817) 608-2308





FTA Funding Allocations for 2026 FIFA World Cup

Karla Windsor
Regional Transportation Council
Thursday, May 14, 2026

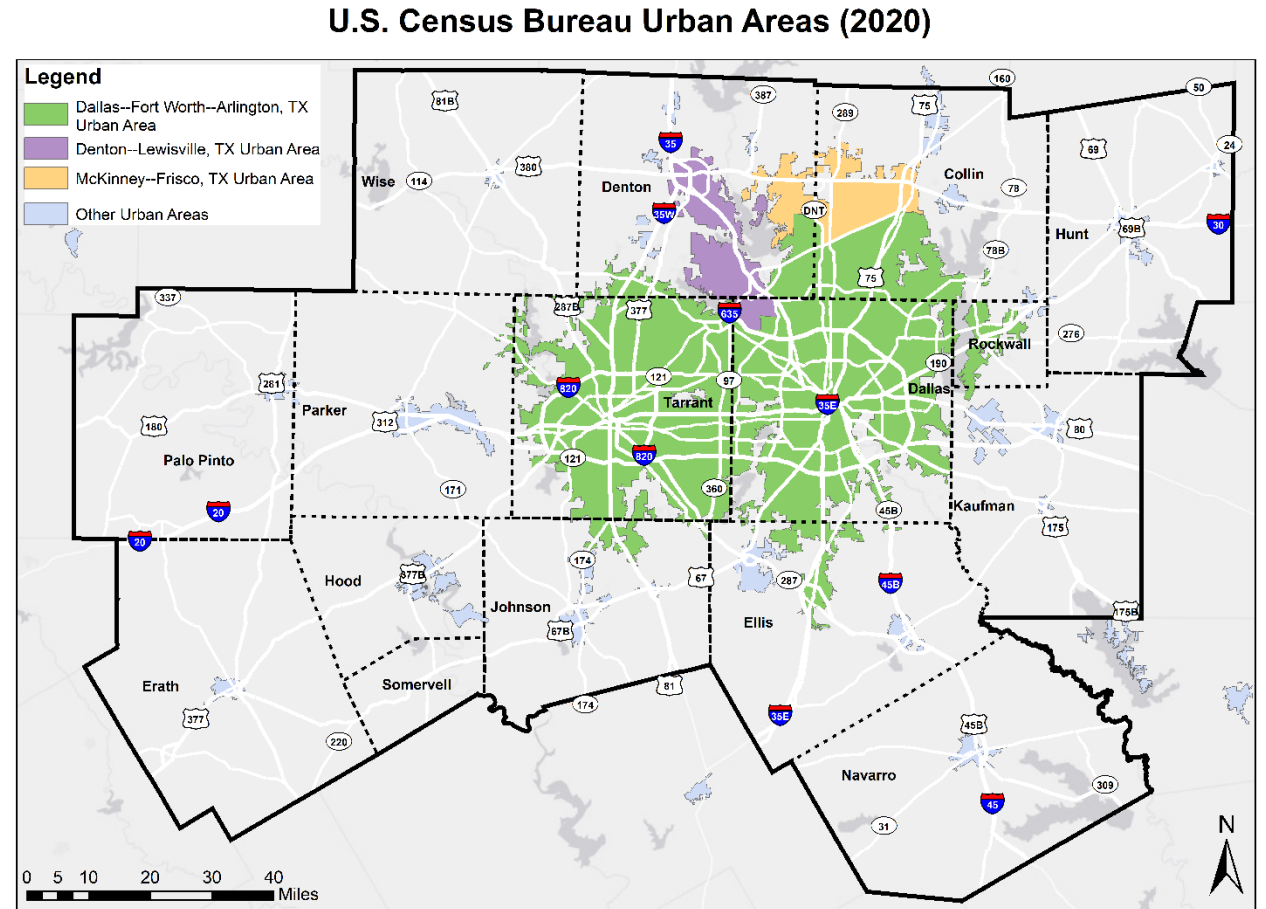
FTA FUNDING OVERVIEW

The allocation for the Dallas-Fort Worth-Arlington Urbanized Area (UZA) is **\$10,033,037.**

Funding is apportioned to the **urbanized area** in which the host **stadium is located** and to the **designated recipient** for that **UZA (NCTCOG)**.

The designated recipient is responsible for **consulting and coordinating** with all **providers** of public transportation in the UZA.

Any public transportation provider serving the UZA of the stadium is eligible.

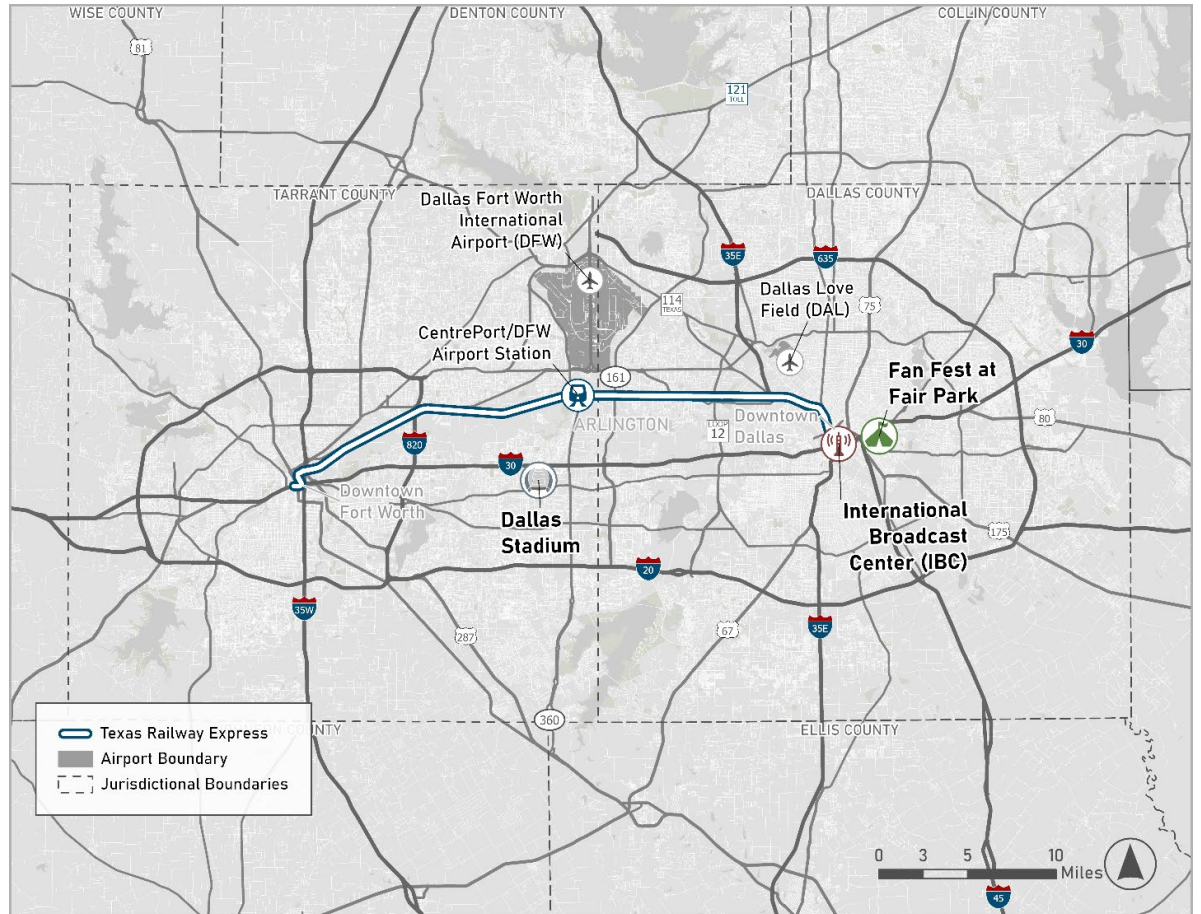


REGIONAL PRIORITIES

One-hundred percent of the funds to go towards providing transit service and NCTCOG will take no funding for coordination or planning activities.

The FIFA Regional Transportation Plan has identified **connections to matches at Dallas/AT&T Stadium and the Dallas Fair Park Fan Festival** as the **regional transit priorities**.

Dallas Mobility Plan, March 2026 (DRAFT)



PUBLIC TRANSPORTATION

Funds must be used for **public transportation**, defined as **regularly-scheduled, shared-ride services** that are **open to the general public**.

- Examples of **eligible services** include fixed-route systems, demand response/paratransit, and services open to the general public, not just fans.
- **Ineligible uses** include charter buses (some exceptions may apply), Amtrak, courtesy shuttles for specific establishments, premium fare services specific to the event, and services requiring a World Cup ticket.



KEY FLEXIBILITIES

Applicable regulations generally mirror **Section 5307 Urbanized Area Formula Grant Program requirements**, with some **notable exceptions**:

- The funding is being provided at a **100-percent federal share**, with **no local match required**.
- Projects are **not required to be included in various planning documents**, including a Transportation Improvement Program (TIP), Statewide Transportation Improvement Program (STIP), Unified Planning Work Program (UPWP), or Program of Projects (POP).
- Funding may be used for **operating expenses even in larger UZAs** (above 200,000 population) and **by agencies with fleets of over 100 vehicles that don't typically qualify** for such uses.



TIMING & DEADLINES



June 1, 2026

Split letters identifying allocations must be submitted by the designated recipient to FTA

January 31, 2027

Draft grant applications for funding to be submitted to FTA through the Transit Award Management System (TrAMS)

July 20, 2027

Funding must be obligated by 12:00 AM EDT

September 30, 2027

Funds must be drawn down from the grant

Any remaining funds must be returned upon expiration of the period of performance and closeout of the grant.



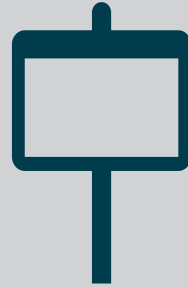
ELIGIBILITY INFORMATION

Funds may be used for **planning, capital, and operating expenses.**



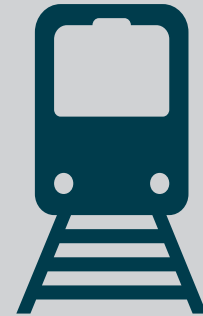
Planning

Includes logistics, scheduling, and preparation activities.



Capital

Includes wayfinding improvements, security equipment, transit stop improvements/additional bus shelters, and leasing vehicles.



Operating

Include vehicle operators & drivers' salaries, fuel, mechanics, dispatchers, customer service, security personnel, and items having a useful life of less than one year.



FUNDING ALLOCATIONS BY RECIPIENT

Dallas-Fort Worth-Arlington Urbanized Area	Scope/Activity Line Item (ALI)	Activity Cost	Funding Total
City of Arlington (Direct Recipient)	Major Event - Operating	\$350,000	\$350,000
City of Grand Prairie (Direct Recipient)	Major Event - Operating	\$150,000	\$150,000
Dallas Area Rapid Transit (DART) (Designated Recipient)	Major Event - Operating	\$7,033,037	\$7,033,037
Trinity Metro/Fort Worth Transportation Authority (FWTA) (Designated Recipient)	Major Event - Operating	\$1,715,706	\$2,500,000
	Major Event - Capital (Non-Safety and Security)	\$589,844	
	Major Event - Capital (Safety and Security)	\$194,450	
TOTAL			\$10,033,037



PREVIOUSLY APPROVED FUNDING FOR TRANSIT AGENCIES BY THE RTC

Agency	Project	Amount	RTC Approval
Dallas Area Rapid Transit (DART)	GoPass Application Enhancement ¹	\$250,000	October 12, 2023
	Transit Passes (Media and Volunteers)	\$1,200,000	April 9, 2026
McKinney Avenue Transit Authority (MATA)	Fleet Preparation	\$500,000	November 13, 2025
	Operations and Maintenance	\$300,000	November 13, 2025
Trinity Metro	TRE Centreport Station Upgrades	\$1,000,000	October 12, 2023
Trinity Railway Express (TRE), <i>provided by Trinity Metro and DART</i>	Passenger Information Displays	\$2,500,000	October 12, 2023
	New TRE Locomotives ²	\$30,000,000	February 8, 2024
	TRE Improvements (Repairs & Vehicle Lease)	\$7,200,000	March 13, 2025
	Sunday TRE Plus Incremental Fuel Charge	\$700,000	April 9, 2026

TOTAL \$43,650,000

¹Executive Board approved an agreement with DART in an amount not to exceed \$150,000

² Purchase of 9 replacement vehicles for TRE with local contributions from DART and Trinity Metro. NCTCOG was later notified that these would not arrive prior to World Cup 2026.

RTC LOCAL FUNDING AGREEMENTS (UPDATES)

	RTC Local Approved	Cost	Available
Transit Passes ¹	\$3,000,000	-\$1,200,000	\$1,800,000
Bus Bridge ²	\$5,000,000	-\$0	\$5,000,000
Parking Lot Bus Hub	\$3,800,000	-\$3,500,000	\$300,000
			\$7,100,000
	RTC Local Approved	Cost	Available
Operation of Bus Hub, Technology Lot, Centreport	\$0	-\$700,000	-\$700,000
Wayfinding (\$2M Federal) ³	\$0	-\$2,000,000	-\$2,000,000
Technology Lot	\$0	-\$185,000	-\$185,000
Sunday TRE Plus Incremental Fuel Charge	\$0	-\$700,000	-\$700,000
Fort Worth Statler Road Closures	\$0	-\$10,000	-\$10,000
Concrete Barriers for Pedestrian Lane		-\$115,000	-\$115,000
			-\$3,710,000
		Contingency	\$3,390,000
¹ Media and Volunteers			
² Provided Elsewhere			
³ \$2M Returned in Federal Funds			

Proposed Agreements

Updated Agreement with FWC Organizing Committee for pilot test, operations, Fan Festival VIP Passes (\$20,000), Wayfinding and Signage, and ADA Vehicles (\$1,700,000 RTR + \$2,550,000 RTC Local)

Updated Agreement with DART for transit passes, Sunday services, and fuel costs (\$1,900,000 RTC Local)

Agreement for tow truck services (\$50,000)

Agreement with Fort Worth for road closure (\$10,000)

Agreement with Arlington for technology lot construction and operation (\$185,000)

New Proposed Agreements

Contract with Parking Systems of America I, LP for operations of Rideshare Lot (\$55,000)

Contract with Pegasus Link Constructors for concrete barrier for pedestrian lane (\$115,000)



TIMELINE

Milestone	Date
Federal Transportation Funding Bill Signed into Law	February 3, 2026
FTA Announces Funding Apportionments	March 3, 2026
Surface Transportation Technical Committee – Action (Funding for Split Letter)	April 24, 2026
Regional Transportation Council – Action (Funding and Activities)	May 14, 2026
Surface Transportation Technical Committee – Endorsement (Activities)	May 22, 2026
Split Letter Due to FTA	By June 1, 2026
First Dallas World Cup Match	June 14, 2026
Last Dallas World Cup Match	July 14, 2026



REQUESTED ACTION – FTA FUNDING ALLOCATIONS FOR 2026 FIFA WORLD CUP

- RTC approval of:
 - Specific funding allocations for City of Arlington, City of Grand Prairie, Dallas Area Rapid Transit, and Trinity Metro for U.S. Department of Transportation's Federal Transit Administration to prepare transit agencies for the 2026 FIFA World Cup.
 - Administratively amending the Transportation Improvement Program/ Statewide Transportation Improvement Program and updating any administrative and/or planning documents as needed to incorporate the project.

RTC Action Item – May 14, 2026



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Program Manager

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FTA Funding Allocations for 2026 FIFA World Cup



World Cup Brazil 2014



NCTCOG PRESENTATION

FY2026 Safe Streets & Roads for All (SS4A) Grant Program

Regional Transportation Council - Action Item | May 14, 2026
Jeff Neal - NCTCOG, Senior Projects Manager

FY2026 Safe Streets and Roads for All (SS4A) Grant Program

Overview – Final Round (*Infrastructure Investment & Jobs Act – IIJA*)

- **PURPOSE** – Prevent deaths and serious injuries on roadways by (1) focusing on comprehensive safety action planning, and (2) implementing identified projects/strategies
- Approximately \$994 million for FY2026 available (*one application/agency*)

Funding Availability

\$ 306 Million*

– Planning/Demonstration

\$ 688 Million

– Implementation

< 15% per State

– Overall Program

Minimum Award**

\$ 100,000

– Planning/Demonstration

\$ 2.5 Million

– Implementation

Maximum Award**

\$ 5 Million

– Planning/Demonstration

\$ 25 Million

– Implementation

Cost Sharing

80% Federal/20% Non-Federal

Applicant/Condition Eligibility

1. Metropolitan Planning Organizations (MPOs)
2. Political Subdivision of a State
(City, Town, County, Transit Agency, Special District, etc.)
3. Tribal Government
4. Multi-Jurisdictional Group of Above Entities

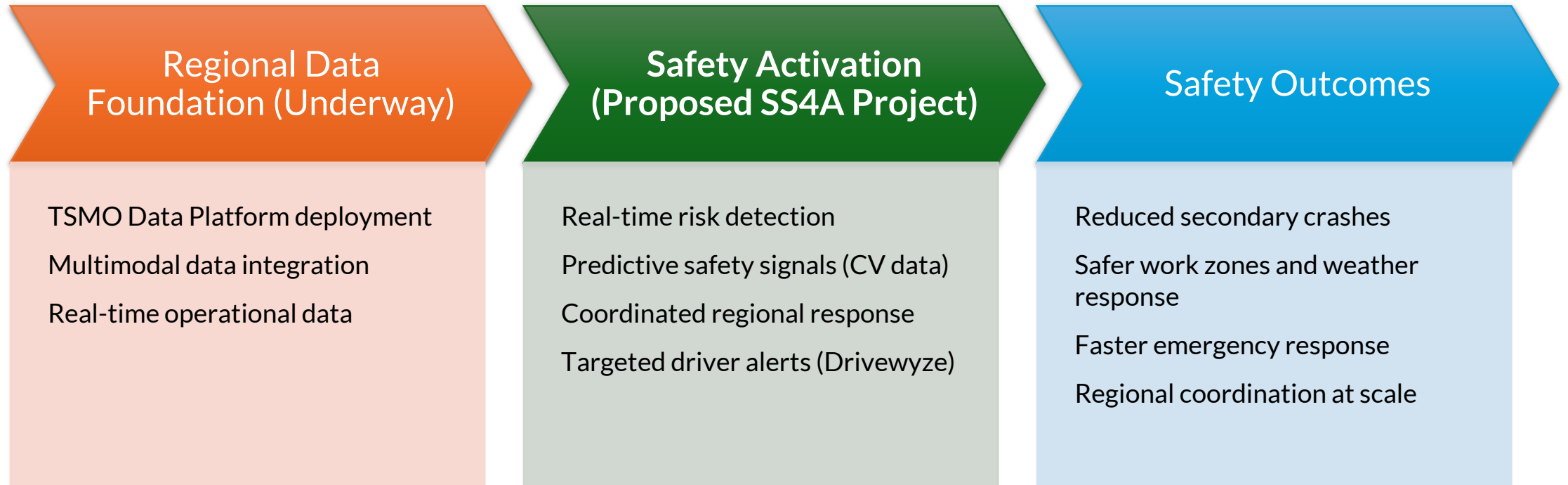
* If USDOT does not receive enough merit-worthy Planning/Demonstration applications, surplus funds may be redirected toward Implementation.

** No minimum/maximum award amount; however, the Notice of Funding Opportunity (NOFO) provides expected ranges for applicant consideration.



FY2026 SS4A Program – Implementation Grant Project

Modernizing Regional Safety through Digital Infrastructure *(for NCTCOG)*



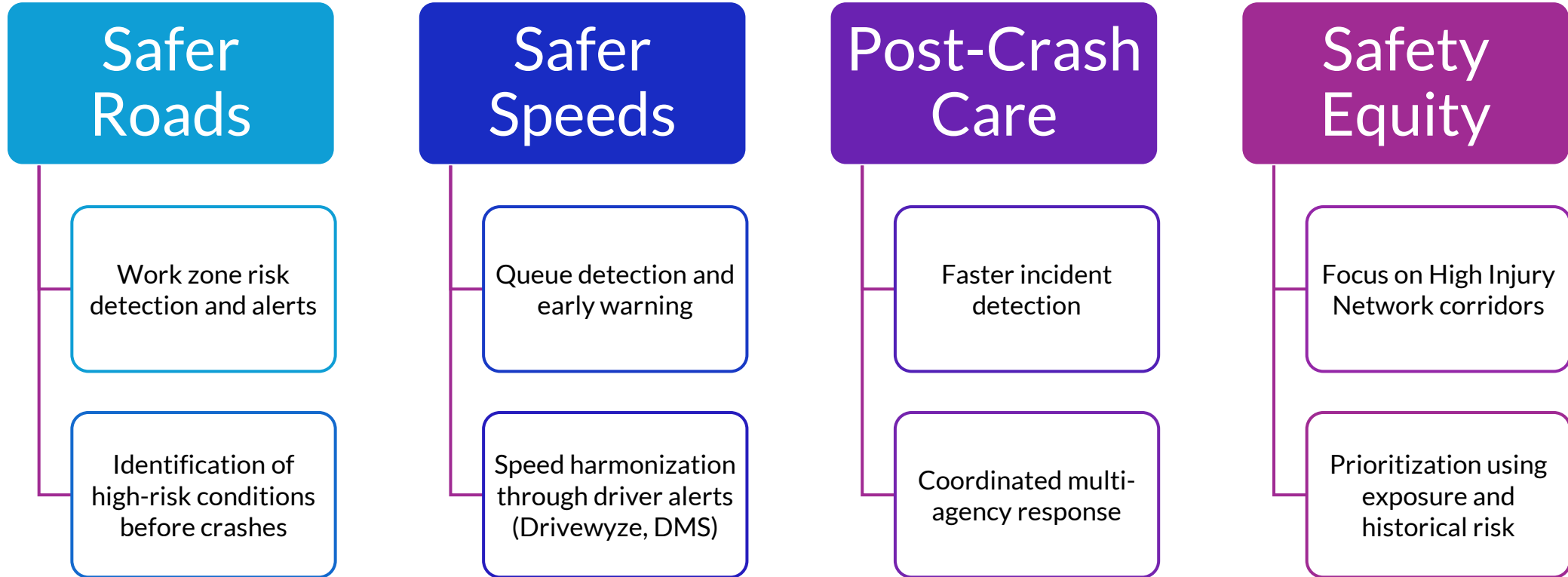
TSMO = Transportation Systems Management and Operations

- Leverages existing TSMO investment to deliver new-term safety impact
- Total Estimated Cost = **\$10 million**
 - SS4A Funding Request = \$8 million
 - Local Match = \$2 million *(Regional Toll Revenue funding to provide local match)*



Modernizing Regional Safety through Digital Infrastructure

NCTCOG SS4A Proposal – Improves Safety Across Multiple SS4A Priorities

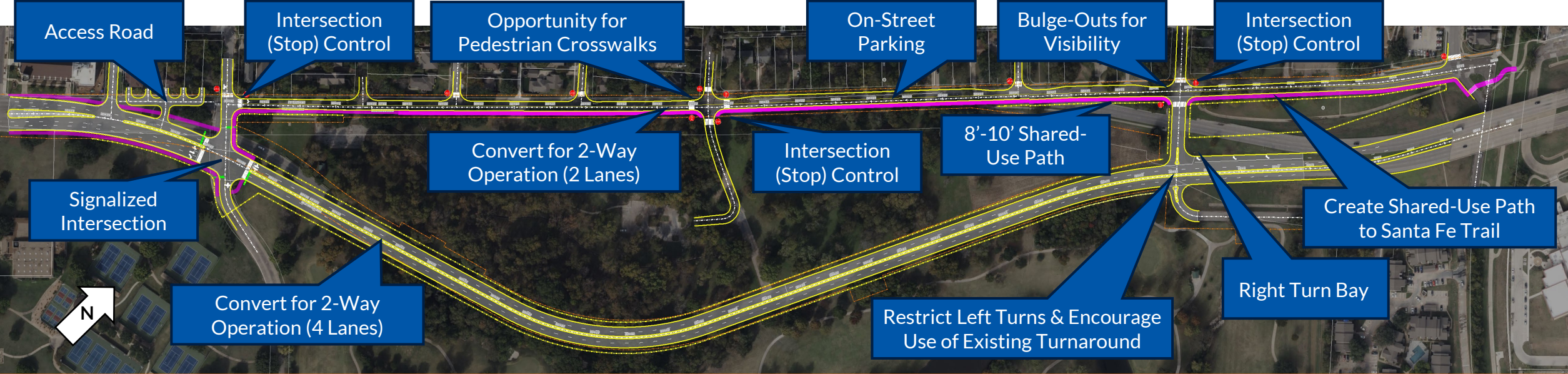


- **SOLUTION:** Expansion of initial TSMO Data Platform integrating freeway, arterial, transit, and emergency data to focus on safety-related initiatives
- **GOAL:** Transition from reactive to proactive traffic management, applying data-driven “Safe System” operations across the Dallas-Fort Worth region



FY2026 SS4A Program – Implementation Grant Project

Grand Avenue – Segment 3 Safety Reconfiguration *(for City of Dallas)*



From: Cameron Ave.

Segment 3 (CSJ #0009-02-075)

To: Tenison Memorial Dr.

PROJECT			CONSTRUCTION COST FUNDING BREAKDOWN		
TITLE	DESCRIPTION/LIMITS	URBAN/RURAL	NON-FEDERAL	FEDERAL (SS4A)	TOTAL COST
Grand Avenue Segment 3	Convert one-way couplet to two streets (two-way): East – SH 78 (four lanes), West – Residential (two lanes)	URBAN	\$5,250,000 (20%)	\$21,000,000 (80%)	\$26,250,000

Non-Federal: TxDOT is funding pre-construction phases with state funds, plus 20% match to requested Federal funds for construction

- City of Dallas will submit SS4A application with NCTCOG administrative & technical assistance
- If awarded, TxDOT will ultimately be grantee & implementing agent

FY2026 Safe Streets and Roads for All (SS4A) Grant Program

Anticipated Schedule

March 27, 2026	FY2026 SS4A Program: Notice of Funding Opportunity (NOFO) Release
April 15, 2026	Finalize Candidate Project Details <i>(for posting of April 2026 STTC Agenda)</i>
April 24, 2026	STTC Action
May 14, 2026	RTC Action
May 15, 2026	RTC Letter of Support Deadline <i>(for projects submitted by partners, please send requests to Jackie Nolasco – jnolasco@nctcog.org)</i>
May 26, 2026	FY2026 SS4A Program: Application Deadline – Valid Eval
May 28, 2026	Executive Board Endorsement



Requested Action – FY2026 Safe Streets and Roads for All (SS4A) Grant Program

RTC approval of:

- Submitting the following project for SS4A Implementation Grant funding consideration, with \$2 million in Regional Toll Revenue funds (2/3 East Set Aside and 1/3 West Set Aside) to leverage requested federal funds:
 - 1) **MODERNIZING REGIONAL SAFETY THROUGH DIGITAL INFRASTRUCTURE**
- Providing administrative/technical support for the city of Dallas to submit the following project for SS4A Implementation Grant funding consideration:
 - 1) **GRAND AVENUE SEGMENT 3 SAFETY RECONFIGURATION**
- 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

RTC Action Item – May 14, 2026



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Principal Transportation Planner

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North Central Texas Council of Governments

Fiscal Year 2025-2026 (FY2025-2026) Railroad Crossing Elimination Program (RCEP)

Regional Transportation Council – Action I May 14, 2026

Jeff Neal , Senior Projects Manager

Railroad Crossing Elimination Program (RCEP) – Overview

Program Purpose:

- Fund highway-rail or pathway-rail grade crossing improvement projects to focus on enhancing the safety and mobility of people and goods
- Preference for grade separations, closure of at-grade crossings through track relocation and corridor-wide grade crossing improvements

Selection Criteria:

- Project Readiness
- Technical Merit
- Project Benefits
- Workforce Development, Job Quality, and Wealth Creation

FY2025-2026 Application Deadline: June 8, 2026
(application limit – 3 per applicant)



Railroad Crossing Elimination Program (RCEP) – Overview

Project Eligibility:

1. **Grade separation (*via bridge, tunnel, embankment, or combination thereof*)**
2. Track relocation
3. Improvement or installation of protective devices, signals, and signs
4. Measures to improve safety related to a separation, closure, or track relocation (*including technological solutions*)
5. Planning/NEPA/Design/Construction (*above projects*)

Applicant Eligibility (*groups included*):

1. State Department of Transportation (*DOT*)
2. **Metropolitan Planning Organization (*MPO*)**
3. **Local Government**
4. **Political Subdivision of State/Local Government**
5. Public Port Authority
6. Tribal Government



Railroad Crossing Elimination Program (RCEP) – Overview

Funding Availability:

Total Funding (FY2025-2026):
\$1,146,528,000

Set-Asides:

- Planning – \$36 Million
- Rural or Tribal – \$229.3 Million
- Highway-Rail Grade Crossing Safety Information and Education Programs – \$3 Million

Minimum/Maximum Award:

Minimum:

- \$1 Million per Project (*construction*)

Maximum:

- 80% of Cost per Project (*construction*)

Maximum per State:

- **20%** (*or \$229.3 Million*)



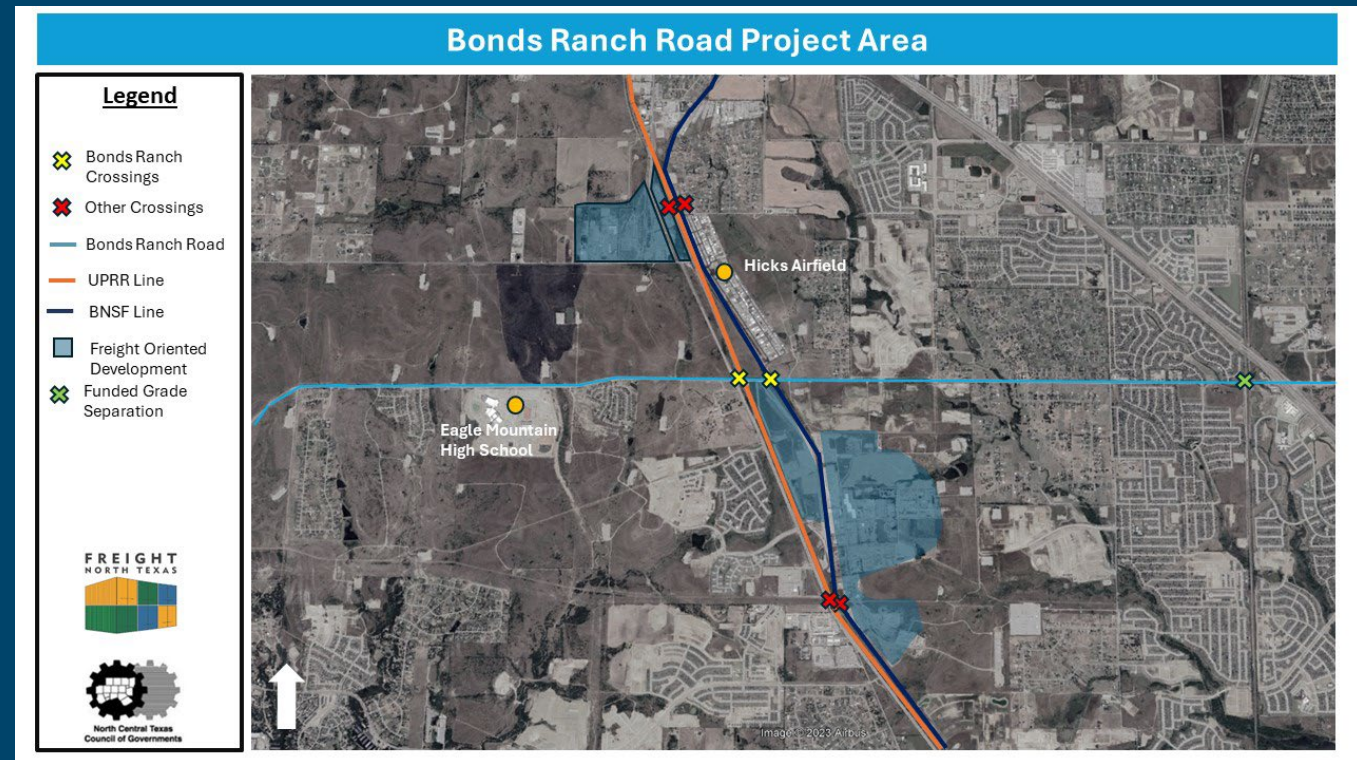
FY2025-2026 RCEP Projects – Bonds Ranch Rd Segment #2

Project Overview:

- Located in Fort Worth, Texas
- Located on Saginaw Main St (*Business US 287*) and Bonds Ranch Rd
- Includes BNSF rail relocation to facilitate grade separation away from Hicks Airfield runway approach zone

Project Partners:

- **Tarrant County** is the submitting and implementing agency for this FY2025-2026 RCEP Grant
- TxDOT, NCTCOG, City of Fort Worth, BNSF, and UPRR are working with Tarrant County as project partners



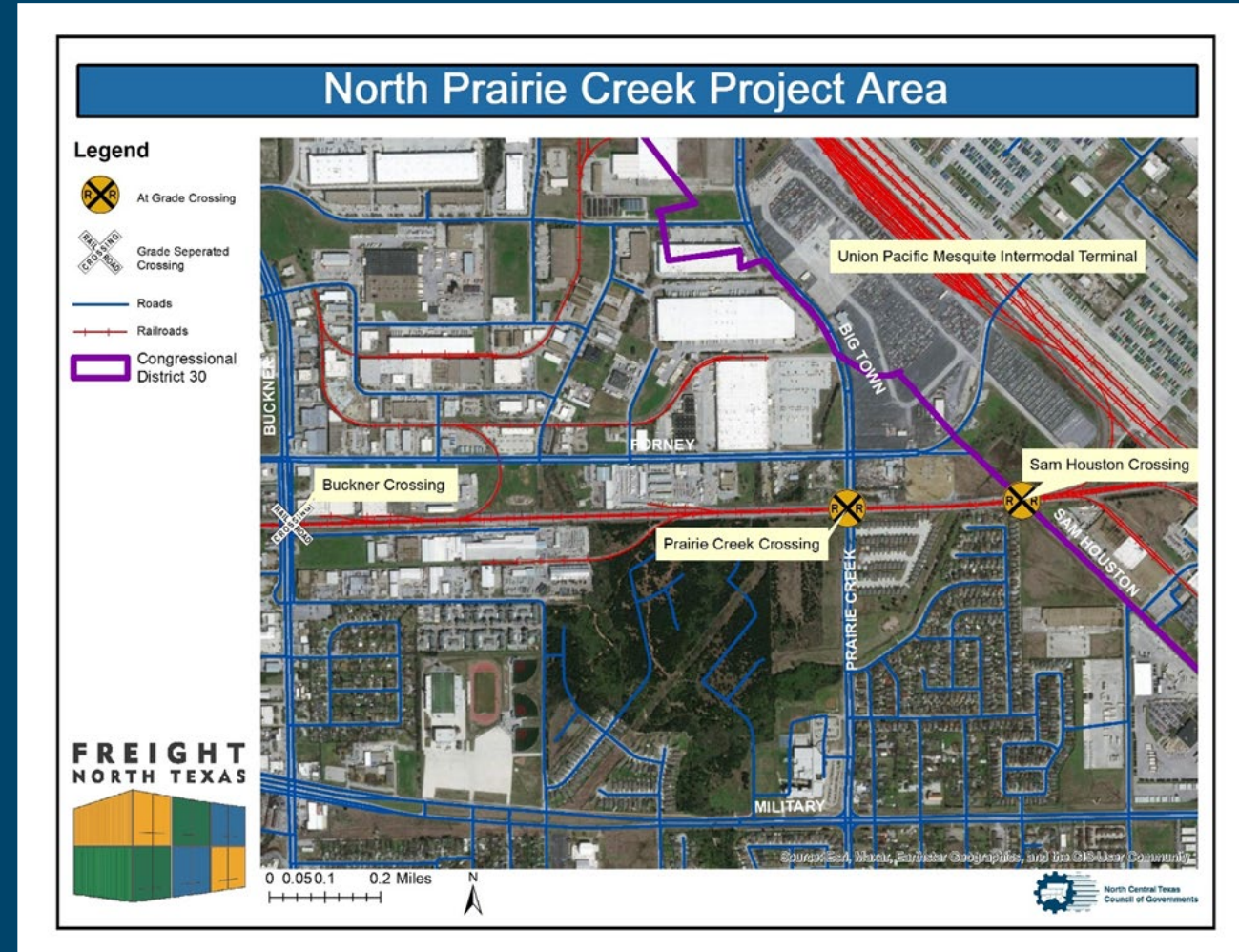
FY2025-2026 RCEP Projects – Prairie Creek Rd/UPRR

Project Overview:

- Located in Dallas, Texas
- Located near three Dallas ISD schools (*middle school, high school, and the Ann Richards STEAM Academy*)
- Funding request for Union Pacific Railroad (UPRR) grade separation construction

Project Partners:

- **City of Dallas** is the submitting and implementing agency for this FY2025-2026 RCEP Grant
- NCTCOG, Dallas County, and UPRR collaborating as project partners



FY2025-2026 RCEP Projects – Cost/Revenue Breakdown

PROJECT			COST / FUNDING STATUS						
TITLE	NEW	EAST/ WEST	NON-FEDERAL			FEDERAL			TOTAL COST
			NCTCOG City/County	Other Public	Private (Rail)*	NCTCOG	Other	FY2025-2026 RCEP Grant	
SUBMITTED BY OTHERS									
Bonds Ranch Road	No	West	\$27,000,000 ¹	\$15,000,000 (TxDOT) ²	\$9,650,000 (BNSF/UPRR) ³	\$30,000,000 ⁴	N/A	\$34,483,000	\$116,133,000
Prairie Creek Road	No	East	\$11,302,000 ⁵	N/A	\$1,500,000 (UPRR)	\$7,173,000 ⁶	\$1,602,000 (Earmark)	\$32,898,000	\$54,015,000

* Railroad contributions to be confirmed.

- ¹ City of Fort Worth, Tarrant County, & Regional Toll Revenue (RTR) – \$9,000,000 each (Engineering, Right-of-Way, Utilities, & Construction)
² TxDOT – \$500,000 State PE funds (Engineering) + \$3,780,857 State ROW funds (Right-of-Way) + \$10,719,143 State Match funds (Construction)
³ BNSF – \$5,000,000 (Construction); UPRR – \$4,650,000 (Construction)
⁴ RTC – \$30,000,000 in Surface Transportation Block Grant (STBG) Program funds (Construction)
⁵ City of Dallas – \$9,451,000 (Construction); Dallas County – \$1,851,000 (Construction)
⁶ RTC – \$7,173,000 in Construction Mitigation Air Quality (CMAQ) Program funds (Construction)



Railroad Crossing Elimination Program (RCEP) – Schedule

April 20, 2026 **FY2025-2026 RCEP Notice of Funding Opportunity Released**

May 14, 2026 **RTC Action Item**

May 22, 2026 **STTC Endorsement**

May 28, 2026 **Executive Board Approval**

June 8, 2026 **FY2025-2026 RCEP Application Deadline**



Railroad Crossing Elimination Program (RCEP) – Requested Action

Request RTC approval for:

Submittal of the **Bonds Ranch Road Segment #2 Project** by Tarrant County and the **Prairie Creek Road/UPRR Project** by the City of Dallas for funding consideration through the **FY2025-2026 Railroad Crossing Elimination Program (RCEP)**.

Reaffirmation of \$9 million in Regional Toll Revenue (RTR) and \$30 million in Surface Transportation Block Grant (STBG) funds for the **Bonds Ranch Road Segment #2 Project** contingent on previously unawarded applications to the FY2023-2024 RCEP and Texas Off-System Rail Grade Separation State Fund Program.

Administratively amending NCTCOG's Transportation Improvement Program (*TIP*) and the State Transportation Improvement Program (*STIP*), as well as other planning and administrative documents, to include the proposed projects if selected for **FY2025-2026 RCEP Grant** awards.



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260265

COUNCIL CHAMBER

January 21, 2026

WHEREAS, in February 2021, the city began development of a master plan for expansion of the Kay Bailey Hutchison Convention Center; and

WHEREAS, on November 8, 2022, Dallas voters approved a new two percent hotel occupancy tax to fund expansion of the Kay Bailey Hutchison Convention Center and improvement of certain facilities within Fair Park; and

WHEREAS, planned improvements at Fair Park following the November 8, 2022, election include renovations to Cotton Bowl Stadium and Fair Park Music Hall; and

WHEREAS, the city is currently examining expansion of the city's streetcar system including a connection to the M-Line Trolley and future connections to Fair Park, the Dallas Zoo, Deep Ellum, Trinity Groves, and Lower Greenville; and

WHEREAS, on March 6, 2024, City Council was briefed on major downtown transportation initiatives including the Eddie Bernice Johnson Union Station, high-speed rail, and expansion of the streetcar system; and

WHEREAS, City Council requested an economic impact study on the impacts of the Dallas to Fort Worth high speed rail alignment following the March 6, 2024 briefing.

WHEREAS, on June 12, 2024, City Council adopted Resolution No. 24-0876 stating that except for streetcar expansion projects currently under consideration, City Council does not support construction of any aboveground rail lines through the Downtown, Uptown, and Victory Park areas of Dallas; and

WHEREAS, the North Central Texas Council of Governments (NCTCOG) applied for Step 1 of the "Fort Worth to Houston High-Speed Rail Corridor" (Up to \$500,000) and was awarded the grant under the "FY22 Corridor Identification and Development Program Selections" as per Federal Railroad Administration's (FRA) announcement; and

WHEREAS, at the October 23, 2025 NCTCOG executive board meeting, the board voted to defer the decision to accept the grant with potential action during the January 22, 2026 meeting pending the city of Dallas' consideration of this item; and

WHEREAS, at the November 13, 2025 meeting, RTC requested that the NCTCOG executive board proceed with accepting step 1 of the Corridor ID program grant; and

WHEREAS, on January 8, 2026, The City of Dallas' Transportation and Infrastructure committee (TRNI) held a special-called meeting to discuss NCTCOG's step 1 of the FRA's Corridor ID program with a specific discussion about the Dallas to Fort Worth segment of the overall Fort Worth to Houston High Speed Rail (HSR) corridor

Now, Therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

SECTION 1. That the City Council reaffirms its position on aboveground rail lines as stated in Section 1 of Resolution No. 24-0876, approved by the City Council on June 12, 2024, which reads as follows:

That, at this time, except for streetcar expansion projects currently under consideration, City Council does not support construction of any aboveground rail lines through the Downtown, Uptown, and Victory Park areas of Dallas.

SECTION 2. That City Council supports NCTCOG's acceptance of FRA's grant of Corridor Identification and Development Program for Step 1: Scope of Work development for the Fort Worth to Houston High-Speed Rail Corridor subject to the following conditions:

- a. The scope and associated step 1 work of the corridor ID study considers a family of multiple alignments that comply with Resolution No. 24-0876 dated June 12, 2024;
- b. That the upgrade to the Trinity Railway Express be considered as part of the evaluation; and
- c. That any aboveground rail alignments do not go through city park land or Subdistrict 1A of PD 714, as illustrated on the Exhibit A attached to this resolution, including the proposed site for the Harold Simmons Park.

SECTION 3. The phrase "Central Business District" in Resolution No. 24-0876 has the meaning of that phrase as defined in Dallas City Code Section 50-157 and is synonymous to the word "Downtown."

SECTION 4. That this resolution shall take effect immediately from and after its passage in accordance with the Charter of the City of Dallas, and it is accordingly so resolved.



West Commerce Street/Fort Worth Avenue Corridor

The map displays the West Commerce Street/Fort Worth Avenue Corridor, divided into subdistricts 1A through 5. The corridor runs from the top left to the bottom right. Subdistrict 1A is dark purple, 1B is light purple, 2A is light blue, 2B is hatched, 3A is green, 3B is yellow, 4 is brown, and 5 is pink. The map includes a legend, a scale bar, and various street names. The T & P RR runs along the left side of the corridor. IH 30 runs along the bottom. The perimeter of the study area is marked with a dashed line. The map also shows the location of the Fort Worth Convention Center and the Fort Worth Stock Exchange.

LEGEND

- Subdistrict 1A
- Subdistrict 1B
- Subdistrict 2A
- Subdistrict 2B
- Subdistrict 3A
- Subdistrict 3B
- Subdistrict 4
- Subdistrict 5
- Boundary

Streets shown: SINGLETON, BEDFORD, AVON, DULUTH, T & P RR, IH 30, KEESLER, WESTMORELAND, FORT WORTH, AVON, HARTSDALE, OVERCREST, FORT WORTH, AVON, HARTSDALE, OVERCREST.



Zoning Case #Z023-192 (CG)



Agenda Information Sheet

File #: 26-132A

Item #: 3.

PILLAR: Sustainable
AGENDA DATE: January 21, 2026
COUNCIL DISTRICT(S): 1, 2, 6, 14
DEPARTMENT: Department of Transportation and Public Works
PRIORITY: Infrastructure

SUBJECT

A resolution stating that the City Council: **(1)** reaffirms its position not supporting any construction of aboveground rail lines through the Central Business District, Uptown, and Victory Park areas of Dallas, except for streetcar expansion projects currently under consideration as stated in Resolution No. 24-0876 approved on June 12, 2024, **(2)** supports North Central Texas Council of Governments (NCTCOG) Regional Transportation Council's (RTC) request to NCTCOG's executive board to accept a \$500,000.00 grant from the Federal Railroad Administration's Step 1 of the Corridor Identification and Development Program of the "Fort Worth to Houston High-Speed Rail Corridor" and that the Dallas to Fort Worth leg of this corridor is subject to **(a)** compliance with Resolution No. 24-0876 approved on June 12, 2024; **(b)** scope, schedule, and cost development to be based on multiple alternative alignments complying with Resolution No. 24-0876 approved on June 12, 2024; **(c)** requesting that the existing Trinity Railway Express line be studied for upgrading opportunities; and **(d)** that any aboveground rail alignments do not go through city park land - Financing: No cost consideration to the City

BACKGROUND

On June 12, 2024, the City Council passed a Resolution affirming that the City Council does not support construction of any above-ground rail lines through the Central Business District, Uptown, and Victory Park areas of Dallas, except for streetcar expansion projects currently under consideration by Resolution No. 24-0876.

The Infrastructure Investment and Jobs Act (IIJA) established the Corridor Identification and Development (ID) Program allowing the development of intercity passenger rail corridors. The Federal Railroad Administrator (FRA) was designated as the administrator of the Corridor ID Program.

The program includes three steps where each step has its own separate grant path. Step 1 is to develop scope, schedule and cost for a corridor. Step 2 covers the service development plan, and Step 3 covers the development of the Preliminary engineering and environmental process.

At the October 23, 2025 NCTCOG executive board meeting, the board voted to defer the decision to accept the grant with potential action during the January 22, 2026 meeting, pending the City of Dallas' consideration of this item (**initiating this action**).

NCTCOG applied for Step 1 of the "Fort Worth to Houston High-Speed Rail Corridor" (Up to \$500,000.00) and was awarded the grant under the "FY22 Corridor Identification and Development Program Selections" as per FRA's announcement.

At the November 13, 2025 meeting, the RTC requested that the NCTCOG executive board proceed with accepting Step 1 of the Corridor ID program grant.

On January 8, 2026, The City of Dallas' Transportation and Infrastructure Committee (TRNI) held a special-called meeting to discuss NCTCOG's Step 1 of the FRA's Corridor ID Program with a specific discussion about the Dallas to Fort Worth segment of the overall Fort Worth to Houston High Speed Rail (HSR) Corridor.

TRNI Committee members voted unanimously to develop a council resolution at a date prior to the January 22, 2026 NCTCOG's Executive Board meeting supporting the acceptance of Step 1 of the FRA Corridor ID grant, subject to the following conditions:

1. That the City Council reaffirms its position on above-ground rail lines as stated in Section 1 of Resolution No. 24-0876, approved by the City Council on June 12, 2024;
2. That the scope of the Corridor ID Study considers a family of multiple alignments that comply with Resolution No. 24-0876;
3. That the upgrade to the Trinity Railway Express be considered as part of the evaluation; and
4. That any above-ground rail alignments do not go through city park land.

The phrase "Central Business District" in Resolution No. 24-0876 has the meaning of that phrase as defined in the Dallas City Code, Section 50-157 and is synonymous to the word "Downtown."

PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)

The City Council was briefed on major downtown transportation initiatives including the Eddie Bernice Johnson Union Station, high-speed rail, and expansion of the streetcar system. Following the same briefing, the City Council requested an economic impact study on the impacts of the Dallas to Fort Worth High Speed Rail Alignment Project on March 6, 2024.

On June 12, 2024, the City Council unanimously passed Resolution No. 24-0876 stating that the City Council does not support construction of any above-ground rail lines through the Downtown, Uptown, and Victory Park areas of Dallas, except for streetcar expansion projects currently under consideration.

The Economic Development committee was briefed by Memorandum summarizing the results of the High-Speed Rail's economic impact for the City of Dallas on June 2, 2025,.

The TRNI Committee was briefed about the status of NCTCOG's HSR FRA's Corridor Identification and Development Grant on January 8, 2026,.

FISCAL INFORMATION

No cost consideration to the City.

HIGH-SPEED RAIL SERVICE



Dallas-Fort Worth

May 14, 2026 - Regional Transportation Council

Dan Lamers, PE



**North Central Texas
Council of Governments**

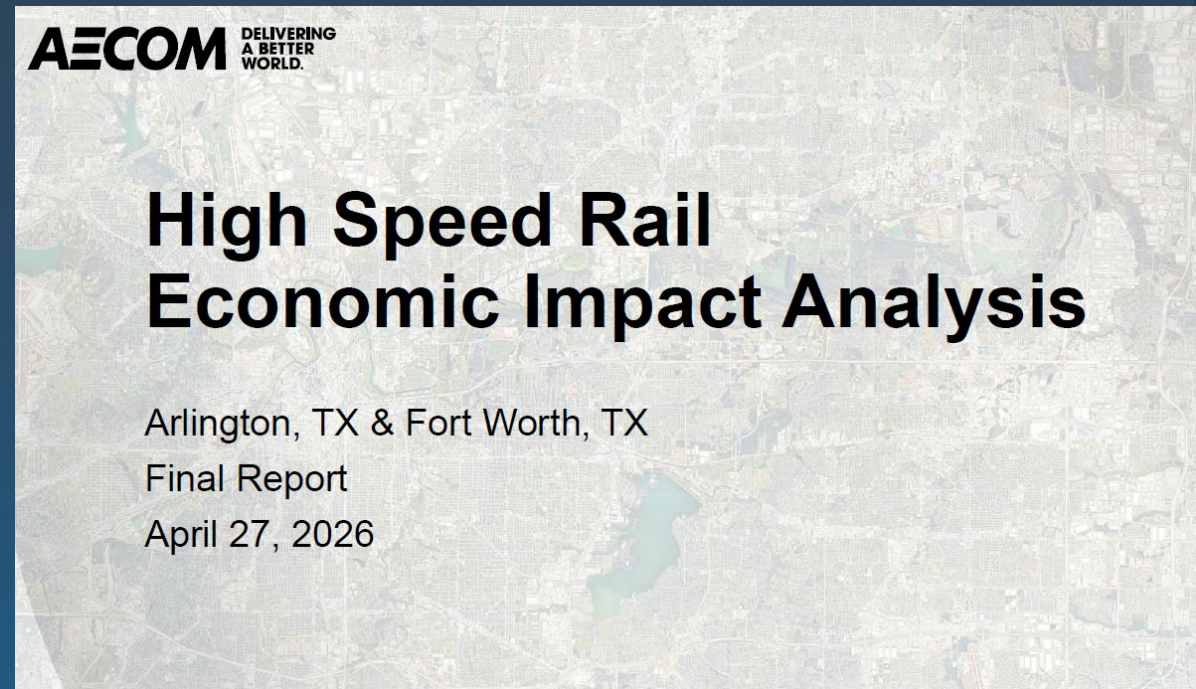


Recent Developments Related to High-Speed Rail Initiatives

- RTC action in November 2025 removed the “Eastern Alignment” from consideration in DFW High-Speed Rail (HSR) NEPA Process
- City of Dallas January 2026 Council Resolution on High-Speed Rail
- NCTCOG Executive Board approval of Federal Railroad Administration (FRA) Corridor Identification and Development (Corridor ID) for the Fort Worth-Houston high-speed rail corridor
 - Approved with the conditions included in Section 2 of the Dallas Council Resolution
- Cities of Fort Worth and Arlington completed High-Speed Rail Economic Impact Study

Fort Worth and Arlington High-Speed Rail Economic Impact Studies

- Both Studies:
 - Show significant development opportunities to leverage unique characteristics of HSR travel within Texas
 - Inventory strong financial impacts to the tax base from all tax sources within a few miles of the station
 - Support continued development of the “Texas Triangle” HSR concept, including a segment from FW to Laredo via Austin and San Antonio

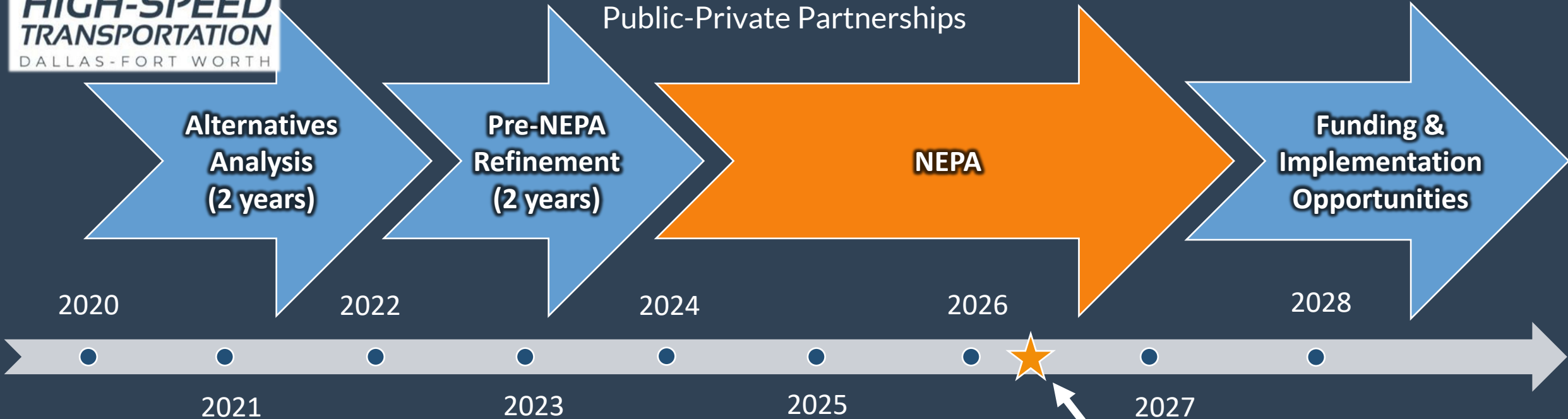


Source: AECOM



Federal Transit Administration Process

NCTCOG Focus:
Public-Private Partnerships



Federal Railroad Administration Process

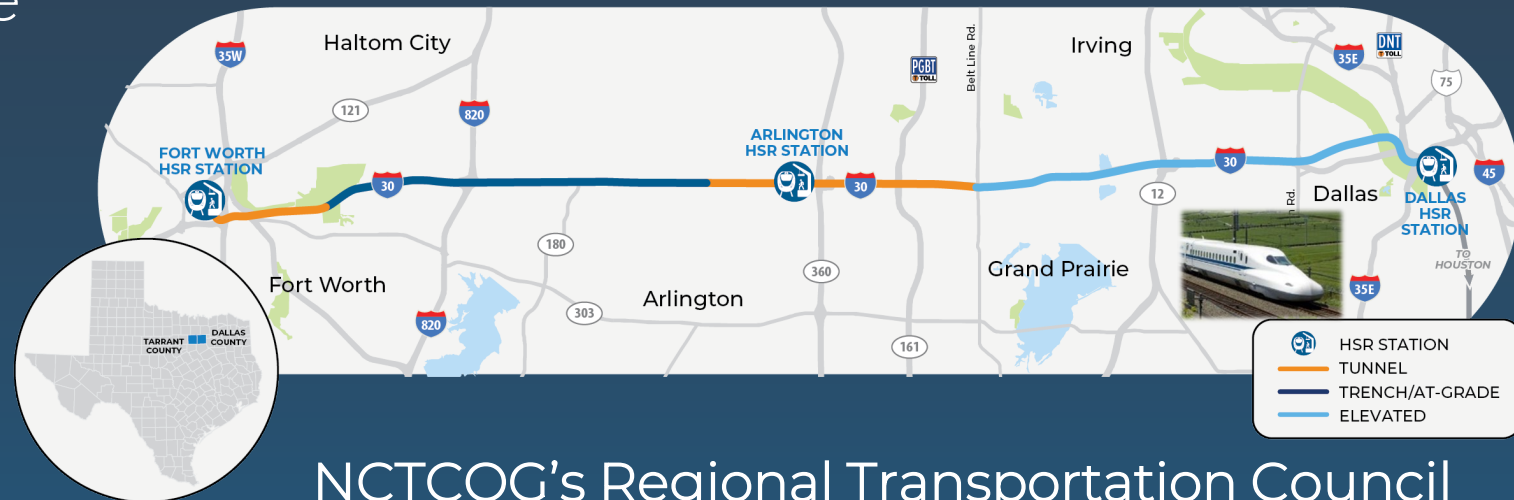
NCTCOG Focus:
Federal Funding



NEPA: National Environmental Policy Act

Status of NEPA Process for DFW High-Speed Rail

- NEPA remains on pause while design and stakeholder coordination continue for the western alignment
- Continuing communication with the City of Dallas in response to the January 2026 Council Resolution and Kay Bailey Hutchison Convention Center design changes



NCTCOG's Regional Transportation Council High-Speed Rail Policy

- ❖ One-Seat Ride
- ❖ Three Station Concept

NCTCOG/City of Dallas Coordination on January 2026 Resolution

- NCTCOG sent a request for clarification to Dallas city staff on 4/23/26
 - Section 3 is the main point of requested clarification.
 - Staff understanding is that the intent of this definition was to make clear that no elevated rail line could impact existing and potential development. This had precluded the “Eastern Alignment” in the previous June 2024 council resolution.
 - Does the stated definition of the CBD also preclude the “Western Alignment”?

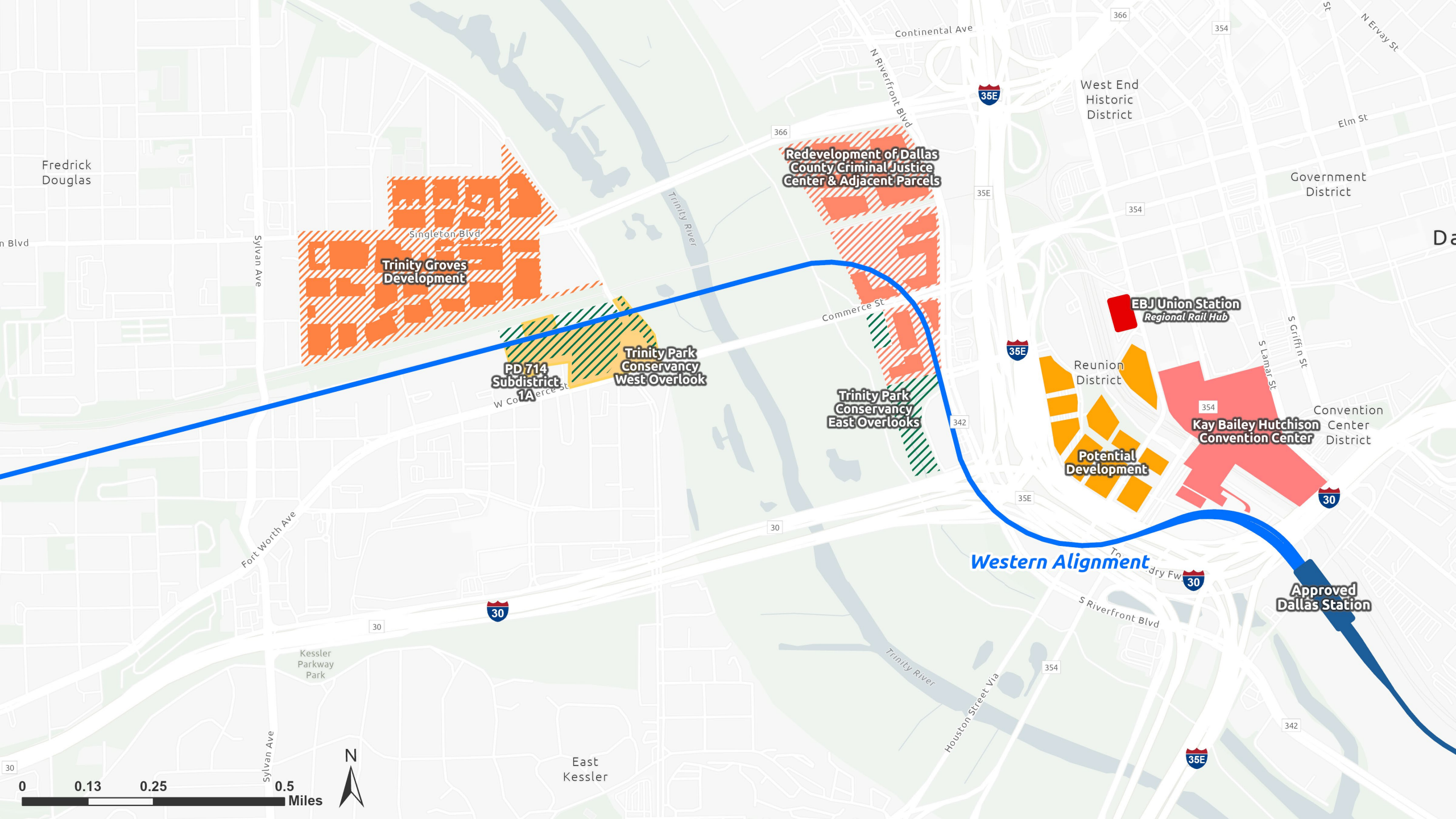
SECTION 1. That the City Council reaffirms its position on aboveground rail lines as stated in Section 1 of Resolution No. 24-0876, approved by the City Council on June 12, 2024, which reads as follows:

That, at this time, except for streetcar expansion projects currently under consideration, City Council does not support construction of any aboveground rail lines through the Downtown, Uptown, and Victory Park areas of Dallas.

SECTION 2. That City Council supports NCTCOG's acceptance of FRA's grant of Corridor Identification and Development Program for Step 1: Scope of Work development for the Fort Worth to Houston High-Speed Rail Corridor subject to the following conditions:

- a. The scope and associated step 1 work of the corridor ID study considers a family of multiple alignments that comply with Resolution No. 24-0876 dated June 12, 2024;
- b. That the upgrade to the Trinity Railway Express be considered as part of the evaluation; and
- c. That any aboveground rail alignments do not go through city park land or Subdistrict 1A of PD 714, as illustrated on the Exhibit A attached to this resolution, including the proposed site for the Harold Simmons Park.

SECTION 3. The phrase “Central Business District” in Resolution No. 24-0876 has the meaning of that phrase as defined in Dallas City Code Section 50-157 and is synonymous to the word “Downtown.”



Fredrick Douglas

n Blvd

Sylvan Ave

Trinity Groves Development

Singleton Blvd

PD 714 Subdistrict 1A

Trinity Park Conservancy West Overlook

Redevelopment of Dallas County Criminal Justice Center & Adjacent Parcels

Trinity Park Conservancy East Overlooks

EBJ Union Station Regional Rail Hub

Potential Development

Kay Bailey Hutchison Convention Center

Approved Dallas Station

Western Alignment





Requested Final Action to Advance High-Speed Rail Initiatives

RTC approval to:

- Request prompt response from the City of Dallas clarifying the intent of the January 2026 city council resolution on high-speed rail (Dallas Resolution 26-0265)

(Possible) RTC Action Item – May 14, 2026



Contacts

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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	DECEMBER 2025 COMMENTS	DECEMBER 2025 RISK RATING	MAY 2026 COMMENTS	MAY 2026 RISK RATING
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 06/2025 10/2023 4/2027	RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY2023	RIGHT-OF-WAY ACQUISITION IS UNDERWAY AND EXPECTED TO BE CLEARED AUGUST 2026; CURRENT LETTING DEADLINE OF DECEMBER 2026	<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 06/2025 10/2023 4/2027	RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY2023	RIGHT-OF-WAY ACQUISITION IS UNDERWAY AND EXPECTED TO BE CLEARED AUGUST 2026; CURRENT LETTING DEADLINE OF DECEMBER 2026	<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 06/2025 10/2023 4/2027	RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY2023	RIGHT-OF-WAY ACQUISITION IS UNDERWAY AND EXPECTED TO BE CLEARED AUGUST 2026; CURRENT LETTING DEADLINE OF DECEMBER 2026	<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 06/2025 10/2023 4/2027	CONFIRM FUNDING IN FY2023	RIGHT-OF-WAY ACQUISITION IS UNDERWAY AND EXPECTED TO BE CLEARED AUGUST 2026; CURRENT LETTING DEADLINE OF DECEMBER 2026	<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 06/2025 10/2023 4/2027	CONFIRM FUNDING IN FY2023	RIGHT-OF-WAY ACQUISITION IS UNDERWAY AND EXPECTED TO BE CLEARED AUGUST 2026; CURRENT LETTING DEADLINE OF DECEMBER 2026	<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>
					TOTAL FUNDING	\$80,441,988								

REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2)
STATUS UPDATE - PROJECTS THAT ARE UNDER CONSTRUCTION OR COMPLETED

TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	PRIOR EST. START DATE	NEW EST./ ACTUAL START DATE	MAY 2026 COMMENTS	MAY 2026 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 07/2021	PROJECT COMPLETED FEBRUARY 2025	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	PROJECT COMPLETED AUGUST 2025	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	PROJECT COMPLETED AUGUST 2025	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 - PROJECTS THAT ARE UNDER CONSTRUCTION OR COMPLETED

TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	PRIOR EST. START DATE	NEW EST./ ACTUAL START DATE	MAY 2026 COMMENTS	MAY 2026 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) 07/2024 (ACTUAL)	PROJECT COMPLETED JULY 2025	<u>N/A (PROJECT HAS LET)</u>
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		<u>N/A (PROJECT HAS LET)</u>
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		<u>N/A (PROJECT HAS LET)</u>
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 FRONTAGE ROADS	\$91,604,860	SW PE, S102, 4, 12	09/2023	01/2024 (ACTUAL) 12/2023 09/2023		<u>N/A (PROJECT HAS LET)</u>
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		<u>N/A (PROJECT HAS LET)</u>
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		<u>N/A (PROJECT HAS LET)</u>
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		<u>N/A (PROJECT HAS LET)</u>

REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2)
STATUS UPDATE - PROJECTS THAT ARE UNDER CONSTRUCTION OR COMPLETED

TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	PRIOR EST. START DATE	NEW EST./ ACTUAL START DATE	MAY 2026 COMMENTS	MAY 2026 RISK RATING
<u>11263.2</u>	<u>0902-48-645</u>	<u>HALTOM CITY</u>	<u>HALTOM CITY</u>	<u>UNION PACIFIC RAILROAD CROSSING AT NORTH HALTOM ROAD AND GLENVIEW DRIVE</u>	<u>INSTALL NON-TRANSVERSABLE MEDIANS ON NORTH HALTOM AND NON-TRANSVERSABLE MEDIANS AND OFF-SETTING FOUR QUADRANT GATES AT GLENVIEW DR</u>	<u>\$550,000</u>	<u>LOCAL CONTRIBUTION, 7, 12S</u>	<u>10/2020</u>	<u>12/2025 (ACTUAL) 10/2020</u>		<u>N/A (PROJECT HAS LET)</u>
<u>20115</u>	<u>0081-03-047</u>	<u>TXDOT DALLAS</u>	<u>ARGYLE</u>	<u>US 377 FROM SOUTH OF FM 1171 TO CRAWFORD ROAD</u>	<u>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</u>	<u>\$212,015,095</u>	<u>CAT 2M, CAT 4, CMAQ, SW PE, SW ROW, LOCAL CONTRIBUTION</u>	<u>09/2024</u>	<u>05/2026 (ACTUAL) 09/2027 12/2023 09/2024</u>		<u>N/A (PROJECT HAS LET)</u>
TOTAL FUNDING						\$596,715,666					

REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2)
STATUS UPDATE - CANCELLED PROJECTS

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 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
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	<u>\$350,000</u>	08/2025 (ACTUAL)	OBLIGATED (2026)	DELAYED FROM FY2025; ENVIRONMENTAL CLEARANCE RECEIVED APRIL 2025; CITY WORKING ON 95% PS&E
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	<u>\$1,025,000</u>	12/2025 (ACTUAL)	OBLIGATED (2026)	DELAYED FROM FY2025
<u>13076</u>	<u>2921-01-010</u>	<u>TXDOT-DALLAS</u>	<u>DALLAS</u>	<u>C</u>	<u>SS 394</u>	<u>IH 35E</u>	<u>FM 877</u>	<u>CONSTRUCT 0 TO 4 LANE ROADWAY AT NEW LOCATION WITH NEW SHARED USE PATH, CURB RAMPS, GRADE SEPARATED PEDESTRIAN CROSSING, TURN LANES, AND SIGNAL IMPROVEMENTS</u>	<u>\$4,280,192</u>	<u>\$1,070,048</u>	<u>\$0</u>	<u>\$5,350,240</u>	<u>\$4,280,192</u>	<u>02/2026 (ACTUAL)</u>	<u>OBLIGATED (2026)</u>	<u>ADVANCED TO FY2026 FROM FY2028</u>
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 (ACTUAL)	OBLIGATED (2026)	
<u>83221</u>	<u>1015-01-024</u>	<u>TXDOT-DALLAS</u>	<u>DALLAS</u>	<u>C</u>	<u>FM 549</u>	<u>SH 205</u>	<u>SH 276</u>	<u>RECONSTRUCT AND WIDEN 2 LANE TO 4 LANE ROADWAY WITH NEW SHARED USE PATH AND INTERSECTION IMPROVEMENTS</u>	<u>\$4,790,306</u>	<u>\$1,197,576</u>	<u>\$0</u>	<u>\$5,987,882</u>	<u>\$4,790,306</u>	<u>02/2026 (ACTUAL)</u>	<u>OBLIGATED (2026)</u>	<u>ADVANCED TO FY2026</u>
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	<u>\$468,404</u>	04/2026 (ACTUAL)	<u>OBLIGATED (2026)</u>	DELAYED FROM FY2025
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	\$6,000,000	\$0	\$0	\$6,000,000	<u>\$6,000,000</u>	04/2026 (ACTUAL) 03/2026	<u>OBLIGATED (2026)</u>	DELAYED FROM FY2025
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	\$4,886,820	\$1,221,705	\$0	\$6,108,525	<u>\$4,878,953</u>	05/2026 (ACTUAL)	<u>OBLIGATED (2026)</u>	MPO MILESTONE POLICY PROJECT
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	05/2026 02/2026	OBLIGATED (2026)	DELAYED FROM FY2025
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	<u>\$1,400,000</u>	05/2026	<u>OBLIGATED (2026)</u>	DELAYED FROM FY2025
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	<u>\$7,855,455</u>	06/2026	<u>OBLIGATED (2026)</u>	
14058	0902-90-330	FORT WORTH	FORT WORTH	E	CS	CONDUCTOR ROAD FROM TRINITY BLVD.	TRINITY LAKES STATION	CONSTRUCT SHARED USE PATH	\$202,000	\$0	\$0	\$202,000	\$0	05/2026 01/2026	EXPECTED TO OBLIGATE IN FY2026	AFA DEVELOPMENT IN PROGRESS
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	06/2026 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
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	06/2026 03/2026	EXPECTED TO OBLIGATE IN FY2026	TRANSIT TRANSFER REQUEST SUBMITTED

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
24030	0902-00-393	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	\$3,250,000	\$0	\$0	\$3,250,000	\$0	06/2026 03/2026	EXPECTED TO OBLIGATE IN FY2026	TRANSIT TRANSFER REQUEST SUBMITTED; FUNDING ADVANCED TO FY2026 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	06/2026 03/2026	EXPECTED TO OBLIGATE IN FY2026	TRANSIT TRANSFER REQUEST TO BE SUBMITTED ONCE PROJECT IS APPROVED BY FHWA
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	06/2026 03/2026	EXPECTED TO OBLIGATE IN FY2026	TRANSIT TRANSFER REQUEST SUBMITTED
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	07/2026 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)
24016	0260-02-055	TXDOT-DALLAS	DALLAS	C	US 67	MAIN ST	WARD ROAD	INSTALLATION OF NEW CCTV, DMS AND VEHICLE DETECTION UNITS	\$880,000	\$220,000	\$0	\$1,100,000	\$0	07/2026 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	\$960,000	\$240,000	\$0	\$1,200,000	\$0	07/2026 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	\$3,200,000	\$800,000	\$0	\$4,000,000	\$0	07/2026 05/2026	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 100% PS&E
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	\$960,000	\$240,000	\$0	\$1,200,000	\$0	08/2026 05/2026	EXPECTED TO OBLIGATE IN FY2026	
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 RESTRIPIING 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	08/2026 03/2026	EXPECTED TO OBLIGATE IN FY2026	AFA PENDING EXECUTION

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
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	08/2026 03/2026	EXPECTED TO OBLIGATE IN FY2026	TRANSIT TRANSFER REQUEST SUBMITTED
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)	NOT 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; CITY MAY OPT TO NOT UTILIZE FEDERAL FUNDS FOR UTILITY RELOCATIONS
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	NOT 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	\$800,000	\$0	\$0	\$800,000	\$0	07/2026	NOT EXPECTED TO OBLIGATE IN FY2026	TXDOT TOOK OVER THE PROJECT FROM FOREST HILL IN 2024; RIGHT-OF-WAY AND UTILITY CLEARANCES PENDING
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; WAS DELAYED VIA THE 2027-2030 TIP DEVELOPMENT; PROJECT NOT APPROVED BY FHWA
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	NOT EXPECTED TO OBLIGATE IN FY2026	CITY WORKING ON 95% PS&E RESUBMITTAL
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	NOT EXPECTED TO OBLIGATE IN FY2026	CITY WORKING ON 95% PS&E RESUBMITTAL
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	NOT EXPECTED TO OBLIGATE IN FY2026	CITY WORKING ON 95% PS&E RESUBMITTAL
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; WAS DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
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 100% PLANS AND MAY BE ABLE TO ADVANCE THE PROJECT IN 2026; WAS DELAYED 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	WAS DELAYED TO FY2027 VIA THE 2027-2030 TIP DEVELOPMENT; WORKING ON 95% PLANS
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 100% PLANS AND MAY BE ABLE TO ADVANCE THE PROJECT IN 2026; WAS DELAYED 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	WAS DELAYED VIA THE 2027-2030 TIP DEVELOPMENT; WORKING ON 100% PLANS HOWEVER PROJECT LETTING DELAYED DUE TO ANTICIPATED COST OVERRUNS

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
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	\$371,484	\$0	\$92,871	\$464,355	\$0	<u>11/2026</u> <u>02/2026</u>	NOT EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; CITY PROCURED CONSULTANT FOR FINAL 10% OF DESIGN; ENVIRONMENTAL CLEARANCE RECEIVED JUNE 2025
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	<u>12/2026</u> <u>05/2026</u>	NOT EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; CITY WORKING ON 60% PLANS
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	WAS DELAYED VIA THE 2027-2030 TIP DEVELOPMENT; <u>CITY WORKING ON INITIAL SCHEMATIC AND PROJECT SCHEDULE</u>
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	WAS DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
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	<u>01/2027</u> <u>01/2026</u>	NOT EXPECTED TO OBLIGATE IN FY2026	WAS DELAYED VIA THE 2027-2030 TIP DEVELOPMENT; ENVIRONMENTAL CLEARANCE PENDING; <u>PROJECT HAS BEEN ON HOLD SINCE MAY 2023</u>
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	<u>01/2027</u> <u>05/2026</u>	NOT EXPECTED TO OBLIGATE IN FY2026	ENVIRONMENTAL CLEARANCE ANTICIPATED <u>DECEMBER</u> 2026
24026	1469-01-024	TXDOT-FORT WORTH	FORT WORTH	C	FM 5	AT BANKHEAD DRIVE		CONSTRUCT INTERSECTION IMPROVEMENTS, INCLUDING LEFT AND RIGHT TURN LANES	\$1,520,000	\$380,000	\$0	\$1,900,000	\$0	01/2027	NOT EXPECTED TO OBLIGATE IN FY2026	WAS DELAYED 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; ENVIRONMENTAL CLEARANCE RECEIVED JUNE 2025; WAS DELAYED 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	<u>03/2027</u> <u>08/2027</u>	NOT EXPECTED TO OBLIGATE IN FY2026	<u>95%</u> PLANS UNDERWAY; WAS DELAYED 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; WAS DELAYED 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	WAS DELAYED 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	WAS DELAYED 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; WAS DELAYED VIA THE 2027-2030 TIP DEVELOPMENT; <u>CITY WORKING ON 60% PLANS</u>
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	<u>09/2027</u> <u>09/2026</u>	NOT EXPECTED TO OBLIGATE IN FY2026	WAS DELAYED VIA THE 2027-2030 TIP DEVELOPMENT; <u>PROJECT HAS BEEN ON HOLD SINCE FEBRUARY 2025</u>
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; WAS DELAYED VIA THE 2027-2030 TIP DEVELOPMENT

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
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	12/2027 02/2027	NOT EXPECTED TO OBLIGATE IN FY2026	95% PLANS UNDERWAY; WAS DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
14058	0902-90-330	FORT WORTH	FORT WORTH	C	CS	CONDUCTOR ROAD FROM TRINITY BLVD.	TRINITY LAKES STATION	CONSTRUCT SHARED USE PATH	\$1,600,000	\$0	\$0	\$1,600,000	\$0	03/2028 11/2027	NOT EXPECTED TO OBLIGATE IN FY2026	WAS DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
								TOTAL	\$145,246,371	\$7,307,003	\$6,975,371	\$159,528,745	\$34,606,310			

TOTAL CLOSEOUTS/WITHDRAWALS	(\$293,902)
TOTAL PROJECT ADJUSTMENTS	\$6,227
TOTAL OBLIGATED IN FY2026	\$34,606,310
EXPECTED TO OBLIGATE IN FY2026	\$64,957,676
NOT EXPECTED TO OBLIGATE IN FY2026	\$46,273,490

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	\$800,000	\$0	\$0	\$800,000	\$400,000	10/2025 (ACTUAL)	OBLIGATED (2026)	DELAYED FROM FY2025
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
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 OF	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	<u>\$1,250,000</u>	12/2025 (ACTUAL)	<u>OBLIGATED (2026)</u>	DELAYED FROM FY2025
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	<u>\$1,025,000</u>	12/2025 (ACTUAL)	<u>OBLIGATED (2026)</u>	DELAYED FROM FY2025
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	<u>\$400,000</u>	12/2025 (ACTUAL)	<u>OBLIGATED (2026)</u>	DELAYED FROM FY2025
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	<u>\$375,000</u>	<u>01/2026 (ACTUAL)</u> 12/2025	OBLIGATED (2026)	DELAYED FROM FY2025
<u>13076</u>	<u>2921-01-010</u>	<u>TXDOT-DALLAS</u>	<u>DALLAS</u>	<u>C</u>	<u>SS 394</u>	<u>IH 35E</u>	<u>FM 877</u>	<u>CONSTRUCT 0 TO 4 LANE ROADWAY AT NEW LOCATION WITH NEW SHARED USE PATH, CURB RAMPS, GRADE SEPARATED PEDESTRIAN CROSSING, TURN LANES, AND SIGNAL IMPROVEMENTS</u>	<u>\$15,000,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$15,000,000</u>	<u>\$3,658,131</u>	<u>02/2026 (ACTUAL)</u>	<u>OBLIGATED (2026)</u>	<u>PROJECT ADVANCED TO FY2026 FROM FY2028</u>
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	<u>\$2,000,000</u>	<u>02/2026 (ACTUAL)</u> 12/2025	<u>OBLIGATED (2026)</u>	DELAYED FROM FY2025
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	<u>\$3,978,262</u>	<u>03/2026 (ACTUAL)</u> 01/2026	<u>OBLIGATED (2026)</u>	

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
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	\$45,000	03/2026 (ACTUAL) 01/2026	OBLIGATED (2026)	CITY OF DALLAS AND CITY OF IRVING WORKING ON ILA
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	\$2,000,000	04/2026 (ACTUAL) 12/2025	OBLIGATED (2026)	DELAYED FROM FY2025
25013	0902-90-172	FORT WORTH	FORT WORTH	C	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	\$13,392,000	\$0	\$0	\$13,392,000	\$12,423,000	04/2026 (ACTUAL) 03/2026	OBLIGATED (2026)	DELAYED FROM FY2025
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	\$10,000,000	05/2026 02/2026	OBLIGATED (2026)	
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	\$44,648,437	\$0	\$11,162,109	\$55,810,546	\$36,497,175	06/2026	OBLIGATED (2026)	TXDOT IMPLEMENTING THE PROJECT ON BEHALF OF CITY OF DALLAS AND KLYDE WARREN PARK FOUNDATION; AFA EXECUTION IS PENDING; 100% PS&E UNDERWAY
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	\$3,000,000	10/2026 12/2025	OBLIGATED (2026)	DELAYED FROM FY2025
25013	0902-90-172	FORT WORTH	FORT WORTH	U	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	\$1,742,000	\$0	\$0	\$1,742,000	\$0	04/2026 (ACTUAL) 03/2026	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; UTILITIES TO BE RELOCATED DURING CONSTRUCTION (OBLIGATION TIMEFRAME TO BE DETERMINED)
13061.1	0008-03-133	TXDOT-FORT WORTH	FORT WORTH	C	IH 20	FM 1187/FM 3325	IH 20/IH 30 SPLIT	RECONST 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	\$432,000	\$108,000	\$0	\$540,000	\$0	05/2026 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
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	AFA APPROVED; TXDOT AWAITING FINAL RESOLUTION FROM DALLAS COUNTY SO FPAA CAN BE REQUESTED
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	
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	06/2026 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
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 OVERHAULS, UPGRADES TO INTERNAL SPEAKER SYSTEM FOR ANNOUNCEMENTS, VINYL SEAT INSTALLATION	\$3,682,147	\$0	\$0	\$3,682,147	\$0	06/2026 03/2026	EXPECTED TO OBLIGATE IN FY2026	TRANSIT TRANSFER REQUEST SUBMITTED
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	
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	06/2026 03/2026	EXPECTED TO OBLIGATE IN FY2026	TRANSIT TRANSFER REQUEST 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
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	ENVIRONMENTAL CLEARANCE ANTICIPATED IN MAY 2026
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	06/2026 01/2026	EXPECTED TO OBLIGATE IN FY2026	TRANSIT TRANSFER REQUEST SUBMITTED
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 TRYPARKINGIT.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	0918-00-456	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	
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	08/2026 03/2026	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025
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	
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	08/2026 12/2025	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	
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	08/2026 12/2025	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	0918-00-411	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	08/2026 12/2025	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; OBLIGATION TIMEFRAME TO BE DETERMINED (WILL DEPEND ON HOW FAST EXISTING FUNDING IS SPENT)

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
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	
11691.1	0918-00-444	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	\$2,765,000	\$0	\$0	\$2,765,000	\$0	08/2026	EXPECTED TO OBLIGATE IN FY2026	
14015.3	0918-47-483	DALLAS	DALLAS	E	CS	ON HARRY HINES BLVD/MCKINNON STREET FROM DALLAS NORTH TOLLWAY	MOODY STREET	REHABILITATE ROADWAY WITH SIGNAGE, SIGNAL, AND INTERSECTION IMPROVEMENTS TO ADDRESS SAFETY ISSUES (WRONG WAY DRIVING ON DNT)	\$2,000,000	\$0	\$0	\$2,000,000	\$0	08/2026 06/2026	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; AFA DEVELOPMENT IN PROGRESS
14038.2	0902-00-343	NCTCOG	FORT WORTH	I	VA	REGIONAL SAFETY PROGRAM PLANNING		INCLUDING RESEARCH, REGIONAL DATA TOOLS AND ANALYSIS, DRIVE AWARE NORTH TEXAS SAFETY CAMPAIGN, STRATEGIC TARGETING OF AGGRESSIVE DRIVING AND ROAD RAGE AND SAFETY EQUIPMENT	\$5,005,000	\$0	\$0	\$5,005,000	\$0	08/2026 12/2025	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; AFA AMENDMENT EXECUTED
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
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	08/2026 04/2026	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025
16008	0918-00-413	NCTCOG	DALLAS	I	VA	TECHNOLOGY AND INNOVATION 3.0; IMPLEMENT PROJECTS FOCUSED ON EMERGING TRANSPORTATION TECHNOLOGIES	THAT IMPROVE SAFETY, EFFICIENCY, & CONNECTIVITY; COORDINATING & IMPLEMENTING EMERGING MOBILITY TECHNOLOGY DEPLOYMENTS &	CONNECTED VEHICLE/INFRASTRUCTURE IMPROVEMENTS; SUPPORTING ROADWAY SAFETY TECHNOLOGIES, FOOD DESERT ELIMINATION, DELIVERY ROBOTS AND DRONES, NEXT-GEN TRAFFIC SIGNALS AND AUTONOMOUS SHUTTLES; AND MANAGING ADMINISTRATIVE TASKS TO FACILITATE PROJECTS	\$1,650,000	\$0	\$0	\$1,650,000	\$0	08/2026 08/2027	EXPECTED TO OBLIGATE IN FY2026	
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	08/2026 03/2026	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; CITY WORKING TO ACQUIRE RIGHT-OF-WAY AND RELOCATE UTILITIES
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	AFA DEVELOPMENT IN PROGRESS
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	08/2026 12/2025	EXPECTED TO OBLIGATE IN FY2026	AFA DEVELOPMENT IN PROGRESS
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	\$2,500,000	\$0	\$0	\$2,500,000	\$0	08/2026 01/2026	EXPECTED TO OBLIGATE IN FY2026	AFA DEVELOPMENT IN PROGRESS
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	08/2026 04/2026	EXPECTED TO OBLIGATE IN FY2026	
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	08/2026 03/2026	EXPECTED TO OBLIGATE IN FY2026	TRANSIT TRANSFER REQUEST 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
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 ONE WAY 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	
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
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	
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
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	09/2026 12/2025	EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; AFA EXECUTION PENDING
11694.1	0918-00-455	NCTCOG	DALLAS	I	VA	PLANNING FOR REGIONAL AQ INITIATIVES; RESEARCH AND IMPLEMENT INITIATIVES TO IMPROVE AQ AND ATTAIN FEDERAL STANDARDS,	INCLUDING STRATEGIES TO SUPPORT INCREASED ADOPTION OF ZERO-EMISSION AND OTHER LOW-EMISSION VEHICLES, RESEARCH AND	IMPLEMENTATION 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	09/2026 06/2026	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	09/2026 01/2026	EXPECTED TO OBLIGATE IN FY2026	WORKING ON 100% PS&E; ENVIRONMENTAL CLEARANCE RECEIVED MARCH 2026
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	09/2026 03/2026	EXPECTED TO OBLIGATE IN FY2026	AFA DEVELOPMENT IN PROGRESS
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	
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, RUFÉ 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	AFA DEVELOPMENT IN PROGRESS
14085.4	0918-47-558	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	12/2026 03/2026	EXPECTED TO OBLIGATE IN FY2026	TRANSIT TRANSFER REQUEST 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
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	12/2026 03/2026	EXPECTED TO OBLIGATE IN FY2026	TRANSIT TRANSFER REQUEST SUBMITTED
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	09/2025 09/2023 (ACTUAL)	NOT EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; AFA EXECUTION PENDING; CURRENTLY AT 60% PS&E (ENGINEERING HAS STARTED WITH OTHER FUNDS)
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	\$3,053,592	\$0	\$763,398	\$3,816,990	\$0	06/2026	NOT EXPECTED TO OBLIGATE IN FY2026	PROJECT TO BE IMPLEMENTED SEPARATELY FROM CONSTRUCTION OF DECK PLAZA (SPECIFIC TIMELINE TO BE DETERMINED)
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	08/2026 03/2026	NOT EXPECTED TO OBLIGATE IN FY2026	TRANSIT TRANSFER REQUEST TO BE SUBMITTED
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	08/2026 04/2026	NOT EXPECTED TO OBLIGATE IN FY2026	CITY WORKING ON 95% PS&E; ENVIRONMENTAL CLEARANCE SCHEDULE PENDING
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	08/2026 04/2026	NOT EXPECTED TO OBLIGATE IN FY2026	CITY WORKING ON 95% PS&E; ENVIRONMENTAL CLEARANCE SCHEDULE PENDING
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	08/2026 12/2025	NOT EXPECTED TO OBLIGATE IN FY2026	
11898.6	0902-90-166	TXDOT-FORT WORTH	FORT WORTH	R	CS	ON SPUR 170 FROM IH 35W	INTERMODAL PKWY	CONSTRUCT 0 TO 2 LANE GRADE SEPARATED DIRECT CONNECTORS	\$5,000,000	\$0	\$0	\$5,000,000	\$0	09/2026 09/2027	NOT EXPECTED TO OBLIGATE IN FY2026	AFA IS BEING DRAFTED; PROJECT HAS NOT BEEN APPROVED BY FHWA; WAS DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
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	09/2026 03/2026	NOT EXPECTED TO OBLIGATE IN FY2026	ENVIRONMENTAL CLEARANCE PENDING (PENDING PROJECT LEVEL CONFORMITY APPROVAL TO PROCEED)
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	NOT EXPECTED TO OBLIGATE IN FY2026	
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	NOT EXPECTED TO OBLIGATE IN FY2026	AFA DEVELOPMENT IN PROGRESS
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	NOT 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	NOT 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	NOT EXPECTED TO OBLIGATE IN FY2026	
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
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; WAS DELAYED 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; WAS DELAYED 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
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	WAS DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
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	10/2026 03/2026	NOT EXPECTED TO OBLIGATE IN FY2026	WAS DELAYED 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	AFA DEVELOPMENT IN PROGRESS
24046	0918-46-360	LEWISVILLE	DALLAS	E	CS	ON MILL STREET FROM PURNELL 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	AFA DEVELOPMENT IN PROGRESS; WAS DELAYED 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 2/4 LANE TO 4 LANE 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
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; WAS DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
83216.1	0047-07-252	DALLAS	DALLAS	E	US 75	AT HASKELL AVE		CONSTRUCT SIGNAL IMPROVEMENTS; INSTALL CONCRETE TRAFFIC BARRIER FOR PROTECTED SIDEWALKS; EXTEND SOUTHBOUND LEFT TURN BAY AND NEW FIBER OPTIC CONNECTIVITY FOR ITS AND IMPROVE CROSSWALKS AND SIDEWALKS	\$240,000	\$60,000	\$0	\$300,000	\$0	10/2026	NOT EXPECTED TO OBLIGATE IN FY2026	WAS DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
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; WAS DELAYED 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 60% PS&E; WAS DELAYED 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	WAS DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
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 60% PS&E; WAS DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
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	02/2027 12/2025	NOT EXPECTED TO OBLIGATE IN FY2026	WAS DELAYED 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	03/2027 08/2027	NOT EXPECTED TO OBLIGATE IN FY2026	95% PLANS UNDERWAY; WAS DELAYED 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
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	WAS DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
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	05/2027 03/2026	NOT EXPECTED TO OBLIGATE IN FY2026	
14038.2	0902-00-345	NCTCOG	FORT WORTH	I	VA	REGIONAL SAFETY PROGRAM PLANNING		INCLUDING RESEARCH, REGIONAL DATA TOOLS AND ANALYSIS, DRIVE AWARE NORTH TEXAS SAFETY CAMPAIGN, STRATEGIC TARGETING OF AGGRESSIVE DRIVING AND ROAD RAGE AND SAFETY EQUIPMENT	\$6,070,000	\$0	\$0	\$6,070,000	\$0	08/2027 08/2026	NOT EXPECTED TO OBLIGATE IN FY2026	FUNDING MAY NOT BE NEEDED UNTIL LATE FY2026 OR EARLY FY2027
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	WAS DELAYED 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; WAS DELAYED 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	09/2027 06/2027	NOT EXPECTED TO OBLIGATE IN FY2026	WAS DELAYED 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	12/2027 02/2027	NOT EXPECTED TO OBLIGATE IN FY2026	95% PLANS UNDERWAY; WAS DELAYED 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	12/2027 02/2027	NOT EXPECTED TO OBLIGATE IN FY2026	95% PLANS UNDERWAY; WAS DELAYED 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	WAS DELAYED 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	WAS DELAYED 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	WAS DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
11699.2	0902-00-360	FWTA	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	01/2030 03/2026	NOT EXPECTED TO OBLIGATE IN FY2026	
24040	0918-46-358	DENTON	DALLAS	E	VA	ON WESTERN BLVD FROM JIM CHRISTAL RD	US 380	RECONSTRUCT AND WIDEN FROM 3 LANES TO 4 LANES INCLUDING SHARED USE PATHS	\$0	\$0	\$0	\$0	\$0	N/A 03/2026	NOT EXPECTED TO OBLIGATE IN FY2026	ENGINEERING FUNDING MOVED TO CONSTRUCTION VIA FEBRUARY 2026 TIP MODIFICATION CYCLE
								TOTAL	\$354,374,911	\$10,225,286	\$34,852,202	\$399,452,399	\$80,766,568			

TOTAL CLOSEOUTS/WITHDRAWALS	(\$574,775)
TOTAL PROJECT ADJUSTMENTS	(\$2,498,482)
TOTAL OBLIGATED IN FY2026	\$80,766,568
EXPECTED TO OBLIGATE IN FY2026	\$159,864,607
NOT EXPECTED TO OBLIGATE IN FY2026	\$92,059,867

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	<u>\$957,427</u>	01/2026 <u>(ACTUAL)</u>	<u>OBLIGATED (2026)</u>	DELAYED FROM FY2025; 2022 TA SET ASIDE CALL FOR PROJECTS
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	<u>\$1,043,908</u>	02/2026 <u>(ACTUAL)</u>	<u>OBLIGATED (2026)</u>	2022 TA SET ASIDE CALL FOR PROJECTS
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	<u>\$3,117,012</u>	03/2026 <u>(ACTUAL)</u>	<u>OBLIGATED (2026)</u>	2022 TA SET ASIDE CALL FOR PROJECTS
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	<u>\$997,091</u>	<u>05/2026</u> <u>02/2026</u>	<u>OBLIGATED (2026)</u>	DELAYED FROM FY2025; 2022 TA SET ASIDE CALL FOR PROJECTS
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	<u>\$800,000</u>	<u>06/2026</u> <u>02/2026</u>	<u>OBLIGATED (2026)</u>	2022 TA SET ASIDE CALL FOR PROJECTS; <u>PROJECT IS BEING RE-BID DUE TO NO BIDS BEING RECEIVED AFTER FIRST ADVERTISEMENT</u>
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	<u>\$1,200,000</u>	<u>06/2026</u> <u>02/2026</u>	<u>OBLIGATED (2026)</u>	2022 TA SET ASIDE CALL FOR PROJECTS; <u>PROJECT IS BEING RE-BID DUE TO NO BIDS BEING RECEIVED AFTER FIRST ADVERTISEMENT</u>
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	<u>\$3,200,000</u>	<u>06/2026</u> <u>01/2026</u>	<u>OBLIGATED (2026)</u>	DELAYED FROM FY2025; 2022 TA SET ASIDE CALL FOR PROJECTS
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	<u>\$5,886,863</u>	<u>06/2026</u> <u>03/2026</u>	<u>OBLIGATED (2026)</u>	2022 TA SET ASIDE CALL FOR PROJECTS
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
40102	0918-00-500	RICHARDSON	DALLAS	E	VA	RICHARDSON CITYWIDE SAFE ROUTES TO SCHOOL PROGRAM		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
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	<u>10/2026</u> <u>08/2026</u>	<u>NOT</u> EXPECTED TO OBLIGATE IN FY2026	DELAYED FROM FY2025; 2022 TA SET ASIDE CALL FOR PROJECTS; CITY WORKING ON <u>95%</u> PS&E
								TOTAL	\$22,623,226	\$0	\$4,037,392	\$26,660,618	\$17,202,301			

TOTAL CLOSEOUTS/WITHDRAWALS	\$0
TOTAL PROJECT ADJUSTMENTS	(\$1,102,408)
TOTAL OBLIGATED IN FY2026	\$17,202,301
EXPECTED TO OBLIGATE IN FY2026	\$3,744,389
NOT EXPECTED TO OBLIGATE IN FY2026	\$4,200,000

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	0902-00-385	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	\$1,701,101	\$0	\$0	\$1,701,101	\$0	06/2026	EXPECTED TO OBLIGATE IN FY2026	UNOBLIGATED BALANCE OF FY2025 FUNDING ADDED UNDER NEW CSJ; TRANSIT TRANSFER REQUEST SUBMITTED
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	\$1,265,364	\$0	\$0	\$1,265,364	\$0	06/2026 03/2026	EXPECTED TO OBLIGATE IN FY2026	TRANSIT TRANSFER REQUEST SUBMITTED
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	06/2026 03/2026	EXPECTED TO OBLIGATE IN FY2026	TRANSIT TRANSFER REQUEST 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 FY2026 PROJECT TRACKING UPDATE

Regional Transportation Council | May 14, 2026

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) 2026 Project Tracking
 - Focuses on projects slated for implementation in 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 action if needed to avoid accumulation of carryover balances



MPO MILESTONE POLICY ROUND 2 STATUS UPDATE



SUMMARY OF PROJECTS THAT HAVE NOT GONE TO CONSTRUCTION (MAY 2026)^{1, 2}

PROJECT CATEGORIES	NUMBER OF PROJECTS	PROJECT RATING	TOTAL FUNDING OF PROJECTS
Scheduled Letting CY2026	5	Medium Risk	\$80,441,988
Total	5		\$80,441,988

1: To date, 16 projects have let by their established deadlines and three have been removed from the Transportation Improvement Program (TIP) at the request of the implementing agency. One project originally not on the list was added in May 2024.

2: One change since Surface Transportation Technical Committee (STTC) as TIP 20115 was moved to Under Construction list since it let in May 2026



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}	Additional Federal Funding Expected to Obligate in FY2026	FY2026 Project Phases	Project Phases Obligated to Date
	May 2026				
CMAQ	\$210,703,025	\$34,318,635	\$64,957,676	59	11
STBG	\$199,143,095 ⁴	\$77,693,311	\$159,864,607	106	17
TASA	\$59,470,216 ⁴	\$16,099,893	\$3,744,389	11	8
CRP	\$19,831,396	\$0	\$19,966,465	3	0

Notes:

¹ Apportionment plus carryover

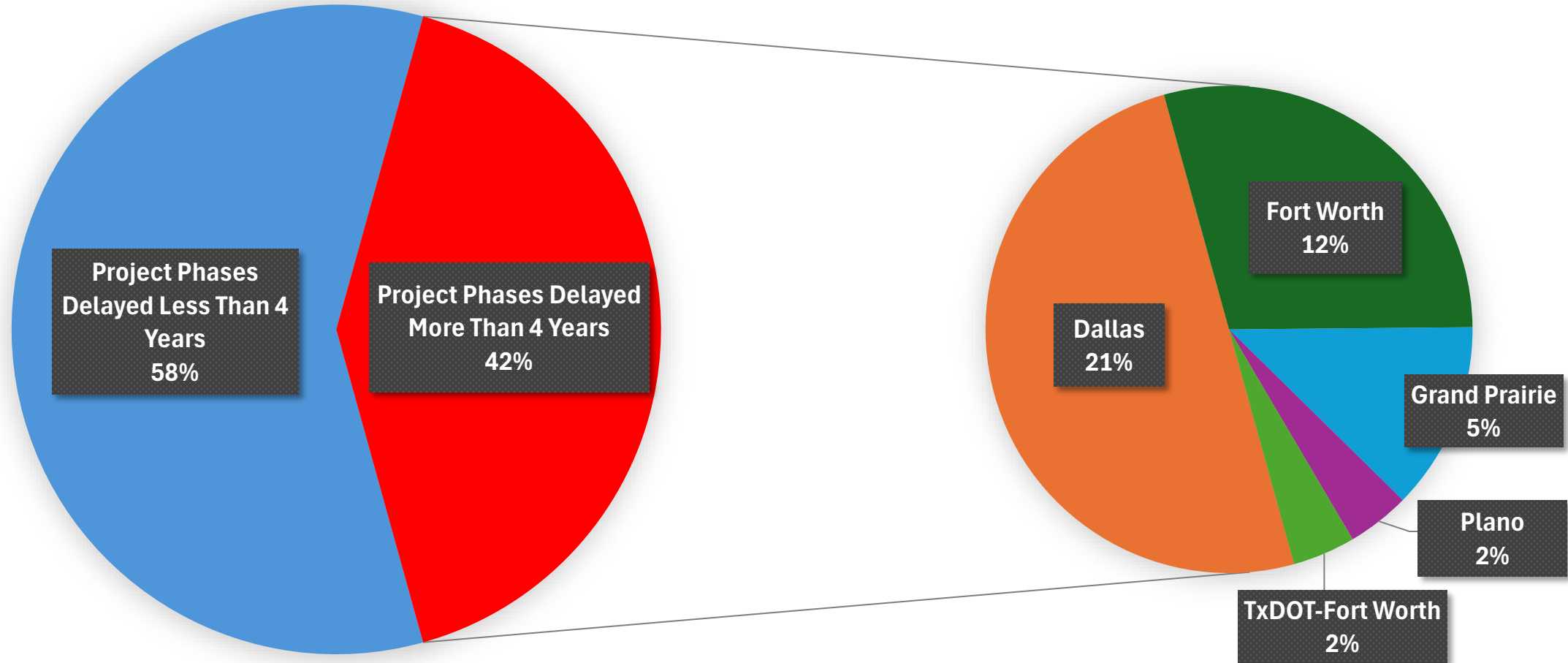
² Obligations based on the federal fiscal year, which runs from October to September

³ Obligation amounts as of 5/4/2026

⁴ Includes amounts redistributed from the Transportation Infrastructure Finance and Innovation Act (TIFIA) program through the Fiscally Responsible Highway Funding Act of 2024



CMAQ FY2026 PROJECT PHASES DELAYED FOUR OR MORE YEARS BY AGENCY



- This chart only represents project phases that were slated for implementation in FY2026
- Transit projects not included and will be reviewed separately
- Percentages based on number of phases delayed



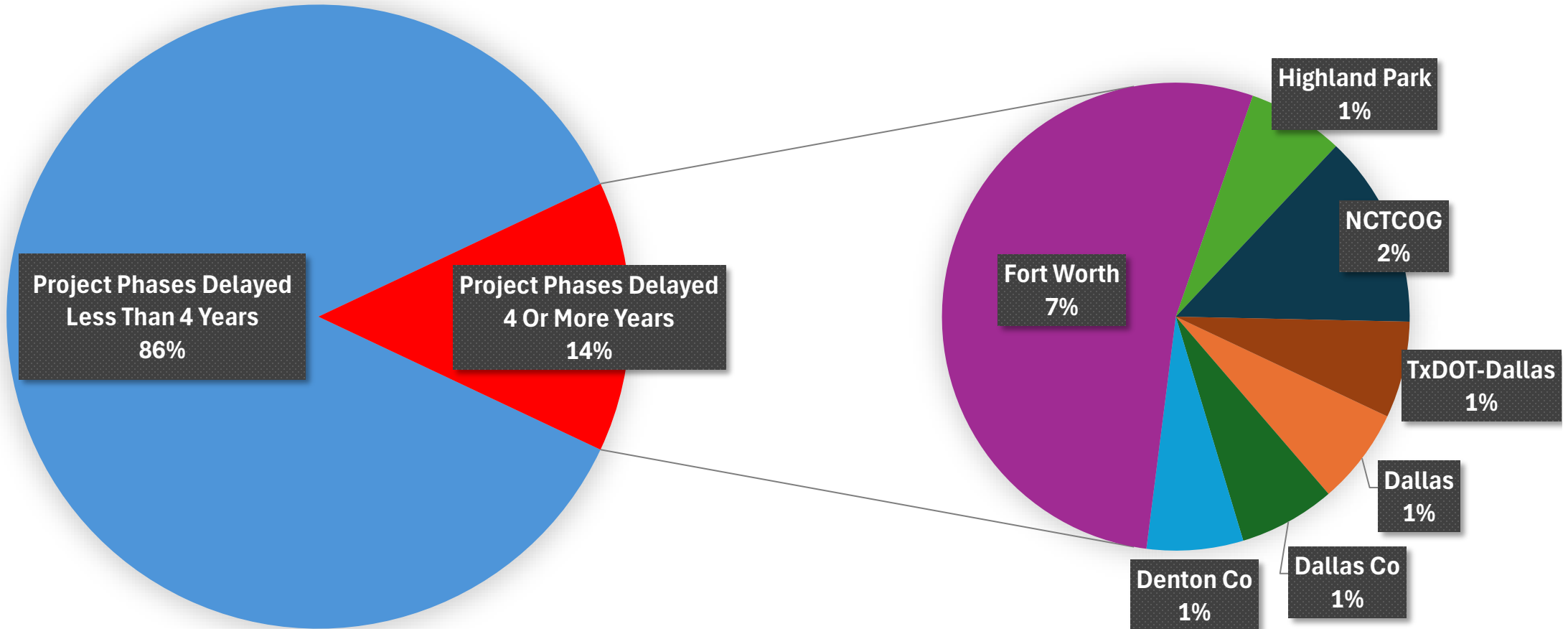
PROJECT SPONSORS WITH CMAQ PROJECT PHASES DELAYED FOUR OR MORE YEARS

Project Sponsor	Number of Project Phases	Total Funding (Federal)	Years of Delay
City of Dallas	12	\$19,912,800	4.0-7.4
City of Fort Worth	7	\$22,004,522	4.4-8.4
City of Grand Prairie	3	\$1,795,055	5.7-6.4
City of Plano	1	\$3,200,000	4.2
TxDOT-Fort Worth ¹	1	\$800,000	4.7

¹TxDOT took over TIP 21020/CSJ 0902-90-219 from Forest Hill in 2024



STBG FY2026 PROJECT PHASES DELAYED FOUR OR MORE YEARS BY AGENCY



- This chart only represents project phases that were slated for implementation in FY2026
- Transit projects not included and will be reviewed separately
- Percentages based on number of phases delayed



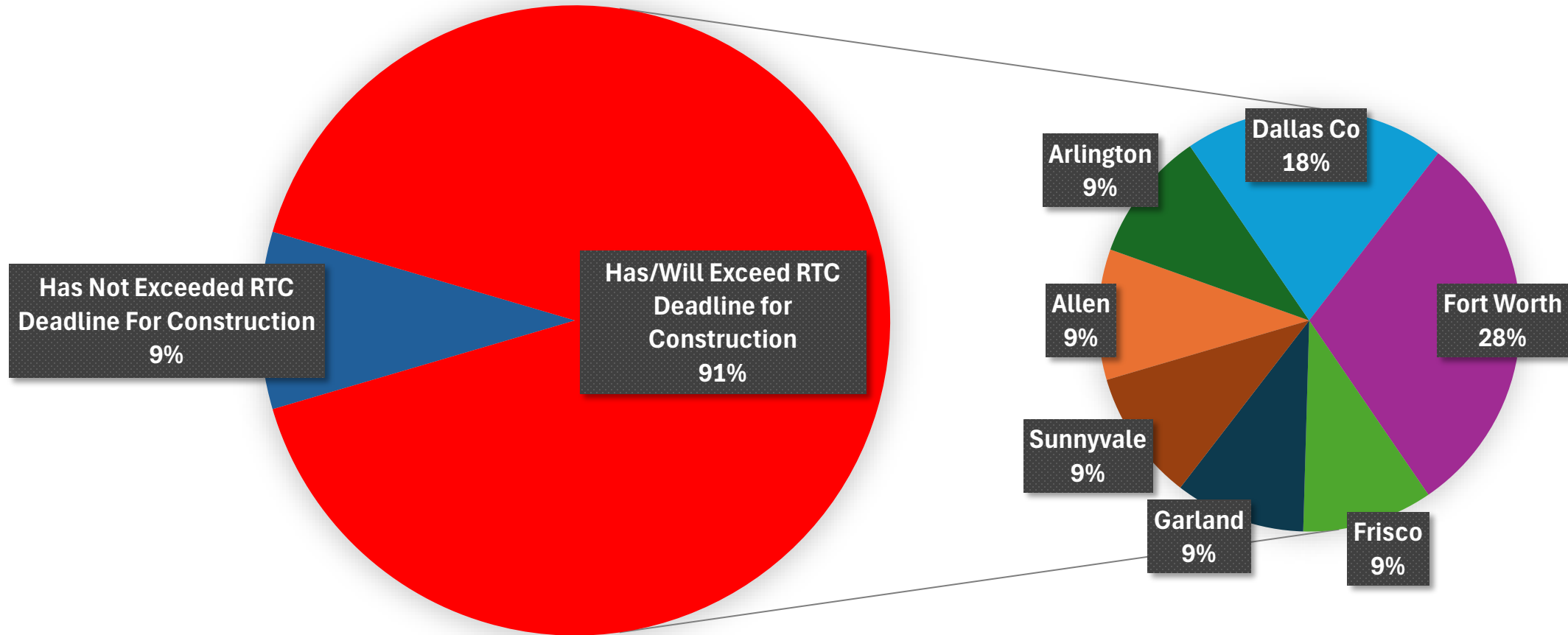
PROJECT SPONSORS WITH STBG PROJECT PHASES DELAYED FOUR OR MORE YEARS

Project Sponsor	Number of Project Phases	Total Funding (Federal)	Years of Delay
City of Dallas	1	\$500,000	4.7
Dallas County	1	\$3,702,280	8.6
Denton County	1	\$10,000,000	5.7
City of Fort Worth	8	\$31,015,007	4.4-8.5
Town of Highland Park	1	\$12,520,000	5.0
NCTCOG	2	\$3,650,000	4.8-5.7
TxDOT-Dallas ¹	1	\$44,648,437	6.0

¹TxDOT implementing TIP 14070/CSJ 0196-07-034 on behalf of the City of Dallas and Klyde Warren Park Foundation



TASA FY2026 PROJECT PHASES THAT EXCEEDED THE RTC DEADLINE FOR CONSTRUCTION



- This chart only represents project phases that were slated for implementation in FY2026
- Based on actual and estimated let dates
- Percentages based on number of phases delayed



PROJECT SPONSORS WITH TASA PROJECT PHASES THAT EXCEEDED THE RTC DEADLINE FOR CONSTRUCTION

Project Sponsor	Number of Project Phases	Total Funding (Federal)	Years Since TASA Deadline	Years of Delay
City of Allen	1	\$3,200,000	0.5	1.5
City of Arlington	1	\$957,427	0.1	0.7
Dallas County	2	\$9,886,203	0.2-0.5	0.2-0.9
City of Fort Worth	3	\$3,043,908	0.1-0.4	0.1-0.6
City of Frisco	1	\$4,200,000	0.8	1.7
City of Garland	1	\$3,344,389	0.5	1.7
Town of Sunnyvale	1	\$1,791,299	0.4	1.2



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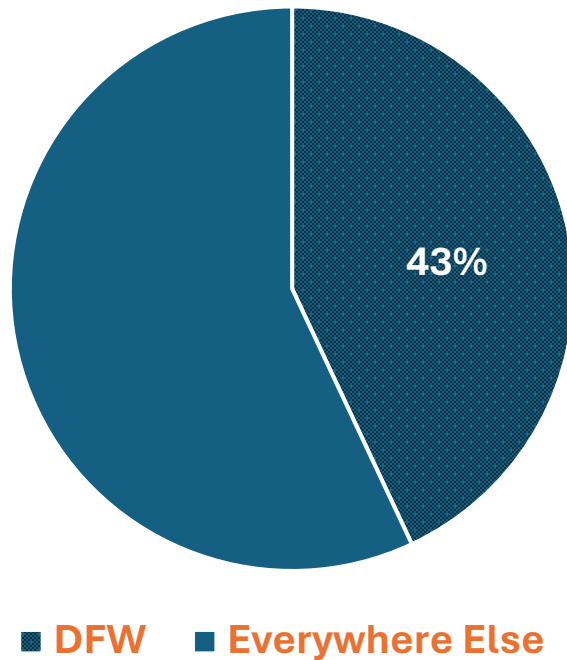
Dylan Niles, Transportation Planner II
dniles@nctcog.org | 682-433-0512



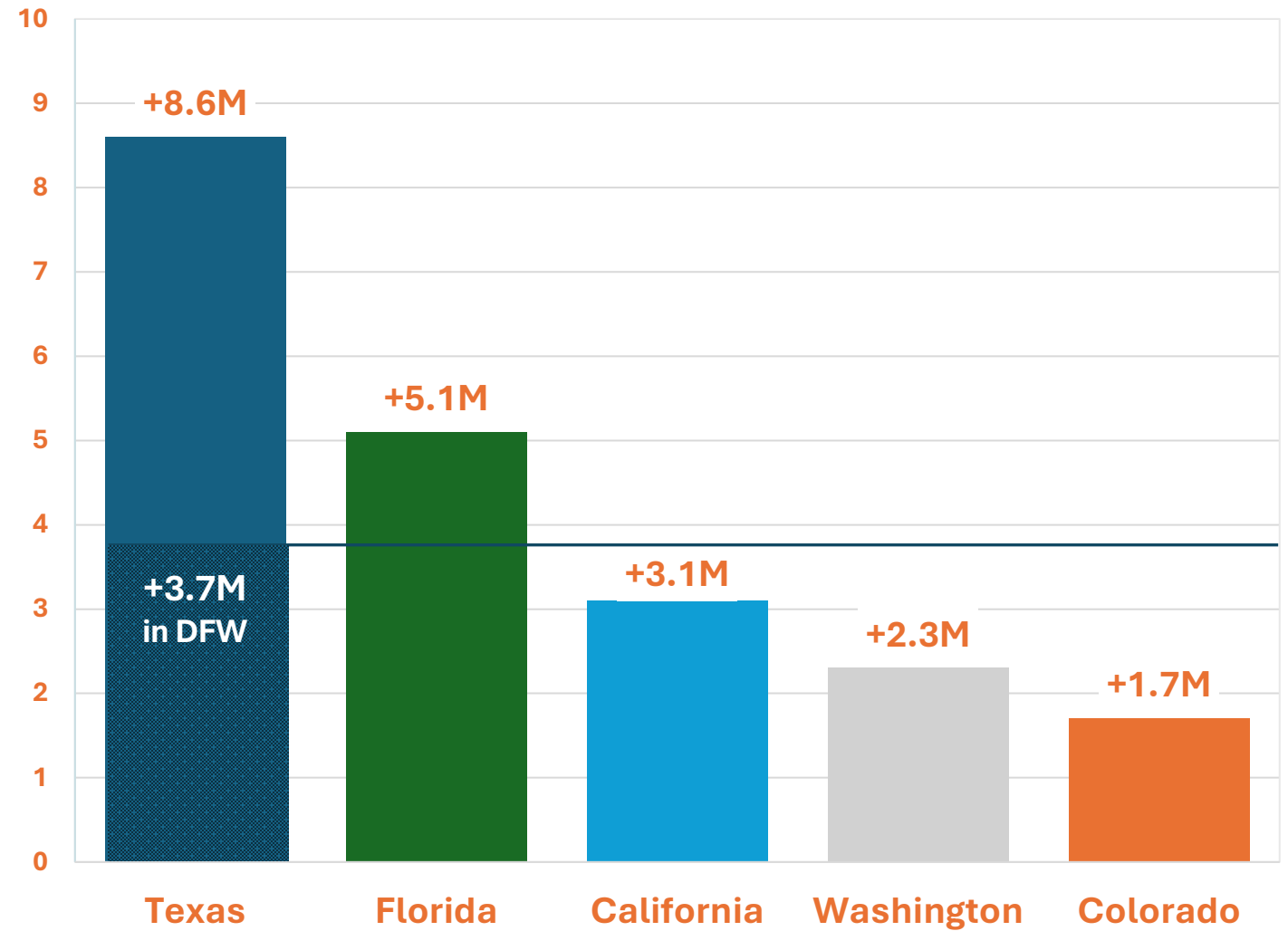
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DFW Growth as a Share
of TX Projected Growth



Projected Population Change by 2050



Potential RTC Revenue Sources and Amounts (\$ in Millions): Meets DART Request

	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
CMAQ				10	13.1	23.1
STBG				10	15	25.0
RTR		25				25.0
Reallocate Transit Transfers	1.9 ¹					1.9
Total	\$1.9	\$25		\$20	\$28.1	\$75M

Notes:

- 1 Transportation Alternatives Set Aside Funding for Grapevine Section of Cotton Belt Corridor – no longer to be built by DART, but funds already transferred to FTA for use by DART; only eligible for bicycle/pedestrian type improvements



Regional Transportation Council Attendance Roster
April 2025 - April 2026

RTC MEMBER	Entity	4/10/25	6/12/25	7/10/25	8/7/25	9/11/25	10/9/25	11/13/25	12/11/25	1/8/26	2/12/26	3/12/26	4/9/26
Daniel Alemán Jr (01/22)	Mesquite	P	P	P	P	P	P	P	P	P	P	E(R)	E(R)
Arfsten, Bruce (07/23)	Addison	P	P	P	P	P	P	P	E(R)	P	P	P	P
Steve Babick (06/22)	Carrollton	E(R)	P	P	P	P	P	P	P	P	P	E(R)	P
Rick Bailey (07/22)	Johnson	P	P	P	P	P	P	P	P	P	P	P	P
Elizabeth M. Beck (08/21)	Fort Worth	P	A	P	A	A	A	P	P	P	P	P	P
Curtis Bergthold (07/25)	Richland Hills	--	--	P	P	P	P	P	P	P	P	P	P
Alan Blaylock (03/23)	Fort Worth	P	P	P	P	P	P	P	P	P	E(R)	P	P
Lorie Blair (10/25)	Dallas	--	--	--	--	--	P	P	P	E(R)	P	A	P
Randall Bryant (11/25)	DART	--	--	--	--	--	--	P	P	P	P	P	P
Ceason Clemens (10/22)	TxDOT, Dallas	P	P	P	P	P	E(R)	P	P	P	E(R)	P	E(R)
Bill Cox (07/25)	McKinney	--	--	P	P	E(R)	P	P	P	P	E(R)	P	P
Michael Crain (06/22)	Fort Worth	E	E(R)	P	A	E	P	A	P	P	P	P	P
Theresa Daniel (11/18)	Dallas County	P	A	E	E	P	P	P	P	P	P	P	P
Jeff Davis (11/19)	Trinity Metro	P	A	P	P	P	E	P	P	P	P	P	A
Pat Deen (07/24)	Parker	P	P	P	P	P	P	P	P	A	P	E	P
Andy Eads (1/09)	Denton County	P	P	P	P	P	E	P	P	P	P	P	E
Michael Evans (2/23)	Mansfield	P	E	P	A	P	P	P	P	P	E	P	P
Carlos Flores (07/25)	Fort Worth	--	--	A	P	E	P	P	P	P	P	P	P
T.J. Gilmore (06/25)	Lewisville	--	A	P	P	P	P	P	P	P	P	P	E
Raul H. Gonzalez (09/21)	Arlington	P	P	P	P	E(R)	P	P	P	P	P	P	P
Lane Grayson (01/19)	Ellis County	P	E	P	P	P	A	P	E	P	A	A	A
Mojoy Haddad (10/14)	NTTA	P	A	P	P	A	P	P	P	P	P	P	E
Darrell Hale (04/26)	Collin County	--	--	--	--	--	--	--	--	--	--	--	--
Angela Hunt (02/26)	DFW Airport	--	--	--	--	--	--	--	--	--	P	P	P
Clay Lewis Jenkins (04/11)	Dallas County	P	P	A(R)	E	P	P	P	P	P	E(R)	P	E(R)
Ron Jensen (06/13)	Grand Prairie	P	P	P	E(R)	P	E(R)	P	E(R)	P	E(R)	P	P
Jill Jester (08/24)	Denton	P	P	P	P	P	E	P	P	P	E(R)	P	P
Matt Krause (01/25)	Tarrant County	P	E	P	P	P	E	E(R)	P	P	P	P	P
Stephen Mason (05/24)	Cedar Hill	P	P	P	P	P	P	P	P	P	P	P	P
Cara Mendelsohn (07/20)	Dallas	P	P	P	P	P	P	P	P	P	P	A(R)	A(R)
Cesar Molina (08/24)	DCTA	P	A	P	A	P	P	P	P	P	P	P	P
Jesse Moreno (07/24)	City of Dallas	P	P	P	P	P	A	P	E(R)	P	P	E	P
Ed Moore (07/22)	Garland	P	P	P	P	P	P	P	P	P	P	P	P
Matthew Porter (07/24)	Wylie	P	P	P	P	P	P	P	P	P	E(R)	P	P
John Muns (6/23)	Plano	P	P	A(R)	P	P	P	P	P	P	P	P	E(R)
Manny Ramirez (1/23)	Tarrant County	E	P	E	P	A	P	E	E	E	P	P	E

P= Present

A= Absent

R=Represented by Alternate

--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

Regional Transportation Council Attendance Roster
April 2025 - April 2026

RTC MEMBER	Entity	4/10/25	6/12/25	7/10/25	8/7/25	9/11/25	10/9/25	11/13/25	12/11/25	1/8/26	2/12/26	3/12/26	4/9/26
Paul Ridley (10/25)	Dallas	--	--	--	--	--	P	P	P	P	P	P	A
Jim R. Ross (07/21)	Arlington	P	P	P	P	P	P	P	P	P	P	P	P
David Salazar (10/22)	TxDOT, FW	P	P	P	P	E(R)	P	P	P	P	P	E(R)	E(R)
Kathy Stewart (10/25)	Dallas	--	--	--	--	--	A(R)	P	P	P	P	P	P
Bobby Stovall (07/24)	Hunt County	P	P	P	P	P	P	E	E(R)	P	P	P	P
Burt Thakur (08/25)	Frisco	--	--	--	P	P	P	P	P	P	P	P	P
Jeremy Tompkins (10/19)	Eules	E(R)	P	P	P	P	P	P	P	P	P	P	E(R)
William Tsao (3/17)	Dallas	P	P	A	P	P	P	P	P	P	P	E	P
Webb, Dennis (08/25)	Irving	--	--	--	P	P	P	E	E	P	E	P	P

Note: Date in parenthesis indicates when member was
1st eligible to attend RTC meetings

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

Surface Transportation Technical Committee Attendance Roster

April 2025 - April 2026

STTC MEMBERS	Entity	04/25/25	05/23/25	06/27/25	07/25/25	08/22/25	09/26/25	10/24/25	12/04/25	01/23/26	02/27/26	03/27/26	04/24/26
Rifat Alam	Lancaster	*	*	*	P	*	P	P	A	*	P	P	P
Ahmed Alqaisi	DeSoto	--	--	--	--	--	--	P	P	*	R	P	P
Marah Aqqad	Bedford	--	--	--	--	*	P	P	P	*	R	P	P
Joe Atwood	Hood County	*	*	*	P	*	R	P	P	*	P	P	A
Melissa Baker	Irving	*	*	*	E	*	P	P	P	*	R	A	E
James Bell	Grand Prairie	*	*	*	P	*	P	P	P	*	P	P	P
Nathan Benditz	Irving	--	--	--	--	--	--	--	P	*	P	P	P
David Boski	Grand Prairie	*	*	*	P	*	P	P	P	*	P	P	P
Brett Bourgeois	Lewisville	--	--	--	--	--	--	--	--	*	R	P	P
Tanya Brooks	DART	*	*	*	R	*	P	R	P	*	P	P	P
Matt Bryant	City of Duncaville	*	*	*	A	*	A	A	A	*	A	A	A
Daniel Burnham	Arlington	*	*	*	P	*	P	P	P	*	P	P	P
Jeffrey Bush	TxDOT Dallas	*	*	*	P	*	P	P	P	*	A	P	P
Farhan Butt	Denton	*	*	*	P	*	P	P	P	*	P	P	P
Bryan Cabrera	Mesquite	--	*	*	A	*	A	A	A	*	P	A	A
Brenda Callaway	Rockwall County	*	*	*	P	*	P	A	P	*	P	P	P
Travis Campbell	TxDOT - Dallas	*	*	*	P	*	P	P	P	*	P	P	P
Aaron Ceder	Dallas County	*	*	*	A	*	P	E	P	*	A	A	E
John Cordary, Jr.	TxDOT FW	*	*	*	P	*	R	P	P	*	P	P	P
Tara Crawford	Trinity Metro	*	*	*	P	*	A	P	A	*	P	P	P
Clarence Daugherty	Collin County	*	*	*	P	*	P	P	A	*	P	P	R
Chad Davis	Wise County	*	*	*	P	*	A	A	A	*	A	P	P
Taylor Derden	Mansfield	*	*	*	P	*	P	P	E	*	A	P	P
Pritam Deshmukh	Richardson	*	*	*	P	*	P	P	E	*	P	P	P
Becky Diviney	Town of Addison	*	*	*	P	*	P	P	P	*	P	P	P
Phil Dupler	FWTA	*	*	*	P	*	P	P	P	*	P	P	A
Eric Fladager	Fort Worth	*	*	*	P	*	P	P	P	*	A	P	A
Chris Flanigan	Allen	*	*	*	A	*	P	P	P	*	P	P	P
Austin Frith	DCTA	*	*	*	P	*	A	P	P	*	P	P	P
James Gaertner	Waxahachie	--	--	--	--	--	--	--	--	--	--	P	P
Gary Graham	McKinney	*	*	*	P	*	P	P	P	*	R	R	P
Rajnish Gupta	Fort Worth	--	--	--	--	--	--	--	--	--	--	--	P
Michael Haithcock	TxDOT - Fort Worth	--	--	--	--	--	--	P	P	*	P	P	A
Tom Hammons	Carrollton	*	*	*	P	*	A	P	A	*	P	P	P
Namoo Han	Garland	--	--	--	P	*	P	A	P	*	P	A	A
Craig Hancock	NTTA	*	*	*	p	*	P	P	P	*	P	A	P
Chris Harris	Greenville	*	*	*	A	*	P	P	P	*	P	P	P
Ron Hartline	The Colony	*	*	*	A	*	A	R	R	*	A	A	A
Sophia Harvey	Dallas	*	*	*	A	*	P	A	A	*	P	P	P
Barry Heard	Kaufman County	*	*	*	P	*	A	P	P	*	P	R	P
Duane Hengst	Hurst	*	*	*	A	*	P	P	P	*	P	A	A
Matthew Hotelling	Flower Mound	*	*	*	P	*	A	A	P	*	P	P	P

Present A=Absent R=Represented E=Excused (personal illness, family emergency, jury duty, business necessity)

-- =Not yet eligible to attend *Meeting held by video/audio conference. Individual attendance not taken.

Surface Transportation Technical Committee Attendance Roster

April 2025 - April 2026

STTC MEMBERS	Entity	04/25/25	05/23/25	06/27/25	07/25/25	08/22/25	09/26/25	10/24/25	12/04/25	01/23/26	02/27/26	03/27/26	04/24/26
Jeremy Hutt	Cleburne	*	*	*	P	*	R	P	P	*	P	P	P
Thuan Huynh	McKinney	*	*	*	P	*	P	P	R	*	P	A	P
Joseph Jackson	Tarrant County	*	*	*	P	*	P	P	P	*	P	P	P
Joel James	NTTA	*	*	*	P	*	A	P	P	*	P	P	P
William Janney	Frisco	*	*	*	A	*	A	A	A	*	P	P	P
Major L. Jones	Eules	*	*	*	A	*	R	P	P	*	E	R	A
Wilson Kakembo	Midlothian	--	--	--	--	--	--	A	P	*	P	P	A
Gus Khankarli	Dallas	*	*	*	P	*	P	P	P	*	P	P	P
Lauren LaNeave	Southlake	*	*	*	A	*	A	A	P	*	A	A	P
Alonzo Liñán	Keller	*	*	*	A	*	A	A	A	*	A	A	A
Eron Linn	DART	*	*	*	P	*	P	E	P	*	P	P	A
Clay Lipscomb	Plano	*	*	*	P	*	P	R	P	*	P	P	R
Paul Luedtke	Garland	*	*	*	A	*	A	P	A	*	A	P	P
Stanford Lynch	Hunt County	*	*	*	P	*	P	R	P	*	R	P	A
Auro Majumdar	Dallas	--	--	--	--	--	P	P	P	*	P	P	P
Chad Marbut	Weatherford	*	*	*	P	*	P	P	P	*	P	P	P
Alberto Mares	Ellis County	*	*	*	P	*	P	A	P	*	P	P	P
Dillon Maroney	Tarrant County	--	--	--	--	--	--	--	--	--	--	P	P
John Mears	Mesquite	*	*	*	A	*	A	P	P	*	P	P	P
Brian Moen	Frisco	*	*	*	P	*	A	A	P	*	P	P	P
Mark Nelson	Richardson	*	*	*	P	*	P	P	P	*	P	P	P
Alfredo Ortiz	Dallas	*	*	*	E	*	P	P	P	*	P	A	A
Cintia Ortiz	Parker County	*	*	*	P	*	A	A	A	*	A	A	A
Joyce Palmer	Arlington	--	--	--	--	--	--	--	--	*	P	P	P
John Polster	Denton County	*	*	*	P	*	P	P	P	*	P	P	P
Kelly Porter	Fort Worth	*	*	*	E	*	E	E	P	*	P	P	E
Minesha Reese	Dallas County	*	*	*	P	*	P	P	E	*	P	E	P
Elizabeth Reynolds	Grapevine	*	*	*	P	*	P	P	A	*	P	P	P
Greg Royster	DFW Int. Airport	*	*	*	R	*	P	P	P	*	P	R	A
Brian Shewski	Plano	*	*	*	P	*	R	P	P	*	R	P	P
Jason Shroyer	Little Elm	--	--	--	A	*	A	A	A	*	A	A	P
Ray Silva-Reyes	Farmers Branch	*	*	*	P	*	R	P	P	*	A	A	A
Chelsea St. Louis	Fort Worth	*	*	*	P	*	P	A	P	*	P	P	A
Aaron Tainter	Coppell	*	*	*	P	*	R	P	P	*	P	P	P
Errick Thompson	Burleson	*	*	*	P	*	E	P	P	*	P	P	P
Caleb Thornhill	Plano	*	*	*	A	*	A	P	A	*	A	A	R
Jennifer VanderLaan	Johnson County	*	*	*	P	*	E	P	P	*	P	P	P
Gregory Van	Haltom City	*	*	*	P	*	P	R	R	*	P	P	P
Daniel Vedral	Irving	*	*	*	P	*	P	P	A	*	E	E	P
Caroline Waggoner	North Richland	*	*	*	A	*	A	P	A	*	P	P	A
Tommy Weir	Wylie	--	--	--	--	--	--	--	--	--	--	--	P
Jana Wentzel	Dallas	*	*	*	P	*	P	P	P	*	P	P	P

P=Present A=Absent R=Represented E=Excused (personal illness, family emergency, jury duty, business necessity)

-- =Not yet eligible to attend *Meeting held by video/audio conference. Individual attendance not taken.

Surface Transportation Technical Committee Attendance Roster

April 2025 - April 2026

STTC MEMBERS	Entity	04/25/25	05/23/25	06/27/25	07/25/25	08/22/25	09/26/25	10/24/25	12/04/25	01/23/26	02/27/26	03/27/26	04/24/26
Robert Woodbury	Cedar Hill	*	*	*	P	*	P	P	P	*	P	P	P
Larry Wright	Colleyville	*	*	*	A	*	P	P	P	*	P	P	P
Jamie Zech	TCEQ	*	*	*	A	*	A	A	A	*	A	A	A

P=Present A=Absent R=Represented E=Excused (personal illness, family emergency, jury duty, business necessity)

-- =Not yet eligible to attend *Meeting held by video/audio conference. Individual attendance not taken.

MEETING SUMMARY

SURFACE TRANSPORTATION TECHNICAL COMMITTEE Friday, March 27, 2026

The Surface Transportation Technical Committee (STTC) met on Friday, March 27, 2026, at 1:30 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Rifat Alam, Ahmed Alqaisi, Marah Aqqad, Joe Atwood, James Bell, Nathan Benditz, David Boski, Brett Bourgeois, Tanya Brooks, Daniel Burnham, Jeffrey Bush, Farhan Butt, Brenda Callaway, Travis Campbell, John Cordary Jr., Tara Crawford, Clarence Daugherty, Chad Davis, Taylor Derden, Pritam Deshmukh, Becky Diviney, Phil Dupler, Eric Fladager, Chris Flanigan, Austin Frith, James Gaertner, Michael Haithcock, Tom Hammons, Chris Harris, Allen Harts (representing Major Jones), Sophia Harvey, Matthew Hotelling, Jeremy Hutt, Joseph Jackson, Joel James, William Janney, Wilson Kakembo, Gus Khankarli, Eron Linn, Clay Lipscomb, Paul Luedtke, Stanford Lynch, Pradnya Mare (representing Greg Royster), Auro Majumdar, Chad Marbut, Alberto Mares, Dillon Maroney, John Mears, Brian Moen, Mark Nelson, Martin Phillips, Caleb Polster (representing Barry Heard), John Polster, Kelly Porter, Elizabeth Reynolds, John Ryan (representing Gary Graham), Brian Shewski, Chelsea St. Louis, Aaron Tainter, Errick Thompson, Jennifer VanderLaan, Gregory Van Nieuwenhuize, Caroline Waggoner, Jana Wentzel, Robert Woodbury, and Larry Wright.

Others present at the meeting were: Vickie Alexander, Braulio Bessa, Natalie Bettger, Brandi Bird, Scott Booth, Katherine Cadena, Katie Carmichael, Lori Clark, Mandy Clark, Shawn Conrad, Matt Craig, Quinton DeBolt, David Dryden, Camille Fountain, Rebekah Gongora, Christie Gotti, Millie Hayes, Chris Hoff, Kristina Holcomb, John Hudspeth, Amy Johnson, Vandeborn Juliana, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Garry Kraus, Dan Lamers, Sonya Landrum, Joslyn Maldonado, Malcolm Mayhew, Justin McCain, Jeremy McGahan, James McLane, Michael Misantonis, Anthony Moffa, Michael Morris, Chandra Murulanandham, Jenny Narvaez, Jackie Nolasco, Tim Palermo, Vercie Pruitt-Jenkins, Jacob Reinig, Jim Reiser, Travis Ripley, Jasmine Rodriguez, Charlie Salazar, Vishal Sarikonda, Ivy Shrum, Sid Sonck, Skylar Staffaroni, Toni Stehling, Hannah Thesing, Makayla Thompson, Daniela Tower, Christie Trinh, Caroline Vandergriff, Shashider Velugali, Amanda Wilson, Jared Wright, Alexander Young, and Kris Yowtak.

1. **Approval of the February 27, 2026, Meeting Summary:** Approval of the February 27, 2026, meeting summary contained in Electronic Item 1 was requested.

The Meeting Summary of the February 27, 2026, meeting was approved as submitted in Electronic Item 1. Mark Nelson (M); Kelly Porter (S).

2. **Consent Agenda:**

- 2.1. **Fédération Internationale de Football Association Local Funding:** A recommendation for Regional Transportation Council approval was requested to facilitate cleanup and reallocation of previously approved funding and anticipated expenditures associated with the 2026 World Cup. North Central Texas Council of Governments staff have been working with partners to coordinate transportation needs and to prepare the region to host the 2026 Fédération Internationale de Football Association World Cup.

- 2.2. **Recommendation of Revision to Regional Transportation Council Local Funds to Support the Regional Energy Management Assistance Program:** A recommendation for Regional Transportation Council approval was requested to revise details of Transportation Department participation in the Regional Energy Management Assistance Program.

The Committee approved staff's recommendations in Items 2.1 and 2.2 on the Consent Agenda. Farhan Butt (M); Mark Nelson (S). The motion passed.

3. **Recommendations to Texas Department of Transportation on the Texas Electric Vehicle Infrastructure Plan:** Jared Wright provided an update on the Texas Department of Transportation (TxDOT) implementation of the Texas Electric Vehicle Infrastructure Plan and outlined a recommendation to TxDOT about grants to be administered for electric vehicle charging station projects within the metropolitan planning organization boundary. In addition, Jared requested approval of the methodology to develop this recommendation as well as endorsement of Regional Transportation Council approval to submit recommendations.

The Committee approved staff's recommendation as illustrated below. Kelly Porter (M); Chad Marbut (S). The motion passed.

Requested Action – Recommendations to TxDOT on the Texas Electric Vehicle Infrastructure Plan

Approval of:

- Methodology proposed to identify DC fast charging and Megawatt charging station study areas

Endorse RTC approval of:

- Submittal of study areas for NEVI Phase II to TxDOT in April 2026
- Additional submittals using the approved methodology to subsequent funding rounds if funding remains available
- 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 project.

STTC Action Item – March 27, 2026

Recommendations to TxDOT on the Texas Electric Vehicle Infrastructure Plan

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4. **North Texas Zero Emissions Vehicles Call for Projects Funding Recommendations:** Juliana Vandenberg provided an overview of the North Texas Zero Emissions Vehicles (NTxZEV) Call for Projects (CFP) including applications received to date, scoring results, and activities recommended for funding. Staff requested recommendation of Regional Transportation Council approval of funding recommendations and a revised NTxZEV CFP schedule.

The Committee approved staff's recommendation as illustrated below. Kelly Porter (M); Paul Luedtke (S). One opposed. The motion passed.

Requested Action – North Texas Zero Emissions Vehicles Call for Projects (CFP)

STTC recommendation of RTC approval of:

- Proposed funding recommendations for the North Texas Zero Emissions Vehicles Call for Projects as outlined in Electronic Item 4.2
- Revised Schedule to Increase Frequency of Rolling Deadlines to Every 30 Days
- Administratively amending and updating any administrative and/or planning documents as needed to incorporate funding recommendations

STTC Action Item – March 27, 2025



North Texas Zero Emissions Vehicles Call for Projects Funding Recommendations

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5. **Director of Transportation Report on Selected Items:** Michael Morris provided an overview of current transportation items.
 1. Outcomes from Workshop on Metropolitan Planning Organization Roles and Responsibilities and Related Agreements: March 2026 (Ken Kirkpatrick and Executive Board Orientation/Observations from Michael Morris)
 2. Approval of Proposed Letter to the Texas Department of Transportation Regarding Metropolitan Planning Organization/Fiscal Agent Agreement
 3. March Surface Transportation Technical Committee (STTC) Meeting in Person; May STTC Will Be Virtual
 4. Cancellation of Surface Transportation Technical Committee in June 2026 and Regional Transportation Council in July 2026
 5. New Surface Transportation Technical Committee (STTC) Officers (May STTC 2026)
 6. Correspondence from the February Regional Transportation Council Meeting in Advance of Fédération Internationale de Football Association
 7. Rebuilding American Infrastructure with Sustainability and Equity Fiscal Year 2022 Four Stations Grant Update
 8. Update on Existing and New Transit Funding for the Fédération Internationale de Football Association
 9. Recent Correspondence on Proposed Modification of the Waiver of Buy America Requirements for Electric Vehicle Chargers
 10. Illumination Maintenance
6. **2026 Regional Safety Performance Targets Update:** Michael Misantonis provided an update on the proposed Regional Roadway Safety Targets for 2026 for federally required performance measures. Roadway Safety targets are focused on reducing serious injuries and fatalities for motorized and non-motorized travelers. Observed 2018 to 2025 crash data were summarized to highlight improvements in reducing fatalities and fatal crashes in the region. The item was presented at February's meeting, and the March presentation was aimed at clarifying actual improvements in the region.
7. **Air Quality Status Update:** Daniela Tower provided an air quality update focusing on ozone and fine particulate matter.

8. **Bike and Roll to School Day**: Kyle Hoener provided an overview of activities planned for the 2026 Bike and Roll to School Day promotion and information for participation.
9. **Fast Facts**: These items were not presented due to time constraints:
 1. Camille Fountain – Spring 2026 Traffic Incident Management Executive Level Course Announcement - May 7, 2026
 2. Skylar Staffaroni – Metropolitan Transportation Plan Policy Bundle Round 6
 3. Travis Ripley – Local Clean Air Project Spotlight
 4. Hannah Thesing – Dallas-Fort Worth Annual Survey and Annual Fleet Recognition Awardees
 5. Hannah Thesing – Air Quality Funding Opportunities (www.nctcog.org/AQfunding)
 6. Hannah Thesing – Upcoming Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
 7. Written Progress Reports:
 - Partner Progress Reports
 - January–February Public Comments Report
 - February Public Meeting Minutes
 - April Public Meeting Notice
10. **Other Business (Old or New)**: No items were provided.
11. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for ***1:30 pm on April 24, 2026.***

Meeting adjourned at 2:52 p.m.