

CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING INNOVATIVE
PROJECTS DURING COVID RECOVERY

August 2026

Michael Morris, P.E.
Director of Transportation

TRAVEL BEHAVIOR BY MODE



Toll Road (+14%, May)

Weekend Transit Ridership (+13%, Jun)

Airport Passengers (+12%, Jun)

Freeway Volumes (+4%, Jun)

0

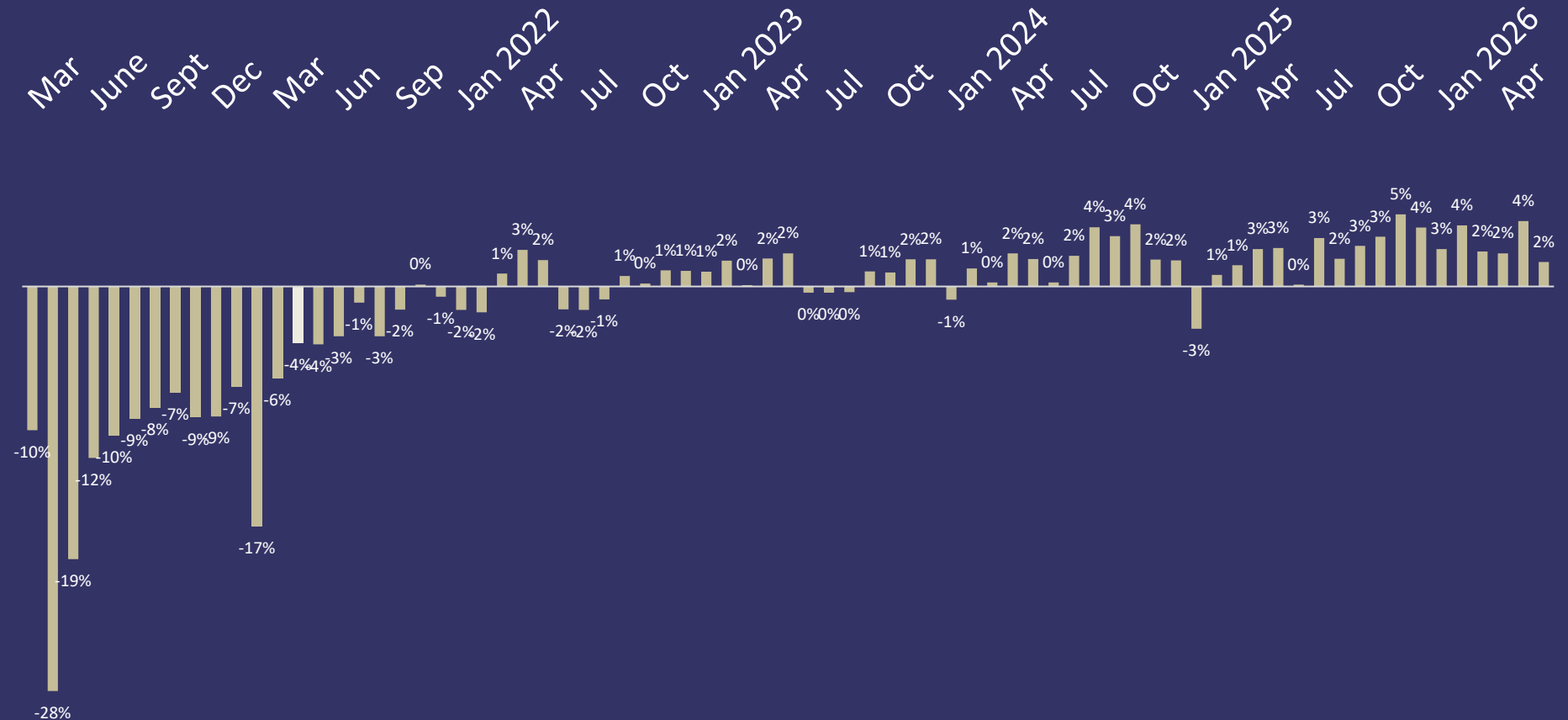
Weekday Transit Ridership (-24%, Jun)



ROADWAY TRENDS

Average
Weekday
Freeway
Volumes

Traffic Decrease vs Baseline



Source: TxDOT Dallas/TxDOT Fort Worth Radar Traffic Counters. As of October 2020, growth was calculated based on Fort Worth.

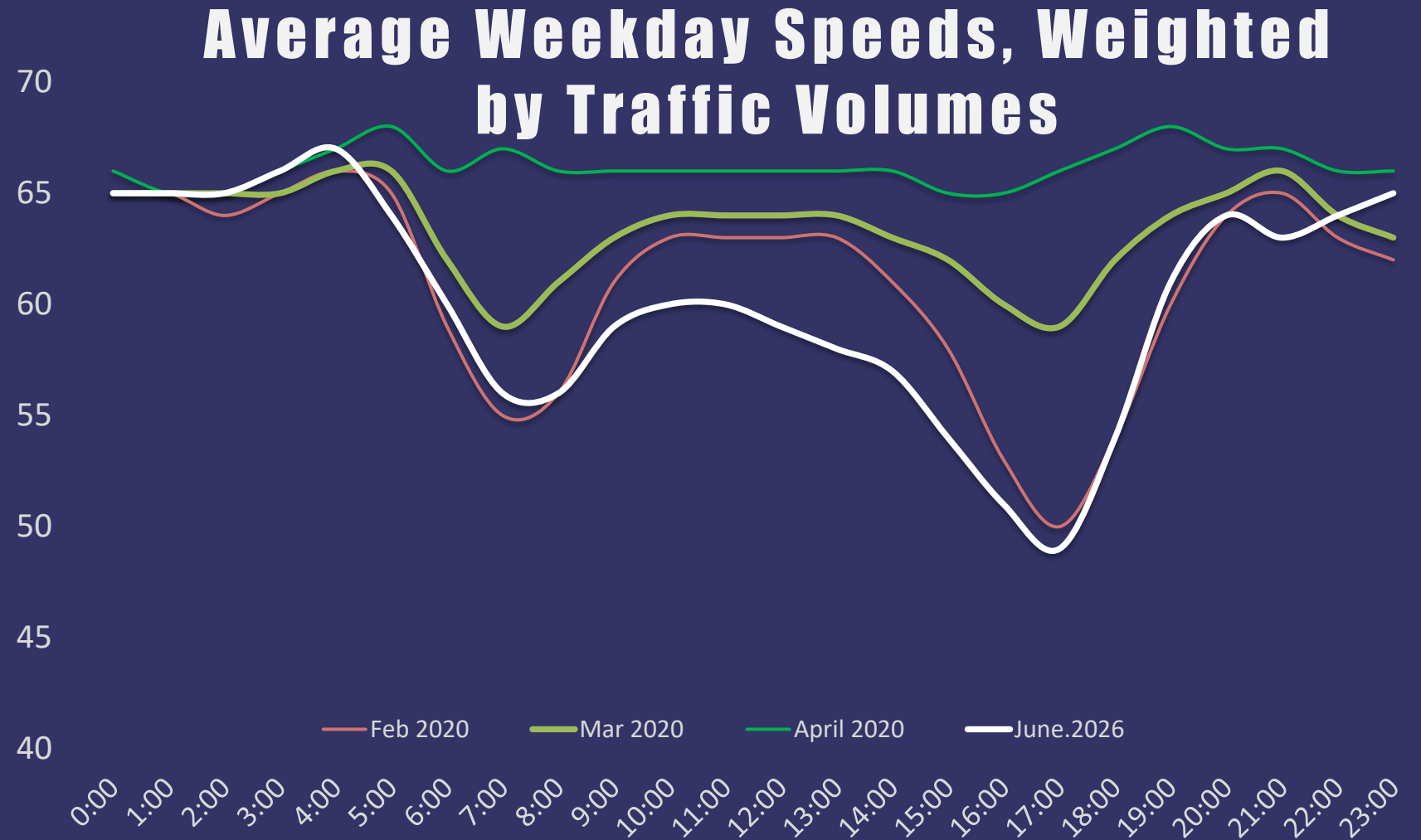
Note: Baseline is March 2019-February 2020.

Note: Drop in freeway volumes in Feb 2021 due in large part to week-long winter storm.

Note: Data for November 2021 was not collected for the majority of the locations.

ROADWAY TRENDS

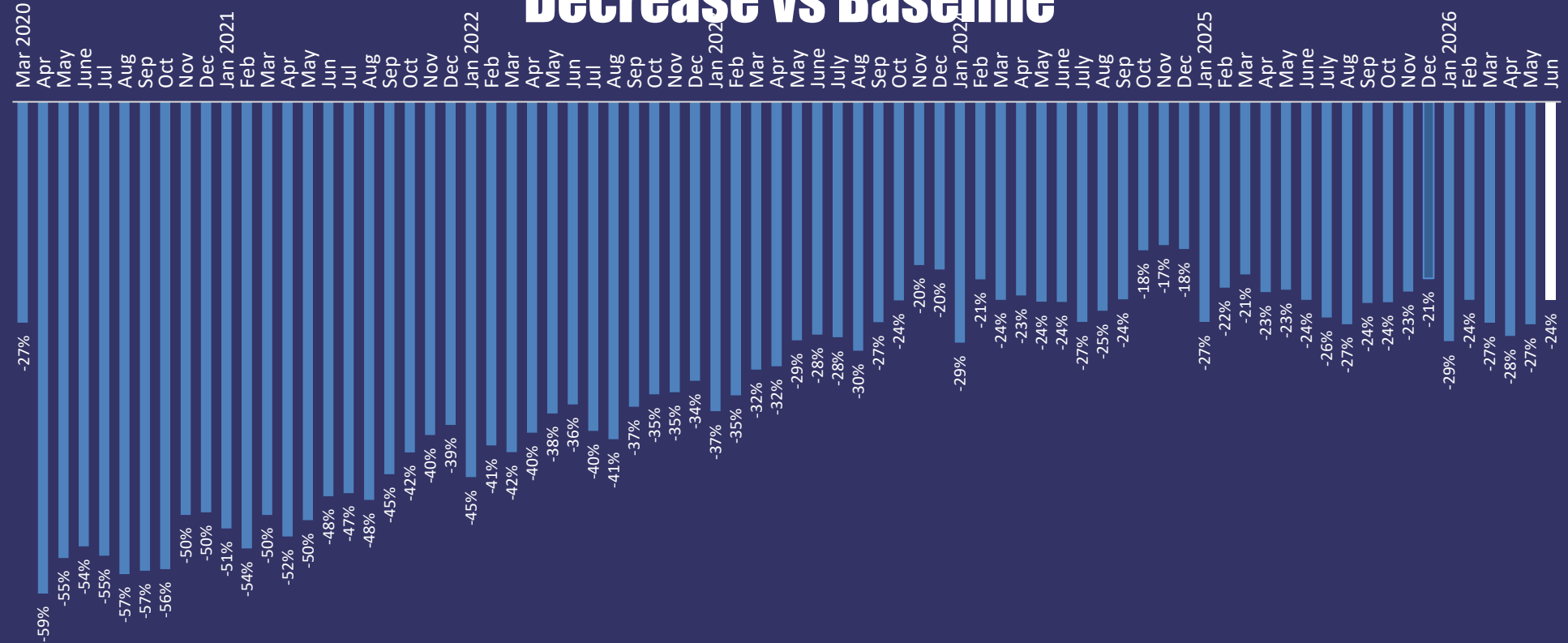
Regional Average
Freeway Speeds



TRANSIT IMPACTS

Rail, Bus and On Demand
Weekend
Ridership

WEEKDAY Rail, Bus and On Demand Passenger Decrease vs Baseline



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

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

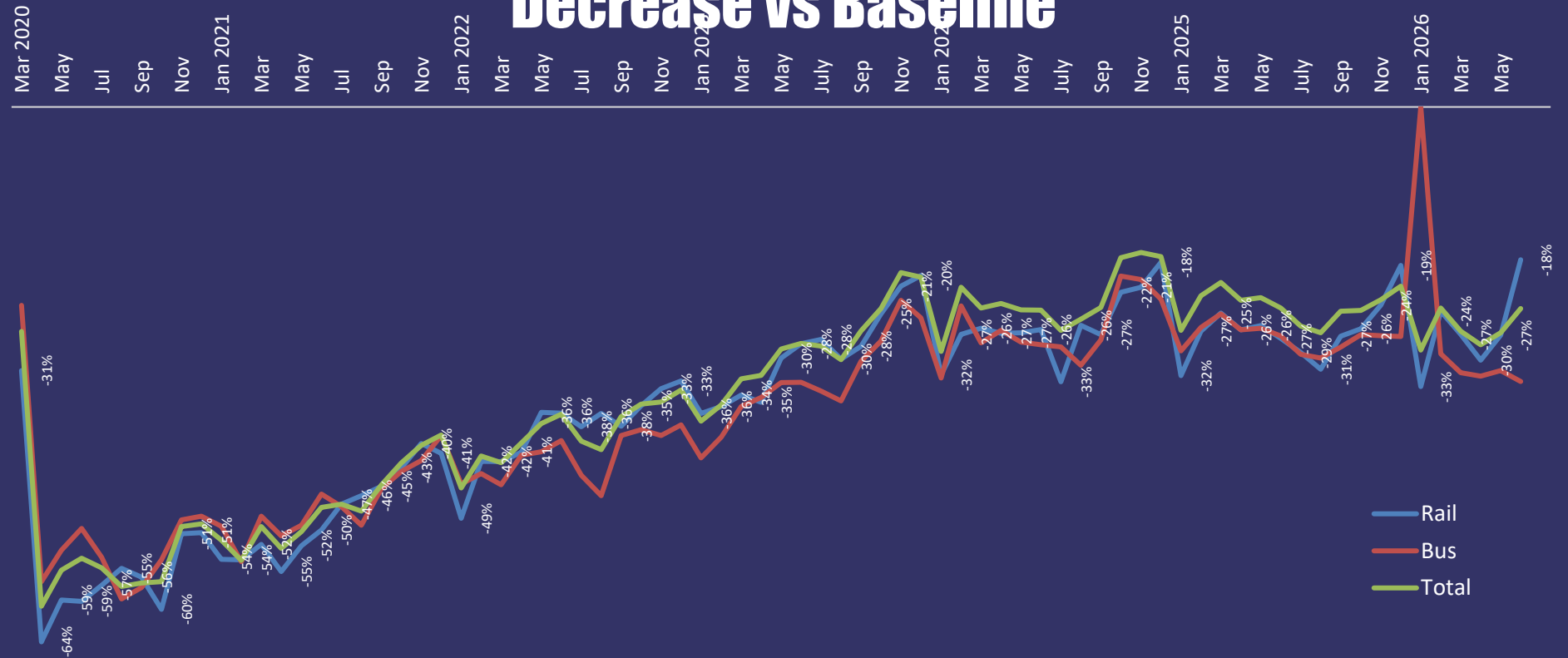
Note: Baseline is March 2019-February 2020.

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

TRANSIT IMPACTS

Rail, Bus and Total Weekday Ridership

WEEKDAY Rail, Bus and Total Passenger Decrease vs Baseline



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

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

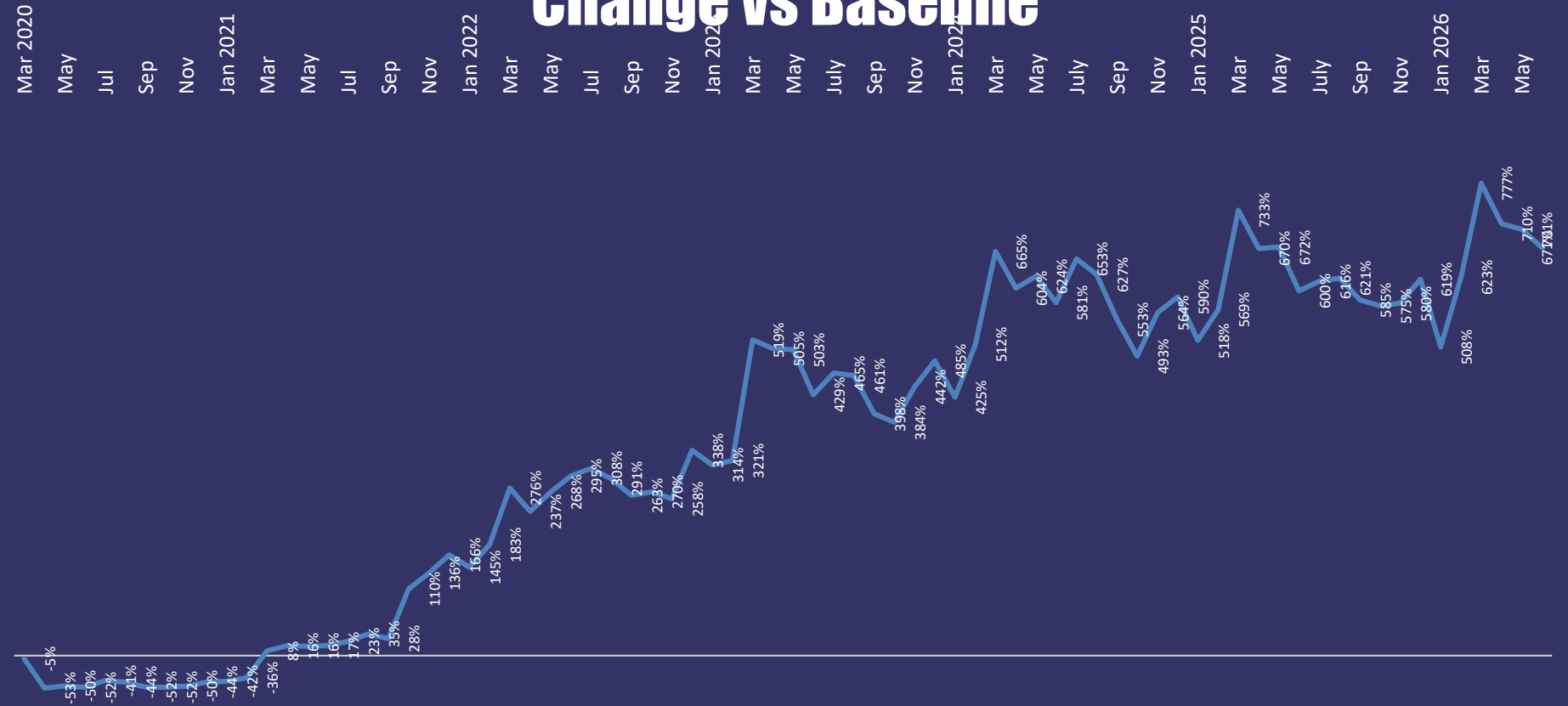
Note: Baseline is March 2019-February 2020.

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

TRANSIT IMPACTS

Rail, Bus and
On Demand
Weekday
Ridership

WEEKDAY On Demand Passenger Change vs Baseline



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

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

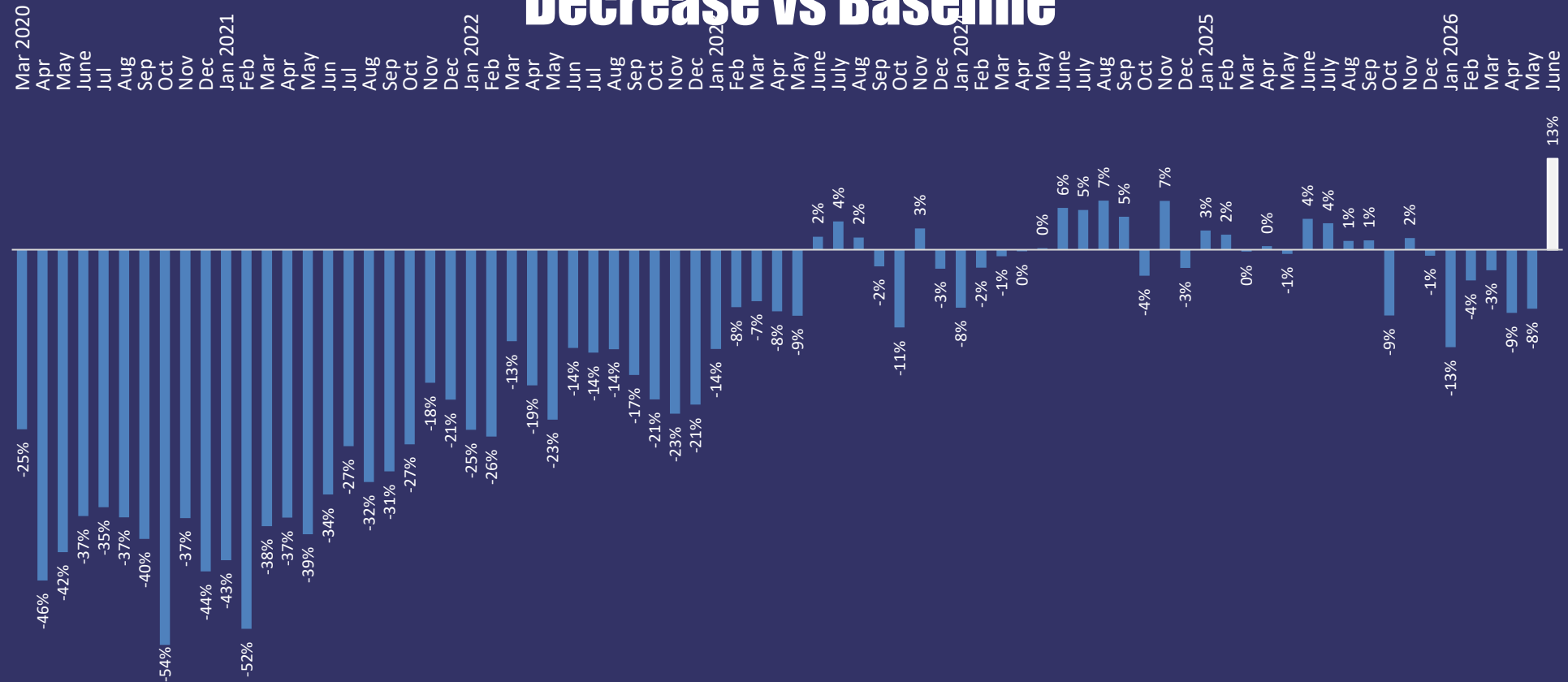
Note: Baseline is March 2019-February 2020.

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

TRANSIT IMPACTS

Rail, Bus and On Demand Weekend Ridership

WEEKEND Rail, Bus and On Demand Passenger Decrease vs Baseline



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

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

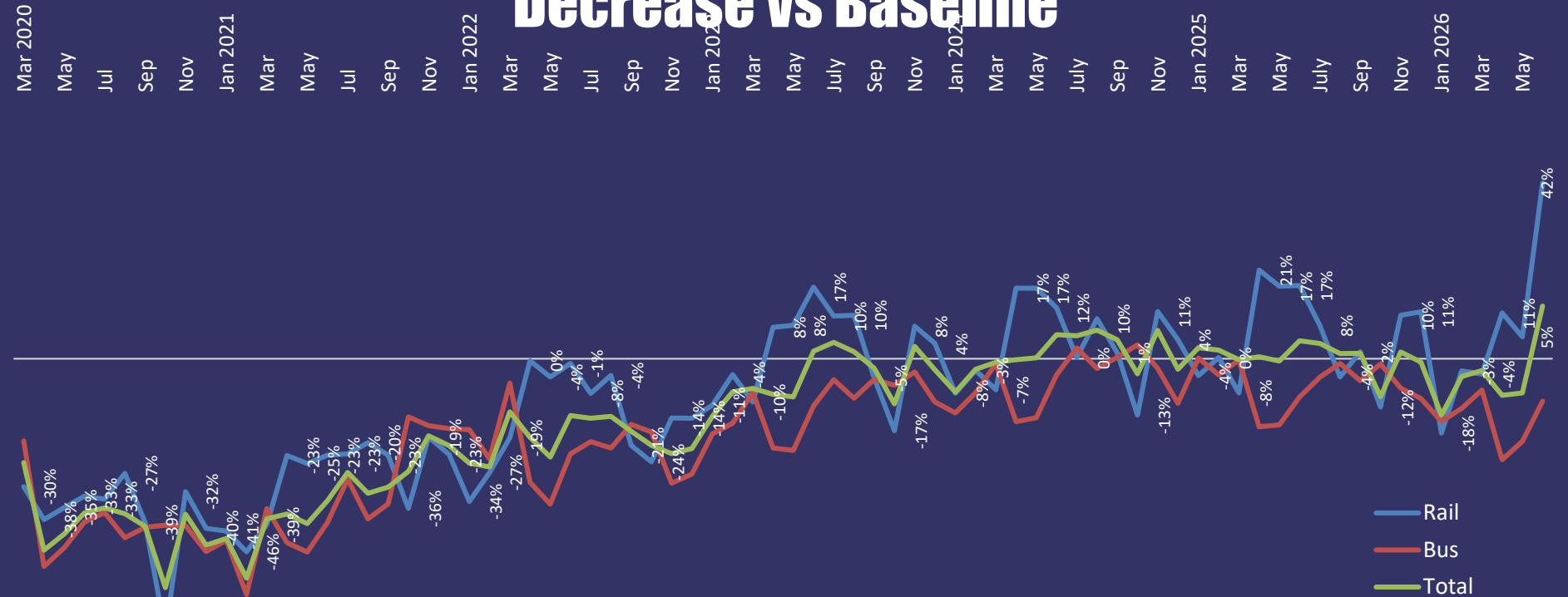
Note: Baseline is March 2019–February 2020.

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

TRANSIT IMPACTS

Rail, Bus and Total Weekend Ridership

WEEKEND Rail, Bus and Total Passenger Decrease vs Baseline



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

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

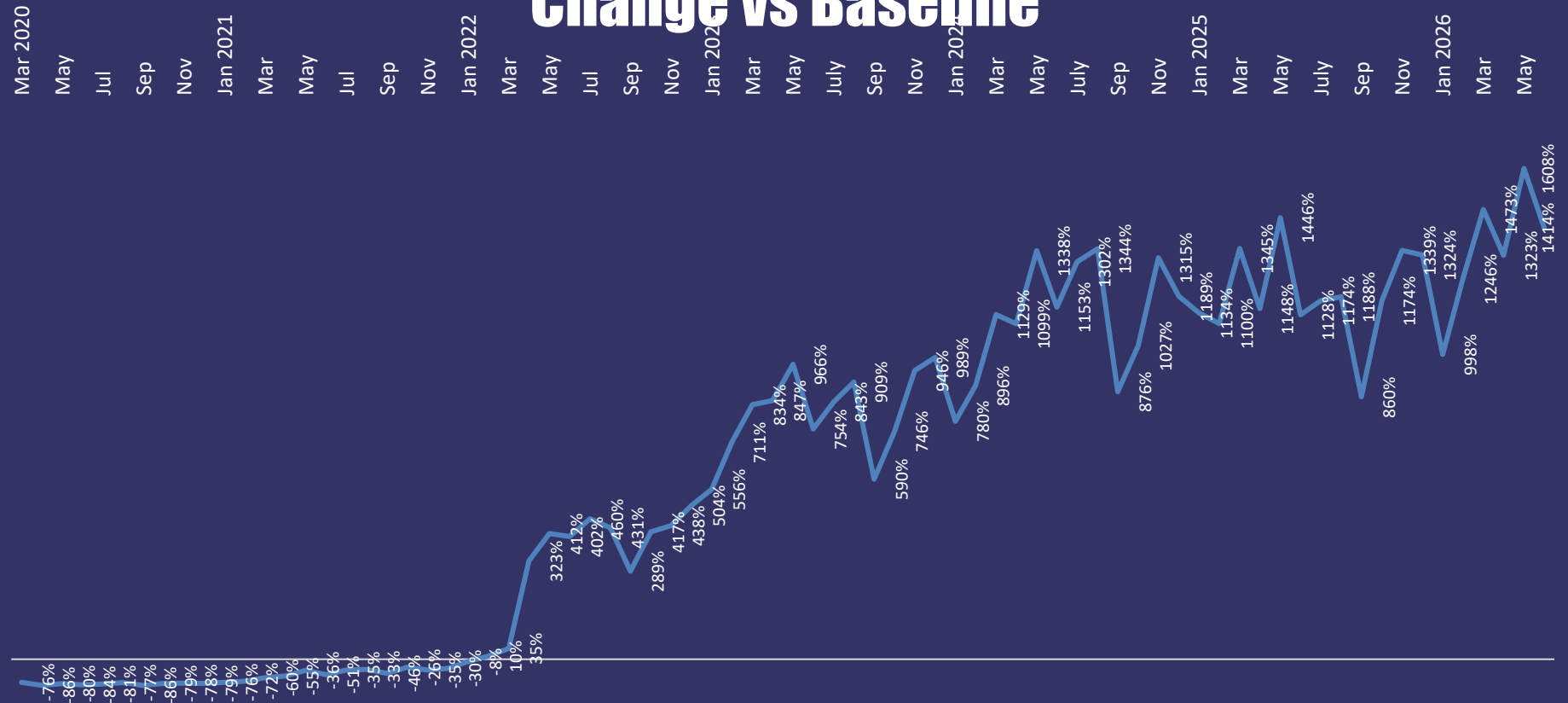
Note: Baseline is March 2019-February 2020.

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

TRANSIT IMPACTS

On Demand Weekend Ridership

WEEKEND On Demand Passenger Change vs Baseline



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

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

Note: Baseline is March 2019-February 2020.

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

AIRPORT TRENDS

Passengers

Change in Airport Passengers vs Baseline



Source: Dallas Love Field and DFWIA Websites

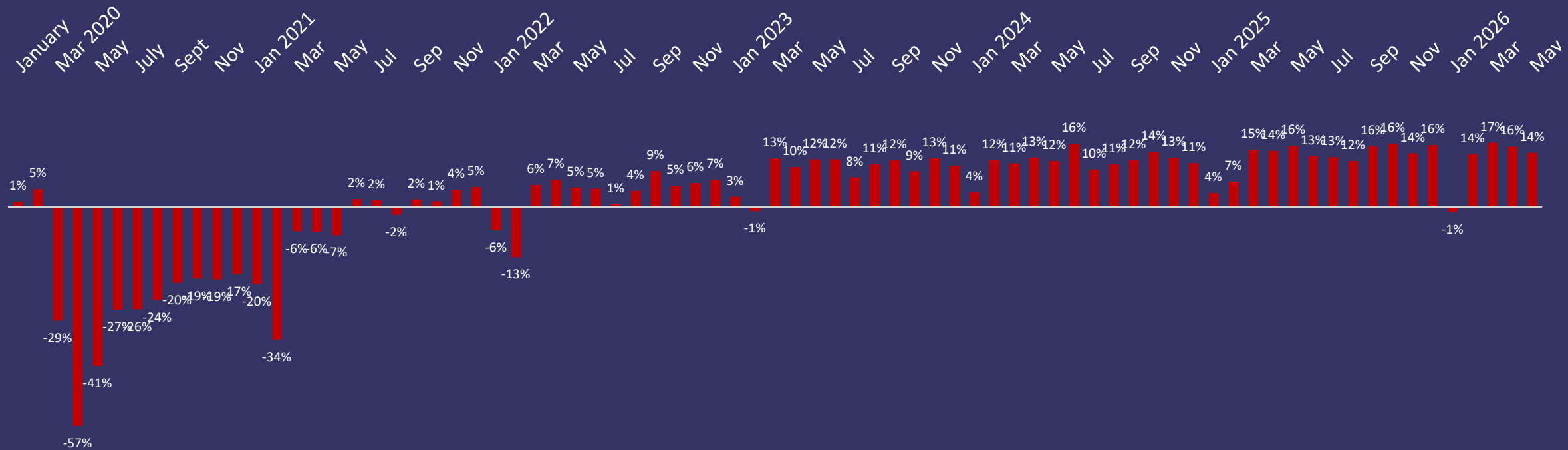
Note: Baseline is March 2019-February 2020.

Note: Airlines experienced may flight cancellations in Dec. 2021 due to omicron variant affecting staff.

FUNDING IMPACT

NTTA Transactions

Change in Tollway Transactions vs Baseline

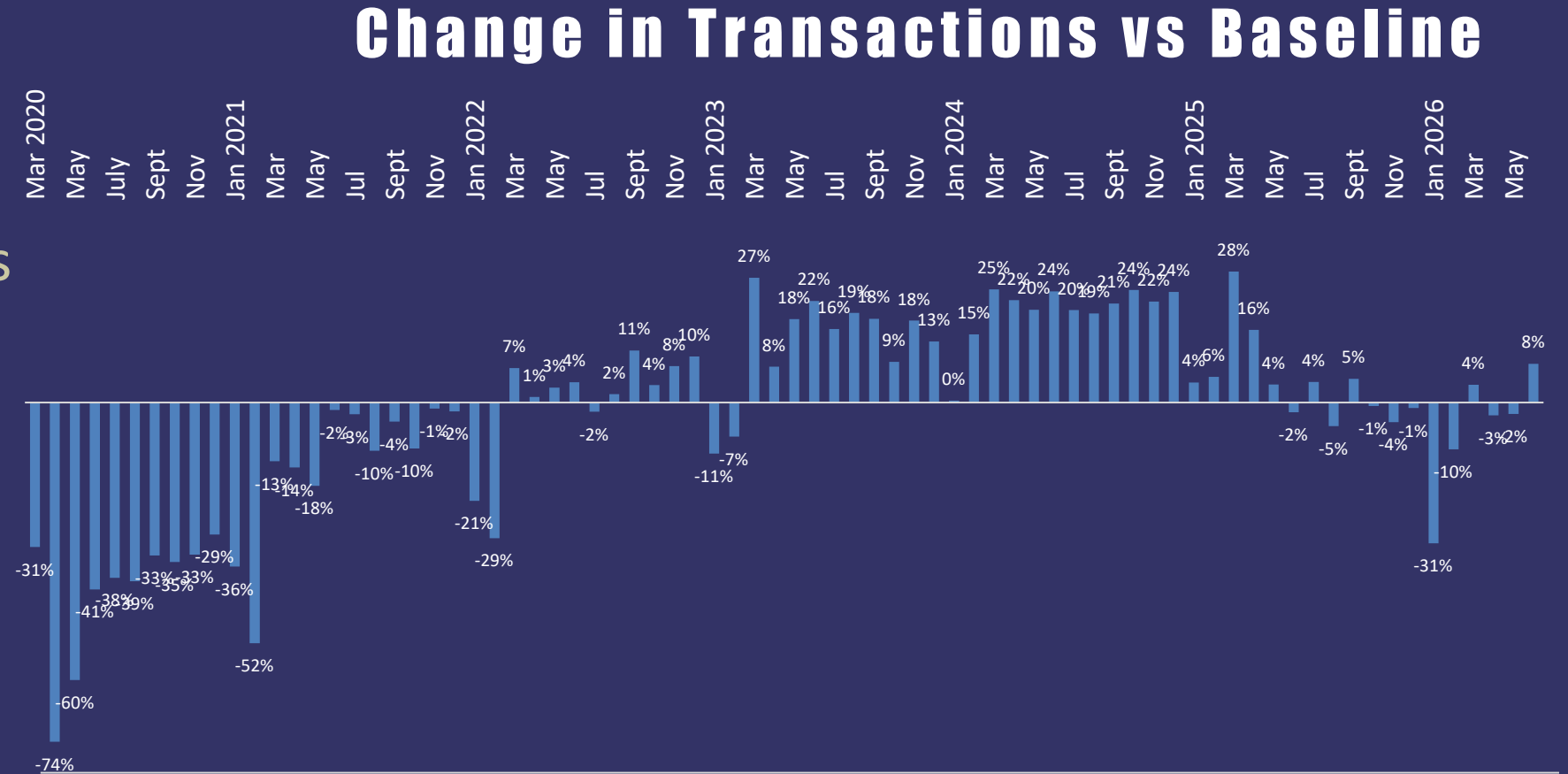


Source: NTTA

Notes: Baseline is March 2019-February 2020.

Note: Drop in transactions in Feb 2021 due in large part to week-long winter storm.

I-35E TEXpress Lane Transactions



Source: TxDOT

Note: Baseline is March 2019-February 2020.

Note: Drop in transactions in Feb 2021 due in large part to week-long winter storm.

Note: Drop after 2025 is due to construction



FEDERAL PERFORMANCE MEASURES

APPROVAL OF CONGESTION MITIGATION AND AIR QUALITY PERFORMANCE and TRANSIT ASSET MANAGEMENT TARGETS

CHRIS KLAUS, GYPSY GAVIA
REGIONAL TRANSPORTATION COUNCIL

09.10.2026

Federal Performance Measure Rules

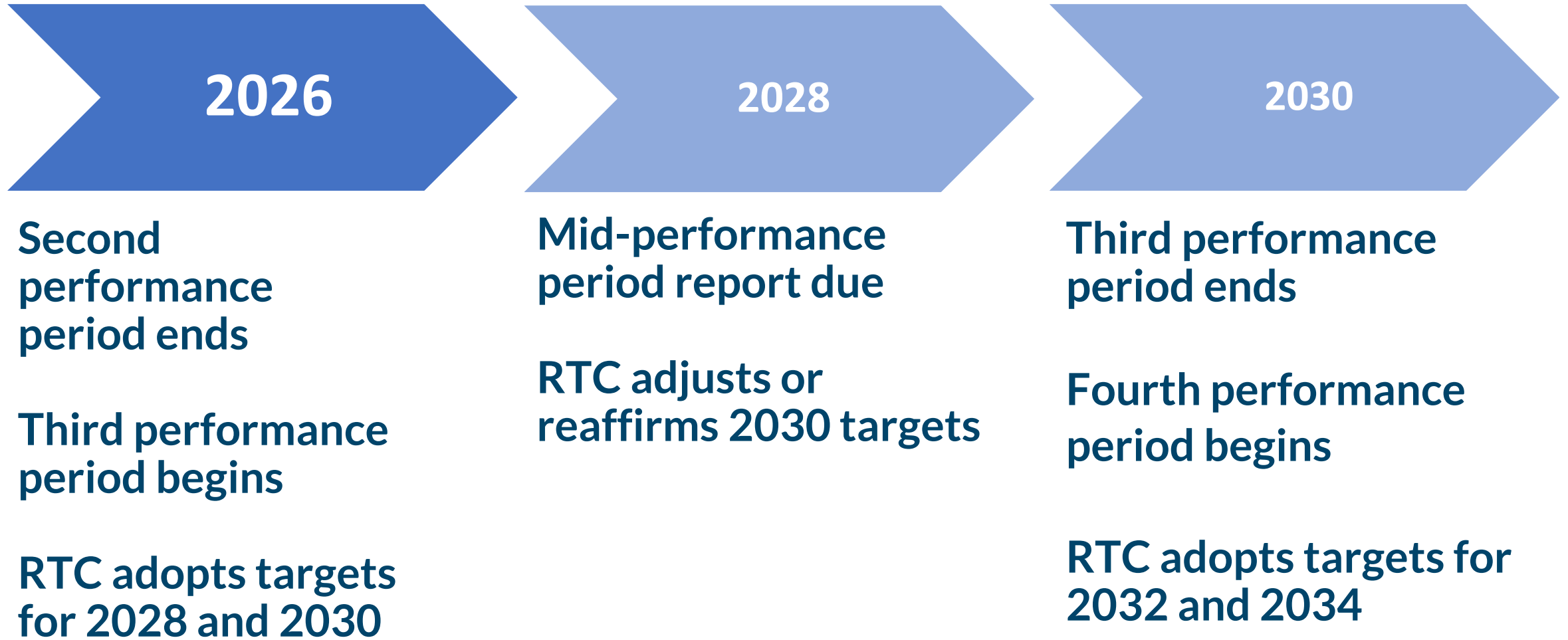
Rulemaking	Next Anticipated STTC Action	Next Anticipated RTC Action	Target-Setting Deadline
PM1 – Roadway Safety	Early 2027 (Information Only)	Early 2027 (Information Only)	Five years from previous set targets (early 2028)
PM2 – Pavement and Bridge	February 26, 2027	March 11, 2027	180 days from TxDOT targets (early 2027)
PM3 – Non-SOV¹, PHED², and Emissions Reductions	August 28, 2026	September 10, 2026	October 1, 2026 Provide targets to TxDOT
PM3 – Highway System, Non-Interstate System Performance, and Freight	February 26, 2027	March 11, 2027	180 days from TxDOT targets (early 2027)
Transit Safety	Early 2029	Early 2029	Early 2029 Provide targets to TxDOT and FTA
Transit Asset Management	August 28, 2026	September 10, 2026	October 2026 Provide targets to TxDOT and FTA

1. Non-SOV: Non-Single Occupancy Vehicle

2. PHED: Peak Hour Excessive Delay



PM3 Schedule



PM3 Measures and Results

Second Performance Period (2022-2026)

Measure		Desired Trend Indicating Improvement	2026 Targets	2026 Observed	2026 Targets Achieved?
Peak Hour Excessive Delay	Dallas-Fort Worth-Arlington		12.51 hrs. *	18.00 hrs.	No
	Denton-Lewisville		3.70 hrs. *	9.60 hrs.	No
	McKinney-Frisco		0.90 hrs. *	15.20 hrs.	No
Non-SOV Travel (ACS 5-year average)	Dallas-Fort Worth-Arlington		23.0% *	30.0%	Yes
	Denton-Lewisville		22.9% *	33.0%	Yes
	McKinney-Frisco		22.9% *	40.0%	Yes
On-Road Mobile Source Emissions Reductions (Cumulative)	NO _x (kg/day)		4,195.15	4,957.61	Yes
	VOC (kg/day)		1,035.83	1,437.18	Yes

* 2026 targets were strongly influenced by COVID-related trends.



PM3 Measures and Targets

Third Performance Period (2026-2030)

Measure		Desired Trend Indicating Improvement	Baseline Observed	Proposed Targets	
				2028	2030
Peak Hour Excessive Delay	Dallas-Fort Worth- Arlington		17.90 hrs. *	17.90 hrs.	17.90 hrs.
	Denton-Lewisville		9.30 hrs. *	9.30 hrs.	9.30 hrs.
	McKinney-Frisco		6.80 hrs. *	6.80 hrs.	6.80 hrs.
Non-SOV Travel (ACS 5-year average)	Dallas-Fort Worth- Arlington		30%	30%	30%
	Denton-Lewisville		33%	33%	33%
	McKinney-Frisco		40%	40%	40%
On-Road Mobile Source Emissions Reductions (Cumulative)	NO _x (kg/day)		1,239.40	1,735.16	3,470.32
	VOC (kg/day)		359.37	503.12	1,006.24

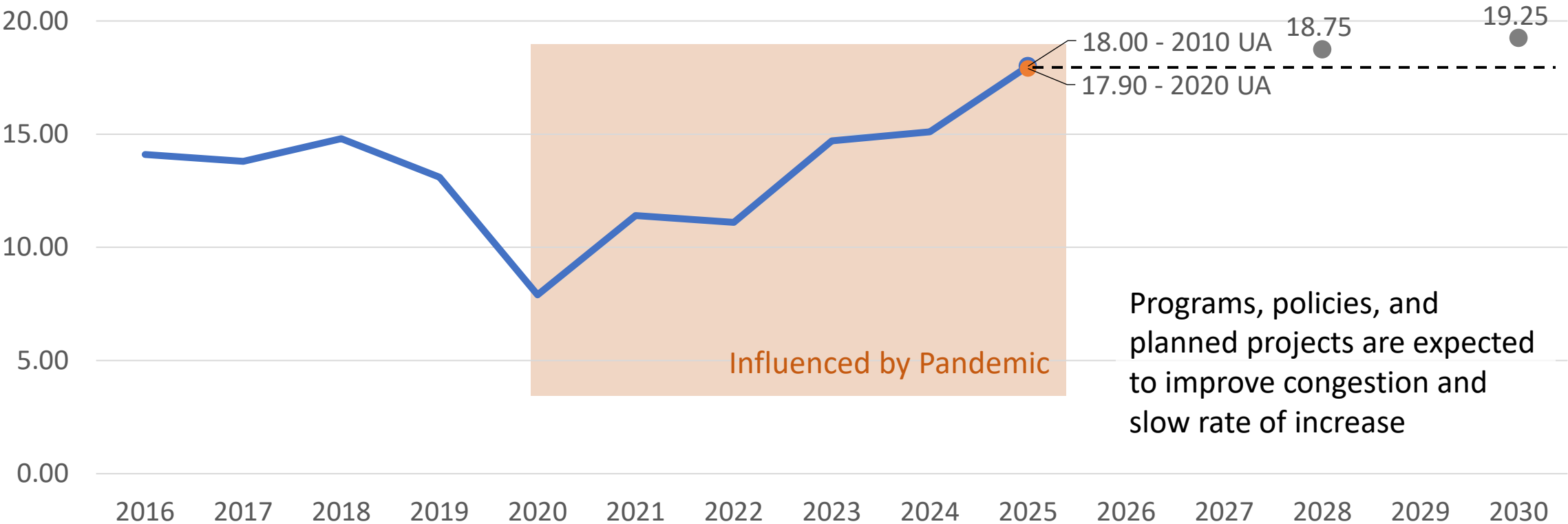
*PHED uses 2020 Urban Area boundaries for this performance period.



Peak Hour Excessive Delay Trend



(Lower values indicate improvement)



— Observed Values (Dallas - Fort Worth - Arlington UA) (2010) ● Observed Values (Dallas - Fort Worth - Arlington UA) (2020)

● Projections - - - Targets

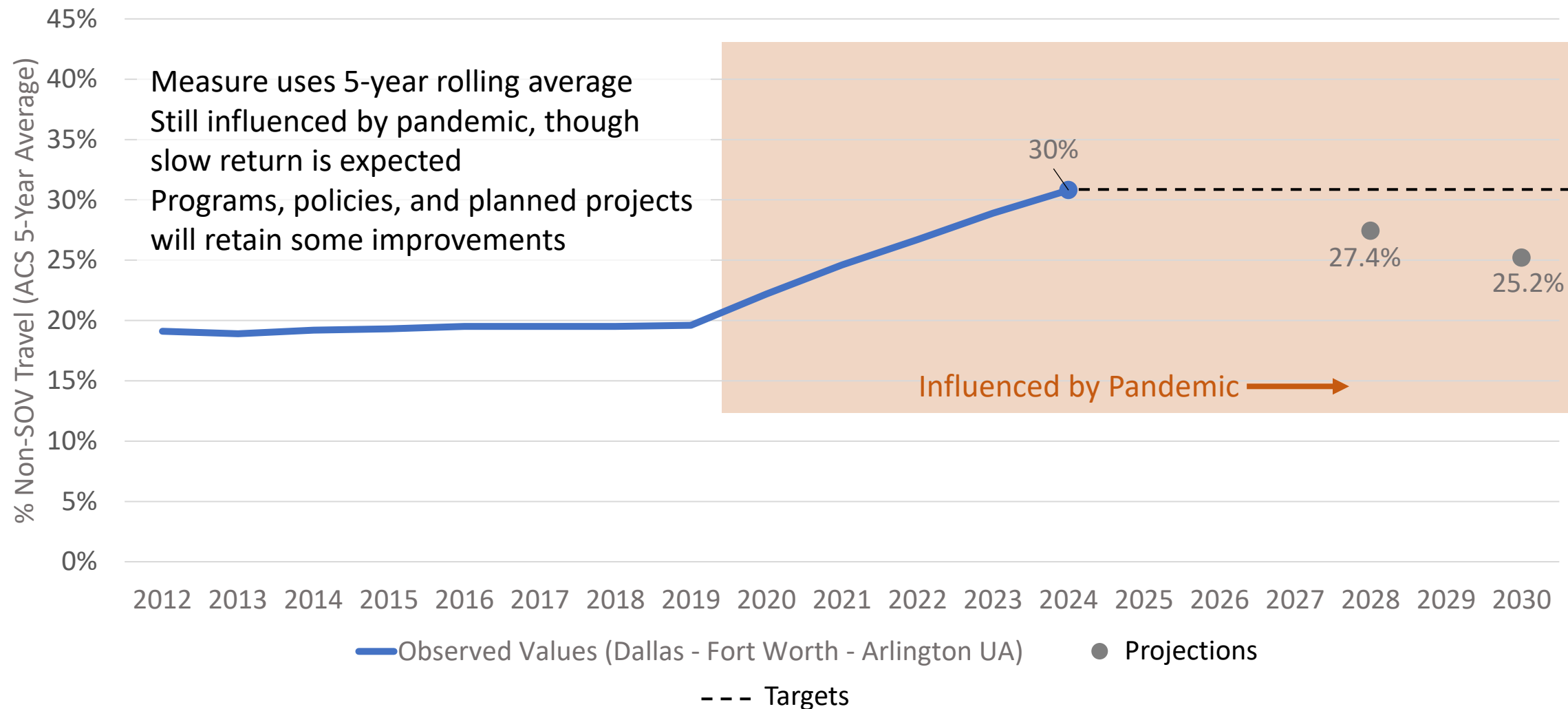
Data source: University of Maryland CATT Lab's NPMRDS Analytics Platform.
Note that this measure used 2010 Urban Area boundaries for the previous 2022-2026 performance period but will use 2020 Urban Area Boundaries going forward.



Non-SOV Trend



(Higher values indicate improvement)



Data source: US Census Bureau American Community Survey (ACS)



Addressing PM3 Measures

COVID-19 still impacting 5-year averages required by the Non-SOV measure

All measures stand to be improved by policy, program, and projects recommended by Mobility 2050

PM3 measures and metrics integrated into project selection as appropriate

Transit 2.0

RAISE, BUILD grant awards

Management and Operations Program

Additionally, PM3 measures and similar calculations using the same source data integrated into core MPO responsibilities:

Transportation Improvement Program

Congestion Management Process

Unified Transportation Program (10-Year Plan) Scoring



TAM: Transit Asset Management

TAM: Current Targets & Regional Performance (Large Agencies)

Large agencies are in the process of reviewing their TAM plans for potential updates.
Anticipated meeting with NCTCOG in Fall 2026.

Asset Category	Metric	Desired Trend Indicating Improvement	2026 Target	Performance		
				FY 2022	FY 2023	FY 2024
Rolling Stock (Transit Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the Federal Transit Administration (FTA) Default Useful Life Benchmark (ULB) or custom agency benchmarks		0%	3.1%	5.8%	17.2%*
Infrastructure (Rail Track)	Rail track segments with performance restrictions		0%	0%	0%	9.8%
Equipment (Support Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the FTA Default ULB or custom agency benchmarks		25%	64.6%	67.6%	73.2%
Facilities (Buildings, Stations, Park & Rides)	Transit facilities rated below “Adequate” (3.0) on the industry standard Transit Economic Requirements Model (TERM) scale		0%	5.1%	5.7%	3.8%

*Performance may have increased due to retention of vehicles for FIFA-related events. On September 3, 2026 Federal Transit Administration awarded DART \$70 M to replace 53 light rail vehicles originally purchased in the 1990s.



TAM: Current Targets & Regional Performance (Small Providers)

Asset Category	Metric	Desired Trend Indicating Improvement	2026 Target	Performance		
				FY 2022	FY 2023	FY 2024
Rolling Stock (Transit Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the Federal Transit Administration (FTA) Default Useful Life Benchmark (ULB) or custom agency benchmarks		5%	8.9%	16.7%	16.3%
Infrastructure (Rail Track)	Rail track segments with performance restrictions		0%	0%	0%	0%
Equipment (Support Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the FTA Default ULB or custom agency benchmarks		25%	57.9%	66.7%	70.3%
Facilities (Buildings, Stations, Park & Rides)	Transit facilities rated below “Adequate” (3.0) on the industry standard Transit Economic Requirements Model (TERM) scale		0%	8.3%	7.1%	5.6%

TAM: Targets Recommendation (Large Agencies)

Recommend maintaining previous targets for all asset categories and types

Goals for Maintained Targets

- Continue the consistent approach from the previously adopted targets
- Encourage continued improvement for individual providers and the overall region
- Provide an aspirational goal to guide regional coordination and assistance in keeping critical transit assets and infrastructure in a State of Good Repair

Category	Target
Rolling Stock Target	0%
Infrastructure Target	0%
Equipment Target	25%
Facilities Target	0%



TAM: Targets Recommendation (Small Providers)

Recommend maintaining previous targets for all asset categories and types

Goals for Maintained Targets

- Maintain strong performance in Infrastructure and Facilities asset categories
- Provide targets that are closer to regional performance, while still encouraging continued improvement for individual providers
- Reflect the challenges transit providers face in replacing vehicles at or past ULB amidst supply chain and operational struggles.

Category	Target
Rolling Stock Target	5%
Infrastructure Target	0%
Equipment Target	25%
Facilities Target	0%



Addressing TAM Performance

As an MPO, staff can support improvements through planning, funding, technical assistance, performance monitoring. Recommend to direct staff to:

Review integration of TAM metrics into project selection as appropriate to prioritize asset condition

Coordinate joint applications for federal discretionary grants

Facilitate peer exchanges and trainings for transit agencies in critical topics

Create an annual regional TAM dashboard to identify trends and monitor performance



Committee Schedule

Date	Committee Meeting
July 24	STTC Information Item - Performance Measures and Draft Targets
August 13	RTC Information Item - Performance Measures and Draft Targets
August 28	STTC Action Item - Recommend Approval of Final Targets
September 10	RTC Action Item - Approval of Final Targets
October 1	Deadline for Targets



REQUESTED ACTION – Approval of CMAQ Performance and TAM Targets

RTC approval of:

2030 Congestion Mitigation and Air Quality targets:

- Peak Hour Excessive Delay
- On-Road Mobile Source Emissions Reductions
- Non-Single Occupancy Vehicle Travel

2027-2030 Transit Asset Management targets:

- Rolling Stock (Transit Vehicles), including directing staff to work with agencies on performance
- Infrastructure (Rail Track)
- Equipment (Support Vehicles)
- Facilities (Buildings, Stations, Park & Rides)

RTC Action Item – September 10, 2026



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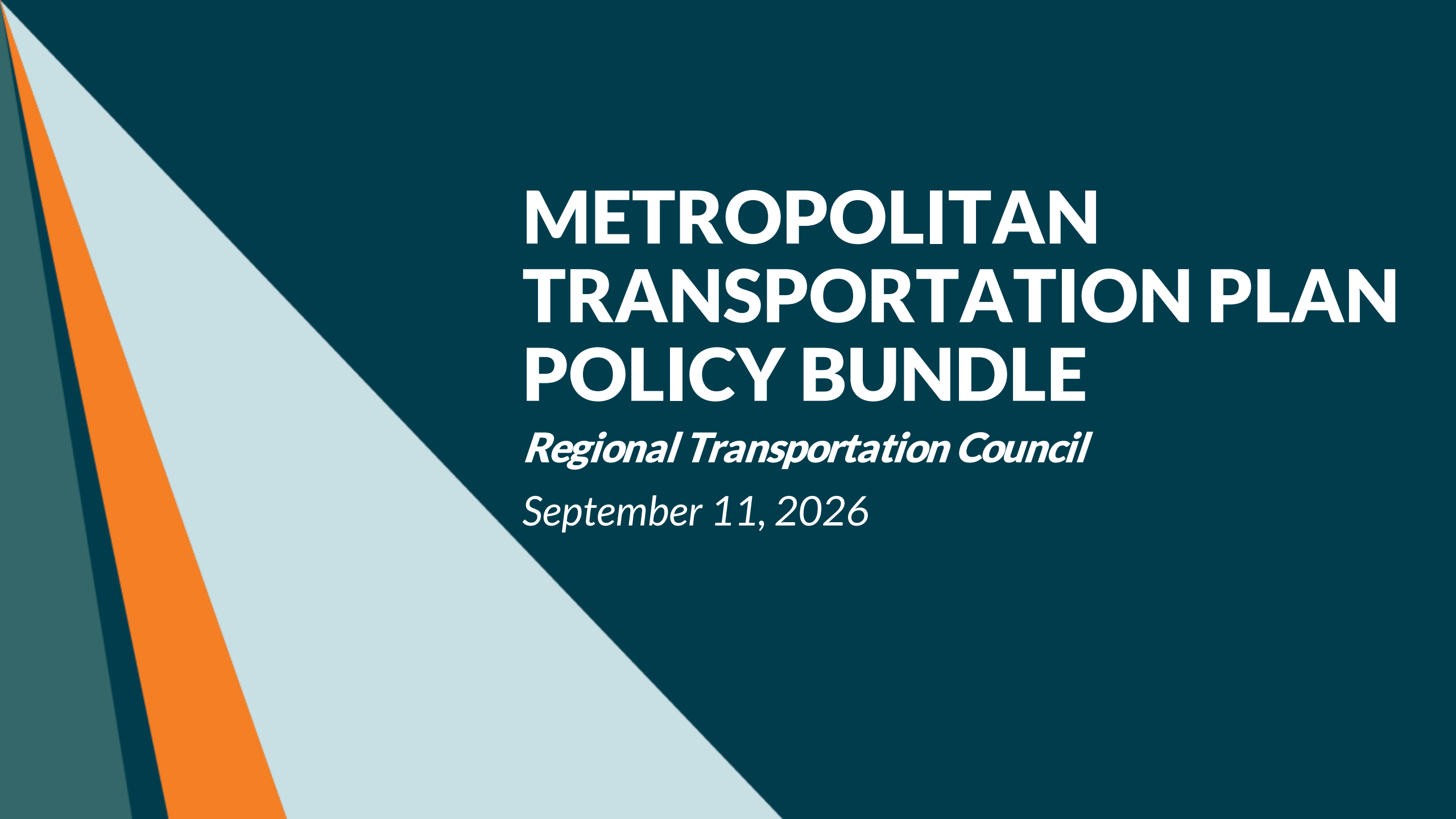
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METROPOLITAN TRANSPORTATION PLAN POLICY BUNDLE

Regional Transportation Council

September 11, 2026

WHY THIS PROGRAM MATTERS

LOCAL POLICY ACTION REDUCES LOCAL MATCH BURDEN



Voluntary participation tied to policies in the Mobility Plan



Advances regional priorities like safety, air quality, transit



Rewards qualifying entities with TDCs



Frees up local cash to use for other priorities

SCORING FRAMEWORK RECAP

 RTC-approved framework • transit participation counts in city scores

	City Scoring (<i>Dynamic</i>)	Transit Authority (<i>Fixed</i>)
Award Type	Ranked each round	Set by authority size
Amounts	500k – 5M/applicant	Small 1M • Medium 1.5M • Large 2.5M
Pot	25M TDCs (83%)	5M TDCs (17%)
Qualify	Policy Points + Transit Points × Population Factor → Ranked TDC Awards	6 policies



Unallocated Transit TDCs flowed to cities



Cities’ transit participation scored on the back end

ROUND 6 - HIGHLIGHTS

TOTAL RECOMMENDED TDCs

34,900,000

across all entities

12

cities • 30.9M

2

authorities • 4M



All participating entities qualified

- Proposed awards reflect an additional 3.4 million TDCs from the original 30 million set aside for the program
- Transportation funding team confirmed TDC availability
- Surface Transportation Technical Committee recommended RTC approval of awards at the August 28, 2026 meeting

ROUND 6 – AWARD DETAILS

City	Transit Status	Policy Points	TDCs
Arlington	-	53	3,200,000
Denton	1/2 Cent Cities	38	2,300,000
Fort Worth	Full Transit	46	4,700,000*
Frisco	LCG/Small Amount Contract	53	2,400,000
Garland	Full Transit	38	3,100,000*
Grand Prairie	-	32	1,700,000
Grapevine	LGC 3/8 Cent	28	1,300,000
Irving	Full Transit	39	3,200,000
Mansfield	-	21	900,000
McKinney	-	38	1,900,000
Plano	Full Transit	57	3,700,000*
Richardson	Full Transit	41	2,500,000
Total			30,900,000

Authority	Policies Achieved	TDCs
DART	8	2,500,000
Trinity Metro	8	1,500,000
Total		4,000,000

Total TDCs Recommended to Award

34,900,000

SCHEDULE

Date	Item
March 23, 2026	Round 6 Opens
April 27, 2026	Early Deadline for Applications
May 26, 2026	Final Deadline for Applications
June to July	Applicant Scoring
August 13, 2026	RTC – Awards (Information)
August 28, 2026	STTC – Awards (Action)
September 11, 2026	RTC – Awards (Action)
October 1, 2026	Round 6 TDCs Available to Use

REQUESTED ACTION – Distribution of Recommended TDC Amounts

Recommendation for RTC approval of:

- 34,900,000 Transportation Development Credits distributed to successful Policy Bundle applicants for Round 6, which includes an increase of 4,900,000 in TDCs over the original 30,000,000.
- 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 awards.

RTC Action Item – September 11, 2026

CONTACT US



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Approval of 2026 Bus and Bus Facilities and Low or No Emissions Grant Applications

Bobby Gomez, AICP

Regional Transportation Council

September 10, 2026

PROGRAM FUNDING OVERVIEW

Joint Notice of Funding Opportunity (NOFO) - July 27, 2026

Bus and Bus Facilities (5339b)

Provides funding for capital projects to purchase, lease, or rehabilitate transit buses and related equipment; and acquire, construct, lease, or rehabilitate bus-related facilities.

\$21M in funding available

Low or No Emissions (5339c)

Provides funding for purchase or lease of zero-emission and low-emission transit buses, and the acquisition, construction, or leasing of supporting facilities and equipment.

\$589M in funding available



GRANT PROGRAM PRIORITIES

Considerations:

- Projects in Internal Revenue Service Opportunity Zones
- Cost-Effective Vehicle Procurements
- Strengthening the United States Vehicle Manufacturing Industry
- Benefits for Families and Communities

Requirements

- Local Match
- Letters of support



Proposed Projects

Bus & Bus Facilities

Purchase up to 4 **Gasoline powered vehicles** to support service growth in **Johnson County**

Purchase **canopies, awnings, or other coverings** to **sustain existing NCTCOG fleets** for small area providers

Bus & Bus Facilities

Purchase up to 2 **Hybrid vehicles** to support service in **Dallas County (Mesquite)**

Purchase up to 5 **charging stations** to be installed at upcoming facility in Mesquite and support flexibility and service continuity for **STAR Transit**

Project eligible under both funding programs are directed to apply to both, but will only be awarded under one.

Low or No Emissions



ESTIMATED Project Budget

	Total	Federal	Local (TDCs)
Gasoline Powered Vehicles	\$650,000	\$650,000	97,500*
Canopies	\$500,000	\$500,000	100,000
Bus & Bus Facilities (1)	\$1,150,000	\$1,150,000	197,500
Hybrid Vehicles	\$230,000	\$230,000	34,500*
Vehicle Chargers	\$120,000	\$120,000	12,000**
Bus & Bus Facilities (2) & Low or No Emission	\$350,000	\$350,000	46,500
Total	\$1,500,000	\$1,500,000	244,000

*Cost share for buses is 85 Federal/15 Local

**Chargers are 90 Federal/10 Local

All others are 80 Federal/20 Local



SCHEDULE

Date	Milestone
July 27, 2026	NOFO Released
August 28, 2026	STTC Action
→ September 10, 2026	RTC Action
September 21, 2026	Application Due
September 24, 2026	Executive Board Endorsement
By December 5, 2026	Award Announcement



REQUESTED ACTION – Approval of 2026 Bus and Bus Facilities and Low or No Emissions Grant Applications

- Request RTC Actions
 - 2026 Bus and Bus Facilities and Low or No Emissions Grant Applications as presented
 - If awarded, 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 projects.

RTC Action Item – September 10, 2026



CONTACT



Bobby Gomez, AICP

Principal Transportation Planner

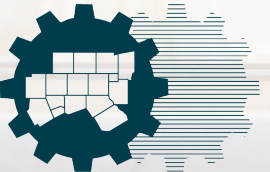
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North Texas AAM Call for Projects

Ernest Huffman
Program Manager - NCTCOG

Regional Transportation Council
September 11, 2026



NATIONAL & TEXAS ADVANCED AIR MOBILITY PROGRAMS

North Texas' airport readiness efforts are closely tied to two major Advanced Air Mobility initiatives: the Texas eIPP Nexus Program and the Center for Advanced Air Mobility Technologies (CAAT). Together, these efforts help position the region for future eVTOL operations by advancing the infrastructure, planning, and partnerships needed to support implementation at scale.

Texas eIPP Nexus Program

- Federal Pilot program with a Texas statewide initiative led by **TxDOT Aviation** to prepare Texas for electric aircraft and AAM deployment
- NCTCOG is partnered with TxDOT and has positioned North Texas airports for participation
- Regional airports are key to infrastructure planning, charging readiness, and future eVTOL operations

Center for Advanced Air Mobility Technologies (CAAT)

- North Texas initiative focused on advancing AAM implementation through planning, infrastructure, operations, and workforce development
- Regional airports are pivotal to CAAT because they serve as core nodes for future AAM activity
- Improving airport readiness now helps support future demonstrations, deployments, and long-term regional growth



Electric Take off and Landing Vehicles (eVTOLs) and eVTOL Chargers



Source: [gulfnews.com special-reports/evtol-aircraft-will-they-replace-helicopters](https://gulfnews.com/special-reports/evtol-aircraft-will-they-replace-helicopters)



Source: Beta Technologies



NORTH TEXAS AAM AIRPORT CHARGING INFRASTRUCTURE CFP

The proposed Call for Action reflects an updated approach to previously approved AAM funding and is intended to better align regional investments with the near-term needs of North Texas airports and broader statewide AAM efforts.

- In **September 2024**, NCTCOG took initial AAM funding to the Regional Transportation Council for approval to support a potential World Cup-related demonstration effort
- The scope has since been revised to focus on the near-term needs of regional airports, particularly charging infrastructure and airport readiness for future eVTOL operations
 - (Scope change approved by RTC on May 14th 2026)
- NCTCOG is partnered with **TxDOT** on the **Texas eIPP Pilot Program**, and this effort helps position regional airports to better align with and support that work
- North Texas airports are also pivotal to the success of the **Center for Advanced Air Mobility Technologies (CAAT)** and will play an important role in supporting future demonstrations, deployments, and long-term AAM growth in the region



FUNDING AVAILABLE - NORTH TEXAS ADVANCED AIR MOBILITY READINESS

(RTC approved May 14, 2026)

Aviation Planning and Education

\$1,000,000 Regional Transportation Council (RTC) local funding

Funding Cap:

Each eligible airport may submit one project proposal for funding under this Call for Projects. Funding is limited to one charger per airport and is subject to the established dollar funding cap. Funding is competitive and not guaranteed.



PROCESS

(RTC approved May 14, 2026)

1. Selection of Project Type

eVTOL Charging Systems

2. Project Description

Provide a brief project description of the project selected and how the airport will prepare for the next generation of aircraft.

3. An estimated project schedule

Provide a schedule for the project with no completion date prescribed.

4. Cost estimate and supporting documentation

Submit a quote with cost.

5. Regional benefit

Demonstrate how the award of this project will provide regional benefit to North Texas.

6. Documentation demonstrating consistency with Airport Layout Plan and/or Airport Master Plan

Upload ALP or Master Plan documents.



ELIGIBILITY

(RTC approved May 14, 2026)

Eligibility	Description
Charging Systems for eVTOL Aircraft	Compatible charging infrastructure for Advanced Air Mobility (AAM). Maximum Award: \$200,000
Public Use Airport	Be a public-use airport located within the 12-county NCTCOG region (Entities located in Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise counties)
Airport Operator	If an airport operator, be sponsored by a public partner agency (i.e. city, county, state, etc.)
Airport Plans	Demonstrate project need consistent with the Airport Master Plan and/or Airport Layout Plan
Regional Benefit	Projects should align with NCTCOG regional transportation plans, innovation priorities, and demonstrate measurable readiness.



CRITERIA

(RTC approved May 14, 2026)

Criteria	Score
Consistent with Advanced Air Mobility within the Airport Layout Plan and/or the Airport Master Plan	30%
Demonstrated understanding of AAM technologies and infrastructure requirements	40%
Demonstrated potential to attract AAM operators or private investment	5%
Strength of partnerships and implementation timeline	25%
Total Score	100%



SCHEDULE

Date	Action
April 24, 2026	STTC Action
May 14, 2026	RTC Action
May 15, 2026	Open Call for Ideas (45 Days)
June 29, 2026	Close Call for Ideas
July 2026	Public Meeting
August 28, 2026	STTC Action – Recommended Ideas
September 11, 2026	RTC Action – Final Ideas
September 2026	Executive Board
Fall 2026	Execute Interlocal Agreements and Begin Projects



RECOMMENDED PROJECTS

Eastern Subregion

Request: \$292,500

City / Agency	Emphasis Area	Project Title	Total Score	Requested Funds
City of Denton	eVTOL Charging System	North Texas Advanced Air Mobility Readiness Call for Projects	88	\$92,500
City of Greenville	eVTOL Charging System	North Texas Advanced Air Mobility Readiness Call for Projects Update	60	\$200,000
Total				\$292,500

Western Subregion

Request: \$185,000

City / Agency	Emphasis Area	Project Title	Total Score	Requested Funds
City of Fort Worth	eVTOL Charging System	North Texas Advanced Air Mobility Readiness Call for Projects Update	66	\$92,500
City of Granbury	eVTOL Charging System	North Texas Advanced Air Mobility Readiness Call for Projects Update	80	\$92,500
Total				\$185,000

Total Funding Request: \$477,500



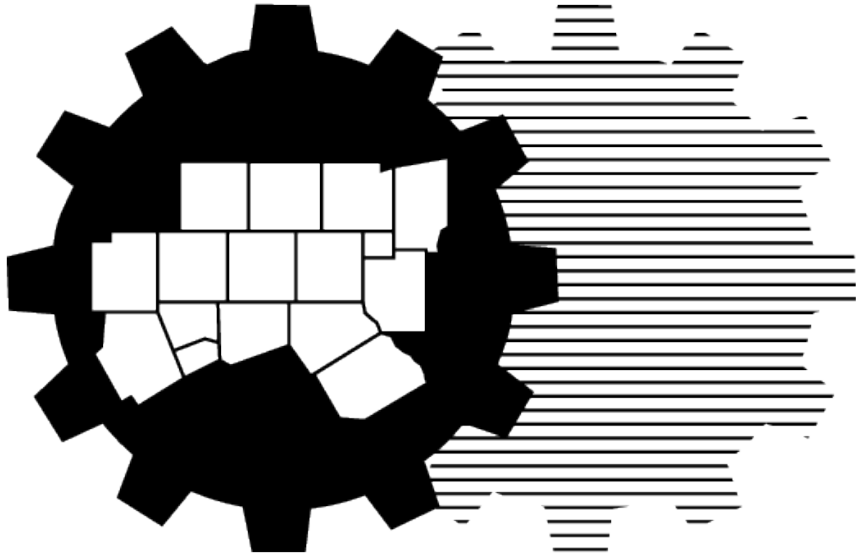
REQUESTED ACTION – ADVANCED AIR MOBILITY AIRPORT CHARGING INFRASTRUCTURE CALL FOR PROJECTS

Regional Transportation Council (RTC) approval:

- **Recommended Advanced Air Mobility Airport Charging Infrastructure Projects** based on Evaluation and Scoring Results
- Utilizing existing **\$477,500 in Regional Transportation Council local funds**, for eligible projects identified through this process. The remaining RTC approved funding allocation will be used for a future Advanced Air Mobility program.
- Administrative amendments to the Transportation Improvement Program (TIP) / Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate this new framework.



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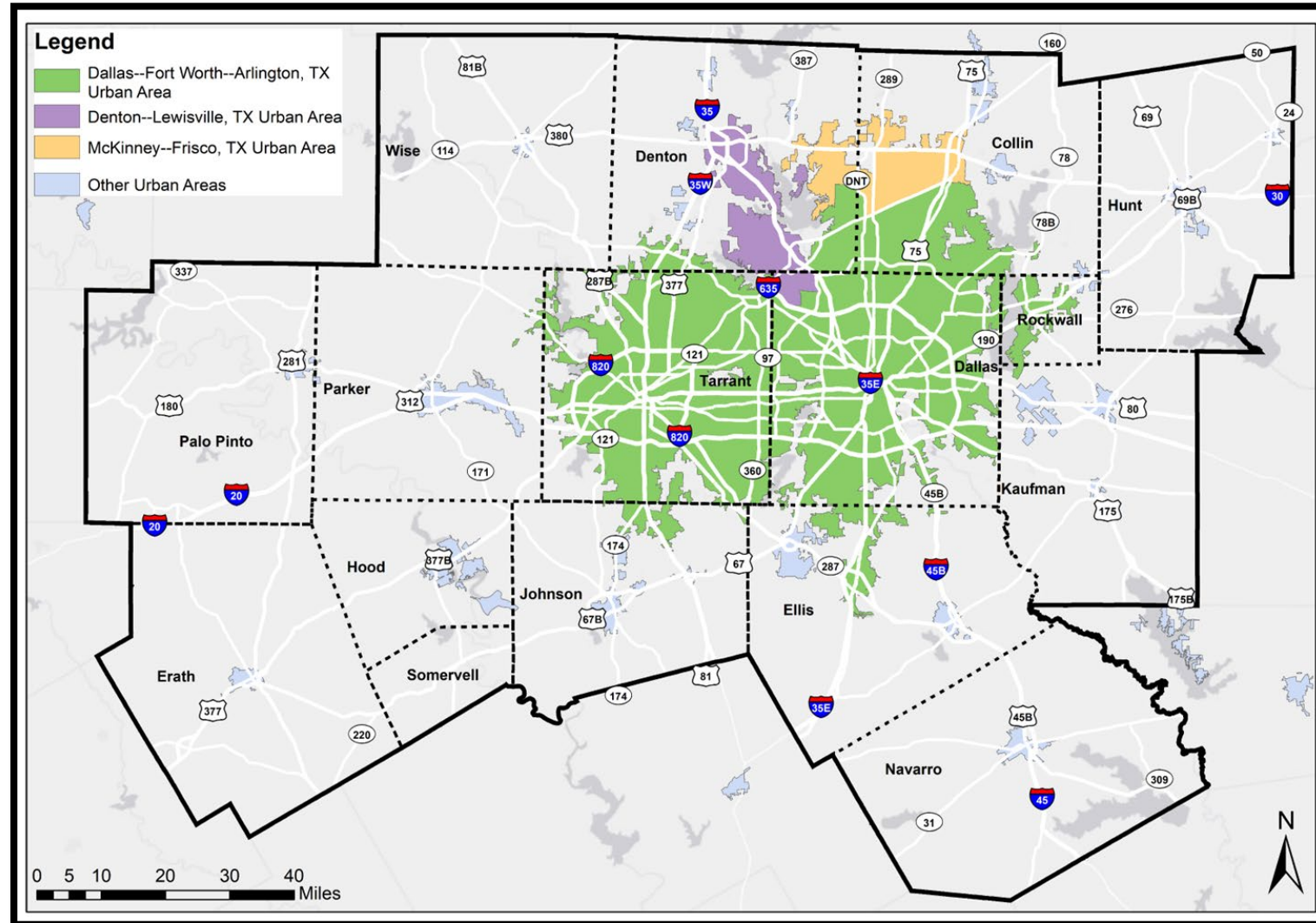
FISCAL YEAR 2026 PUBLIC TRANSPORTATION FUNDING: PROGRAMS OF PROJECTS

REGIONAL TRANSPORTATION COUNCIL | 9.10.2026

OVERVIEW

- Action item requesting approval of the Fiscal Year (FY) 2026 Federal Transit Administration (FTA) funding Programs of Projects (POPs)
- POPs allocate funding for the Dallas-Fort Worth-Arlington, Denton-Lewisville, and McKinney-Frisco Urbanized Areas (UZAs) to public transit providers in the region, including:
 - Transit Authorities (Dallas Area Rapid Transit [DART], Trinity Metro, Denton County Transportation Authority)
 - Cities that are recipients of FTA funds (Arlington, Grand Prairie, McKinney, Mesquite)
 - Small transit providers (e.g., Northeast Transportation Services, Span, Inc., STAR Transit)

2020 CENSUS URBANIZED AREAS & URBAN CLUSTERS



FEDERAL FORMULA FUNDING PROGRAMS FOR URBAN AREAS

	PROGRAM	PURPOSE	PROJECT TYPES
5307	Urbanized Area Formula	Serves general public including individuals/households with limited financial resources	Capital Operating Planning
5310	Enhanced Mobility of Seniors and Individuals with Disabilities	Serve needs of the elderly and individuals with disabilities	Capital Operating
5337	State of Good Repair	Maintain rail services	Capital
5339	Bus and Bus Facilities	Purchase vehicles and/or maintain bus services	Capital

PROPOSED FEDERAL FUNDS

- Public transportation providers in the region are proposed to receive \$220.8 million in FY 2026 FTA formula funds, as well as \$987,796 in remaining FY 2025 funds and \$463,874 in remaining FY 2024 funds
- Additional \$3 million in FY 2026, \$5.5 million in FY 2025, and \$2.2 million in FY 2024 funds will be programmed in future cycles
- 4,330,648 in Transportation Development Credits (TDCs) are proposed to be awarded; TDCs are used in lieu of the local cash match requirement and do not increase funding for a project
- Note: A small proportion of federal funds and TDCs that were awarded during development of the 2027 – 2030 Transportation Improvement Program (TIP) are included in these totals

CURRENT AWARD CYCLE FUNDING SUMMARY

\$ in Millions

FTA Funds by <u>Agency Type</u>	\$222.3
Transit Authorities (DART, Trinity Metro, and Denton County Transportation Authority)	\$194.0
All Others	\$28.3

FTA Funds by <u>Project Type</u>	\$222.3
Capital (vehicles, equipment, preventive maintenance, etc.)	\$212.6
Operations	\$9.0
Planning	\$0.7

FY 2027 FEDERAL FUNDS

- A relatively small amount of FY 2027 formula funding is proposed to be awarded separately through the 4th Quarter 2026 TIP modification process

Funding Program	\$ in Millions
5307 Urbanized Area Formula Program	\$6.7
5310 Enhanced Mobility of Seniors and Individuals with Disabilities	\$2.3

- Expedites funding availability for small providers
 - Project inclusion in the TIP enables pre-award authority, which allows providers to incur reimbursable costs sooner
- The balance of FY 2027 funds will be awarded once federal apportionments are released

DALLAS STREETCAR FORMULA FUNDING

- During development of the last POP, Dallas requested quantification of Streetcar's contribution to the 5337 State of Good Repair formula funding that comes to the UZA
- Dallas Streetcar's contribution to 5307 Urbanized Area Formula Program has been calculated as well

Funding Program	Annual Funding Impact
5337 State of Good Repair	\$381,472
5307 Urbanized Area Formula Program	\$305,879

- 5337 and 5307 are eligible only for capital projects, such as preventive maintenance or vehicle replacements; cannot be used for operating costs
- Dallas may request future capital projects for the streetcar, based on need

REQUESTED ACTION – FY 2026 PUBLIC TRANSPORTATION FUNDING PROGRAMS OF PROJECTS

- RTC approval of:
 - The proposed funding for the FY 2026 Programs of Projects for 5307, 5310, 5337, and 5339
 - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate this funding on these projects

RTC Action Item – September 10, 2026

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North Central Texas Council
of Governments

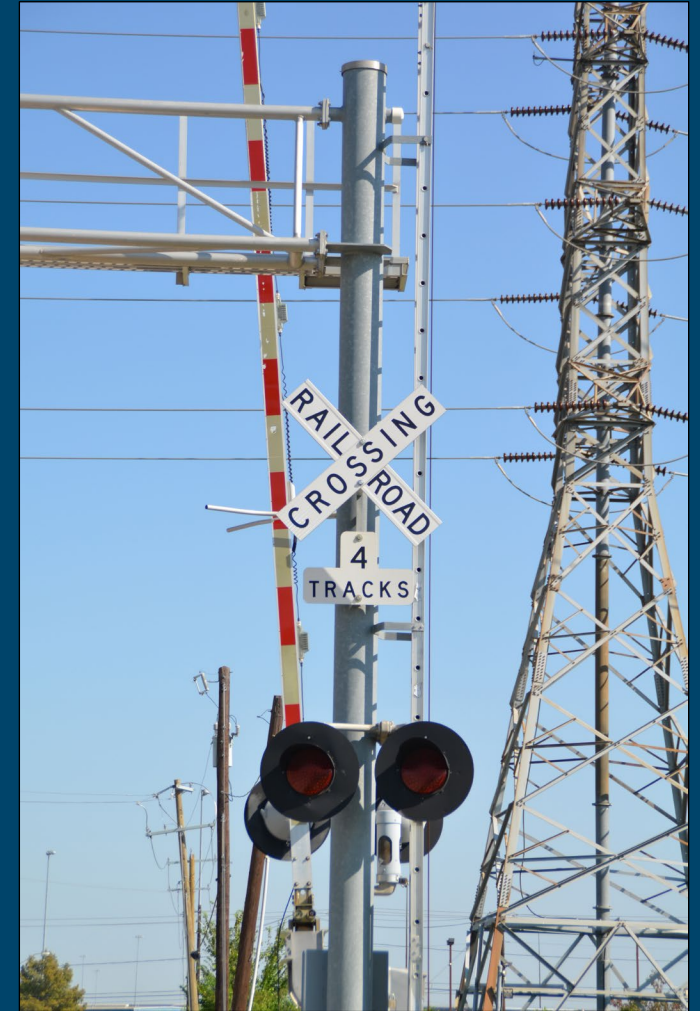
Regional Rail Crossing Inventory

Regional Transportation Council
September 11, 2026

Jeff Hathcock, Program Manager

Railroad Crossing Inventory Background

- At-grade rail crossings are a major concern across the region and NCTCOG continues to recognize rail safety as a crucial issue needing to be addressed within our region.
- Staff consistently reviews all public at-grade crossings within the region.
- Staff have also completed two full in-depth analyses; the city of Fort Worth was completed in 2023, and the city of Dallas was completed in August 2025.
- Staff will continue completing analysis to help understand and prioritize rail crossings for potential improvements.
- The goal of all current and future analysis is to improve safety and reduce congestion at railroad crossings across our region.



Courtesy of NCTCOG



Rail Crossing Analysis

The Process

- 1) Identify all public at-grade crossings in the region
- 2) Update the Rail Crossing Database with quantitative and qualitative information about each crossing
- 3) Identify priority rail crossings for recommended improvements



Courtesy of NCTCOG



Maintaining the Database

Quantitative information included in the database (from FRA)

- Number of Vehicles a Day: Average Annual Daily Traffic (AADT).
- Trains per Day: Number of trains that pass through the crossing each day.
- Train Speed: Speed of the train when it passes through the crossing.
- Crossing Incidents: Number of accidents at the crossing from 2015 to 2025 (10 years).



Courtesy of NCTCOG



Maintaining the Database

Qualitative information included in the database (from FRA and is verified via site visits)

- Active Warning Devices: Includes gates and lights that activate when a train approaches the crossing.
- Static Warning Devices: Includes pavement marking and standard signage such as crossbucks.
- Supplemental Safety Measures: Includes medians, supplemental signage, etc.
- Observed Conditions: Includes geometry issues and number of roadway lanes, etc.

Rail Crossing Evaluation Form		
Date	Railroad	
Crossing DOT #	Road	
Crossing Information		
Quiet Zone	Pavement Markings	Signals
Advanced Warnings	Crossbucks	Active Warning Devices
Near By Signals		
Number of Lanes	Number of Tracks	
Median and Other SSMS	Geometry Issues	
Nearby Driveways	Clearance (Grade Seeps only)	
Other Observed Issues	Additional Notes	

Courtesy of NCTCOG



Regional Rail Crossing Inventory Database

Counties in the database:

- Dallas
- Tarrant
- Denton
- Collin
- Johnson
- Ellis
- Hunt
- Hood
- Kaufman
- Parker
- Rockwall
- Wise

Regional Rail Crossing Inventory Database												
County	City	Street	US DOT Number	Railroad	Subdivision	Speed	Train Count	Incident after 2015	Fatality after 2015	AADT	QZ	Pavement Markings
Collin	Wylie	Spring Creek Pkwy	022364L	CPKC	Greenville	59	11	0	0	2385	24 Hour	No
Collin	Wylie	Westgate Way	330967H	CPKC	Alliance	35	2	0	0	4383	24 Hour	Yes
Collin	Wylie	Springwe II Pkwy	331279Y	CPKC	Alliance	35	2	1	0	11286	24 Hour	Yes
Collin	Wylie	Country Club Road	789648L	CPKC	Alliance	35	2	0	0	6468	24 Hour	Yes
Collin	Wylie	Oak Street	789650M	CPKC	Greenville	59	4	0	0	1420	24 Hour	No
Collin	Wylie	W Marble Street	789651U	CPKC	Greenville	59	4	0	0	872	24 Hour	No

Courtesy of NCTCOG

Total of 1543 public at-grade crossings within the 12 counties



Priority Methodology

Formula Based Scoring

Crossings are scored on quantitative factors that relate to safety and traffic volumes. Crossings are then classified into priority levels.

- **High Priority:** High traffic volumes and incidents
- **Medium Priority:** Mixed conditions
- **Low Priority:** Lower traffic volumes and incidents

Freight Rail vs. Passenger Rail Separation

Freight rail and passenger rail will be separated due to operational differences.

U. S. DOT CROSSING INVENTORY FORM
DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For private pathway grade crossings, complete the Header, Part I, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part II Item 7.A. are required unless otherwise noted. An asterisk * denotes an optional field.

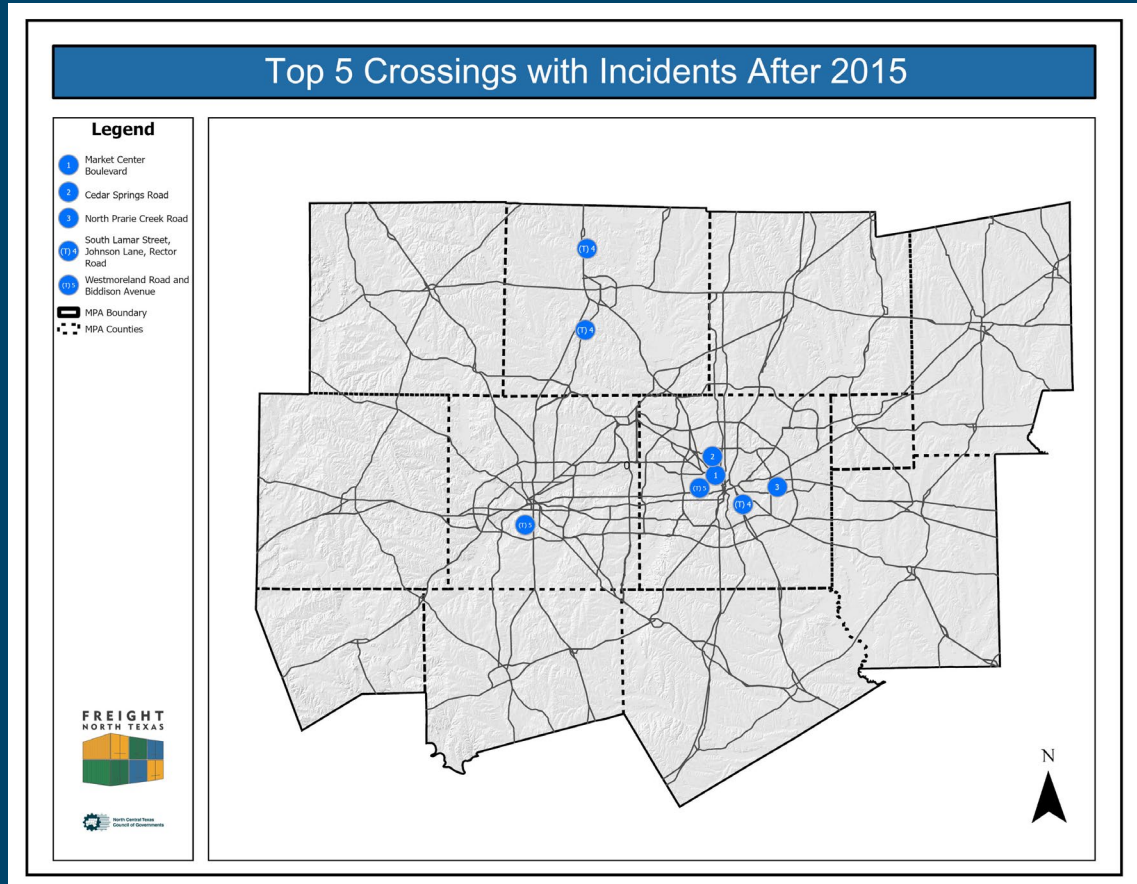
A. Revision Date (MM/DD/YYYY) 10 / 14 / 2022		B. Reporting Agency ☐ Railroad ☐ Transit ☒ State ☐ Other		C. Reason for Update (Select only one) ☒ Change in Data ☐ New Crossing ☐ Closed ☐ Re-Open ☐ Date Change Only ☐ No Train Traffic ☐ Quiet Zone Update ☐ Admin. Correction		D. DOT Crossing Inventory Number 9711915
Part I: Location and Classification Information						
1. Primary Operating Railroad Dallas Area Rapid Transit (DART)		2. State TEXAS		3. County DALLAS		
4. City / Municipality ☒ In DALLAS ☐ Near DALLAS (Street/Road Name) _____		5. Street/Road Name & Block Number SCOTT LAMAR STREET (Street/Road Name) _____ (Block Number) _____		6. Crossing Type & No. ST 0000		
7. Do Other Railroads Operate a Separate Track at Crossing? ☐ Yes ☒ No If Yes, Specify RR _____		8. Do Other Railroads Operate Over Your Track at Crossing? ☐ Yes ☒ No If Yes, Specify RR _____				
9. Railroad Division or Region ☐ None TEXAS		10. Railroad Subdivision or District ☐ None DART		11. Branch or Line Name ☐ None RED-BLUE		12. RR Milepost 0136.00 (prefix) (non-neg) (suffix)
13. Line Segment OC 1		14. Nearest RR Timetable Station + _____		15. Parent RR (if applicable) ☐ N/A DART		16. Crossing Owner (if applicable) ☐ N/A DART
17. Crossing Type ☒ Public ☐ Private	18. Crossing Purpose ☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	19. Crossing Position ☒ At Grade ☐ RR Under ☐ RR Over	20. Public Access (if Private Crossing) ☐ Yes ☒ No	21. Type of Train ☐ Freight ☐ Intercity Passenger ☐ Commuter ☐ Tourist/Other	22. Average Passenger Train Count Per Day ☐ Less Than One Per Day ☒ Number Per Day 150	
23. Type of Land Use ☐ Open Space ☐ Farm ☐ Residential ☒ Commercial ☐ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard						
24. Is there an adjacent crossing with a separate number? ☐ Yes ☒ No If Yes, Provide Crossing Number _____						
25. Quiet Zone (FRA provided) ☐ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established _____		26. HSR Corridor ID ☒ N/A (WGS84 std: -nn.nnnnnnn) 32.772656				
27. Latitude in decimal degrees (WGS84 std: -nn.nnnnnnn) 32.772656		28. Longitude in decimal degrees (WGS84 std: -nn.nnnnnnn) -96.802352		29. Lat/Long Source ☒ Actual ☐ Estimated		
30.A. Railroad Use *		31.A. State Use *				
30.B. Railroad Use *		31.B. State Use *				
30.C. Railroad Use *		31.C. State Use * State Phone# updated - date updated 2024-12-06				
30.D. Railroad Use *		31.D. State Use *				
32.A. Narrative (Railroad Use) *		32.B. Narrative (State Use) *				
33. Emergency Notification Telephone No. (posted) 214-928-6000		34. Railroad Contact (Telephone No.) 214-928-6000		35. State Contact (Telephone No.) 512-416-2684		
Part II: Railroad Information						
1. Estimated Number of Daily Train Movements		1.A. Total Day Thru Trains (6 AM to 6 PM) 80		1.B. Total Night Thru Trains (6 PM to 6 AM) 70		1.C. Total Switching Trains 0
1.D. Total Transit Trains 150		1.E. Check if Less Than One Movement Per Day ☐				
2. Year of Train Count Data (YYYY) 2016		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 25 3.B. Typical Speed Range Over Crossing (mph) From 10 to 25				
4. Type and Count of Tracks Main 2 Siding 0 Yard 0 Transit 0 Industry 0						
5. Train Detection (Main Track only) ☐ Constant Warning Time ☐ Motion Detection ☐ AFO ☒ PTC ☐ DC ☐ Other ☐ None						
6. Is Track Signalized? ☒ Yes ☐ No		7.A. Event Recorder ☒ Yes ☐ No		7.B. Remote Health Monitoring ☐ Yes ☒ No		

FORM FRA F 6180.71 (Rev. 3/15) OMB approval expires 01/31/2026 Page 1 OF 2

Courtesy of FRA



Top 5 Crossings with Incidents After 2015



Street Name	City	Incident Count	Railroad
1. Market Center Boulevard	Dallas	9	TRE
2. Cedar Springs Road	Dallas	8	DGNO
3. North Prairie Creek Road	Dallas	7	UP
(T) 4. South Lamar Street	Dallas	5	UP
(T) 4. Johnson Lane	Denton	5	UP
(T) 4. Rector Road	Sanger	5	BNSF
(T) 5. Westmoreland Road	Dallas	4	UP
(T) 5. Biddison Avenue	Fort Worth	4	BNSF



Next Steps

Ongoing Priorities:

- Continue analysis for cities/counties within the NCTCOG region
- Support targeted crossing improvements based on priority rankings in accordance with the Metropolitan Transportation Plan and 10-year Plan
- Coordinate with cities, counties, TxDOT, and railroads on site specific improvements
- Monitor implementation of recommended safety measures
- Assist in discussions to reduce blocked crossings
- Maintain focus on safety, efficiency, and reliability improvements



Courtesy of NCTCOG



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DRAFT 2027 RTC LEGISLATIVE PROGRAM FOR THE 90TH TEXAS LEGISLATURE

REBEKAH GONGORA

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Regional Transportation Council Meeting

September 11, 2026

FEDERAL UPDATE

APPROPRIATIONS

- The President signed a Continuing Resolution extending FY26 funding levels through December 11
- Continues Highway Trust Fund spending authority and core formula programs
- Does not include Division J advance appropriations:
 - No new funds for the Bridge Investment Program, Reconnecting Communities, INFRA, Lo-No Emission Bus Program, CIG, State of Good Repair, CRISI, RCE, Fed-State Partnership, SS4A, SMART

SURFACE TRANSPORTATION REAUTHORIZATION

- The Infrastructure Investment and Jobs Act (IIJA) programs extended through December 11, excluding IIJA Division J
- Status of a long-term bill:
 - House Transportation and Infrastructure Committee approved BUILD America 250 Act in May, pending Ways and Means Committee Action, then full House action
 - Senate not yet released their bill text



STATE LEGISLATIVE UPDATE

SENATE FINANCE

- Committee met on July 27 to discuss interim charges related to Transportation Resources and Data Center Investments. The Legislative Budget Board and TxDOT were invited to testify.

SENATE TRANSPORTATION

- Committee met on August 25 to discuss interim charges related to public safety at rail-grade crossings, autonomous vehicle technology, commercial driver license standards and oversight.

HOUSE TRANSPORTATION

- Committee met on August 17 to discuss interim charges related to railroad grade separation, TxDOT funding and communications, work/school zone enforcement, and TxDMV/TxDOT oversight.

HOUSE SUBCOMMITTEE ON TRANSPORTATION FUNDING

- Committee met on September 2 to discuss an interim charge related to TxDOT Funding. TxDOT and MPO directors were invited to testify.



TRANSIT LEGISLATIVE FOCUS – WHAT (Introduce Something)

DART Board Composition

+

- Transit 2.0: DCTA/DART Interface (Positive Train Control) ✓
- Increase Density Around 80+ Passenger Rail Stations (Save TxDOT \$36B) ?
- Elderly and Disabled / Microtransit? Regional Go Pass (RTC/Leg. Partnership) ✓



REVENUE REDISTRIBUTION VS NO NEW TAXES – HOW TO PAY

Source	Revenue	Unit	From	To	Request
Sales Tax	\$900M	per year	State	Region	\$200M/year?
Air Check	\$90M	one time	Balance Budget	Counties	\$90M for Air Quality
Texas Mobility Fund	Varies	per year	TxDOT	MPO as before	\$100M/year
CMAQ	\$56M	per year by 2035	TxDOT	MPO as before	\$50M/year
Cat. 12 Cap	Varies	per year	TxDOT	MPO as before	Create Flexibility for RTC
Budget Rider	\$100M	per year	TxDOT	Equity State Ferries	\$100M/year - Regional Rail

Point of Collection: May be a non-starter (Not new revenue)



RTC LEGISLATIVE PROGRAM

LEGISLATION TO ACTIVELY PURSUE

- Identify and pursue additional revenue for all modes of transportation
 - Prioritize funding opportunities for on-system thoroughfares
 - Return approximately \$90 million in air quality user fees to counties for Local Initiatives Projects
 - Reconsider current uses of transportation funding
- Ensure fair-share allocation of funds for roadway capacity improvements to metropolitan regions and allow the use of Public-Private Partnerships
- Support innovative funding methods to expand rail and transit options within the region
 - Support use of the Texas Mobility Fund (TMF) for regional commuter rail and Class I railroad improvements; support extension of TMF bond issuance deadline
 - Support dedicated funding for public transportation and rail through a budget rider
 - Create a sales tax revenue pilot project to support Transit 2.0



RTC LEGISLATIVE PROGRAM

LEGISLATION TO ACTIVELY PURSUE WITH OTHERS

- Provide tools to aid transit agencies in supporting transit-oriented development (TOD) and/or funding to supplement TOD financing/public-private partnerships while allowing for cities to maintain the lead and local control in development decisions
- Improve the safety of the statewide transportation system for all users; reduce aggressive driving, eliminate driving under the influence, enforce seat belts, advance bystander training into statewide drivers' education courses, and establish a framework for the regulation and enforcement of high-powered electric mobility devices
- Use technology to improve safety; advance automated speed enforcement with technology-assisted law enforcement, and modernize messaging in construction zones
- Provide counties and cities with expanded tools for land use control to preserve future transportation corridors and safety needs



RTC LEGISLATIVE PROGRAM

PROVIDE TESTIMONY UPON REQUEST

- Support use of Public-Private Partnerships for roadway and transit projects, and tolled managed lanes through a Metropolitan Planning Organization (MPO)/local decision-making process
- Encourage measures that improve bicycle and pedestrian safety
- Oppose legislation to increase freight truck weight limits above current law
- Retain eminent domain authority in current statute
- Support system reliability, congestion relief, and trip reduction strategies
- Support high-speed rail development in Texas
- Support the continued collaboration between local governments, the military, the State, and FAA to advance regulations for compatible land use, infrastructure, and the safe operations of unmanned aircraft (UAS)



RTC LEGISLATIVE PROGRAM

PROVIDE TESTIMONY UPON REQUEST (CONTINUED)

- Support funding, planning, and implementation efforts to advance airport modernization, Advanced Air Mobility, UAS integration, and related infrastructure
- Support legislation that improves air quality, including enhancing the emissions inspection/maintenance program, reducing heavy-duty truck idling, ending vehicle emissions inspection fraud, supporting tire disposal programs, and encouraging truck stop electrification
- Modernize and increase flexibility in the Local Initiative Projects through a limited program focused on transportation and air quality improvements
- Protect and modernize the Texas Emissions Reduction Plan (TERP) Trust Fund; preserve its revenue for TERP purposes and innovative air quality improvement strategies, including the purchase of heavy-duty zero emission vehicles such as hydrogen fuel cell and battery electric vehicles, transit vehicles, and associated infrastructure
- Support policies that preserve open space needed for flood mitigation
- Support funding for roadway channel crossings and flood early warning systems in flash flood-prone communities



Today

RTC Legislative Program Presented as an Information Item; Comments Requested

October 8, 2026

RTC Legislative Program Presented as an Action Item

November 3, 2026

General Election for Federal, State, and County Offices; Some Cities

November 9, 2026

Bill Filing Begins for the 90th Texas Legislature

January 12, 2027

90th Legislature Convenes

TIMELINE

Comments are requested by September 25.

RTC action will be sought in October.



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