



CHANGING MOBILITY

**DATA, INSIGHTS, AND DELIVERING INNOVATIVE
PROJECTS DURING COVID RECOVERY**

February 2026

**Michael Morris, P.E.
Director of Transportation**

TRAVEL BEHAVIOR BY MODE



Transit Weekend Ridership (+1%, September)

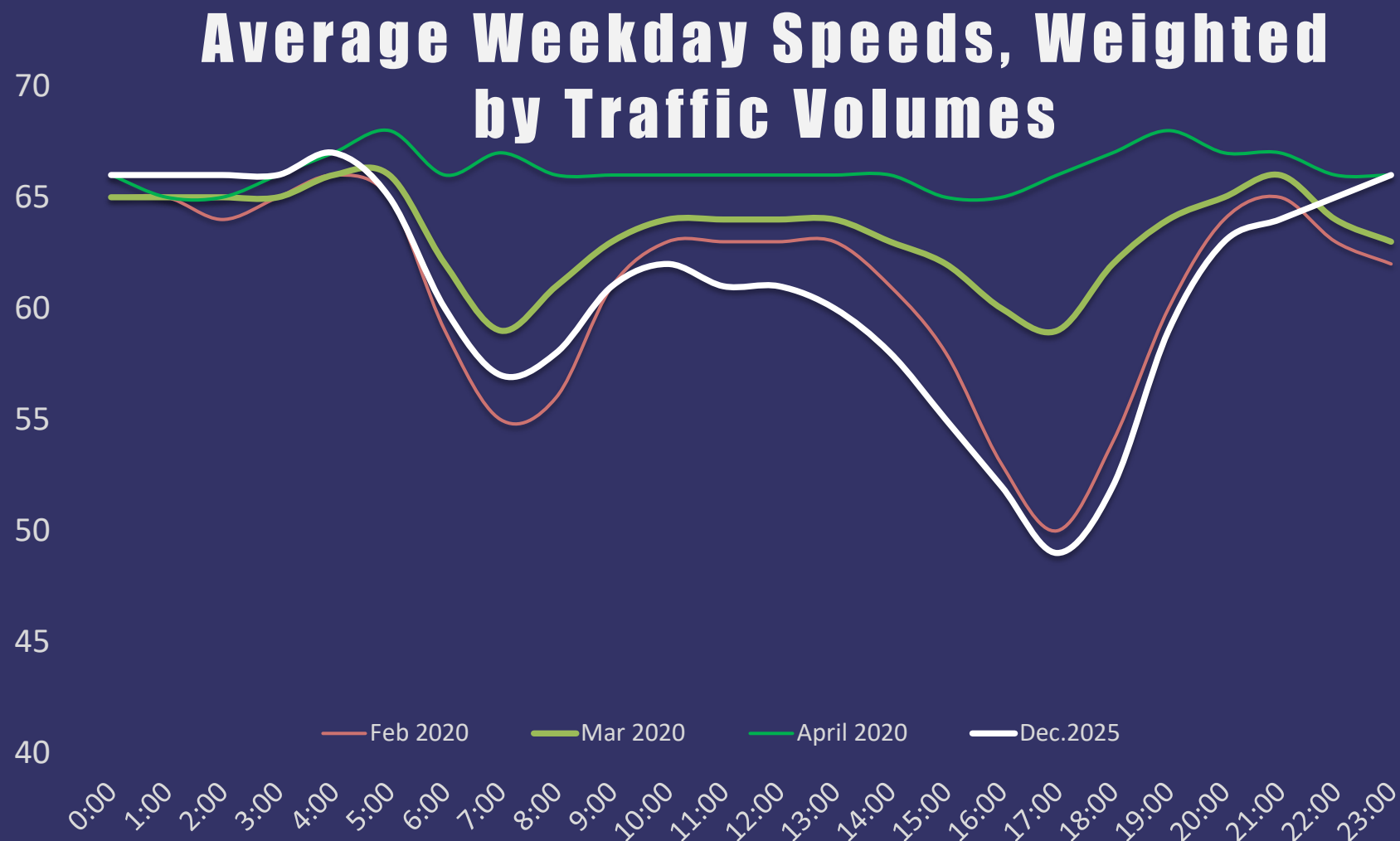
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Transit Weekday Ridership (-24%, September)



ROADWAY TRENDS

Regional Average
Freeway Speeds

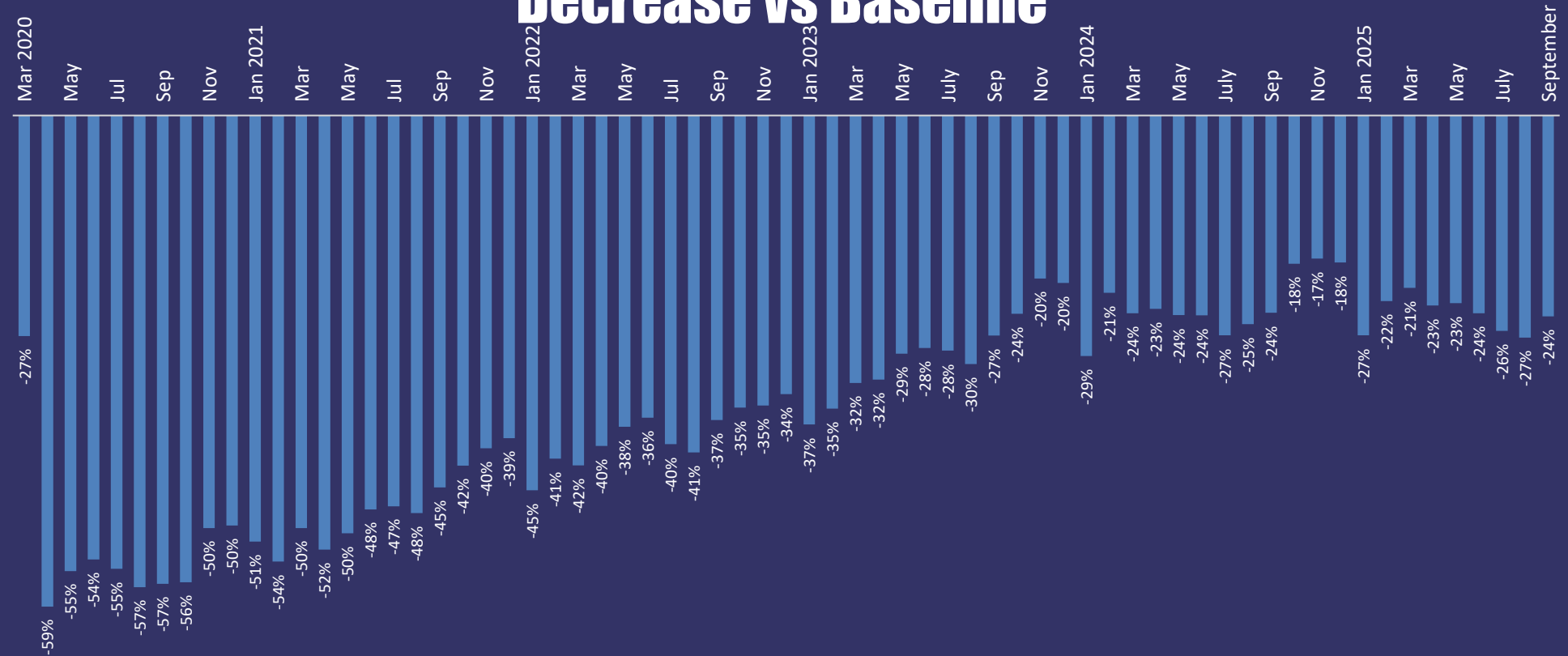


TRANSIT WEEKDAY RIDERSHIP

TRANSIT IMPACTS

Rail, Bus and On Demand Weekday Ridership

WEEKDAY Rail, Bus and On Demand Passenger Decrease vs Baseline



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

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

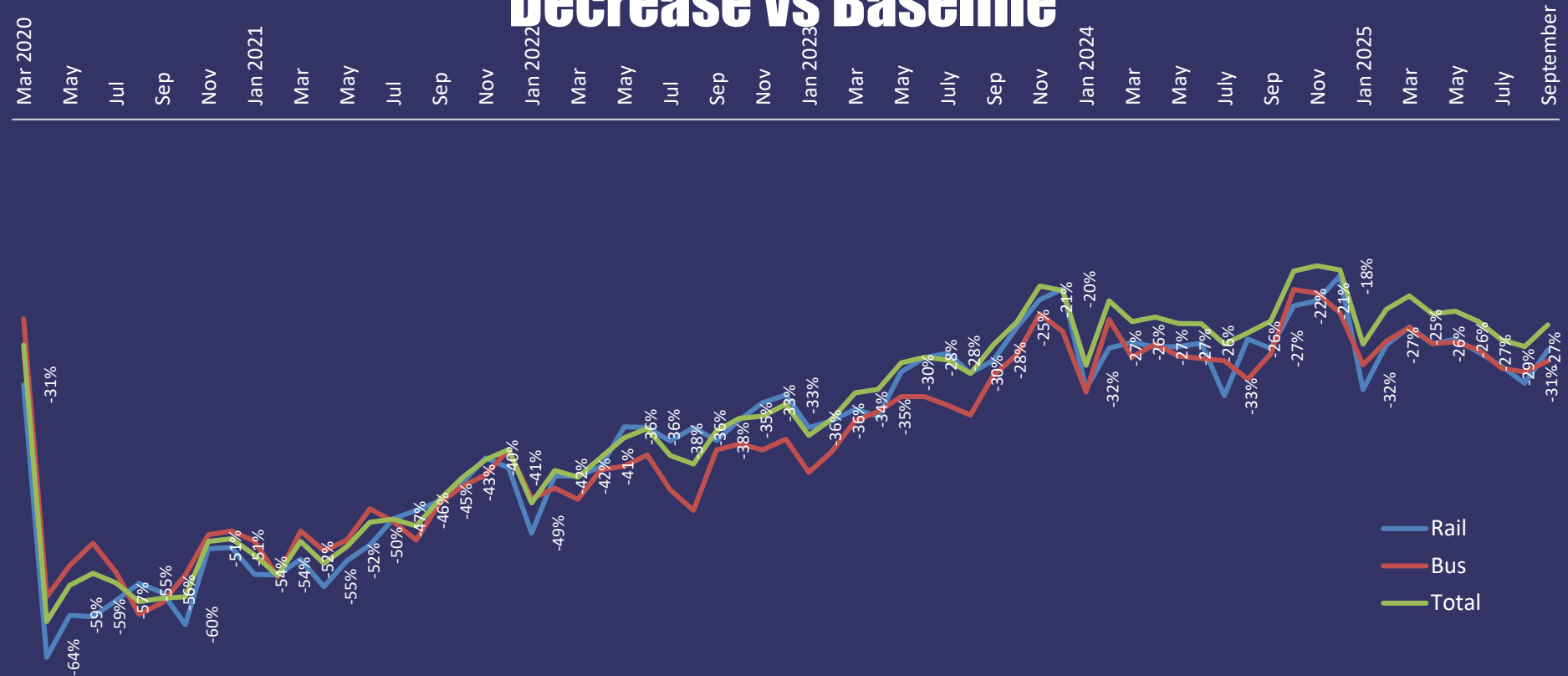
Note: Baseline is March 2019-February 2020.

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

TRANSIT IMPACTS

Rail, Bus and Total Weekday Ridership

WEEKDAY Rail, Bus and Total Passenger Decrease vs Baseline



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

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

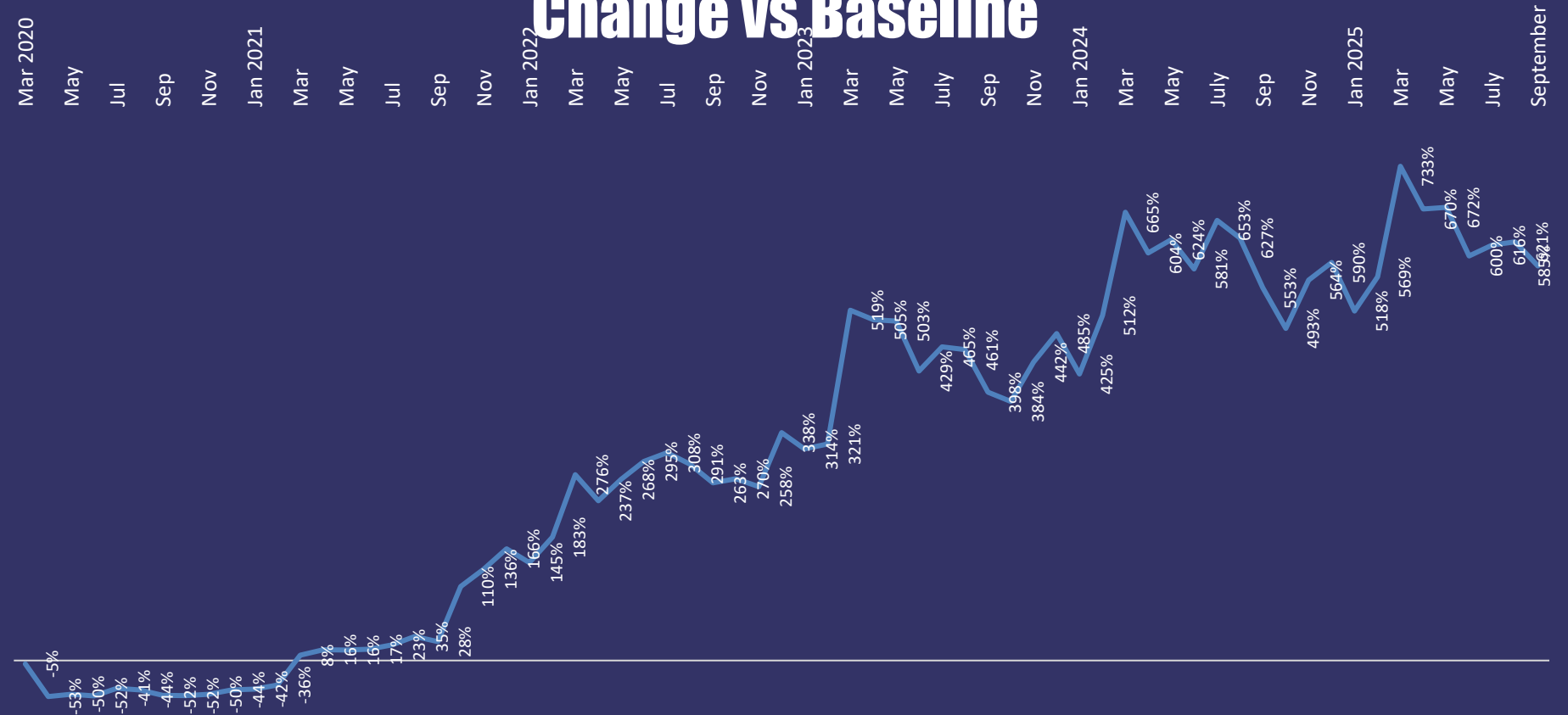
Note: Baseline is March 2019-February 2020.

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

TRANSIT IMPACTS

Rail, Bus and
On Demand
Weekday
Ridership

WEEKDAY On Demand Passenger Change vs Baseline



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

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

Note: Baseline is March 2019-February 2020.

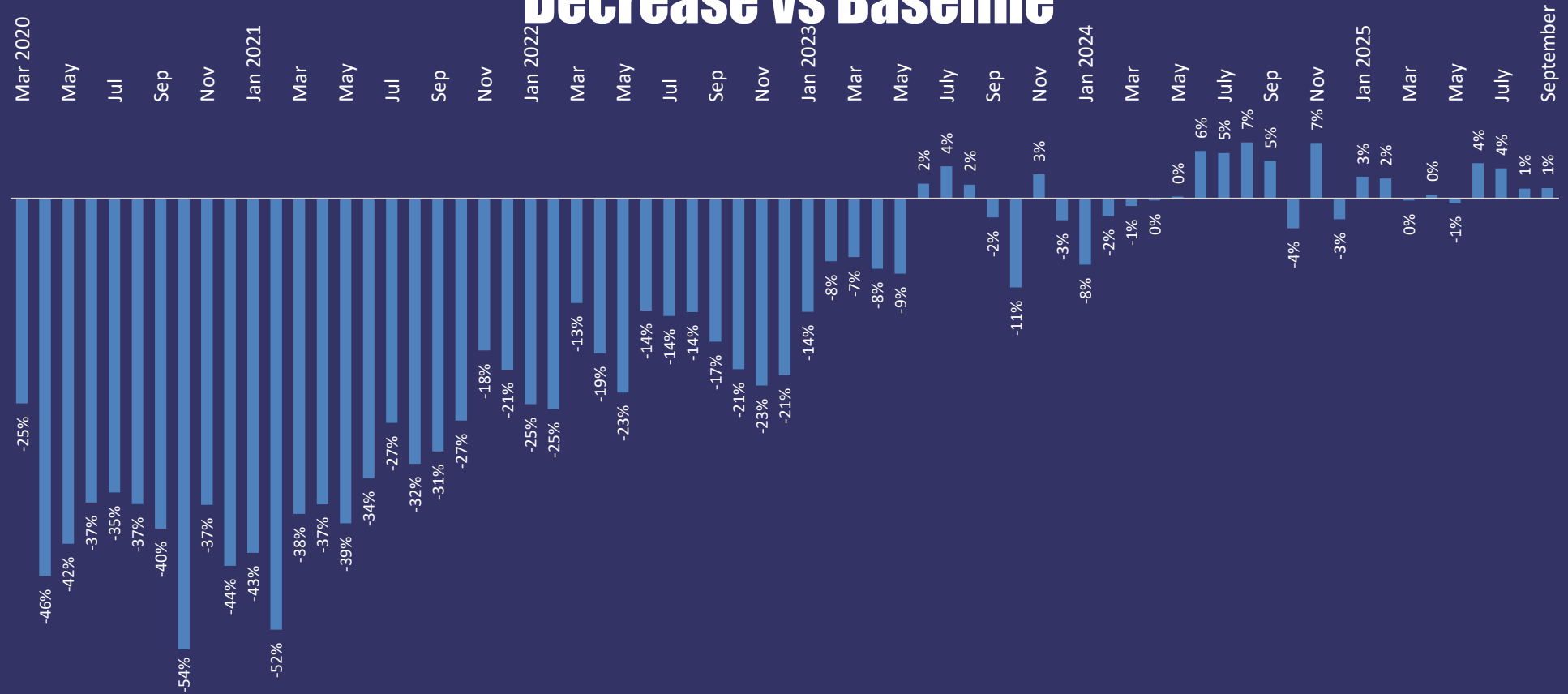
Note: Transit ridership impacted in Feb 2021 by week-long winter storm.

TRANSIT WEEKEND RIDERSHIP

TRANSIT IMPACTS

Rail, Bus and On Demand Weekend Ridership

WEEKEND Rail, Bus and On Demand Passenger Decrease vs Baseline



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

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

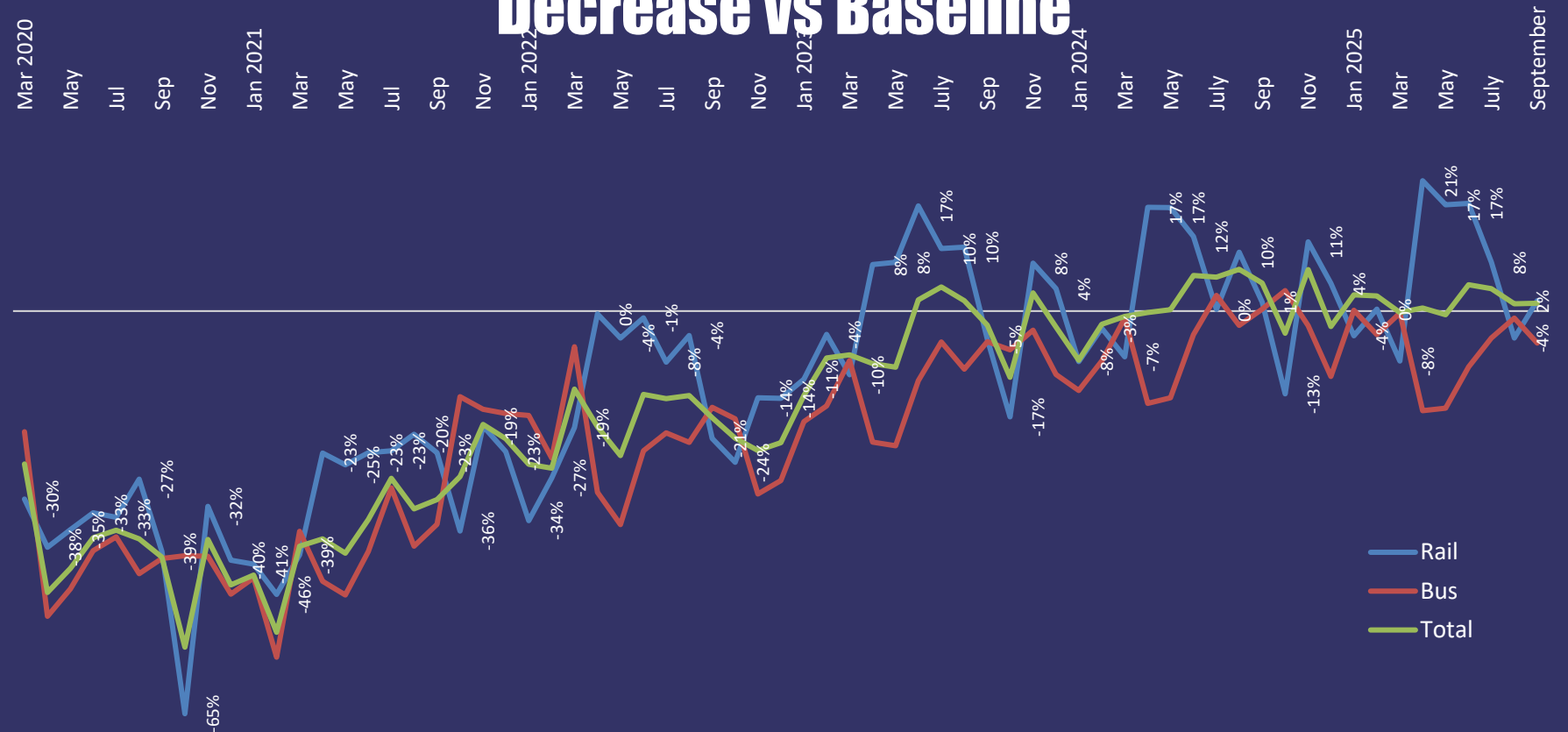
Note: Baseline is March 2019-February 2020.

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

TRANSIT IMPACTS

Rail, Bus and Total Weekend Ridership

WEEKEND Rail, Bus and Total Passenger Decrease vs Baseline



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

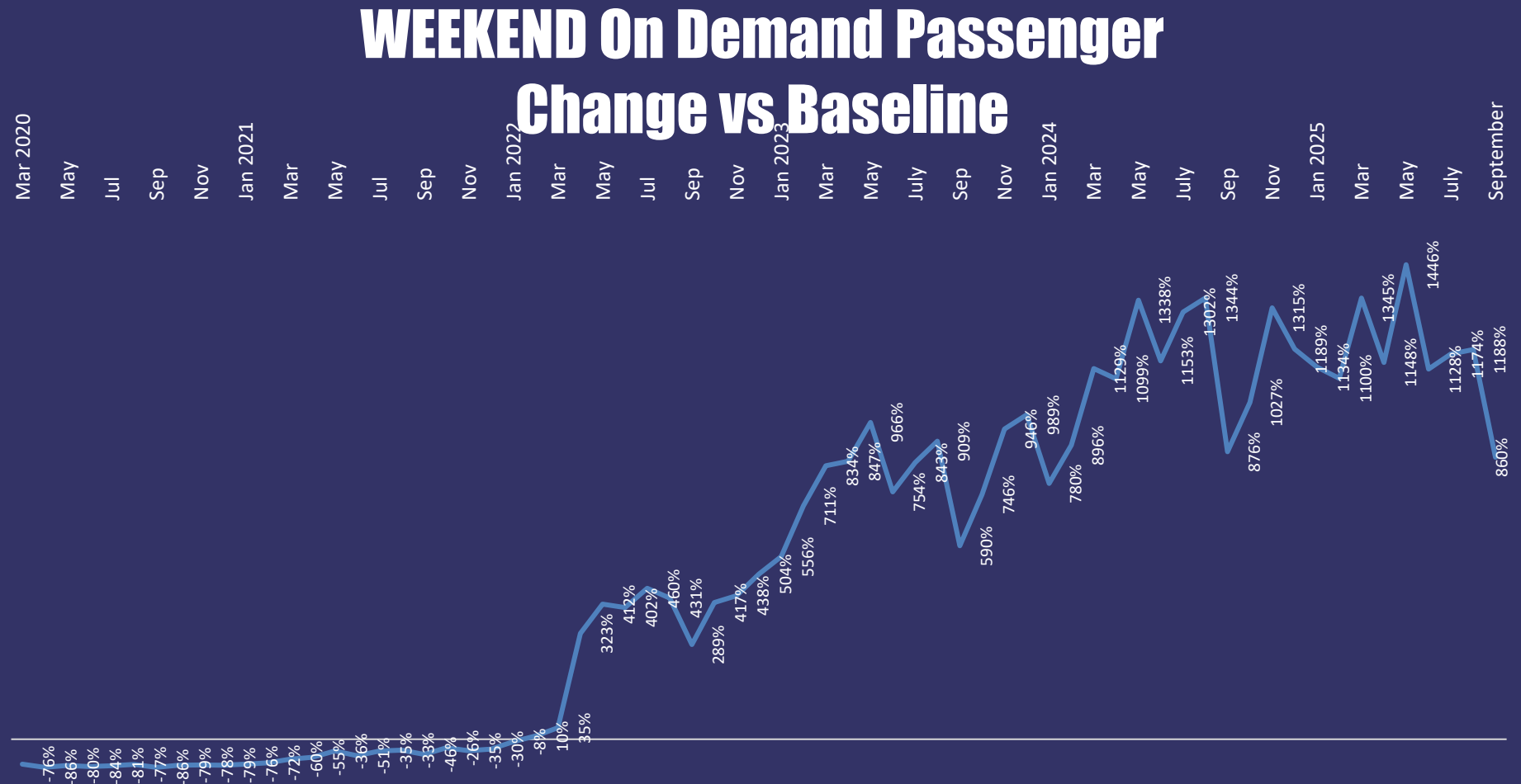
Source: DART, DCTA, Trinity Metro, and VIA Arlington

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



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.



North Central Texas Council of Governments

FY2026 Better Utilizing Investments to Leverage Development Grant and Off-System Rail Grade Separation State Fund Programs

Regional Transportation Council

Karla Windsor, AICP – Senior Program Manager – February 12, 2026

NCTCOG Federal Competitive Grant Applications

Award Postings and Pending Announcements for 2025 Submittals

Grant Program	Application (Project) Name	Award Request	Status
Safe Streets & Roads for All Program: Implementation Grants	<i>Hemphill Street Community-Based Safe Streets Project (for Fort Worth)</i>	\$ 12M	Not Awarded
Bridge Investment Program: Large Bridge Project Grants	<i>IH 345 Connects Project (for Texas Dept of Transportation)</i>	\$ 825M	Selection expected: Feb/Mar 2026



Overview – 2026 BUILD Grant Program

(Better Utilizing Investments to Leverage Development)

Funding Availability

\$75 Million

Planning Grants

\$1.425 Billion

Capital Grants

50%/50%

Urban/Rural Areas

Cost Sharing (Federal)

Up to 80%

Urban Areas

Up to 100%

- a. Rural Areas
- b. Areas of Persistent Poverty
- c. Historically Disadvantaged

Maximum Award

\$25 Million

– per Project (*All*)

\$225 Million

– per State ($\leq 15\%$)

Minimum Award

\$5 Million

Urban Areas (*Capital*)

\$1 Million

Rural Areas (*Capital*)

No Minimum

Planning Grants

Other Details

FY2025 BUILD “Projects of Merit” will not carry over into FY2026 competition. While merit criteria are unchanged, priority is given to safety, quality of life, mobility/community connectivity, and economic competitiveness. Added weight for increased cost share, project readiness, Qualifying Opportunity Zone location, and receipt of previous BUILD grant.

Application Limit = Three per Lead Agency

For planning/budget purposes, NOFO provides application, award, obligation, & expenditure deadlines for **FY2026 BUILD funding**:

Application Deadline – February 24, 2026

Award Announcement – June 28, 2026

Obligation Deadline – September 30, 2030

Expenditure Deadline – September 30, 2035

NCTCOG FY2025 BUILD APPLICATIONS:

1. SH 183/Pumphrey Dr BASE Project
2. SH 183/SH 356/Belt Line Rd Interchange
3. Ennis Ave/UPRR Grade Separation

Project Eligibility

1. **Highway, Bridge, or Road** (*Title 23*)
2. Public Transportation (*Chapter 53 of Title 49*)
3. Passenger/Freight Rail/Intermodal
4. Port Infrastructure (*incl. inland/land ports of entry*)
5. Airport Surface Transportation (*pt. B, subtitle VII, Title 49*)
6. Stormwater Improvement (*aquatic species habitat*)
7. Tribal Surface Facility (*vested federal title/maintenance*)
8. Transit-Oriented Development (TOD)/Non-Motorized/Mobility On-Demand

Applicant Eligibility

1. State/Territorial Government (*or political subdivision*)
2. **Metropolitan Planning Organization**
3. Local/Tribal Government (*or political subdivision*)
4. Public Agency/Chartered Authority
5. Public Special Purpose District (*including Port*)
6. Multi-Jurisdictional Group of Above Entities



FY2026 BUILD Grant Program

Alternate Advancement of Unawarded FY2025 BUILD Projects

Ennis Ave/UPRR Grade Separation:

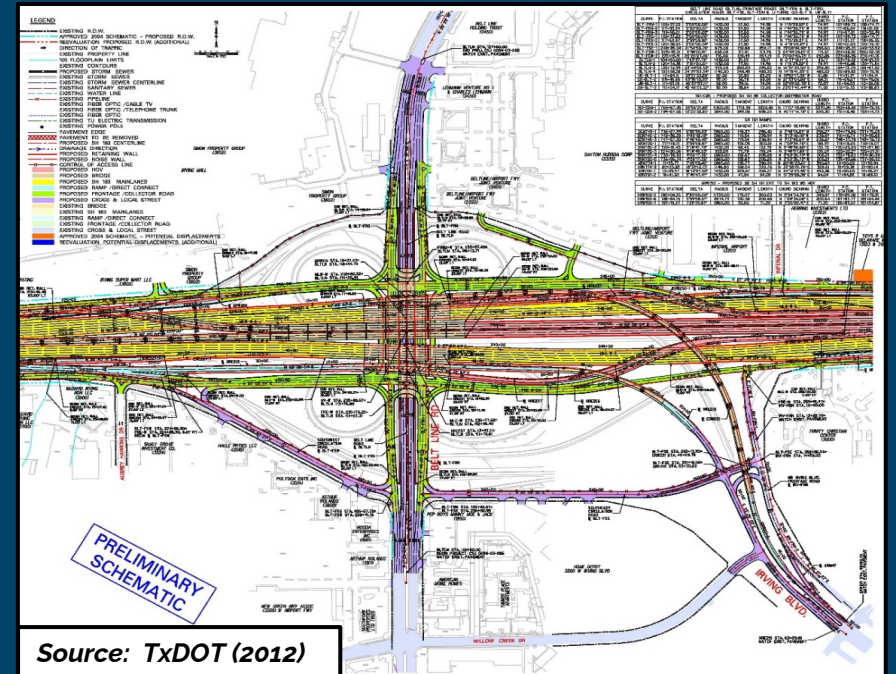
- Close funding gap through 2027-2030 Transportation Improvement Program (TIP) to achieve desired October 2026 letting
- Future STTC/RTC approval pending



Source: City of Ennis (2023)

SH 183/SH 356/Belt Line Rd Project:

- Continue work with TxDOT/city of Irving to renew design & stakeholder coordination
- Evaluate other federal/state funding & delivery options (SH 183 Segment 2E timing)

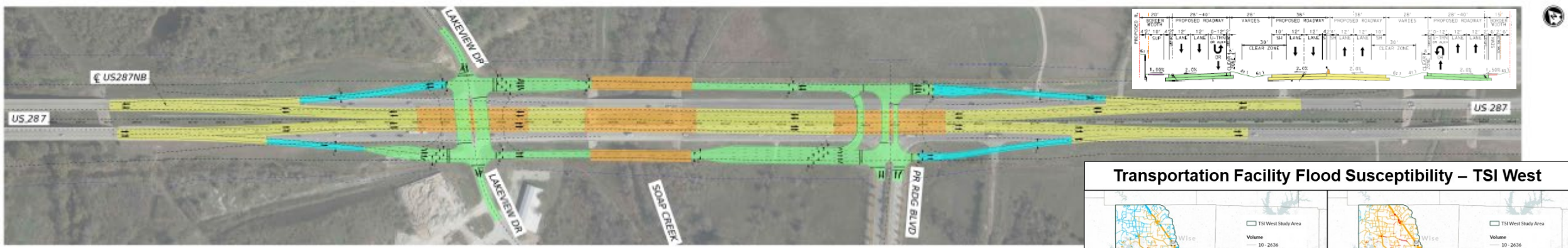


Source: TxDOT (2012)

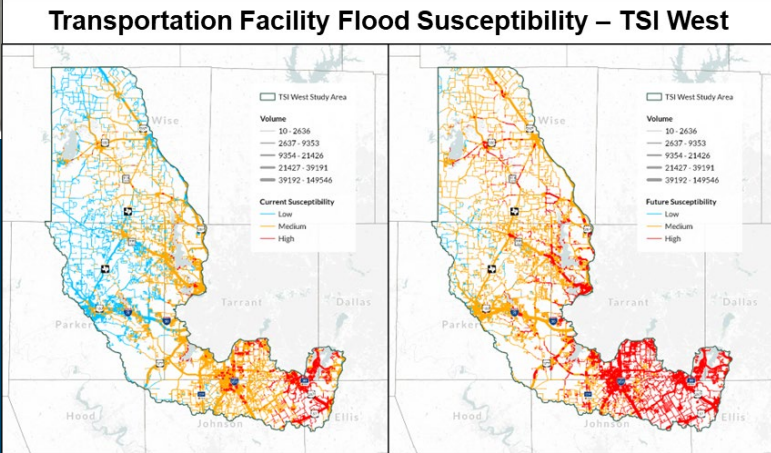


FY2026 BUILD Grant Program

East Subregion Candidate #1 – US 287/Prairie Ridge



- Project on draft 2027 **Unified Transportation Program** list
- **Transportation/Stormwater Integration (TSI) Study** – US 287/Soap Creek bridges prioritized due to high area flood vulnerability/susceptibility
- **National Highway System corridor** economically viable as new Interstate; high freight volume (>12% trucks); multiple fatalities since 2021 (recently Dec 2025)



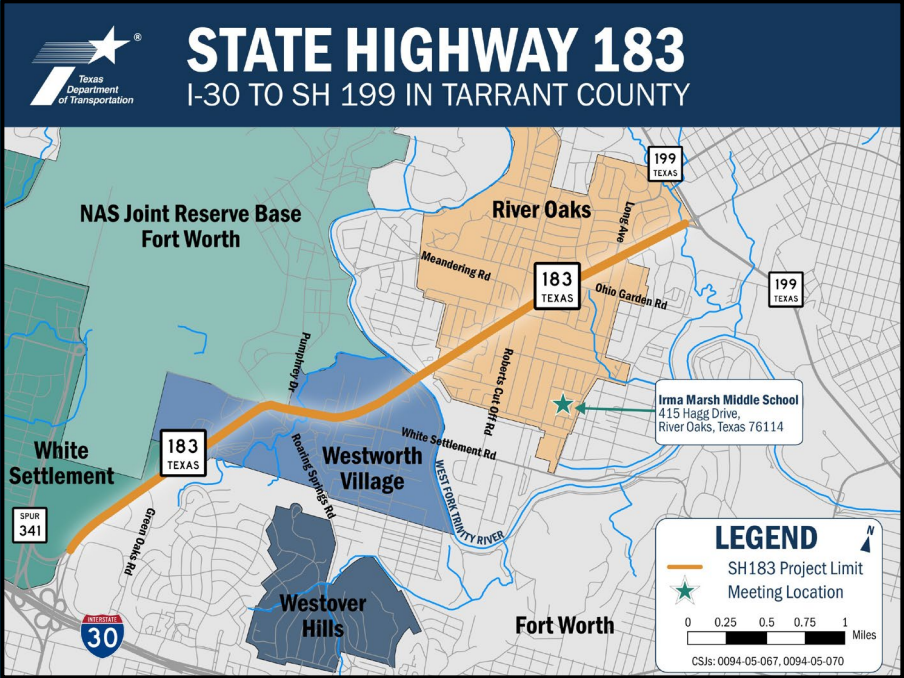
PROJECT			COST/FUNDING BREAKDOWN			
TITLE	DESCRIPTION/LIMITS	URBAN/RURAL	NON-FEDERAL	FEDERAL (Other)	FEDERAL (BUILD)	TOTAL COST
US 287/ Prairie Ridge	Expedite US 287 grade separations in south Grand Prairie to address safety, mobility, and connectivity in fast-growing/flood-prone area.	RURAL	\$23,777,083 (30%)	\$29,308,334 (38%)	\$25,000,000 (32%)	\$78,085,417

Non-Federal: \$6,250,000 (TxDOT BUILD Grant Match) + \$3,663,542 (TxDOT Category 2 Match) + \$3,663,541 (TxDOT Category 4 Match)
Federal (Other): \$14,654,167 (Category 2 Funds - Federal Only) + \$14,654,167 (TxDOT Category 4 Funds – Federal Only)

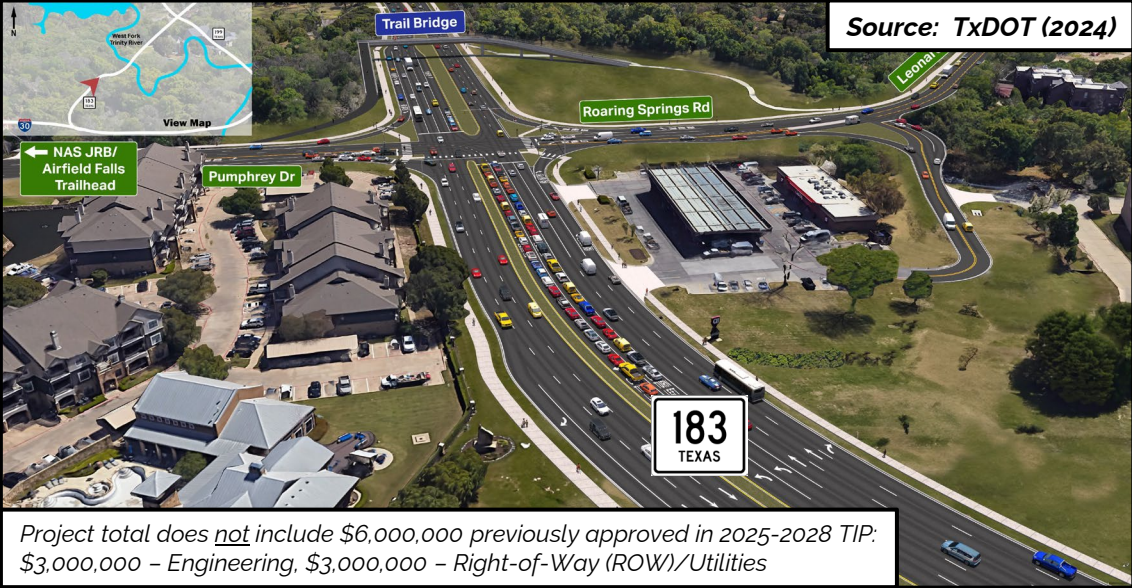


FY2026 BUILD Grant Program

West Subregion Candidate #1 – SH 183/Pumphrey Dr BASE Project



Looking NE at Pumphrey Drive and Roaring Springs Road



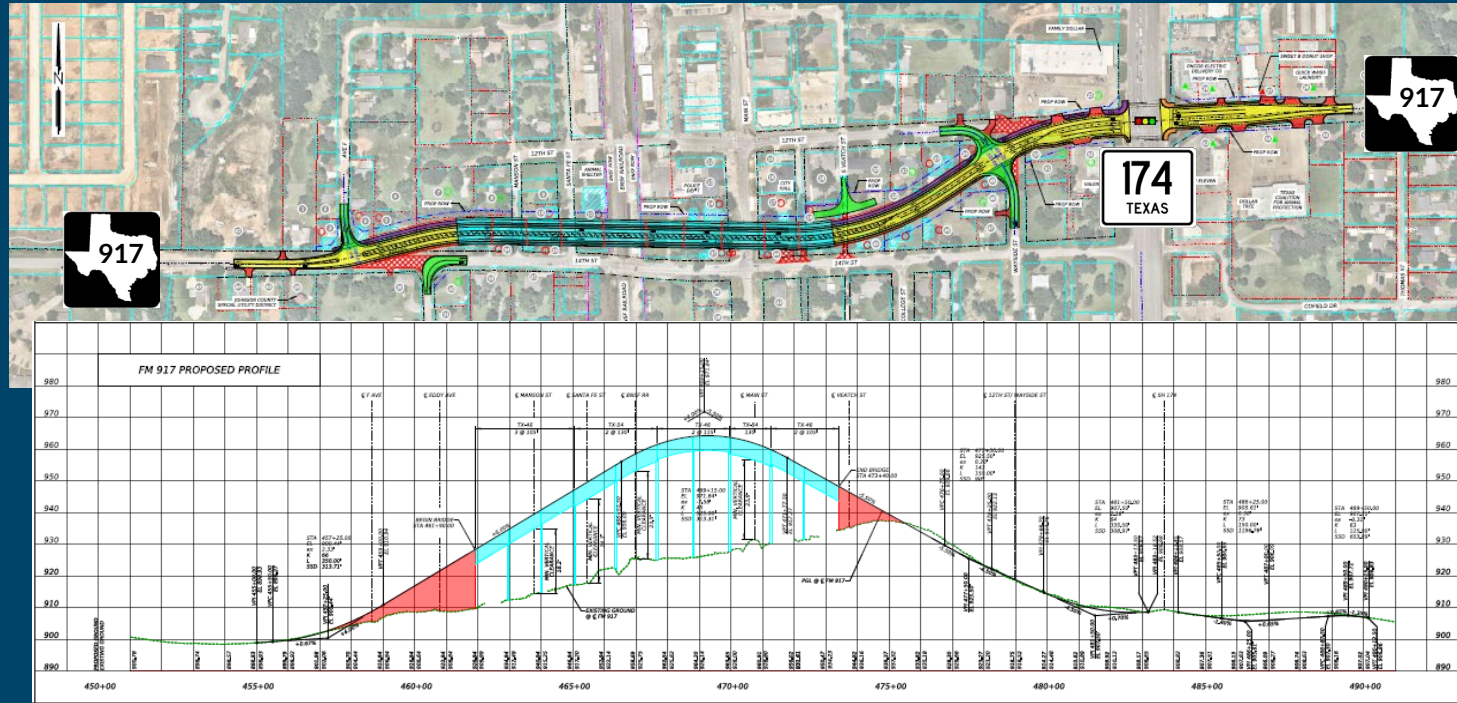
PROJECT			COST/FUNDING BREAKDOWN			
TITLE	DESCRIPTION/LIMITS	URBAN/RURAL	NON-FEDERAL	FEDERAL (Other)	FEDERAL (BUILD)	TOTAL COST
SH 183/ Pumphrey	Rebuild SH 183 junction with Pumphrey Dr and Roaring Springs Rd for improved multimodal capacity, safety, and NAS JRB accessibility.	URBAN	<div>\$8,200,000</div> <div>\$10,450,000</div> <div>(20%)</div>	<div>\$16,800,000</div> <div>(32%)</div>	<div>\$16,000,000</div> <div>\$25,000,000</div> <div>(48%)</div>	<div>\$41,000,000</div> <div>\$52,250,000</div>

Non-Federal: \$4,200,000 (TxDOT Category 2 Match) + ~~\$4,000,000~~ ~~\$6,250,000~~ (TxDOT BUILD Grant Match)
 Federal (Other): \$16,800,000 (TxDOT Category 2 Funds – Federal Only)



FY2026 BUILD Grant Program

West Subregion Candidate #2 – FM 917/BNSF Grade Separation



PROJECT			COST/FUNDING BREAKDOWN			
TITLE	DESCRIPTION/LIMITS	URBAN/RURAL	NON-FEDERAL	FEDERAL (Other)	FEDERAL (BUILD)	TOTAL COST
FM 917/ BNSF	Realign & grade separate FM 917 at BNSF in downtown Joshua to improve multimodal safety/ mobility & context-sensitive redevelopment	RURAL	\$11,366,971 (30%)	\$10,400,000 (28%)	\$15,867,886 (42%)	\$37,634,857

Non-Federal: \$2,600,000 (TxDOT Category 2 Match) + \$3,966,971 (TxDOT BUILD Grant Match) + \$1,100,000 (TxDOT PE Funds) + \$3,700,000 (TxDOT ROW Funds)

Federal (Other): \$10,400,000 (TxDOT Category 2 Funds – Federal only)



FY2026 BUILD Grant Program – Schedule

November 26, 2025 **FY2026 BUILD Program: Notice of Funding Opportunity Release**

January 14, 2026 Finalize Candidate Project Details
(for posting of January 2026 STTC Agenda)

January 23, 2026 Surface Transportation Technical Committee Action

February 9, 2026 **RTC Letter of Support Deadline**
(for partner-submitted projects, please send requests to Jackie Nolasco – jnolasco@nctcog.org)

February 12, 2026 **RTC Action**

February 24, 2026 **FY2026 BUILD Program: Application Deadline – Valid Eval**

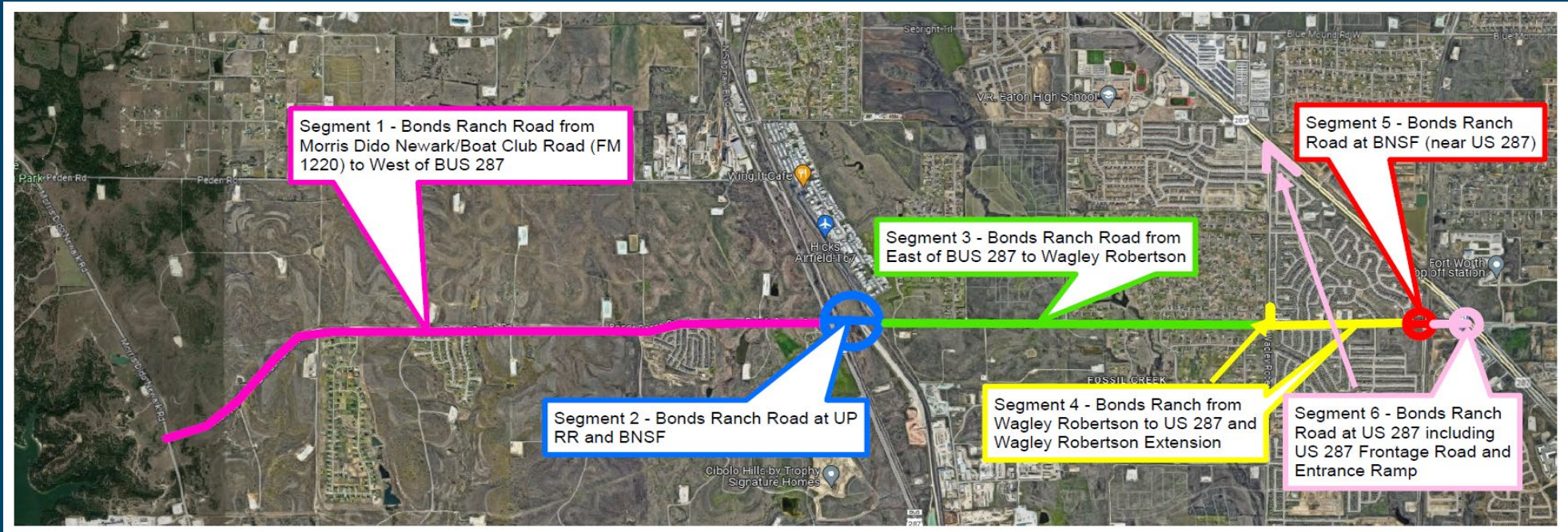
February 26, 2026 Executive Board Endorsement



Off-System Rail Grade Separation State Fund Program

Bonds Ranch Road Segment #2 Project *(Tarrant County Submittal)*

Previously submitted for FY2023-24 Railroad Crossing Elimination Program, Tarrant County requests \$9M of Regional Toll Revenue (RTR) funds and \$30M of STBG/CMAQ funds as part of larger State application.



PHASE	RTR Funds	STBG or CMAQ (Federal)	Off-System Program	TxDOT Engineering	TxDOT ROW	TxDOT Match	City of Fort Worth	Tarrant County	BNSF Railway	Union Pacific Railroad	TOTAL
Engineering	\$0	\$0	\$0	\$500,000	\$0	\$0	\$0	\$8,100,000	\$0	\$0	\$8,600,000
ROW/	\$1,800,000	\$0	\$7,652,143	\$0	\$3,780,857	\$0	\$0	\$0	\$0	\$0	\$13,233,000
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$1,300,000	\$0	\$0	\$0	\$1,300,000
Construction	\$7,200,000	\$30,000,000	\$26,830,857	\$0	\$0	\$10,719,143	\$7,700,000	\$900,000	\$5,000,000	\$4,650,000	\$93,000,000
TOTAL	\$9,000,000	\$30,000,000	\$34,483,000	\$500,000	\$3,780,857	\$10,719,143	\$9,000,000	\$9,000,000	\$5,000,000	\$4,650,000	\$116,133,000



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

RTC approval for:

- Submitting the following projects for **FY2026 BUILD Grant** funding consideration:
 - 1) **US 287/Prairie Ridge Project** *(including proposed 50% Category 2/50% Category 4 funding and State match)*
 - 2) **SH 183/Pumphrey Dr BASE Project**
 - 3) **FM 917/BNSF Grade Separation Project**
- \$30M in Federal STBG/CMAQ funds and \$9M in RTR funds for Tarrant County's **Bonds Ranch Road Segment #2 Project** application to the **Off-System Rail Grade Separation State Fund Program**
- Administratively amending the Transportation Improvement Program/Statewide Transportation Improvement Program and updating any administrative and/or planning documents as needed to incorporate the proposed projects if selected

RTC Action Item – February 12, 2026



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PROPOSED TRAFFIC SIGNAL FUNDING PROGRAM

REGIONAL TRANSPORTATION COUNCIL
February 12, 2026

BACKGROUND: PREVIOUS RTC ACTION

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



IMPROVEMENT TYPES AND FUNDING CATEGORY

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



IMPROVEMENT TYPES AND FUNDING CATEGORY

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



PROPOSED PROGRAM FUNDING TABLE

FUNDING PROGRAM	TYPE OF IMPROVEMENTS	FUNDING REQUEST	PROPOSED NEW FUNDING
RTC 1 - Coordination Equipment - Minimum Equipment Standards Program.	GPS Clocks, Communication (fiber or wireless), Controllers, Vehicle Detection (No Loops), and Wiring.	\$24,000,000	\$24,000,0000
RTC 2 - Bike/Ped Spot Improvements from Safety M&O Program.	Bike / Ped Equipment / Low Volume Trigger	\$2,000,000	Already Funded
RTC 3 - Roadway Safety Plan Implementation from Safety M&O funding.	New Signals (Warrants 4,5,6,7,and 9)	\$5,000,000	Already Funded
RTC 4 - Regional Traffic Signal Retiming Consultant Program.	Signal Retiming / Safety / High Volumes	\$10,000,000	Already Funded
RTC 5 - Non-Scheduled Events	Flashing Yellow Arrows, Dynamic / Reversible Lane Assignments, and CCTV / Camera.	\$2,000,000	\$2,000,000
RTC 6 - Regional Central Systems and RTC 7 - Transit, Federal Transit Administration	Emergency Vehicle Pre-emption, Central Software, Transit Signal Priority, and Freight Signal Optimization.	\$10,000,000	\$10,000,000
	Total		\$36,000,000



STEPS WITHIN THE PROGRAM

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



SCHEDULE

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



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Item 14: Metropolitan Planning Organization Roles and Responsibilities

Ken Kirkpatrick | General Counsel

NCTCOG Executive Board

January 22, 2026

Metropolitan Planning Organization Designation

23 United States Code Section (U.S.C.) §134 – Metropolitan Transportation Planning

Metropolitan Planning Organization (MPO)

Defined as “the policy board of an organization established as a result of the designation process” in §134(d)

Responsible for carrying out the transportation planning process required by §134

MPO Designation: 23 USC §134(d)(1)

An MPO must be designated as follows:

for each urbanized area greater than 50,000 based on the latest U.S. Census

by agreement between Governor and general purpose local governments representing at least 75% of the affected population (including the largest city) or in accordance with applicable state or local law



MPO Designation in Dallas-Fort Worth Region

Original MPO Designation

April 12, 1974 – NCTCOG designated by Governor Briscoe as the MPO for the DFW urbanized area subject to two conditions:

- 1) local governments concur (“signatories to Urban Transportation Planning agreements with the State”)
- 2) NCTCOG agrees that the Steering Committee* approve the use of Section 112 funds (i.e., metropolitan transportation planning funds)

Local Government Concurrence (April – August, 1974)

Arlington
Dallas
Fort Worth

Garland
Grand Prairie
Irving

Lake Dallas
Mesquite
Richardson

Dallas County
Tarrant County

NCTCOG Designated as MPO for Denton-Lewisville urbanized area (1992) and McKinney urbanized area (2002), now known as the McKinney-Frisco urbanized area (2022)

* The Steering Committee was reconstituted as the Regional Transportation Council in 1978



MPO Designation in Dallas-Fort Worth Region

MPO Designation Agreement (1974- Present)

Parties: NCTCOG, Governor's Office

Term: Initially one year terms

1988 - agreement made effective until MPO designation changes

Formalizes the Governor's Designation of NCTCOG as the MPO

The MPO shall:

1. Develop or assist in a multi-modal transportation planning process and obtain Steering Committee (RTC) approval for use of planning funds
2. Ensure that transportation planning is integrated and coordinated with other comprehensive planning occurring in the NCTCOG region
3. Use the Steering Committee (RTC) established pursuant to §134 as the MPO's policy committee



MPO Planning Agreement

MPO Planning Agreement (1974- Present)

Parties: TxDOT, NCTCOG, and RTC

2006 – RTC became a party to the MPO Agreement

Term: Initially one year terms, now 6-year terms with TxDOT option to extend

Current Term: Expires September 30, 2027 (no further option years)

Current agreement executed in September 2018

Purpose: Defines the roles of each party and serves as the mechanism by which NCTCOG/RTC receive formula metropolitan transportation planning funds to carry out MPO functions

TxDOT

NCTCOG as the MPO and Fiscal Agent

RTC as the MPO Policy Committee

Transportation Planning Director

Geographic Scope: Dallas-Fort Worth Metropolitan Area (12 Counties)

Covers the three urbanized areas



Key Provisions

Division of Responsibilities between NCTCOG/RTC Stem from Governor's Original Designation

NCTCOG – MPO, Fiscal Agent

- Integrate and coordinate transportation planning with other comprehensive planning
- Assemble and maintain competent staff to perform all MPO activities
- Provide human resource, fiscal, staff support services for MPO activities
- Exercise sole responsibility to hire, supervise, evaluate, and terminate the MPO Transportation Planning Director

RTC – MPO Policy Committee

- Establish overall transportation policy for the MPO
- Develop and adopts MTP, TIP, UPWP
- Provide policy direction to the MPO Transportation Planning Director

MPO Transportation Planning Director

- Develop and present required planning and programming documents to MPO Policy Committee
- Take policy direction from and be responsible to the MPO Policy Committee
- Oversee and direct all MPO transportation planning work activities



CONTACT US



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Scenarios

Scenario 1: Funding Elements if City Withdraws from DART
(funds from formula)

Scenario 2: Funding Support if City Elects to Stay in DART

PART A: Cash for Equity (Pay something DART wants)

PART B: Pay for something cities want (e.g., rail station)

PART C: Legislative Commitment

Governance

Regional Rail (Regional Mobility Authority)

Other



FTA Section 5307 Funding Formula

Inputs and Calculation

Data Points	Formulas
Population	Population in service area x FTA-provided population unit value
Population Density	Population ÷ area x population x population density unit value
Low Income Population	Low-income population x low-income population unit value
Vehicle Revenue Mile	Vehicle revenue miles x bus or fixed guideway unit value
Incentive	Annual passenger miles ² ÷ operating costs x incentive fund unit value
Directional Route Mile (fixed-guideway only)	Directional route miles x directional route mile unit value

Key:

Data available, can calculate city shares

Cannot determine from FTA NTD data, not readily available by city



Scenario 1 - Arlington as Comparator

Transit Provider	Population	Fair Share Average FYs 2022-2024	Amount Programmed Average FYs 2022-2024	Fair Share per capita in FY 2025
City of Arlington	413,955 (2025 Estimate)	\$5,582,753	\$7,291,921	\$13.4864
DART	2,477,037 (2020 Census)	\$68,958,558	\$72,976,113	\$27.8391
Trinity Metro	833,880 (2020 Census)	\$21,122,081	\$24,608,966	\$25.3299



Scenario 1 – 5307 Formula Program

Possible Funding Amounts

City	2025 Population Estimate	Per Capita Funding	Estimated Annual Funding
Plano	299,262	\$13.4864	\$4,035,967
Irving	266,162	\$13.4864	\$3,589,567
Farmers Branch	40,246	\$13.4864	\$542,774
University Park	25,574	\$13.4864	\$344,901
Addison	17,721	\$13.4864	\$240,557
Highland Park	8,793	\$13.4864	\$118,586

Assumes:

- On demand micro-transit and E&D service (similar to Arlington's current service)
- Can easily be adjusted with city actual data over time



Scenario 1 – 5307 Formula Program

Possible Funding Amounts

City	Year 1*	Year 2*	Year 3	Year 4	Year 5	Year 6	Total
Plano	\$0	\$0	\$4,035,967	\$4,035,967	\$4,035,967	\$4,035,967	\$16,143,868
Irving	\$0	\$0	\$3,589,567	\$3,589,567	\$3,589,567	\$3,589,567	\$14,358,268
Farmers Branch	\$0	\$0	\$542,774	\$542,774	\$542,774	\$542,774	\$2,171,096
University Park	\$0	\$0	\$344,901	\$344,901	\$344,901	\$344,901	\$1,379,604
Addison	\$0	\$0	\$240,557	\$240,557	\$240,557	\$240,557	\$962,228
Highland Park	\$0	\$0	\$118,586	\$118,586	\$118,586	\$118,586	\$474,344

*No funding can be awarded until cities become FTA Direct Recipients (typically takes 2-3 years)

*Out year values could increase with actual transit services implementation in year 1 and year 2



Scenario 1 – Constraints

Certification process required by FTA to become an FTA Direct Recipient takes 2-3 years

Applicants must demonstrate the following capabilities to FTA:

- Legal
- Financial, and
- Technical

Direct Recipients must also:

- Report annually to the National Transit Database (NTD)
- Undergo a thorough federal Triennial Review every three years

Operational funding is typically not available until 2-3 years after service begins due to NTD reporting and federal apportionment process

All recipients must report to NTD in order to receive federal funds (as the reporting ensures the region receive its share of the national funding)

RTC staff can help potential Direct Recipient Cities



Scenario 1 – Policy Question

Does the RTC wish to recommend formula funds to withdrawing cities?

- Staff Recommendation: Yes, staff will assist local governments on Direct Recipient applications and update formula allocations on real National Transit Database Data.
- RTC approves baseline values by city and year.



Potential Federal Interest/RTC Interest (“Clawback”) Associated with Member City Withdrawals

1. Federal Funds (FTA, and FHWA transferred funds) Awarded Directly to DART for Impacted Transit Service

A federal interest is retained in grant funded assets through useful life or disposition

FTA requires grant recipients to maintain satisfactory continuing control of grant funded assets through useful life or upon disposition

Grant recipients required to notify FTA of substantial change or premature withdrawal of use of grant funded assets

Funds must be returned to FTA in an amount equal to the remaining federal interest if the grant funded assets are prematurely withdrawn from appropriate use

The amount of federal interest is the greater of FTA’s original share based on either straight-line depreciation or current fair market value



Potential Federal/RTC Interest (“Clawback”) Associated with Member City Withdrawals

2. Federal Funds (FTA, and FHWA transferred funds) Awarded to Member Cities via Subrecipient Agreements with NCTCOG

The same federal interest rules apply as discussed under item 1

3. Non-Federal Funds Awarded by RTC to DART or Member Cities

RTC Policy: Mobility 2050

TR3-004 - Transportation authority members who receive funds for the implementation of projects that promote transit accessibility will be required to pay back funds, as determined by the Regional Transportation Council, should the entity choose to not continue as a member of that authority



Non-Federal Funds: TR3-004 (“Clawback”) Associated with Member City Withdrawals

Does RTC want to receive back non-federal funds that were awarded to cities specifically for transit purposes?

- Staff Recommendation: Yes, those funds should be paid back to the region per RTC Policy.



Scenario 2

TCM Substitution Need Eliminated and Assist in DART – Member City Partnership

PART A: Cash for Equity/RTC pays for DART Capital Projects

PART B: RTC pays for City Capital Projects (Need DART review)

(Part A is faster than Part B)

PART C: Legislative Requests: Governance Plus RTC Initiatives



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



PART A: No Legislation Needed

TxDOT Delays reduction in CMAQ funds (Send letter to Texas Transportation Commission, \$20M)

TxDOT Helps fund transit capital projects with Texas Mobility Funds (Send letter to Texas Transportation Commission requesting formula allocation as in the past)

TCEQ helps with air quality TERP funding (Send letter to TCEQ for funding assistance of air quality transit projects)

RTC Supports Scenario 2 (achieves DART target request of \$15M/year or \$75M)



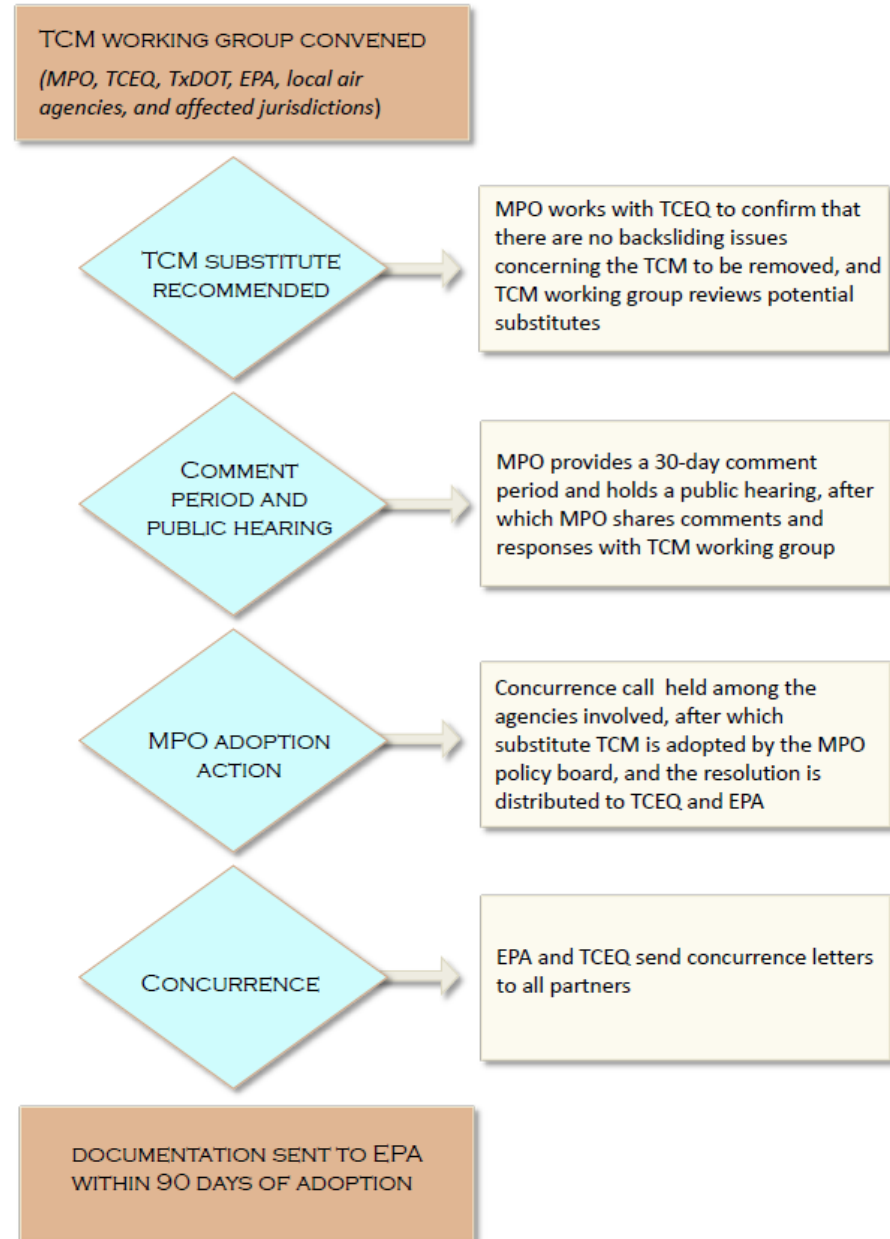
PART C

Request Legislature to return air check Texas (LIRAP) funds from inspection fees (\approx \$100M)

Request RTC Vision Subcommittee to continue discussion creating a regional rail authority of commuter rail service (possible Regional Mobility Authority) (\$100M - \$150M impact to DART alone) (Excess Sales Tax Revenue and creates 4A/4B opportunity for DART cities)



TRANSPORTATION CONTROL MEASURE (TCM) SUBSTITUTION PROCESS



Follow Up Information: February 9, 2026

Transportation Control Measures (TCM)

- TCMs are strategies that reduce transportation-related air pollution by improving traffic flow and reducing vehicle use. TCMs are included in the State Implementation (SIP) for the Dallas/Fort Worth area.
- Under 30 TAC §114.270, metropolitan planning organizations are responsible for implementing and maintaining TCMs and ensuring they are funded. MPOs are also responsible for maintaining a list of current TCMs and the emissions reductions associated with their implementation.
- North Central Texas Council of Governments (NCTCOG) is responsible for implementing the TCMs in the DFW SIP. As part of each transportation conformity determination process, NCTCOG is required to demonstrate timely implementation of TCMs (40 CFR 93.113). The most recent conformity determination for the DFW area, which included a demonstration of TCM implementation, was made November 21, 2024.

TCM Substitution

- The requirements for substituting TCMs are codified in FCAA, 176(c)(8). They include participation and concurrence among the air quality and transportation partner agencies (NCTCOG, Texas Commission on Environmental Quality (TCEQ), Texas Department of Transportation (TxDOT), and the Environmental Protection Agency (EPA)) on the equivalency of emissions benefits between the existing and substitute TCMs, implementation timing, and adequate funding, personnel, and authority to implement the substitute TCM.
- NCTCOG has initiated several TCM substitutions since 2004, the most recent of which was completed in 2019. Since 2014, the partner agencies have used the attached TCM substitution process chart to complete TCM substitutions.

DART TCMs

- Based on TCEQ's review of the TCM commitments NCTCOG made in the [2000 DFW One-Hour Ozone Standard Attainment Demonstration SIP Revision](#) (Appendix G) and NCTCOG's [draft 2025 transportation conformity demonstration](#) (Appendix E.2), there are DART rail TCMs in the SIP.
- NCTCOG can work with TCEQ to confirm what projects, if any, have been substituted since 2000 and if any SIP TCMs need adjustment.

DFW Area Nonattainment Status

NAAQS	Nonattainment Classification	Attainment Date
2008 Ozone (75 ppb)	Severe	July 20, 2027 (must attain by the end of 2026)
2015 Ozone (70 ppb)	Serious	August 3, 2027 (must attain by the end of 2026)

Rail TCMs from the 2000 DFW One-Hour Ozone Standard Attainment SIP Revision (Appendix G)

Dallas-fort Worth Serious Ozone Nonattainment Area Attainment Demonstration Sip Commitments - Revised March 3, 2000 1990-2007 Transportation Control Measures Rail								2007 Emission Reductions (lbpd)	
Project Code	Agency	Project Name	From	To	Project Description	Implem. Year	Commitments	VOC	NOx
	DART	TRE	Union Station	Fort Worth T&P	Rail	11/05	25	152.52	245.35
	DART	NC	E. Plano Transit Center	Union Station	Rail	11/05	12.3	112.31	180.67
	DART	NE	Garland	Union Station	Rail	11/05	11.3	37.44	60.22
	DART	NW	Carrollton	Union Station	Rail	11/07	19.1	110.92	178.44
	DART	SE	Elam Rd.	Union Station	Rail	11/07	10.2	83.19	133.83
Local	Dallas	Light Rail Transit			Light Rail Transit	6/96		14.05	25.43
2686	Various	Railtran Commuter Rail			Rail	12/96		4.73	8.56
	DART	Light Rail	Completion of Lrt Stater System		Light Rail (Local Funds)	97	9	17.20	31.75



Scenario 1 and 2: Analysis

Who	What	Scenario 1	Scenario 2
Eastern Subregion	Non-transit Funds for DART Cities	\$0	\$50M Federal
Everyone	Leverage with State Existing Programs	No	Yes
4 Urban Counties	\$100M Air Check	No	Yes
Everyone	TCM Cost Replacement	Yes	No
Withdrawal Cities	Federal/Local Clawback	Yes	No
Everyone	Less Favorable Federal Competition	Yes	No
Everyone	Less Favored State Reception	Yes	No
DART Cities	GMP Projects	No	Yes



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Scenario 2

Will RTC Direct \$75M over 5 years to meet DART target and assist local government request (Removes TCM Substitution Cost and process).

- Staff Recommendation: Yes, request RTC support plus other action in Part A and Part C.

