



# Endorsement of Projects for Federal Transit Administration 2026 FIFA World Cup Funding Allocations

Gypsy Gavia

Surface Transportation Technical Committee

May 22, 2026

# FTA FUNDING OVERVIEW

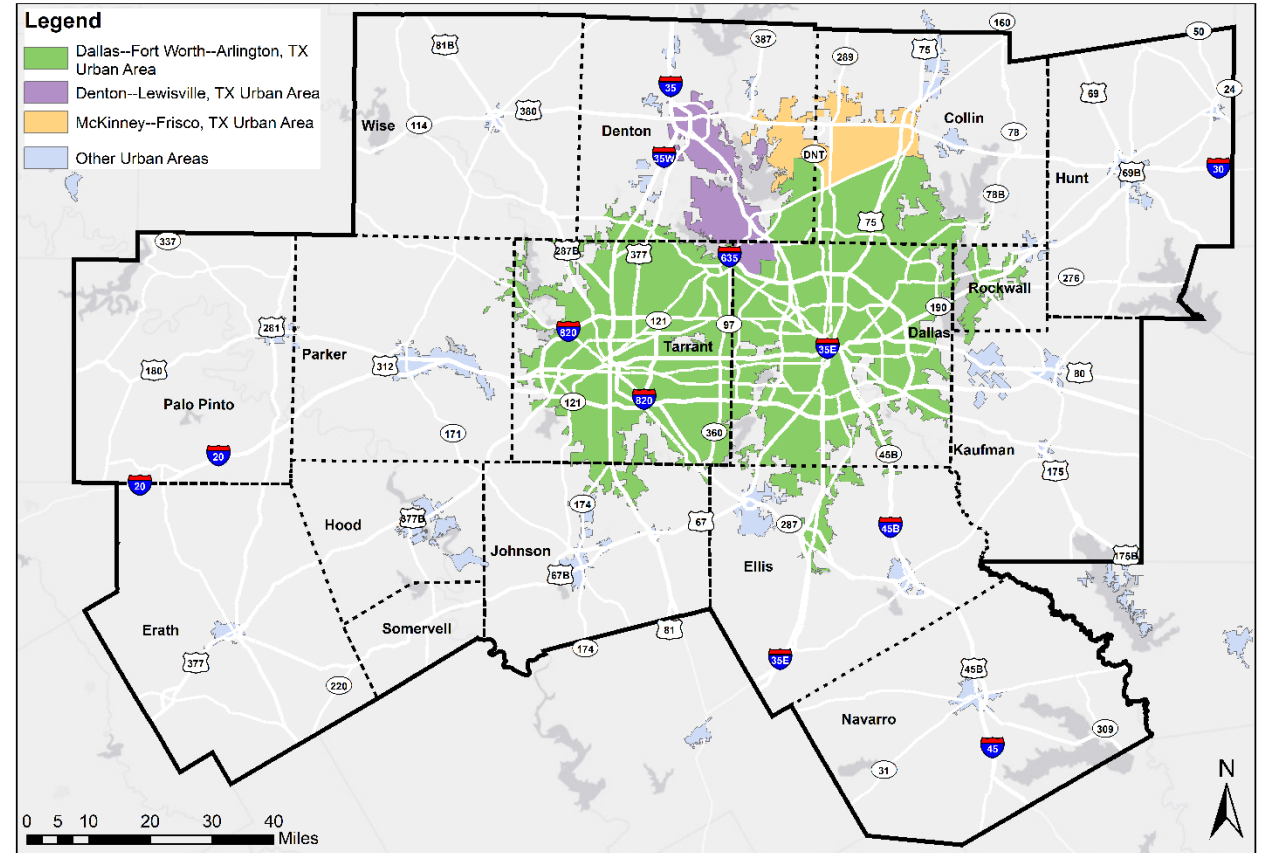
The allocation for the Dallas-Fort Worth-Arlington UZA is **\$10,033,037**.

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.

Supports **expenses related to matches and other public events** held in U.S. host cities.

U.S. Census Bureau Urban Areas (2020)



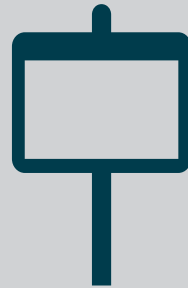
# ELIGIBILITY INFORMATION

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.

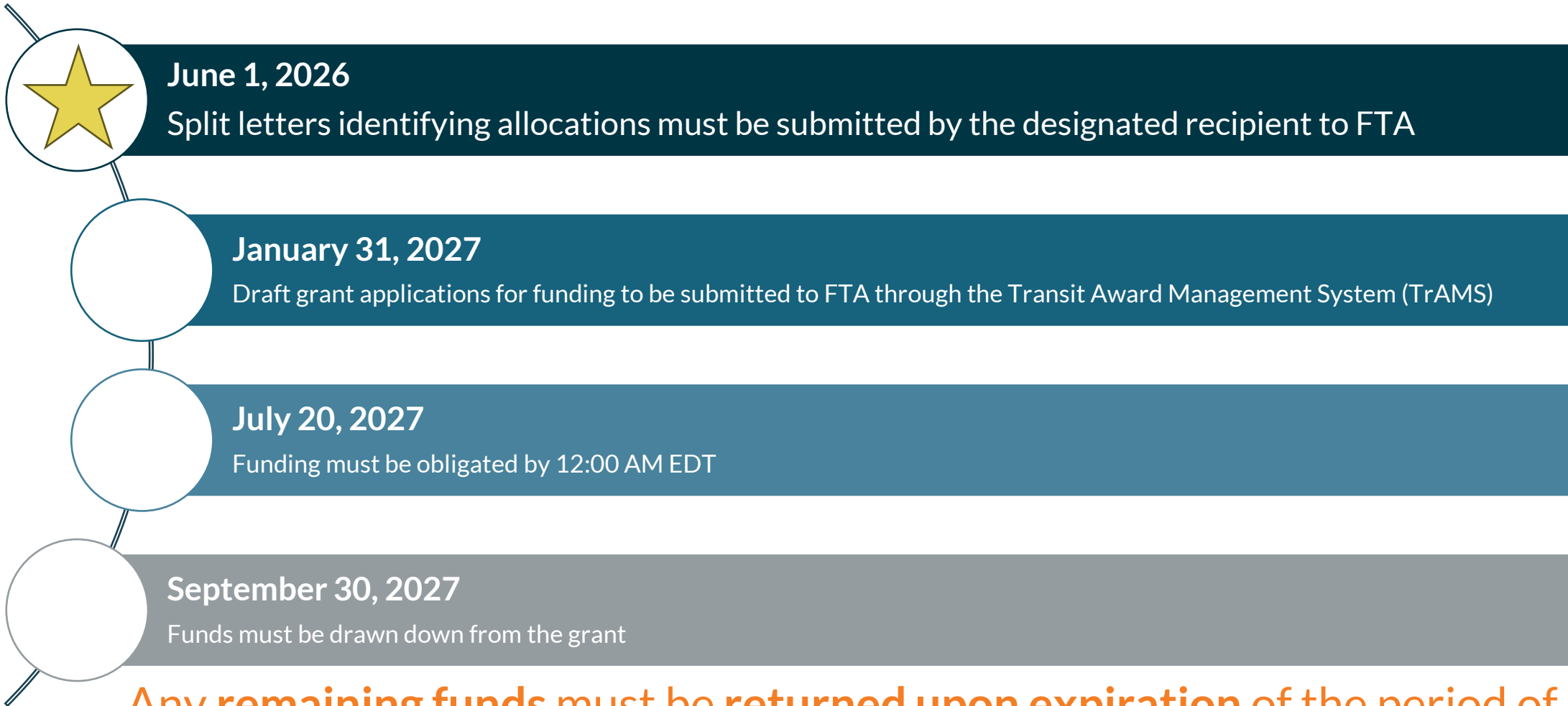


## Operating

Include vehicle operators & drivers' salaries, fuel, mechanics, dispatchers, customer service, security personnel, and items having a useful life of less than one year.



# TIMING & DEADLINES



# 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	
<b>TOTAL</b>			<b>\$10,033,037</b>

Priority to projects supporting connections to Dallas/AT&T Stadium and Dallas Fair Park Fan Festival



# PREVIOUSLY APPROVED FUNDING FOR TRANSIT AGENCIES BY THE RTC

Agency	Project	Amount	RTC Approval
Dallas Area Rapid Transit (DART)	GoPass Application Enhancement <sup>1</sup>	\$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 <sup>2</sup>	\$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**

<sup>1</sup> Executive Board approved an agreement with DART in an amount not to exceed \$150,000

<sup>2</sup> Purchase of nine 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.

# TIMELINE

Milestone	Date
Federal Transportation Funding Bill Signed into Law	February 3, 2026
FTA Announces Funding Apportionments	March 3, 2026
<b>Surface Transportation Technical Committee – Action (Funding for Split Letter)</b>	<b>April 24, 2026</b>
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 – ENDORSEMENT OF FTA FUNDED ACTIVITIES FOR 2026 FIFA WORLD CUP

- Endorsement of RTC approval for:
  - Specific funding allocations for activities to be funded 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.

STTC Action Item – May 22, 2026



# CONTACT US



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# 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



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North Central Texas Council of Governments

# **Fiscal Year 2025-2026 (FY2025-2026) Railroad Crossing Elimination Program (RCEP)**

Surface Transportation Technical Committee – Action  
5.22.2026

Valerie Alvarado, Transportation Planner II

# 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*)



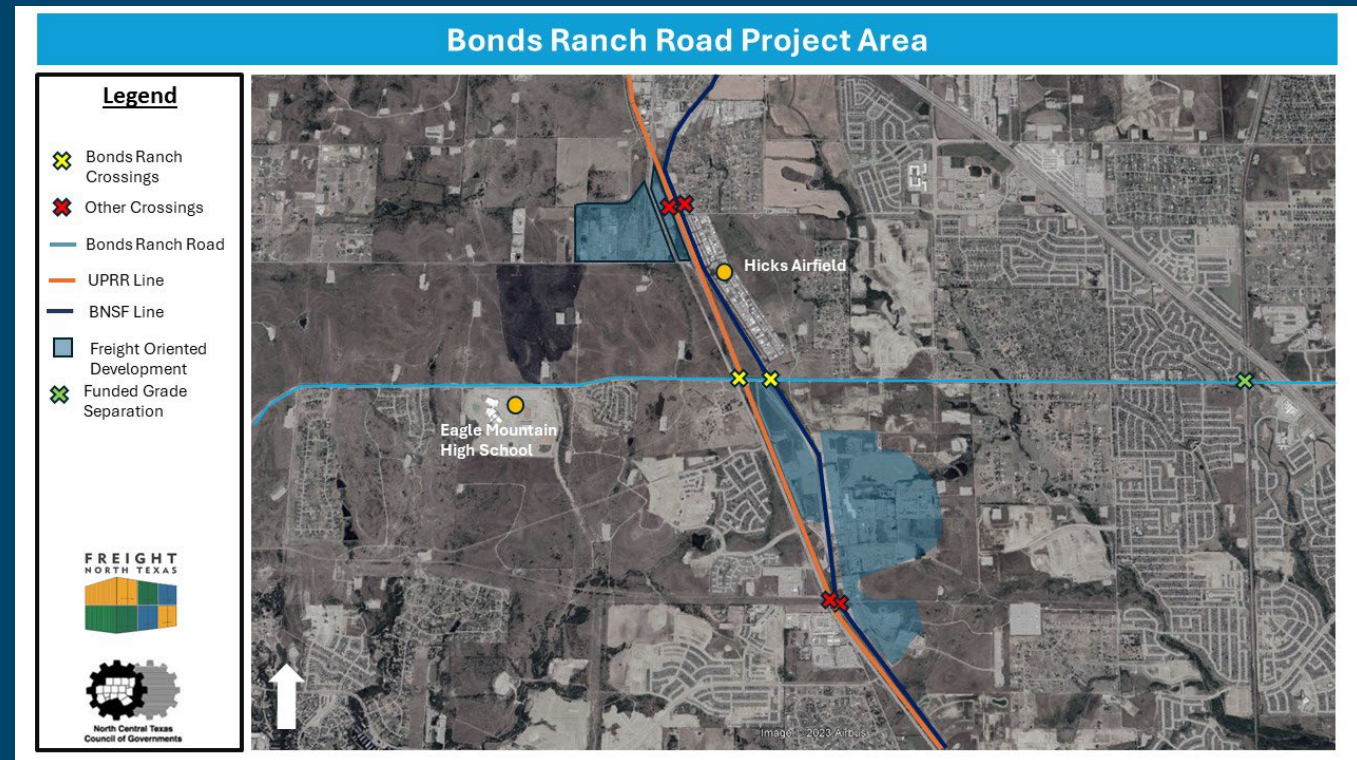
# FY2025-2026 RCEP Projects – Bonds Ranch Rd Segment #2

## 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



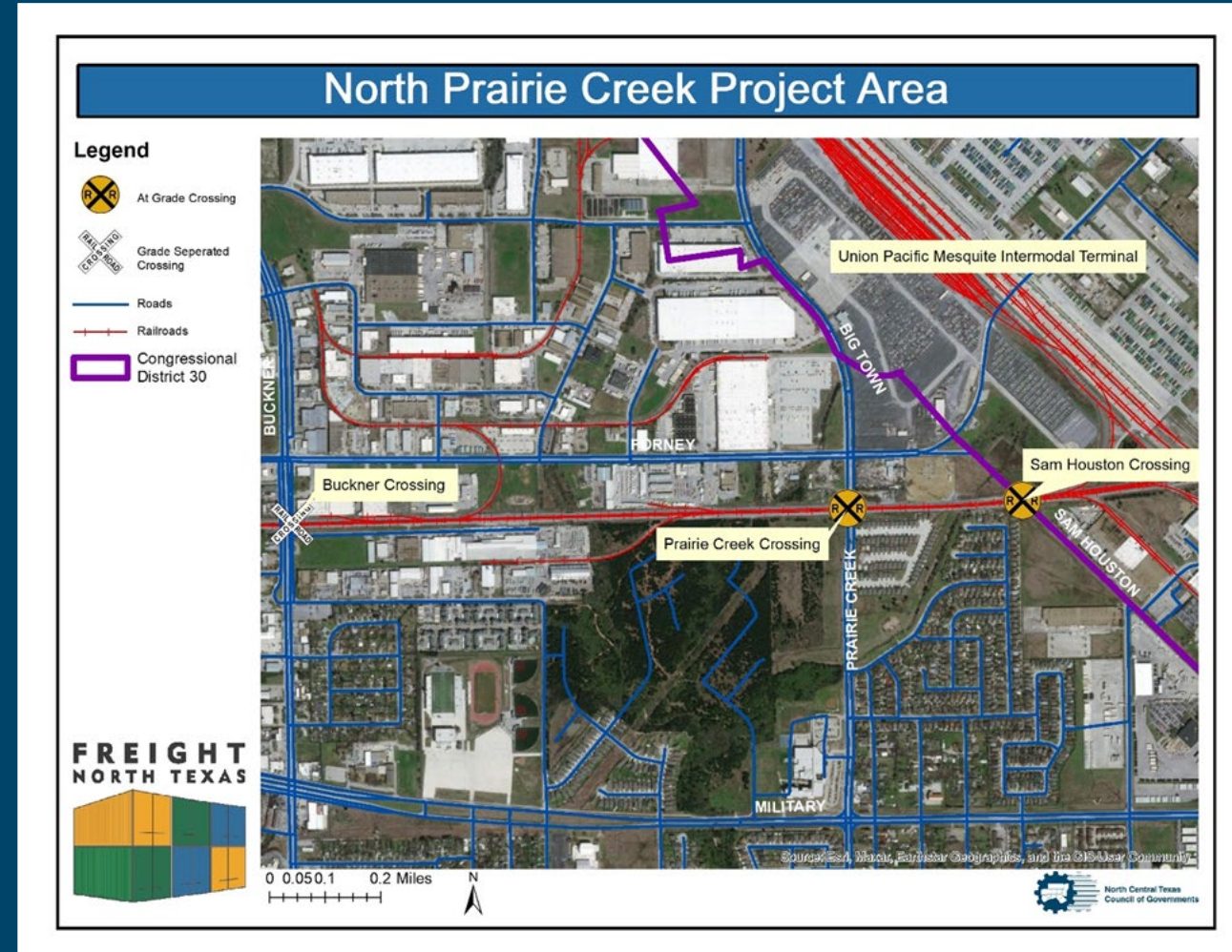
# FY2025-2026 RCEP Projects – Prairie Creek Road/UPRR

## 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	
<b>SUBMITTED BY OTHERS</b>									
<b>Bonds Ranch Road</b>	No	West	\$27,000,000 <sup>1</sup>	\$15,000,000 (TxDOT) <sup>2</sup>	\$9,650,000 (BNSF/UPRR) <sup>3</sup>	\$30,000,000 <sup>4</sup>	N/A	<b>\$34,483,000</b>	<b>\$116,133,000</b>
<b>Prairie Creek Road</b>	No	East	\$11,302,000 <sup>5</sup>	N/A	\$1,500,000 (UPRR)	\$7,173,000 <sup>6</sup>	\$1,602,000 (Earmark)	<b>\$32,898,000</b>	<b>\$54,015,000</b>

\* Railroad contributions to be confirmed.

- <sup>1</sup> City of Fort Worth, Tarrant County, & Regional Toll Revenue (RTR) – \$9,000,000 each (Engineering, Right-of-Way, Utilities, & Construction)
- <sup>2</sup> TxDOT – \$500,000 State PE funds (Engineering) + \$3,780,857 State ROW funds (Right-of-Way) + \$10,719,143 State Match funds (Construction)
- <sup>3</sup> BNSF – \$5,000,000 (Construction); UPRR - \$4,650,000 (Construction)
- <sup>4</sup> RTC – \$30,000,000 in Surface Transportation Block Grant (STBG) Program funds (Construction)
- <sup>5</sup> City of Dallas – \$9,451,000 (Construction); Dallas County - \$1,851,000 (Construction)
- <sup>6</sup> 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 STTC Endorsement for:

The May 14, 2026 RTC approval of the 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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NCTCOG PRESENTATION

# **Fiscal Year 2025-2026 (FY2025-2026) Consolidated Rail Infrastructure & Safety Improvements (CRISI) Program**

Surface Transportation Technical Committee – Action Item I May 22, 2026

Valerie Alvarado – NCTCOG, Transportation/Air Quality Planner II

# NCTCOG Federal Competitive Grant Program Applications 2026 Application Status– Award Postings and Pending Announcements

- **New Awards Posted: None**
- **Pending Award Announcements:**

Grant Program	Application (Project) Name	Award Request	Status
FY2024-2025 National Railroad Partnership Program (NRPP)	<b>East Trinity Railway Express (TRE) Corridor Improvements Project</b> <i>(for City of Dallas/DART)</i>	<b>\$ 7.2M</b>	Selection expected: <b>June/July 2026</b>
	<b>Prairie Creek Rd/UPRR Grade Separation</b> <i>(for City of Dallas)</i>	<b>~\$ 32.9M</b>	
FY2026 Better Utilizing Investments to Leverage Development (BUILD)	<b>FM 917/BNSF Grade Separation – Destination Joshua</b> <i>(for TxDOT)</i>	<b>~\$ 15.9M</b>	Selection expected: <b>June/July 2026</b>
	<b>SH 183/Pumphrey Dr BASE Project</b> <i>(for TxDOT)</i>	<b>\$ 25M</b>	
	<b>US 287/Prairie Ridge Freeway Breakout Project</b> <i>(for TxDOT)</i>	<b>\$ 25M</b>	
FY2026 Safe Streets & Roads for All (SS4A) – Implementation Grants	<b>Modernizing Regional Safety Through Digital Infrastructure</b>	<b>\$ 8M</b>	Selection expected: <b>Oct/Nov 2026</b>
	<b>Grand Ave – Segment 3 Safety Reconfiguration</b> <i>(for City of Dallas/TxDOT)</i>	<b>\$ 21M</b>	
FY2025-2026 Railroad Crossing Elimination Program (RCEP)	<b>Bonds Ranch Rd Segment #2</b> <i>(for Tarrant County)</i>	<b>~\$ 34.5M</b>	Selection expected: <b>Nov/Dec 2026</b>
	<b>Prairie Creek Rd/UPRR Grade Separation</b> <i>(for City of Dallas)</i>	<b>~\$ 32.9M</b>	



# FY2025-2026 CRISI Program – Overview

## Program Purpose:

- Improve rail safety, efficiency, and reliability
- Mitigate congestion at both freight rail and intercity passenger rail chokepoints to enhance mobility efficiency
- Enhance multimodal connections

## FY2025-2026 Application Deadline:

**June 22, 2026**

## Selection Criteria:

- Project Readiness
- Technical Merit
- Project Benefits
- Workforce Development, Job Quality, and Wealth Creation

## FY2025-2026 Funding Availability:

**\$2,039,246,480**

### Set-Asides:

Rural – \$532,500,000 (or 25%)



# FY2025-2026 CRISI Program – Overview

## Project Eligibility (*capital only*):

1. Deployment of rail safety technology, like positive train control (PTC) and integrity inspection systems
2. Capital project to address congestion, safety, and/or facilitate intercity passenger rail ridership
- 3. Highway-rail grade crossing improvement, including grade separation, technology, and/or other safety measures to reduce quiet zone risk**
- 4. Rail line relocation or improvement**
5. Improve short-line or regional rail infrastructure
6. Facilitate/enhance multimodal service integration
7. Asset program development/delivery to improve rail safety and prevent trespassing
8. Rehabilitating, remanufacturing, procuring, or overhauling locomotives for emissions reduction

## Applicant Eligibility (*groups included*):

1. One or more states, or interstate compact
- 2. Political subdivision, public agency, or chartered authority by one or more states**
3. Any rail carrier/equipment manufacturer in partnership with above entities
4. Amtrak or another intercity passenger rail carrier
5. Class II/III railroad, including any holding company or representing association
6. Tribal government
7. Transportation Research Board and any contractual rail-research development entity
8. University transportation center engaged in rail-related research
9. Nonprofit labor organization representing a class/craft of rail carrier employees/contractors



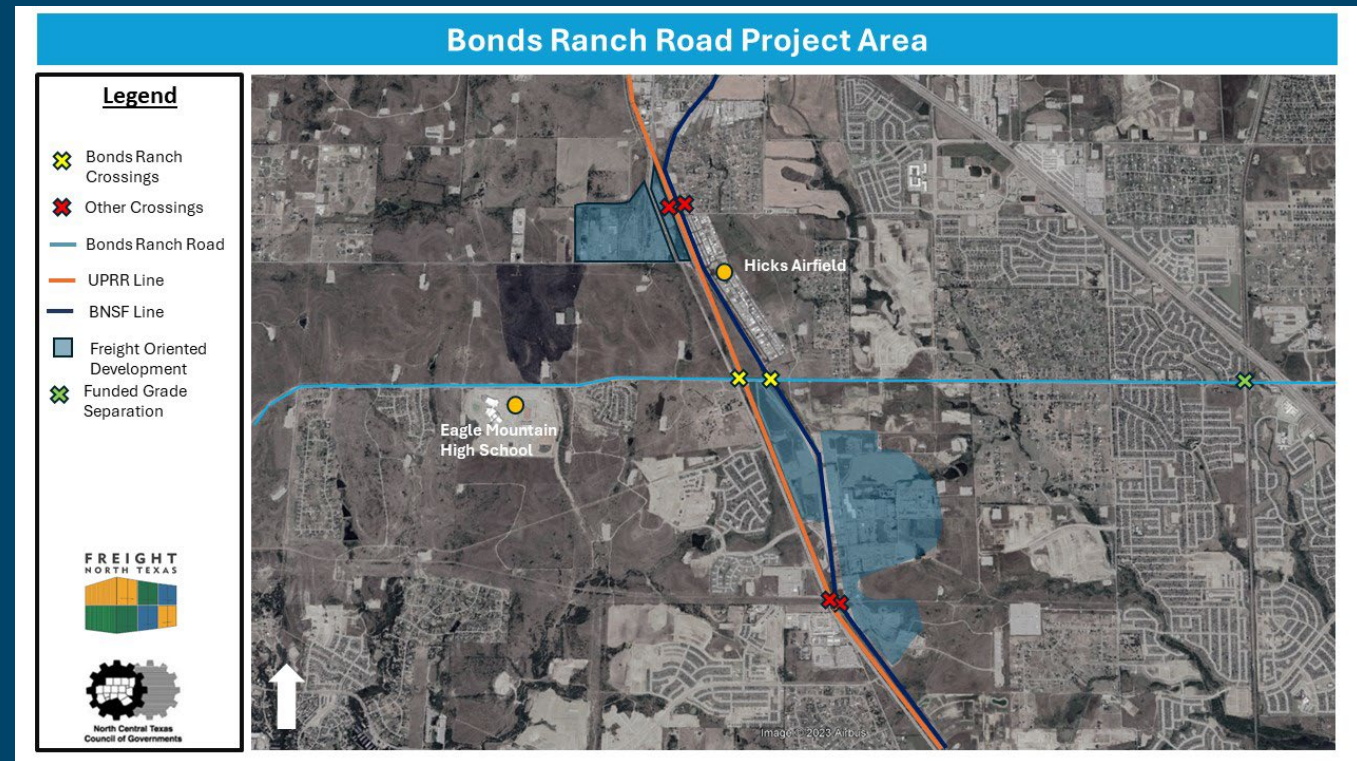
# Bonds Ranch Road Segment #2

## 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 grantee and submitting/implementing agency for this FY2025-2026 CRISI Grant
- NCTCOG, TxDOT, Fort Worth, BNSF, and UPRR work with Tarrant County as partners



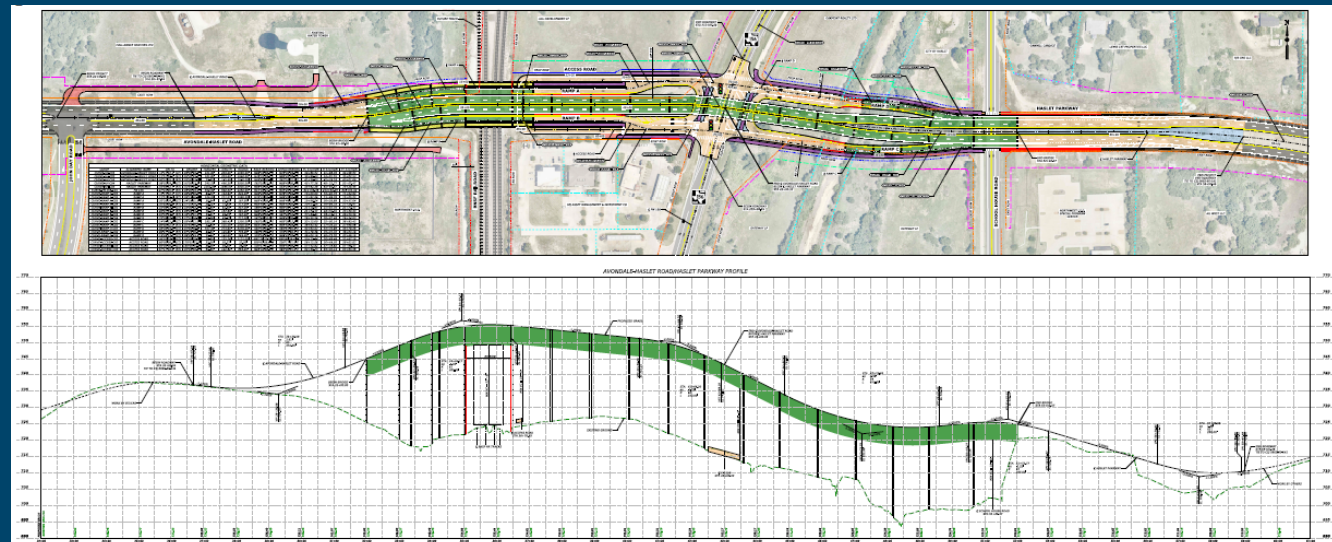
# Avondale Haslet Road/Haslet Parkway “Long Bridge”

## Project Overview:

- Located south of BNSF Alliance Intermodal Facility in Haslet, Texas
- Connects Avondale Haslet Rd/Haslet Pkwy via grade separation over BNSF, FM 156 (ramps), and School House Rd alleviating close-spaced intersections

## Project Partners:

- **NCTCOG** is the submitting agency, with **TxDOT** as grantee and implementing agency, for this FY2025-2026 CRISI Grant
- NCTCOG, Tarrant County, Haslet, and BNSF work with TxDOT as partners



# FY2025-2026 CRISI Projects – Cost/Revenue Breakdown

PROJECT		COST/FUNDING INFORMATION					
TITLE	EAST/ WEST	NON-FEDERAL			FEDERAL		TOTAL COST
		NCTCOG	Other Public	Private (Rail)*	NCTCOG	CRISI Grant	
<b>SUBMITTED BY OTHERS (Tarrant County)</b>							
<b>Bonds Ranch Rd Segment #2</b>	West	\$9,000,000 <sup>1</sup>	\$33,000,000 <sup>2</sup>	\$9,650,000 <sup>3</sup>	\$30,000,000 <sup>4</sup>	<b>\$34,483,000</b>	<b>\$116,133,000</b>
<b>SUBMITTED BY NCTCOG</b>							
<b>Avondale Haslet Rd/Haslet Pkwy "Long Bridge"</b>	West	\$5,203,000 <sup>5</sup>	\$5,000,000 <sup>6</sup>	\$5,000,000 <sup>7</sup>	N/A	<b>\$60,812,000</b>	<b>\$76,015,000</b>

\* Railroad contributions to be confirmed.

<sup>1</sup> **Regional Toll Revenue (RTR)** – \$9,000,000 (Construction)

<sup>2</sup> **City of Fort Worth** – \$9,000,000 (Construction)

**Tarrant County** – \$8,100,000 (Engineering) + \$900,000 (Construction)

**TxDOT** – \$500,000 State PE funds (Engineering) + \$3,780,857 State ROW funds (Right-of-Way) + \$10,719,143 State Match (Construction), comprised of \$5,000,000 in unawarded funds from the Texas Off-System Rail Grade Separation State Fund Program (Senate Bill 1555)

<sup>3</sup> **BNSF** – \$5,000,000 (Construction); **UPRR** – \$4,650,000 (Construction)

<sup>4</sup> **Surface Transportation Block Grant (STBG) Program** – \$30,000,000 (Construction)

<sup>5</sup> **Regional Toll Revenue (RTR)** – \$5,203,000 (Engineering, Right-of-Way, Utilities, Construction)

<sup>6</sup> **Tarrant County** – \$5,000,000 (Engineering, Right-of-Way, Utilities, Construction)

<sup>7</sup> **BNSF** – \$5,000,000 (Construction)



# FY2025-2026 CRISI Program – Schedule

**April 20, 2026**      **FY2025-2026 CRISI Notice of Funding Opportunity Released**

**May 22, 2026**      **STTC Action Item**

**June 11, 2026**      **RTC Action Item**

**June 22, 2026**      **FY2025-2026 CRISI Application Deadline**

**June 25, 2026**      **Executive Board Endorsement**



# FY2025-2026 CRISI Projects – Requested Action

## Recommend RTC approval for:

Submittal of the **Bonds Ranch Road Segment #2 Project** by Tarrant County and the **Avondale Haslet Road/Haslet Parkway “Long Bridge” Project** by NCTCOG for the **FY2025-2026 Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program**.

Affirming \$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**.

Affirming \$5.203 million in Regional Toll Revenue (*RTR*) funds for the **Avondale Haslet Road/Haslet Parkway “Long Bridge” Project**.

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 CRISI Grant** awards.

## STTC Action Item – May 22, 2026



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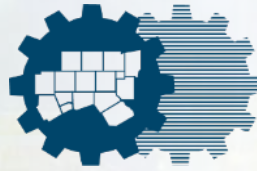


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NCTCOG PRESENTATION

# 2027 UNIFIED TRANSPORTATION PROGRAM AND REGIONAL 10-YEAR PLAN UPDATE

Surface Transportation Technical Committee | May 22, 2026

# BACKGROUND

- Texas House Bill (HB) 20 requires that Metropolitan Planning Organizations (MPO) develop 10-Year Plans using performance-based planning and project selection methods
- Includes projects funded with:
  - Category 2 (MPO selected)
  - Category 4 (TxDOT District selected)
  - Category 12 (Texas Transportation Commission [TTC] selected)
- The Regional 10-Year Plan was originally approved by the Regional Transportation Council (RTC) in December 2016
- This plan is updated annually in conjunction with the development of TxDOT's Unified Transportation Program (UTP)



# PRINCIPLES FOR THE DEVELOPMENT OF THE REGIONAL 10-YEAR PLAN

- Project should be included in the Metropolitan Transportation Plan
- Focus on “system” versus new, stand-alone projects
- Prioritize fully funding existing projects before funding new projects (with a focus on projects letting in the next 2-3 years)
- Ensure equity of county allocations
- Maintain toll lanes/toll managed lanes on selected corridors
- Re-fund previously unfunded projects, when possible
- Ensure all RTC projects are approved in the UTP (including “placeholders”)
- Projects must be scored and should have a score sufficient to qualify for funding



# ACTIVITIES SINCE LAST UPDATE

- TxDOT began developing the 2027 UTP in Fall 2025
- NCTCOG staff has coordinated with the TxDOT Districts regarding project updates (e.g., costs/funding, environmental clearance and let dates), and potential new projects
  - Includes 2026 projects that need additional funding to cover cost overruns at letting
- To satisfy a February 13, 2026, deadline set forth by TxDOT, a draft project listing was developed that included project revisions and potential new projects
- With federal approval of conformity, reviewed existing projects against MTP and are focusing on improvements called for by 2035 (next network year)



# FUNDING OUTLOOK AND PROPOSED CHANGES

- Category 2 and 4 funding allocations continue to decrease
- Very little Category 2 funding (approximately \$47 million for the region) was available to program on projects due to:
  - Decreasing 10-year allocation (\$2.723 billion)
  - Large negative carryover balance resulting from advancing project lettings in recent years (-\$927.76 million)
  - Most funding already being programmed to projects (\$1.748 billion)
- Project bids have been coming in lower than approved funding in many cases, which will free up funding for future programming
- Most proposed “new” projects are breakouts from larger corridors
- Most proposed funding increases would be offset by reductions on the projects being broken out and/or other projects that are further from letting



# REGIONAL FUNDING ALLOCATIONS (2023-2027 UTPS)<sup>1</sup>

Funding Category <sup>2</sup>	2017-2022 UTPs (Average)	2023 UTP	2024 UTP	2025 UTP	2026 UTP	2027 UTP (Proposed)
Category 2 (MPO)	\$3.431	\$3.205	\$3.470	\$3.448	\$2.930	\$2.723
Category 4 (District)	\$1.374	\$1.593	\$2.341	\$2.626	\$2.232	\$2.074
Category 12 (Commission)	\$2.178	\$3.132	\$4.082	\$3.626	\$3.704	TBD
<b>Total Allocation</b>	<b>\$6.983</b>	<b>\$7.930</b>	<b>\$9.893</b>	<b>\$9.700</b>	<b>\$8.866</b>	<b>TBD</b>

1: UTP allocations are for 10-year periods

2: Amounts shown in billions



# PROJECT PROGRESS SINCE THE 2017 UTP<sup>1</sup>

Project Status	Number of Projects	Total UTP Funding
Completed	59	\$1,607,702,156
Under Construction	98	\$8,859,232,694
Future Projects <sup>2</sup>	103	\$9,720,862,814
<b>Total</b>	<b>260</b>	<b>\$20,187,797,664</b>

1: The 2017 UTP marked the first year of HB 20/10 Year Plan implementation.

2: Total funding includes proposed amounts



# NEXT STEPS

- Finalize project listings in coordination with the TxDOT Districts and TxDOT Headquarters
- Solicit feedback from the public, Surface Transportation Technical Committee (STTC), and the RTC
- Bring back the listings for approval, including final Category 12 amounts and changes to the Let/Completed projects list (e.g., 2026 cost overruns)
- Provide an update on the region's Category 2 carryover balances
- Identify any project changes if the final TTC action is different than proposed project listings



# TIMELINE/ACTION

MEETING/TASK	DATE
Funding Targets Received	February 2, 2026
Initial draft list due to TxDOT	February 13, 2026
<b>STTC Information</b>	<b>May 22, 2026</b>
RTC Information	June 11, 2026
Public Involvement	July 2026
STTC Action	July 24, 2026
RTC Action	August 13, 2026
TxDOT Public Involvement for 2027 UTP	July 2026 and August 2026
Anticipated TTC Approval of 2027 UTP	August 2026



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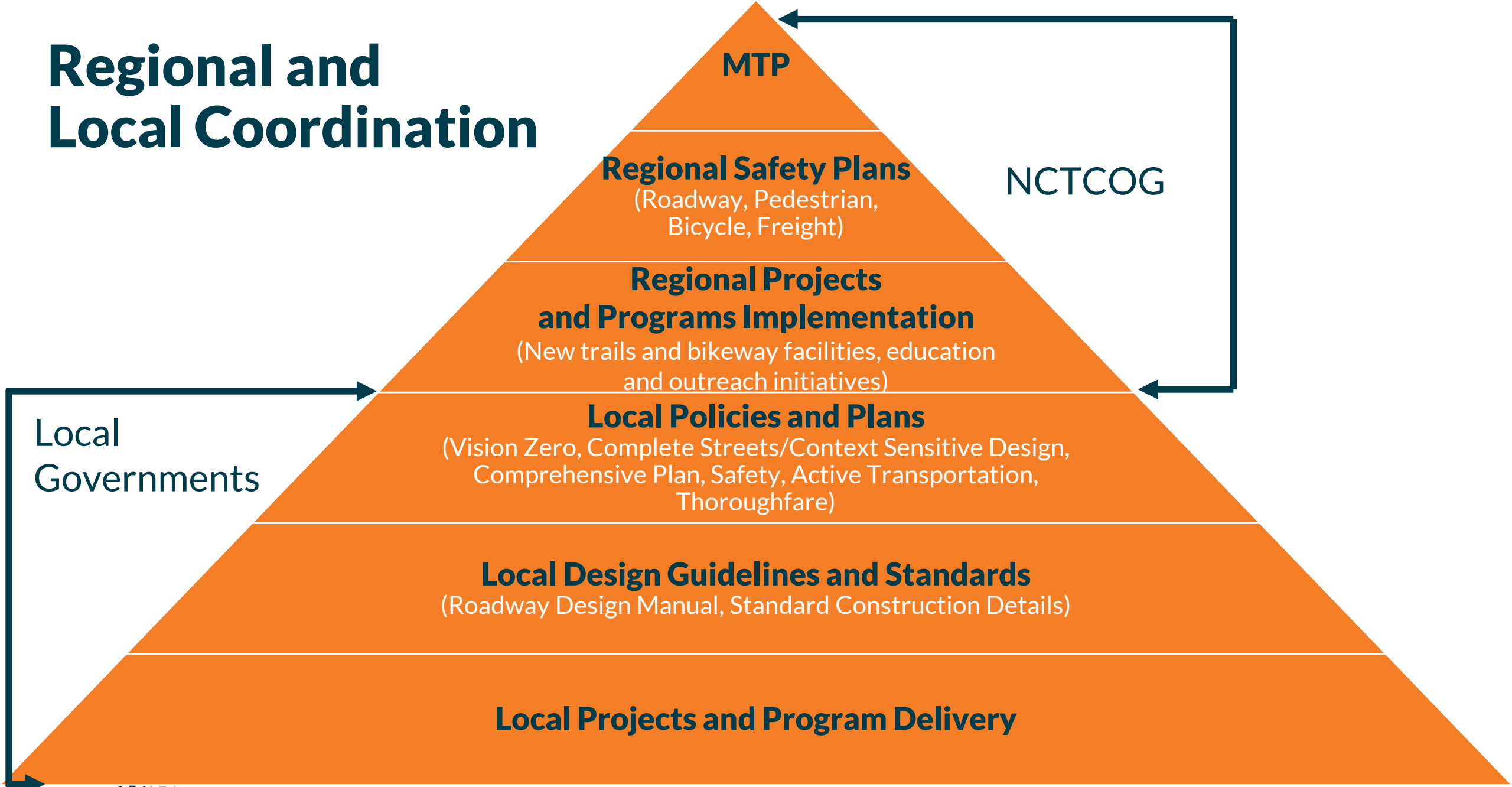
NCTCOG PRESENTATION

# REGIONAL BICYCLE SAFETY ACTION PLAN

CATHERINE RICHARDSON | STTC | 05.22.2026

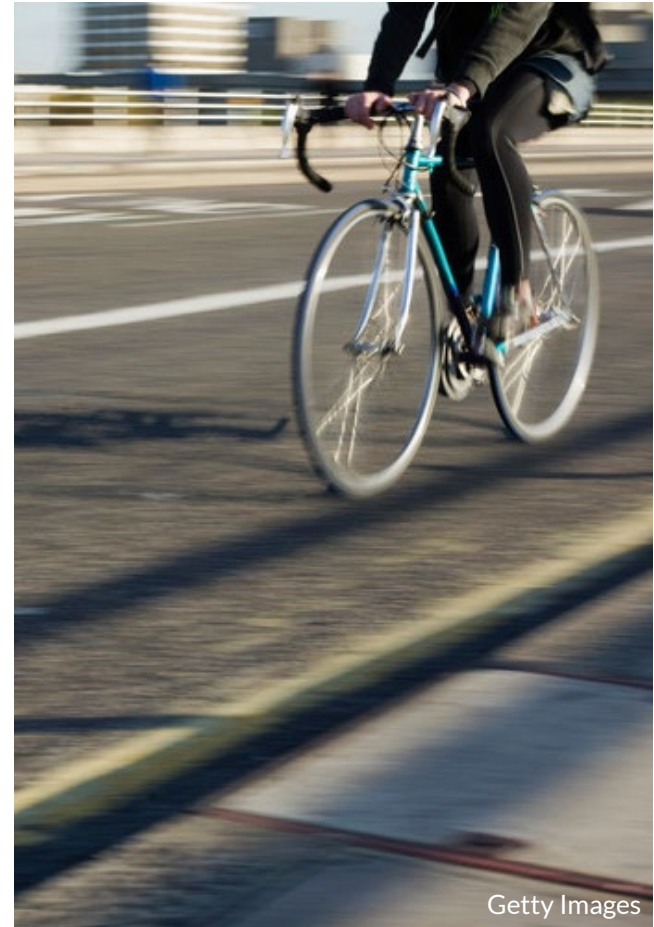
**LOOK OUT  
TEXANS**    
BIKE WALK DRIVE SAFELY  
[LookOutTexans.org](https://www.LookOutTexans.org)

# Regional and Local Coordination



# Purpose of the Plan

- 🚲 **Goals and policies** in support of Regional Transportation Council (RTC) safety position.
- 🚲 Provides a **toolbox of safety countermeasures** to address bicyclist safety issues.
- 🚲 Identifies **strategic locations to guide the selection of future projects and programs** offering the greatest return on investment for **safety** and **network connectivity**:
  - Priority Emphasis Areas
  - Priority Bicycle Safety Corridors
  - Priority Bicycle Safety Intersections



# State and Regional Goals

Supports Regional Transportation Council and Texas Department of Transportation (TxDOT) safety goals.

Supports the regional safety performance measure targets to reduce the number of non-motorized fatalities and serious injuries.



Regional Safety Position:

*“Even one death on the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel”*

Affirmed by the Regional Transportation Council on February 14, 2019

Texas Transportation Commission Minute Order:

*“The Texas Transportation Commission directs the Transportation Department to work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050...”*

Approved by the Texas Transportation Commission on May 30, 2019



# Planning Process

## Robust, grass roots engagement (February – November 2025)

- Stakeholder workgroup
- Bike group and committee meetings
- Outreach events
- Regional opinion survey

## Data-driven approach

- Targeted and systemic crash analysis
- Contributing factors for crashes



# Bicyclist Crash Data Overview

TxDOT Crash Records Information System

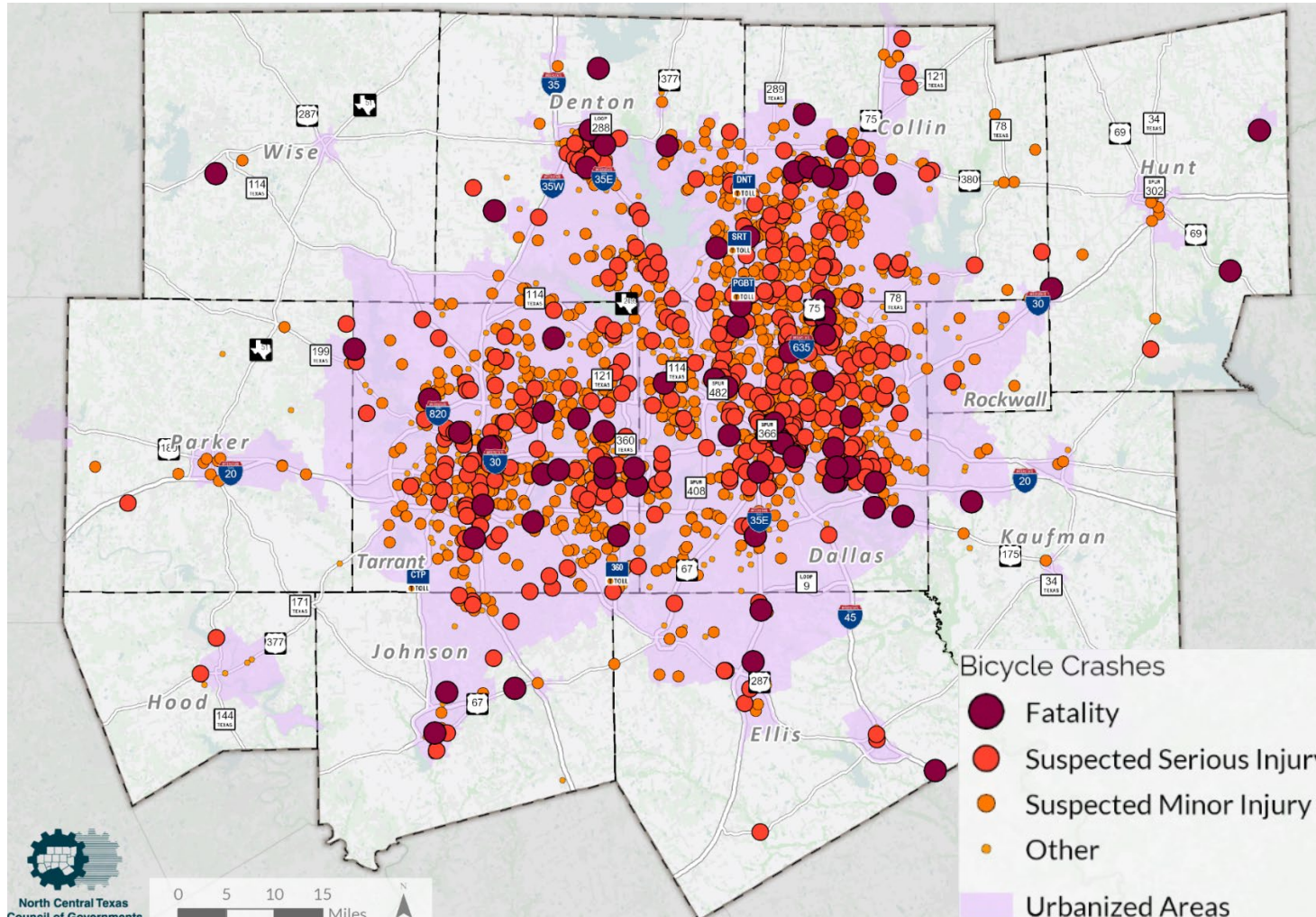
A "Reportable Motor Vehicle Traffic Crash" is defined by TxDOT as:

*“any crash involving motor vehicle in transport that occurs or originates on a traffic way, results in injury to or death of any person, or damage to the property of any one person to the apparent extent of \$1,000.”*

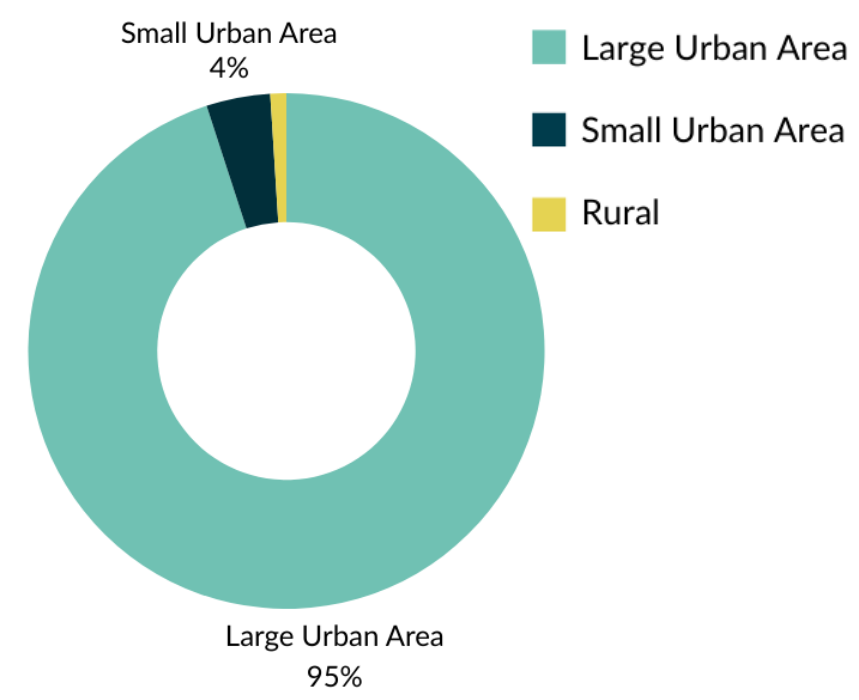
*Note: Data does not include scooters or other forms of micromobility devices*



# Bicyclist Crashes in the MPA (2019 - 2023)



**99%** of all reported bicycle crashes occur in urbanized areas of the region



# Bicyclist Crash Data Statistics (2019 - 2023)

**2,471**

**TOTAL BICYCLE  
CRASHES IN the MPA from  
2019-2023**

Source: TxDOT's Crash Records Information System (CRIS)  
for MPA region from 2019-2023

**73**

**TOTAL BICYCLIST  
FATALITIES OCCURRED  
REGION WIDE from  
2019-2023**

Source: TxDOT's Crash Records Information System (CRIS)  
for MPA region from 2019-2023

**86%**

**of All Fatal &  
Serious Injuries  
Involved**

**MALES**



Source: TxDOT's Crash Records Information System (CRIS)  
for MPA region from 2019-2023

**81%** of bicyclists  
killed were not wearing  
**HELMETS.**

Source: TxDOT's Crash Records Information System (CRIS)  
for MPA region from 2019-2023



Source: TxDOT's Crash Records Information System (CRIS) for  
MPA region from 2019-2023



# Bicyclist Crash Locations (2019 - 2023)

**74%**

of all bicycle crashes  
occurred at

**INTERSECTIONS**

*Source: TxDOT's Crash Records Information System (CRIS)  
for MPA region from 2019-2023*



# Bicyclist Crash Locations (2019 - 2023)

In Proximity to Schools and Transit

**90%**

of bicyclist  
crashes  
occur within



**1 MILE**

of a school

Source: TxDOT's Crash Records Information System (CRIS)  
for MPA region from 2019-2023

Over

**1/3<sup>rd</sup>**



**OF BICYCLE CRASHES OCCUR  
WITHIN A 2-MILE RADIUS OF A  
RAIL STATION**

Source: TxDOT's Crash Records Information System (CRIS) for MPA region from  
2019-20123



# Bicyclist Crash Locations (2019 - 2023)



Only 1% of all reported bicyclist crashes in the region occur on an existing bicycle facility at a non-intersection location.



Chicago Cycling Strategy



# Stakeholder and Public Engagement

Over 40 Meetings and Outreach Events

## Stakeholder Engagement

- Included city and transportation planning staff, health agencies, transit agencies, and bicycling advocates
- Assisted in developing goals, priority areas, and action items
- 2 stakeholder meetings (March 2025 – July 2025)
- 6 meetings of the regional Bicycle and Pedestrian Advisory Committee and Regional Safety Advisory Committee
- 20 individual meetings with local agency and TxDOT staff

## Public Engagement

- 14 outreach events
- 2 local bicycle group meetings
- Chamber of Commerce Transportation Committee meeting
- Institute of Transportation Engineers meeting
- Distributed bicycle safety materials
- 718 Map Your Experience comments (2020 – 2025)
- Regional bicycle safety survey

## Bicycle Safety Survey

- Over 1,600 participants
- Administered online in English and Spanish via PublicInput.com
- Surveyed both safety-related challenges and solutions to implement
- Promoted through social media platforms, local publications, library table tents, and outreach events



# Regional Bicycle Safety Survey Results

## Focus of Questions:

- 🚲 Frequency of bicycling
- 🚲 Perceptions of safety
- 🚲 Obstacles to bicycling more often
- 🚲 Barriers to safe bicycling



## Key Findings:

- **87%** of respondents are interested in bicycling more than they do now.
- **52%** of respondents cited safety concerns as their primary reason for not bicycling more often.
- **The top three bicycle safety countermeasures** selected by respondents are focused on the need to construct new or upgraded bicycle facilities.



# Goals



**Eliminate all serious injury and fatal bicyclist crashes across the region by 2050**



**Address critical bicycle safety needs in priority locations**



**Enhance safe connections to daily destinations**



**Balance the safety and needs of all roadway users**



**Develop a culture of safety**



# Guiding Principles for a Culture of Safety

## Design for All Ages and Abilities



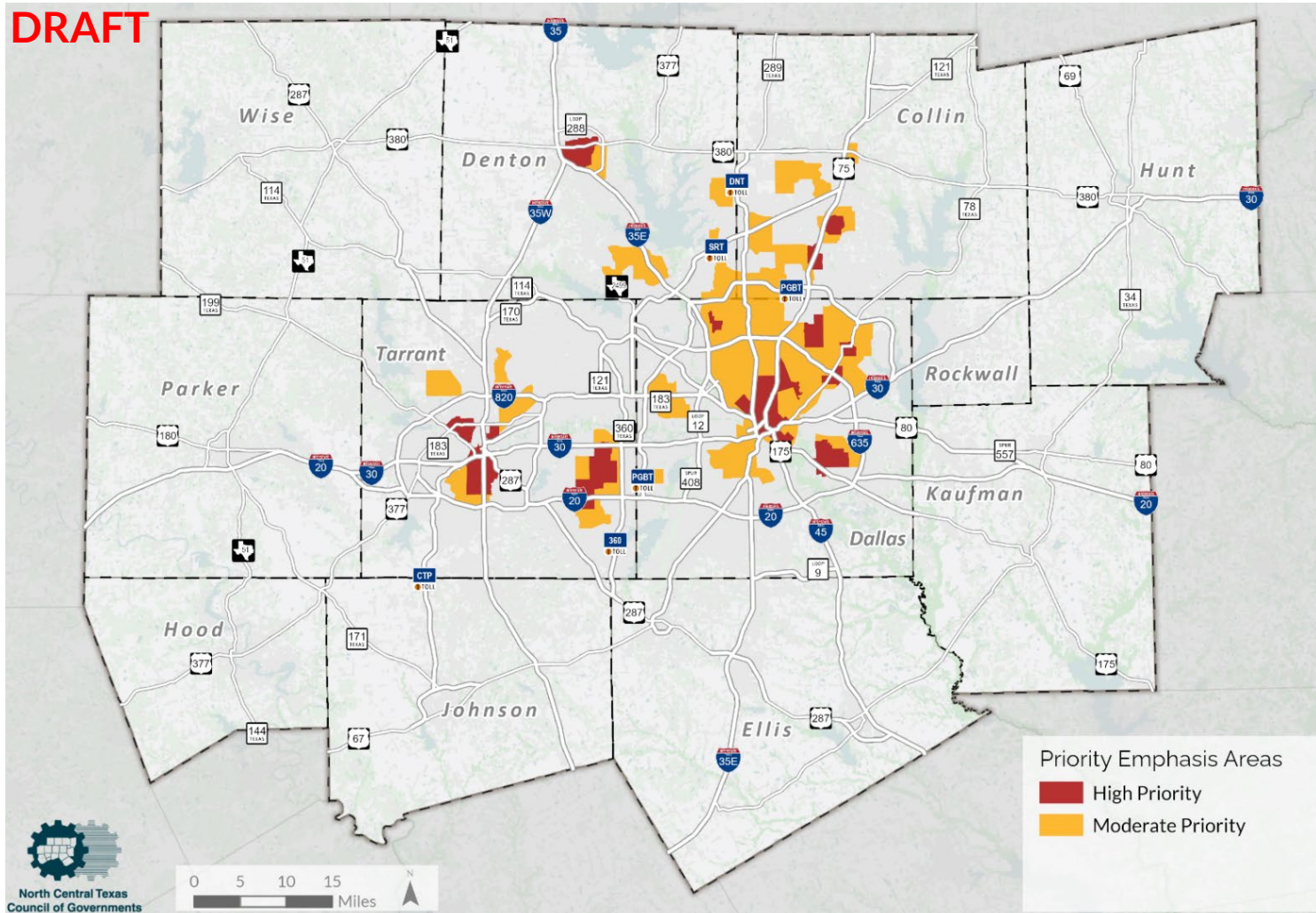
Texas Roadway Design Manual

## Apply the Safe System Approach



# Priority Emphasis Areas

**DRAFT**



## Legend

**High Priority Emphasis Area**

 Average of 6 crashes per square mile

**Moderate Priority Emphasis Area**

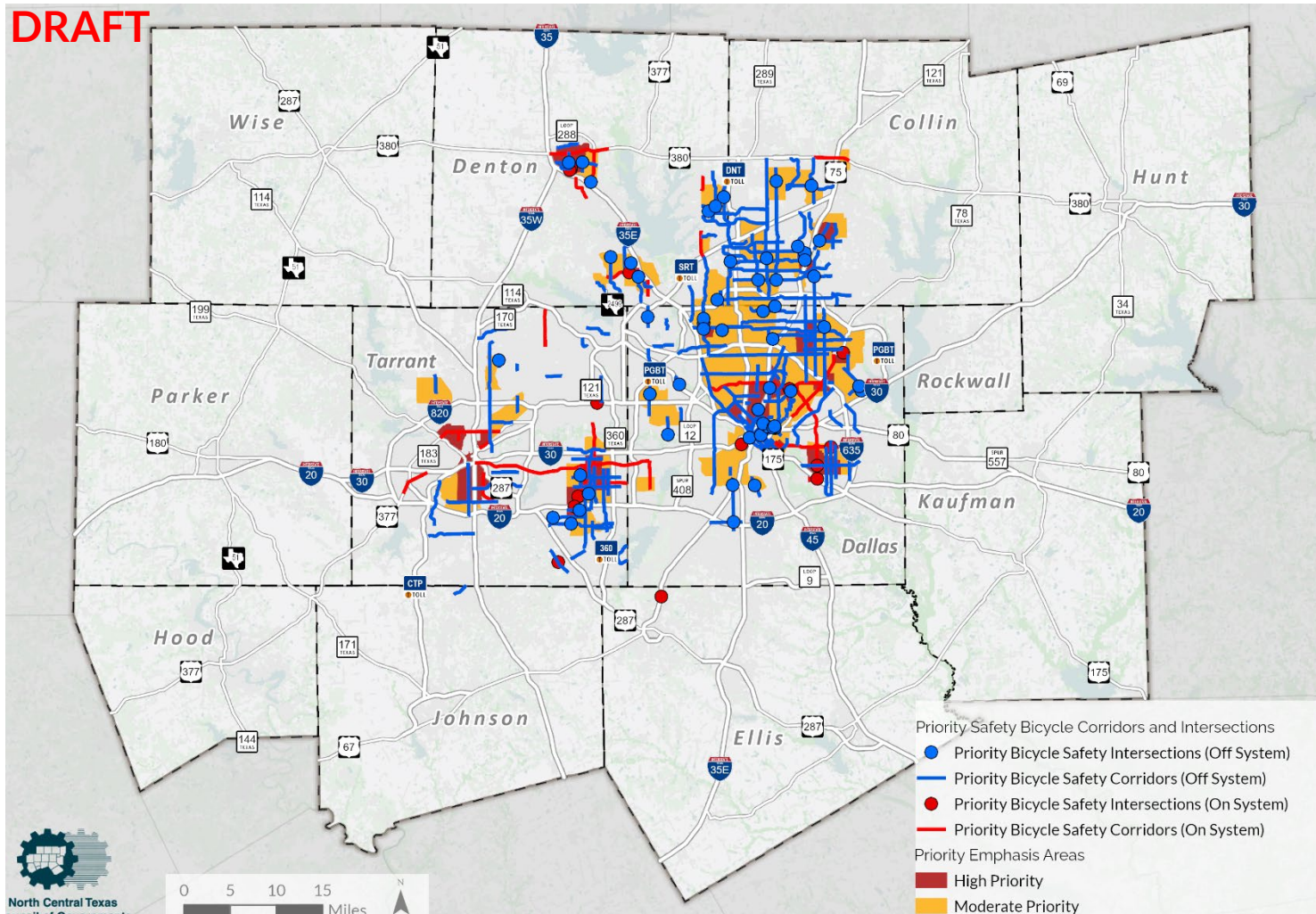
 Average of 2 crashes per square mile

Priority Emphasis Area	% of Urbanized Areas	% of Crashes
High	2.6%	21%
Moderate	9.0%	34%
<b>Total</b>	<b>11.6%</b>	<b>55%</b>



# Priority Bicycle Safety Corridors and Intersections

**DRAFT**



Priority Safety Bicycle Corridors and Intersections

- Priority Bicycle Safety Intersections (Off System)
- Priority Bicycle Safety Corridors (Off System)
- Priority Bicycle Safety Intersections (On System)
- Priority Bicycle Safety Corridors (On System)

Priority Emphasis Areas

- High Priority
- Moderate Priority





Type	On-System	Off-System	Total
Corridors	25	162	187
Intersections	14	54	68
Miles	127 mi	667 mi	794 mi

Located in 37 cities across the region.



# Action Plan for Projects and Programs

Over thirty action items consisting of strategies, projects, programs, and policies. Each action item identifies the responsible parties and magnitude of cost.

-  **Engineering**: Implement safety countermeasures and bicycle facilities in priority areas and corridors identified in the Plan.
-  **Education**: Promote a culture of safety and safe roadway behavior for all modes of travel and educate professionals on safe roadway and bicycle facility design.
-  **Enforcement**: Prioritize enforcement of traffic laws such as speed limits, distracted driving, operating of a motor vehicle while impaired, and compliance with traffic control devices.
-  **Evaluation**: Collect data to make data-driven decisions, monitor and report on progress toward achieving adopted safety targets.



# Schedule

Activity	Date
Bicycle and Pedestrian Advisory Committee Presentation	Feb 19, 2025
Outreach Events	March – May 2025
Stakeholder Committee Meeting	March 27, 2025
Bicycle Safety Survey	April – June 2025
Public Meeting	April 7, 2025
Bicycle and Pedestrian Advisory Committee Presentation	May 21, 2025
Stakeholder Committee Meeting	July 15, 2025
Bicycle and Pedestrian Advisory Committee Presentation	Aug 20, 2025
Bicycle and Pedestrian Advisory Committee Presentation	Nov 19, 2025
Public Meeting	April 13, 2026
Regional Safety Advisory Committee Meeting	April 24, 2026
<b>Draft Plan Posted Online (<a href="http://www.nctcog.org/bikesafety">www.nctcog.org/bikesafety</a>)</b>	<b>May 1, 2026</b>
Bicycle and Pedestrian Advisory Committee – Information on Draft Plan	May 20, 2026
<b>Surface Transportation Technical Committee – Information on Draft Plan</b>	<b>May 22, 2026</b>
Regional Transportation Council – Information on Draft Plan	June 11, 2026
<b>Public Comment Form Closes</b>	<b>June 26, 2026</b>
Surface Transportation Technical Committee – Action to Recommend Plan Adoption	July 24, 2026
Regional Transportation Council – Action to Adopt Plan	Aug 13, 2026

# Contact Us



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# Technology Project Identification (TPI) Framework CFP Updates

STTC Information  
May 22, 2026



# BACKGROUND

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

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

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



# TECHNOLOGY PROJECT IDENTIFICATION (TPI) PROCESS

The purpose of TPI is to advance technology-driven transportation solutions across the region.

**Phase 1. Call For Projects issued to Public Agencies:**

Submission period Jan 9 - April 10.

**Phase 2. Review & Evaluation:**

Projects evaluated and scored based innovation, regional impact, and partnerships.

**Phase 3. Regional Procurement (Next Step):**

Recommended projects advance to procurement.



# FUNDING AVAILABLE

## Technology and Innovation

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

### Funding Split:

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

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

Local Match – Transportation Development Credits



# REVIEW & SCORING PROCESS

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

## Staff completed:

1. Eligibility screening
2. Review for program alignment
3. Scoring of all submissions based on criteria



# EMPHASIS AREAS

## Roadway Safety Technologies

- Deploying advanced tools to improve road safety.

## Next-Gen Traffic Signals

- Improving traffic flow and safety through smart signal systems.

## Food Desert Elimination

- Supporting access to fresh food through innovative mobility solutions.

## Delivery Bots & Drones

- Enhancing last-mile delivery with autonomous technologies.

## Autonomous Shuttles

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



# RECOMMENDED PROJECTS

	ID	City / Agency	Emphasis Area	Project Title	Total Score	Requested Funds	Cumulative Total
Eastern Subregion 69% TT = \$6,003,000	17	City of Frisco	Roadway Safety Technologies; Next-Generation Traffic Signals;	Next-Generation Regional Emergency Vehicle Preemption	78	\$1,900,000	\$1,900,000
	22	City of McKinney	Roadway Safety Technologies; Next-Generation Traffic Signals;	Next-Generation Regional Emergency Vehicle Preemption	78	\$1,200,000	\$3,100,000
	32	City of Allen	Roadway Safety Technologies; Next-Generation Traffic Signals;	Next-Generation Regional Emergency Vehicle Preemption	78	\$1,070,000	\$4,170,000
	20	City of DeSoto, Duncanville & Cedar Hill	Roadway Safety Technologies; Next-Generation Traffic Signals;	BEST SOUTHWEST CITIES Emergency Vehicle Preemption and Priority Project	75	\$1,964,400	\$6,134,400
	26	City of Denton	Roadway Safety Technologies; Next-Generation Traffic Signals;	VISION ZERO INTELLIGENT SAFETY CORRIDOR, Context-Aware Traffic Calming System Deployment on High Injury Network (HIN) Segments	74	\$800,000	<b>\$6,934,400</b>
	31	City of Garland	Roadway Safety Technologies;	Samsara Implementation	53	\$1,800,000	\$8,734,400
	21	City of Farmers Branch	Roadway Safety Technologies; Next-Generation Traffic Signals;	Smart Pedestrian Safety Enhancement Program – HAWK Signal Deployment	51	\$800,000	\$9,534,400
	8	City of Glenn Heights	Roadway Safety Technologies; Next-Generation Traffic Signals;	Bear Creek Road & Westmoreland Road Intersection Improvement	45	\$3,000,000	\$12,534,400
	25	City of Richardson	No Category	Traffic Signal Technology Upgrade	Ineligible	Ineligible	Ineligible



# RECOMMENDED PROJECTS

		ID	City / Agency	Emphasis Area	Project Title	Total Score	Requested Funds	Cumulative Total
Western Subregion 31%	TT = \$2,697,000	18	City of Arlington	Roadway Safety	Smart Rail Crossing Safety Infrastructure Expansion: Arlington TRAINFO Train Detection and Driver Notification System	70	\$980,000	\$980,000
		13	City of Arlington	Roadway Safety Technologies; Next-Generation Traffic Signals;	Smart Intersection Safety Analytics Deployment: Next-Generation Traffic Sensors for Arlington's High-Injury Network	65	\$950,000	\$1,930,000
		33	City of Fort Worth	Roadway Safety Technologies; Next-Generation Traffic Signals;	East Berry Street from I-35W to Miller Avenue Technological Advancements	64	\$2,129,000	\$4,059,000
		16	City of Southlake	Roadway Safety Technologies; Next-Generation Traffic Signals	Next Generation Smart Intersection Detection Upgrade (LiDar Deployment)	60	\$250,000	<b>\$4,309,000</b>
		28	City of Southlake	Roadway Safety Technologies;	Low-Water Crossing Flood Detection & Safety Improvements	57	\$1,830,000	\$6,139,000
		12	City of Arlington	No Category	Urban Air Mobility Safety Infrastructure Pilot: Hyperlocal Low-Altitude Atmospheric Monitoring in the Arlington Entertainment District	Ineligible	Ineligible	Ineligible



# ADDITIONAL FUNDING REQUEST

	Available Funding	Recommended Funding	Additional Funding Request
Eastern Subregion	\$6,003,000	\$6,934,400	\$931,400
Western Subregion	\$2,697,000	\$4,309,000	\$1,612,000
Total Funding	\$8,700,000	\$11,243,400	\$2,543,400



# NEXT STEPS

- Recommendations to **committees**
- Incorporate **feedback** and finalize **approvals**
- Coordinate with selected agencies on scope and readiness
- Initiate **NCTCOG-led** procurement process

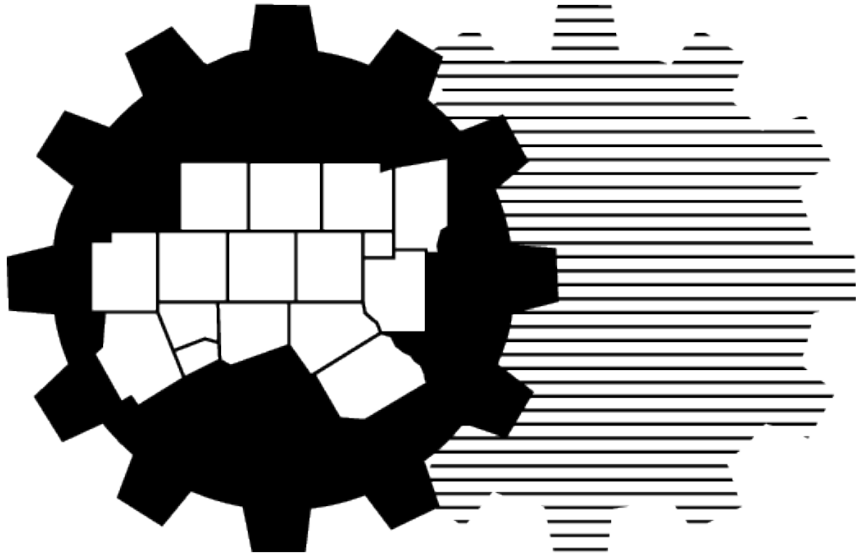


# SCHEDULE

Date	Action
October 24, 2025	STTC Information
November 10, 2025	Public Meeting
December 5, 2025	STTC Action
December 11, 2025	RTC Information
January 8, 2026	RTC Action
January 9, 2026	Open Call for Ideas (60 Days)
February 2, 2026	CFI Workshop
April 10, 2026	Close Call for Ideas
May 22, 2026	STTC Information – Submitted Ideas
June 11, 2026	RTC Information – Submitted Ideas
June 8, 2026	Public Meeting
July 24, 2026	STTC Action – Submitted Ideas
August 13, 2026	RTC Action – Submitted Ideas



# CONTACTS



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# HIGH-SPEED RAIL SERVICE



## Dallas-Fort Worth

May 22, 2026 – Surface Transportation Technical Committee

Ezra Pratt, AICP



**North Central Texas  
Council of Governments**



# Recent Developments Related to High-Speed Rail Initiatives

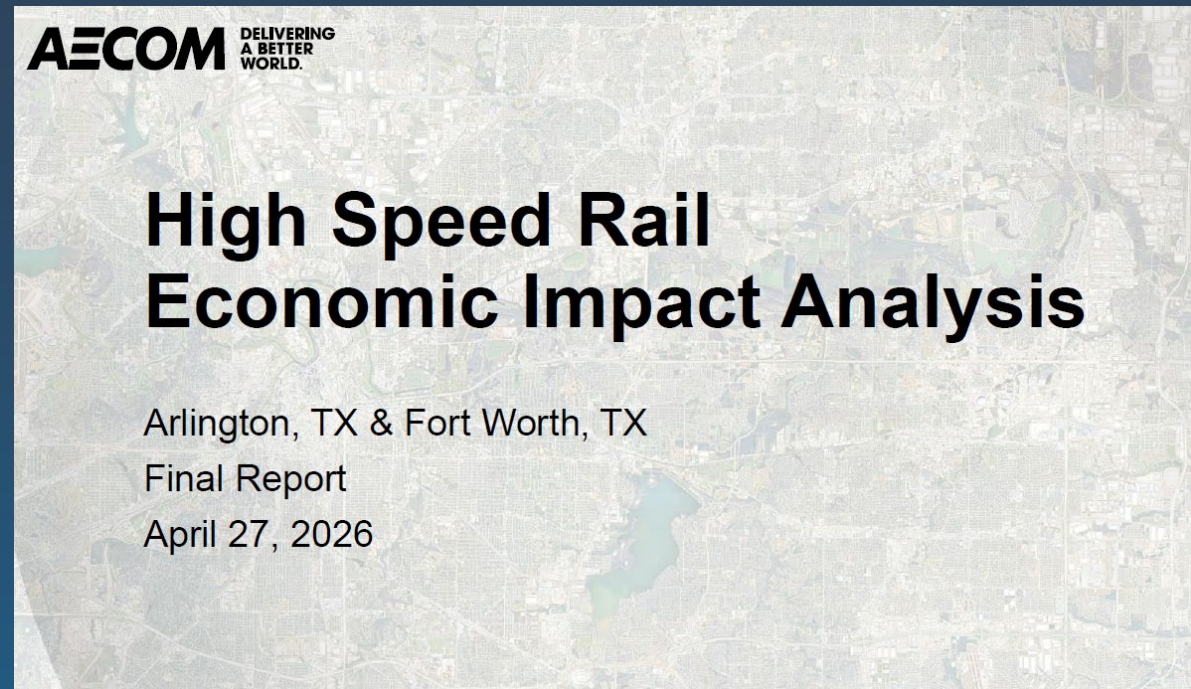
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- RTC action in November 2025 removed the “Eastern Alignment” from consideration in DFW High-Speed Rail (HSR) NEPA Process
- City of Dallas January 2026 Council Resolution on High-Speed Rail
- NCTCOG Executive Board approval of Federal Railroad Administration (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 Fort Worth to Laredo via Austin and San Antonio



Source: AECOM



# Federal Transit Administration Process

NCTCOG Focus:  
Public-Private Partnerships

Alternatives  
Analysis  
(2 years)

Pre-NEPA  
Refinement  
(2 years)

NEPA

Funding &  
Implementation  
Opportunities

2020

2022

2024

2026

2028

2021

2023

2025

2027



We are here

## Federal Railroad Administration Process

NCTCOG Focus:  
Federal Funding

Step 1  
Scoping

Step 2  
Service  
Development Plan

Step 3  
NEPA  
(FRA Process)

## Corridor ID Process

NEPA: National Environmental Policy Act



# Status of Fort Worth-Houston High-Speed Rail CID Step 1

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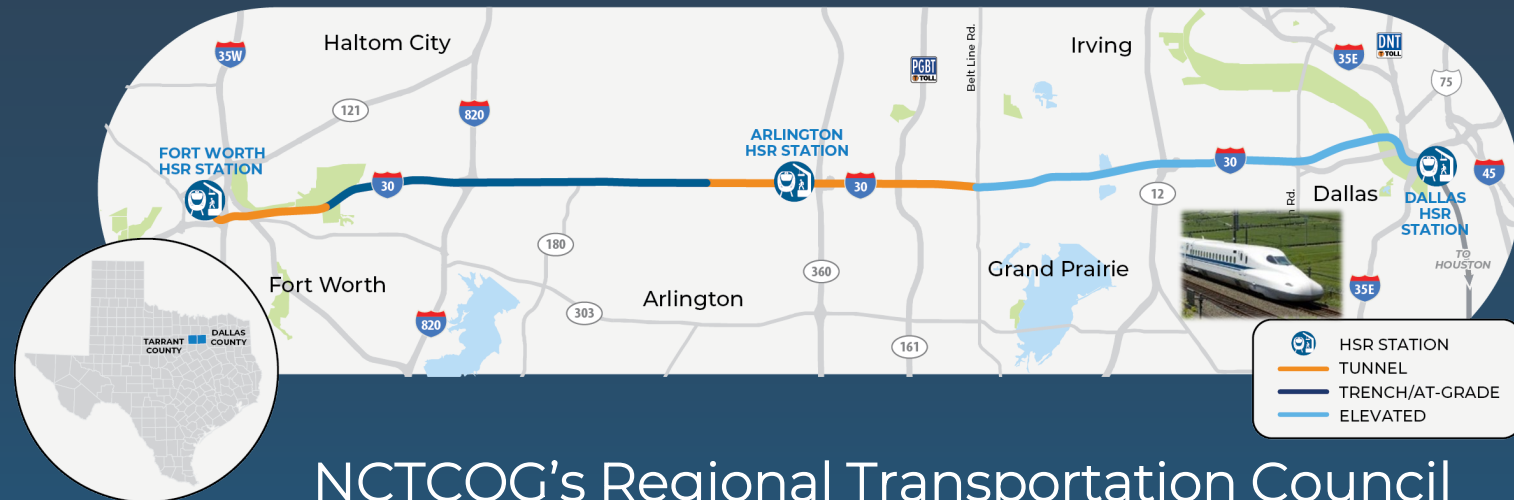
- Submitted draft statement of work (SOW), schedule, and budget deliverables to FRA project team on 4/30/2026.

The project team will collaborate with FRA and local stakeholders to revise as needed in the coming months.

- The SOW is being developed in coordination with Texas High Speed Rail Holdings (TXHSR) for the Dallas-Houston segment to ensure the parallel planning efforts are compatible.
  - This will allow for NCTCOG's work in CID to primarily cover the Fort Worth-Dallas segment.
  - The SDP and future CID steps would still be flexible to adjust to changes or progress in TXHSR's work on the Dallas-Houston segment.

# 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

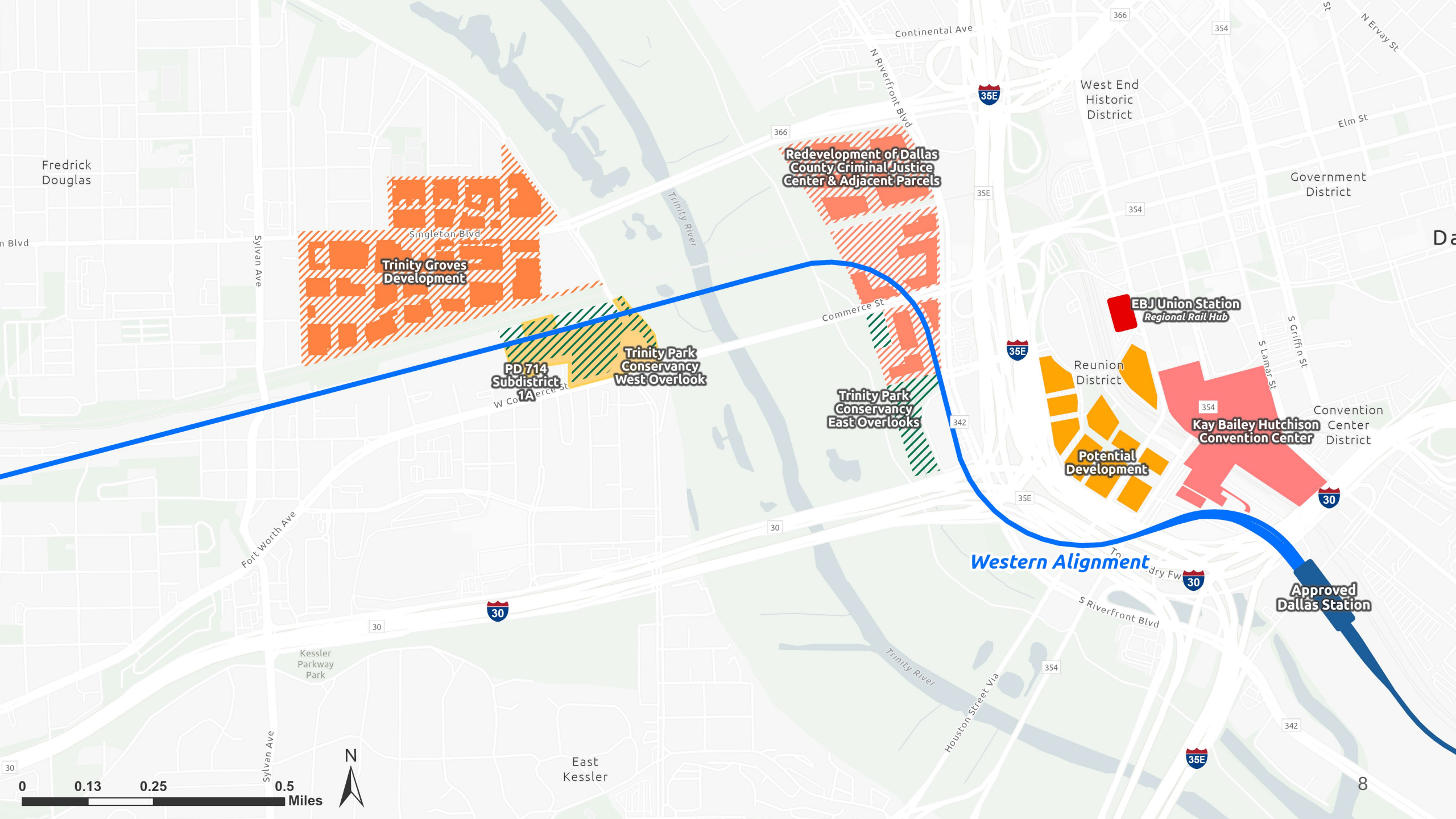


# Dallas Western Alignment Project Work Summary

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- Total Project Cost (2020-Present): \$10.9 Million
- Western Alignment Work Duration: 2+ Years,(March 2024-Present)
- Estimated Cost of Western Alignment Work: \$2.3 Million
- Number of Times Presented to City of Dallas Elected Officials: 14
  - Dallas City Council or Council Committee: 5
  - RTC: 4
  - Executive Board: 5

**Note:** Apart from the FRA Corridor ID consultant contract item at the 1/21/2026 Dallas City Council Meeting and 1/22/2026 NCTCOG Executive Board meeting, city of Dallas elected officials have not indicated opposition to the Western Alignment in meeting discussion or in official votes.



# NCTCOG/City of Dallas Coordination on January 2026 Resolution

NCTCOG sent a request for clarification to Dallas city staff on 4/23/2026

- 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.
- 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.”



# City of Dallas Response to Request for Clarification on Jan 2026 Resolution

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- City of Dallas staff provided response that Section 3 of the resolution applies to any above-ground rail within the boundaries stated in the CBD definition (downtown Dallas freeway loop).
- Dallas response effectively precludes any Dallas support for moving forward with the Western Alignment in the NEPA process.



# Possible Project Impacts and Next Steps

NCTCOG staff are assessing the financial risks of stopping work on the DFW High-Speed Transportation Connections Study.

- Potential regional funding loss of the remaining \$1.2 million obligated through the Federal Transit Administration (FTA) grant agreement. This money would return to the US Treasury.
- Grant agreement with the FTA – Expenses of \$7.5 million+ would need to be repaid under a worst-case scenario.

Next Step (RTC Action at 5/14/2026 meeting):

Hold negotiations between select RTC Members and city of Dallas Council, as well as representatives from Dallas County and DART to come to an agreement on the path forward for HSR in central Dallas and the overall NEPA process.



# Contacts

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