

NCTCOG PRESENTATION

FISCAL YEAR 2026 PUBLIC TRANSPORTATION FUNDING: PROGRAMS OF PROJECTS

PUBLIC MEETING | 8.10.2026

BACKGROUND

- The North Central Texas Council of Governments (NCTCOG) is the designated recipient for Federal Transit Administration (FTA) funding for the Dallas-Fort Worth-Arlington, Denton-Lewisville, and McKinney-Frisco Urbanized Areas.
- Responsible for allocating federal funds to public transit providers in the region, including:
 - Transit Authorities (Dallas Area Rapid Transit, 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)



INVESTING IN PUBLIC TRANSPORTATION

- Positive impact within communities
 - Every \$1 invested in public transportation generates \$5 in economic returns
 - Every \$1 billion invested in public transportation supports \$5 billion in additional Gross Domestic Product and creates over 41,000 jobs
 - 87% of trips on transit directly benefit the local economy
- Reduces roadway congestion and improves travel safety measures
 - Traveling by public transportation is 10 times safer for passengers than traveling by car

Facts provided by the [American Public Transportation Association](#)

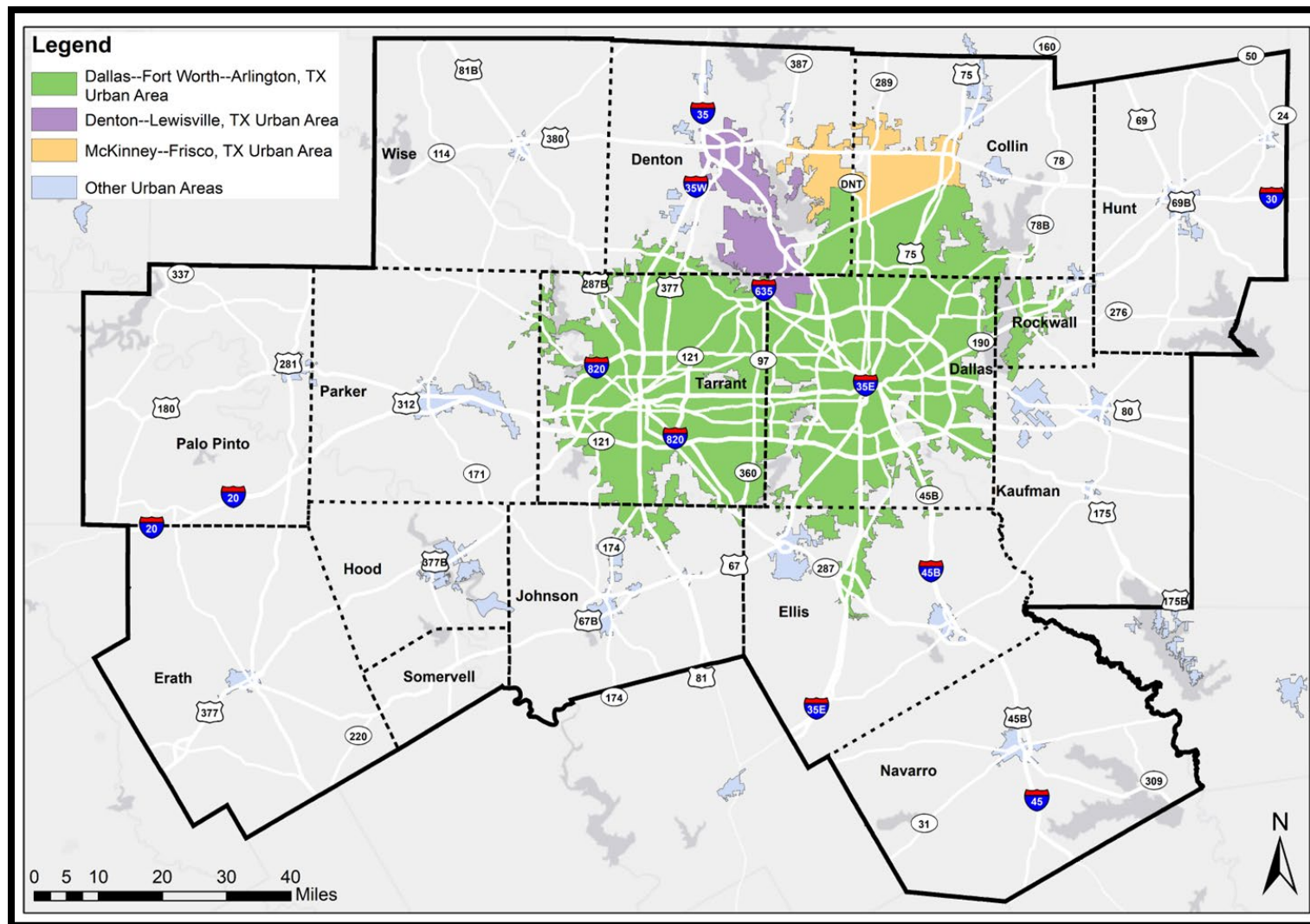


PUBLIC TRANSPORTATION SERVICES IN THE REGION

- Fixed Route
 - Vehicle operates along a prescribed route according to a fixed schedule.
 - Typically in areas with high transit demand.
- Commuter Bus
 - A variation of fixed route, connects outlying areas to a central city/area.
 - Typically operates in one direction during peak periods.
- Demand Response
 - Shared-ride service that uses smaller vehicles to provide flexible curb-to-curb service.
 - Typically used for first/last mile applications or in areas with lower transit demand.
- Rail or High Intensity Bus
 - Serves long-distance regional corridors with high transit demand.
 - Rail requires exclusive right-of-way, whereas exclusive bus lanes for high intensity bus are preferred.



2020 CENSUS URBANIZED AREAS & URBAN CLUSTERS



FEDERAL FORMULA FUNDING PROGRAMS FOR URBAN AREAS

	PROGRAM	PURPOSE	PROJECT TYPES
5307	Urbanized Area Formula	Serve general public including low-income workers	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 Fiscal Year (FY) 2026 Federal Transit Administration formula funds, as well as \$988k in remaining FY 2025 funds and \$464k 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: Small proportion of federal funds and TDCs were awarded during development of the 2027 – 2030 Transportation Improvement Program (TIP) and are included in these totals



CURRENT AWARD CYCLE FUNDING SUMMARY

\$ in Millions

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

FTA Funds by <u>Project Type</u>	\$222.3M
Capital (vehicles, equipment, preventive maintenance, etc.)	\$212.6M
Operations	\$9.0M
Planning	\$.73M



FY 2027 FEDERAL FUNDS

- A relatively small amount of FY 2027 formula funding is being awarded separately through the TIP modification process
- Expedites funding availability for small providers
 - Project inclusion in the TIP enables pre-award authority, which allows providers to incur reimbursable costs sooner

\$ in Millions

Type of Funding	FY 2027 Funding Total Award 4 th Quarter 2026 TIP/STIP Cycle
5307 Urbanized Area Formula Program	\$6.7M
5310 Enhanced Mobility of Seniors and Individuals with Disabilities	\$2.3M

- The balance of FY 2027 funds will be awarded once federal apportionments are released



FOLLOW UP ON \$180 MILLION TRANSIT PARTNERSHIP

- In response to several DART member cities that originally called for voter elections to leave DART, the RTC was asked to partner with DART to offset an equity distribution by DART to all member cities (\$75 million RTC cost)
- The RTC approved this partnership in February 2026
- Plano, Irving, and Farmers Branch withdrew their proposed withdrawal elections
- Since then, Addison and University Park voters chose to remain in DART
- Highland Park voters opted out of DART
- At the February 2026 meeting, the RTC approved an additional \$65 million in funding for a DCTA project and \$40 million for a Trinity Metro project



DART \$75 MILLION PARTNERSHIP

Metropolitan Planning Organization (MPO) staff have been working with DART to identify projects of appropriate regional scope and eligibility

It is anticipated that the final projects will include:

- Light Rail Facilities Modernization
- Light Rail Replacement



TRINITY METRO PROJECT – TEXRAIL EXTENSION TO HOSPITAL DISTRICT

The RTC approved \$40 million

Proposed Funding Solution:

\$12,938,544 Reallocate from High Intensity Bus project (deferral)

\$250,000 Reallocate from Transit Preventive Maintenance project (cancellation)

\$3,407,579 Reallocate cost savings from Trinity Lakes Station (closeout)

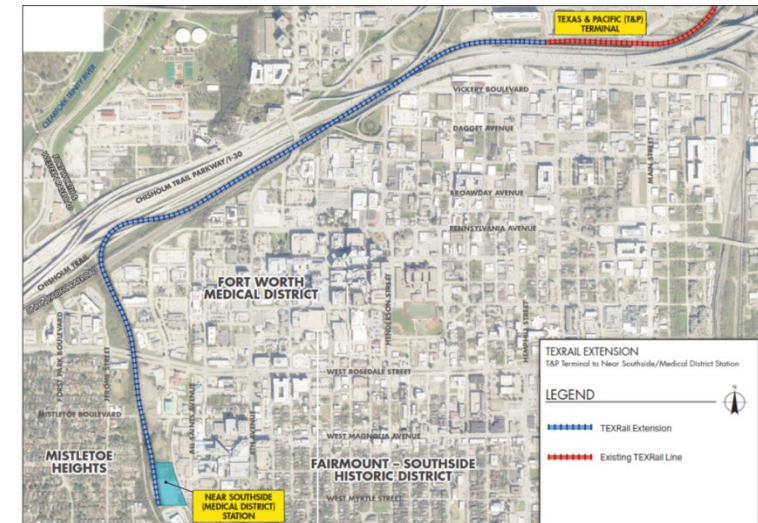
\$2,820,000 Reallocate from Mossier Valley TRE Double Tracking project (deferral)

\$19,416,123 Total reallocation of funds already in Trinity Metro grants

+\$20,583,877 New CMAQ funding

\$40,000,000

Project includes \$13.88 million in contingencies;
propose RTC to cover first \$13.88 million, but
take cost savings if they occur



Images are courtesy of Trinity Metro.



DCTA PROJECT – A-TRAIN DOWNTOWN CARROLLTON EXTENSION

The RTC approved \$65 million in funding

Latest cost estimate is \$122.7 million

DCTA has identified a portion of design funding

Need to finalize a plan for the funding gap

Scope: Improve rail corridor to accommodate DCTA passenger rail and DGNO freight rail operations between Trinity Mills and Downtown Carrollton Stations

Funding options/considerations:

- Planning options to be reviewed
- Implementation timeframe to be resolved (5-6 years noted during RTC action item for \$65 million)
- Must identify funding sources to cover the outstanding funding gap



Image is courtesy of DCTA and GoogleEarth.



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