

NCTCOG PRESENTATION

FY2026 Safe Streets & Roads for All (*SS4A*) Grant Program

Surface Transportation Technical Committee - Action Item | April 24, 2026
Amelia "Millie" Hayes, P.E. - NCTCOG, Senior Projects Engineer

FY2026 Safe Streets and Roads for All (SS4A) Grant Program

Overview – Final Round (*Infrastructure Investment & Jobs Act – IIJA*)

- **PURPOSE** – Prevent deaths and serious injuries on roadways by (1) focusing on comprehensive safety action planning, and (2) implementing identified projects/strategies
- Approximately \$994 million for FY2026 available (*one application/agency*)

Funding Availability

\$ 306 Million*

– Planning/Demonstration

\$ 688 Million

– Implementation

< 15% per State

– Overall Program

Minimum Award**

\$ 100,000

– Planning/Demonstration

\$ 2.5 Million

– Implementation

Maximum Award**

\$ 5 Million

– Planning/Demonstration

\$ 25 Million

– Implementation

Cost Sharing

80% Federal/20% Non-Federal

Applicant/Condition Eligibility

1. Metropolitan Planning Organizations (MPOs)
2. Political Subdivision of a State
(City, Town, County, Transit Agency, Special District, etc.)
3. Tribal Government
4. Multi-Jurisdictional Group of Above Entities

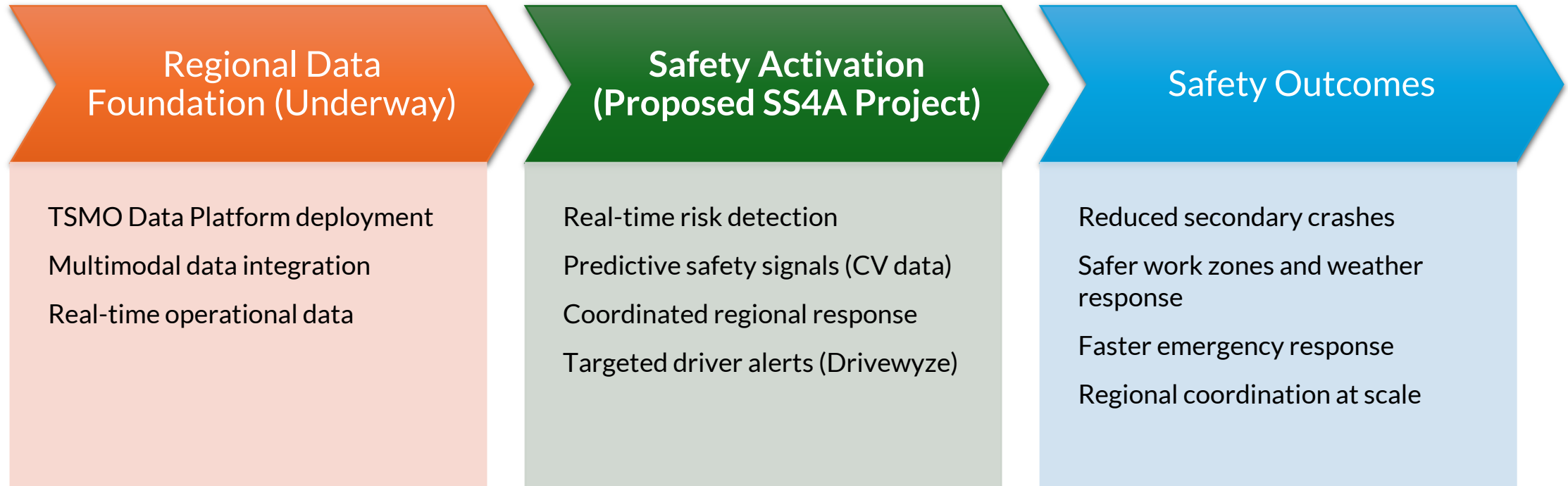
* If USDOT does not receive enough merit-worthy Planning/Demonstration applications, surplus funds may be redirected toward Implementation.

** No minimum/maximum award amount; however, the Notice of Funding Opportunity (NOFO) provides expected ranges for applicant consideration.



FY2026 SS4A Program – Implementation Grant Project

Modernizing Regional Safety through Digital Infrastructure *(for NCTCOG)*



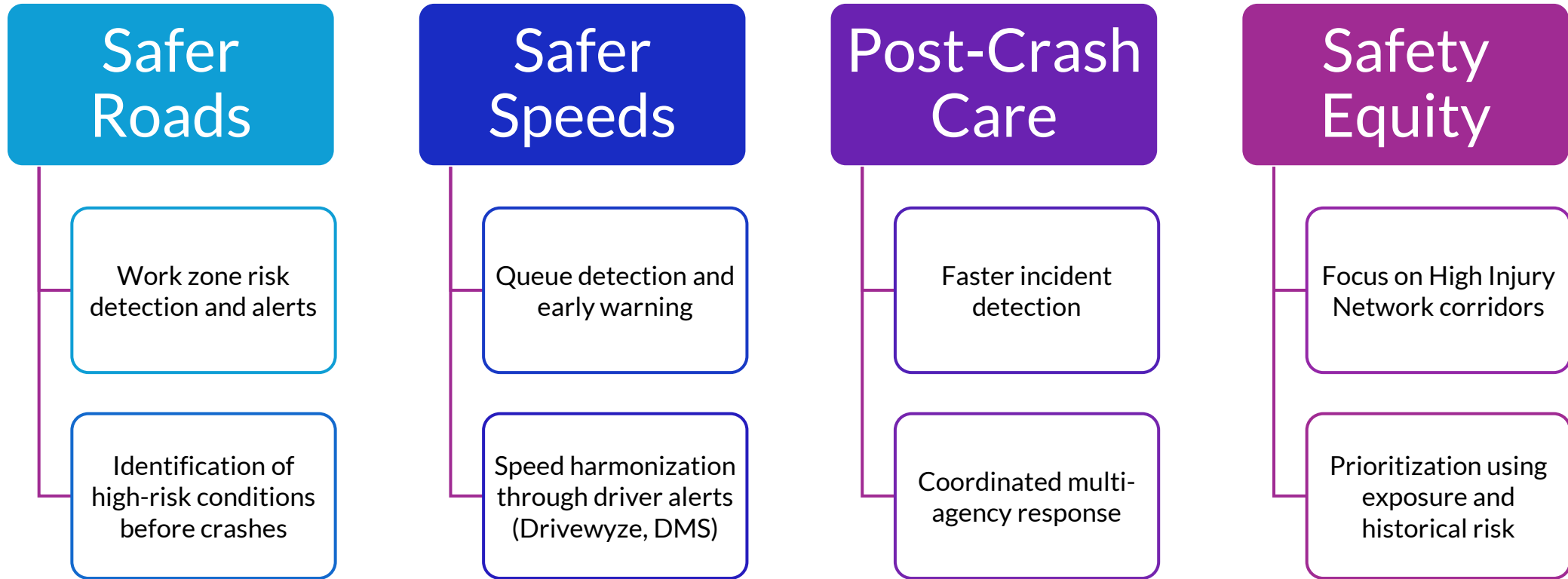
TSMO = Transportation Systems Management and Operations

- Leverages existing TSMO investment to deliver new-term safety impact
- Total Estimated Cost = **\$10 million**
 - SS4A Funding Request = \$8 million
 - Local Match = \$2 million, propose RTR funding to provide local match



Modernizing Regional Safety through Digital Infrastructure

NCTCOG SS4A Proposal – Improves Safety Across Multiple SS4A Priorities

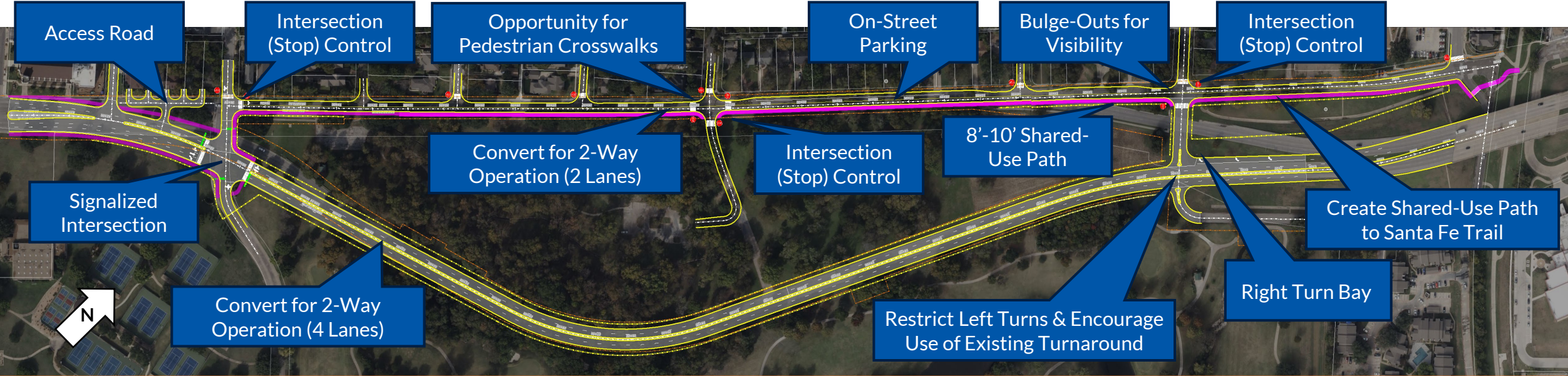


- **SOLUTION:** Expansion of initial TSMO Data Platform integrating freeway, arterial, transit, and emergency data to focus on safety-related initiatives
- **GOAL:** Transition from reactive to proactive traffic management, applying data-driven “Safe System” operations across the Dallas-Fort Worth region



FY2026 SS4A Program – Implementation Grant Project

Grand Avenue – Segment 3 Safety Reconfiguration *(for City of Dallas)*



Segment 3 (CSJ #0009-02-075)

From: Cameron Ave.

To: Tenison Memorial Dr.

PROJECT			CONSTRUCTION COST FUNDING BREAKDOWN		
TITLE	DESCRIPTION/LIMITS	URBAN/RURAL	NON-FEDERAL	FEDERAL (SS4A)	TOTAL COST
Grand Avenue Segment 3	Convert one-way couplet to two streets (two-way): East – SH 78 (four lanes), West – Residential (two lanes)	URBAN	\$5,250,000 (20%)	\$21,000,000 (80%)	\$26,250,000

Non-Federal: TxDOT is funding pre-construction phases with state funds, and 20% of state match for construction

- City of Dallas will submit SS4A application with NCTCOG administrative & technical assistance
- If awarded, TxDOT will ultimately be grantee & implementing agent



FY2026 Safe Streets and Roads for All (SS4A) Grant Program

Anticipated Schedule

March 27, 2026	FY2026 SS4A Program: Notice of Funding Opportunity (NOFO) Release
April 15, 2026	Finalize Candidate Project Details <i>(for posting of April 2026 STTC Agenda)</i>
April 24, 2026	STTC Action
May 14, 2026	RTC Action
May 15, 2026	RTC Letter of Support Deadline <i>(for projects submitted by partners, please send requests to Jackie Nolasco – jnolasco@nctcog.org)</i>
May 26, 2026	FY2026 SS4A Program: Application Deadline – Valid Eval <i>(setting goal to submit all projects by May 25)</i>
May 28, 2026	Executive Board Endorsement



Requested Action – FY2026 Safe Streets and Roads for All (SS4A) Grant Program

Recommendation for RTC approval of:

- Submitting the following project for SS4A Implementation Grant funding consideration, with \$2 million in Regional Toll Revenue funds (2/3 East Set Aside and 1/3 West Set Aside) to leverage requested federal funds:
 - 1) **MODERNIZING REGIONAL SAFETY THROUGH DIGITAL INFRASTRUCTURE**
- Providing administrative/technical support for the City of Dallas to submit the following project for SS4A Implementation Grant funding consideration:
 - 1) **GRAND AVENUE SEGMENT 3 SAFETY RECONFIGURATION**
- Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate the proposed projects if selected

STTC Action Item – April 24, 2026



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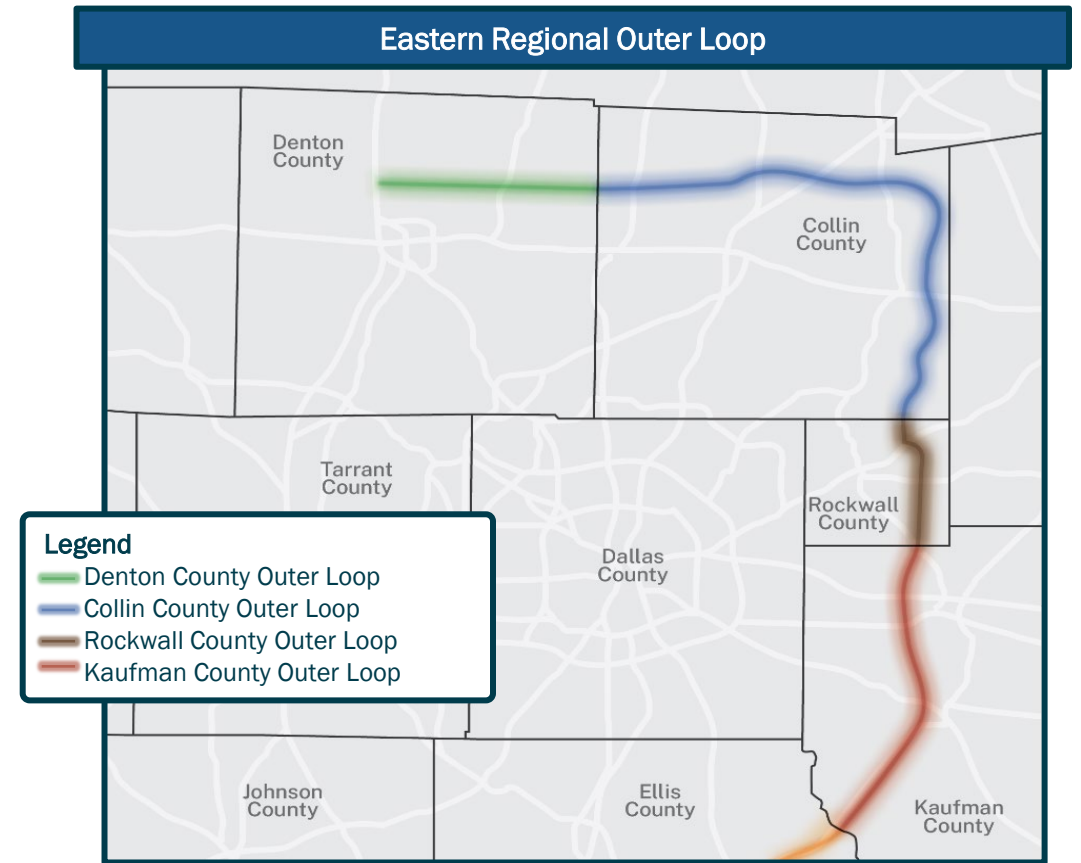
ROCKWALL COUNTY OUTER LOOP MEMORANDUM OF UNDERSTANDING

**North Central Texas
Council of Governments**

April 24, 2026

REGIONAL OUTER LOOP STUDY

- The 2011 NCTCOG Regional Outer Loop Feasibility Study, spanned 12 counties around the Dallas-Fort Worth Metroplex
- The Eastern Regional Outer Loop includes four counties: Denton, Collin, Rockwall, and Kaufman
- Each county's alignment would need to be integrated with alignments in other parts of the corridor to create an effective transportation system for the traveling public



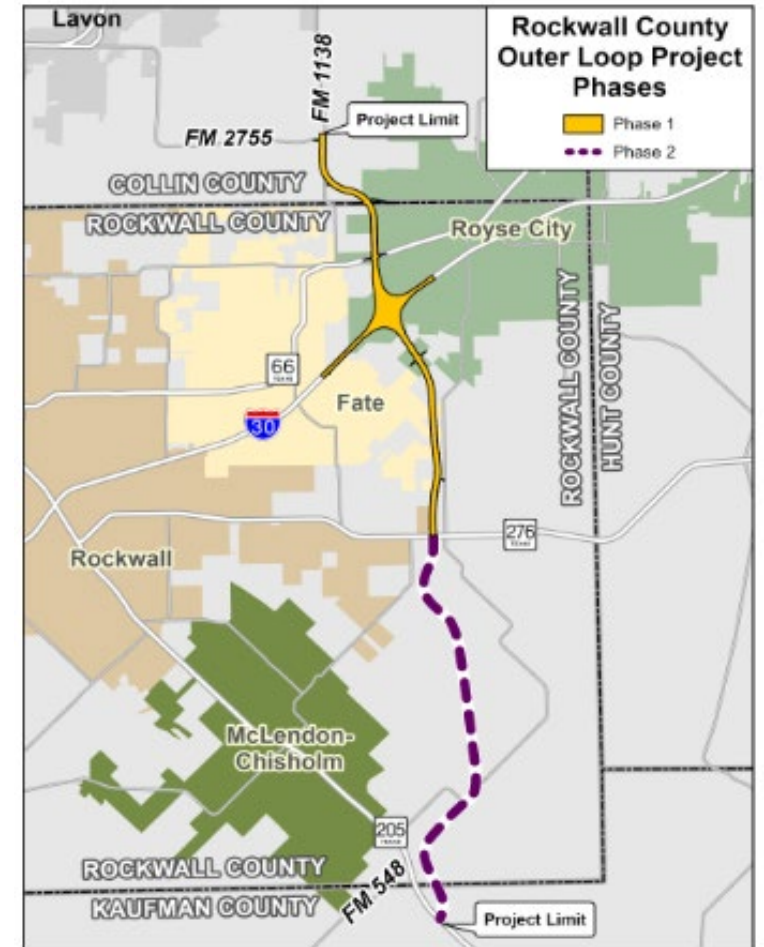
OUTER LOOP ENG/ENV PARTNERSHIP

- In April 2021, the Regional Transportation Council (RTC) approved a partnership with both Kaufman and Rockwall Counties
 - Growth in both counties was potentially restricting alignment options
 - Desired to expedite preliminary engineering and environmental clearance
 - Set the alignment and preserve right-of-way for the corridor
- The counties agreed to fund the engineering/environmental activities with local funds
- The RTC would offset their costs on other projects in the amount the counties anticipated spending on these activities



ROCKWALL COUNTY PARTNERSHIP

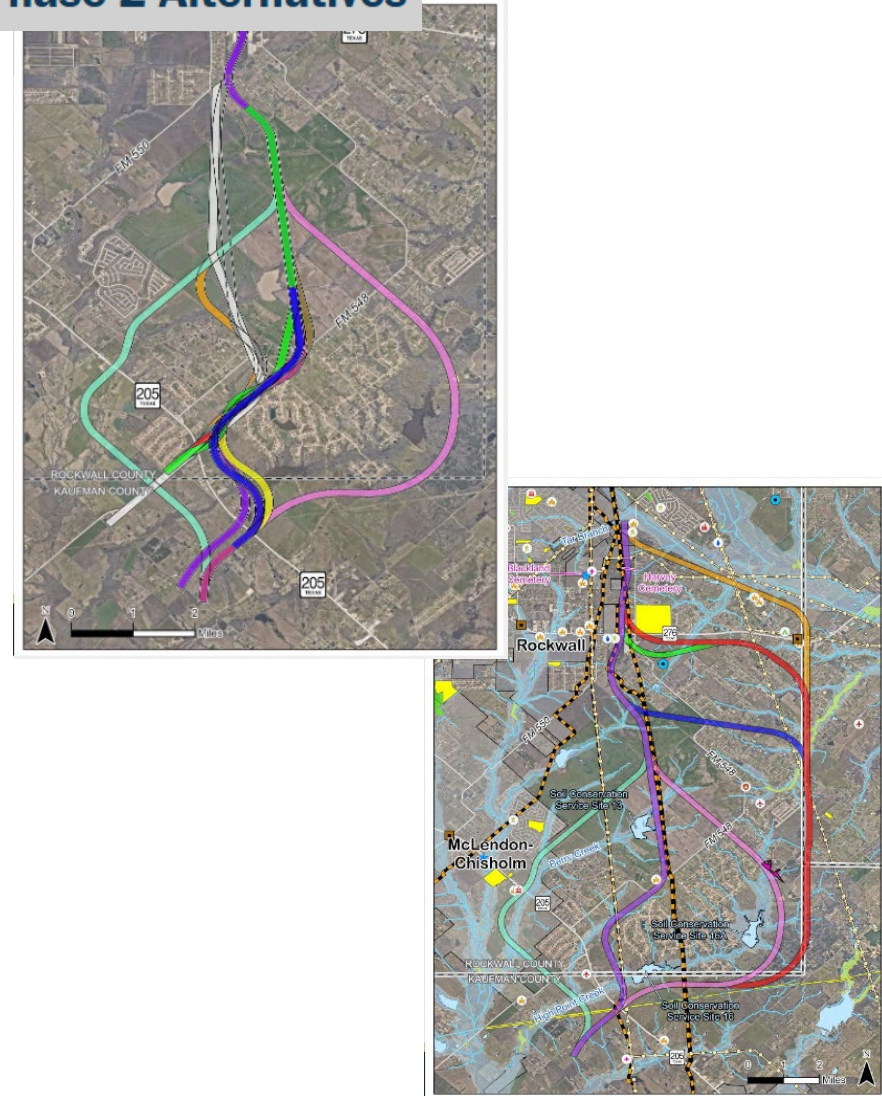
- Rockwall County to clear the Outer Loop within Rockwall County
 - Process began in Fall 2022
 - Split into two phases with separate timelines due to conflicts in the southern section
- County reassessed multiple alignments for the southern section wishing to push the alignment beyond existing neighborhood developments and/or into the neighboring county
- Transportation staff concerned that more easterly alignments would decrease potential users along the roadway due to increased distance from origins/destinations
- Lack of Outer Loop in southern Rockwall County would create a poor level of service on balance of thoroughfare system



ROCKWALL COUNTY PARTNERSHIP

- Transportation staff have been coordinating with Rockwall County officials to review alignment options and develop consensus considering public feedback on a path forward for the southern section
- RTC was briefed in a February 2026 Director's Report item and in April 2026 about the latest efforts on the Rockwall County Partnership Program
- Rockwall County has requested a Memorandum of Understanding (MOU) to outline items needed to develop public consensus

Phase 2 Alternatives



ROCKWALL COUNTY/RTC MOU

- Mitigate and minimize impact of Outer Loop on existing residents while improving mobility and reducing congestion in the County
- Creating a system of improvements that benefit both Rockwall County and the North Central Texas region
- County will hire engineering firm to finalize design and environmental clearance of the Southern section of the Outer Loop through Rockwall County
- County will update its thoroughfare plan to incorporate route once environmentally cleared
- RTC will coordinate with TxDOT to ensure right-of-way acquisition standards are met
- Outer Loop will include design elements that mitigate externalities when practicable and using engineering best practices (such as flooding/drainage, avoid existing neighborhoods, noise, visual impediments, limit frontage roads/access points near existing neighborhoods)
- RTC will continue to coordinate other transportation improvements in Rockwall County (beyond the Outer Loop)
- RTC will coordinate and keep the County informed about planning, development, and construction of Outer Loop
- RTC will support legislative efforts to obtain legal authority by the County to regulate land development along the Outer Loop



REQUESTED ACTION/NEXT STEPS – ROCKWALL COUNTY OUTER LOOP MOU

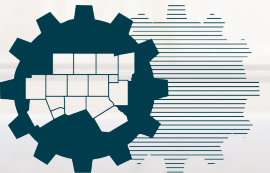
- Recommend RTC approval of
 - The Rockwall County Outer Loop MOU
 - Authorizing the RTC Chair to sign the MOU
- Continue ongoing planning/coordination with all counties associated with the Regional Outer Loop
- Staff will work to address comments provided by the RTC at the April 2026 meeting
 - Ensure that multi-modalism is addressed (will be considered through NEPA process)
 - Determine the process by which any disagreements would be mediated



North Texas AAM Airport Charging Infrastructure

Call for Projects

Surface Transportation Technical
Committee
April 24, 2026



National and 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



North Texas AAM Airport Charging Infrastructure Call for Projects

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
- NCTCOG has 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

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.



PROPOSED PROCESS

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.



PROPOSED ELIGIBILITY

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.



PROPOSED CRITERIA

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%



DRAFT 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
July 24, 2026	STTC Action – Recommended Ideas
August 13, 2026	RTC Action – Final Ideas
August 27, 2026	Executive Board
Fall 2026	Execute Interlocal Agreements and Begin Projects



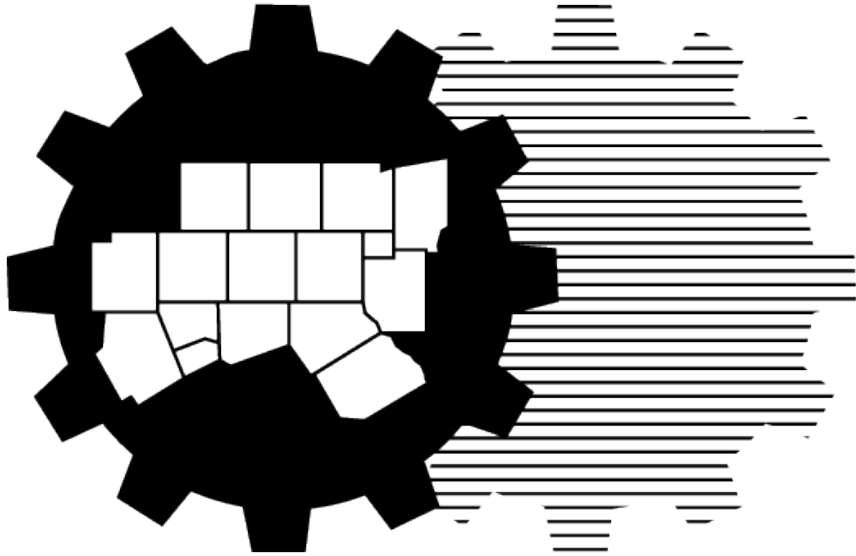
REQUESTED ACTION – Advanced Air Mobility Airport Charging Infrastructure Call for Projects

Recommendation for RTC approval of:

- Implementation of the **Advanced Air Mobility Airport Charging Infrastructure Call for Projects** as the new process for identifying and advancing AAM initiatives.
- Adoption of the **evaluation criteria and eligibility requirements** established for project selection.
- Utilizing existing **\$1 million in Regional Transportation Council local funds**, for eligible projects identified through this process.
- 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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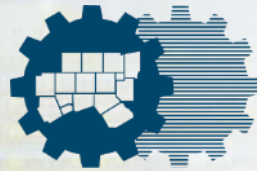
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NCTCOG PRESENTATION

PROJECT STATUS REPORT: MPO MILESTONE POLICY AND FY2026 PROJECT TRACKING UPDATE

Surface Transportation Technical Committee | April 24, 2026



BACKGROUND

- Metropolitan Planning Organization (MPO) Milestone Policy
 - Focuses on projects funded 10+ years that have not gone to construction
 - Creates agency accountability to implement projects
- Fiscal Year (FY) 2026 Project Tracking
 - Focuses on projects slated for implementation in FY2026 funded with the following categories:
 - Congestion Mitigation and Air Quality Improvement Program (CMAQ)
 - Surface Transportation Block Grant (STBG)
 - Transportation Alternatives Set-Aside (TASA)
 - Carbon Reduction Program (CRP)
 - Highlights potential problems in order to prevent delays
 - Provides earlier monitoring
 - Enables the Regional Transportation Council (RTC) to take corrective action if needed to avoid accumulation of carryover balances



MPO MILESTONE POLICY ROUND 2 STATUS UPDATE



SUMMARY OF PROJECTS THAT HAVE NOT GONE TO CONSTRUCTION (April 2026)¹

PROJECT CATEGORIES	NUMBER OF PROJECTS	PROJECT RATING	TOTAL FUNDING OF PROJECTS
Scheduled Letting CY2026	5	Medium Risk	\$80,441,988
Scheduled Letting FY2027	1	Low Risk	\$212,015,095
Total	6		\$292,457,083

1: To date, 15 projects have let by their established deadlines and three have been removed from the TIP at the request of the implementing agency. One project originally not on the list was added.

FISCAL YEAR 2026 PROJECT TRACKING



SUMMARY OF FY2026 CMAQ, STBG, TASA, AND CRP FUNDING

Funding Category	Total Federal Funding Available ¹	Federal Funding Obligated (2026) ^{2, 3}	FY2026 Project Phases	Project Phases Obligated to Date
	April 2026			
CMAQ	\$210,703,025	\$29,519,682	59	10
STBG	\$199,143,095 ⁴	\$42,259,240	106	16
TASA	\$59,470,216 ⁴	\$16,099,893	11	8
CRP	\$19,831,396	\$0	3	0

Notes:

¹ Apportionment plus carryover

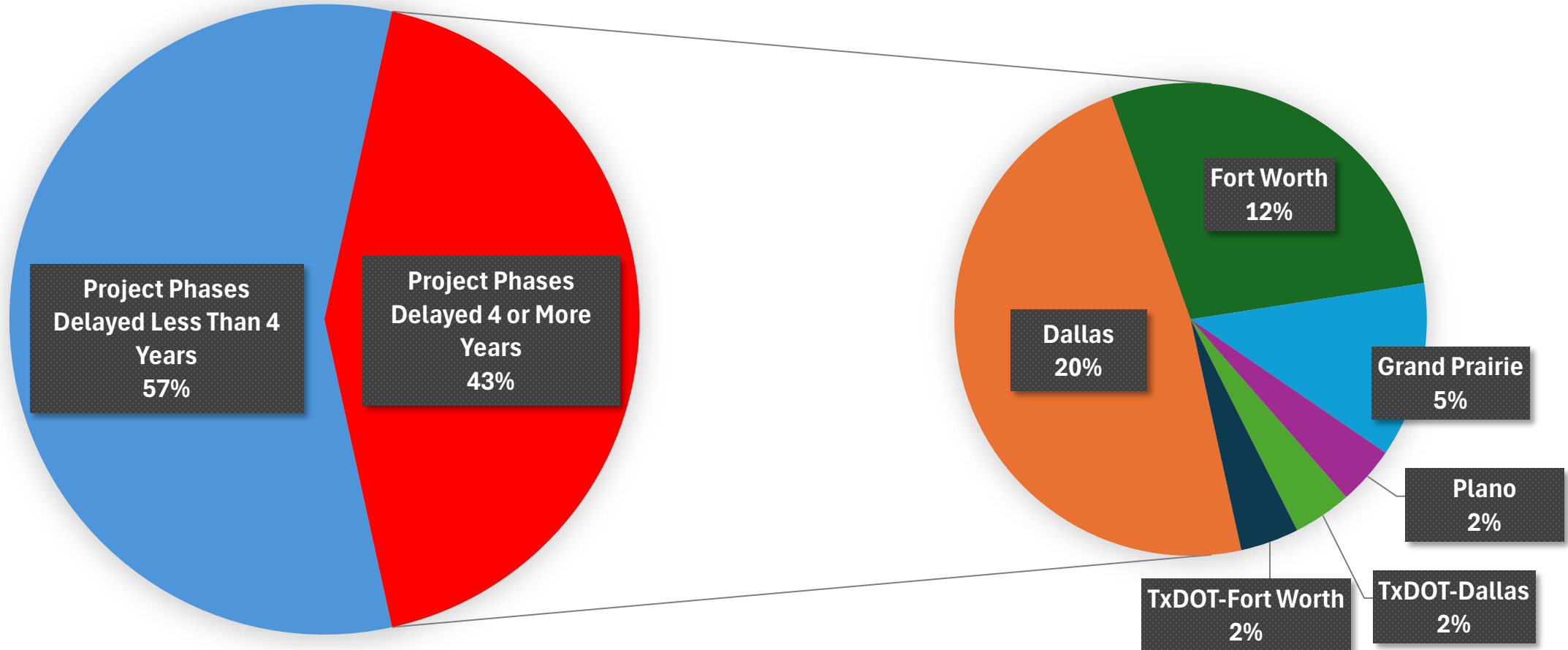
² Obligations based on the federal fiscal year, which runs from October to September

³ Obligation amounts as of 4/13/2026

⁴ Includes amounts redistributed from TIFIA program through the Fiscally Responsible Highway Funding Act of 2024



CMAQ FY2026 PROJECT PHASES DELAYED FOUR OR MORE YEARS BY AGENCY



- This chart only represents project phases that were slated for implementation in FY2026
- Transit projects not included and will be reviewed separately
- Percentages based on number of phases delayed



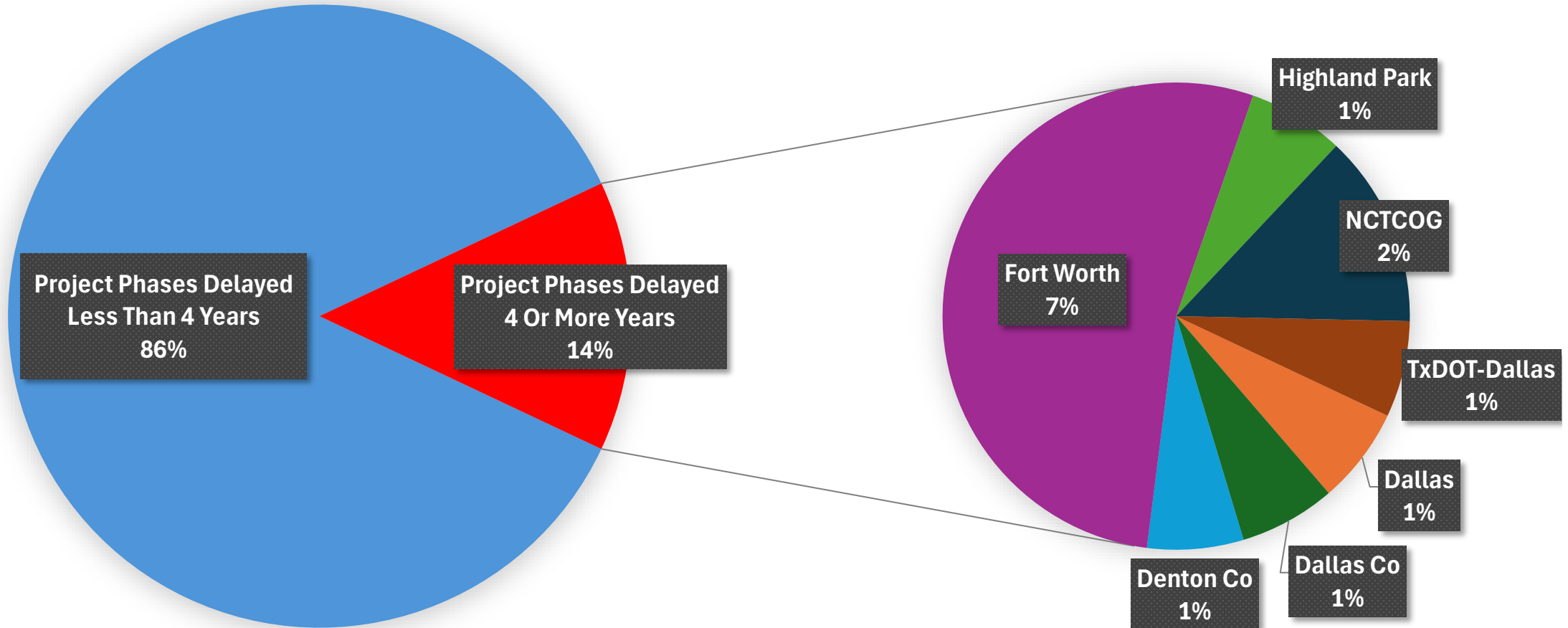
PROJECT SPONSORS WITH CMAQ PROJECT PHASES DELAYED FOUR OR MORE YEARS

Project Sponsor	Number of Project Phases	Total Funding (Federal)	Years of Delay
City of Dallas	12	\$19,912,800	4.0-7.4
City of Fort Worth	7	\$22,004,522	4.4-8.4
City of Grand Prairie	3	\$1,795,055	5.6-6.4
City of Plano	1	\$3,200,000	4.2
TxDOT-Dallas	1	\$4,886,820	5.4
TxDOT-Fort Worth ¹	1	\$800,000	4.7

¹TxDOT took over TIP 21020/CSJ 0902-90-219 from Forest Hill in 2024



STBG FY2026 PROJECT PHASES DELAYED FOUR OR MORE YEARS BY AGENCY



- This chart only represents project phases that were slated for implementation in FY2026
- Transit projects not included and will be reviewed separately
- Percentages based on number of phases delayed



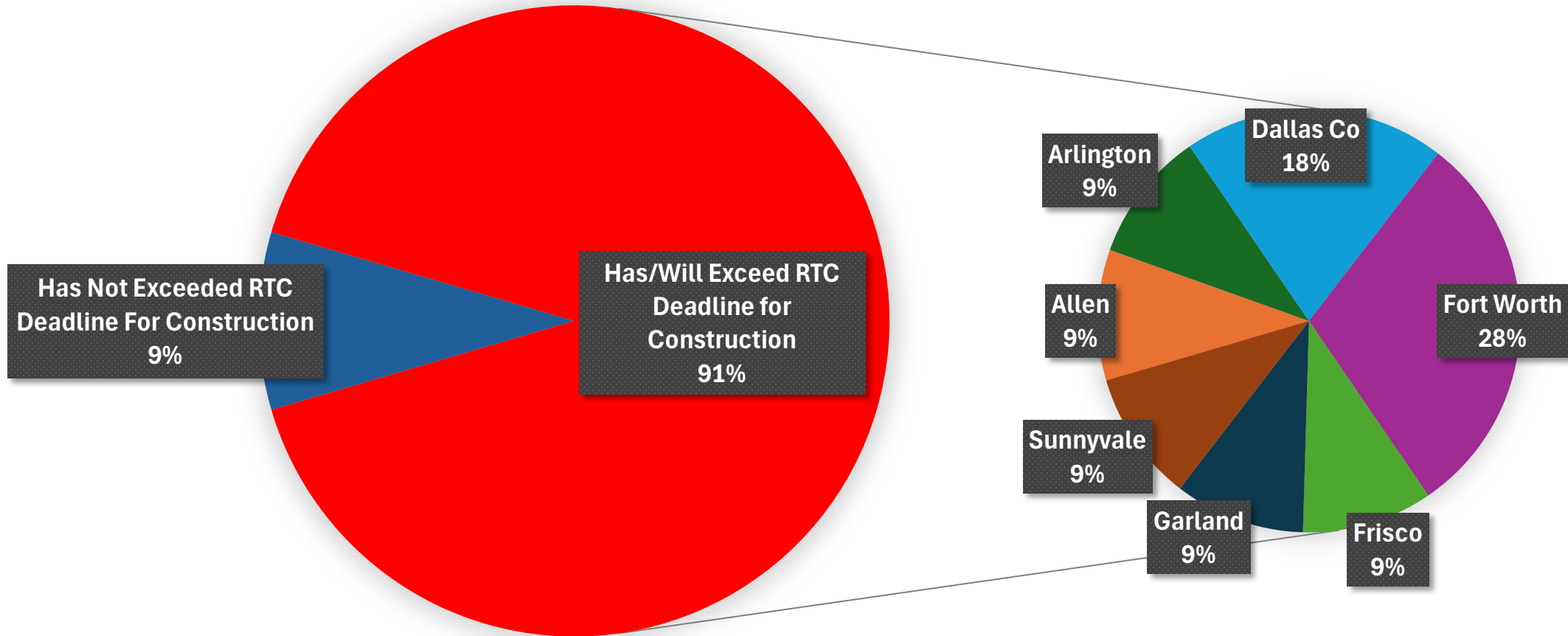
PROJECT SPONSORS WITH STBG PROJECT PHASES DELAYED FOUR OR MORE YEARS

Project Sponsor	Number of Project Phases	Total Funding (Federal)	Years of Delay
City of Dallas	1	\$500,000	4.7
Dallas County	1	\$3,702,280	7.8
Denton County	1	\$10,000,000	5.7
City of Fort Worth	8	\$31,015,007	4.4-8.5
Town of Highland Park	1	\$12,520,000	5.0
NCTCOG	2	\$3,650,000	4.8-5.7
TxDOT-Dallas ¹	1	\$44,648,437	6.0

¹TxDOT implementing TIP 14070/CSJ 0196-07-034 on behalf of the City of Dallas and Klyde Warren Park Foundation



TASA FY2026 PROJECT PHASES THAT EXCEEDED THE RTC DEADLINE FOR CONSTRUCTION



- This chart only represents project phases that were slated for implementation in FY2026
- Based on actual and estimated let dates
- Percentages based on number of phases delayed



PROJECT SPONSORS WITH TASA PROJECT PHASES THAT EXCEEDED THE RTC DEADLINE FOR CONSTRUCTION

Project Sponsor	Number of Project Phases	Total Funding (Federal)	Years Since TASA Deadline
City of Allen	1	\$3,200,000	0.3
City of Arlington	1	\$957,427	0.1
Dallas County	2	\$9,886,203	0.2-0.5
City of Fort Worth	3	\$3,043,908	0.1-0.4
City of Frisco	1	\$4,200,000	0.6
City of Garland	1	\$3,344,389	0.5
Town of Sunnyvale	1	\$1,791,299	0.4



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