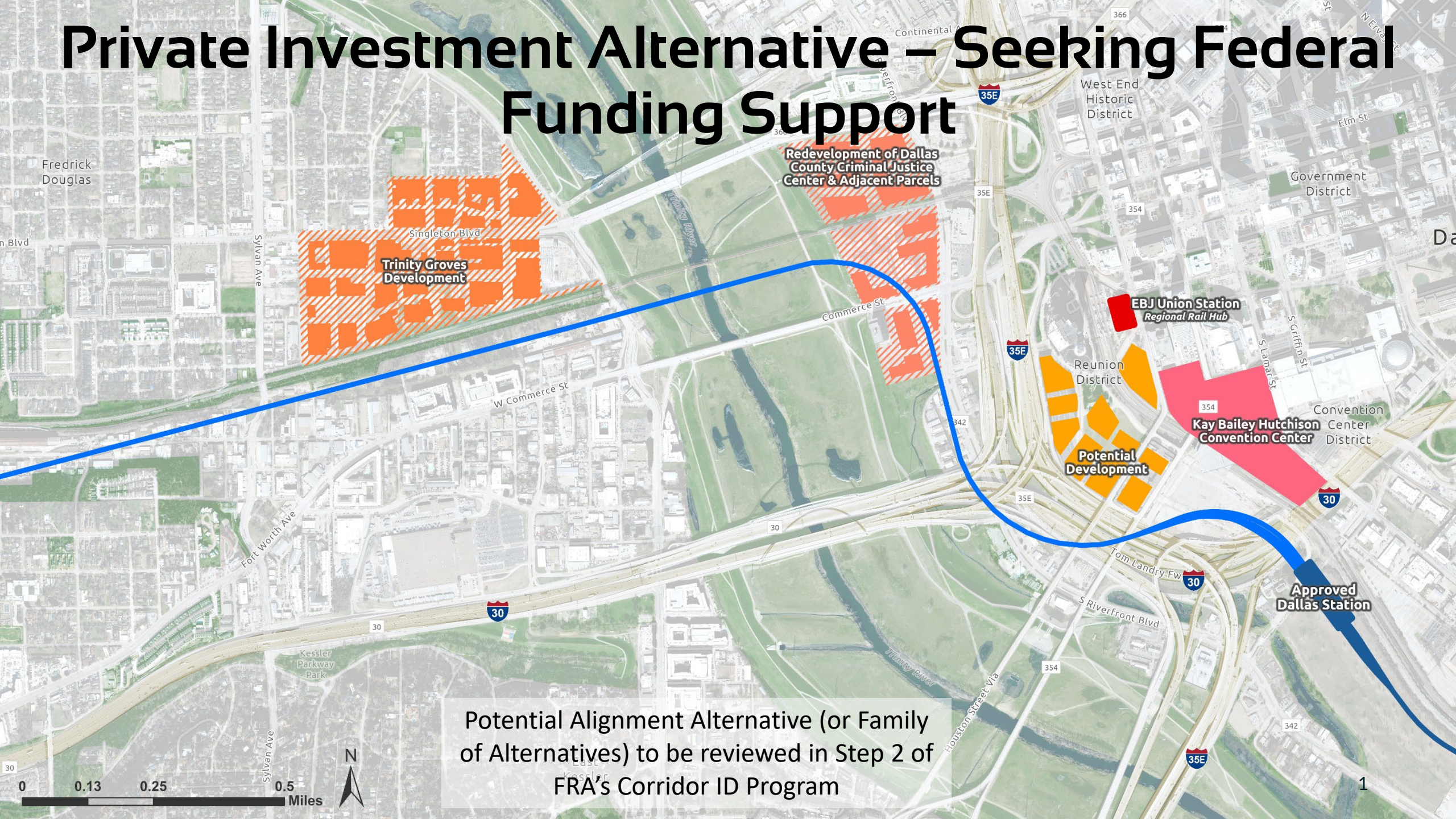
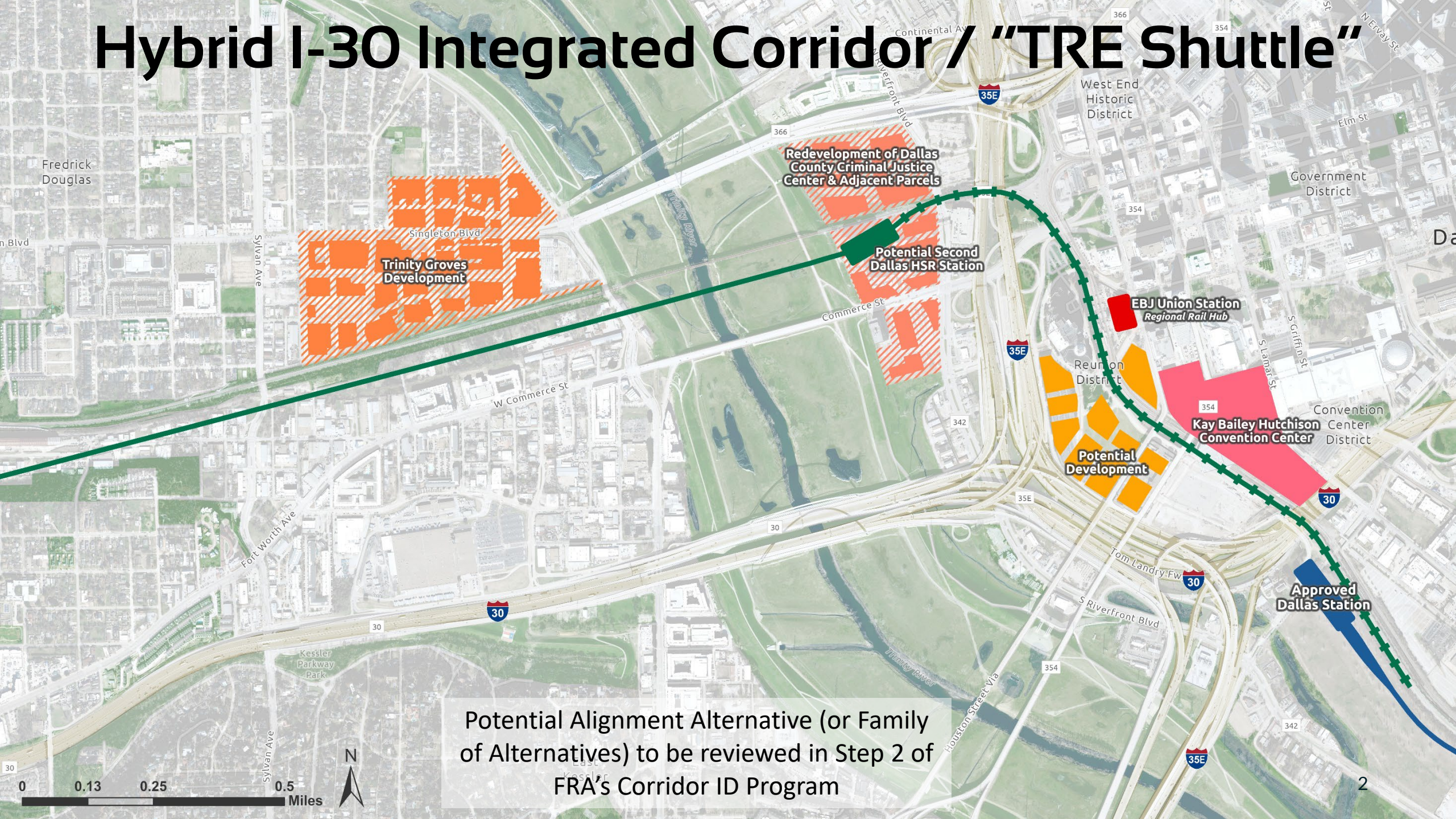


Private Investment Alternative – Seeking Federal Funding Support



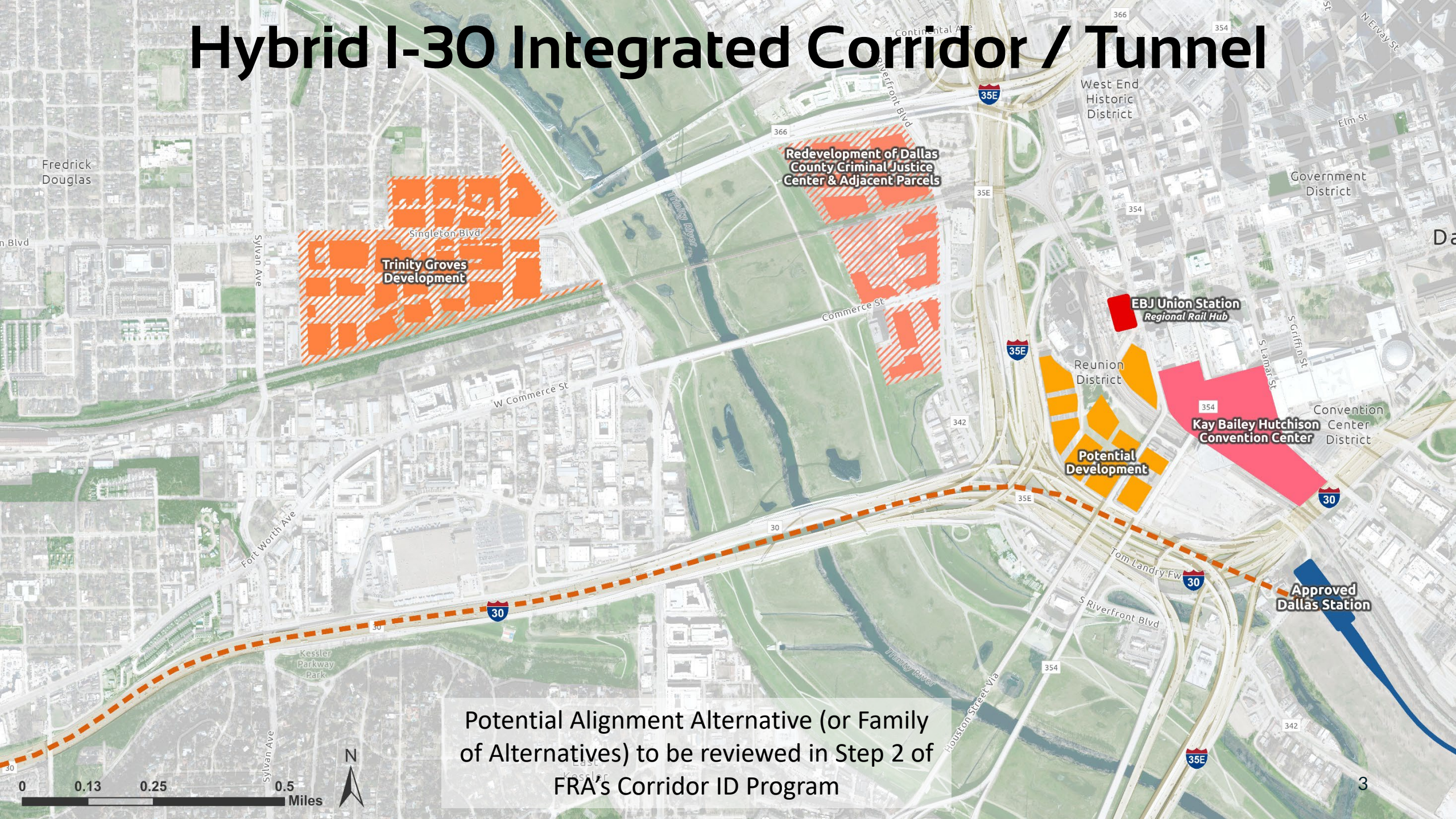
Potential Alignment Alternative (or Family of Alternatives) to be reviewed in Step 2 of FRA's Corridor ID Program

Hybrid I-30 Integrated Corridor / "TRE Shuttle"



Potential Alignment Alternative (or Family of Alternatives) to be reviewed in Step 2 of FRA's Corridor ID Program

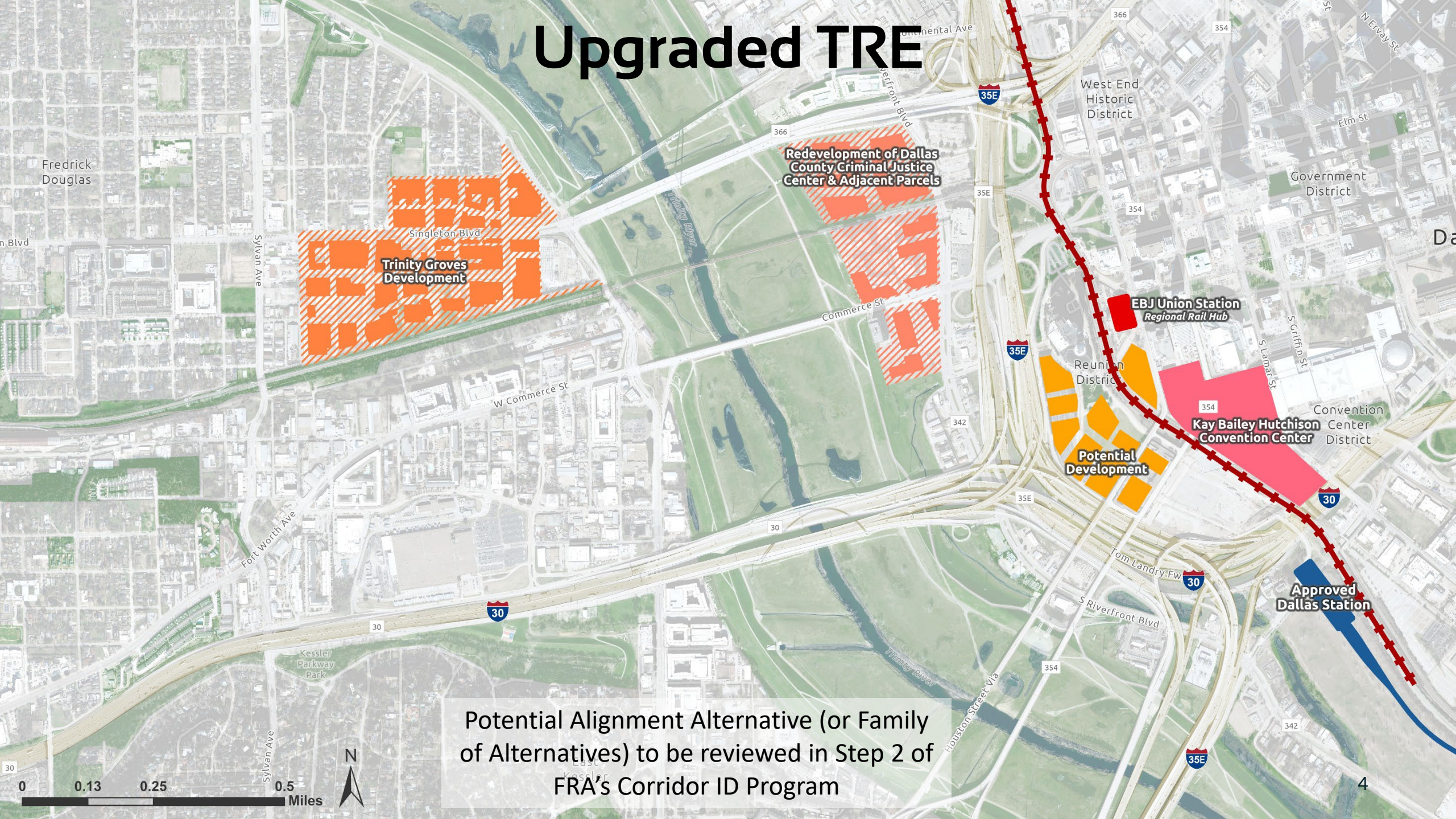
Hybrid I-30 Integrated Corridor / Tunnel



Potential Alignment Alternative (or Family of Alternatives) to be reviewed in Step 2 of FRA's Corridor ID Program








Upgraded TRE



Potential Alignment Alternative (or Family of Alternatives) to be reviewed in Step 2 of FRA's Corridor ID Program

DFW 2025 Transportation Conformity Partner Review Status (11.24.2025)

Partner	Preliminary Comments	Final Comments	Approval Letter
Environmental Protection Agency		 10.24.2025	
Texas Department of Transportation	 11.21.2025		
Texas Commission on Environmental Quality	 10.22.2025	 11.20.2025	
US Department of Transportation	 11.24.2025		

Regional Transportation Council approved locally on June 12, 2025

 **Comments received and addressed**

 **Final US DOT Conformity Determination**





North Central Texas Council of Governments

**FY2024-2025 National Railroad
Partnership Program (NRPP):
Prairie Creek Road Grade Separation &
East TRE Corridor Improvement Projects**

Regional Transportation Council – Action Item

Jeffrey C. Neal, PTP – Senior Projects Manager – December 11, 2025

NCTCOG Federal Competitive Grant Applications Pending Award Announcements for 2025 Submittals

Grant Program	Application (Project) Name	Award Request	Status
Bridge Investment Program (BIP): Large Bridge Project Grants	<i>IH 345 Connects Project</i> <i>(for TxDOT)</i>	\$ 825M	Selection expected: Dec 2025/Jan 2026
Safe Streets & Roads for All (SS4A) Program: Implementation Grants	<i>Hemphill Street Community Based Safe Streets Project</i> <i>(for Fort Worth)</i>	\$ 12M	Selection expected: Jan/Feb 2026



National Railroad Partnership Program (NRPP) – Overview

Program Purpose:

- Improve American passenger rail assets by funding projects that reduce the state of good repair backlog, improve performance, or expand/establish new intercity passenger rail service, including privately operated services.
- NRPP replaces the Federal-State Partnership (FSP) for Intercity Passenger Rail Program

Application Deadline: ~~January 7, 2026~~
February 6, 2026

National Funding Availability:

Total Funding – \$5,070,784,989

- ~ \$1.06B FY2024 FSP National (*rescinded*)
- ~ \$0.56B FY2024 FSP NEC (*unawarded*)
- ~ \$1.06B FY2025 NRPP
- ~ \$2.39B rescinded CAHSR IIJA appropriations

Minimum/Maximum Award:

- Minimum – None
- Maximum – 80% of Cost per Project
- Maximum per State – None



National Railroad Partnership Program (NRPP) – Overview

Project Eligibility:

1. A project to replace, rehabilitate, or repair infrastructure, equipment, or a facility used for providing intercity passenger rail service to bring such assets into a state of good repair.
2. *A project to improve intercity passenger rail service performance, including reduced trip times, increased train frequencies, higher operating speeds, improved reliability, expanded capacity, reduced congestion, electrification, and other improvements, as determined by the Secretary.*
3. A project to expand or establish new intercity passenger rail service.
4. A group of related projects from the categories above.
5. *The planning, environmental studies, and final design for a project or group of projects described above.*



National Railroad Partnership Program (NRPP) – Overview

Applicant Eligibility (groups included):

1. State (*including the District of Columbia*)
2. Group of states
3. Interstate compact
4. Public agency or publicly chartered authority established by one or more states
- 5. *Political subdivision of a state***
6. Amtrak, acting on its own behalf or under a cooperative agreement with one or more states
7. Federally recognized Indian Tribe



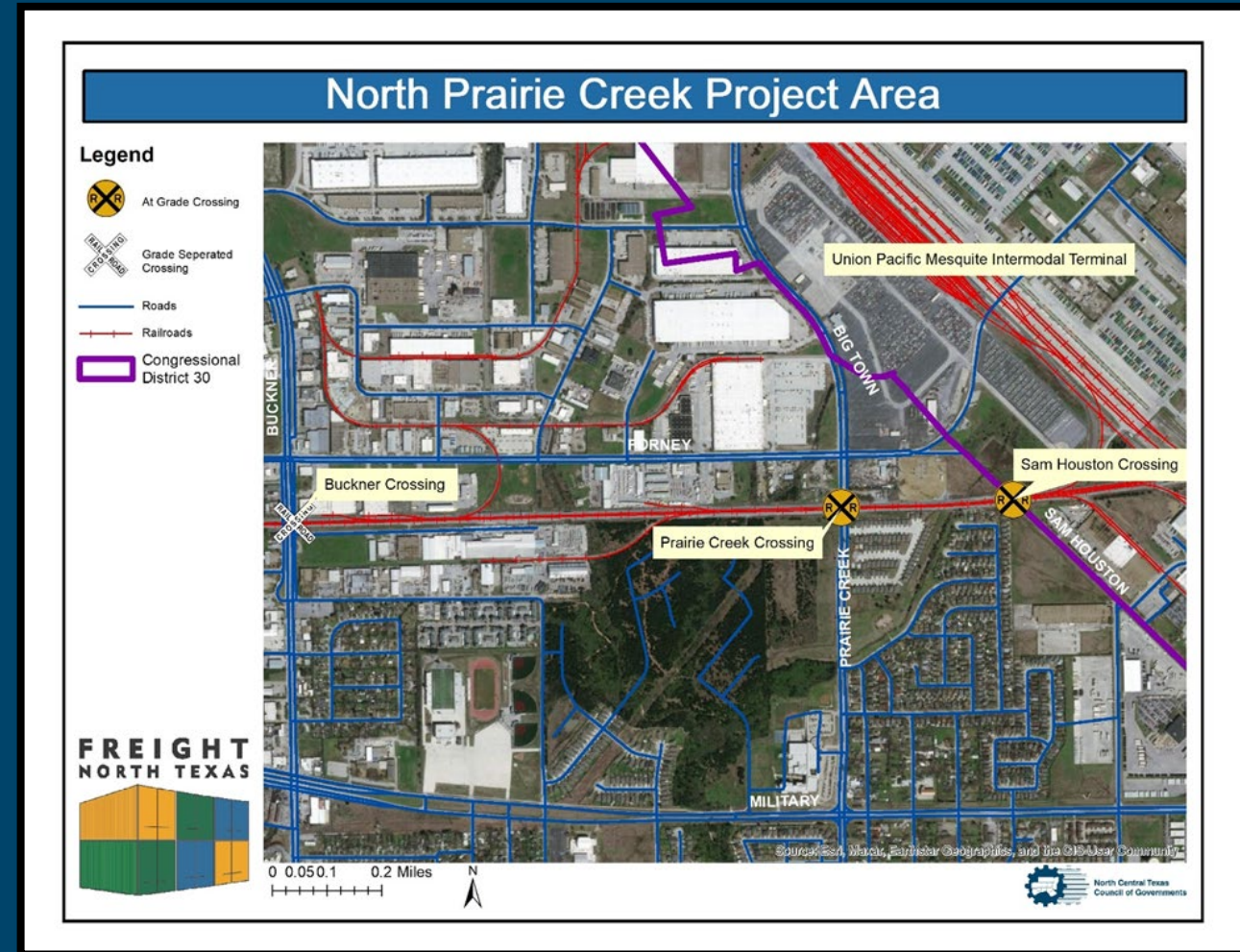
Prairie Creek Road Grade Separation

Project Overview:

- Located in Dallas, Texas
- Located near three Dallas ISD schools (*middle school, high school, and the Ann Richards STEAM Academy*)
- Funding requested for Union Pacific Railroad (UPRR) grade separation construction

Project Partners:

- NCTCOG will submit NRPP application, with city of Dallas as implementing agency
- NCTCOG, Dallas County, and UPRR collaborating as project partners



Prairie Creek Road Grade Separation – Cost/Funding

Prairie Creek Road Grade Separation – Cost/Funding Status						
Non-Federal			Federal			Total Project Cost
City of Dallas	Dallas County	UPRR*	Earmark	NCTCOG (CMAQ)	NRPP Grant Request	
\$9,451,000	\$3,241,000	\$1,500,000	\$1,602,000	\$5,323,000	<u>\$32,898,000</u>	\$54,015,000

* Railroad contribution to be confirmed



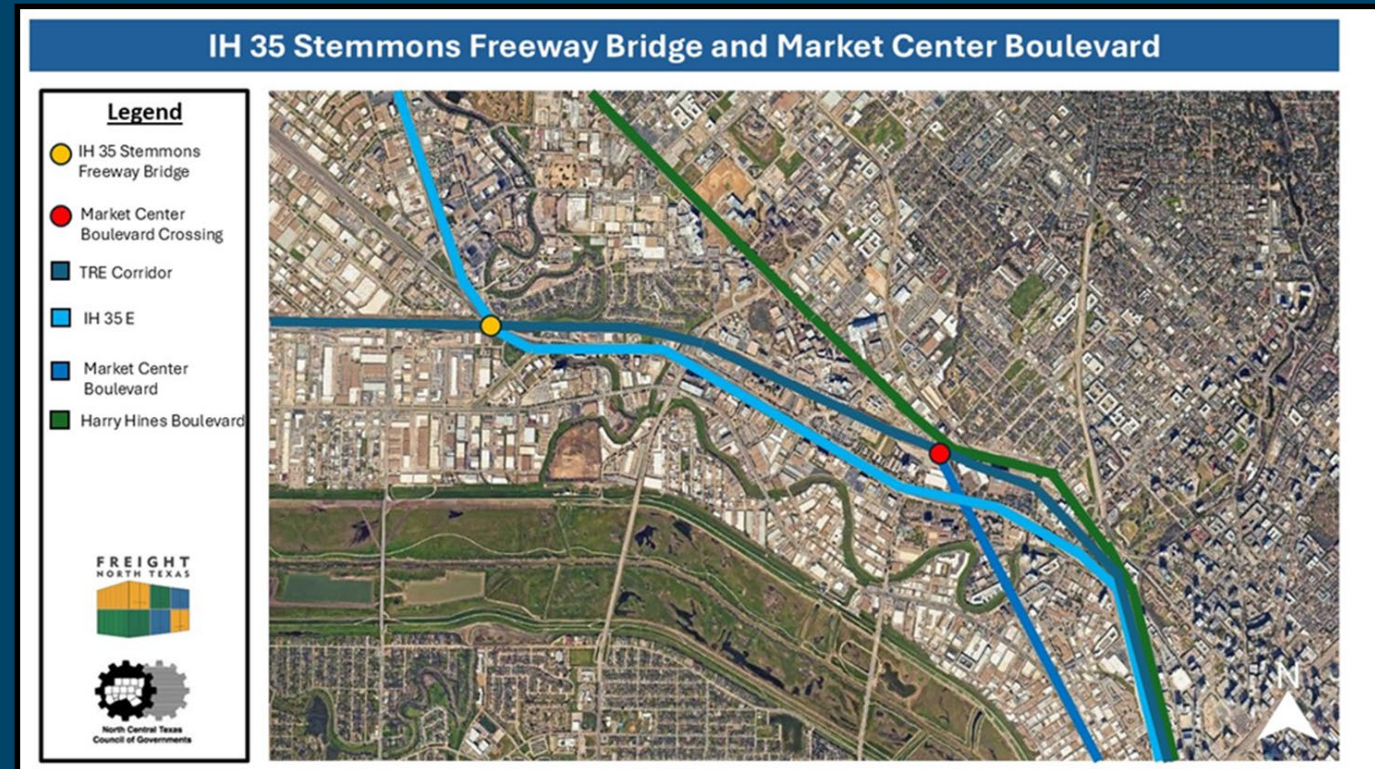
East Trinity Railway Express (TRE) Corridor Improvement

Project Overview:

- Located in Dallas, Texas
- IH 35 Stemmons Freeway Bridge
Planning and design for double tracking
- Market Center Boulevard
Planning and design for reconstruction and grade separation of the railroad crossing

Project Partners:

- NCTCOG will submit NRPP application, with city of Dallas and DART as implementing agencies
- NCTCOG, city of Dallas, TRE, DART, and Amtrak collaborating as project partners



East TRE Corridor Improvement – Cost/Funding

East TRE Corridor Improvement – Cost/Funding Status			
Project Elements	Non-Federal	Federal	Total Project Cost
	RTC Local	<i>NRPP Grant Request</i>	
Market Center Boulevard Grade Separation	\$1,000,000	<u>\$4,000,000</u>	\$5,000,000
IH 35 Stemmons Rail Bridge Double Track	\$800,000	<u>\$3,200,000</u>	\$4,000,000
Total	\$1,800,000	<u>\$7,200,000</u>	\$9,000,000



National Railroad Partnership Program (NRPP) – Schedule

September 23, 2025 NRPP Notice of Funding Opportunity Released

December 5, 2025 STTC Action Item

December 11, 2025 RTC Action Item

~~January 7, 2026 NRPP Application Deadline~~

January 22, 2026 Executive Board ~~Endorsement~~ Approval

February 6, 2026 NRPP Application Deadline



Requested Action – National Railroad Partnership Program

RTC approval for:

- Submittal of applications supporting the *Prairie Creek Road Grade Separation* and *East TRE Corridor Improvement* projects for funding consideration through the FY2024-2025 National Railroad Partnership Program.
- 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 for FY2024-2025 National Railroad Partnership Program awards.

RTC Action Item – December 11, 2025



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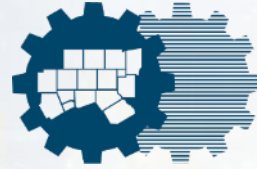


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NCTCOG PRESENTATION

FY2027-2029 MANAGEMENT, OPERATIONS, AND AIR QUALITY PROGRAM

Regional Transportation Council | December 11, 2025



RTC Empasis Areas for 2025

1. Mobility 2050 Plan	June
2. Unified Planning Work Program	September
3. Executive Board Approval of Transportation Department Budget	September
4. RTC Transit Vision Subcommittee Initiation	September
5. RTC Orientation	October
6. RTC (Metropolitan Planning Organization) Federal Certification	October
7. Submittal of Second Transportation Draft to FIFA	October
8. New Traffic Signal Program	November
9. Notification to State on Possible DART Withdrawal Elections	November



RTC: Next 60 Days

1. Responding to City / DART / State Requests on DART Withdrawal Elections	Ongoing
2. FIFA Response to Second DRAFT (Service Test, Withdrawal Refinements)	Ongoing
3. Implications to Federal Government Shutdown	Resolving
4. TxDOT Funding Challenges	Ongoing
5. FRA Rail Corridor ID Program	Ongoing
6. Air Quality Conformity	Ongoing
7. Funding for 2027 – 2029 Management and Operations Program (Mobility Assistance Patrols Program, Van Pool, Traffic Signal Progression +)	December 2025
8. Transit Vision Subcommittee Status Report	January 2026



BACKGROUND

- The Regional Transportation Council (RTC) typically considers extending existing and funding new Management and Operations projects/programs every three years.
 - Includes many legacy projects that the RTC has funded for several years such as the Vanpool Program, Mobility Assistance Patrol, etc.
- The last full review occurred in 2022 and projects were funded through Fiscal Year (FY) 2026.
- Now, recommending funding for FY2027-2029 projects and programs



PURPOSE OF THE PROGRAM

- Provides funding in addition to Transportation Planning Funds (TPF) to conduct operations, planning, and implementation activities
 - Funds items ineligible for TPF
- Assigns resources for RTC priorities and air quality initiatives
- Ensures existing programs and projects can be continued without interruption in FY2027-2029
- Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and regional funds will be proposed for the FY2027-2029 program
- Ensures CMAQ and STBG funding is obligated in a timely manner



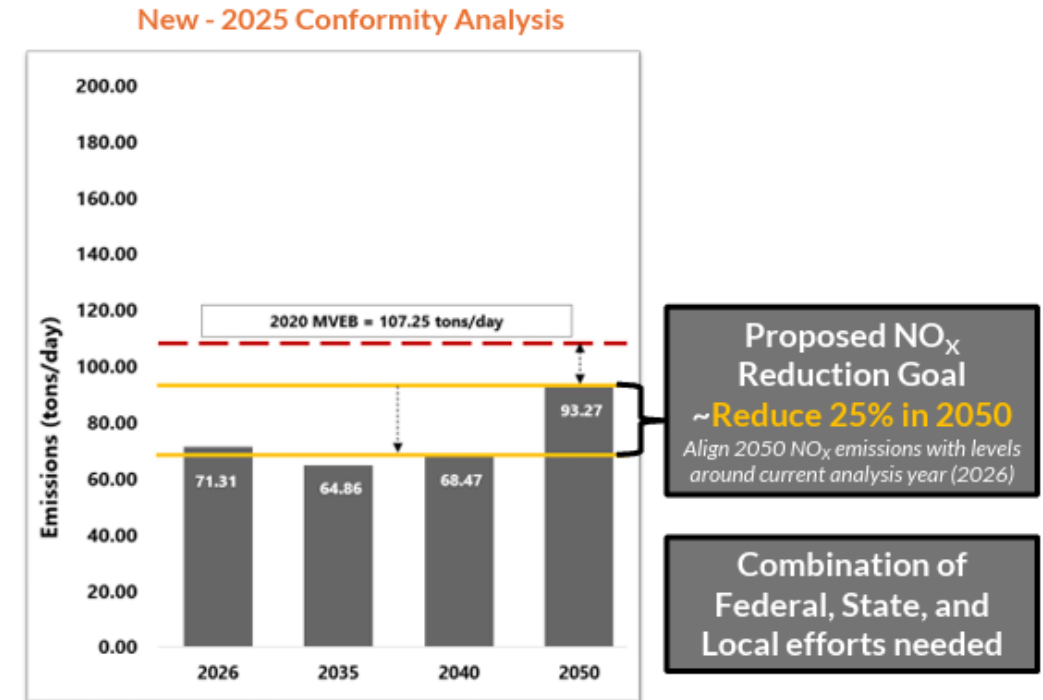
PROGRAM AND PROJECT TYPES

- **Management & Operations (M&O)**
(Mobility Assistance Patrol, Work Zone Data, etc.)
- **NCTCOG-Implemented**
(Project Tracking, Planning Efforts, Data Collection, etc.)
- **Regional/Air Quality Projects and Programs**
(Aviation, Employer Trip Reduction, Regional Traffic Signal Retiming, etc.)



IMPORTANCE OF REGIONAL AIR QUALITY AND M&O PROJECTS

- Air Quality Conformity test results must be below EPA's Motor Vehicle Emission Budget (MVEB).
- Previous RTC air quality projects and programs have allowed region to stay below the budget.
- As we work towards long-range air quality targets, these programs can help tip the scales.



M&O FUNDING SUMMARY FOR THREE YEARS

(\$ IN MILLIONS)

Category	RTC Share
Implementation/Operations Activities (e.g., Auto Occupancy, Special Events, Mobility Assistance Patrol)	\$44.60M
Air Quality Initiatives (e.g., Education, Regional Strategies, Signal Retiming)	\$18.57M
Planning Activities, Data Collection, and Engineering Activities	\$15.77M
Travel Demand Management/Transit (e.g., Employee Trip Reduction and Vanpool Program)	\$5.96M
Total	\$84.90M



DETAILS ON PROPOSED FUNDING (THREE YEARS)

- A portion of the requested funding is to be used by NCTCOG staff to implement regional projects and programs.
- The balance will be passed through to other agencies in the region for pass-through
 - Direct pass-through
 - Indirect pass-through
- ~66% of funding will be pass-through to transportation entities

Category of Expenditure	M&O Funding Amount
NCTCOG-Implemented (staff time for three years)	\$28.47M
Pass-Through	\$56.43M (66%)
Direct Pass-Through (e.g., Vanpool, Signal Retiming)	\$39.69M
Indirect Pass-Through (e.g., Travel Survey, GoCarma)	\$16.74M
Total	\$84.90M



TIMELINE

Meeting/Task	Date
RTC Information	November 13, 2025
Public Involvement	November 2025
STTC Action	December 5, 2025
RTC Action	December 11, 2025



REQUESTED ACTION – FUNDING FOR 2027-2029 MANAGEMENT, OPERATIONS, AND AIR QUALITY PROGRAM

- RTC approval of:
 - Proposed projects and programs listed in Electronic Item 6.3
 - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate these changes

RTC Action Item – December 11, 2025



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MTP POLICY BUNDLE

Regional Transportation Council





December 11, 2025

MTP POLICY BUNDLE:

SWEAT EQUITY TO REDUCE LOCAL FUNDING OBLIGATIONS

-  Set of policies from the MTP
-  Voluntary participation
-  Advances regional priorities like safety, air quality, transit
-  Rewards qualifying entities with TDCs

TRANSPORTATION DEVELOPMENT CREDITS

-  Toll road investment ~a decade ago incentivized by federal government
-  Regional pot of TDCs available for use in the Policy Bundle Program
-  Substitute for required local match for federal projects
-  Frees up local cash to use for other priorities

HISTORY

2016 | Round 1 • 11 awardees

2017 | Round 2 • 15 awardees

2018 | Round 3 • 14 awardees

2020 | Round 4 • 22 awardees

2023 | Round 5 • 16 awardees

Evolution over time from documenting actions already taken to encouraging outcome-based implementation

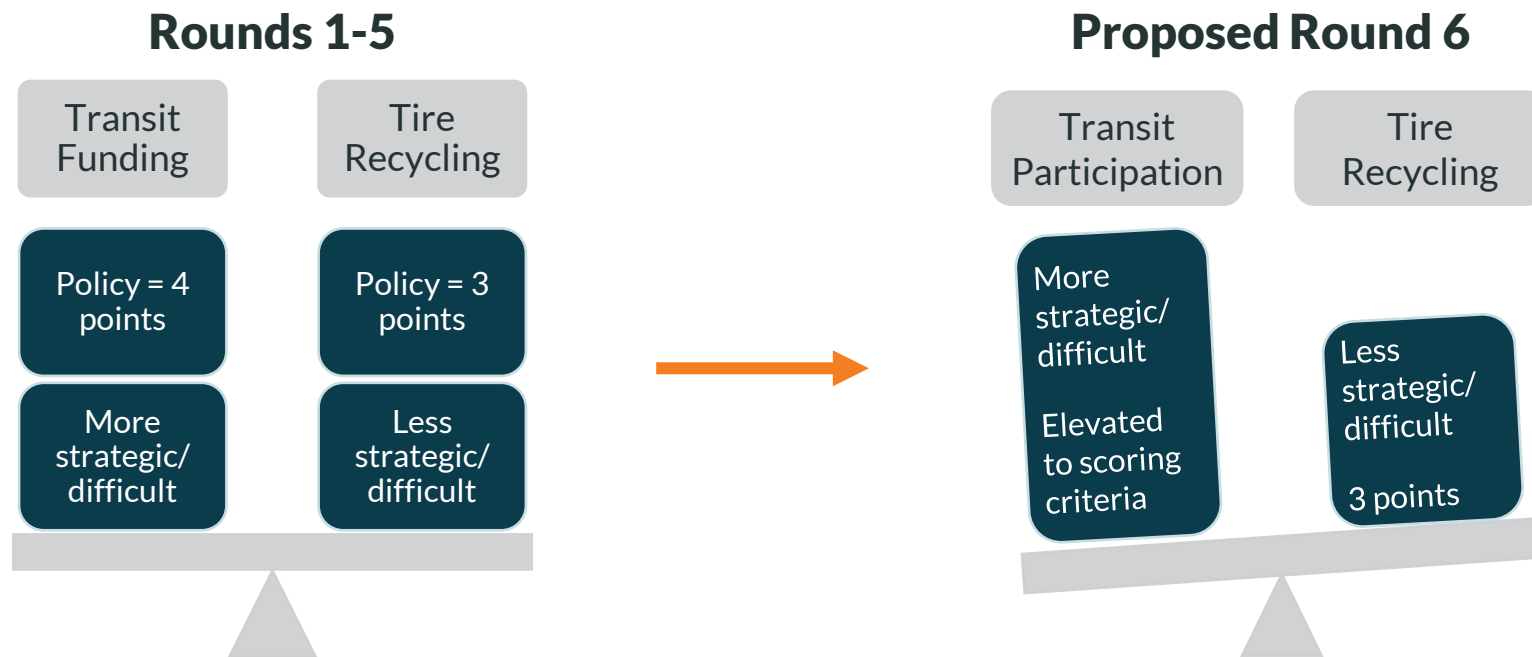
Biennial program:

Round 6 =
30 million TDCs over
two-year period

LESSONS FROM PRIOR ROUNDS

In Rounds 1-5, policies weighted the same despite large variation in difficulty levels or priority

EXAMPLE



TRANSIT 2.0 DIRECTION

- Transit 2.0 Conclusion: Policy Bundle underutilized as a transit incentive
- Consultant Recommendation: Increase incentives for transit-supportive actions (transit funding, land use)

DRAFT POLICY LIST – ROUND 6

Air Quality & Environment

Clean Fleet

Tire Recycling

Idling Restrictions

Stormwater

Air Quality Improvement Plan

Technology & Innovation

ITS Integration

Advanced Air Mobility

Uncrewed Aircraft Systems

Safety & Multimodal Transportation

Roadway Safety

Transit Partnerships

Railroad Safety

Traffic Incident Management

Asset Management

Regional Trip Reduction

Cities Providing Transit

Land Use & Development

School Access & Siting

Street Connectivity

Freight-Oriented Development

Land Use Strategies

Parking Management

Strategic Density

EXPANDED OPTIONS FOR TRANSIT AUTHORITIES AND THEIR MEMBER CITIES

Air Quality & Environment

Clean Fleet

Tire Recycling

Idling Restrictions

Stormwater

Air Quality Improvement Plan

Technology & Innovation

ITS Integration

Advanced Air Mobility

Uncrewed Aircraft Systems

Safety & Multimodal Transportation

Roadway Safety

Transit Partnerships

Railroad Safety

Traffic Incident Management

Asset Management

Regional Trip Reduction

Cities Providing Transit

Land Use & Development

School Access & Siting

Street Connectivity

Freight-Oriented Development

Land Use Strategies

Parking Management

Strategic Density

TRANSIT AUTHORITY SCORING



6 policies
needed to
qualify

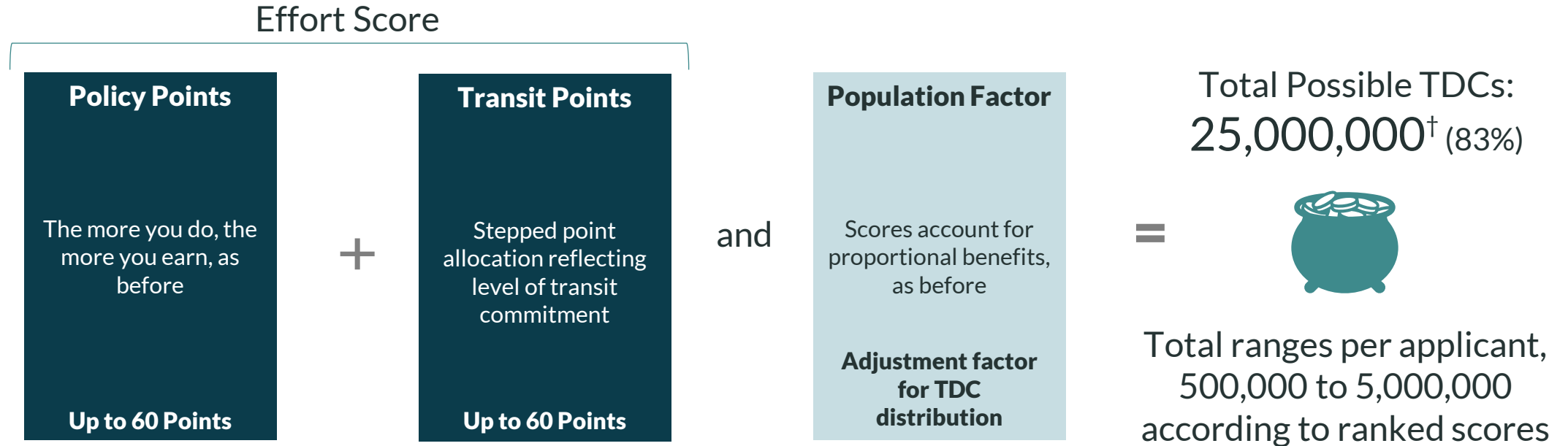
Transit Authority Size	Maximum TDC Award
Small (DCTA)	1,000,000
Medium (Trinity Metro)	1,500,000
Large (DART)	2,500,000

Total Possible TDCs:
5,000,000 (17%)



Unallocated awards from
this pot become available
to cities

PROPOSED SCORING STRUCTURE: TRANSIT PARTICIPATION AS A FACTOR



CITY SCORING: TRANSIT POINTS

Transit Status	Example City	Points
None		0
Contract Service (Other than Transit Authority)		Earn points in policy list
Local Government Corporation (LGC) (Small Amount)/ Small Contract with Authority	Frisco	10
LGC 3/8 Cent	Grapevine	30
1/2 Cent Cities	Fort Worth, Denton	40
Full Transit (1 Cent Cities)	Dallas	60

CITIES PROVIDING TRANSIT ON THEIR OWN

(MAXIMUM 10 POINTS; APPLY IN POLICY BUNDLE)

Service Level	Points
Qualified Person Only Service (Elderly, Disabled, etc.)	5
General Access Contract Service (Third-Party)	10

EXAMPLE SCORES AND AWARDS

SAMPLE

Name	Population	Transit	Policy	TDCs
Dallas	1,385,989	60	49	3,900,000
Fort Worth	1,033,932	40	37	2,900,000
Plano	299,262	60	45	2,200,000
Irving	266,162	60	31	2,000,000
Lewisville	140,880	40	34	1,500,000
Farmers Branch	40,246	60	22	1,500,000
North Richland Hills	74,859	30	37	1,300,000
Arlington	413,955	0	31	1,100,000
Frisco	235,615	10	34	1,100,000
Grapevine	52,346	30	15	900,000
Mesquite	157,436	0	27	700,000
Grand Prairie	215,210	0	19	600,000
Other Cities (4)	-	-	-	5,300,000

Total: 25,000,000

SCHEDULE

2025 Activities

Date	Item
October 24	STTC (Information)
November 13	RTC Transit Vision Subcommittee (Information) RTC (Information) - Item Delayed to Next Meeting
December 6	STTC (Action)
December 11	RTC (Information)

2026 Activities

Date	Item
January 8, 2026	RTC (Action)
January - February	Policy list available for review
March	Round 6 opens
April	Early deadline
May	Final deadline
June	Application scoring and notification
July	STTC - awards (Information)
August	RTC - awards (Information) STTC - awards (Action)
September	RTC - awards (Action)
October	Round 6 TDCs available for use by awardees

CONTACT US



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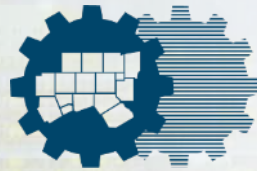
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NCTCOG PRESENTATION

PROJECT STATUS REPORT: MPO MILESTONE POLICY AND FY2025/FY2026 PROJECT TRACKING UPDATE

Regional Transportation Council | December 11, 2025

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)2025/2026 Project Tracking
 - Focuses on projects slated for implementation in FY2025 and 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 actions if needed to avoid accumulation of carryover balances



MPO MILESTONE POLICY ROUND 2 STATUS UPDATE



SUMMARY OF PROJECTS THAT HAVE NOT GONE TO CONSTRUCTION (DECEMBER 2025)¹

PROJECT CATEGORIES	NUMBER OF PROJECTS	PROJECT RATING	TOTAL FUNDING OF PROJECTS
Scheduled Letting CY2025	1	High Risk	\$550,000
Scheduled Letting CY2026	5	Medium Risk	\$80,441,988
Scheduled Letting FY2027	1	Low Risk	\$212,015,095
Total	7		\$293,007,083

1: To date, 14 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 2025 PROJECT TRACKING



END OF YEAR SUMMARY OF FY2025 CMAQ, STBG, TASA, AND CRP FUNDING

Funding Category	Total Federal Funding Available ¹	Federal Funding Obligated (2025) ^{2, 3, 4}	FY2025 Project Phases ⁵		Project Phases Obligated to Date	Percentage of Project Phases Delayed
	September 2025	September 2025	Oct. 2024	Sept. 2025	September 2025	September 2025
CMAQ	\$174,945,522	\$46,237,079	39	22	20	49%
STBG	\$180,037,654	\$112,706,211	63	36	35	44%
TASA	\$41,734,302	\$3,517,268	9	4	4	56%
CRP	\$25,563,965	\$25,563,965	2	2	2	0%

Notes:

¹ Apportionment plus carryover

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

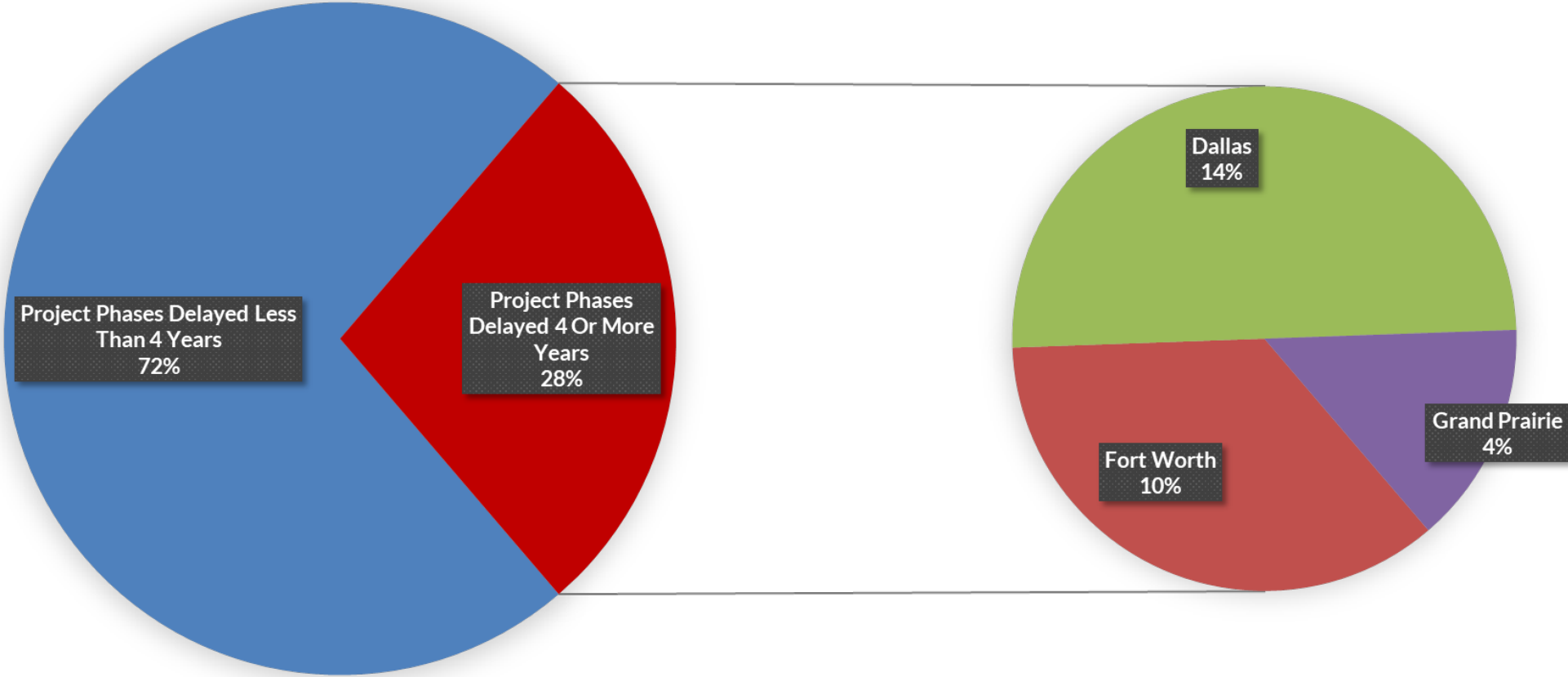
³ Obligation amounts as of 9/30/2025

⁴ When applicable, obligated amounts include funding issued on multiple projects through pre-award authority which may result in obligated funding being greater than available funding

⁵ Decreased due to phases being delayed to a later fiscal year or removed altogether



CMAQ FY2025 PROJECT PHASES DELAYED 4 OR MORE YEARS BY AGENCY



- This chart only represents project phases that were slated for implementation in FY2025
- Transit projects not included and will be reviewed separately

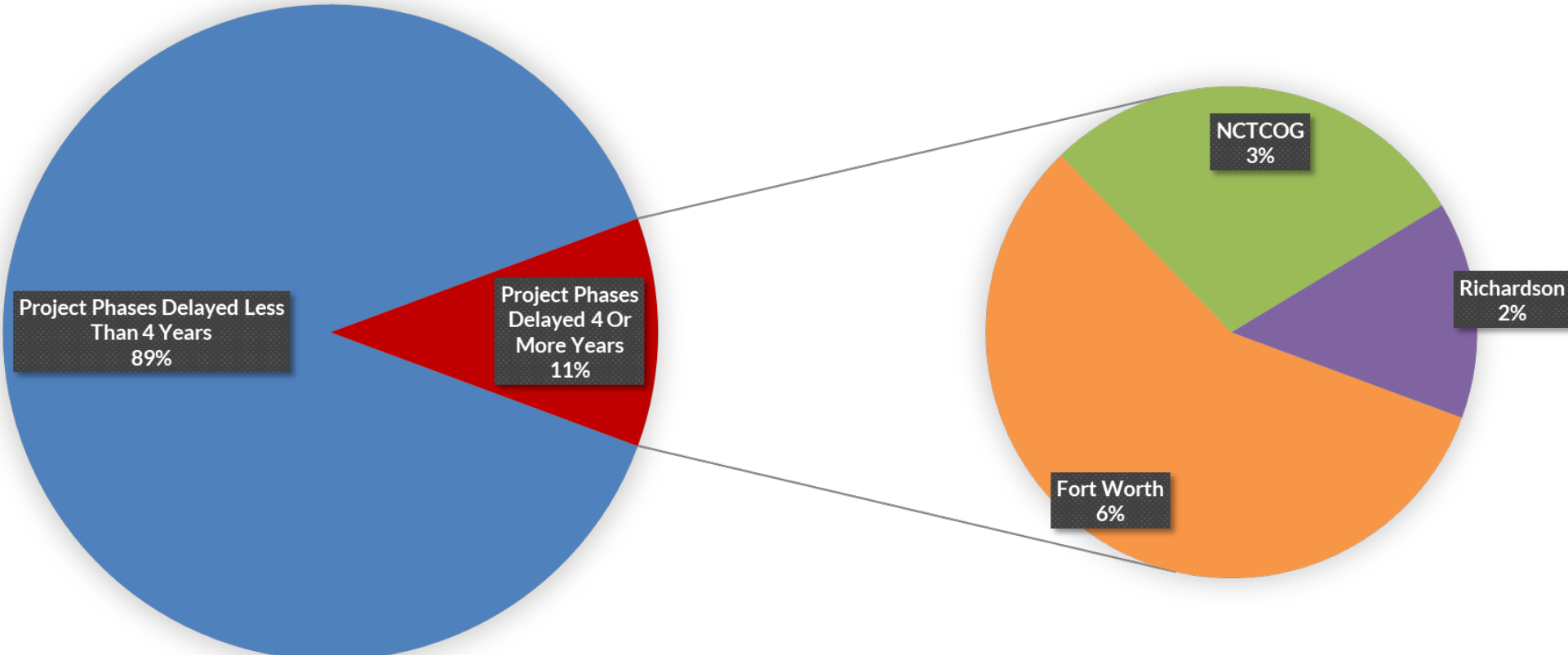


PROJECT SPONSORS WITH CMAQ PROJECT PHASES DELAYED 4 OR MORE YEARS

Project Sponsor	Number of Project Phases	Total Funding (Federal)	Years of Delay
City of Dallas	7	\$6,810,000	4-7.5
City of Fort Worth	5	\$19,920,075	4.7-8.4
City of Grand Prairie	2	\$568,830	5.6-5.7



STBG FY2025 PROJECT PHASES DELAYED 4 OR MORE YEARS BY AGENCY



- This chart only represents project phases that were slated for implementation in FY2025
- Transit projects not included and will be reviewed separately



PROJECT SPONSORS WITH STBG PROJECT PHASES DELAYED 4 OR MORE YEARS

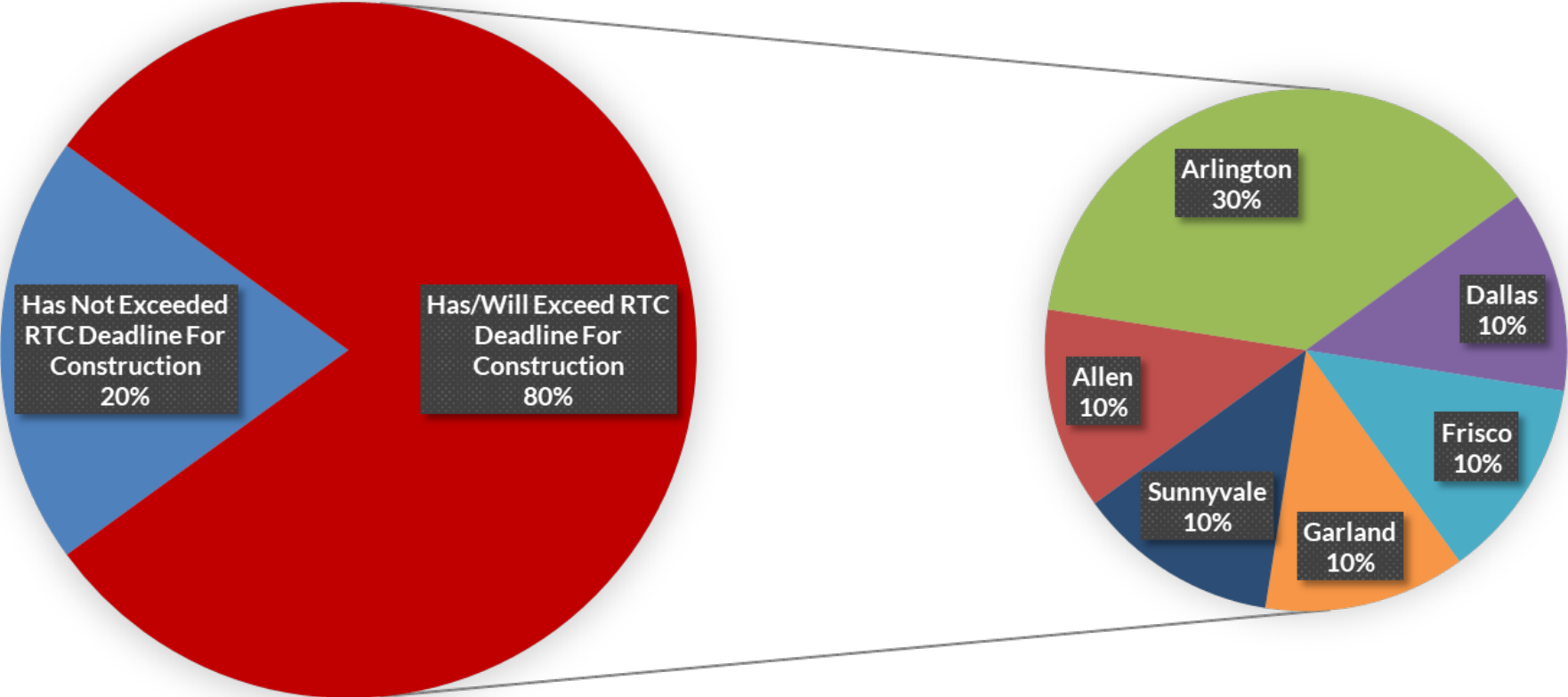
Project Sponsor	Number of Project Phases	Total Funding (Federal)	Years of Delay
City of Fort Worth	4	\$14,450,953	4.4-8.4
NCTCOG ¹	2	\$4,000,000	4.2
City of Richardson	1	\$1,542,668	4.3

Note:

¹TIP 21028/CSJ 0918-47-364: High Speed Rail (HSR)/Cedars Planning Study has been delayed due to ongoing regional discussions re. HSR alignment, and TIP 21044/CSJ 0918-47-380 is to be cancelled via the 2027-2030 TIP Development



TASA PROJECT PHASES THAT HAVE EXCEEDED THE RTC DEADLINE FOR CONSTRUCTION



- This chart only represents project phases that were slated for implementation in FY2025
- Based on actual and estimated let dates



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

Project Sponsor	Number of Project Phases	Total Funding (Federal)	Years Exceeding TASA Deadline	Years of Delay
City of Allen	1	\$3,200,000	0.1	1.1
City of Arlington	3	\$4,867,533	0.1-1.6	0.7-1.8
City of Dallas	1	\$3,836,092	2.8	3.8
City of Frisco	1	\$4,200,000	0.6	1.5
City of Garland	1	\$3,344,389	0.5	1.7
Town of Sunnyvale	1	\$1,791,299	0.1	0.9



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
	October 2025			
CMAQ	\$210,703,025	\$3,558,000	60	2
STBG	\$199,143,095 ⁴	\$4,175,000	112	5
TASA	\$59,470,216 ⁴	\$0	11	0
CRP	\$19,831,396	\$0	2	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 11/26/2025

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



NEXT STEPS

- It is important to note that the summary of delayed projects is not a comprehensive list of projects, only phases in 2025.
 - Multi-year delays are a much more widespread issue
 - NCTCOG plans to bring a future item with a broader analysis across all years
- Additionally, NCTCOG is considering recommending potential penalties for agencies with significant project delays, including restricting access to Transportation Development Credits and/or funding for new projects.



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NCTCOG PRESENTATION

Off-System Rail Grade Separation State Fund Program

Regional Transportation Council | December 11, 2025

Michael Johnson, Principal Transportation Planner

Off-System Rail Grade Separation State Fund Program

Program Overview – Funding, Applications, Eligibility, and Delivery Details

Key Points

- Program is focused specifically on projects located **off** the TxDOT system.
- Projects must be for the construction of a grade separation structure that will either eliminate one or more adjacent at-grade rail-highway grade crossings **or** provide a grade-separated pedestrian-rail crossing.
- The project sponsor must be a political subdivision of the state (e.g., county, city, special district, ISD) with **jurisdiction** over project location.

The screenshot shows the Texas Department of Transportation website. At the top, there are navigation links for 'Careers', 'Contact us', and 'English'. Below that is the TxDOT logo and a search bar. The main heading is 'Off-System Rail Grade Separation State Fund Program'. The text below explains that Senate Bill 1555 established the program, authorized under Transportation Code § 471.010, providing financial assistance to eligible governmental entities. A 'Questions?' box contains contact information: 'RBD_RailPlan@txdot.gov' and '737-343-4470'. The 'Program overview' section states funding is available for project development and construction of grade-separated pedestrian-rail crossings. The 'Project eligibility' section lists four criteria: 1. be for the construction of a grade separation structure that will either eliminate one or more adjacent at-grade rail-highway crossings or provide a grade separated pedestrian-rail crossing; 2. be located off the state highway system (roadways that are not under TxDOT's jurisdiction); 3. increase public safety, enhance economic development, or reduce traffic; and 4. constitute a logical, self-contained unit of work that can be constructed as an independent project whether it is proposed as an independent project or as apart of a larger transportation project. The 'Program funding may be used for the following:' section lists: Planning, detailed design activities including preparation of construction plans, environmental, right of way (ROW) acquisition, and utility adjustment; and Project construction. The 'Eligible project sponsor' section states the project sponsor must be the political subdivision of the state (e.g., counties, cities, special districts, and school districts) that has jurisdiction over the project's location, authority to undertake the project, and authority to enter into an agreement with TxDOT. The '2025 Call for projects' section states TxDOT will hold a Call for Projects beginning November 3, 2025. This Call for Projects will consist of a Preliminary Application and a Detailed Application. The applications will be web-based, submitted online through TxDOT's Rail Division website. There is no limit to the number of projects sponsors can submit. The Preliminary Application is designed to capture high-level project details, enabling the Committee to assess funding eligibility, challenges encountered by the community by the rail grade crossing, benefits created by the proposed project, and initial project readiness. If a proposed project is selected for further evaluation, project sponsors will then complete a Detailed Application. The Detailed Application requests additional details, including, but not limited to, project complexity, project costs, letters of support, a conceptual layout or design plan if applicable, and ability to meet non-State match requirements. Through the Call for Projects, selected projects will be recommended to the Texas Transportation Commission for final approval and awards.

Off-System Rail Grade Separation State Fund Program

Program Overview – Funding, Applications, Eligibility, & Delivery Details

- Available Funding – \$250M
- Call for Projects – November 3, 2025
- Preliminary Application Due – November 14, 2025
- Detailed Application Selection – November 30, 2025
- Detailed Application Due – January 19, 2026
- No Application Limit per Sponsor
- Project Selection – 90% Urban/10% Rural
- Sponsor Eligibility:
 - Political subdivision of state (*e.g., county, city, special district, ISD*) with jurisdiction over project location
 - Authority to undertake project and enter into agreement with TxDOT
- Non-State Funding Match:
 - 10% minimum (*economically disadvantaged county adjustment possible per Transportation Code 222.053*)
 - Participating railroad must share in the project cost in accordance with 23 CFR 646.210
 - Federal funds can be used
- Project Delivery:
 - Before funding, sponsor must execute TxDOT agreement, demonstrate required public involvement has been provided, and complete environmental documentation
 - TxDOT agreement must be executed within ONE year of Commission award & construction initiated within THREE years of Commission award
 - TxDOT will be responsible for project inspection, final acceptance, and certification

Off-System Rail Grade Separation State Fund Program

Regional Projects Selected For Detailed Applications

City of Dallas:

- Prairie Creek Road and UPRR
- Westmoreland Road and Multiple Railroads

City of Fort Worth

Decatur Avenue/23rd Street and Multiple Railroads

Tarrant County

Bonds Ranch Road and Multiple Railroads

City of Haslet

Avondale-Haslet Road and BNSF



Courtesy of NCTCOG

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Regional Public Transportation Agency Safety Plan Transit Safety Performance Measures – Crime Data Request

Karla Windsor, Senior Program Manager
Regional Transportation Council | 12.11.2025

Public Transportation Agency Safety Plan

Public Transportation Agency Safety Plans (PTASP) are a means for transit providers and Metropolitan Planning Organizations to monitor and improve the safety of transit systems under their jurisdiction.

PTASP requirements focus largely on safety measures and agencies' priorities to reduce risk. Provider targets are established annually, while regional safety targets are established every four years.

The five required groups of performance measures are listed below:

- **Safety Events**
- **Fatalities**
- **Injuries**
- **Assaults on Transit Workers** [New Measure added in April 2024]
- **System Reliability**



Role of Security in Transit

Safety reports are provided to the Federal Transit Administration, and summarized data is published in the National Transit Database (NTD).

Crime data in NTD is only limited to significant incidents within the transit environment.

Agencies with dedicated law enforcement report in the National Incident-Based Reporting System (NIBRS) with the Federal Bureau of Investigation (FBI).



National Transit Database: *Identifying Crime Related Data*

The NTD program collects and releases data on safety and security events.

Transit agencies provide a Major Event Report (S&S-40) for severe events that occur *within* a transit environment, this includes suicides, homicides, assaults, terror events, and other security-related events.

A reportable event is one that (1) meets the event definition AND (2) meets one or more of the following thresholds:

- A fatality confirmed within 30 days (including suicide)
- An injury requiring transport away from the scene for medical attention for one or more persons
- Property damage equal to or exceeding \$25,000
- An evacuation for life safety reasons
- Collisions involving transit roadway revenue vehicles that require towing away of a transit roadway vehicle or other non-transit roadway vehicle due to disabling damage.

NTD – S&S Time Series (2024)	DART	Trinity Metro	DCTA
Security Total	120	0	0
Assault Events	80	0	0
Other Security Events	40	0	0



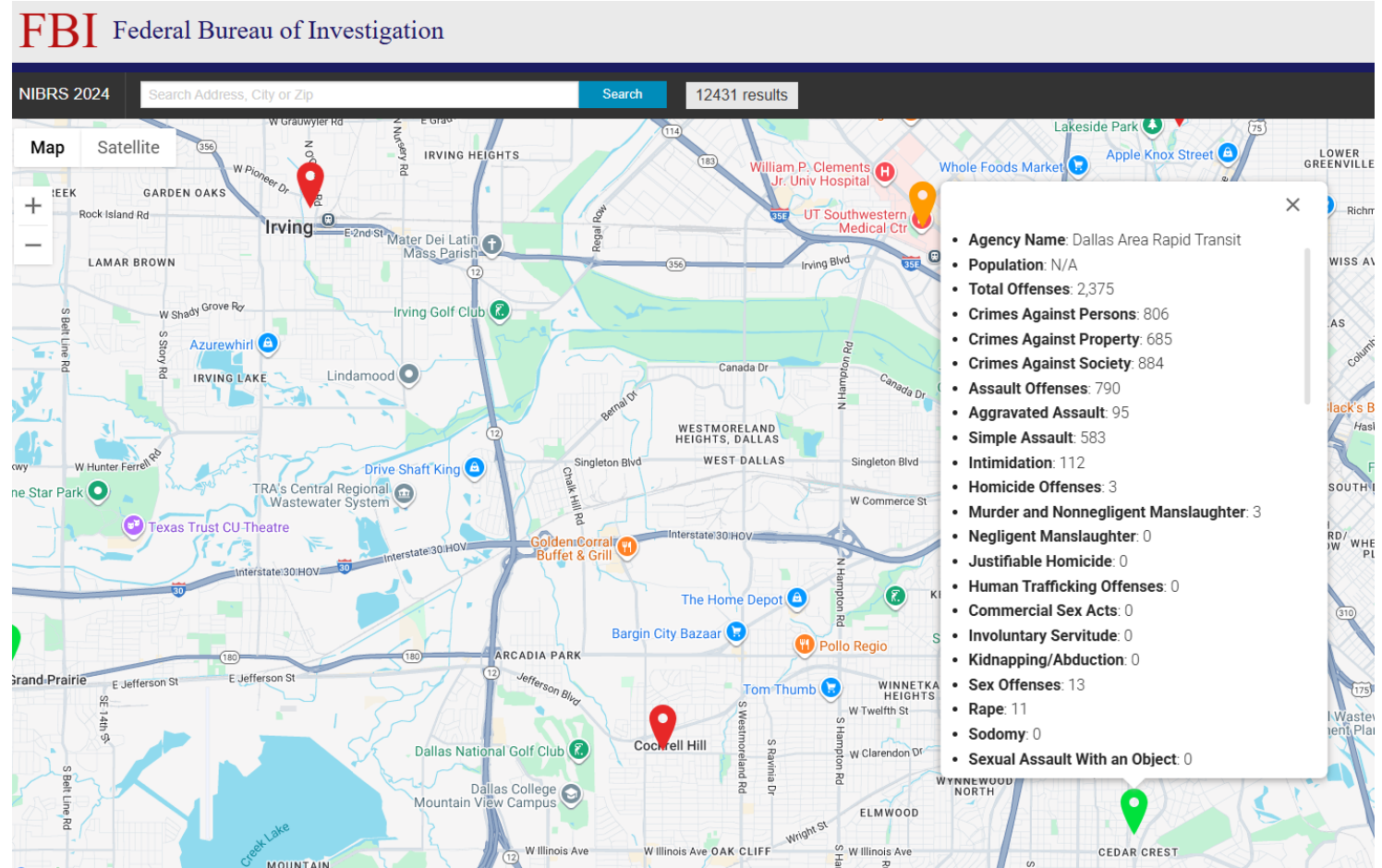
National Incident-Based Reporting System

Implemented in 2021 to improve the overall quality of crime data collected by law enforcement.

Dallas Area Rapid Transit (DART) is the only transit agency with a dedicated law enforcement and shares quarterly reports with board.

Annually, DART shares data with FBI and reports Offenses and Arrests by facility online.

FBI verifies data and posts on their portal map by incident.



National NIBRS 2024 Map available at <https://nibrs.fbi.gov/2024/>



Integrating into PTASP Measures

NTD Major Event Incidents

- Crime data is already categorized under Major Events.
- Staff will continue to collect and evaluate data for performance targets.
- Evaluate need to review security events separately.

NIBRS Reporting

- Utilized by agencies that have dedicated law enforcement.
- Staff can continue to monitor and ensure annual data is posted online.
- Due to differences with NTD/PTASP, recommended to evaluate independently.



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Federal Electric Take off and Landing (eVTOL) Integration Pilot Program

Program Overview – Purpose, Eligibility and Key Constraints

Purpose

- Demonstrate, evaluate, and accelerate safe integration of electric Vertical Takeoff and Landing (eVTOL) aircraft into U.S. airspace and airport environments.
- Generate operational data to inform FAA policy, certification, infrastructure standards, and community integration.

Eligibility & Key Constraints

- **Aircraft:** American-manufactured eVTOL (or comparable electric aircraft) in active FAA certification; capable of near-term flight demonstrations.
- **Participants:** Airport sponsors, OEMs, operators, vertiport/infrastructure firms, research partners, and public agencies.
- **Program Nature:** Non-funded pilot—participants are expected to carry their own costs; in-kind contributions encouraged.
- **Safety & Compliance:** Must operate under applicable FAA approvals (e.g., Part 135/experimental/exemptions) and local airport policies.



**ELECTRIC VERTICAL TAKEOFF AND LANDING AND
ADVANCED AIR MOBILITY AIRCRAFT INTEGRATION
PILOT PROGRAM
PARTICIPANT SELECTION**

**SCREENING INFORMATION REQUEST
697DCK-25-R-00445**

Date: September 09, 2025

Federal Electric Take off and Landing (eVTOL) Integration Pilot Program (Con't)

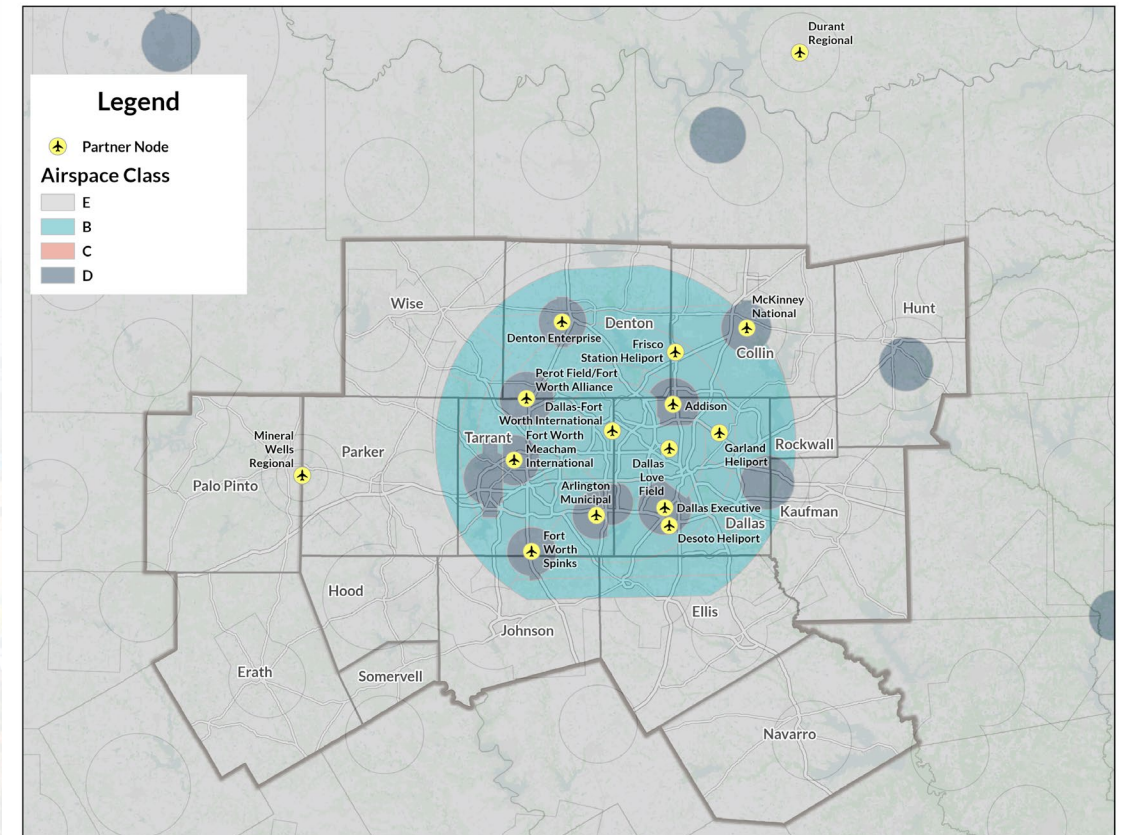
What we're doing: Applying to FAA's eIPP to test electric aircraft for short cargo and shuttle trips in North Texas.

Who's involved: Regional airports/heliports (DFW, Alliance, Meacham, Arlington, Mineral Wells, others), aircraft makers (**BETA, Archer, Joby, Wisk**), operators, Atlantic/Skyports, and local universities (CAAT/Texas A&M, UNT, UTA, SMU).

How it runs: A 3-year rollout starting with two routes, using shared labs/data and local micro-weather tools.

Money model: No grant funds, partners bring their own aircraft, crews, and equipment; NCTCOG may use limited local funds for coordination.

Why it matters: Proves safety and benefits, supports jobs and investment, and builds a scalable playbook for AAM in our region.





NCTCOG Transportation

Disadvantaged Business Enterprise Program – USDOT Interim Final Rule

Ken Kirkpatrick | Regional Transportation Council

December 11, 2025

NCTCOG DBE Program FY26-28

U.S. Department of Transportation Assisted Contracting Opportunities.

NCTCOG went through the standard process of the DBE goal update for 2026-2028, based on regulatory requirements at the time.

On August 7, 2025, and August 28, 2025, the RTC and Executive Board approved an updated goal of 8.6%.

The updated DBE goal was slated to go into effect on October 1, 2025.



Context of DBE Interim Final Rule

MID-AMERICA MILLING COMPANY VS. USDOT

(Case No. 3:23-cv-00072-GFVT)

Mid-America filed a lawsuit in the U.S. District Court in Eastern District of Kentucky in 2023 challenging the constitutionality of the DBE program.

Challenge is based on the use of race- and sex-based presumptions under the equal protection component of the Due Process Clause of the 5th Amendment.

May 28, 2025 – Joint Consent Order filed (not signed) with the Court.

June 25, 2025 – Solicitor General advised Speaker of the House that the DOJ concluded the DBE program's sex and race-based presumptions violate the constitution and would no longer defend these aspects in court.

As of November 2025, this court case is not resolved.



Release of DBE Interim Final Rule

October 1, 2025 – The USDOT posted a draft DBE Interim Final Rule (IFR) along with initial DOT guidance, dated September 30, 2025.

October 3, 2025 – The IFR was published to the Federal Register effective immediately with a public comment period of thirty (30) days.

October 22, 2025 – The USDOT issued additional guidance in the form of frequently asked questions.



Significant Changes in Interim Final Rule

Recertification

All currently certified DBEs to be reevaluated. (timeframe unknown)

Race- and sex-based presumptions of social and economic disadvantage are eliminated.

Social and economic disadvantage to be demonstrated through individualized evidence.

Procurements Advertised, but not yet Awarded

DBE goals must be removed before award.

Contracts Already Executed

DBE commitments and participation cannot be counted toward goal attainment during re-certification period.

Future Procurements

No DBE goals may be included until Unified Certification Programs (UCPs) complete reevaluations.



Next Steps

UCPs will complete reevaluations of all DBE firms – no timeline provided for this effort.

NCTCOG communication to existing and pending contractors and subrecipients.

NCTCOG will continue to apply nondiscrimination clauses, prompt payment rules, and termination protections for subcontractors, as these provisions were not impacted by the IFR.

NCTCOG to update the DBE program and establish new goals, upon completion of re-certification process.



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