NOVEMBER FEDERAL AWARDS

Safety for DFW (RTC): $8M

Safety – (5 DFW Entities): $25M

Rail Program – (McKinney): $1M

Truck Parking – (Fort Worth/RTC): $5M

Grade Separation Blue Mound– (Tarrant County): $6M

Grade Separation Chapin School – (Fort Worth/TxDOT/RTC): $46M

NEAR TERM RTC ACTIVITIES

TxDOT MPO Agreement – Approved Shortly

Bylaws (First Reading November; Second Reading December)

Transportation Director Agreement (December/January)

Consensus Legislative Position (November 12, 2026)

RTC Nominating Committee (December/January)

Elections Moving Toward RTC Historical Positions

- Local Control
- Multi-modal Investment
- Formula Allocation
- Air Quality/CMAQ
- Innovative Funding/P3

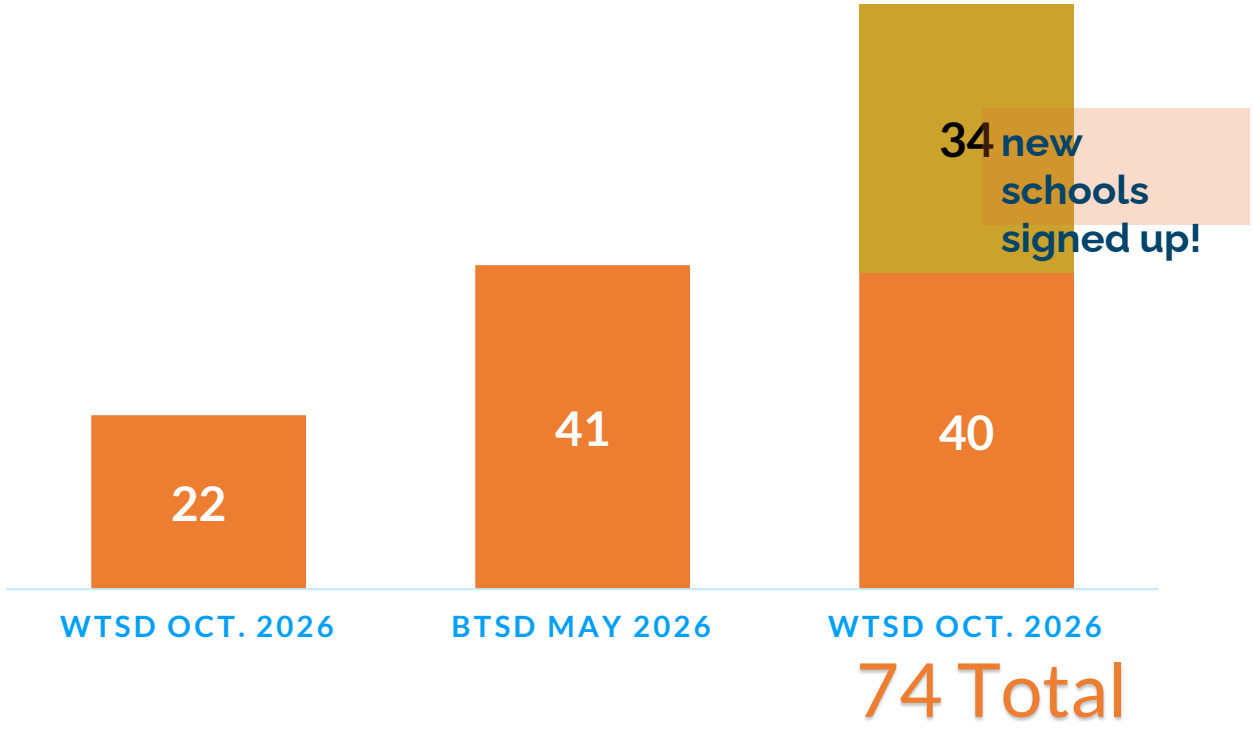
REVENUE REDISTRIBUTION VS NO NEW TAXES – HOW TO PAY

Source	Revenue	Unit	From	To	Request
Sales Tax	$780M	per year	State	Region	$200M/year?
Air Check	$90M	one time	Balance Budget	Counties	$90M for Air Quality
Texas Mobility Fund	Varies	per year	TxDOT	MPO as before	$100M/year
CMAQ	$56M	per year by 2035	TxDOT	MPO as before	$50M/year
Cat. 12 Use	Varies	per year	TxDOT	MPO as before	Create Flexibility for RTC
Budget Rider	$100M	per year	TxDOT	Equity State Ferries	$100M/year – Regional Rail

Point of Collection: May be a non-starter (Not new revenue)

NCTCOG Walk & Roll to School Day Promotion

Total No. of Registered Schools by Promotion Year





Commissioner Duncan Webb, Wells Elementary students and staff, and RJ the crossing guard celebrating Walk & Roll to School Day 2026. Photo by Plano ISD.



FIRST READING OF THE DRAFT RTC BYLAWS AND OPERATING PROCEDURES

Mayor Steve Babick, Chair, RTC Bylaws Committee
Dan Kessler, Assistant Director of Transportation

REGIONAL TRANSPORTATION COUNCIL
November 5, 2026

RTC Bylaws Revision Subcommittee

Steve Babick, Chair
Mayor, City of Carrolton

Elizabeth Beck, Vice Chair
Councilmember, City of Fort Worth

Rick Bailey
Commissioner, Johnson County

Bill Cox
Mayor, City of McKinney

Theresa Daniel
Commissioner, Dallas County

Jeff Davis
Chair, Trinity Metro

Michael Evans
Mayor, City of Mansfield

Matthew Porter
Mayor, City of Wylie

Kathy Stewart
Councilmember, City of Dallas

Jeremy Tompkins
Councilmember, City of Euless

Advisor: Duncan Webb, Commissioner, Collin County

Subcommittee Meeting Dates

September 10, 2026
September 24, 2026
October 8, 2026
October 22, 2026

Summary of Significant Proposed Revisions

Foundational and Organizational Updates

- Clarifies the RTC's role as the Metropolitan Planning Organization (MPO)
- Aligns terminology with the 2026 MPO Agreement and Operating Agreement, including definitions
- Reorganizes and modernizes the Bylaws and Operating Procedures

RTC Operating Provisions

- Adds parliamentary, ethics, and executive-session provisions
- Removes administrative procedures from the Bylaws
- Revises Bylaws revisions from four to five years

Summary of Significant Proposed Revisions (Continued)

Membership

- Adds flexibility for sole city/county representation
- Updates membership structure and appointment provisions, including removing citizen representation

Technical Committee Provisions

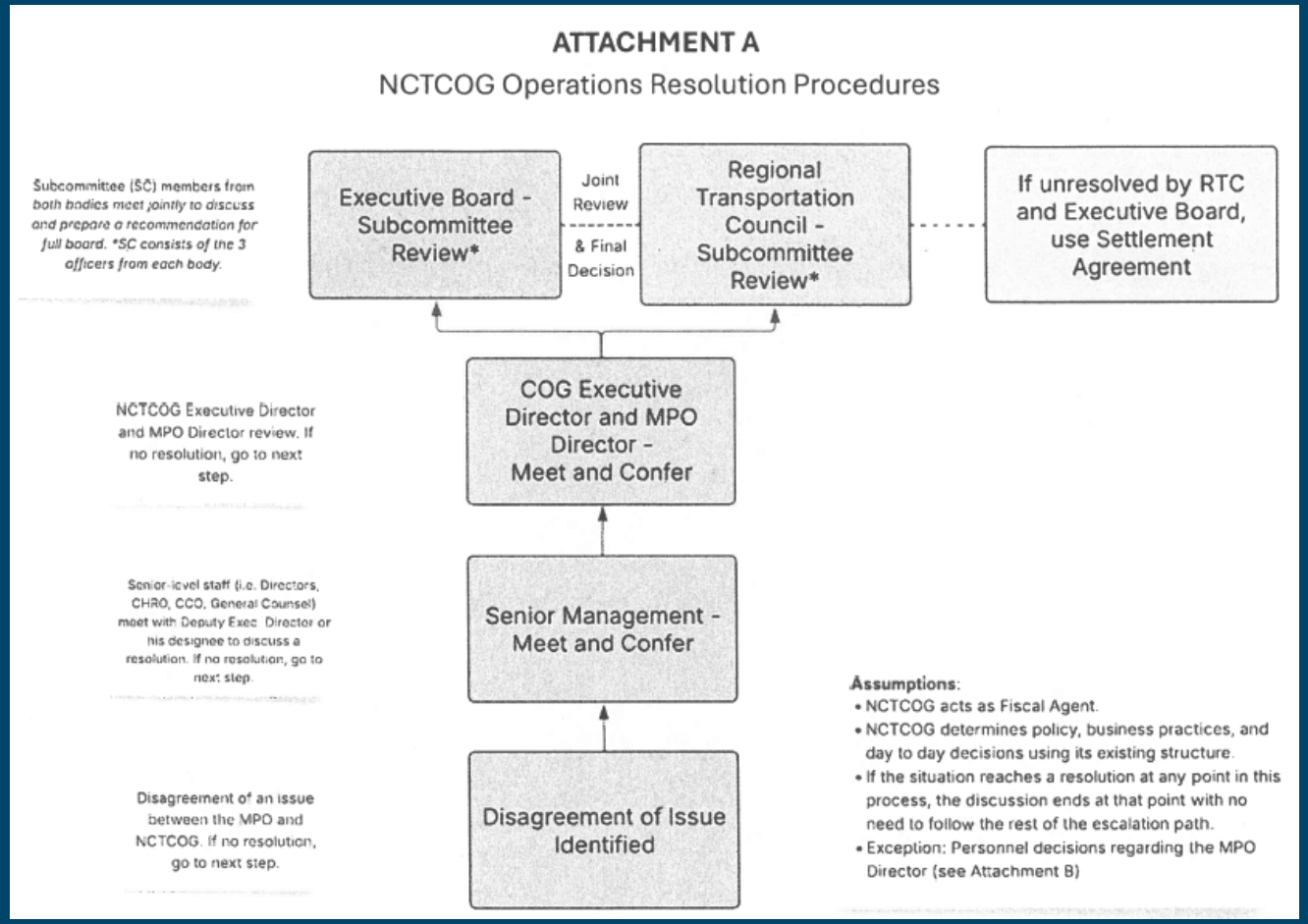
- Clarifies Surface Transportation Technical Committee (STTC) advisory role
- Retains STTC existing membership and voting structure
- Provides for RTC approval of STTC officers

Summary of Significant Proposed Revisions (Continued)

Governance Updates

- Establishes the RTC's Officers Committee
- Establishes the RTC Executive Committee
- Clarifies the RTC authority and committee responsibilities, including ability to retain legal counsel and establish new financial initiatives

Operating Agreement Resolution Path
RTC Officers' Committee



Purpose: Provide structured review while preserving final RTC authority.

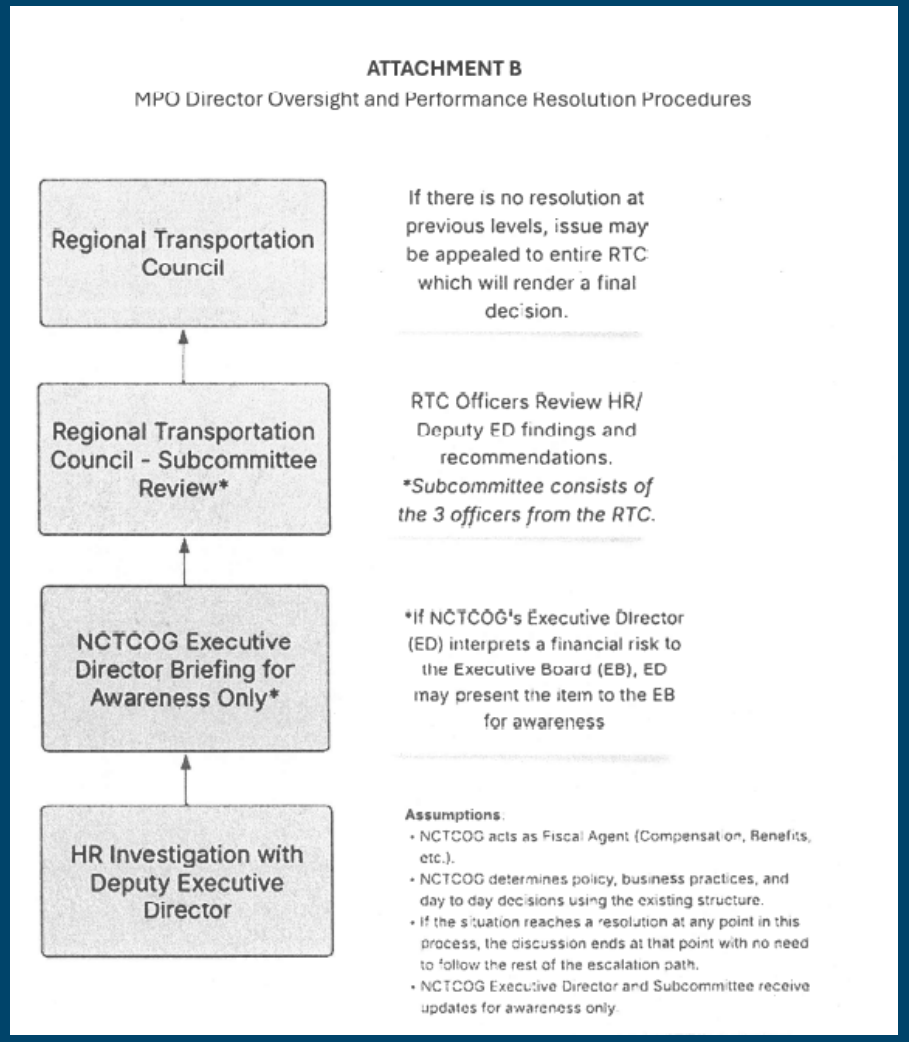
MPO Director Employment Matters

Performance
Employment
Compensation
Discipline
Employment Agreement

Process

Reviewed by RTC Officers' Committee
Committee Recommends
Final Employment Action by full RTC

Operating Agreement Resolution Path
RTC Executive Committee



ATTACHMENT B

MPO Director Oversight and Performance Resolution Procedures

Regional Transportation Council

If there is no resolution at previous levels, issue may be appealed to entire RTC which will render a final decision.

Regional Transportation Council - Subcommittee Review*

RTC Officers Review HR/ Deputy ED findings and recommendations. *Subcommittee consists of the 3 officers from the RTC.*

NCTCOG Executive Director Briefing for Awareness Only*

*If NCTCOG's Executive Director (ED) interprets a financial risk to the Executive Board (EB), ED may present the item to the EB for awareness

HR Investigation with Deputy Executive Director

Assumptions:
- NCTCOG acts as Fiscal Agent (Compensation, Benefits, etc.).
- NCTCOG determines policy, business practices, and day to day decisions using the existing structure.
- If the situation reaches a resolution at any point in this process, the discussion ends at that point with no need to follow the rest of the escalation path.
- NCTCOG Executive Director and Subcommittee receive updates for awareness only.

Purpose: Helps resolve operational barriers and maintain continuity between RTC meetings without replacing RTC's policy authority.

Operational Matters

Administrative
Purchasing
Technology
Staffing
Other operational issues

Process

Reviewed by RTC Executive Committee
Committee may resolve authorized operational matters
Full RTC action only required when outside of RTC policy
Standing Director's Report on issues raised

RTC City Cluster Seats Criteria

2026 Rationale

- Retain Total 45 Seats – 28 from Municipalities
- Continue to Account for Population/Employment Growth and Distribution
- Continue to Cluster to Full City Seats (1.0)
- Continue to Cluster by Neighboring Cities or within Corridors
- Continue to Cluster within Counties and Urbanized Areas when Possible
- Minimize Disruption of Current Clusters and Representation

Timeline for Implementation of Significantly Impacted Cluster Group Membership: June 2027

Proposed Changes to City Representation
Refer to Electronic Item 6.3

Retains direct seats for cities and clusters meeting the applicable population, employment, or urbanized-area criteria.

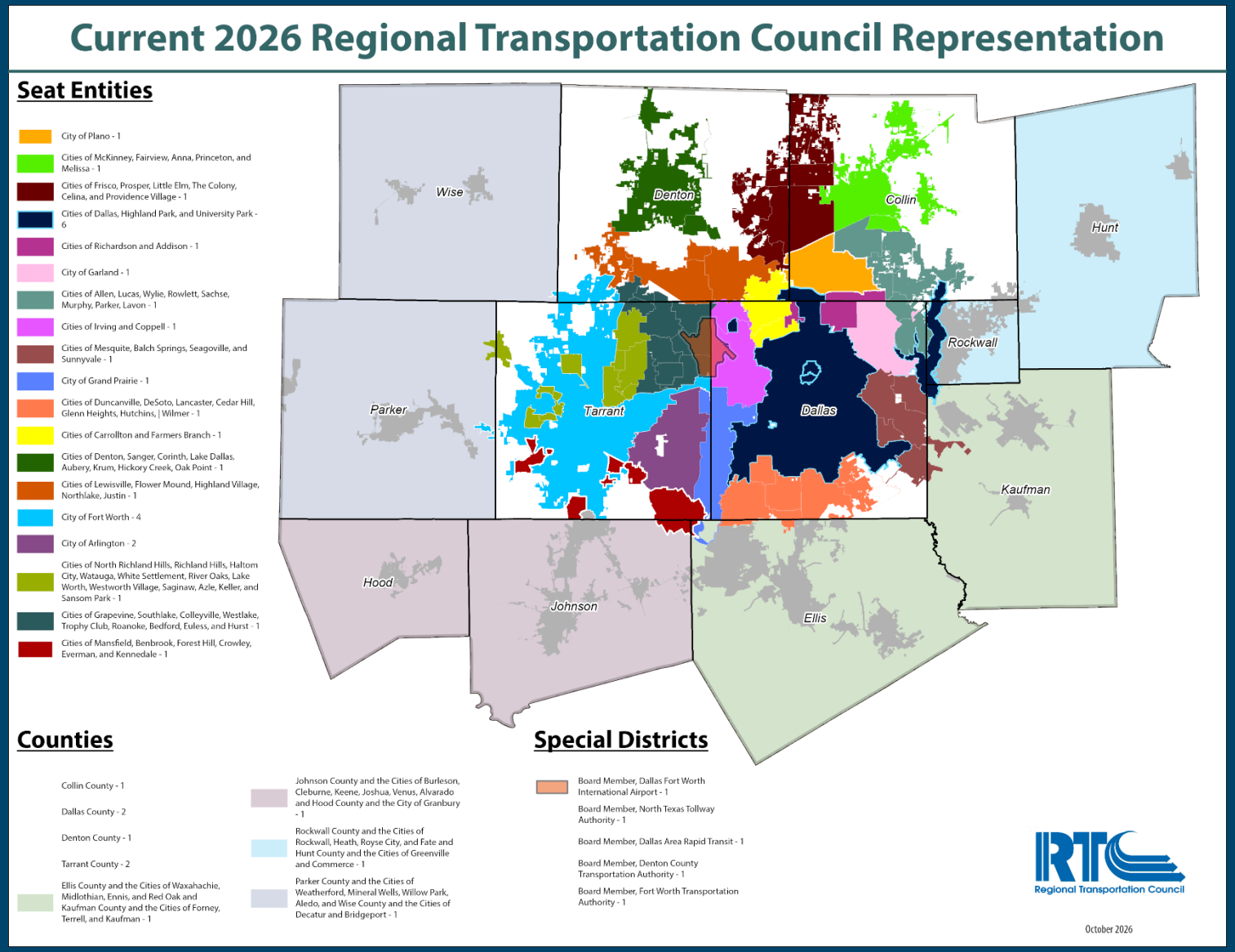
Adds newly eligible cities to the appropriate city or county clusters.

- Argyle, Crandall, Caddo Mills, Farmersville, Haslet, and Pilot Point

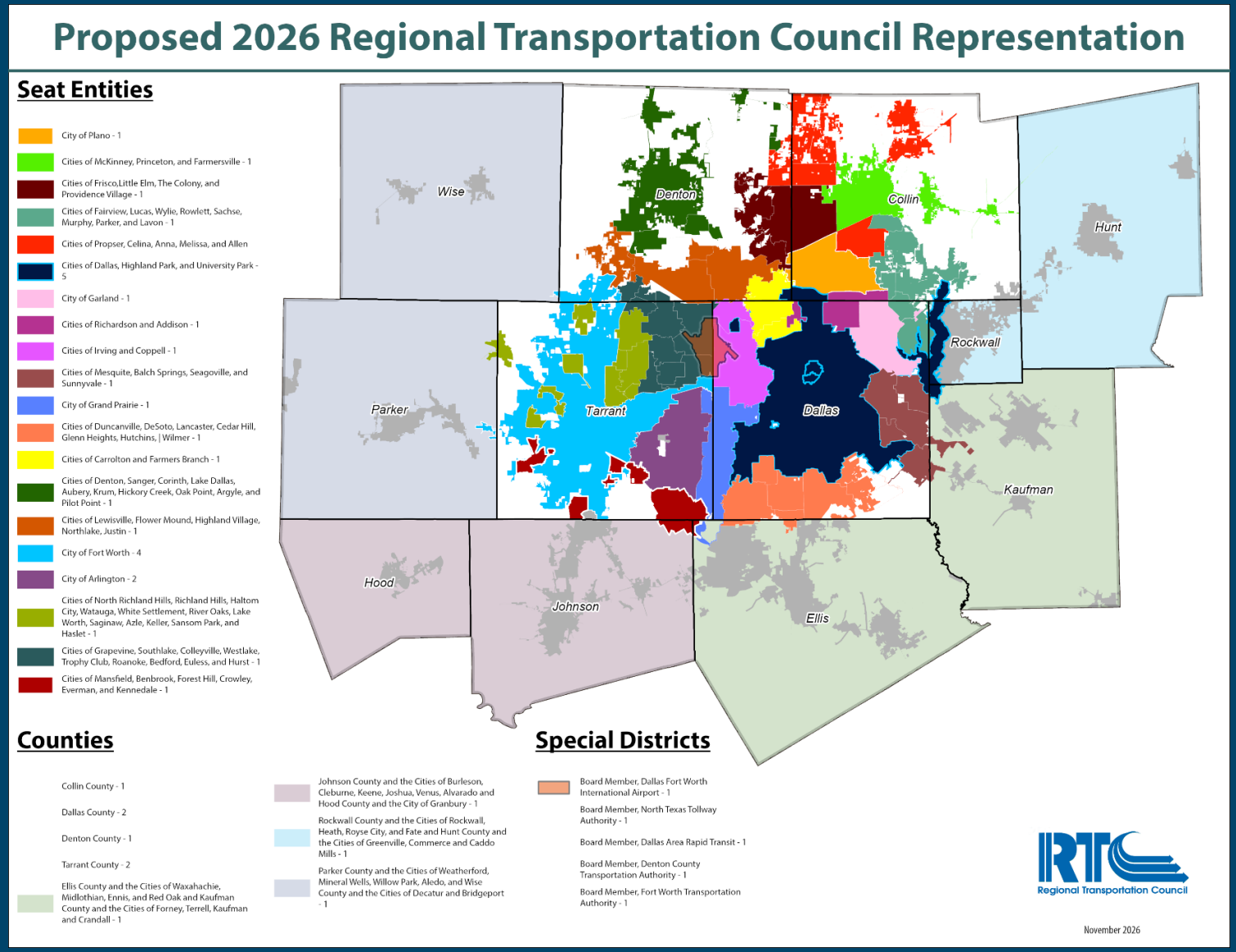
Separates or reorganizes several existing city or county clusters.

- Maintain McKinney cluster but reduces size
- Maintain Frisco cluster but reduces size
- Delineates new seat for Allen, Celina, Prosper, Anna, and Melissa
- Adds Fairview to Rowlett/Wylie cluster
- Reduces Dallas seats to five based on population criteria

Current Representation Map



Proposed Representation Map



PROPOSED ACTION FOR DECEMBER MEETING – 2026 RTC BYLAW AND OPERATING PROCEDURE UPDATE

Successful first reading only if there are no changes.

If no changes, RTC approval of:

- 2026 RTC Bylaw and Operating Procedure
- Direct staff to initiate state and federal trademarking for the Regional Transportation Council.
- Approve use of Regional Transportation Council local funds for trademarking activities.

CONTACT US

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Emily Beckham, CGMS
Senior Program Manager
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North Central Texas Council of Governments

Integrated Transportation and Stormwater Infrastructure (TSI) Study:

Progress Update & Initial Recommendations

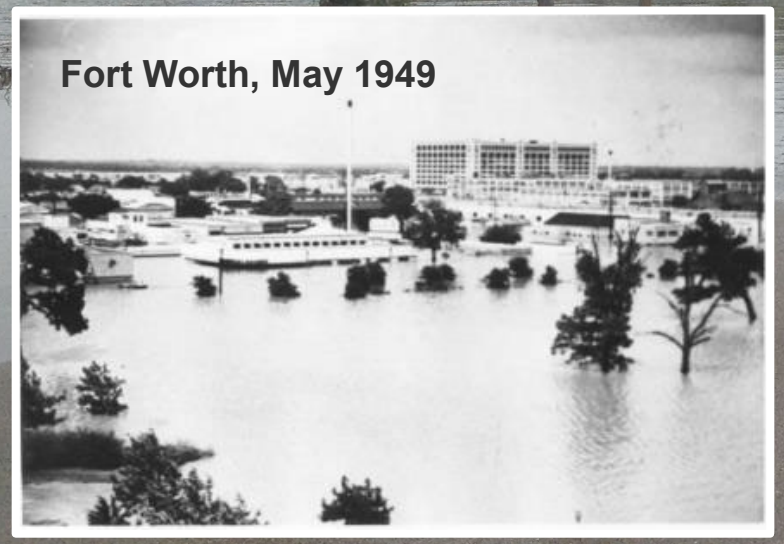
Regional Transportation Council Information Item – November 5, 2026

Susan Alvarez, P.E., CFM – Director, Environment & Development
Jeffrey C. Neal, PTP – Senior Projects Manager, Transportation

Funded by the Texas General Land Office, Community Development Block Grant, Disaster Recovery Program.

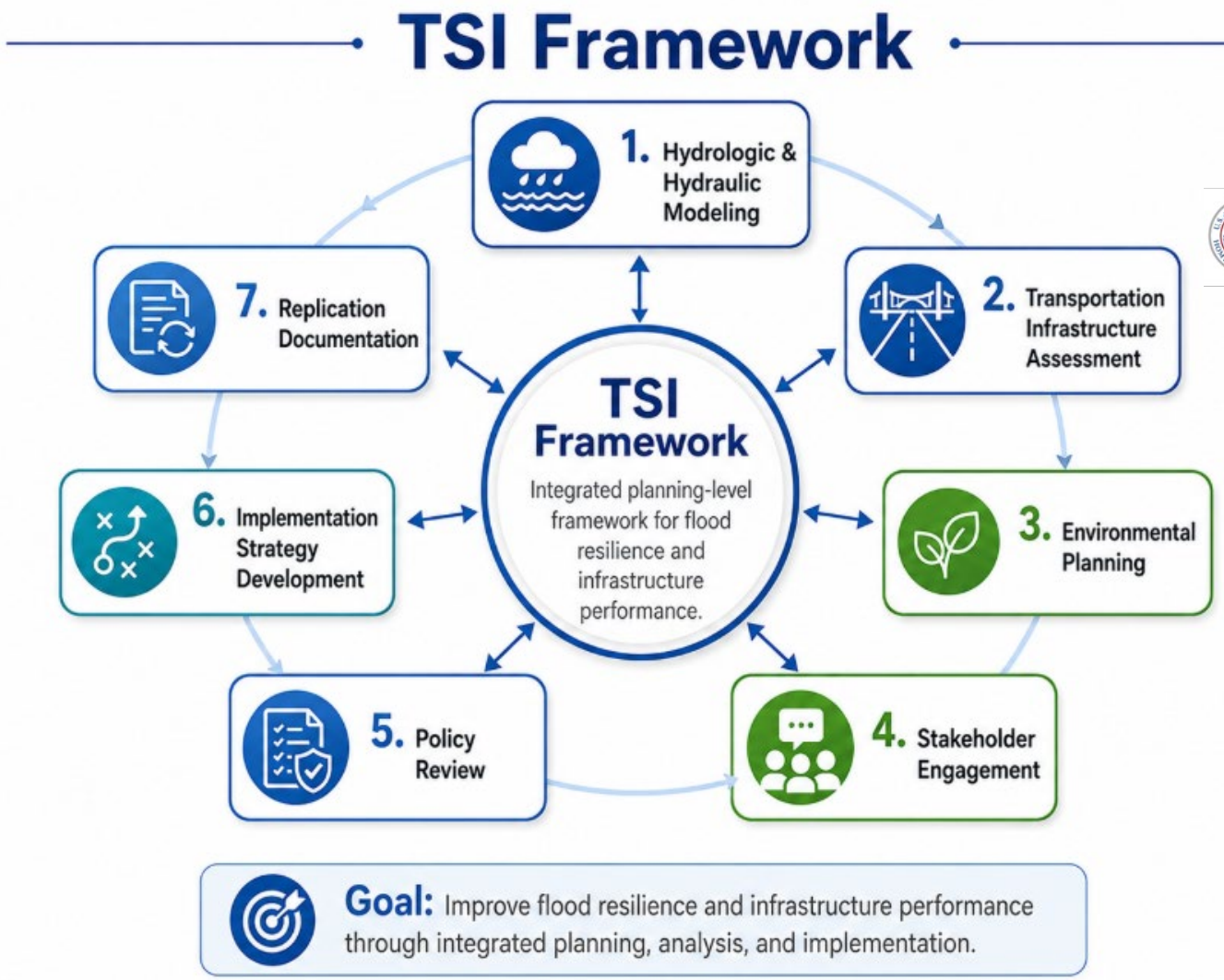
Also Funded by the Texas Water Development Board and Texas Department of Transportation.

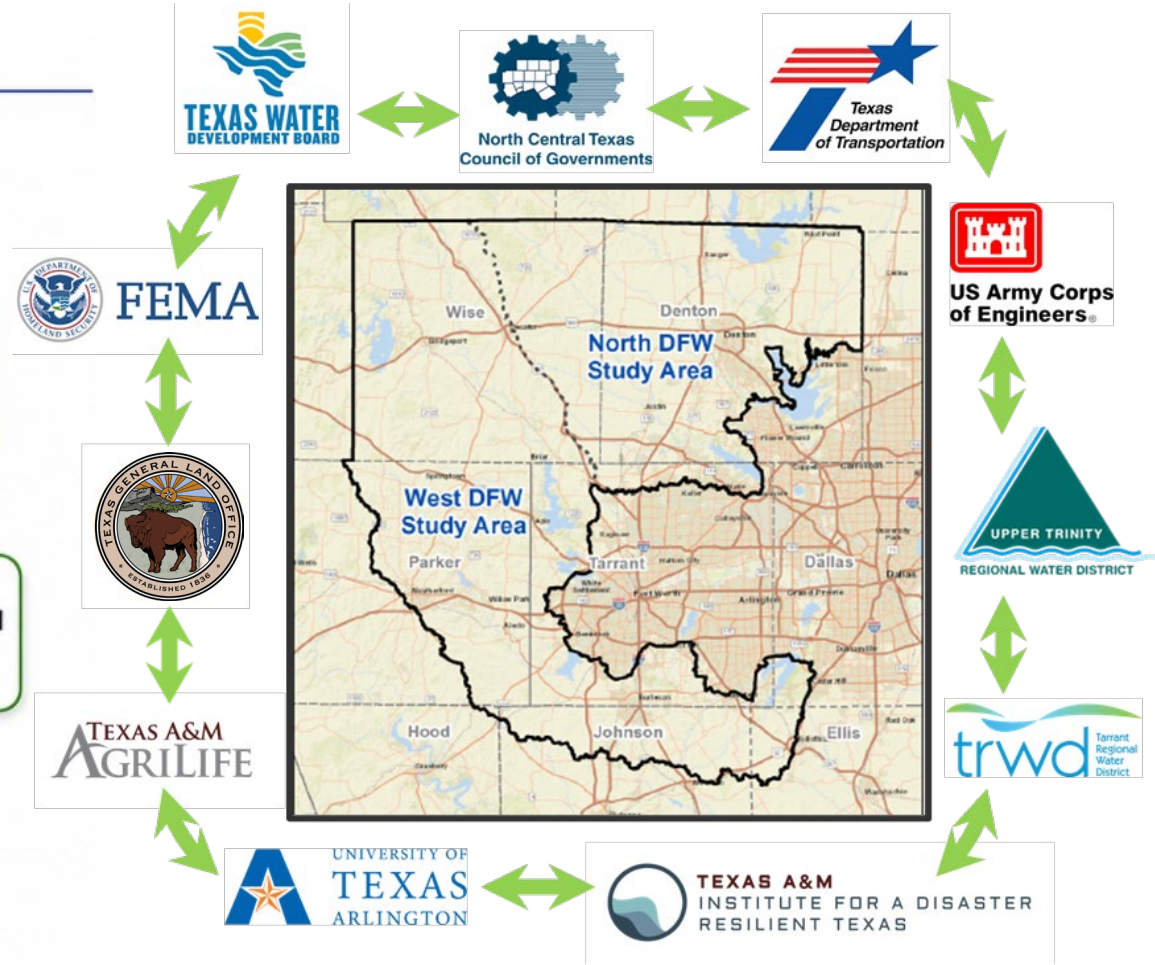
Historic events led to improvements in flood control infrastructure during the last century. New needs are developing in this century…



Rhome, May 2015
Courtesy: Tarrant Regional Water District (TRWD)

TSI Overview & Study Partners





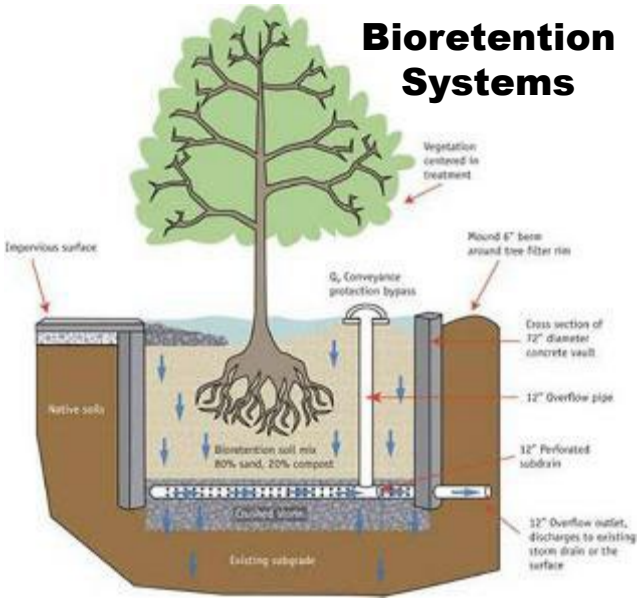
Consultant Partners:

- Freese and Nichols, Inc.
- Halff Associates, Inc.
- Highland Economics

integrating **Transportation & Stormwater Infrastructure**

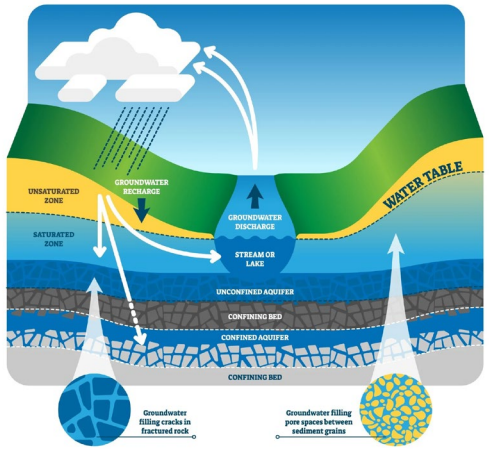
TSI Integration – Menu of Options to Address Flooding

Bioretention Systems

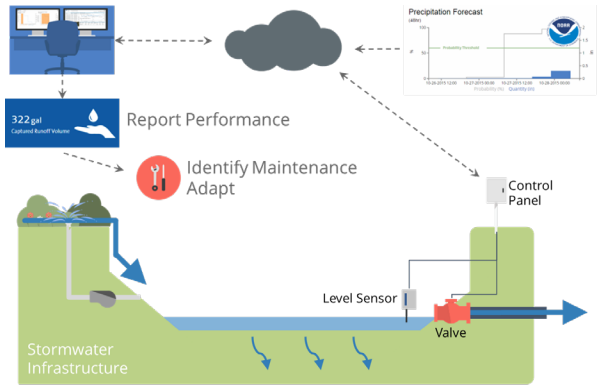




Groundwater Recharge/Reuse



Smart Stormwater Infrastructure

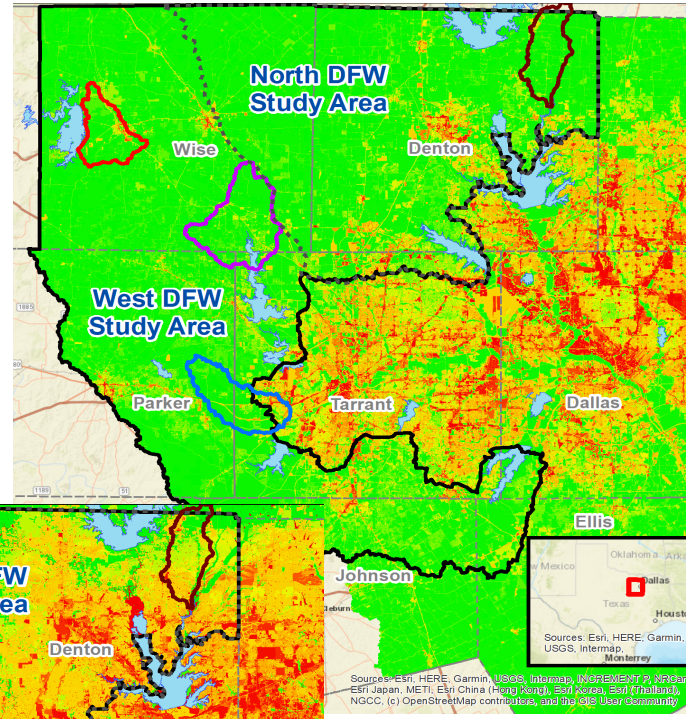


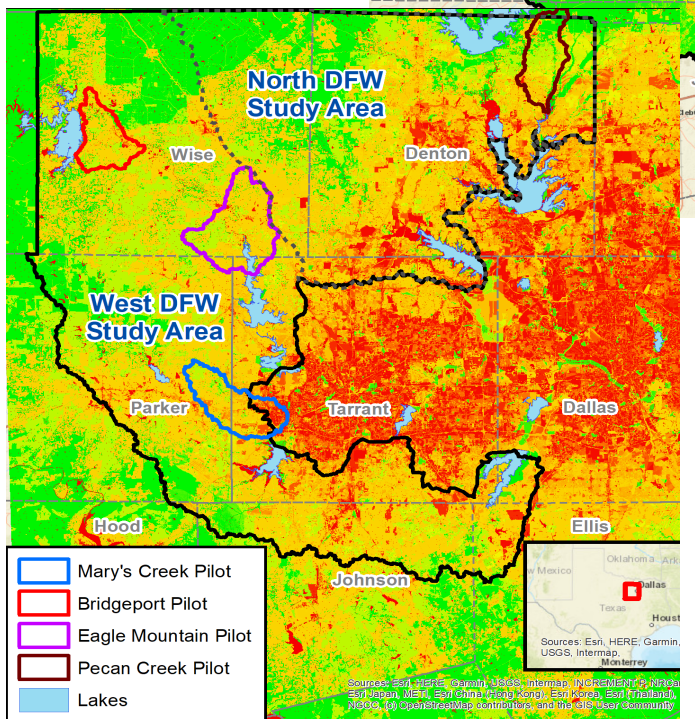
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Menu of Options – Categories

- Hydrology and Hydraulic (H&H) Model Enhancements
- **Flood Control and Green Stormwater Infrastructure (GSI)/Nature-Based Solutions (NBS) Prioritization**
- **Alternatives Analysis**
  - **Optimization Process**
  - **Detailed Projects**
  - **No Action Evaluation**
- Flood Early Warning Systems (FEWS) Planning
- **Funding Opportunities**
- **Policy Recommendations**

6.4% Impervious (2020)





35.2% Impervious (2070)

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Menu of Options: Flood Control & GSI/NBS Prioritization

- **Includes four condition factor categories** *(social, environmental, institutional, and transportation)*
- **Aids development of a GSI/NBS suitability index for flood mitigation:**
  - Which areas should be prioritized for GSI/NBS to reduce regional flood risk?
  - How can GSI/NBS be designed/modeled to achieve a target performance?
  - What is the efficiency of applying GSI/NBS at a watershed or community scale?

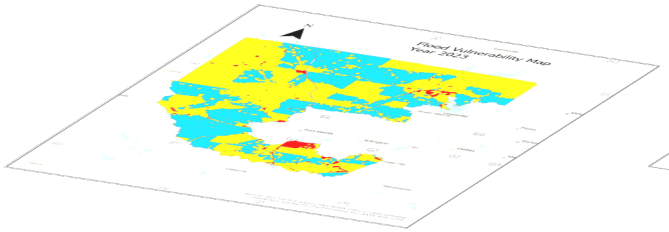


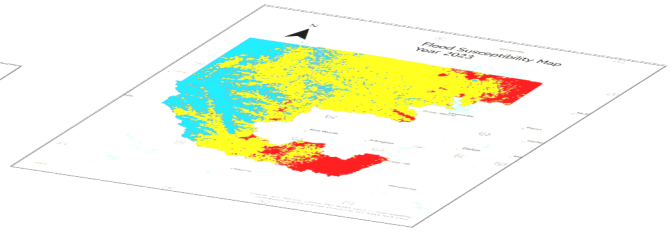
Bioswales



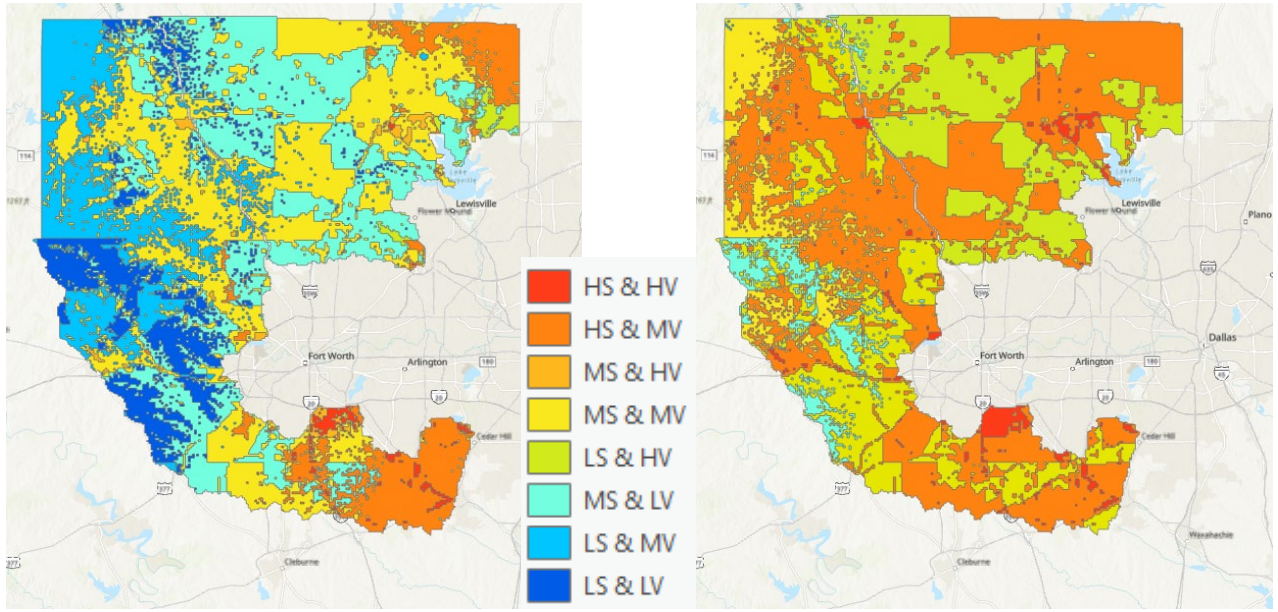
Permeable Surfaces

Flood Vulnerability Map + Flood Susceptibility Map





Flood Control Prioritization Map



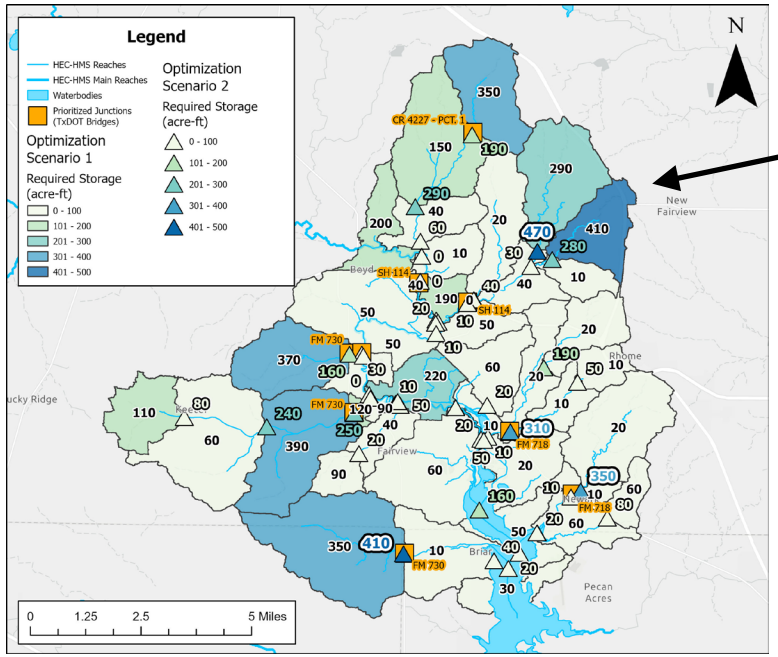
2023 2045

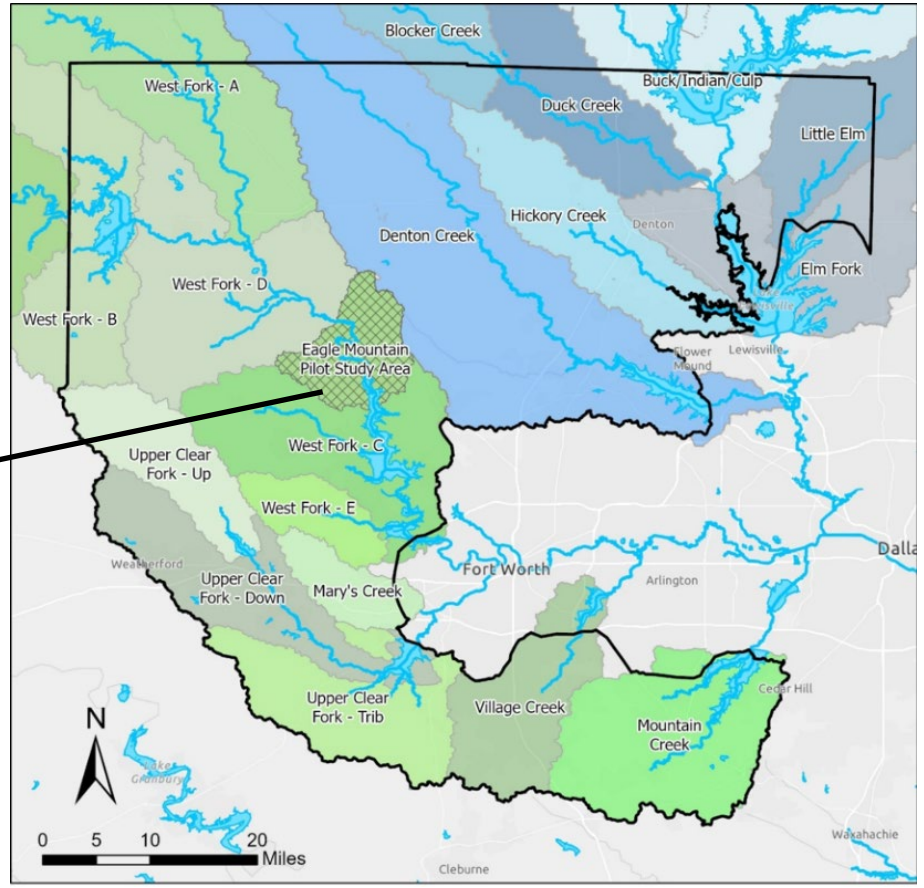
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Menu of Options: Alternative Analysis – Optimization

Identify optimal storage volumes at specific locations to mitigate future peak discharge increases, based on estimated 2020-2070 land use change effects on impervious cover and valley storage loss

- **Scenario 1**
  - **Subbasin** *(local)*
- **Scenario 2**
  - **Junction** *(regional)*

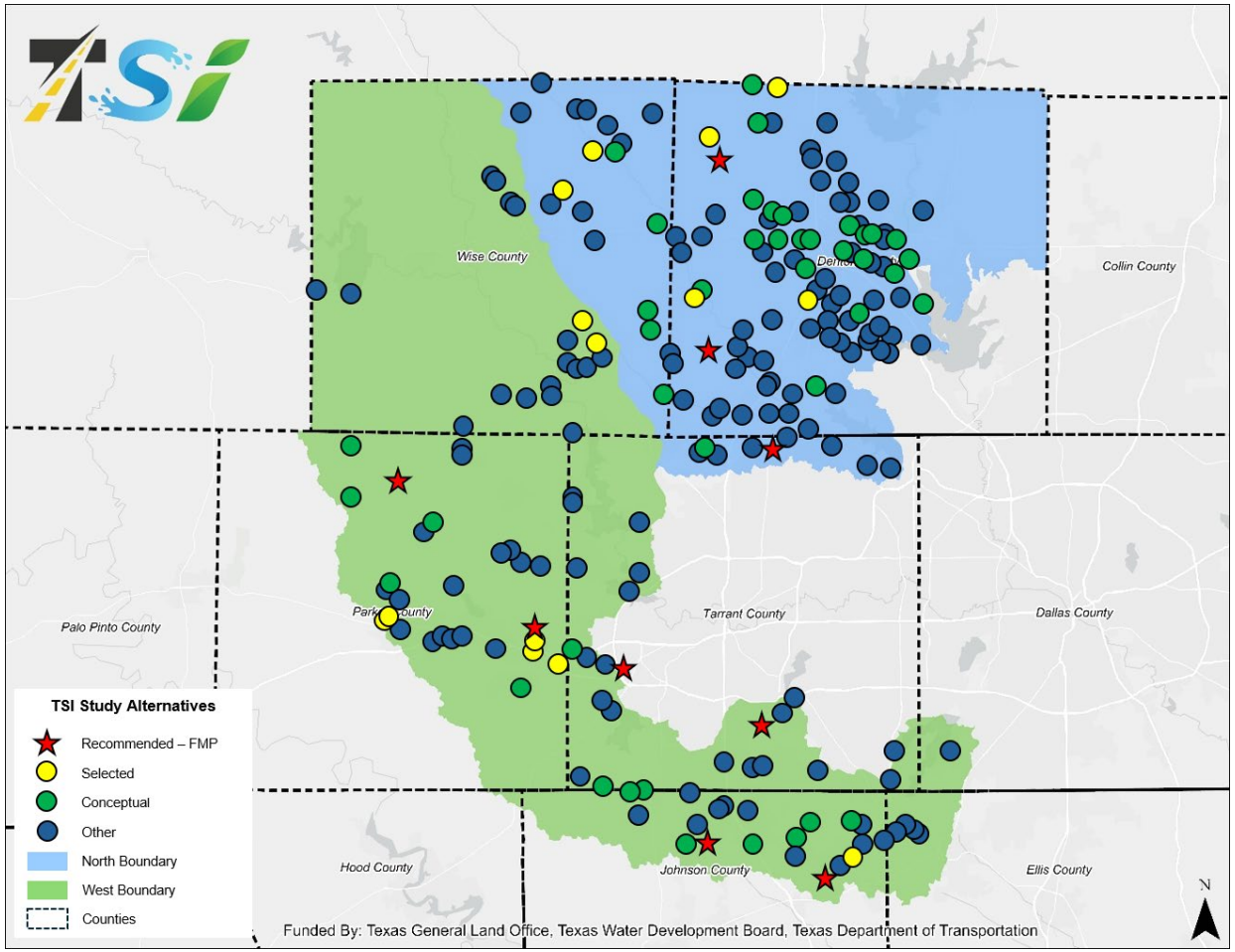






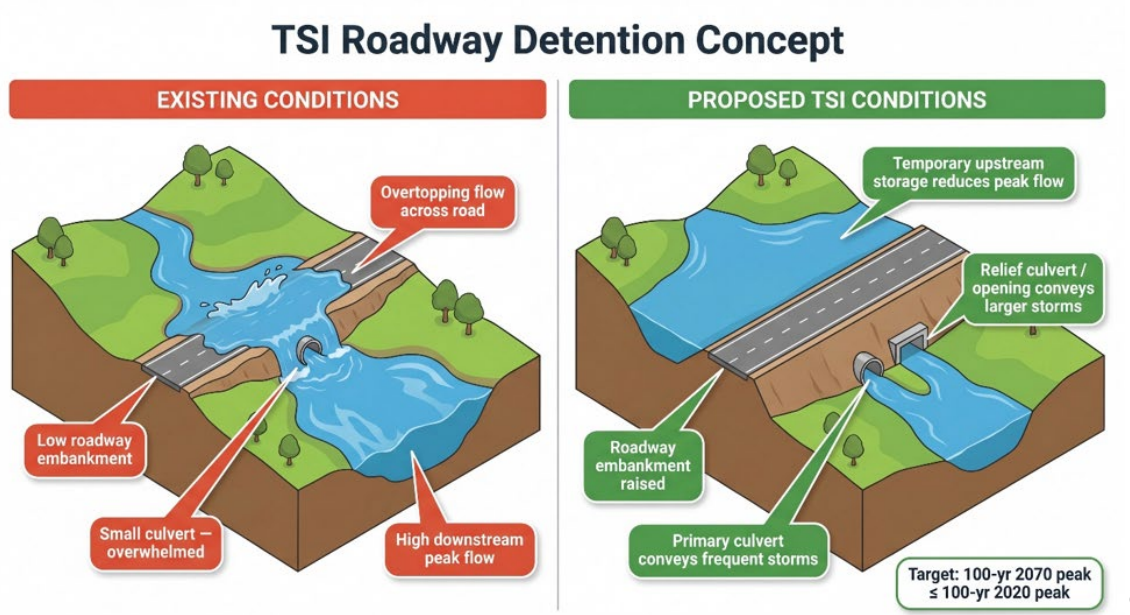
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Detailed Projects



FMP – Flood Management Project

SCREENING STAGE	LOCATIONS		DESCRIPTION
	North	West	
Other	85	67	Asset flood exposure, transportation improvements, & other indicators suggest opportunity for risk reduction
Conceptual	29	15	H&H modeling identified site location effects & considered likely constraints
Selected	**6**	8	Watershed-scale analysis, downstream interactions, cumulative effects, & systemwide costs/benefits evaluated
Recommended – FMP	**3**	6	**Total Cost ~ $160 million;** **Total Damage Benefit ~ $228 million;** Technical performance & stakeholder concurrence sufficient for State Flood Plan inclusion, plus examination of watershed benefit attribution
TOTAL	**123**	**96**	



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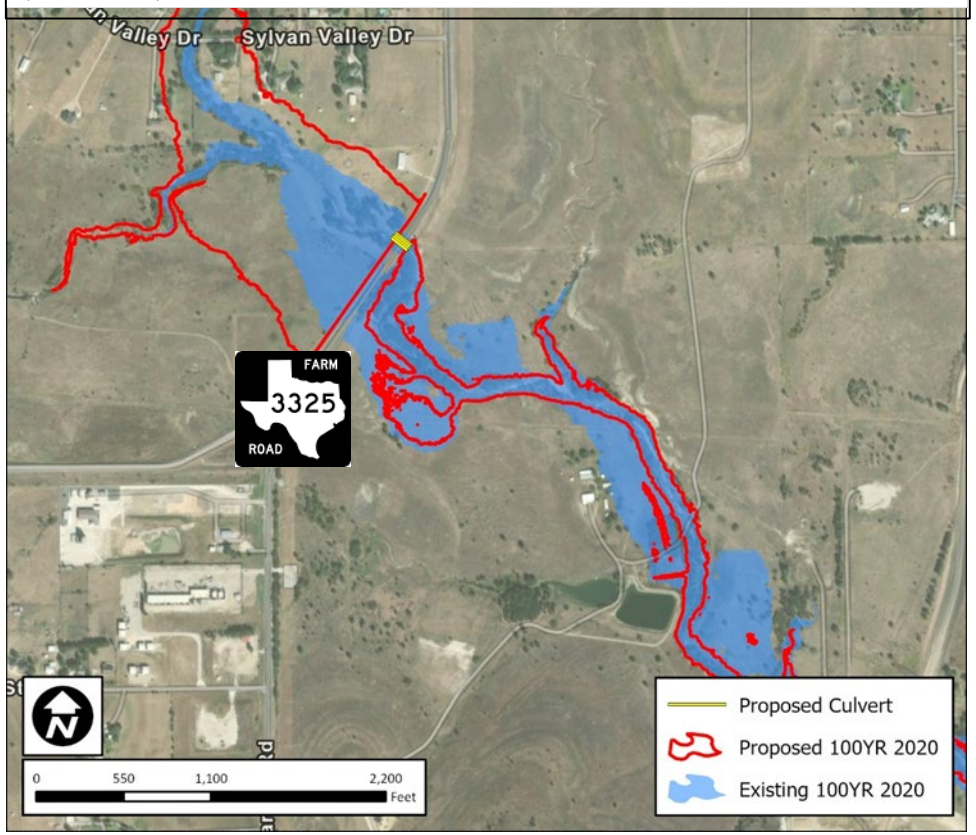
Detailed Project Example – FM 3325 @ Mary's Creek

PROJECT NAME	TSI ADDED COST *(New Detention & Flow Cuts)*	BUYOUT COST *(Induced Flooding to Properties/ Structures)*	TOTAL ADDED COST	MODELED FLOOD DAMAGE REDUCTION *(Present Value)*	BENEFIT COST RATIO *(BCR)*
MARY'S CREEK WATERSHED					
FM 3325 @ Mary's Creek	$2,200,000	$1,600,000	$3,800,000	$14,300,000	**3.8**

	100-year 2020 Flows		100-year 2070 Flows	
	Existing	Proposed	Existing	Proposed
Peak downstream flow* (cfs)	13,200	8,100	14,100	8,300
Peak headwater* (ft)	919.2	925.4	920.3	925.4
Max depth over roadway* (ft)	1.9	-	2.1	-
Added storage* (ac-ft)	-	237	-	238

*Rounded values

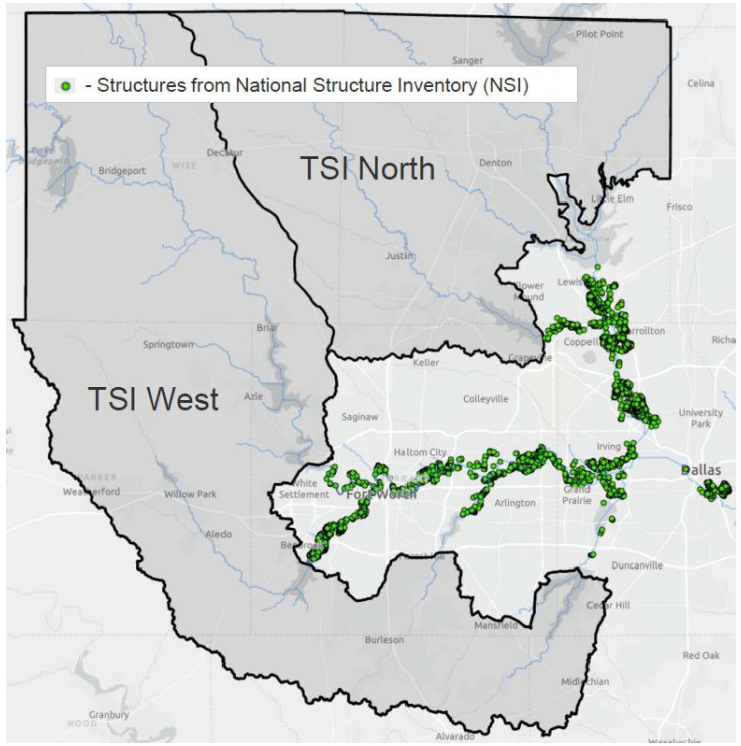
	Existing	Proposed
Crossing	110' Span Bridge	4 - 10'x10' RCBs @ 902.5'
Minimum road elevation (ft)	911.1	927.8
Level of Service (2020 Flows)	2-year	100-year



Project Details:

- Mobility 2050 – Capacity increase from 2-lane rural to 4/6-lane urban divided
- Raise roadway nearly 17 feet for an approximate length of 1,500 feet
- Replace current bridge with multi-barrel culvert system
- Conveyance improves from 2-year to 100-year flood event *(under 2020 flows)*

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No Action – Increased Damage

YEAR	TSI WEST SUBAREA – WATERSHED DAMAGE *(in $ Millions)*						TOTAL
	Lake Worth	West Fork	Village Creek	Mary's Creek	Upper Clear Fork	Mountain Creek	TSI WEST *(Modeled)*
2020 *(Initial H&H Model Year)*	$0	$0	$0	$0	$0	$0	$0
2027	$1.0	$5.9	$2.1	$0.4	$3.4	$0.5	$13.3
2050	$4.6	$34.9	$10.0	$2.2	$21.3	$2.8	$75.8
2070 *(Horizon H&H Model Year)*	$11.4	$154.2	$25.9	$6.7	$102.0	$11.1	$311.3
2076	$16.2	$268.8	$38.1	$10.3	$183.7	$18.9	$536.0
Average Annualized Damage *(2027-2076)*	$4.5	$44.1	$9.9	$2.3	$28.1	$3.3	$92.2
Present Value Damage *(2027-2076)*	**$110.7**	**$1,082.9**	**$244.1**	**$57.3**	**$690.2**	**$81.6**	**$2,266.8**
Present Value % by Watershed	**5%**	**48%**	**11%**	**3%**	**30%**	**4%**	**100%**

YEAR	500-YEAR STORM DOWNSTREAM DAMAGE *(in $ Millions)*						TOTAL
	Lake Worth	West Fork	Village Creek	Mary's Creek	Upper Clear Fork	Mountain Creek	TSI WEST *(Modeled)*
Increased Damage *(2020 vs. 2070 flows)*	**N/A**	**N/A**	**$27.3**	**$198.0**	**$25.3**	**$0.1**	**$250.8**
% Watershed Contribution	**N/A**	**N/A**	**11%**	**79%**	**10%**	**< 1%**	**100%**

KEY FINDINGS (500-Year Storm):

- In TSI West, 400 more homes inundated without valley storage preservation
- Increased flood depths (≥ 1 ft) for nearly 900 existing homes in vulnerable Mary's Creek & Upper Clear Fork areas
- Over 10,000 downstream structures potentially impacted by TSI Study Area valley storage loss

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Menu of Options: Funding Opportunities

- Downloadable Excel Spreadsheet
- FAQ

- Identifies funding opportunities to support implementation of TSI strategy recommendations

Topics include:

- Flood Hazard Mitigation
- Water and Stormwater Infrastructure
- Watershed Protection and GSI/NBS Applications

North Central Texas Council of Governments

TSI integrating **Transportation & Stormwater Infrastructure**

TSI FUNDING OPPORTUNITIES TABLE – FREQUENTLY ASKED QUESTIONS

Menu of Options: Policy Recommendations

Higher Floodplain Strategies (examples):

- Require development setbacks
- **Preserve valley storage**

Built Environment Strategies (examples):

- Downstream impact evaluation
- Reduced impervious cover

Comprehensive regional inventory within final report





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How Does TSI Get Implemented?

TSI will…

- Leverage, enhance, and/or recommend expanding existing regulatory frameworks
- Identify/recommend FMPs, Flood Management Evaluations *(FMEs)*, and Flood Management Strategies *(FMSs)*
- **Collaboratively explore/promote expansion of flood resiliency and improve funding/programming opportunities for selected and conceptual alternatives**
  - **State Flood Plan** *(Flood Infrastructure Fund – FIF)*
  - **Mitigation Reallocation Program** *(Texas General Land Office: Community Development Block Grant Mitigation funds)*
  - **USDOT Federal Grants** *(PROTECT, BUILD, INFRA, etc.)*
- Find proactive solutions that provide benefit values beyond what projects may cost



integrating Transportation & Stormwater Infrastructure

TSI STUDY CONTACTS:

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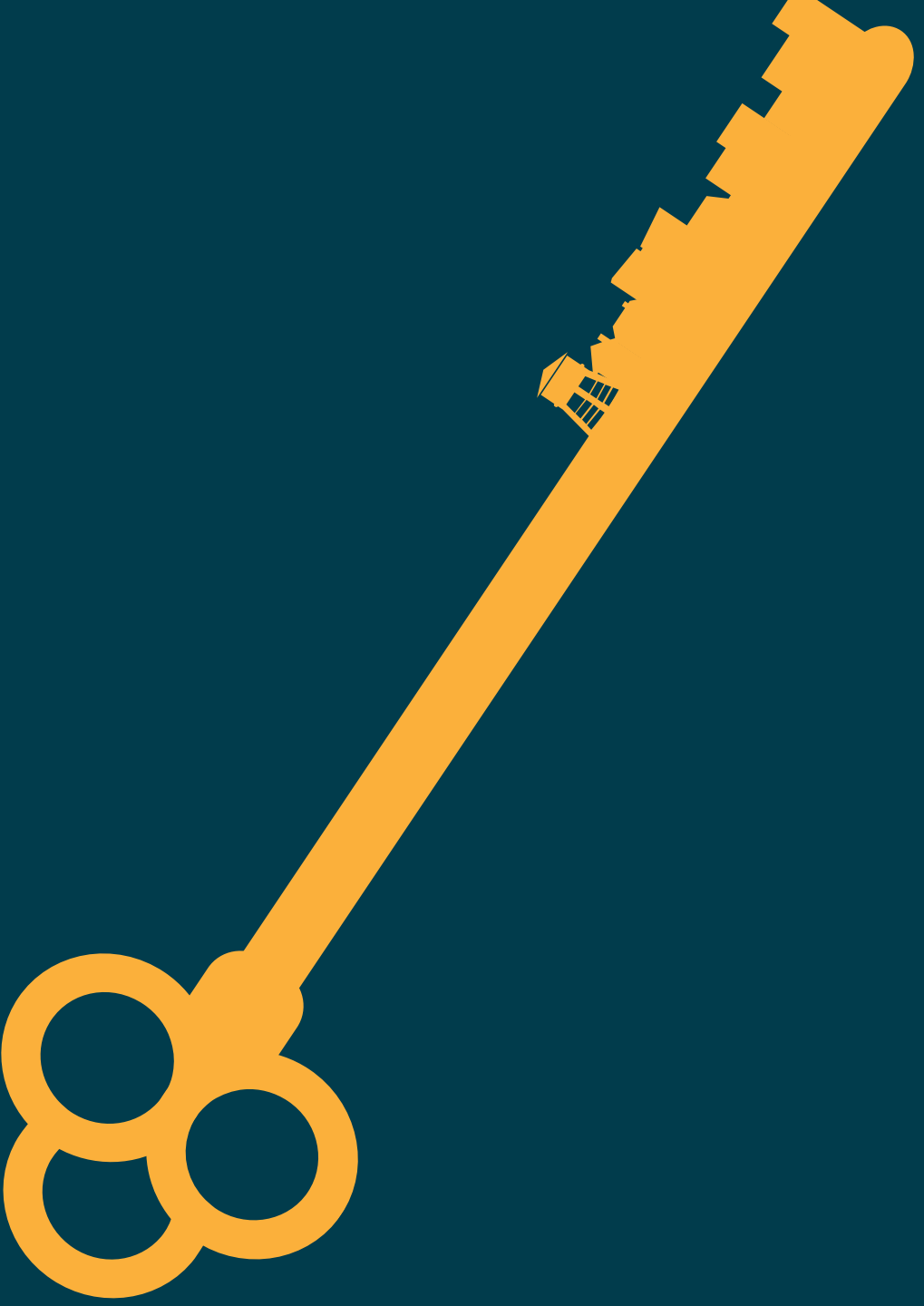
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StoryMap

Website:
www.nctcog.org/tsi

integrating **Transportation & Stormwater Infrastructure**



ACCESS NORTH TEXAS 2026 UPDATE

Karla Windsor, AICP
Senior Program Manager

Regional Transportation Council

November 5, 2026

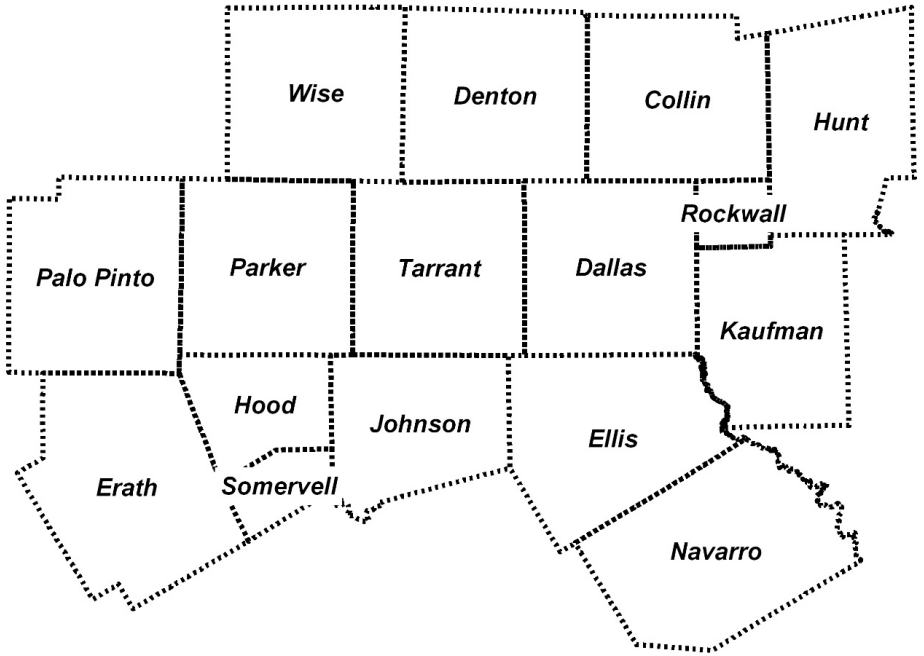
BACKGROUND

Regional Public Transportation Coordination Plan (RPTCP) to:

- Identify the public transportation needs of older adults, people with disabilities, individuals with limited financial resources, and others experiencing transportation challenges.
- Specify strategies to:
  - Address needs and current challenges
  - Eliminate gaps in service
  - Avoid duplication of transit services

TxDOT identifies the regions in the state and requires each lead agency to develop a coordinated plan.

NCTCOG Transportation Department is lead agency for TxDOT's Region 4: North Central Texas.



WHAT IS ACCESS NORTH TEXAS?

What It IS:

Goals and strategies for regional coordination

Identifies transportation needs and gaps

Tool to encourage partnerships

Guide for planning and investment across 16-county region

What It IS NOT

Detailed feasibility study

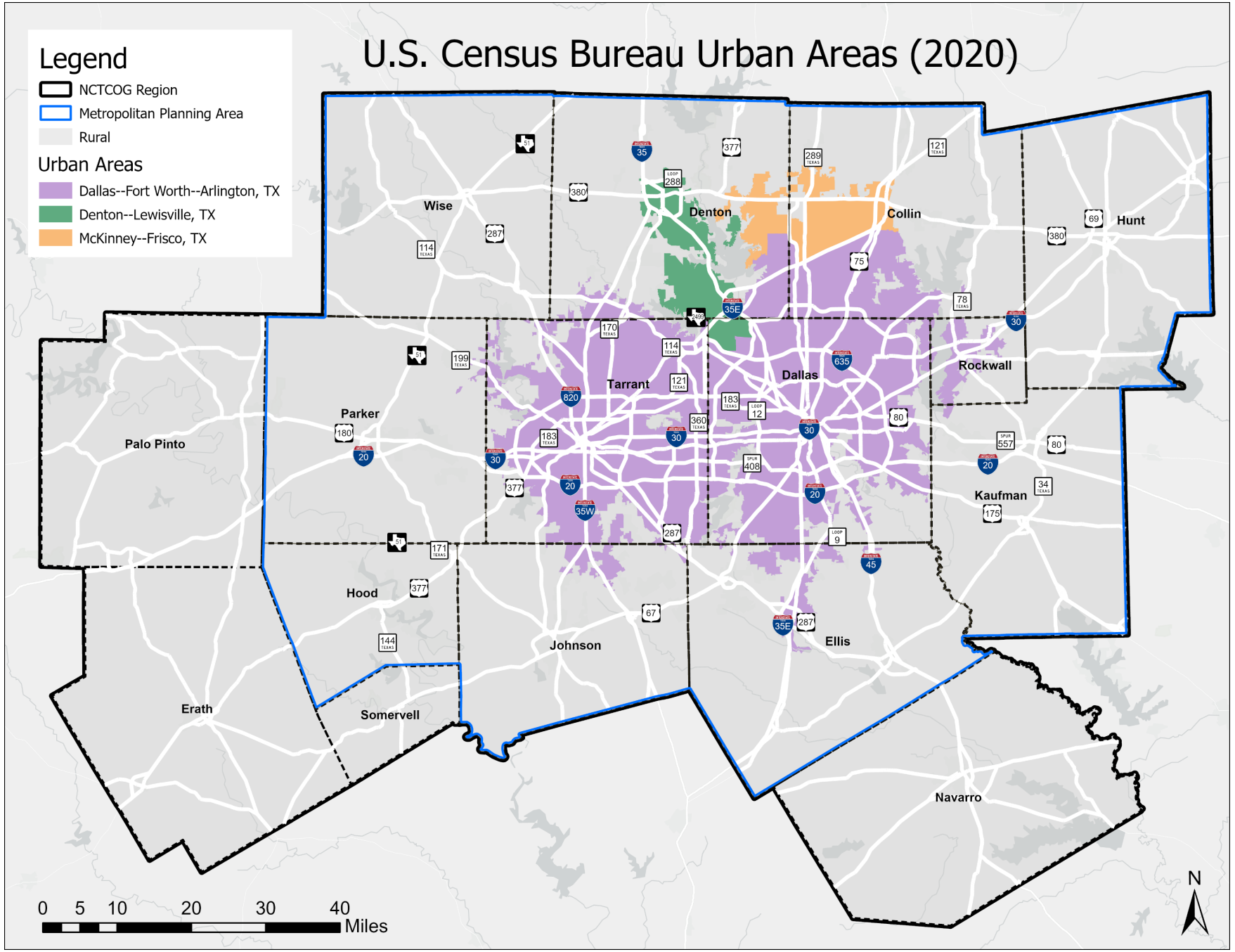
Requirements for transit partnerships

Guarantee of project funding

Regional transit governance policy for MPO

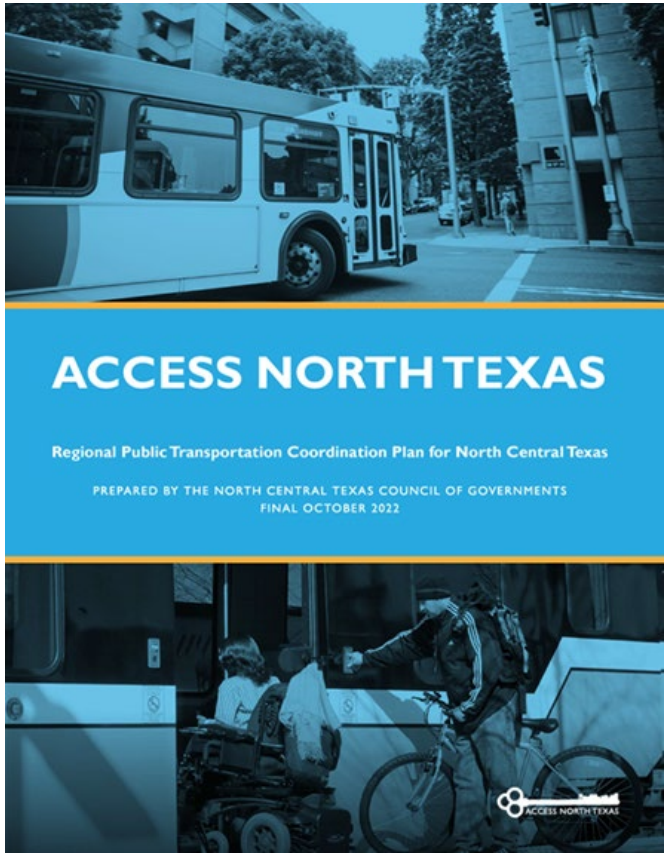
Decisions about funding, eligibility, formal partnerships, and service operations are made through individual programs and local processes.

WHY A COORDINATED PLAN?



ACCESS NORTH TEXAS 2026

- Regional Transportation Council adopted the last update in 2022; Updates required every 4-5 years.
- Revisits previous regional goals and prioritized county strategies.
  - Conduct regional outreach
  - Coordination with transit providers
- Meets Federal and State Requirements for transit coordination



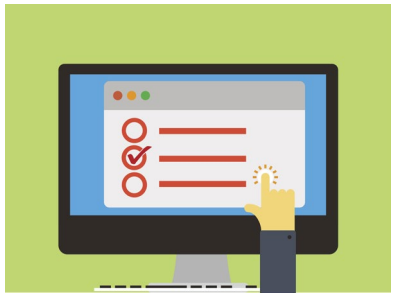
OUTREACH

- Reached out to over 2,900 contacts including: the public, transit riders, transit agencies, non-profit organizations, educational institutions, libraries, elected officials and local government staff.

- Conducted 13 outreach meetings (county-specific and region) with 36 attendees, and 7 individual meetings with transit providers.

- Offered public transportation surveys in English and Spanish. Online survey could be translated into additional languages. Received over 700 completed responses that identified a county of residence.

Surveys

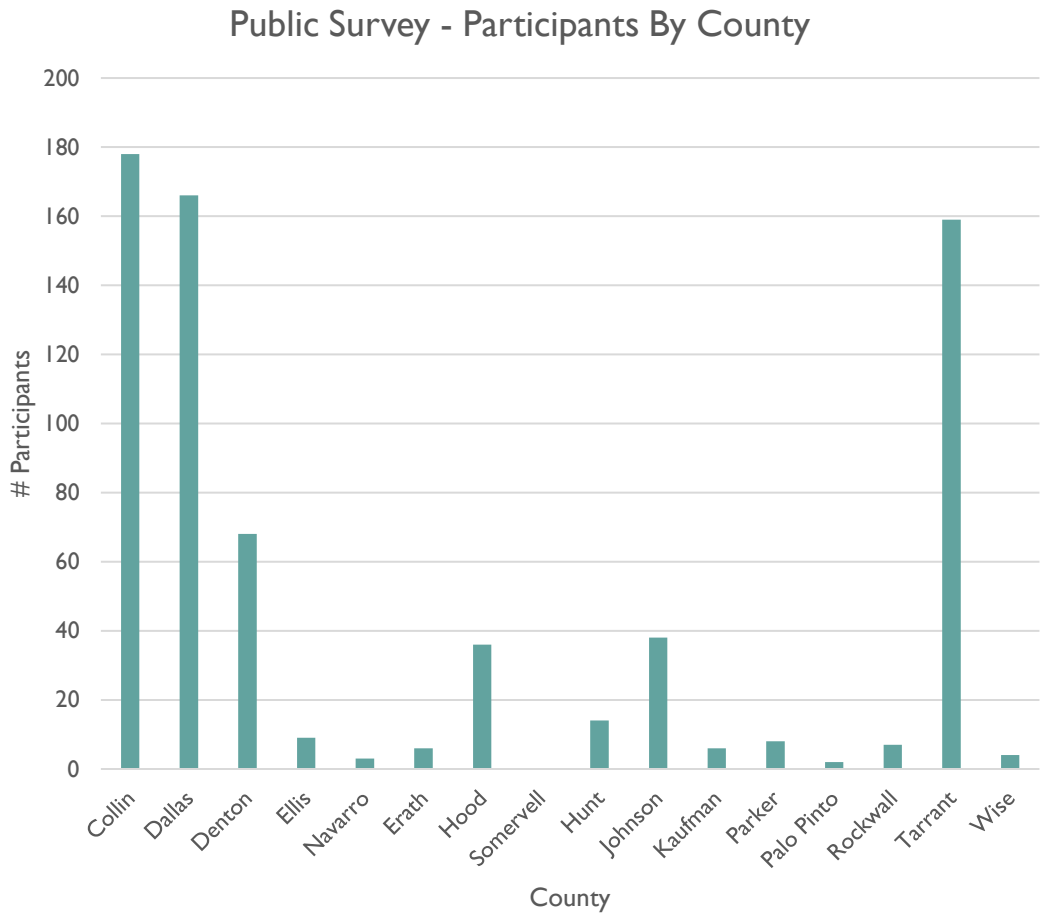


Meetings
(Virtual & In-Person)



DATA ANALYSIS AND MAPPING

- Identified existing transportation resources
- Reviewed and codified survey responses, agency responses, and comments
- Collected demographic data including population growth and zero-car households



DEVELOPMENT OF 2026 REGIONAL GOALS AND STRATEGIES

Collected data was reviewed to identify new and ongoing challenges/needs → Compared information to previously approved goals and strategies → Reconciled and made necessary updates for 2026

Goal 1	Goal 2	Goal 3	NEW Goal 4	Goal 5
Plan and Develop Transportation Options by Assessing Community Needs and Challenges	Implement Services by Enhancing Transportation Options and Expanding Where Service Gaps Exist	Coordinate with Transportation Providers, Public Agencies, and Stakeholders to Increase Efficiencies	Drive Sustained Growth of Public Transportation Ridership	Promote Access and Information about Available Transportation Options

Each chapter will have prioritized strategies that may be applied to the counties in that section

DRAFT SUMMARIZED STRATEGIES

✓ Goal # 1

- ❑ **Conduct planning activities to identify needs of residents outside existing transit agencies**
- ❑ Develop commuter or high-intensity bus line connections to rail
- ❑ Invest in programs to fill gaps in service
- ❑ Prioritize programs that facilitate work, medical, and healthcare trips
- ❑ Engage transit-dependent populations to provide access to planning process
- ❑ **Identify unmet needs of local providers**

✓ Goal # 2

- ❑ Increase access to employment, social, religious, and well-being trips
- ❑ Establish additional assistance and options for non-paratransit eligible riders
- ❑ **Expand public transportation to destinations throughout the region without service and support integration of new services**
- ❑ **Implement service enhancements**
- ❑ Provide accessible public transportation and supportive resources for older adults and individuals with disabilities to improve connections
- ❑ Work with specialized service providers to improve transit access by streamlining rider registration and scheduling processes
- ❑ Support increased pedestrian connections to transit

✓ Goal # 3

- ❑ **Improve coordination among public transit providers and cities**
- ❑ Identify, evaluate, and implement non-traditional ways to deliver and support transportation
- ❑ Secure sustainable funding to maintain existing programs
- ❑ Work with providers and stakeholders to improve or maintain services connecting to the transit system, healthcare and other key destinations
- ❑ **Improve regional connectivity by increasing ease of travel**
- ❑ Facilitate collaboration between agencies for long range strategic planning to benefit riders

✓ Goal # 4

- ❑ Promote partnerships to increase opportunity to make fares more affordable to those in need
- ❑ **Integrate various funding sources to maximize efficiency and increase affordable options**
- ❑ **Explore sources of local revenue for public transportation**
- ❑ Work with providers to train, recruit, and retain drivers
- ❑ Improve safety, security, and sanitation measures to build rider confidence and comfort

✓ Goal # 5

- ❑ Enhance communication and outreach programs
- ❑ Conduct travel training to educate the public on services and policies
- ❑ Partner with organizations to publicize information
- ❑ Identify, recruit, educate, and support influential champions for public transportation
- ❑ **Use innovative technology to distribute public transportation service information**
- ❑ Expand outreach and marketing to increase accessibility

Access North Texas supports several of the broader regional transit improvements envisioned by Transit 2.0

IN PROGRESS: *DFW TRANSPORTATION AND MEDICAL CONNECTIONS PROJECT*

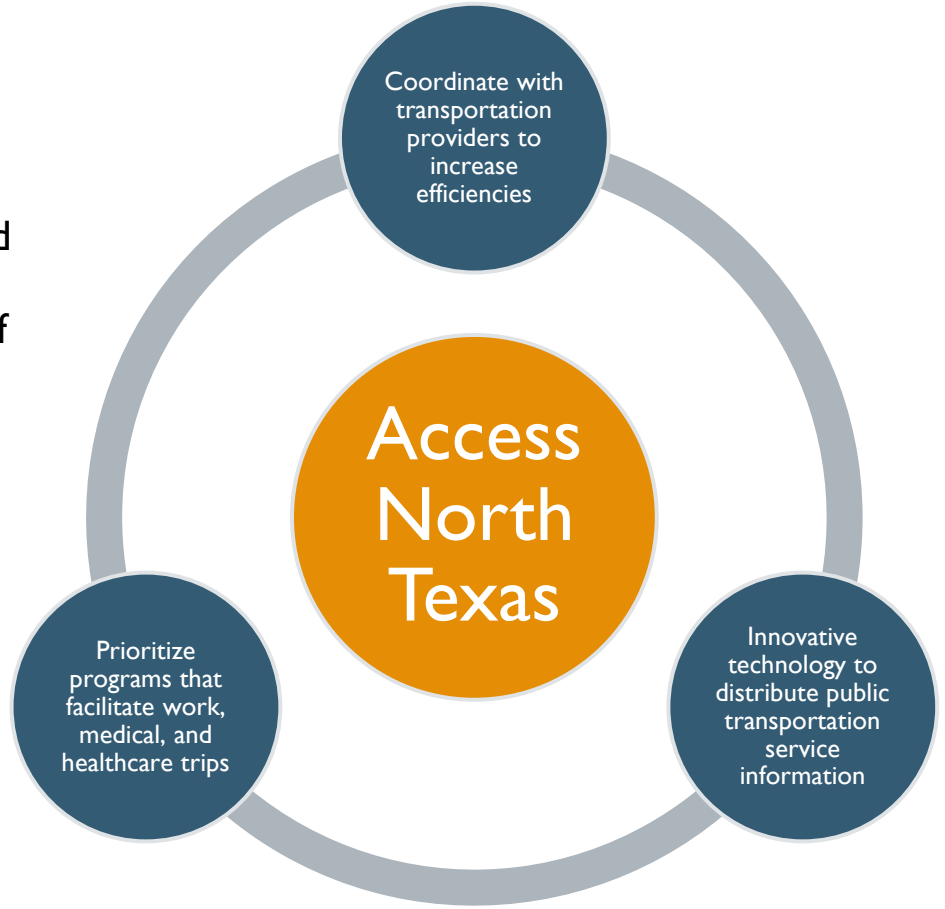
Goal: Deploy an interactive software-as-a-service platform with conversational AI to connect older adults and individuals with disabilities to available transportation options, supported by dedicated staff, outreach, and partnerships with healthcare and transportation providers. Launch in Dallas, Tarrant, Collin, and Denton counties and if successful, seek to expand across North Texas.

Phase I: Development

- Software to make the regional Get-A-Ride guide interactive
- Travel navigators for those not comfortable with technology
- Inventory of medical and healthcare partners

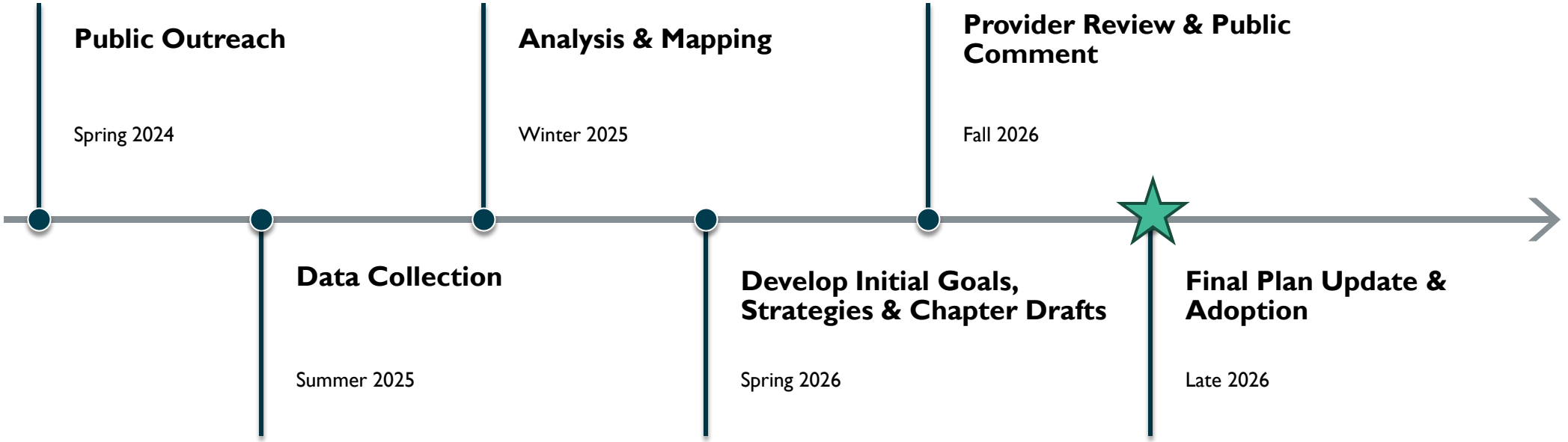
Phase II: Regional Integration

- NCTCOG to initiate and manage initial tasks
- Incorporate transit providers into the online tool.



Grant application submitted to Federal Transit Administration on September 8, 2026. Awards announced in late 2026.

2026 ACCESS NORTH TEXAS TIMELINE



★ Identifies current phase

OVERALL SCHEDULE

Date	Deliverable
March 20, 2024	Kick-Off Meeting
March 2024 – May 2025	Public Outreach & Stakeholder Meetings
June 2025 – October 2026	Data Analysis and Plan Development
September 14, 2026	Public Meeting
September 25, 2026	STTC: Information Item
October 1, 2026	Post Draft Documents Online
November 5, 2026	RTC: Information Item *(Moved from October Meeting)*
December 4, 2026	STTC: Action Item
December 10, 2026	RTC: Action Item

Draft plan available at www.AccessNorthTexas.org

QUESTIONS?

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