

DALLAS 2026 Transportation

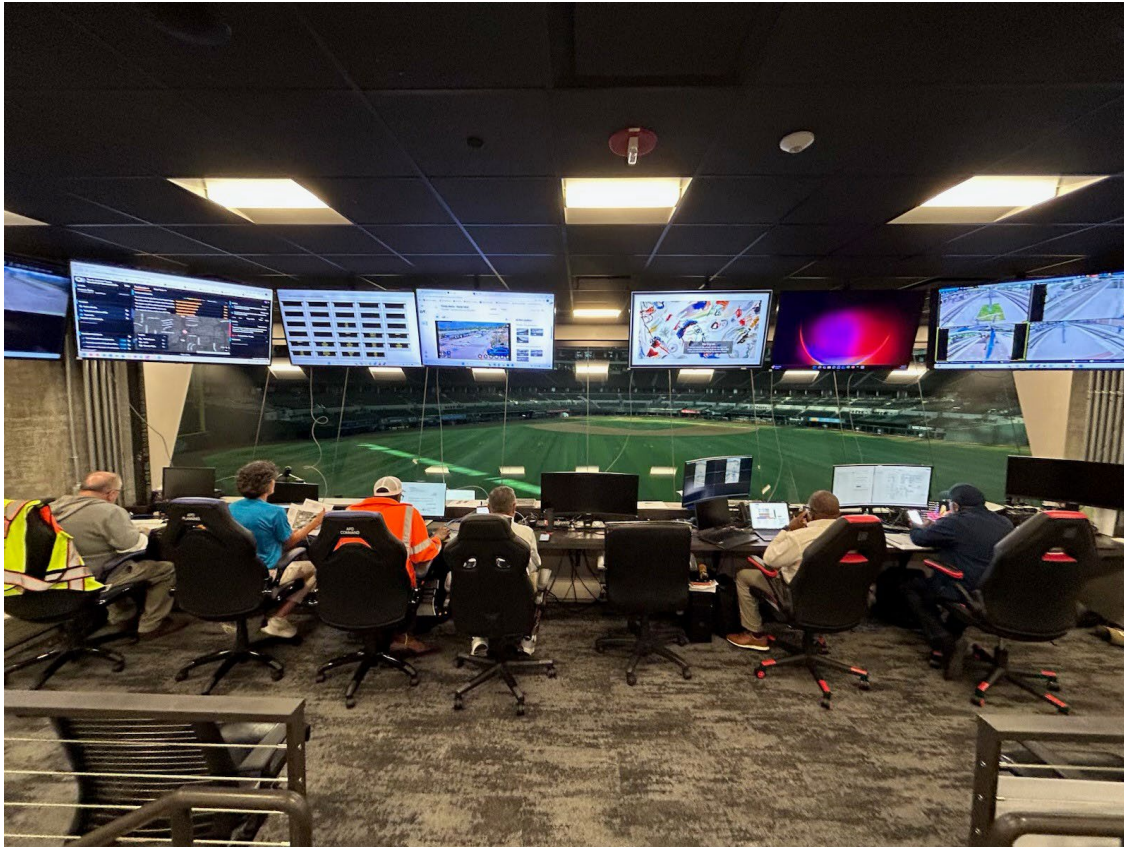
Fédération Internationale de Football Association Funding Support

Michael Morris, P.E. – Director of Transportation

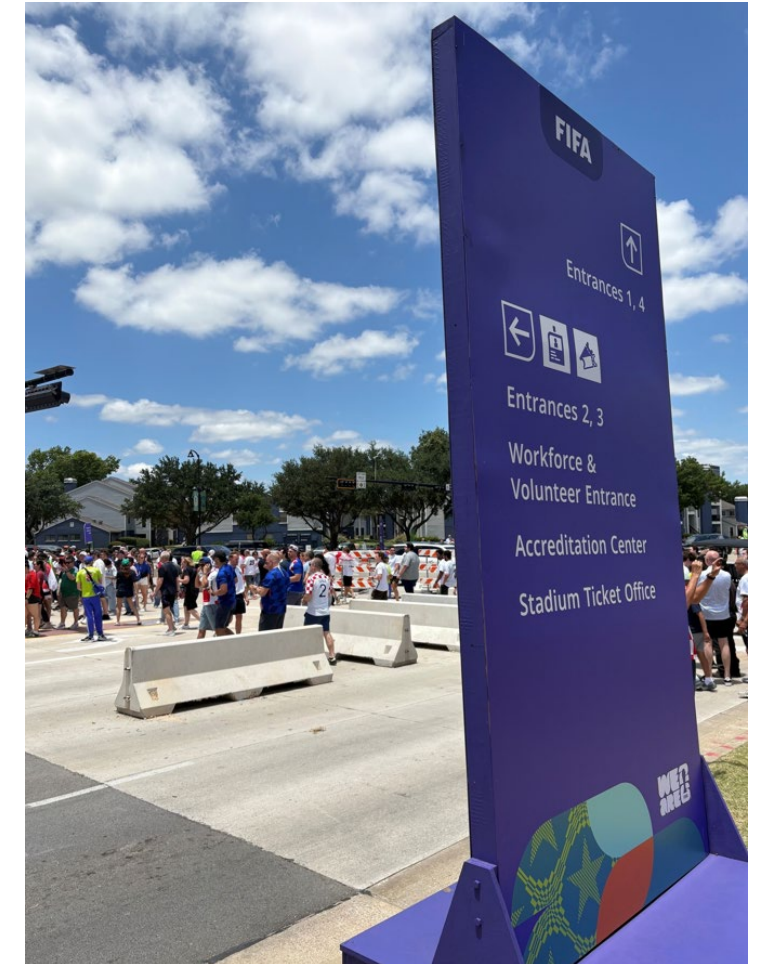
FIFA

DALLAS

Transportation Management Center at Globe Life Field



Dallas Stadium - First/Last Mile



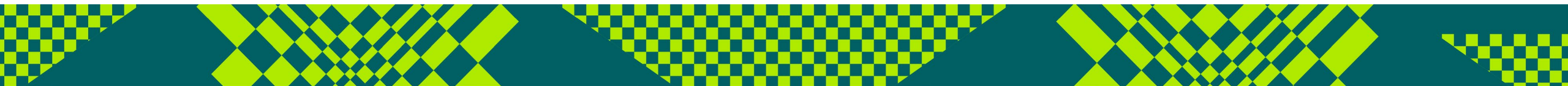
Rideshare Lot at Medal of Honor Museum



Bus Hub at Rangers Lot H



TRE CentrePort Station



TRE CentrePort Station



THANK YOU!



W
E
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R
E



NAS JRB Fort Worth Commanding Officer Recognition

- Capt. Ian McIntyre (2006-2008)
 - Capt. Paul Paine—Former Base Commander & RCC Chair (2008-2013)
- Capt. T.D. Smyers (2008-2011)
- Capt. Rob Bennett (2011-2013)
- Capt. Gil Miller (2013-2015)
- Admiral Mike Steffen (2015-2017)
- Admiral Jon Townsend (2017-2020)
- Capt. Mark McLean (2020-2023)
- **Capt. Beau Hufstetler (2023-Present)**
- Capt. Dustin Engel—Incoming Base Commander, September 2026





Resolution of RTC-NCTCOG Governance Matters

Regional Transportation Council

August 13, 2026

Re-Approval of the Metropolitan Planning Organization Agreement

Article 25 Indemnification.

Non-substantive edits fixing several typos and confusing language.

Article 27 Termination.

Adds language that RTC and NCTCOG cannot terminate without following dispute resolution process.

TxDOT need not comply with dispute resolution process if Governor withdraws designation of the MPO.

Re-Approval of the Metropolitan Planning Organization Agreement

Article 27. G Dispute Resolution.

If a dispute arises, Parties agree to the following:

First, the party that considers there to be a dispute shall provide written notice describing the dispute to the other party;

Second, the RTC's Chair and counsel and NCTCOG's President and counsel shall confer in good faith;

Third, the Parties may turn to litigation but only before the 141st District Court in Tarrant County, Texas, the same court as the current lawsuit.

Approval of the Settlement Agreement

Execution of the Tri-Party Metropolitan Planning Agreement, Operating Agreement, and Settlement Agreement

Upon execution of all three agreements by both the RTC and NCTCOG, the parties will file a joint motion to dismiss the lawsuit.

Approval of the Settlement Agreement

Potential Violations

The Parties agree to the following terms concerning the MPO Director and that the RTC will be irreparably harmed and is entitled to injunctive relief in the event NCTCOG violates one or more of these terms:

Michael Morris shall continue to discharge all of the duties and responsibilities of the MPO Director;

NCTCOG shall not preclude the MPO Director's discharge of those duties and responsibilities;

NCTCOG shall not pursue a replacement for the MPO Director unless otherwise directed, through a process defined, by RTC;

NCTCOG engages in activities: (i) beyond its responsibilities as Fiscal Agent; and (ii) conferred on the RTC as Metropolitan Planning Organization.

Approval of the Settlement Agreement

Releases

The parties mutually agree to release each other ever had or now have arising out of or relating to the Governance Dispute or the Litigation. This release is limited to claims arising from conduct or actions that occurred through the effective date of this Settlement Agreement and does not include claims arising from conduct, actions, or inactions occurring after the effective date.

Approval of the Settlement Agreement

Dispute Resolution

If a dispute arises, the parties agree to the following process

First, the party that considers there to be a dispute shall provide written notice describing the dispute to the other party;

Second, the RTC's Chair and counsel and NCTCOG's President and counsel shall confer in good faith;

Third, the Parties may turn to litigation but only before the 141st District Court in Tarrant County, Texas, the same court as the current lawsuit.

Approval of the 2-Party Operating Agreement

Purpose: Provide continuity, transparency, and clear operating expectations while outlining responsibilities of the Fiscal Agent (NCTCOG) and the MPO (RTC).

Core principles:

- Clarifies responsibilities between Fiscal Agent and MPO.

- Supports effective coordination between Fiscal Agent and MPO responsibilities.

- Recognizes RTC policy direction for MPO functions.

- Maintains appropriate communications and representations for transportation-related matters.

- Supports compliance, accountability, and stewardship.

- Provides resolution processes for operational continuity.

Responsibilities of RTC and Executive Board

Distinguishes transportation policy and funding decisions from fiscal agent oversight and administrative responsibilities in seven areas:

- Request for Grant Applications

- Consultants and Personal Service Agreements

- Subrecipient Agreements with Local Governments, Transit Agencies, and others

- Receipt of Funds and Local Match Contributions

- Approval of Policy Items

- Federal and State Designations

- Receipt of Audit Reports

Presented at the Executive Board Orientation in July

Status Report on External Legal Costs

External Legal Support	Firm	Expenses	
		Month	Amount
Engagement #1 – Governance	Gibson, Dunn, Crutcher	April	\$165,155
		May	\$281,432
		June	\$125,738
TOTAL Engagement #1			\$572,325
Engagement #2 – Ongoing Support for RTC Policy and Programs	Taylor, Adkins, Olson, Sralla, Elam	April	\$1,278
		May	\$0
		June	\$0
TOTAL Engagement #2			\$1,278
Engagement #3 - Texas Open Meetings Act and meeting procedures	Taylor, Adkins, Olson, Sralla, Elam	April	\$731
		May	\$6,009
		June	\$1,065
TOTAL Engagement #3			\$7,805
Cumulative Total All Engagements Through June			\$581,408

Status Report on Internal Legal Costs to the RTC

Month (2026)	Total Hours	Ken	James
January	112.50	68.00	44.50
February	136.50	76.00	60.50
March	164.50	89.50	75.00
April	53.00	26.00	27.00
May	55.50	31.50	24.00
June	26.50	21.50	5.00
Total	548.50	312.50	236.00
Total of Cost for Five Months for Two Attorneys \$103,607			

2025 Comparison (January – June)	1,048.50	599.00	449.50
Total Cost for Five Months in 2025 \$188,090.66			

Key Takeaways

- Internal support hours decreased by 500 hours compared to Jan-June 2025
- Internal support costs decreased by approx. \$84,500 compared to Jan- June 2025
- No comparable increase in external legal costs in Engagement 2 and 3
- Approximate \$75,000 of costs savings for General Counsel and RTC meeting support costs to RTC

REQUESTED ACTION –

RTC Approval of:

- Re-approval of the Metropolitan Planning Organization (MPO) Agreement, including authorization for execution by the RTC Chair
- Approval of the Settlement Agreement between the RTC and NCTCOG, including authorization for execution by the RTC Chair
- Approval of the Operating Agreement between the RTC and NCTCOG, including authorization for execution by the RTC Chair and MPO Director
- Approval of the Letter to the Governor

Contact Us



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2027 UNIFIED TRANSPORTATION PROGRAM AND REGIONAL 10-YEAR PLAN UPDATE

Regional Transportation Council | August 13, 2026

BACKGROUND

- Texas House Bill (HB) 20 requires that Metropolitan Planning Organizations (MPO) develop 10-Year Plans using performance-based planning and project selection methods
- Covers highway and arterial projects on the Texas Department of Transportation (TxDOT) system (e.g., US and State Highways and Farm-to-Market Roads) funded with:
 - Category 2 (MPO selected)
 - Category 4 (TxDOT District selected)
 - Category 12 (Texas Transportation Commission [TTC] selected)
- The Regional 10-Year Plan was originally approved by the Regional Transportation Council (RTC) in December 2016
- This plan is updated annually in conjunction with the development of TxDOT's Unified Transportation Program (UTP)

REGIONAL FUNDING ALLOCATIONS (2023-2027 UTPS)¹

Funding Category ²	2017-2022 UTPs (Average)	2023 UTP	2024 UTP	2025 UTP	2026 UTP	2027 UTP (Proposed) ³
Category 2 (MPO)	\$3.431	\$3.205	\$3.470	\$3.448	\$2.930	\$2.723 <u>\$2.754</u>
Category 4 (District)	\$1.374	\$1.593	\$2.341	\$2.626	\$2.232	\$2.074 <u>\$2.097</u>
Category 12 (Commission)	\$2.178	\$3.132	\$4.082	\$3.626	\$3.704	<u>\$4.089</u>
Total Allocation	\$6.983	\$7.930	\$9.893	\$9.700	\$8.866	<u>\$8.940</u>

1: UTP allocations are for 10-year periods

2: Amounts shown in billions

3: UTP allocations increased in the July draft due to stronger than expected Proposition 1 revenue forecasts

FUNDING OUTLOOK AND PROPOSED CHANGES

- Approximately \$47.24 million for the region was initially available to program on projects:
 - \$2.723 billion (Initial 10-Year allocation [Reduced from \$2.930 billion in 2025 10-Year Plan])
 - -\$927.76 million (Amount allocated to projects advanced to early lettings in recent years)¹
 - -\$1.748 billion (Funding already approved on existing projects)
 - \$47.24 million
- Project bids have been coming in lower than approved funding, which has freed up funding for future programming (\$98.37 million)²
- TxDOT released final 10-Year allocations in July which included additional Category 2 funding for our region (\$31 million), and will be available for future programming

1: Amount is adjusted as projects let, have change orders, or are completed. This number is as of February 2026

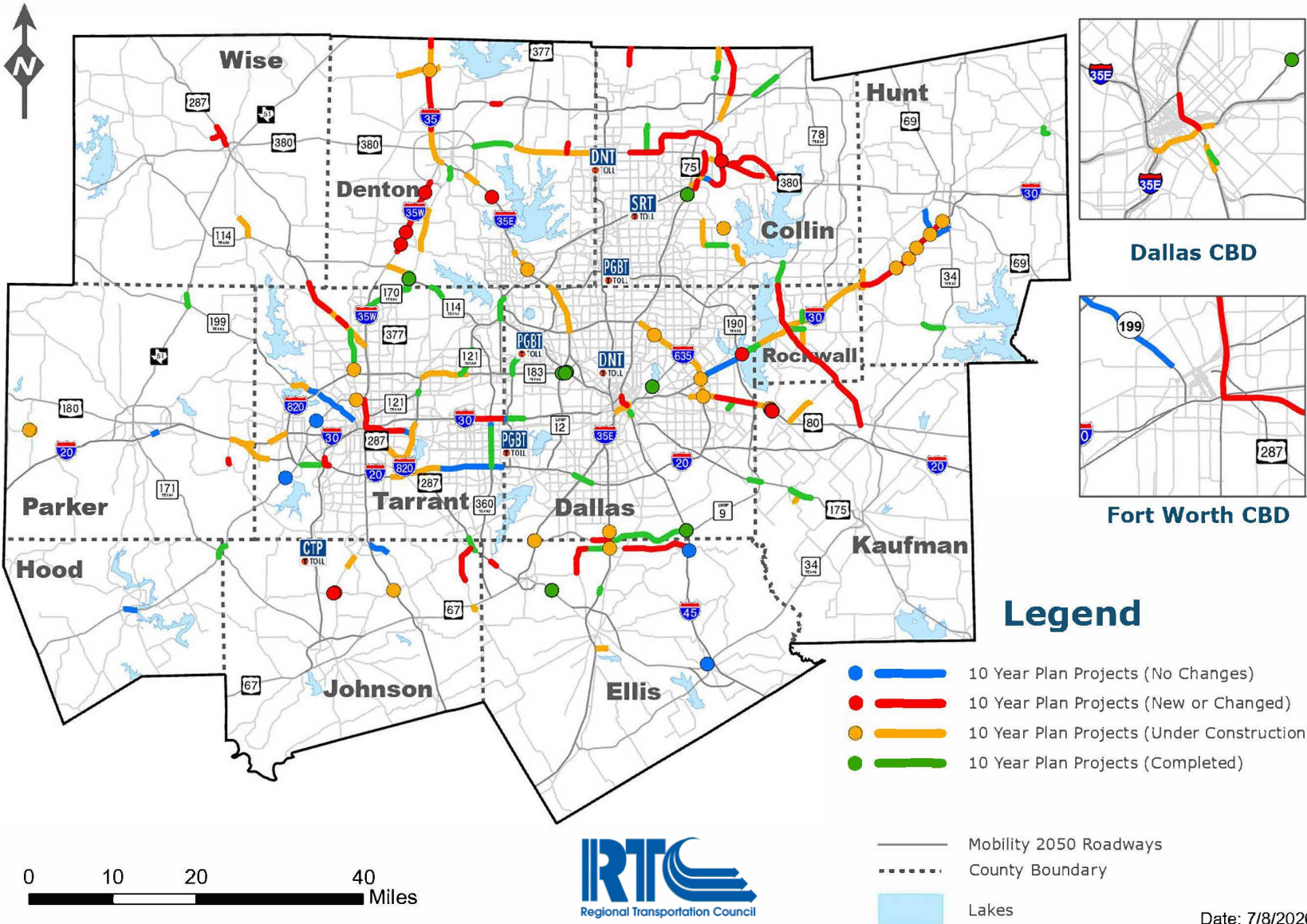
2: Amount is as of August 2026

PROPOSED CATEGORY 12 FUNDING CHANGES

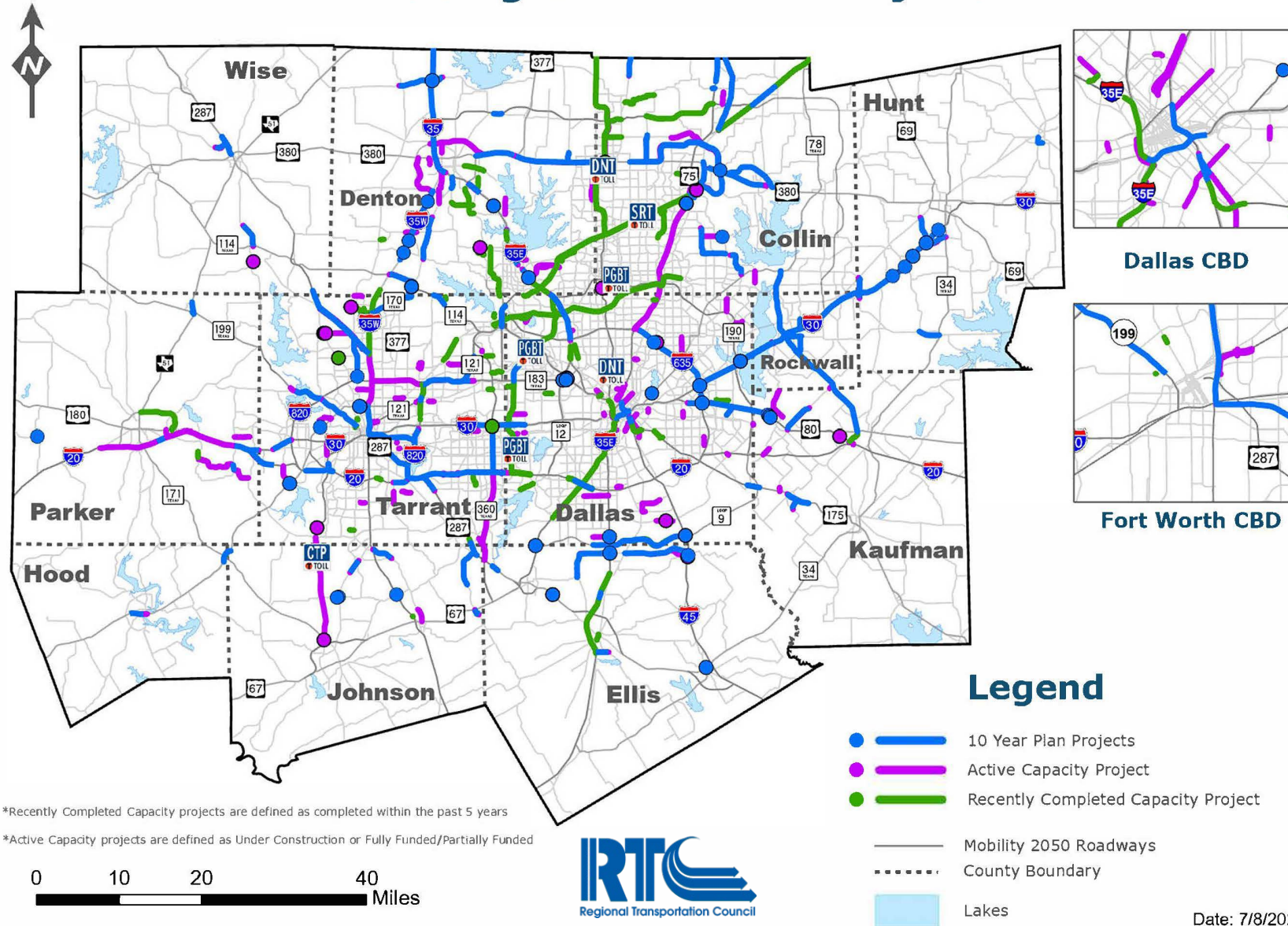
- Through the 2027 UTP, the TTC is proposing to add Category 12 to the following corridors:
 - \$215 million of new Category 12 funding to IH 345 in the Dallas District (project has existing \$75 million of Category 2, \$45 million of Category 4, and \$250 million of Category 12)
 - \$69.9 million of new Category 12 funding for an IH 35W funding partnership in the Dallas District (partnership also includes \$105.5 million of Category 2 and \$3 million of Category 4)
 - \$100 million of Category 12 funding to IH 35W (from IH 30 to SH 183) in the Fort Worth District

Dallas-Fort Worth Regional 10 Year Plan Projects

FY 2017 - FY 2036



Recently Completed & Active Capacity Transportation Projects including 10 Year Plan Projects



*Recently Completed Capacity projects are defined as completed within the past 5 years

*Active Capacity projects are defined as Under Construction or Fully Funded/Partially Funded

WEST/EAST DISTRIBUTION – CATEGORY 2

	West	East	Total
2027 UTP Allocation ¹	\$853,621,754	\$1,899,996,807	\$2,753,618,561
Carryover ²	-\$84,703,673	-\$744,683,273	-\$829,386,946
Remaining Funding for 2027 UTP	\$768,918,081	\$1,155,313,534	\$1,924,231,615
Currently Approved 2026 UTP Projects ³	\$757,246,450	\$990,314,482	\$1,747,560,932
Proposed 2027 UTP Category 2 Additions ⁴	-\$1,414,696	\$50,797,931	\$49,383,235
Remaining Balance	\$13,086,327	\$114,201,121	\$127,287,448

1: Applied 31% West and 69% East formula; This amount includes additional \$31 million allocated in July 2026

2: Includes projected carryover from 2025 to 2026 plus anticipated lettings, change orders, and cost increases in 2026; negative carryover indicates that our region is advancing projects faster than other regions of the State, so able to use more than our typical allocation for a given year; this number is as of July 2026

3: Includes approved project funding in 2026 UTP for projects in 2027+

4: Includes any proposed new projects and/or cost increases/decreases on existing projects in 2027+

2027 UTP PUBLIC COMMENT

- Staff has observed the following trends in recent fiscal years:
 - Reduced allocations to Category 2
 - Reduced allocations to Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding as part of TxDOT's effort to transfer 50% of funds to less restrictive programs
- Staff submitted an email through the UTP Public Involvement process addressing concerns with these trends
- The UTP Public Involvement period ended August 3, 2026

REQUESTED ACTION – 2027 UTP/ REGIONAL 10-YEAR PLAN UPDATE

RTC approval of:

- The Regional 10-Year Plan project listings, including the proposed changes on the “Let and Completed Projects” listing.
- 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 – August 13, 2026

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Updates to the FY21 RAISE Grant Project & Approval for RTC Local for Electric Vehicles

Karla Windsor, Senior Program Manager
Land Use & Mobility Options
Regional Transportation Council
August 13, 2026

FY21 RAISE Project Overview

Project awarded \$8,218,080 in RAISE funds in February 2022

Three project elements:

- Enhanced Transit Service
- Pedestrian Infrastructure
- Traffic Signal Improvements

Due to delays in funding obligations, RTC approved backstop funding for electric vehicles in December 2024



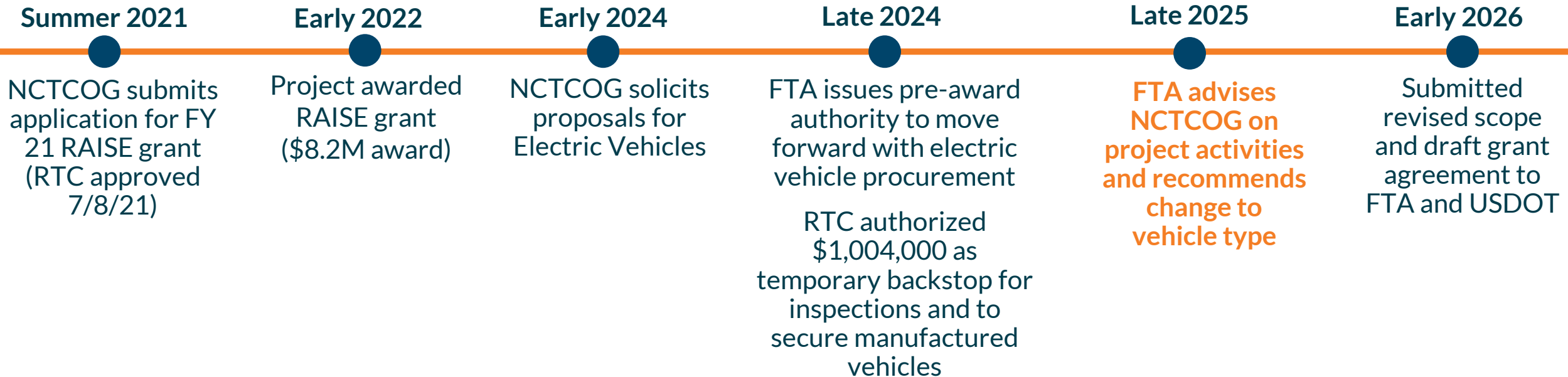
Enhancing Mobility within the Southern Dallas Inland Port

FY 2021 RAISE Grant Application

Attachment A: Project Narrative



Timeline of Project Actions Related to Electric Vehicles



Separating EV Contract Obligations from FY21 RAISE Project



Updates	Status
Change to eight gas powered vehicles and increase funding allocation for sidewalks	Complete
Submit to USDOT and FTA for official review	Complete
USDOT and FTA approval of updated project scope	With FTA

No changes on federal funding, moving forward with modified project components

Updates	Status
Required in-plant inspections for manufactured vehicles	Complete
Contracts for the purchase of eight electric vehicles and inspections	Complete

RTC Action for Electric Vehicle funding is needed



Electric Vehicle Contract Obligations

Electric vehicles are manufactured and per contract obligations, need to move forward. Local funding is needed to cover costs.

Additional funds to support contract obligations and expenditures for the purchase of electric buses, associated in-plant inspection services, and vehicle insurance.

EV Contract Obligations	Total	Funding
Electric Vehicles & Required In-Plant Inspections (incurred)	\$1,004,000	Previously approved RTC Local as temporary backstop funds
Remaining Contract Obligation	\$239,247	New (non-federal commitment)
Insurance	\$30,000	New
Total	\$1,270,247	

Staff to seek partnerships to identify entities interested in purchase of electric vehicles and return proceeds to RTC to offset impacts to RTC Local funds.



REQUESTED ACTION – Updates to the Southern Dallas Inland Port RAISE Grant Projects and EV Contract Obligations

RTC approval of:

- Repurpose \$1,004,000 RTC Local temporary backstop and increase by \$269,247 for a total of \$1,273,247 RTC Local Funds to support contract obligations and expenditures for the purchase of electric buses, associated in-plant inspection services, and insurance costs pending transfer.
- Direct staff to identify entities to receive or purchase electric vehicles and return proceeds to RTC to offset impacts to RTC Local.
- Confirm support for project changes for FY21 RAISE Grant and send letter to FTA to advance the FY21 RAISE Grant.
- Amend the NCTCOG's Transportation Improvement Program (TIP) and the State Transportation Improvement Program (STIP), as well as other planning and administrative documents to revise and include the proposed projects.

RTC Action Item – August 13, 2026



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Technology Project Identification (TPI) Call for Projects

Regional Transportation Council
August 13, 2026



BACKGROUND

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

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

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



FUNDING AVAILABLE

Technology and Innovation

Available (**Previously Approved**) - **\$8,700,000** Surface Transportation Block Grant Program (STBG)

Additional Request - **\$2,543,400** STBG

Total Funding: **\$11,243,400**

Funding Split	Previously Approved	Additional Request	Recommended Funding
Eastern Sub-Region	\$6,003,000 (69%)	\$931,400	\$6,934,400 (62%)
Western Sub-Region	\$2,697,000 (31%)	\$1,612,000	\$4,309,000 (38%)
Local Match – Transportation Development Credits (TDCs)			

Funding split imbalances will be registered in the region's West/East Equity tracking.

Note: The additional funding needed to support the full recommended project list will be provided using **STBG funds with Category 2 TDCs**.



TECHNOLOGY PROJECT IDENTIFICATION (TPI) PROCESS

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

Phase 1. Call For Projects Issued To Public Agencies:

Submission period Jan 9 - April 10.

Phase 2. Review & Evaluation:

Eligibility, program alignment, scoring, and funding review.

Phase 3. Regional Procurement (Next Step):

Recommended projects advance to procurement.



REVIEW & SCORING PROCESS

Criteria	Description	Score
Innovative Approach To Solve A Transportation Need	Innovative solution that supports listed emphasis areas, engages the community, improves job access, and drives economic growth	50%
Strong Case For Regional Investment	Clearly articulates why regional funds are needed, and how the project can be transferable across regions	40%
Public/Private Sector Partnership	Involves coordinating between public/private partner to enhance regional value	10%
	Total Score	100%



EMPHASIS AREAS

Roadway Safety Technologies

- Deploying advanced tools to improve road safety.

Next-Gen Traffic Signals

- Improving traffic flow and safety through smart signal systems.

Food Desert Elimination

- Supporting access to fresh food through innovative mobility solutions.

Delivery Bots & Drones

- Enhancing last-mile delivery with autonomous technologies.

Autonomous Shuttles

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



RECOMMENDED PROJECTS

Eastern Subregion

Additional Request: \$931,400

ID	City / Agency	Emphasis Area	Project Title	Total Score	Requested Funds	Cumulative Total
17	City of Frisco	Roadway Safety Technologies; Next-Generation Traffic Signals;	Next-Generation Regional Emergency Vehicle Preemption	78	\$1,900,000	\$1,900,000
22	City of McKinney	Roadway Safety Technologies; Next-Generation Traffic Signals;	Next-Generation Regional Emergency Vehicle Preemption	78	\$1,200,000	\$3,100,000
32	City of Allen	Roadway Safety Technologies; Next-Generation Traffic Signals;	Next-Generation Regional Emergency Vehicle Preemption	78	\$1,070,000	\$4,170,000
20	City of DeSoto, Duncanville & Cedar Hill	Roadway Safety Technologies; Next-Generation Traffic Signals;	BEST SOUTHWEST CITIES Emergency Vehicle Preemption and Priority Project	75	\$1,964,400	\$6,134,400
26	City of Denton	Roadway Safety Technologies; Next-Generation Traffic Signals;	VISION ZERO INTELLIGENT SAFETY CORRIDOR, Context-Aware Traffic Calming System Deployment on High Injury Network (HIN) Segments	74	\$800,000	\$6,934,400

Western Subregion

Additional Request: \$1,612,000

ID	City / Agency	Emphasis Area	Project Title	Total Score	Requested Funds	Cumulative Total
18	City of Arlington	Roadway Safety	Smart Rail Crossing Safety Infrastructure Expansion: Arlington TRAINFO Train Detection and Driver Notification System	70	\$980,000	\$980,000
13	City of Arlington	Roadway Safety Technologies; Next-Generation Traffic Signals;	Smart Intersection Safety Analytics Deployment: Next-Generation Traffic Sensors for Arlington's High-Injury Network	65	\$950,000	\$1,930,000
33	City of Fort Worth	Roadway Safety Technologies; Next-Generation Traffic Signals;	East Berry Street from I-35W to Miller Avenue Technological Advancements	64	\$2,129,000	\$4,059,000
16	City of Southlake	Roadway Safety Technologies; Next-Generation Traffic Signals.	Next Generation Smart Intersection Detection Upgrade (LiDAR Deployment)	60	\$250,000	\$4,309,000



NEXT STEPS

- Refine **scopes** and **readiness** with selected agencies
- Complete **funding programming** and TIP/STIP updates
- Begin **procurement** and **agreement development**
- Move projects toward **implementation**



SCHEDULE

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



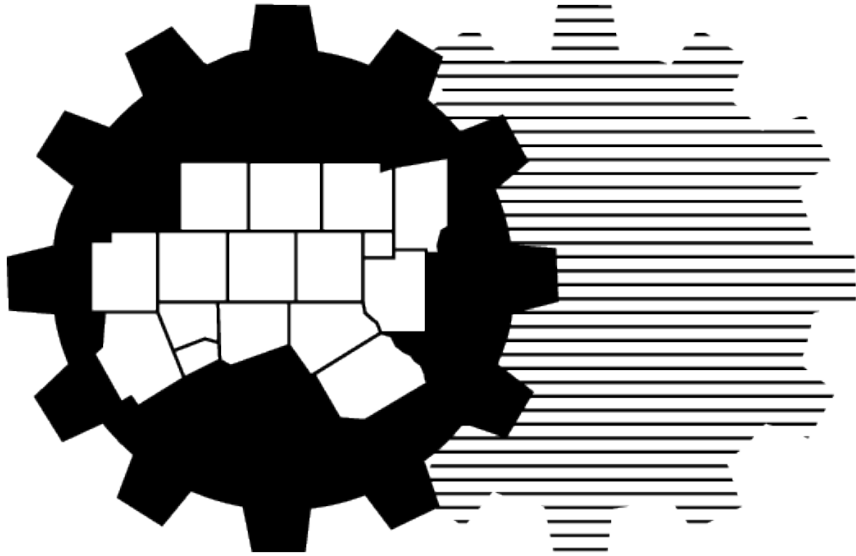
REQUESTED ACTION – TECHNOLOGY PROJECT IDENTIFICATION (TPI) FRAMEWORK RECOMMENDED PROJECTS

RTC approval of:

- **Recommended projects** and **associated funding amounts** based on the evaluation and scoring results.
- **Utilization of \$11.2 million** in Surface Transportation Block Grant funds with Category 2 Transportation Development Credits as local match to support the recommended projects.
- Administrative amendments to the Transportation Improvement Program (TIP) / Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed.



CONTACTS



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NCTCOG TRANSPORTATION
DEPARTMENT

Resolution Submittal of Grant Application to the Federal Transit Administration for the 2026 Access and Mobility Partnership Grant

Karla Windsor | Senior Program Manager

Regional Transportation Council | 8.13.2026



Innovative Coordinated Access and Mobility Pilot Program

- The Federal Transit Administration (FTA) **FY2026 Innovative Coordinated Access and Mobility Pilot Program (ICAM)** has **\$11.96 million available** in competitive grants to support innovative projects for older adults, people with disabilities, and individuals/households with limited financial resources that will **improve the coordination of transportation and non-emergency medical transportation services**.
- To maximize positive impact, the **FTA intends to prioritize regional and statewide coordination efforts** over local-level ones.
- Funds may **only be used for capital expenditures, including mobility management**, not for operating transit services.
- Applications are **due September 9, 2026**.



DFW Transportation and Medical Connections Proposal

Goal: Deploy an interactive software-as-a-service platform with conversational AI that enables users to quickly connect with available transportation options for older adults and individuals with disabilities. Through dedicated staff support, outreach, and partnerships with healthcare and transportation providers, the project will launch in Dallas, Tarrant, Collin, and Denton counties and seek to expand across North Texas.

Phase I: Development

- Procure and test software to make the regional Get-A-Ride guide interactive.
- Staffing for calls to provide transit options to those who are not comfortable with or do not have access to technology.
- Inventory partners and medical providers to conduct outreach and help connect patients/clients to transportation options

Phase II: Regional Integration

- NCTCOG will initiate and manage initial tasks and work to integrate with providers for easy updates.
- Incorporate transit agencies and various small area providers into the online tool.



Addressing Transit Needs in North Texas

Pilot mobility management efforts in Dallas, Tarrant, Collin, and Denton to better connect individuals to transportation resources and if successful, expand region-wide.

Improve the coordination of transportation services and medical transportation services to better serve transit-dependent populations.

Enhance partnership with NCTCOG Area Agency on Aging to strengthen cross-departmental efforts.

Support Access North Texas Goals & Strategies:

- Invest in programs that facilitate transportation trips to medical and healthcare appointments
- Promote access and information about available transportation options
- Coordinate with transportation providers, public agencies, and stakeholders to increase efficiencies



REQUESTED ACTION – SUBMITTAL OF GRANT APPLICATION TO THE FTA FOR THE 2026 ACCESS AND MOBILITY PARTNERSHIP GRANT

- RTC approval of:
 - Submission of application for FTA's Access and Mobility Partnership Grant for Innovative Coordinated Access and Mobility Pilot Program not to exceed \$1,250,000 (\$750,000 Federal, \$500,00 RTC Local) to improve access to public transportation by building partnerships among health, transportation and other service providers.
 - 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 program if selected.

RTC Action Item – August 13, 2026



Contact Us



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METROPOLITAN TRANSPORTATION PLAN POLICY BUNDLE

Regional Transportation Council

August 13, 2026

WHY THIS PROGRAM MATTERS

LOCAL POLICY ACTION REDUCES LOCAL MATCH BURDEN



Voluntary participation tied to policies in the Mobility Plan



Advances regional priorities like safety, air quality, transit



Rewards qualifying entities with TDCs



Frees up local cash to use for other priorities

SCORING FRAMEWORK RECAP

 RTC-approved framework • transit participation counts in city scores

	City Scoring (<i>Dynamic</i>)	Transit Authority (<i>Fixed</i>)
Award Type	Ranked each round	Set by authority size
Amounts	500k – 5M / applicant	Small 1M • Medium 1.5M • Large 2.5M
Pot	25M TDCs (83%)	5M TDCs (17%)
Qualify	Policy Points + Transit Points × Population Factor → Ranked TDC Awards	6 policies



Unallocated Transit TDCs flowed to cities



Cities’ transit participation scored on the back end

ROUND 6 - HIGHLIGHTS

TOTAL RECOMMENDED TDCs

34,900,000

across all entities

12

cities • 30.9M

2

authorities • 4M



All participating entities qualified

- Draft TDC award recommendations were presented to STTC in July with continued quality control underway
- QC review is now complete and identified allocation corrections for three entities
- Staff worked with the TIP team to address allocation corrections and confirm TDC availability

ROUND 6 – AWARD DETAILS

City	Transit Status	Policy Points	TDCs
Arlington	-	53	3,200,000
Denton	1/2 Cent Cities	38	2,300,000
Fort Worth	Full Transit	46	4,700,000*
Frisco	LCG/Small Amount Contract	53	2,400,000
Garland	Full Transit	38	3,100,000*
Grand Prairie	-	32	1,700,000
Grapevine	LGC 3/8 Cent	28	1,300,000
Irving	Full Transit	39	3,200,000
Mansfield	-	21	900,000
McKinney	-	38	1,900,000
Plano	Full Transit	57	3,700,000*
Richardson	Full Transit	41	2,500,000
Total			30,900,000

Authority	Policies Achieved	TDCs
DART	8	2,500,000
Trinity Metro	8	1,500,000
Total		4,000,000

Total TDCs Recommended to Award

34,900,000

SCHEDULE

Date	Item
March 23, 2026	Round 6 Opens
April 27, 2026	Early Deadline for Applications
May 26, 2026	Final Deadline for Applications
June to July	Applicant Scoring
August 13, 2026	RTC – Awards (Information)
August 28, 2026	STTC – Awards (Action)
September 10, 2026	RTC – Awards (Action)
October 1, 2026	Round 6 TDCs Available to Use

CONTACT US



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POLICY LIST

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



REGIONAL TRANSPORTATION COUNCIL PRESENTATION

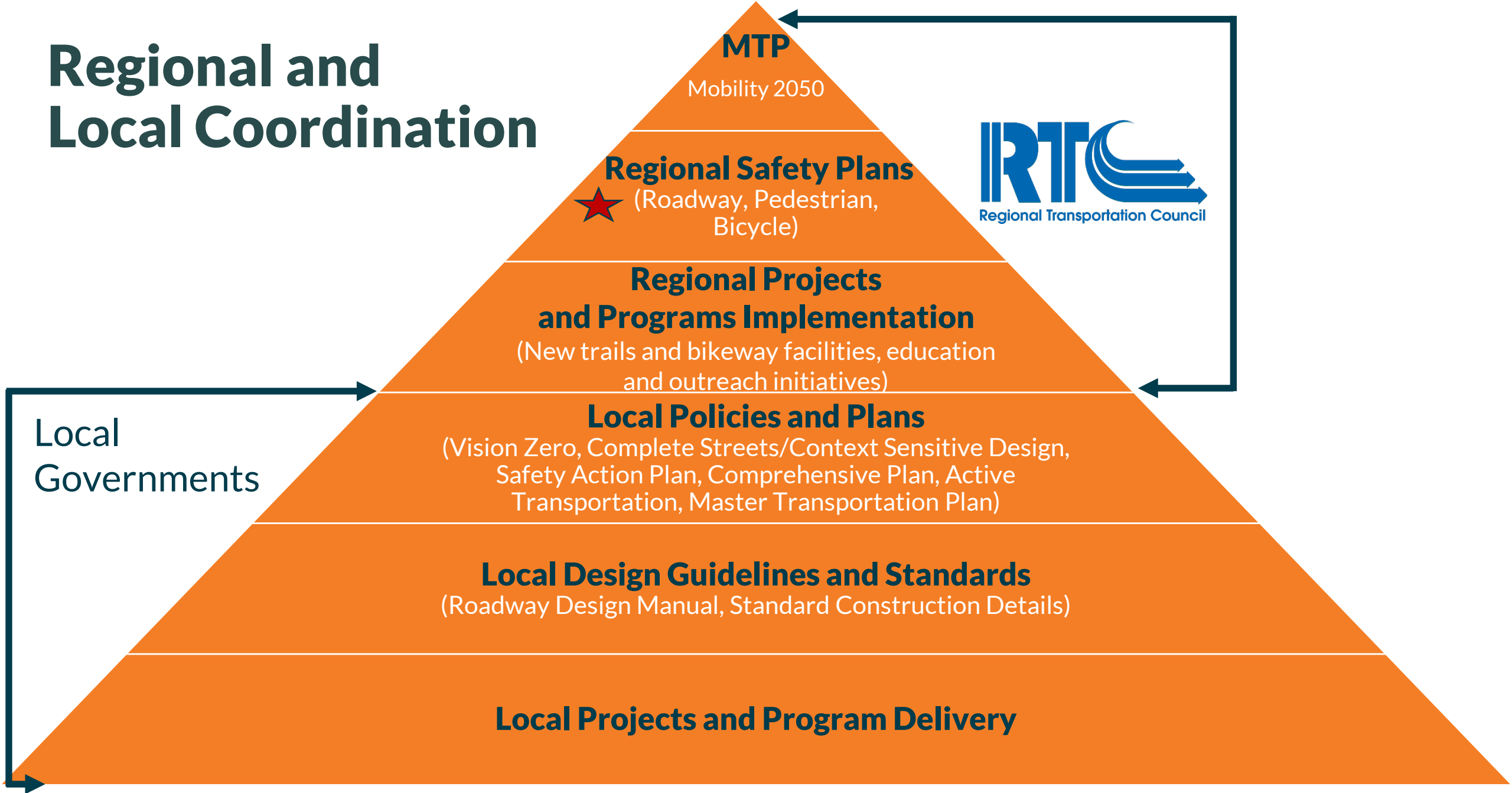
REGIONAL BICYCLE SAFETY ACTION PLAN

KEVIN KOKES, AICP

08.13.2026

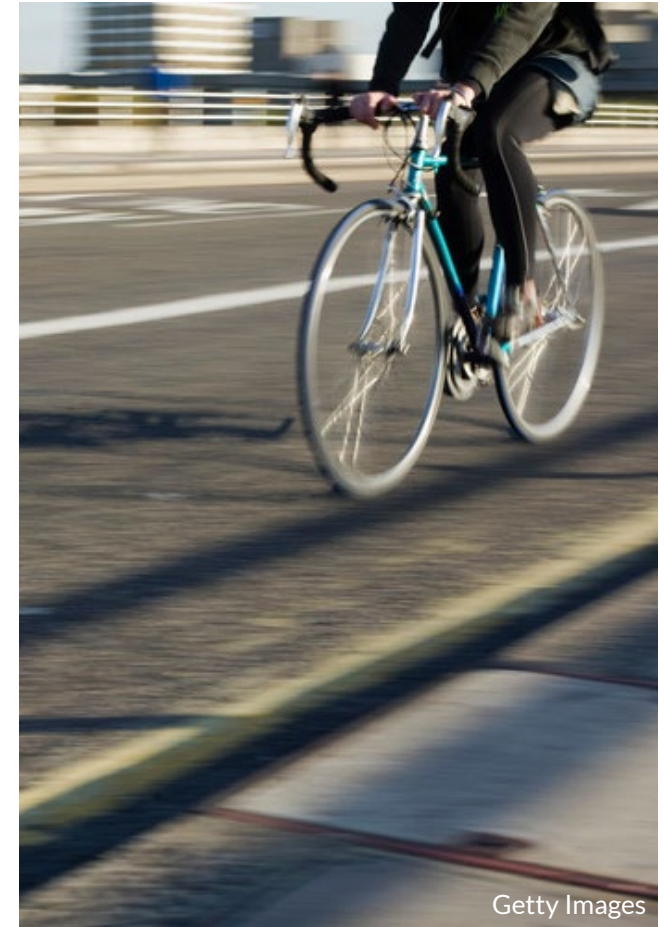
**LOOK OUT
TEXANS**  
BIKE WALK DRIVE SAFELY
LookOutTexans.org

Regional and Local Coordination



Purpose of the Safety Plan

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



State and Regional Goals

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

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



Regional Safety Position:

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

Affirmed by the Regional Transportation Council on February 14, 2019

Texas Transportation Commission Minute Order:

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

Approved by the Texas Transportation Commission on May 30, 2019

Planning Process

Robust, grass roots engagement (February – November 2025)

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

Data-driven approach

- Crash data analysis and contributing factors
- Hot spot crash densities with context sensitive targeted areas and corridors



Bicyclist Crash Data Overview

TxDOT Crash Records Information System (CRIS)

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

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



Note: Includes “pedalcyclist” crashes from bicycles and other human-powered conveyances, including tricycles, unicycles, and electric bicycles (e-bikes) that have operable pedals and attain a top speed of 28 miles per hour or less.



*“Pedalcyclist” crash data does **not** include scooters, e-moto devices, and other micromobility devices.*

E-Bikes vs. E-Motos*

E-BIKES		E-MOTORCYCLES*
	VS	
Pedals with electric assistance	 POWER	Powered by an electric motor
Up to 20 or 28mph, depending on class	 SPEED	Greater than 28mph
Up to 750W	 MOTOR	Greater than 750W
Driver's license and license plate not required	 OPERATION	Driver's license (with motorcycle endorsement) and license plate required

Source: City of Mercer Island, WA

Electric Bicycle (E-Bike)



Source: Denago eBikes

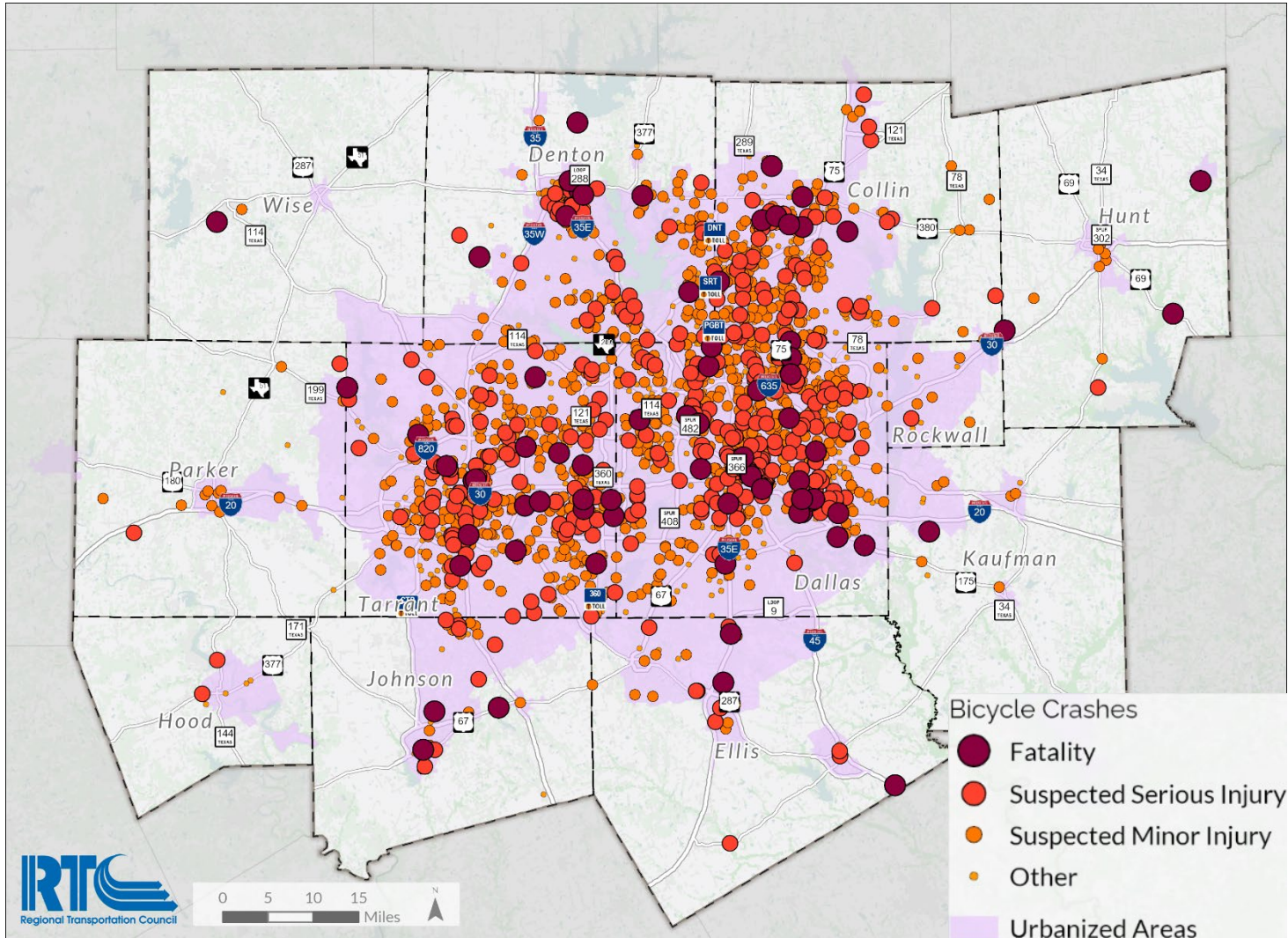
Electric Motorcycle (E-Moto)*



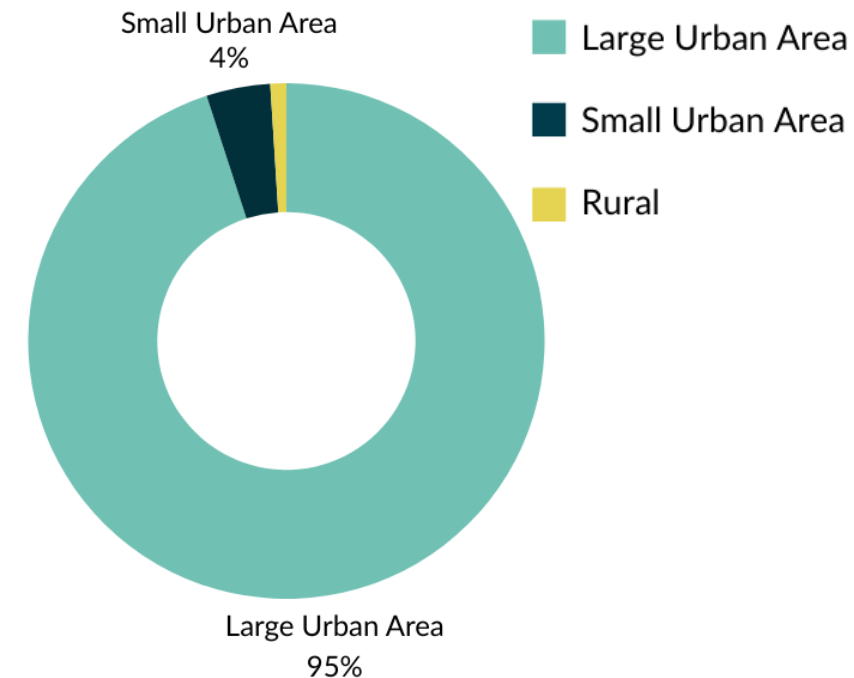
Source: ENGWE

* Not included in the Plan

Bicyclist Crashes in the MPA (2019 – 2023)



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



Bicyclist Crash Data Statistics (2019 – 2023)

2,471

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

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

73

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

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

86%
of All Fatal &
Serious Injuries
Involved
MALES



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

81% of bicyclists
killed were not wearing
HELMETS.

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

2/3rd
of Fatal
Bicycle Crashes
Occur in

Dawn, Dusk,
or Night

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

Bicyclist Crash Locations (2019 – 2023)

In Proximity to Schools and Transit

90%

of bicyclist
crashes
occur within



1 MILE

of a school

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

Over

1/3rd



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

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

Bicyclist Crash Locations (2019 – 2023)

74%
of all bicycle crashes
occurred at
INTERSECTIONS

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



NCTCOG

Bicyclist Crash Locations (2019 – 2023)



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

Stakeholder and Public Engagement

Over 40 Meetings and Outreach Events

Stakeholder Engagement

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

Public Engagement

- 14 outreach events
- 2 local bicycle group meetings
- Chamber of Commerce Transportation Committee meeting
- Institute of Transportation Engineers meeting
- Distributed bicycle safety materials
- 718 Map Your Experience comments (2020 – 2025)
- 837 online page views of the draft plan (May-June 2026)

Bicycle Safety Survey

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

Regional Bicycle Safety Survey Results

Focus of Questions:

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



Key Findings:

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

Goals



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



Address critical bicycle safety needs in priority locations



Enhance safe connections to daily destinations



Balance the safety and needs of all roadway users



Develop a culture of safety

Guiding Principles for a Culture of Safety

Design for All Ages and Abilities



Texas Roadway Design Manual

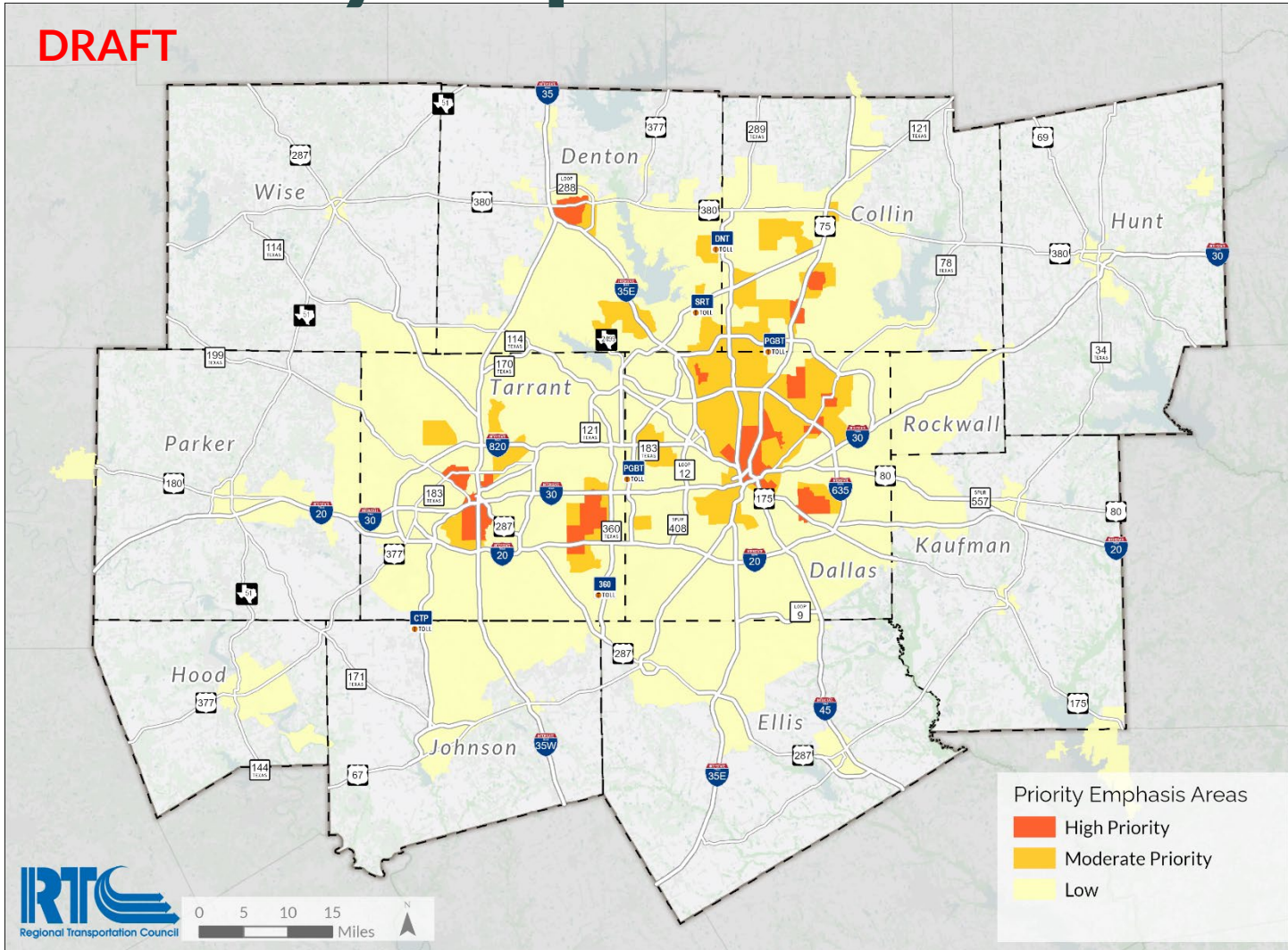
Apply the Safe System Approach



U.S. Department of Transportation

Priority Emphasis Areas

DRAFT



Legend

High Priority Emphasis Area

 Average of 6 crashes per square mile

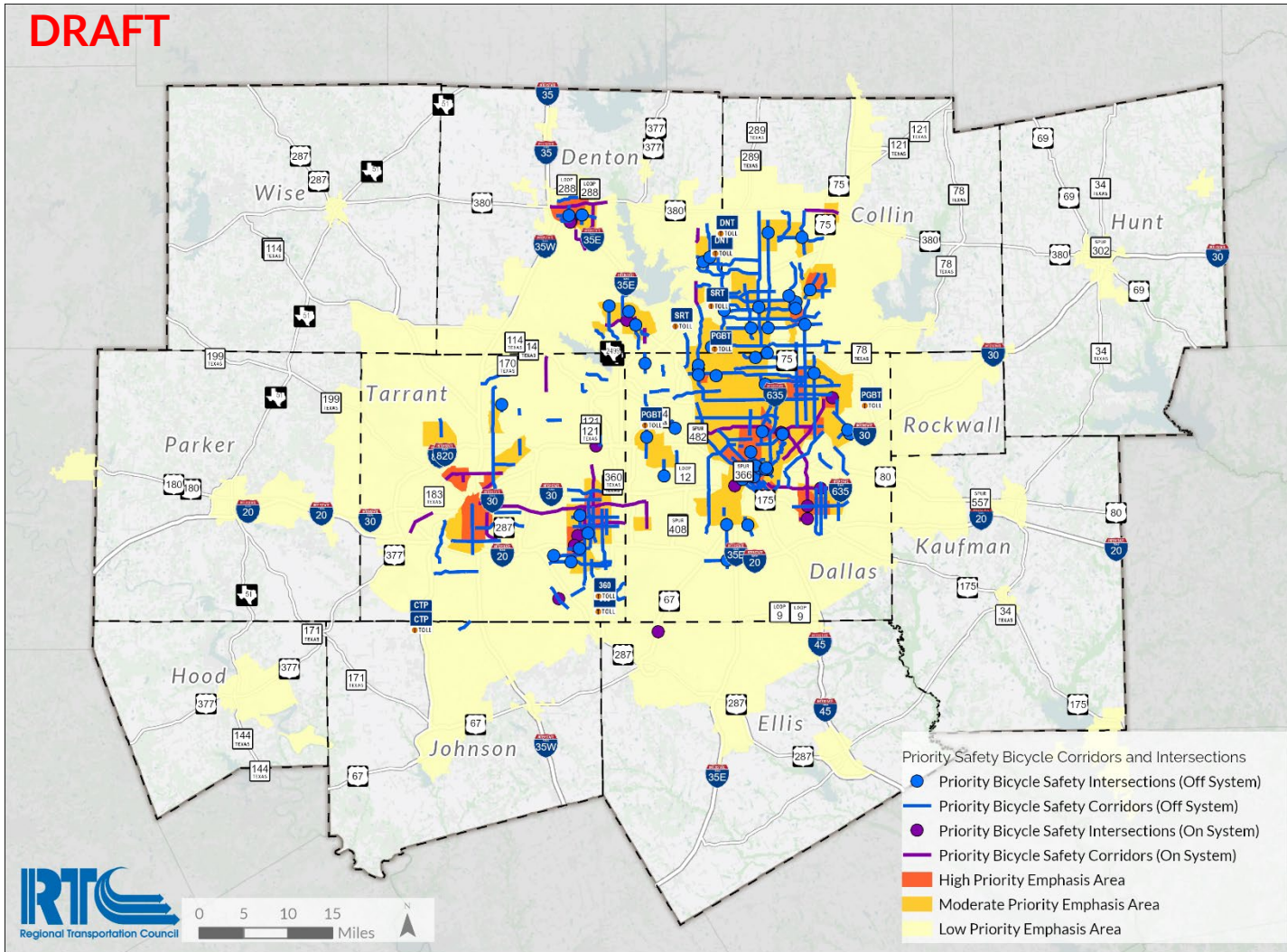
Moderate Priority Emphasis Area

 Average of 2 crashes per square mile

Priority Emphasis Area	% of Urbanized Areas	% of Crashes	Mi. of Planned Bikeways
High	2.6%	21%	315
Moderate	9.0%	34%	810
Total	11.6%	55%	1,125

Priority Bicycle Safety Corridors and Intersections

DRAFT



Located in 37 cities across the region.

Priority Safety Bicycle Corridors and Intersections

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

Priority Emphasis Areas

- High Priority
- Moderate Priority

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

Action Plan for Projects and Programs

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



Engineering:

Implement safety countermeasures and bicycle facilities in priority areas and corridors identified in the Plan.



Education:

Promote a culture of safety and safe roadway behavior for all modes of travel and educate professionals on safe roadway and bicycle facility design.



Enforcement:

Prioritize enforcement of traffic laws such as speed limits, distracted driving, operating of a motor vehicle while impaired, and compliance with traffic control devices.

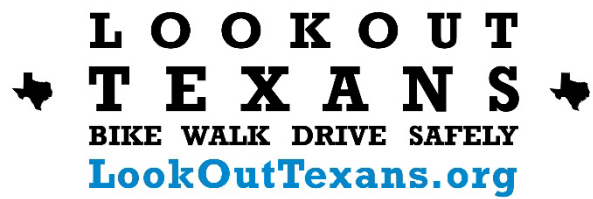


Evaluation:

Collect data to make data-driven decisions, monitor and report on progress toward achieving adopted safety targets.

Schedule

Activity	Date
Bicycle and Pedestrian Advisory Committee Presentation	Feb 19, 2025
Outreach Events	March – May 2025
Stakeholder Committee Meeting	March 27, 2025
Bicycle Safety Survey	April – June 2025
Public Meeting	April 7, 2025
Bicycle and Pedestrian Advisory Committee Presentation	May 21, 2025
Stakeholder Committee Meeting	July 15, 2025
Bicycle and Pedestrian Advisory Committee Presentation	Aug 20, 2025
Bicycle and Pedestrian Advisory Committee Presentation	Nov 19, 2025
Public Meeting	April 13, 2026
Regional Safety Advisory Committee Meeting	April 24, 2026
Draft Plan Posted Online	May 1 – June 26, 2026
Bicycle and Pedestrian Advisory Committee – Information on Draft Plan	May 20, 2026
Surface Transportation Technical Committee – Information on Draft Plan	May 22, 2026
Regional Transportation Council – Information on Draft Plan	Aug 13, 2026
Surface Transportation Technical Committee – Action to Recommend Plan Adoption	Aug 28, 2026
Regional Transportation Council – Action to Adopt Plan	Sept 10, 2026



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