

NCTCOG PRESENTATION

2027 TRANSPORTATION ALTERNATIVES CALL FOR PROJECTS FOR THE NORTH CENTRAL TEXAS REGION

Kevin Kokes, AICP
Surface Transportation Technical Committee | 09.25.2026

ELIGIBLE PROJECT ACTIVITIES

May include:

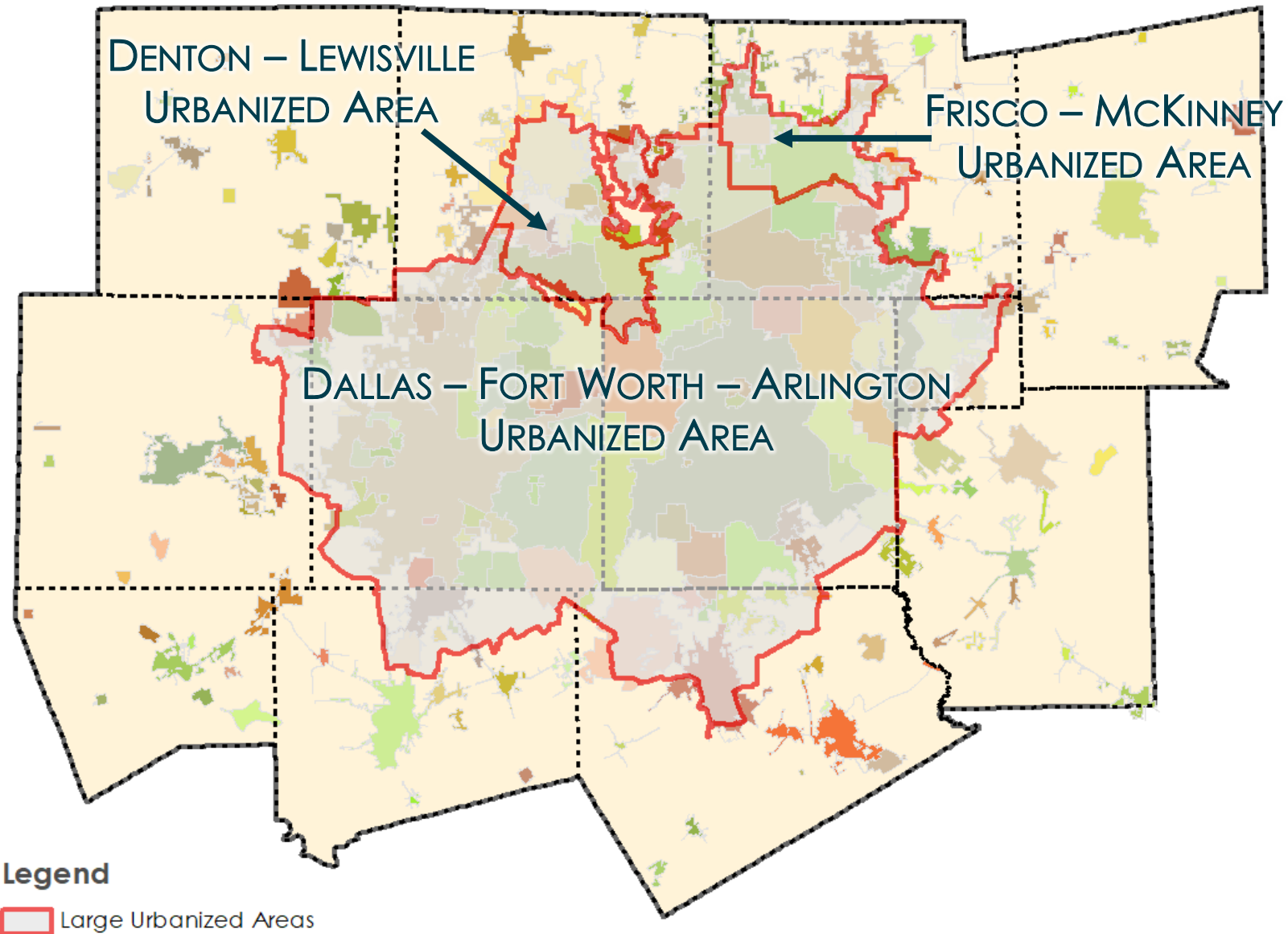
- Shared-Use Paths (Trails)
- On-Street Bikeways
- Sidewalks, Crosswalks, Curb Ramps with Shade (part of a larger project)
- Sidewalks and Bikeways to Transit (e.g., Rail Stations and High Frequency Bus Routes)
- Pedestrian and Bicycle Safety Countermeasures
- Protected Intersections
- Safe Routes to School Planning



ELIGIBLE PROJECT AREAS

Within one of the
three urbanized areas
(exceeding 200K
population)

NOTE: the TxDOT Statewide TA
Call for Projects is anticipated to
open January 2027



FUNDING OVERVIEW

Approximately \$60 million in federal funding is anticipated to award

Project Activity	Minimum Federal Funding Award per Project (Targets)	Maximum Federal Funding Award per Project (Targets)
Construction	\$3,000,000	\$10,000,000
Safe Routes to School Planning	\$200,000	\$500,000



FUNDING OVERVIEW (cont.)

Construction-implementation projects

- Engineering and Environmental Phases: 100 percent locally funded
- Construction Phases: Minimum 20 percent local match*

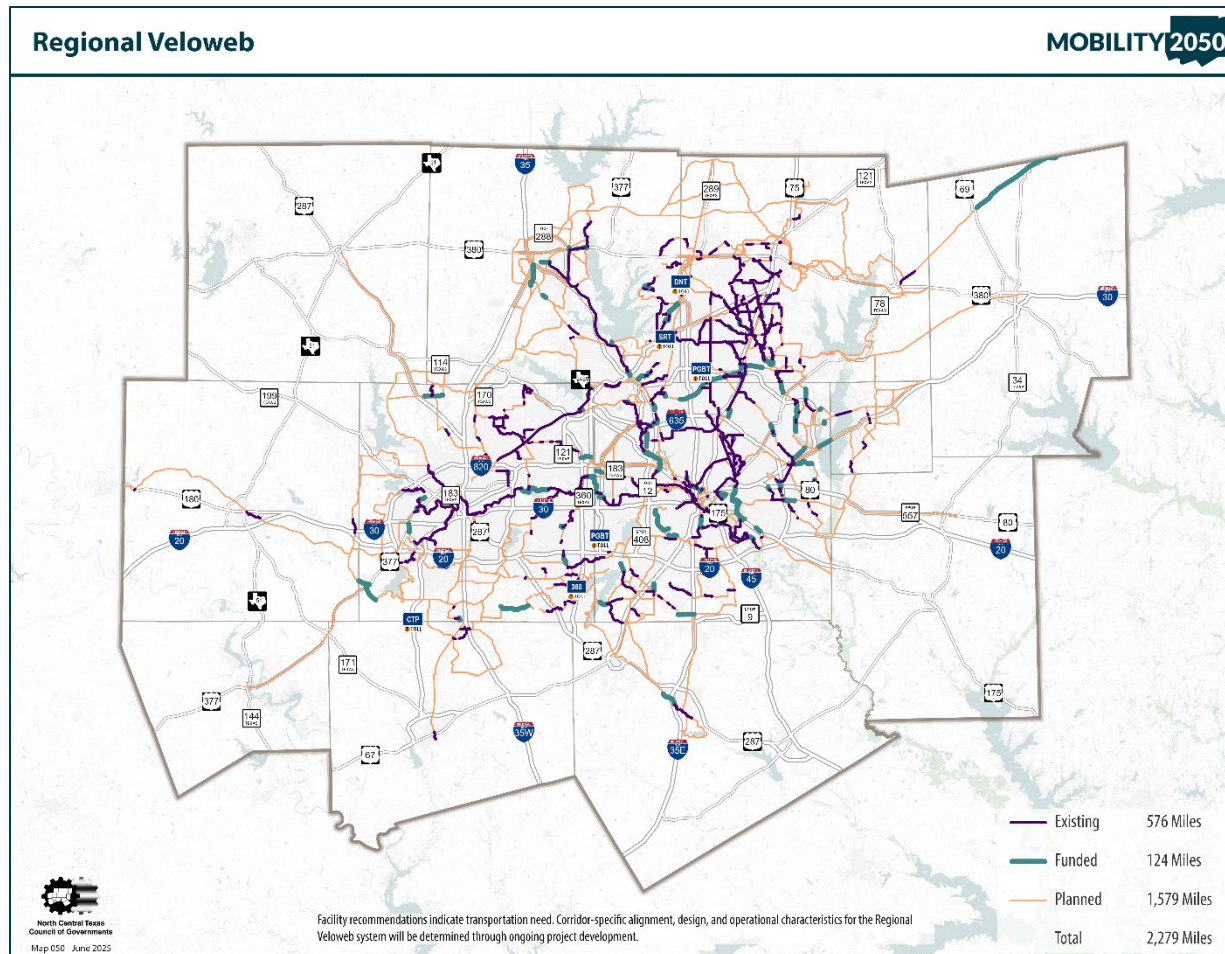
Safe Routes to School planning: Minimum 20 percent local match*

* Local match must be cash or Transportation Development Credits (TDCs)

- No in-kind contributions
- Reimbursement up to 80 percent of eligible project costs (up to 100 percent if using TDCs)
 - *Regional TDCs may be requested in lieu of local match for projects implementing alignments of the Regional Veloweb*
 - *Policy Bundle TDCs available for qualifying local governments may be applied to other project types not consisting of a Regional Veloweb alignment*



REGIONAL TRANSPORTATION COUNCIL TRANSPORTATION DEVELOPMENT CREDITS



Agencies may request Regional Transportation Council (RTC) Transportation Development Credits (TDCs) in lieu of a local match for projects implementing the **Mobility 2050 Regional Veloweb**.



FUNDING PRIORITIES

Connections:

Regional Connections

(e.g., Regional Veloweb)

Connections to Jobs, Schools, and/or transit

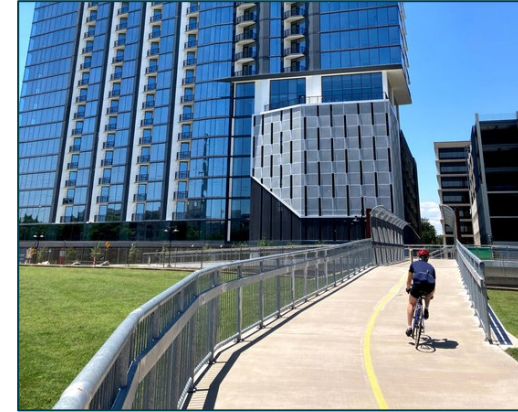
Connections between existing facilities

(e.g., creating a connected network)

Project Readiness

Project feasibility and amount of advance planning completed to date

(e.g., schematics or preliminary engineering)



MPO PROGRAM RULES (REQUIRED DOCUMENTATION)

- **Letter of Local Funding Commitment**
Confirm the availability of the local match contribution or requested use of TDCs
- **Right-of-Way/Easement**
Property must be under public ownership. If easement cannot be obtained by deadline, a consent letter from the “public” property owner or utility company is required. Pending easements on private properties are not eligible.

If Applicable:

Railroad Right of Entry Letter/Agreement
(if project is in railroad right-of-way)

TxDOT District Engineer Letter of Consent
(if project is within or crosses TxDOT right-of-way)

Letter of Support from School District Superintendent or Top Administrator
(SRTS applications)

Documentation of Support from Supporting Entity
(if project includes or crosses another jurisdiction)



MPO PROGRAM RULES (cont.)

Project sponsor must execute an agreement (AFA) with TxDOT within one year of the funding award by the RTC

Projects must advance to construction within three fiscal years of the funding award by the RTC or the funding may be reprogrammed

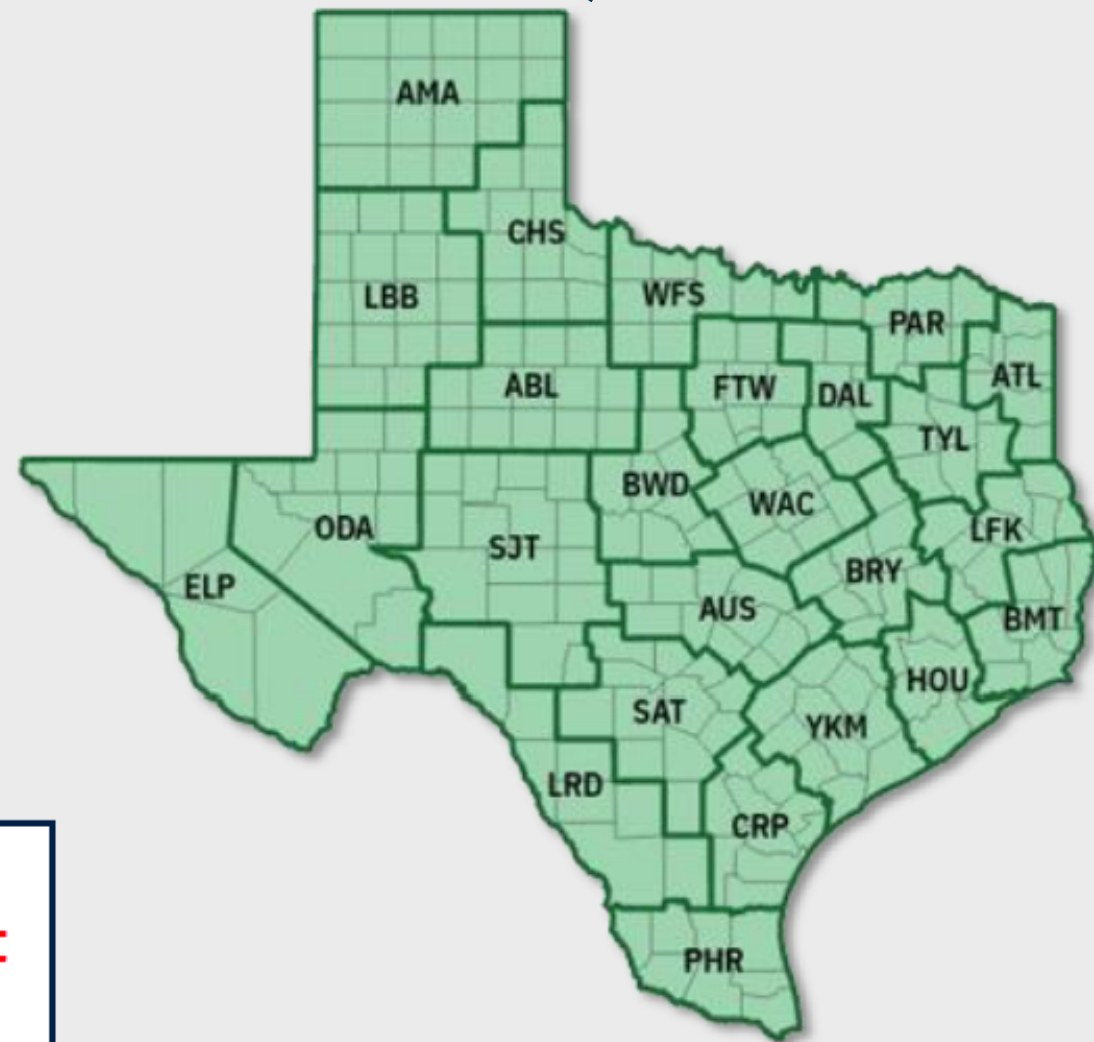
Projects must be implemented consistent with the funding application as approved by the RTC and as included in the project agreement with TxDOT



Anticipated program updates (TxDOT Statewide Call)

- **Past TA projects must meet development thresholds before submitting Preliminary Application (PA):**
 - *2025 TA Projects:*
 - *AFA executed by PA deadline and*
 - *Making sufficient progress toward letting within 3 years of award (District certified)*
 - *Past TA Projects (prior to 2025):*
 - *Must let for construction before PA deadline*

27 out of 69 construction projects awarded in 2023 are scheduled to let beyond 3 years of award



SCHEDULE

Milestone	Date
Bicycle and Pedestrian Advisory Committee (BPAC) – Information	August 26, 2026
→ Surface Transportation Technical Committee (STTC) – Action on Call for Projects	September 25, 2026
Regional Transportation Council (RTC) – Action on Call for Projects	October 8, 2026
Call for Projects Opens	October 12, 2026
Call for Projects Public Workshop	October 27, 2026
Call for Projects Closes (Applications Due)	January 15, 2027, 5 PM
Review of Projects/Scoring by NCTCOG Staff	January – March 2027
Public Meeting	April 2027
Surface Transportation Technical Committee (STTC) – Action to Approve Recommended Projects	May 28, 2027
Regional Transportation Council (RTC) – Action to Approve Recommended Projects	June 10, 2027
Deadline for Project Sponsors to Submit Transportation Improvement Program (TIP) Modifications (Fourth Quarter 2027 Revisions)	June 25, 2027



REQUESTED ACTION: 2027 TA CALL FOR PROJECTS

Recommendation for RTC approval of:

Elements related to program rules, eligible activities, eligible project areas, schedule, funding, and use of Transportation Development Credits for the 2027 Transportation Alternatives Call for Projects for the North Central Texas Region



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NCTCOG PRESENTATION

Fiscal Year (FY) 2024-2026 PROTECT Competitive Grant Program

Surface Transportation Technical Committee
Action Item

September 25, 2026

FY2024-2026 PROTECT Grant Program

Overview

PROTECT: Promoting Resilient Operations for Transformative, Efficient, & Cost-Saving Transportation

PROTECT Grant Category	Funding	Purpose
Planning Grants	\$79,000,000	▪ Development of Resilience Improvement Plan (RIP) by state or MPO ▪ Resilience planning, design, or data/tools development to simulate transportation disruption scenarios, including vulnerability assessments ▪ Technical capacity building to assess current/future vulnerability of surface transportation assets & community response strategies ▪ Evacuation planning & preparation
Resilience Improvement Grants	\$511,000,000	Construction activities to improve ability for existing transportation assets to withstand weather event or natural disaster elements, or increase the resilience of surface transportation infrastructure from the impacts of changing conditions.
Community Resilience & Evacuation Route Grants	\$79,000,000	Projects to strengthen & protect evacuation routes essential for supporting emergency responses & critical services during extreme weather events, including for evacuation, rescue/recovery operations, incident management, & access to/from major healthcare, employment, logistics, utility, & Federal government centers.
At-Risk Coastal Infrastructure Grants	\$79,000,000	Projects to strengthen, stabilize, harden, elevate, relocate, or otherwise enhance the resilience of highway & non-rail infrastructure that are subject to, or face increased long-term risks of, a coastal weather event, natural disaster, or changing conditions.

Application Deadline – October 9, 2026

Awards Announced – December 12, 2026

FY2024-2026 PROTECT Grant Program

Overview

Eligible Facilities:

- Highway project eligible for assistance under Title 23
- Public transportation facility/service eligible for assistance under Chapter 53 of Title 49
- Intercity passenger rail (*Section 24102 of Title 49*)
- Port facility and/or its transport mode connections that improve evacuation or disaster relief efficiency

Cost Sharing:

- 100% Federal – Planning Grants & Resilience Grants for Tribes & Atlantic/Pacific territories
- 80% Federal – Resilience Grants (all other groups)
- Non-Federal Reduction for Resilience Grants:
 - 7% – Eligible State/MPO RIP with prioritized project
 - 3% – Eligible RIP incorporated into MTP or SLRTP

Obligation Deadlines:

- FY2024 – Sept 30, 2027
- FY2025 – Sept 30, 2028
- FY2026 – Sept 30, 2029

Award Limitations:

- None for Planning Grants
- Resilience Grants:
 - $\leq 40\%$ for new capacity construction
 - $\leq 10\%$ for planning/development activities

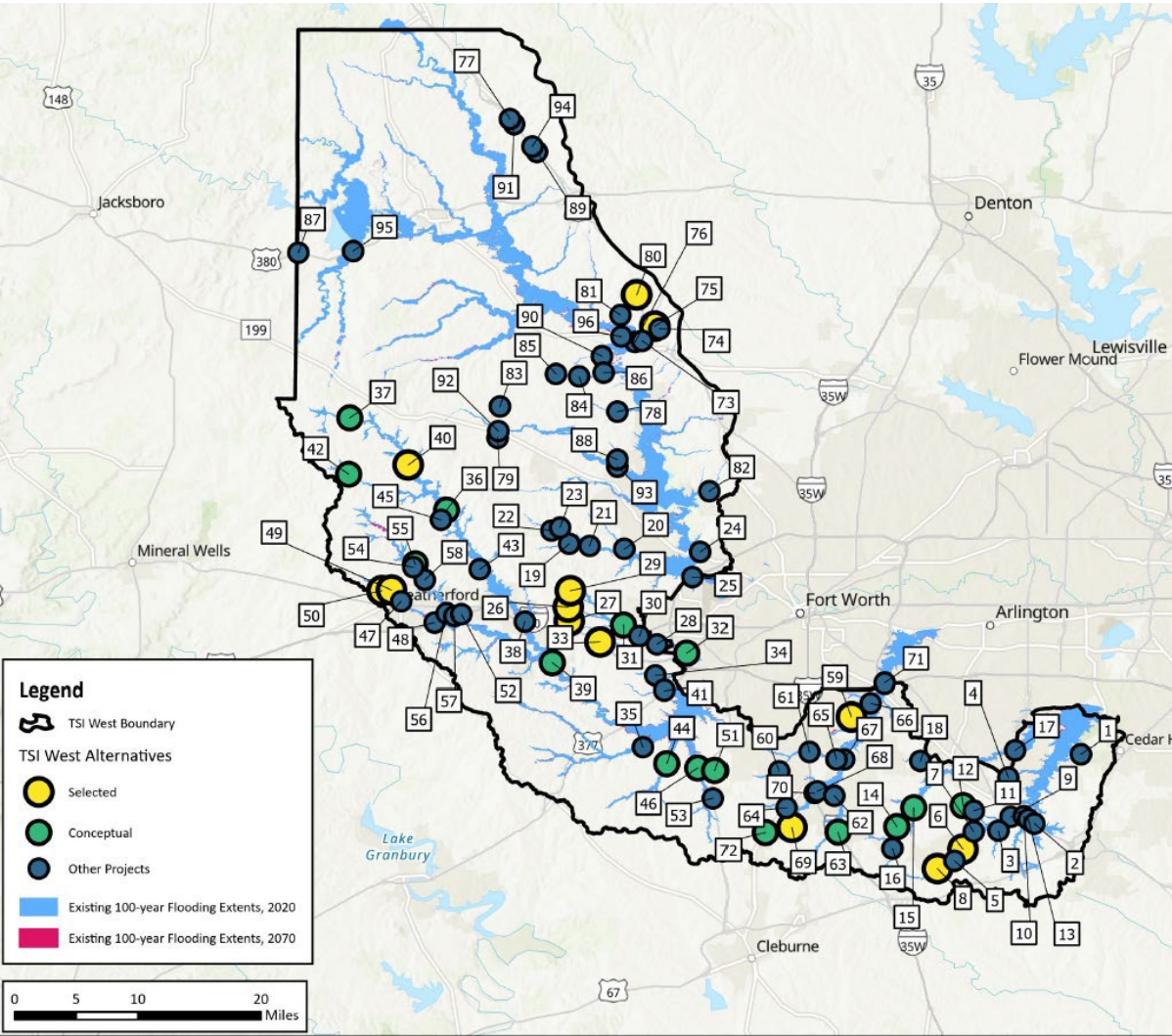
Application Limits:

- No limitations (*one application/project*)
- If submitting more than one application, funding priority must be indicated for each application
- For projects eligible for more than one Resilience Grant category, funding from one category may be awarded

Statutory Set-Asides:

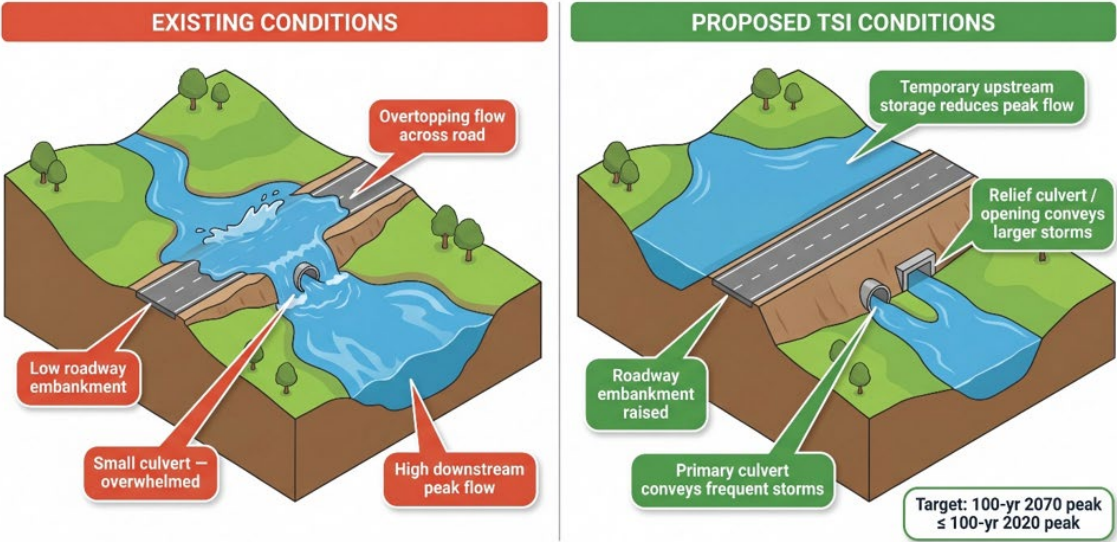
- $\leq 25\%$ for rural areas
- $\leq 25\%$ for intercity passenger rail facilities/services
- $\leq 2\%$ for Tribes
- If OST determines rural/Tribal set-asides are not utilized, other eligible entity reallocation may occur

TSI Study – Detailed Projects



Watershed/ Modeling Area	Alternative Locations	General Types of Locations Represented
Eagle Mountain/ Lake Worth (LAWO)	24	Road crossings of Blue Creek, Deep Creek, Watson Creek, West Fork, & other tributaries
Upper Clear Fork Trinity River (UCFT)	24	Road crossings of Clear Fork, Rock Creek, Town Creek, Willow Creek, & other tributaries
West Fork Trinity River (WEST)	7	Flood-prone locations & road crossings of Silver Creek, West Fork, & other tributaries
Mary's Creek (MARY)	9	Road crossings of Mary's Creek & tributaries, road exposure points, & buyout opportunities
Village Creek (VICR)	14	Road crossings of Chambers Creek, Deer Creek, Quil Miller Creek, Village Creek, & other tributaries
Mountain Creek/Joe Pool Lake (JOPL)	18	Flood-prone locations & road crossings of Mountain Creek, Walnut Creek, & other tributaries
TOTAL	96	TSI West – Planning-level alternatives & project locations

TSI Roadway Detention Concept



Integrating Transportation & Stormwater Infrastructure (TSI) Study

How Does TSI Get Implemented?

TSI will...

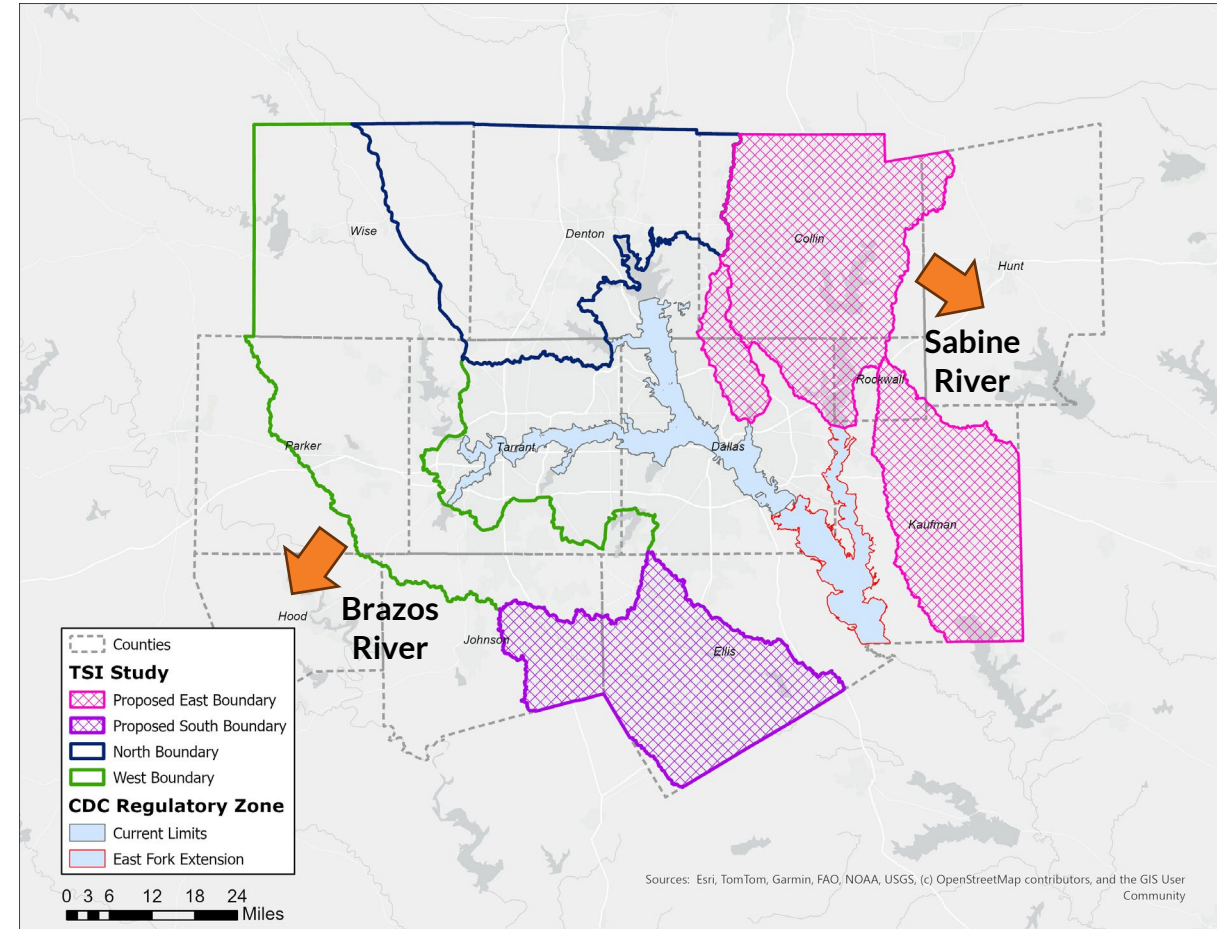
- Leverage, enhance, and/or recommend expanding existing regulatory frameworks
- Identify and recommend Flood Management Projects (FMPs), Flood Management Evaluations (FMEs), and Flood Management Strategies (FMSs)
- **Collaboratively explore/promote expansion of flood resiliency and improve funding/programming opportunities for selected alternatives** (*yellow projects from previous slide*)
 - **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 benefits values beyond what projects may cost



FY2024-2026 PROTECT Grant Program – Planning Grants

Potential Candidate Projects – South/East Region TSI Study Expansion

- **Replicate TSI Study** for remaining Trinity River watersheds outside of Corridor Development Certificate (CDC) regulatory/flowage areas
- **East TSI Study Area:**
Upper Trinity, East Fork Trinity, & Clear Creek watersheds (*covers portions of Collin, Dallas, Hunt, Kaufman, and Rockwall Counties*)
- **South TSI Study Area:**
Chambers Creek watershed (*covers portions of Ellis and Johnson counties*)
- **Proposed Budget – \$7 Million (100% Federal)**



FY2024-2026 PROTECT Grant Program

Application Approval & Development Schedule

August 27, 2026	FY2024-2026 PROTECT Grant Program: Notice of Funding Opportunity (NOFO) Release
September 17, 2026	Finalize Candidate Project Details <i>(for posting of September 2026 STTC Agenda)</i>
September 25, 2026	STTC Action
October 8, 2026	RTC Action
October 9, 2026	FY2024-2026 PROTECT Grant Program: Application Deadline – Grants.gov
October 22, 2026	Executive Board Endorsement

FY2024-2026 PROTECT Grant Program

Requested STTC Action

Recommend Regional Transportation Council (RTC) approval for:

- Submittal of **South/East Region TSI Study Expansion** for the FY2024-2026 Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (*PROTECT*) Planning Grant.
- Administratively amending NCTCOG's Transportation Improvement Program (*TIP*) and the State Transportation Improvement Program (*STIP*), as well as other planning and administrative documents, to include the proposed project if selected for a FY2024-2026 PROTECT award.

STTC Action Item – September 25, 2026

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Request to Use Regional Transportation Council Local Funds for Air Quality

Vivek Thimmavajjala

Surface Transportation Technical Committee | 09.25.2026

Air Quality – Conformity and Emissions Inventories

As the MPO for the North Central Texas ozone nonattainment area, NCTCOG is responsible for demonstrating transportation conformity to ensure that projects in the Metropolitan Transportation Plan can proceed.

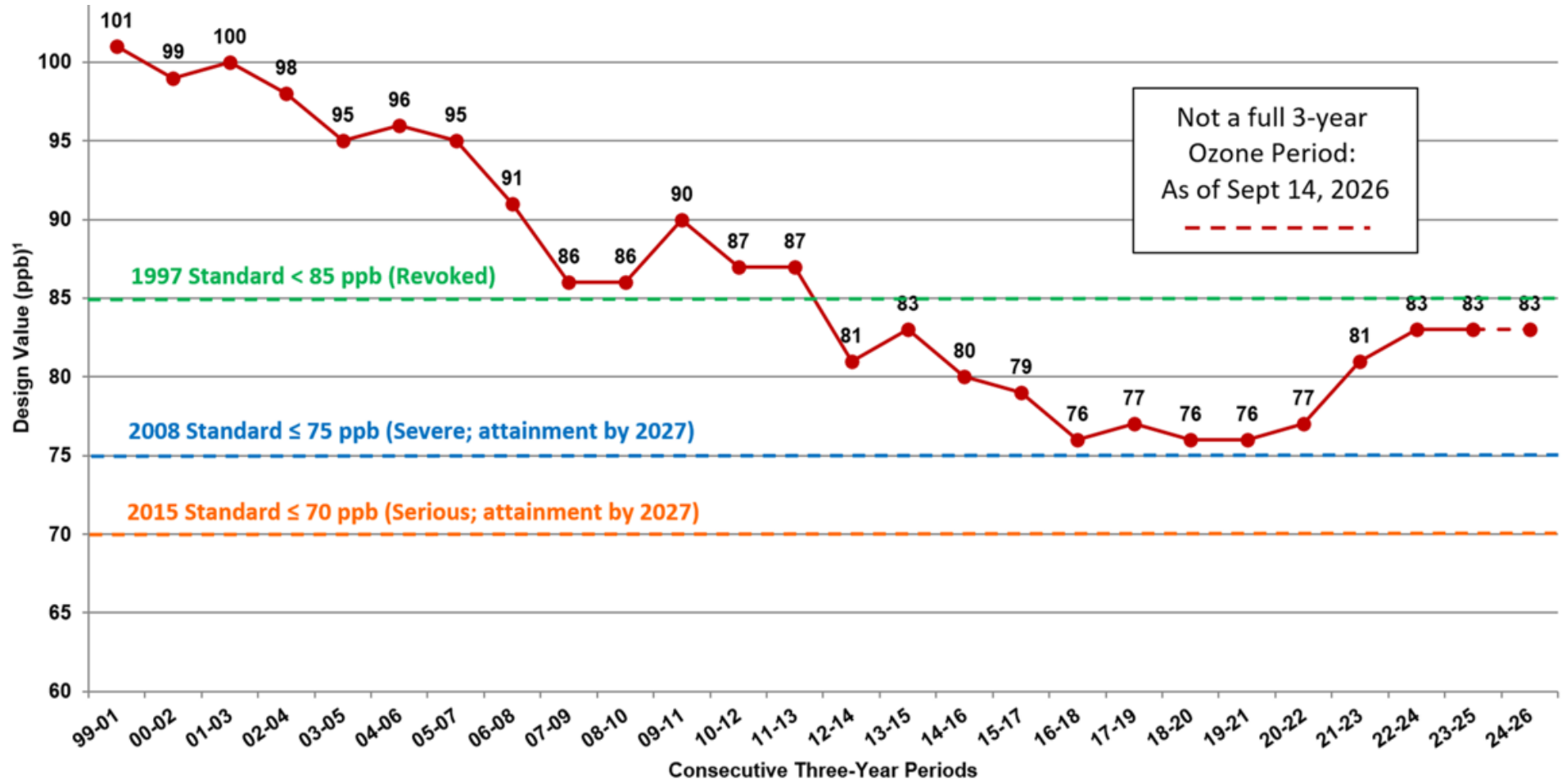
Conformity demonstration requires transportation emissions to stay under the ceilings established through the on-road emissions inventories (EIs) in the State Implementation Plan (SIP). Consistent methodologies and sources are critical between the two.

NCTCOG brings more than 30 years of direct experience working through this process. But, since 2021, development of on-road EIs for the SIP has been taken away.

Plan:

Will pursue, through state legislation, that NCTCOG be responsible for both sets of on-road EIs.

Air Quality – Regulatory Monitoring vs. TCEQ Modeling



SIP Model Predictions
(Ozone Design Value
Forecasts – DVF)

2023: 73 ppb

2026: 72 ppb

Source: TCEQ

¹Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the *Design Value* (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion (ppb).

Air Quality - Recent Correspondence

RTC has sent multiple letters addressing Air Quality Concerns

TCEQ:

- June 12, 2018: Emissions Inventory Development Associated with Transportation Conformity
- April 12, 2023: Dallas–Fort Worth Ozone Nonattainment and Section 185 Fee
- July 17, 2023: Dallas–Fort Worth Moderate Area Attainment Demonstration SIP Revision for the 2015 Eight-Hour Ozone NAAQS
- January 16, 2024: Dallas–Fort Worth Severe Area Attainment Demonstration SIP Revision for the 2008 Eight-Hour Ozone NAAQS
- November 22, 2024: Request for Assessment on Rising Ozone Levels in North Central Texas
- January 10, 2025: Addressing RTC's Concerns on Ozone Monitoring and Mitigation Strategies
- June 11, 2026: Correspondence to the Texas Commission on Environmental Quality Addressing Ozone Challenges in North Texas

TxDOT:

- July 28, 2025: Draft 2026 UTP Public Comments
- July 30, 2026: UTP Public Comment from NCTCOG Regional Transportation Council

Air Quality – Ozone Modeling

A targeted, data-driven investigation is needed to identify and quantify contributors to the persistent gap between observed ozone concentrations and photochemical model outputs, beyond meteorological influences.

Additional factors — unaccounted-for emissions, inventory inaccuracies, mobile source behavior, and other deficiencies — should be systematically evaluated.

Plan:

Establish an in-house air quality modeling infrastructure that supports SIP-level modeling — Linux operating system with modeling software (compiler and pre/post-processors).

Obtain hands-on technical training on the modeling software and emissions processors to set up and execute model runs.

Potential Sensitivity Analyses and Applications

Assistance/Feedback to TCEQ

Source Apportionment

Weekends vs. Weekdays

Seasonal Impacts

Control Strategies

VMT / Population Growth Scenarios

Exceptional Events Evaluation

Better Transport Understanding

Pandemic-Type Disruption Analysis

Zero Out Scenarios

Interagency Agreements with Other Regions

Evaluation of other regulatory pollutants (as needed)

Estimated Specifications

Category	Quoted Cost	Approved (RTC Local Funds)	Additional Funds Needed
Computer Equipment (server, storage, networking)	\$420,000	\$80,000	\$340,000
Training (CAMx, EPS3, WRF)	\$100,000	\$100,000	\$0
Support (Linux planning, deployment, and support)	\$25,000	\$0	\$25,000
Total	\$545,000	\$180,000	\$365,000

Rider 7 Fine Particulate Matter (PM2.5) Grant

TCEQ-administered grant supporting local air quality planning

Previously approved:

Continue current PM2.5 monitoring and install additional PM2.5 monitors \$480,000 (Consultant)

Develop a regional PM2.5 conceptual model \$250,000 (Consultant)

Plan:

Develop a regional PM2.5 conceptual model \$250,000 (in-house)

Seeking \$55,000 in RTC local funds for administrative costs to carry out in-house modeling.

Requested Action - Request to Use RTC Local Funds for Air Quality

Endorse \$180,000 in RTC Local Funds, previously approved by RTC, to establish and support in-house modeling infrastructure and training.

Recommendation for RTC approval of:

- Additional \$365,000 of RTC local funds to continue establishing and supporting the in-house modeling infrastructure and training.
- \$55,000 of RTC local funds for TCEQ Rider 7 PM_{2.5} in-house conceptual modeling.
- Unused funds will be returned to the RTC local account.

Amend the Transportation Improvement Program (TIP) and update administrative and/or planning documents as needed to incorporate the funds.

STTC Action Item – September 25, 2026

For more Information



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CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING INNOVATIVE
PROJECTS DURING COVID RECOVERY

August 2026

Michael Morris, P.E.
Director of Transportation

TRAVEL BEHAVIOR BY MODE



Toll Road (+14%, May)

Weekend Transit Ridership (+13%, Jun)

Airport Passengers (+12%, Jun)

Freeway Volumes (+4%, Jun)

0

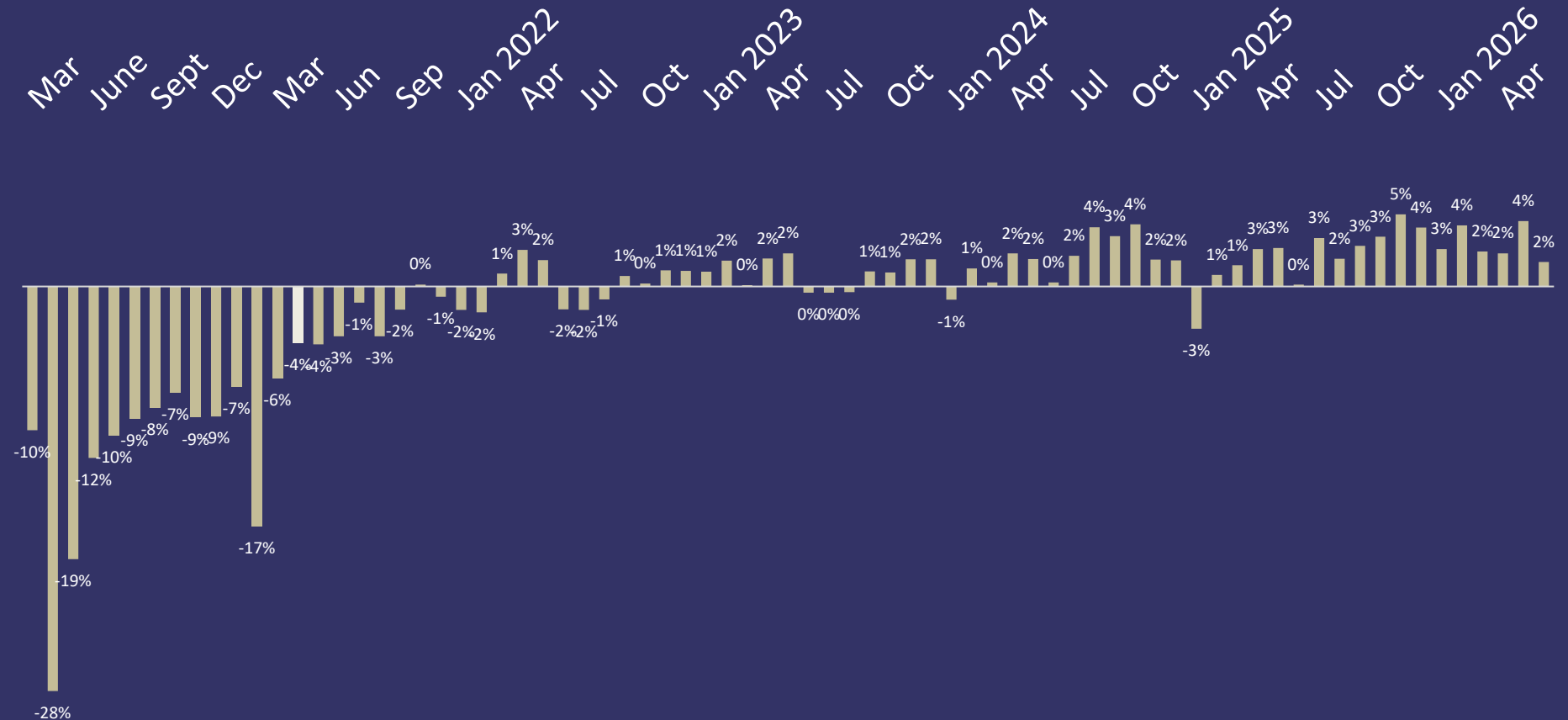
Weekday Transit Ridership (-24%, Jun)



ROADWAY TRENDS

Average
Weekday
Freeway
Volumes

Traffic Decrease vs Baseline



Source: TxDOT Dallas/TxDOT Fort Worth Radar Traffic Counters. As of October 2020, growth was calculated based on Fort Worth.

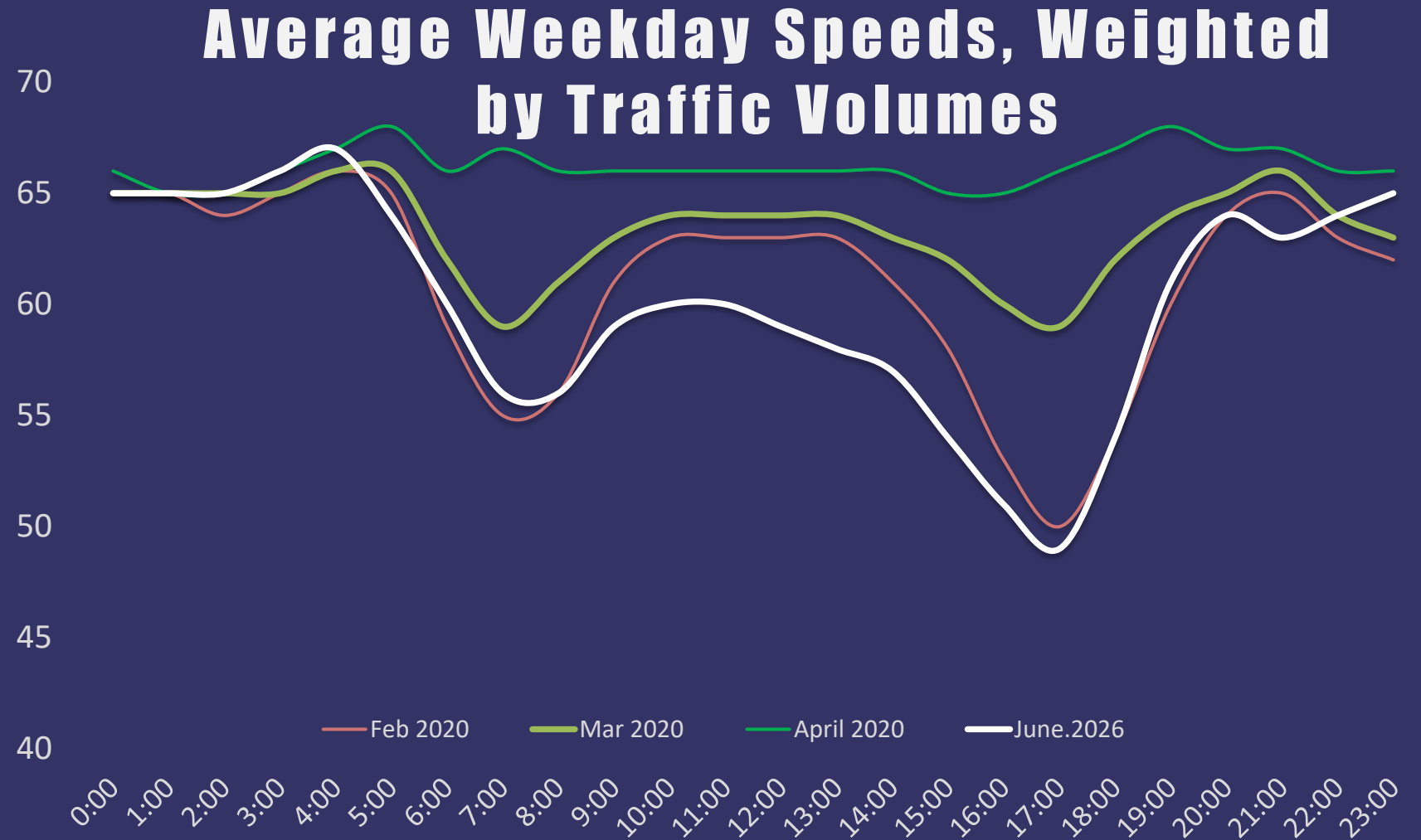
Note: Baseline is March 2019-February 2020.

Note: Drop in freeway volumes in Feb 2021 due in large part to week-long winter storm.

Note: Data for November 2021 was not collected for the majority of the locations.

ROADWAY TRENDS

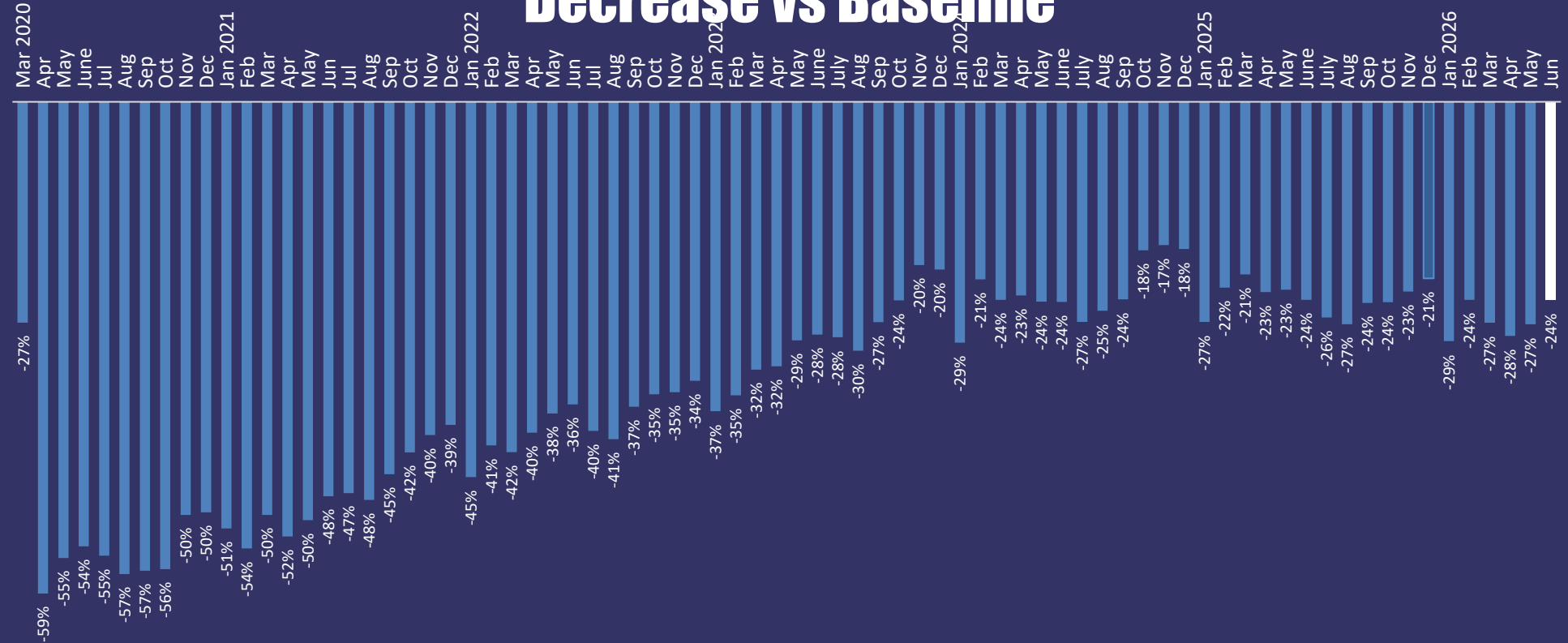
Regional Average
Freeway Speeds



TRANSIT IMPACTS

Rail, Bus and On Demand
Weekend
Ridership

WEEKDAY Rail, Bus and On Demand Passenger Decrease vs Baseline



Includes On-Demand services: GoLink, ZipZones, GoZone and VIA

Source: DART, DCTA, Trinity Metro, and VIA Arlington

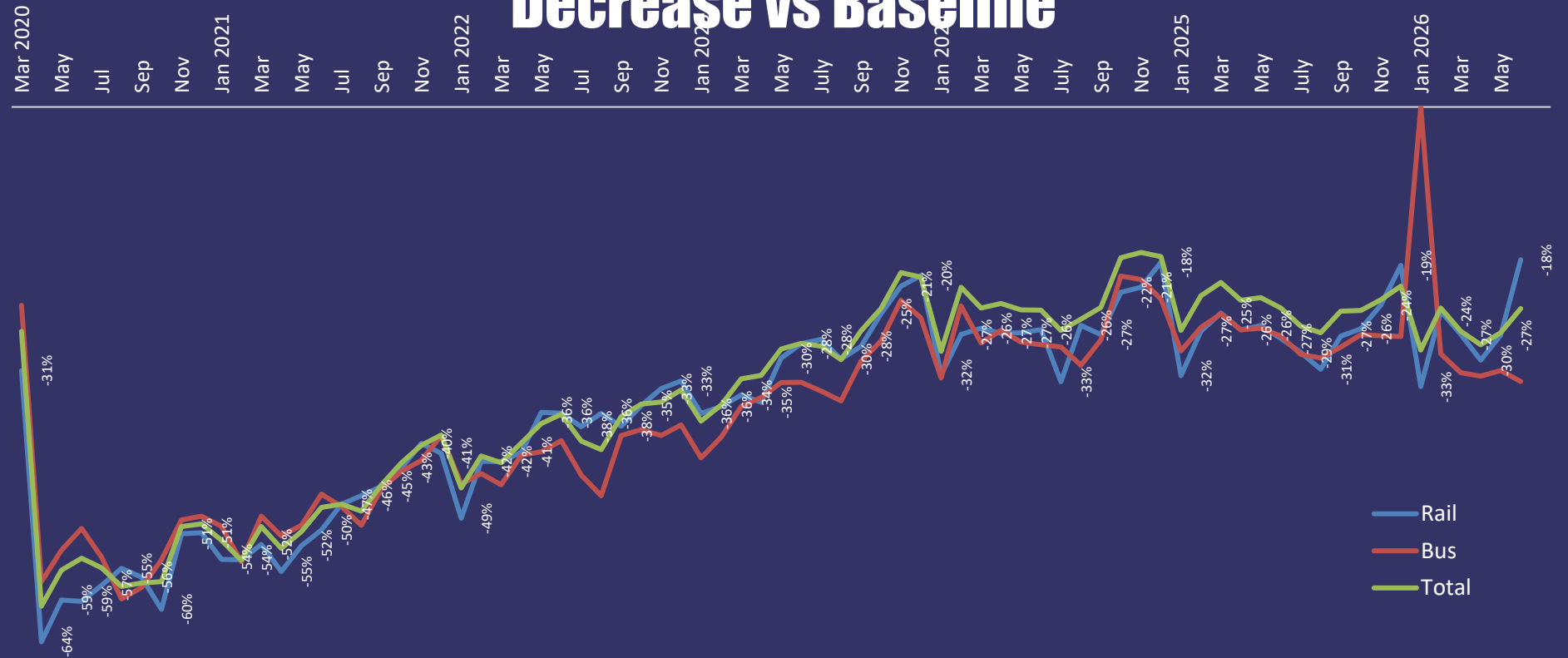
Note: Baseline is March 2019-February 2020.

Note: Transit ridership impacted in Feb 2021 by week-long winter storm.

TRANSIT IMPACTS

Rail, Bus and Total Weekday Ridership

WEEKDAY Rail, Bus and Total Passenger Decrease vs Baseline



Includes On-Demand services: GoLink, ZipZones, GoZone and VIA

Source: DART, DCTA, Trinity Metro, and VIA Arlington

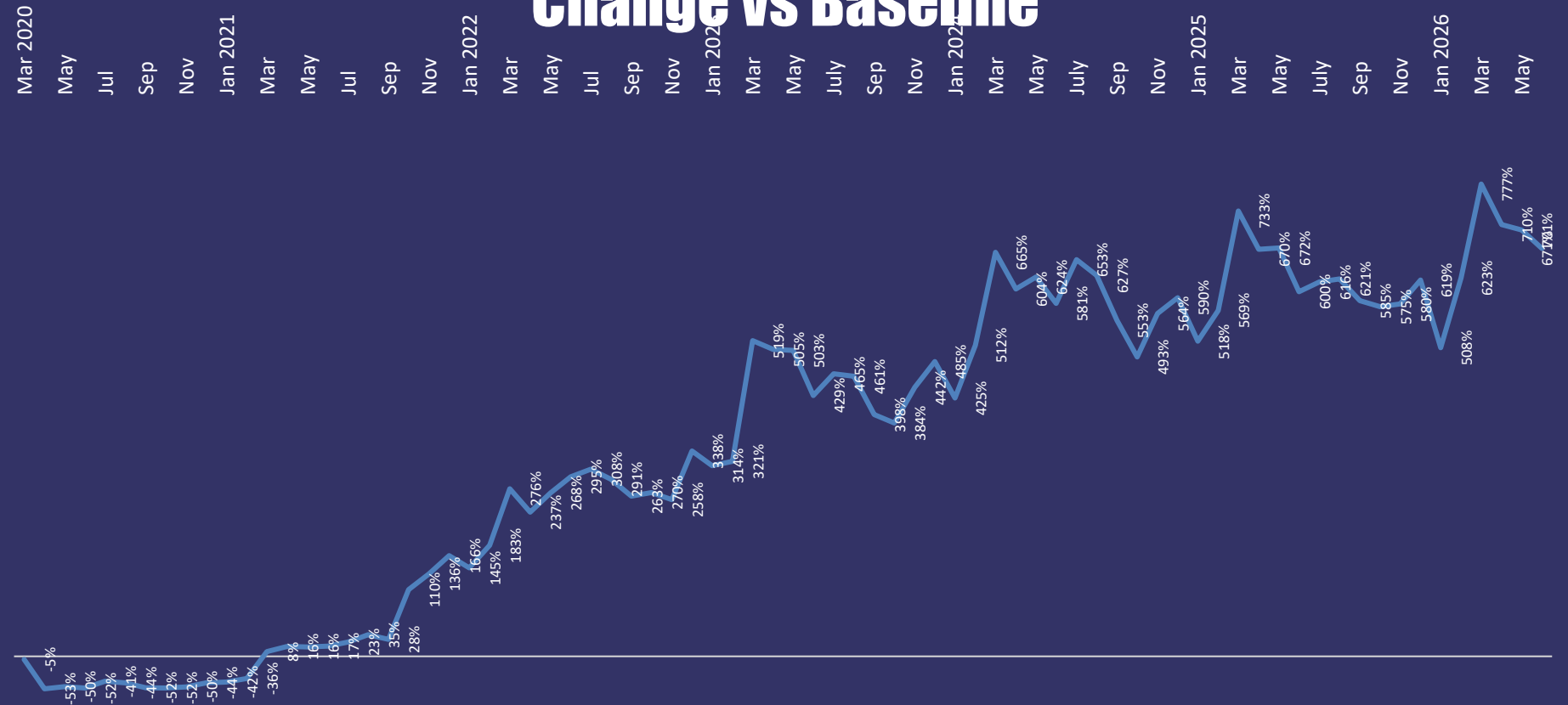
Note: Baseline is March 2019-February 2020.

Note: Transit ridership impacted in Feb 2021 by week-long winter storm.

TRANSIT IMPACTS

Rail, Bus and
On Demand
Weekday
Ridership

WEEKDAY On Demand Passenger Change vs Baseline



Includes On-Demand services: GoLink, ZipZones, GoZone and VIA

Source: DART, DCTA, Trinity Metro, and VIA Arlington

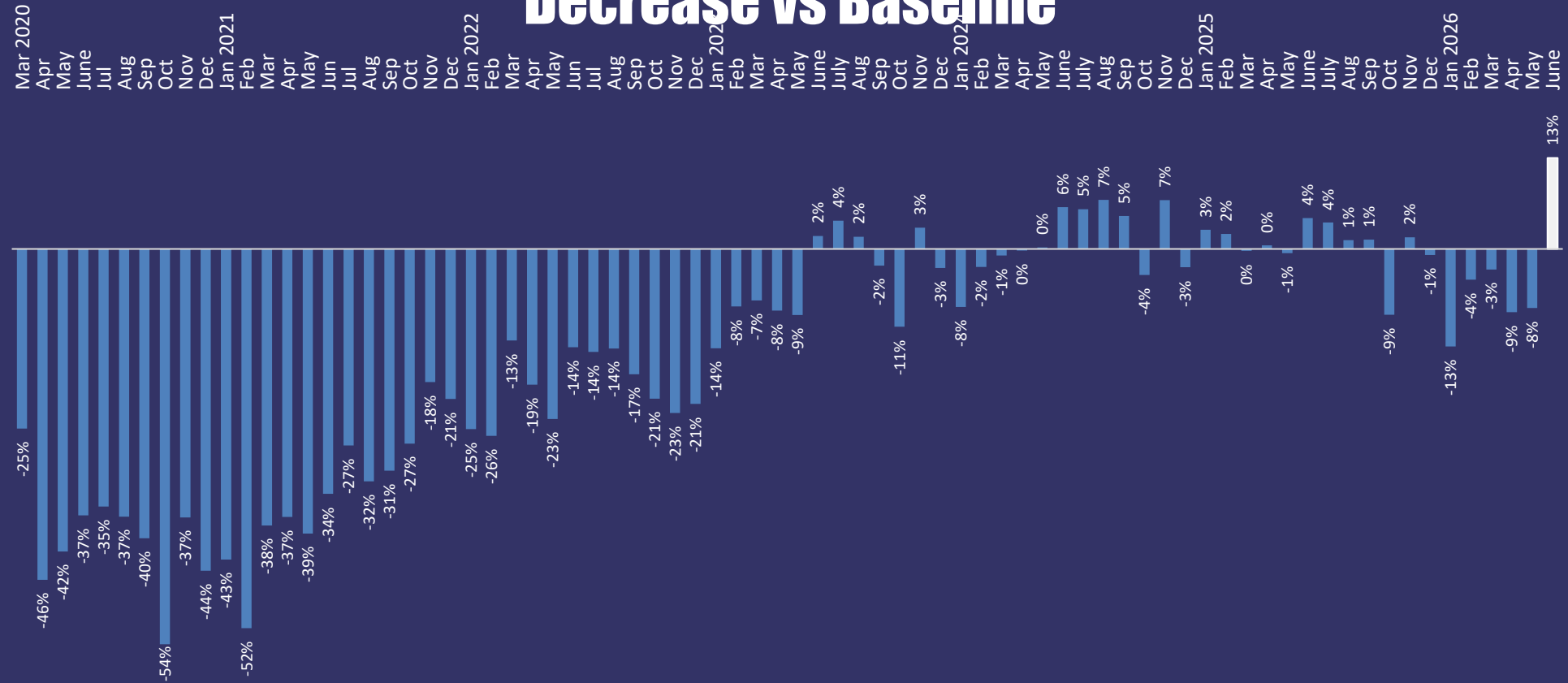
Note: Baseline is March 2019-February 2020.

Note: Transit ridership impacted in Feb 2021 by week-long winter storm.

TRANSIT IMPACTS

Rail, Bus and On Demand Weekend Ridership

WEEKEND Rail, Bus and On Demand Passenger Decrease vs Baseline



Includes On-Demand services: GoLink, ZipZones, GoZone and VIA

Source: DART, DCTA, Trinity Metro, and VIA Arlington

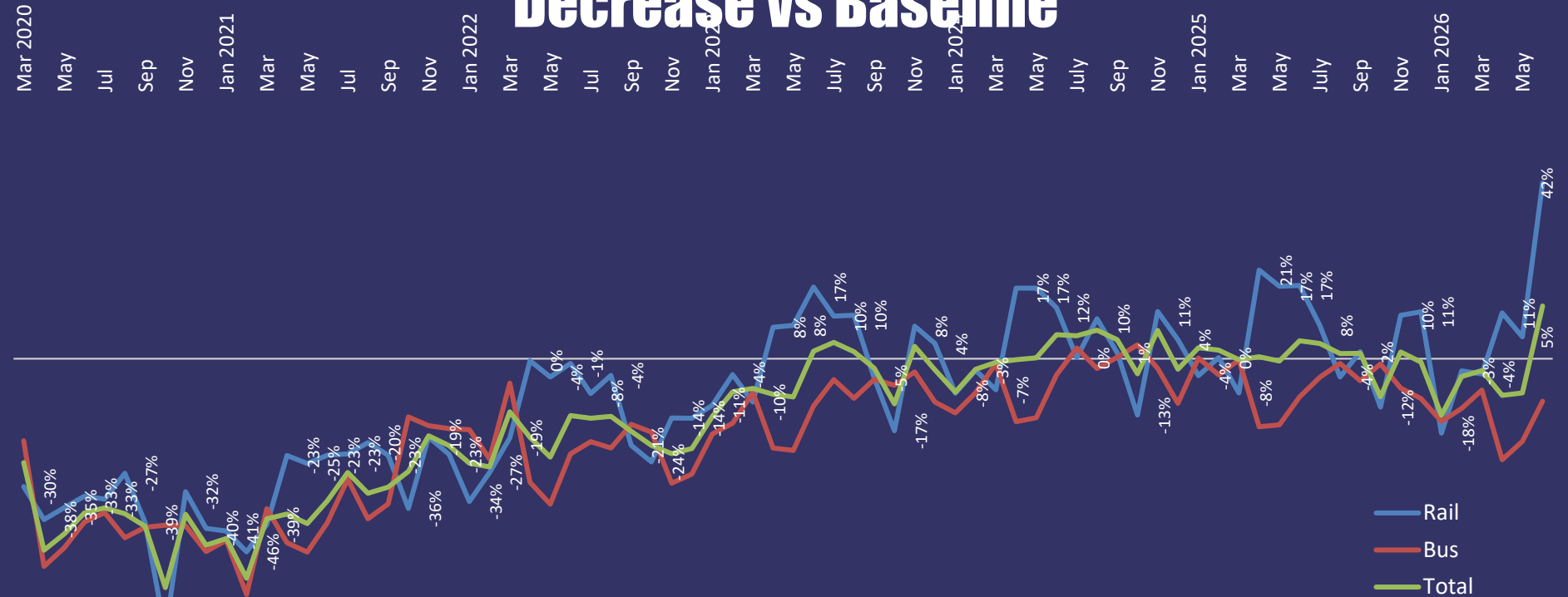
Note: Baseline is March 2019-February 2020.

Note: Transit ridership impacted in Feb 2021 by week-long winter storm.

TRANSIT IMPACTS

Rail, Bus and Total Weekend Ridership

WEEKEND Rail, Bus and Total Passenger Decrease vs Baseline



Includes On-Demand services: GoLink, ZipZones, GoZone and VIA

Source: DART, DCTA, Trinity Metro, and VIA Arlington

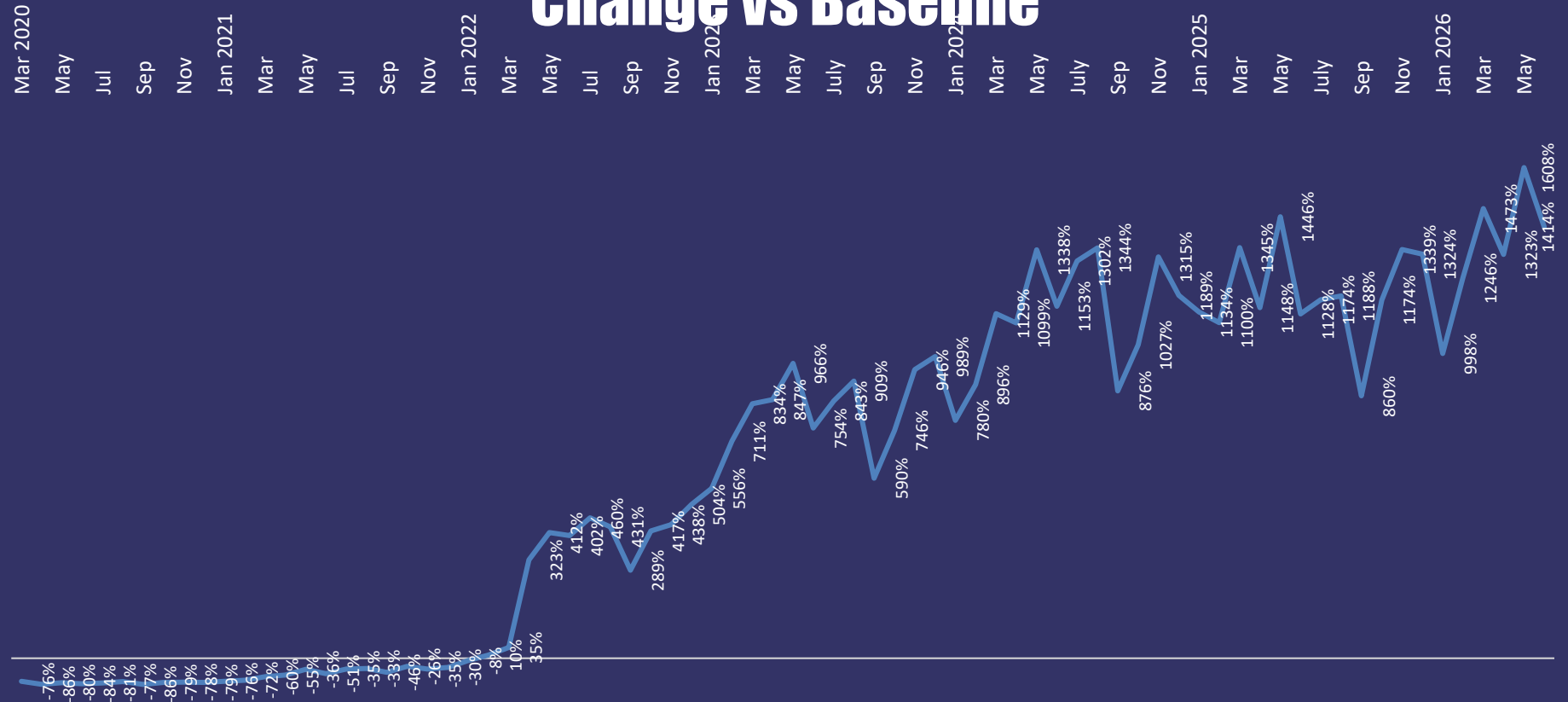
Note: Baseline is March 2019-February 2020.

Note: Transit ridership impacted in Feb 2021 by week-long winter storm.

TRANSIT IMPACTS

On Demand Weekend Ridership

WEEKEND On Demand Passenger Change vs Baseline



Includes On-Demand services: GoLink, ZipZones, GoZone and VIA

Source: DART, DCTA, Trinity Metro, and VIA Arlington

Note: Baseline is March 2019-February 2020.

Note: Transit ridership impacted in Feb 2021 by week-long winter storm.

AIRPORT TRENDS

Passengers

Change in Airport Passengers vs Baseline



Source: Dallas Love Field and DFWIA Websites

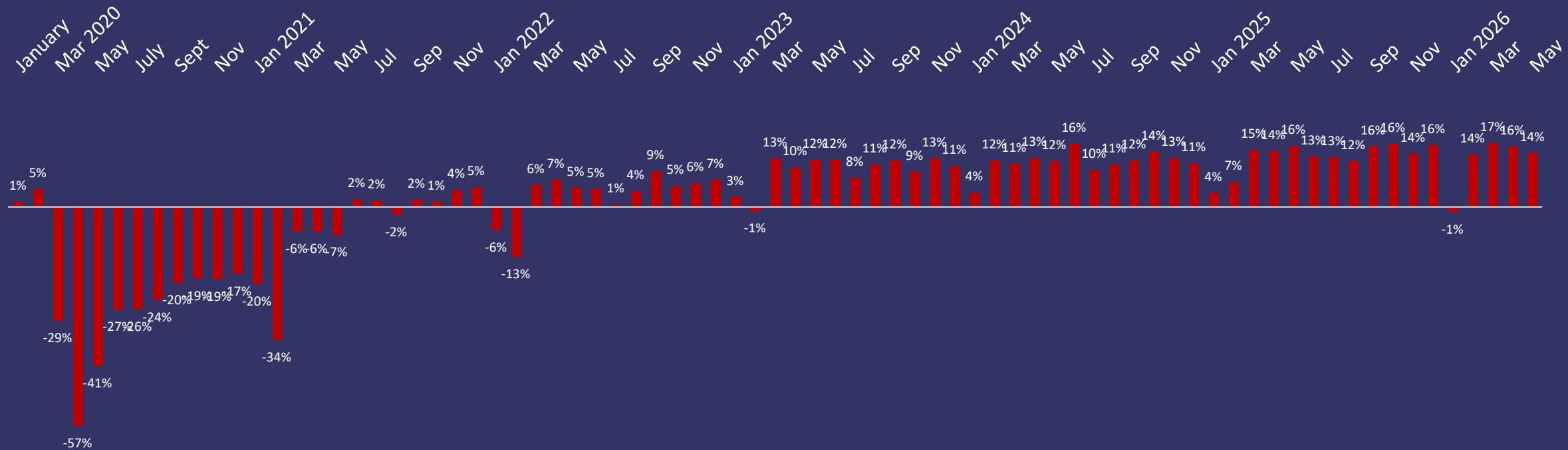
Note: Baseline is March 2019-February 2020.

Note: Airlines experienced may flight cancellations in Dec. 2021 due to omicron variant affecting staff.

FUNDING IMPACT

NTTA Transactions

Change in Tollway Transactions vs Baseline

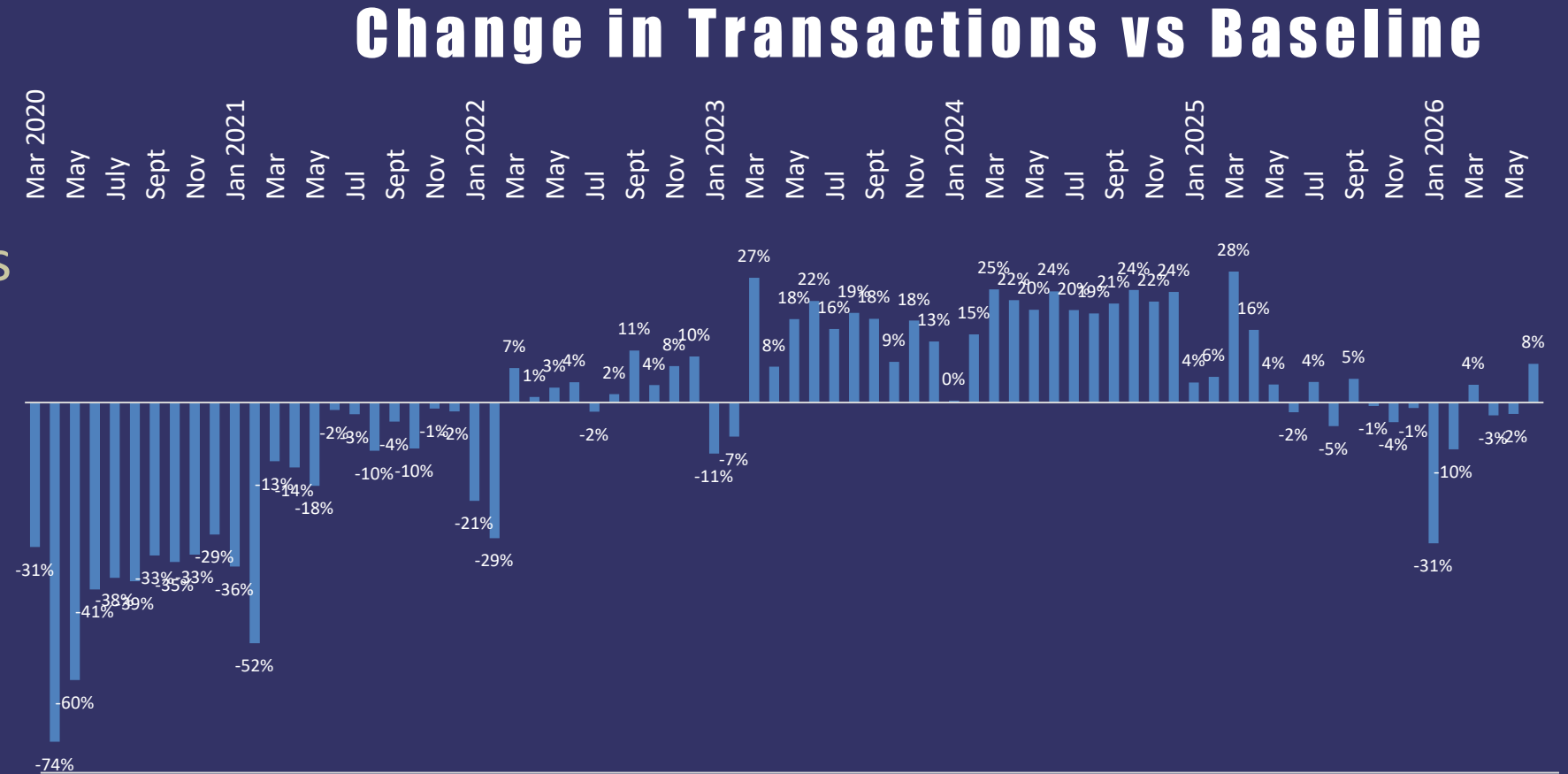


Source: NTTA

Notes: Baseline is March 2019-February 2020.

Note: Drop in transactions in Feb 2021 due in large part to week-long winter storm.

I-35E TEXpress Lane Transactions

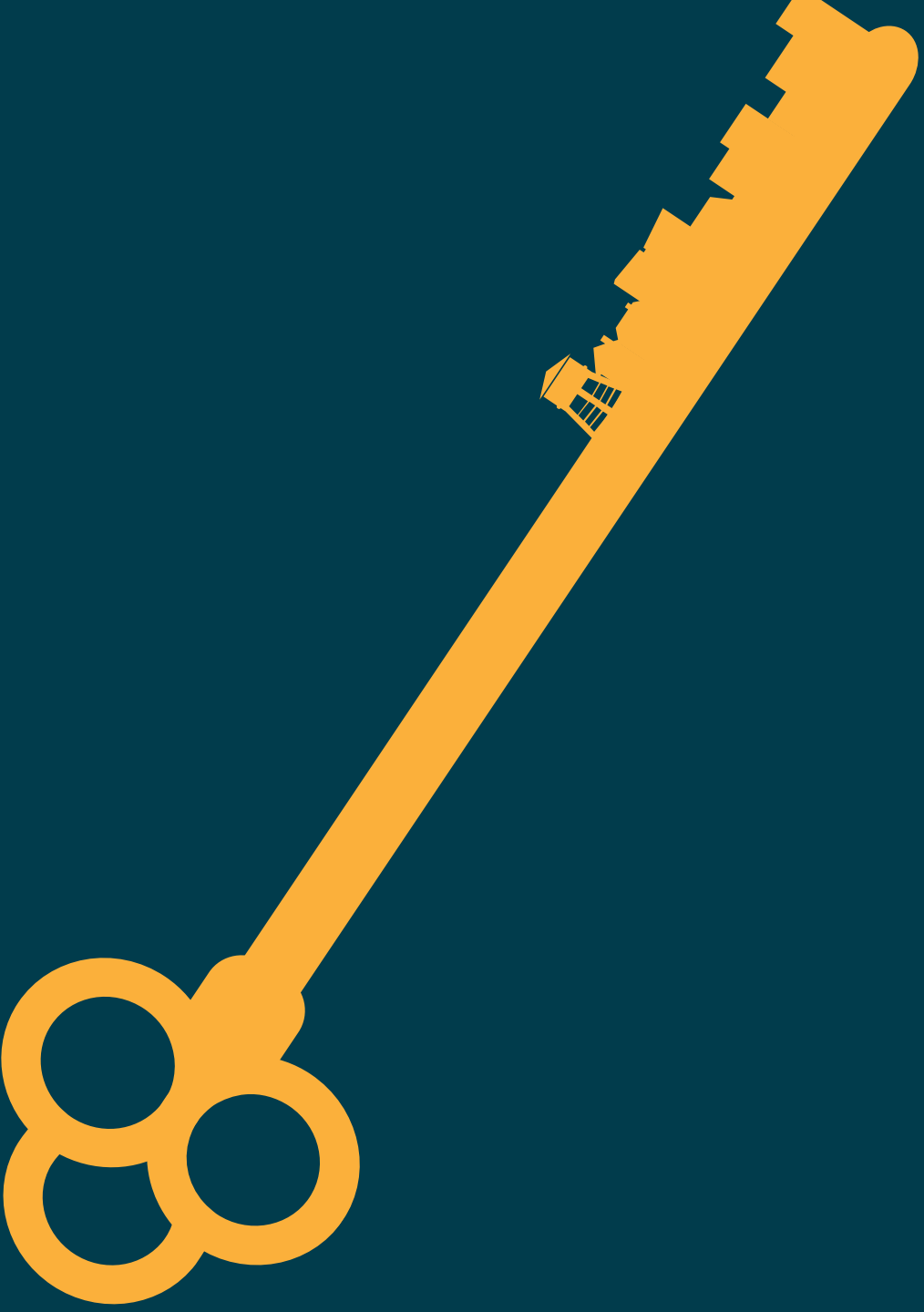


Source: TxDOT

Note: Baseline is March 2019-February 2020.

Note: Drop in transactions in Feb 2021 due in large part to week-long winter storm.

Note: Drop after 2025 is due to construction



ACCESS NORTH TEXAS

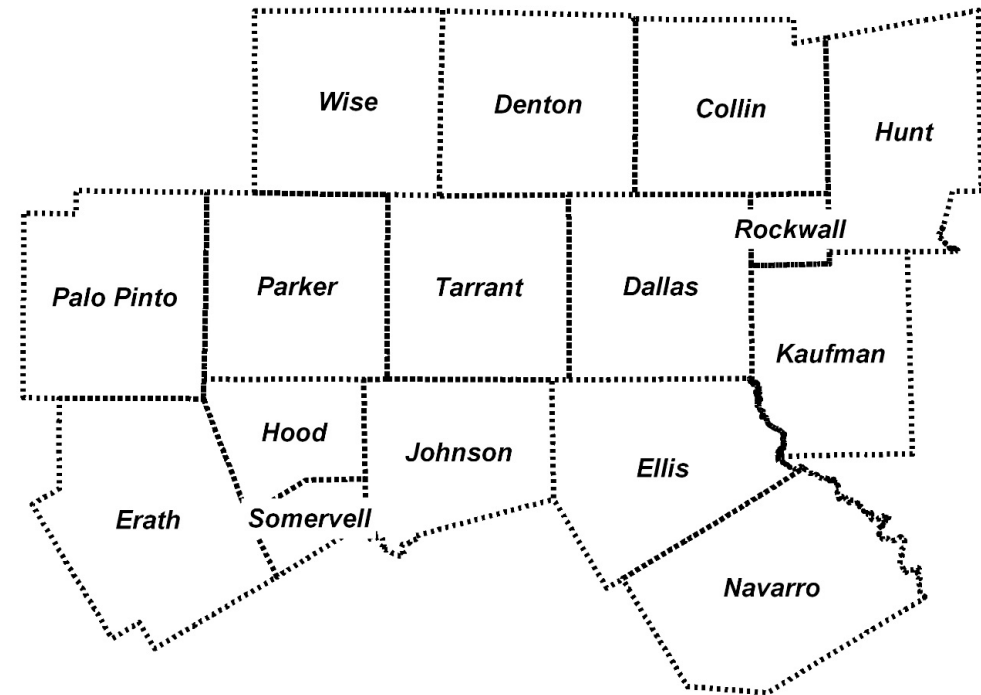
Evan Paret | Transportation Planner III

Surface Transportation Technical
Committee (STTC) Meeting

September 25, 2026

ACCESS NORTH TEXAS

- 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
- Aligns with DFW Transportation and Medical Connections Proposed Project.
- Meets Federal and State Requirements for transit coordination in the 16-county region.

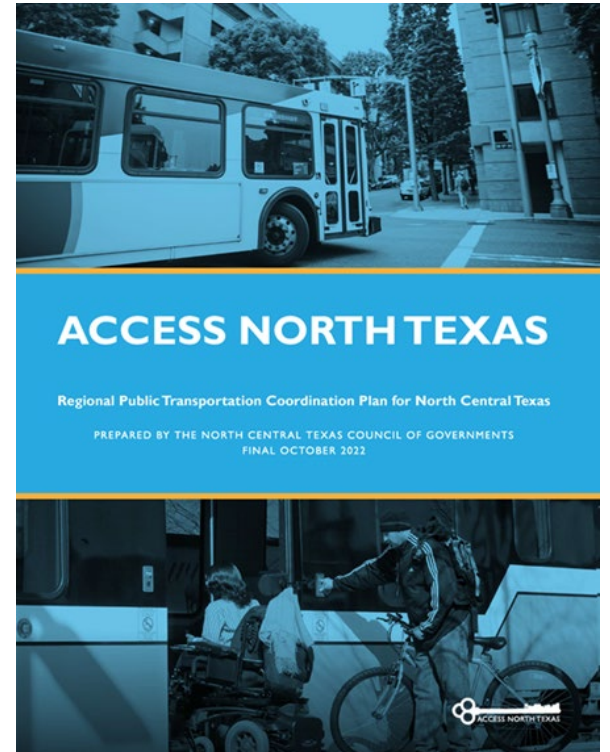


HIGHLIGHTS

The Plan:

- Identifies public transportation options and resources for transit-dependent populations
- Updated every 4 years
- Uses survey and public data to develop county-specific prioritized strategies

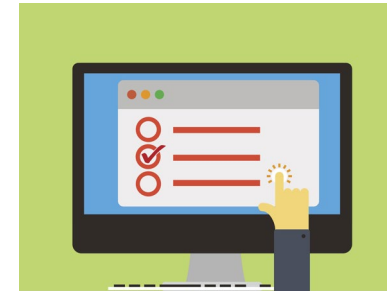
For more, visit: www.accessnorthtexas.org



OUTREACH

- Reached out to over 2,900 contacts by February 2025 to invite to meetings and survey.
- Information also shared at additional events such as NCTCOG Public Meeting, Regional Mobility Managers, and community outreach events, etc.
- 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.

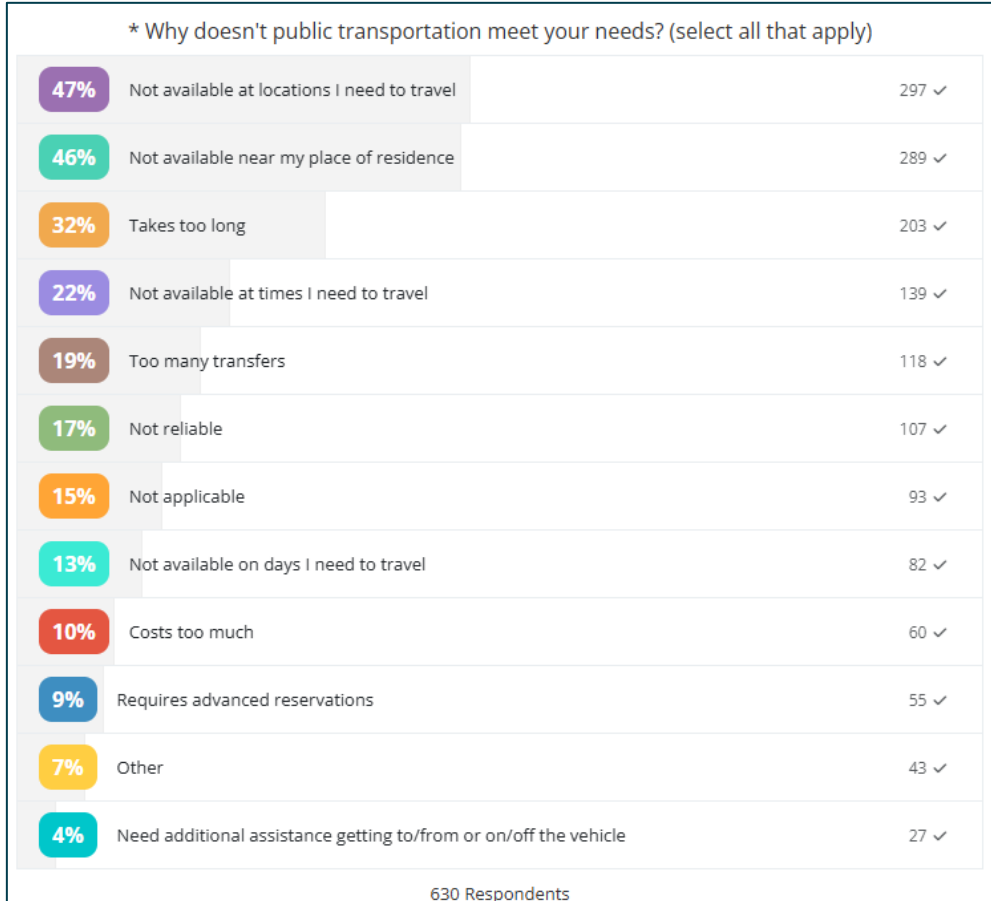
Surveys



Meetings (Virtual & In-Person)



PUBLIC SURVEY – STATS



Source: Region-Wide Online Public Survey Report

Transit service areas were identified as a major challenge in meeting transportation needs

PUBLIC AGENCY SURVEY – STATS



Source: Region-Wide Online Public Agency Survey Report

Majority of respondents identified additional funding for transit as the preferred approach to improving access.

DEVELOPMENT OF 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

NEW

Goal 1	Goal 2	Goal 3	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

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

IN PROGRESS: DFW TRANSPORTATION AND MEDICAL CONNECTIONS PROJECT

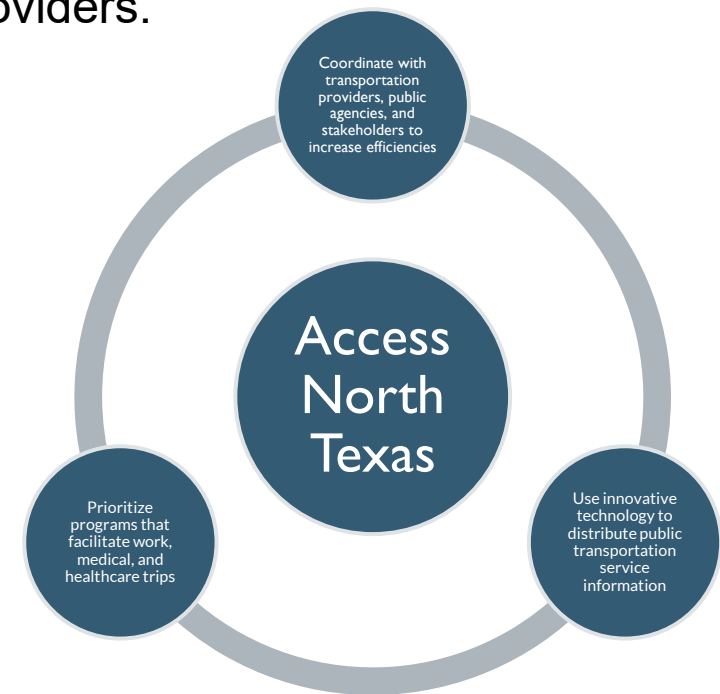
Goal: Deploy an interactive software-as-a-service platform with conversational AI to connect older adults and individuals with disabilities to available transportation options, supported by dedicated staff, outreach, and partnerships with healthcare and transportation providers.

Phase I: Development

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

Phase II: Regional Integration

- NCTCOG will initiate and manage initial tasks
- Incorporate transit agencies and various small area providers into the online tool
- Coordinate with existing providers to launch in Dallas, Tarrant, Collin, and Denton counties and if successful, seek to expand across North Texas.



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
October 8, 2026	RTC: Information Item
December 4, 2026	STTC: Action Item
December 10, 2026	RTC: Action Item

QUESTIONS?

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SURFACE TRANSPORTATION TECHNICAL COMMITTEE

Purpose: Provide technical review to staff and, by voting action, make recommendations to the Regional Transportation Council.

Officers: Currently approved by the NCTCOG Executive Board. Proposing that this be changed to RTC approval.

Future Function:

- Continue to make recommendations to the RTC (take formal action);
- Provide only technical review and comments to staff (informal, no action); or
- Restructure to provide mentoring opportunities (i.e., workshops, peer reviews, brainstorming sessions).

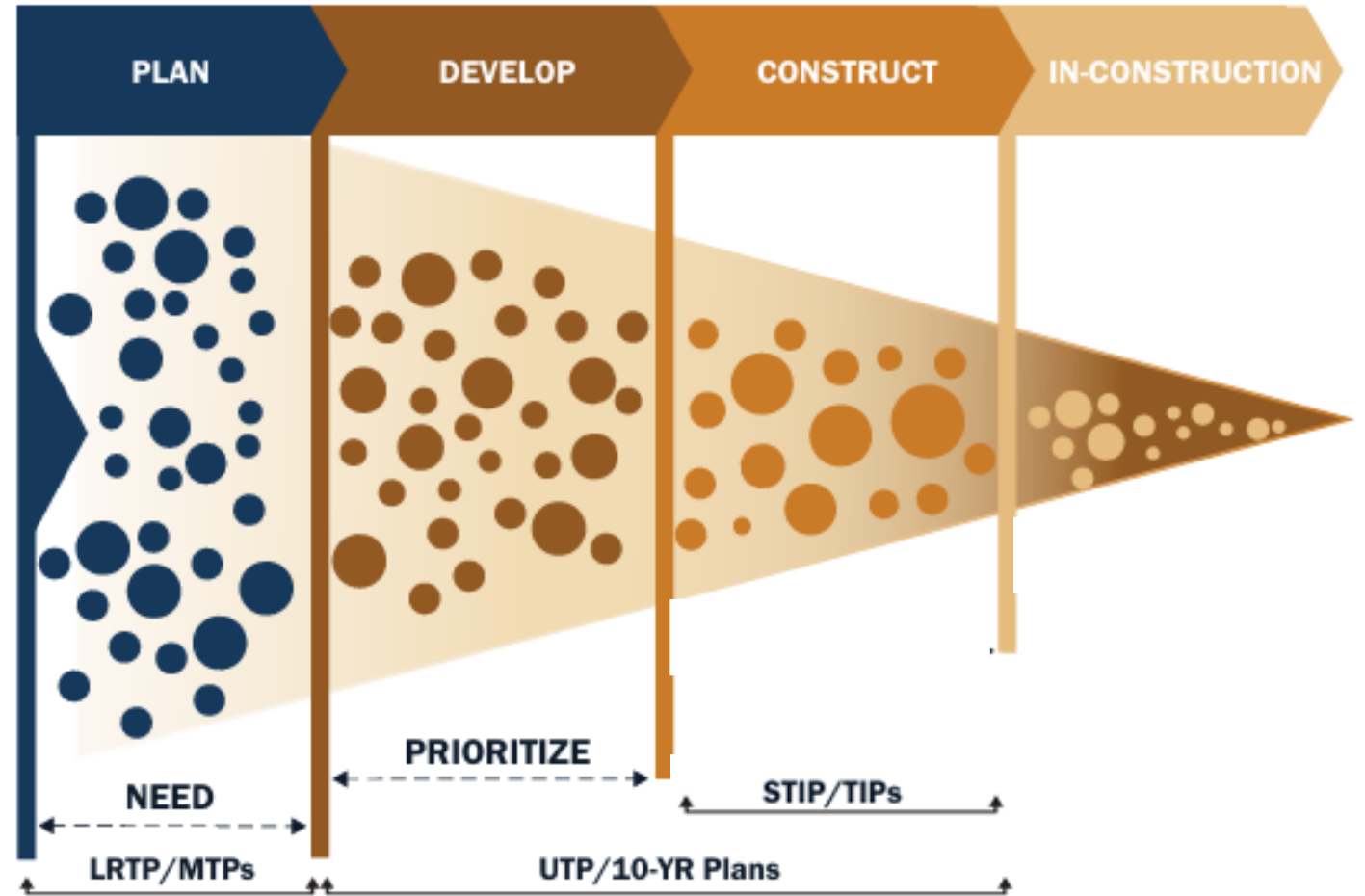


2027 STRATEGIC TRANSPORTATION FUNDING PROGRAM

Surface Transportation Technical Committee|9.25.2026

GETTING PROJECTS READY FOR CONSIDERATION

- Engage Metropolitan Planning Organization (MPO) staff early in the planning process to ensure inclusion in the Metropolitan Transportation Plan (MTP) and any needed amendments to the Federal Functional Classification System (FFCS)
- As projects are developed, engage MPO and Texas Department of Transportation (TxDOT) staff (for on-system roadways) so local priorities are understood
- Keep MPO staff apprised of local planning efforts (e.g., bond programs, corridor studies) that might generate funding requests



OVERVIEW OF PROJECT SELECTION PROCESS

- Project requests can be submitted at any time, and they are put into regional inventory as they are received.
- MPO staff review requests periodically and conduct project selection (no set schedule, but approximately every 12-18 months).
- Funding requests have previously taken various forms, some of which (e-mails, spreadsheets) do not include enough detail to evaluate them.
- As a result, a new form is needed to submit project ideas:
 - Project Funding Request Form needs to be submitted via e-mail
 - It is available online at: <https://www.nctcog.org/trans/funds/tip>
- Other MPO programs (e.g., Transportation Alternatives Set Aside, electric vehicle chargers) have separate application processes and required documentation.

UPCOMING FUNDING INITIATIVE

- Goal is to fund recommendations from various planning efforts (e.g., Mobility 2050, MPO Safety Action Plans, Routes to Rail Studies, Safe Routes to School Studies)
- Opportunity to utilize MTP Policy Bundle Transportation Development Credits if your entity has them and the requested project is recommended for funding
- Available funding will mostly be Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant (STBG), along with some Regional Toll Revenue (RTR) and RTC Local funds
- Looking to program funding in fiscal years 2028-2032
- Not limited to specific project types
- No minimum request amount, but should consider whether federalizing smaller projects is worth it
- Any requests needed by end of September 2026 to be considered in this round

EMPHASIS AREAS

When reviewing projects, evaluation criteria include but are not limited to:

- Federal eligibility (and properly classified on the Federal Functional Classification System)
- Safety (crash history and whether project would address identified issues)
- Congestion improvement (Level of Service)
- Connectivity (making/improving connections to major destinations)
- Multimodalism (to what degree does a project accommodate all users)
- Regional Significance (e.g., trail projects on Regional Veloweb, roadways that are Regionally Significant Arterials or on major networks [e.g., National Highway System, National Freight Network])
- Air quality benefits

EMPHASIS AREAS (CONT'D)

- Project readiness and project support will be a significant emphasis area given recent delays in implementing projects and the resulting carryover balances
 - What level of planning/design has been done?
 - What coordination with impacted entities (TxDOT, NTTA, utility companies) has been completed?
 - What input from the public and/or elected officials has been received?
 - Has analysis been done to identify needed right-of-way/easements and possible utility conflicts?
 - Has railroad communication begun (if applicable)?
- Progress on existing projects that have not gone to construction will be considered

POINTS TO REMEMBER

- The information requested in the Project Request Form is the minimum information needed to consider a project. Please completely answer all questions (if applicable) to minimize need for follow-ups.
- While a lengthy application is not required, more supporting documentation helps.
 - Provide maps and schematics/renderings of the proposed improvements
 - Outline any larger vision/development related to the project
 - Give specifics about any safety, congestion, flooding, or other issues that the project would address and how the project would resolve them.
 - Provide supporting data (e.g., crash records, traffic counts)
- Focus on explaining the “what” and “why” and MPO staff will focus on the “how” (e.g., specific funding sources, possible phased approach, considering a project through another program).
- If your agency has a request that is not ready for this opportunity, it can be sent in later and considered in a future funding initiative.

TIMELINE

Meeting/Task	Date
Review of project requests	October 2026-February 2027
Public Meeting	March 8, 2027
Surface Transportation Technical Committee Action	March 26, 2027
Regional Transportation Council Action	April 8, 2027
Deadline for first opportunity to submit TIP Modifications	April 26, 2027
Anticipated approval of Transportation Improvement Program (TIP) Modifications by federal/State partners	October 2027

ADDITIONAL FUNDING OPPORTUNITIES

- Other upcoming opportunities include:
 - MPO Transportation Alternatives Set Aside (TASA) Call for Projects – Expected to open fall 2026
 - TxDOT TASA Call for Projects – Expected to open 2027
 - Unified Planning Work Program (for planning studies like thoroughfare plans)
 - Regional Traffic Signal Program – Spring/Summer 2027
- MPO staff developing a “One Stop Shop” that will provide information on various funding programs available through the MPO, TxDOT, US DOT

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