

FY2025 Annual Performance and Expenditure Report

FY2024 and FY2025 Unified Planning Work Program for Regional Transportation Planning



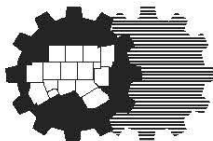
Transportation Department
North Central Texas Council of Governments

What is NCTCOG?

The **North Central Texas Council of Governments (NCTCOG)** is a voluntary association of, by, and for **local governments** within the 16-county North Central Texas Region. The agency was established by state enabling legislation in 1966 to assist local governments in **planning** for common needs, **cooperating** for mutual benefit, and **coordinating** for sound regional development. Its purpose is to strengthen both the individual and collective power of local governments, and to help them recognize regional opportunities, resolve regional problems, eliminate unnecessary duplication, and make joint regional decisions – as well as to develop the means to implement those decisions.

North Central Texas is a 16-county **metropolitan region** centered around Dallas and Fort Worth. The region has a population of more than 8 million (which is larger than 38 states), and an area of approximately 12,800 square miles (which is larger than nine states). NCTCOG has 235 member governments, including all 16 counties, 170 cities, 20 independent school districts, and 29 special districts.

NCTCOG's **structure** is relatively simple. An elected or appointed public official from each member government makes up the **General Assembly** which annually elects NCTCOG's **Executive Board**. The Executive Board is composed of 17 locally elected officials and one ex-officio non-voting member of the legislature. The Executive Board is the policy-making body for all activities undertaken by NCTCOG, including program activities and decisions, regional plans, and fiscal and budgetary policies. The Board is supported by policy development, technical advisory and study **committees** – and a professional staff led by **Todd B. Little**, Executive Director.



NCTCOG's offices are located in Arlington in the Centerpoint Two Building at 616 Six Flags Drive (approximately one-half mile south of the main entrance to Six Flags Over Texas).

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NCTCOG's Department of Transportation

Since 1974 NCTCOG has served as the Metropolitan Planning Organization (MPO) for transportation for the Dallas-Fort Worth area. NCTCOG's Department of Transportation is responsible for the regional planning process for all modes of transportation. The department provides technical support and staff assistance to the Regional Transportation Council and its technical committees, which compose the MPO policy-making structure. In addition, the department provides technical assistance to the local governments of North Central Texas in planning, coordinating, and implementing transportation decisions.

Prepared in cooperation with the Texas Department of Transportation and the U.S. Department of Transportation, Federal Highway Administration, and Federal Transit Administration.

The contents of this report reflect the views of the authors who are responsible for the opinions, findings, and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration, the Federal Transit Administration, or the Texas Department of Transportation.

FY2025

ANNUAL PERFORMANCE AND EXPENDITURE REPORT (APER)

North Central Texas Council of Governments

TRANSPORTATION MANAGEMENT AREA (TMA) STATUS:

Transportation Management Area (TMA)

AIR QUALITY STATUS:

Nonattainment

The preparation of this report has been financed in part through grant(s) from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), U.S. Department of Transportation (USDOT), under the State Planning and Research Program, Section 505 [or Metropolitan Planning, Section 104(d)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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Introduction

Federal regulations ([23 C.F.R. § 420.117](#)) require State Departments of Transportation (DOTs) to monitor activities of all subrecipients of Federal Highway Administration (FHWA) planning and research funds to ensure that work is being performed satisfactorily and schedules are being met. To comply with federal regulations, Texas Administrative Code ([43 TAC §16.52\(a\)\(5\)](#)) requires all Texas Metropolitan Planning Organizations (MPOs) to annually prepare and submit to Texas Department of Transportation (TxDOT) an Annual Performance and Expenditure Report (APER).

The APER facilitates TxDOT oversight of each MPO's use of FHWA planning and research funds by tracking and updating progress and expenditures related to planning activities identified in the MPO's Unified Planning Work Program (UPWP), which identifies the MPO's budget and planning activities.

23 C.F.R. § 420.117 requires that APERs must include, at a minimum:

- Comparison of actual performance with established goals;
- Progress in meeting schedules;
- Status of expenditures in a format compatible with the work program, including a comparison of budgeted (approved) amounts and actual costs incurred;
- Cost overruns or underruns;
- Approved work program revisions; and

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I. Task 1 – Administration and Management

A. Task Summary

Coordination, communication, and management tasks that are essential to maintaining the metropolitan planning process comprise the subtasks in the area of Administration and Management. Overall direction of planning activities and grant administration tasks such as purchasing, contract development, and auditing are included. The preparation and circulation of information relevant to regional transportation policy is a major focus of this element. This includes support to the Regional Transportation Council, associated technical committees, and the North Central Texas Council of Governments (NCTCOG) Executive Board. In addition, public involvement and outreach activities as emphasized in the Infrastructure Investment and Jobs Act are conducted under this element.

Management and Administrative Activities that Benefit Multiple Projects

Cost Allocation Plan

Management and administrative activities that benefit multiple projects and support operations of the Metropolitan Planning Organization are funded through a cost allocation plan. These costs are allocated to all projects implemented by the Transportation Department and are therefore supported by all funding sources detailed in this Work Program. The costs are included within the funding summaries presented in each task in this document. The work activities are carried out in this task and may include, but are not limited to:

- Development, monitoring, and coordination of the Unified Planning Work Program and necessary modifications;
- Preparation of the Annual Performance and Expenditure Report;
- Compilation, assessment, and coordination of the NCTCOG Transportation Department's annual budget;
- Accounting support activities and fiscal management processes;
- Legal review of agreements and policies;
- Personnel and recruitment activities;
- Committee meeting support and assistance to committee members and other partners;
- Technology support services, including certain software and subscriptions, and possible consultant services;
- Communication tools;
- General management, risk evaluation, and implementation of risk mitigation processes; and
- Development and enhancement of procedures, information systems, and reporting tools.

Work Performed and Status: One set of modifications to the FY2024 and FY2025 Unified Planning Work Program (UPWP) received NCTCOG committee, State, and federal approvals during FY2025. These modifications reflected new initiatives, project modifications, and funding adjustments. The modifications were presented to the public for review and comment prior to seeking committee and funding agency approvals. Efforts to develop the Transportation Department's FY2026 and FY2027 Unified Planning Work Program, summarizing the department's work activities to be carried out over the next two years, were also conducted. The document was made available for public review and comment and received NCTCOG committee,

State, and federal approvals. The FY2024 Annual Performance and Expenditure Report was also developed. Performance reports on the accomplishment of Transportation Department goals established for FY2024 were also prepared and submitted to the NCTCOG Executive Director's office, as well as new goals for FY2025, for compilation into Agency documents to be provided to a number of agencies, including the Office of the Governor.

Monthly meetings of the Regional Transportation Council (RTC) and the Surface Transportation Technical Committee (STTC) were held. A video recording of the RTC meetings was available online for public access following each meeting. The RTC and STTC meeting agendas contained both action and information items for the committees' consideration and were posted online. Staff continued to prepare information for these meetings, develop meeting minutes, post items to the website, carry out committee actions, and respond to requests for additional information as needed. An RTC Member Orientation was held to inform policy and technical committee members regarding the various projects, programs, and policies being discussed and considered during monthly committee meetings. Staff also continued to support the submittal of transportation items to the NCTCOG Executive Board for consideration each month.

Staff recruitment efforts and personnel actions were conducted throughout the year (i.e., job postings; candidate interviews; processing of new hires, staff separations, internal promotions; maintenance of databases, and development of job descriptions). General office management activities also continued to be carried out (i.e., distribution of incoming mail, office assignments and moves, completion of timesheets, and the conduct of management and staff meetings). Professional development requests for NCTCOG staff were processed for attendance at webinars, seminars, training courses, and conferences. During FY2025, the department's Continuity of Operations Plan was also updated.

Staff facilitated financial processes supporting projects and programs implemented by Transportation Department staff, subrecipients, consultants, and partners. These activities included coordination of receipts and payments; financial monitoring and analysis; development and documentation of procedures and tools; budget development, monitoring, and modifications; compliance review and documentation; information systems and records management; reporting; assessment of internal controls and contract compliance; and coordination of fiscal requirements for the Agency. Staff also coordinated responses to audits and project reviews.

In FY2025, staff managed department communication tools including music licensing, digital asset management, stock imagery, and 3D visualization software.

In FY2025, staff coordinated computer and software replacements and upgrades, imaged and deployed computers to staff, performed preventative maintenance on equipment, maintained documentation of equipment and software licenses, monitored network drive space, responded to user questions, and provided solutions to software and hardware problems. Audio and video technical support was also provided for numerous meetings throughout the year, as well as webcasts.

Required risk assessment processes continued to be refined for the department's contracting activities. Staff also completed discretionary risk assessments for review and assignment of risk level to potential funding opportunities and completed numerous federally required risk assessments for assignment of risk level and identification of risk mitigation factors for subrecipient awards. Assistance was provided as needed to respond to internal and external audit and program reviews. Legal review of Regional Transportation Council related agreements, memorandums of understanding, and policies continued.

The cost allocation plan was used to support work activities. Work is ongoing and will continue in FY2026.

B. Subtasks

1.01 Community Outreach

This annual Work Program subtask will be conducted in FY2024 and FY2025 and includes staff activities in support of NCTCOG's Transportation Department Public Involvement, Outreach, and Education Program; monitoring of the regional transportation system performance and reliability; business and community outreach; legislative outreach; internet/intranet outreach and support improvements; and public education campaigns and services to support transportation and air quality programs/policies.

Public Involvement, Publications, Web Resources, and Legislative Support

Transportation Planning Funds

Staff will appear regularly at community and business events to discuss transportation and air quality matters. Information about committees, public input opportunities, and the transportation planning process is provided through a website that is regularly updated and maintained. Efforts to ensure full and fair participation in the transportation decision-making process consistent with Title VI and environmental justice principles are implemented through a Public Participation Plan. Anticipated products include:

- Regular opportunities, including public meetings, online input opportunities, stakeholder engagement, a virtual public engagement platform, and listening sessions, among others, for North Texans to learn about and provide input on transportation and air quality plans, programs, and policies;
- Summaries of public input provided to the Regional Transportation Council (RTC);
- Appearances at neighborhood meetings, professional association meetings, business community and chamber of commerce meetings, and other events;
- Dynamic outreach and communications plans to continually enhance public involvement;
- Enhanced multimedia and social media presence;
- Communications through email services on transportation planning projects, as well as other projects supported through the Unified Planning Work Program (UPWP);
- Press releases and other media relations activities;
- Department newsletters, including Local Motion and Mobility Matters, among others;
- Progress North Texas state-of-the-region report and other reports and brochures;
- Contributions to agency newsletters;
- Communications pieces that explain the transportation planning process and opportunities to provide input;
- Website content development, including articles, public information resources, department and project information, and various programmatic updates;
- Website assessments, updates, upgrades and maintenance, and improvement of standardized quality controls, visual architecture, mobile optimization, accessibility, and usability;
- Web page performance reports, including analytic assistance;

- Intranet pages and services for internal business, including reports and news related to staff efforts;
- Summaries of activity in the Texas Legislature and U.S. Congress relating to Metropolitan Planning Organization functions;
- Legislative testimony as a resource witness;
- Identification of issues or challenges related to implementation of the Metropolitan Transportation Plan for the attention of the Regional Transportation Council in order for the Council to develop its State and federal legislative programs; and
- Regular updates to policy and technical committee members on legislative initiatives related to RTC priorities.

Work Performed and Status: Public input opportunities were one of several avenues North Texans could learn about and offer input on transportation in FY2025. NCTCOG held 10 public input opportunities. In accordance with the procedures outlined in the Public Participation Plan, copies of the presentations and documents presented for review were posted online, and a livestreamed or recorded video presentation was also provided. As an accessibility measure for individuals without a connection to the internet, print copies of presentation materials were made available upon request.

For both public meetings and online input opportunities, comments and written summaries were made available on the NCTCOG website. Public comment summaries were included on Surface Transportation Technical Committee (STTC) and Regional Transportation Council (RTC) meeting agendas.

Approximately 13,000 notices were sent by mail and email for each public meeting and online public input opportunity. Also, more than 125 libraries in the Metropolitan Planning Area received public meeting and online input opportunity flyers to make available to patrons. Additionally, flyers were provided to municipal offices. Notices for public meetings and online public input opportunities were placed in area newspapers, including community publications, and translated ads were published in Spanish newspapers and a Vietnamese newspaper. Online and social media notices of input opportunities supplemented print notifications.

The NCTCOG Transportation Department participated in 33 community events to communicate information about multiple regional transportation and air quality programs and issues. NCTCOG also continued to coordinate with local cities, transit partners, community organizations, and nonprofits to maintain relationships and plan for opportunities to share transportation and air quality information in the future.

Proactive media outreach efforts included the distribution of more than 30 press releases on major projects and programs to approximately 200 reporters at local, State, and national media outlets, including community publications. Press releases were emailed to media contacts and interested parties and were posted to the Department's online newsroom. In addition, dozens of interviews were conducted with local and national print, radio, and television media, as well as podcasts. NCTCOG was mentioned more than 500 times in the media. The media list is updated continuously.

The Department also provided news and updates in Local Motion, its monthly newsletter, and Mobility Matters, a semiannual publication, as well as through contributions to agency newsletters. Local Motion is an email newsletter distributed monthly to more than 8,000 subscribers and posted online. Mobility Matters was distributed to approximately 3,500 contacts on the public

involvement mailing list, and the online version was also shared with regional partners. The Department also contributed articles to an agency newsletter, What's New at NCTCOG, which is published online and distributed to partners and interested parties via email. Staff continued to distribute several other internal and external publications in print and online. A series of fact sheets for the general public were published in print and online. Spanish translations of fact sheets are also posted online.

Additionally, the Department published Progress North Texas, its annual state-of-the-region report, which provided an update on transportation and air quality developments in the Dallas-Fort Worth area over the previous year. The report's theme was "Dallas-Fort Worth: A Region of Choice." It examined efforts to collaborate in several areas, including mobility, growth, roadway, active transportation and transit improvements, funding, goods movement, aviation, safety, air quality, and public involvement. Approximately 5,000 copies were printed, with approximately 2,500 mailed to partners and residents throughout the region and the remainder distributed throughout the year. The Department continued to reach the public through the report's webpage, and copies were provided by mail and electronically to partners throughout the year.

To complement traditional outreach, staff maintained a presence on various social media platforms for NCTCOG Transportation Department programs, initiatives, and events. Regular updates were posted to Meta (Facebook and Instagram), BlueSky, YouTube, Vimeo, and LinkedIn in accordance with the department's social media policy. Department workshops, webinars, and virtual outreach opportunities were shared through the Meetup social media platform. In FY2025, staff began posting on the NextDoor app to enhance public engagement on transportation initiatives, provide meeting notices, and reach a specific targeted geographic region. Social media metrics were tracked and provided to staff for further analysis. Data from these reports is continuously used to improve the department's social media strategy and provide more engaging content to increase followers and engagement.

FY2025 transportation web efforts focused on planning, overseeing, and executing improvements and migrations to online content and media. Content management, maintenance, and enhancements included pioneering techniques through training, documentation, and the implementation of page templates and types, along with the deployment of new web parts and widgets. Additionally, media library resources were reviewed and updated by removing orphaned files, importing new media, and leveraging existing assets to support programmatic goals. To streamline development workflows and improve security, efficiency, and flexibility, web resources were migrated to an Azure-managed environment using the Model-View-Controller framework. Branded campaign web projects, including applications, sites, and pages, continued to be migrated into a multi-site managed Kentico environment.

Throughout the year, audits of privacy notifications, accessibility priorities, security concerns, and quality control workflows were administered. Recurring coordination meetings with staff identified areas for continuous improvement and critical achievements. Siteimprove reports were leveraged to identify broken links, misspellings, Search Engine Optimization (SEO) needs, and accessibility requirements (WCAG 2.1) in the web management workflow. Enhancements to staff-related intranet resources, email-based marketing software services, and public input services and resources continued to be implemented.

Finally, legislative assistance was provided throughout FY2025 to State Legislative and Congressional offices, as well as policy and technical committee members. Information was provided, as requested, on policy matters related to the Metropolitan Planning Organization. In preparation for the State Legislative session, staff, in coordination with elected officials, continued

to prepare the RTC's Legislative Program for the 89th Texas Legislature. Tracking actions in the United States Congress were ongoing, and information on federal issues and rulemaking was relayed to policy and technical committee members as necessary.

A contract for a virtual public engagement platform, Public Input, was renewed.

Transportation Planning Funds were used to support work activities. Work will continue in FY2026.

Other Funding Sources

North Central Texas Council of Governments Local funds will be utilized to support activities that are not eligible for federal reimbursement. Such items may include:

- Meal expenses;
- Travel expenses; and
- Special meetings with State or federal elected officials.

Work Performed and Status: During FY2025 no work was completed that required the use of local funds for meal, travel, or special meeting expenses. Work will continue in FY2026.

Transportation and Air Quality Education and Outreach

Other Funding Sources

The North Central Texas Council of Governments (NCTCOG) will continue to implement strategic communications efforts to educate and inform the region on transportation- and air quality-related issues, including improvement strategies, funding opportunities, training initiatives, and new programs/policies. Major efforts will focus on transportation and air quality education, outreach, and engagement programs. This work element will be supported through Surface Transportation Block Grant Program funds, Congestion Mitigation and Air Quality Improvement Program funds, and Transportation Development Credits. Paid media will be utilized when needed. This element is ongoing throughout FY2024 and FY2025. Anticipated products include:

- Regional air quality and transportation campaigns (including Air North Texas and other efforts that support transportation and air quality improvement strategies) utilizing communication strategies, including, but not limited to, visualization, website/webpages, paid education campaigns, social and electronic media, videos, photography, email and blog updates, air pollution alerts, flyers, brochures, and outreach and associated displays;
- Integrated campaign resources for use by local governments, the business community, education institutions, and other stakeholders/interested parties;
- Communication and education/outreach services for local governments, as well as other NCTCOG Transportation Department programs/campaigns;
- Procurement, inventory, and distribution of educational items;
- Performance measure strategies and analytics for transportation and air quality communication initiatives;
- Regional growth of overall efforts through regular meetings and conference calls with the Air North Texas Coalition, stakeholder groups, and other partners, including State, federal, and local interest groups about the campaign and other air quality education initiatives;

- New partner recruitment for transportation and air quality campaigns; and
- Partner recognition for work on programs such as Air North Texas.

Work Performed and Status: During FY2025, NCTCOG staff continued to develop and implement or support regional air quality and transportation campaigns and related communications strategies for initiatives such as Air North Texas. The Air North Texas air quality awareness campaign continued to be implemented through paid education, social media, educational items, and partner coordination. Outreach items were provided for distribution at in-person events. Clean Air Corner, the Air North Texas blog, was distributed monthly to more than 10,800 subscribers. Ozone alerts issued by the Texas Commission on Environmental Quality were monitored to ensure Air North Texas themed Ozone Action Day and Particulate Matter Alert messages were disseminated to interested parties. On June 6, 2025, Air North Texas celebrated the 16th annual Clean Air Action Day, which staff implemented with regional partners. For Clean Air Action Day, educational materials and promotional ideas were provided to 35 Air North Texas partners, including cities, counties, and transportation agencies. More than 460 North Texans made over 2,000 commitments to participate in Clean Air Action Day due to these efforts. Also, staff produced air quality educational materials such as promotional items and other outreach pieces for partners.

Communication services continued for other department transportation and air quality-related programs and campaigns, such as Dallas-Fort Worth Clean Cities, the Try Parking It commuter tracking program, and bicycle/pedestrian education. In addition, work continued on a department video series, new visualization elements promoting clean air initiatives, and promotion of regional trails. Recordings of meetings were also uploaded to various NCTCOG websites and the Department's YouTube channel, for public viewing. Other materials developed and/or procured included graphics, outreach campaign materials, program-related video series/webinars, and educational items.

Elements of NCTCOG Transportation Department communication campaigns were tracked and reviewed to improve and refine campaign performance measures. For the Air North Texas campaign, 40 Ozone Action Day Alerts and 50 Weekend Forecasts were distributed to subscribers. Air North Texas website traffic was monitored, and the website recorded more than 31,000 users and 36,000 sessions for the fiscal year.

Contact with other State, federal, and local air quality partners to collaborate on consistent messaging and themes was maintained. For Air North Texas, NCTCOG staff continued to develop and grow relationships with a wide range of regional partners known as the Air North Texas Coalition. Staff planned and hosted six Coalition conference calls to coordinate the regional air quality awareness campaign. In December 2024, several Coalition members were recognized for their notable contributions to the campaign as part of the partners' annual reporting process.

Congestion Mitigation and Air Quality Improvement Program funds (CSJ 0918-00-401), Surface Transportation Block Grant Program funds (CSJ 0918-00-401), and Transportation Development Credits were used to support work activities. This project is ongoing, and work will continue in FY2026.

1.02 Program and Policy Administration

Management and administrative activities conducted by MPO staff support operations of the NCTCOG Transportation Department and implementation of all projects.

Program Administration

Transportation Planning Funds

This element includes management and administrative activities that directly support the NCTCOG Transportation Department's role as the Metropolitan Planning Organization and fulfillment of responsibilities outlined in regulations governing the administration of federal Transportation Planning Funds. This element is ongoing throughout Fiscal Years 2024 and 2025 and includes participation in and support for the Association of Metropolitan Planning Organizations (AMPO), the Texas Metropolitan Planning Organization (TEMPO), and the Transportation Research Board (TRB). Additionally, this element includes oversight and coordination of projects selected in the partnership program with Texas Southern University (TSU). Consultant assistance may be utilized to assist with this element. Anticipated products include:

- NCTCOG representation at AMPO and TEMPO meetings;
- NCTCOG management participation in the TRB annual meeting and other conferences and professional development opportunities;
- Hosting and provision of training opportunities for local government, transportation providers, and/or planning agency staff;
- Appropriate office accommodations for staff and guests, including provision of consumable supplies, furniture, and leasehold improvements;
- Project topics for participation in the partnership program with TSU;
- Assistance to the Texas Transportation Commission, as requested;
- Participation on and support for special task forces;
- Participation in Federal Certification Review; and
- Eligible and accurate billings within identified budgets.

Work Performed and Status: In FY2025, work activities included coordination of policy and institutional discussions between the Texas Transportation Commission (TTC), the Texas Department of Transportation (TxDOT), and the Regional Transportation Council (RTC). Staff continued to provide technical information in response to requests for information and/or meetings by the State and local elected officials. NCTCOG staff provided high-level coordination of Metropolitan Planning Organization (MPO) programs, plans, policies, and projects to comply with federal and State statutory and regulatory requirements, specifically 23 United States Code Section 134.

Staff participated in the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) joint certification review of the Dallas-Fort Worth (DFW) Transportation Management Area (TMA) from June 4 to 6, 2025. The DFW TMA, an urbanized area over 200,000 in population, was reviewed for certification as required by Title 23 United States Code (USC), Section 134 (k)(5) and 23 Code of Federal Regulations (CFR) 450.336(b). Certification is required for all TMAs at least once every four years. In addition to brief presentations from NCTCOG staff that were requested based on feedback from a federal desk audit, RTC members and the public were provided an opportunity to comment on the planning process. Based on the results of the 2025 Certification Review, the FHWA Texas Division and FTA Region 6 found the planning process for the Dallas-Fort Worth TMA to be in compliance with planning regulations and therefore certified.

The NCTCOG Transportation Director continued to serve on the Transportation Technology Task Force (now known as the Texas Technology Task Force), and the Assistant Director of Transportation continued to serve on the Executive Committee of the Texas Association of Metropolitan Planning Organizations (TEMPO). Staff continued to support and attend meetings of the Transportation Research Board, TEMPO, and the Association of Metropolitan Planning Organizations.

Organizational memberships in transportation-related professional organizations for the NCTCOG Transportation Department were also processed. Office furniture was also purchased for MPO staff.

Administration of the University Partnership Program continued. Work activities included coordination with the participating university and other department staff on two projects to help ensure understanding and compliance with the program guidelines and schedules, review and update project work scopes, and implement the contracting process, including execution and amendment of agreements. The University Partnership Program projects are provided in the appropriate Work Program subtasks. The University Partnership Program concluded at the end of FY2025.

Staff submitted monthly requests for reimbursement to the Texas Department of Transportation for activities described in this report, specifically work budgeted for use of Transportation Planning Funds. All expenditures are supported by accounting records and receipts as requested by TxDOT.

Transportation Planning Funds were used to support work activities. Work will continue in FY2026, with the exception of the University Partnership Program.

Other Funding Sources

North Central Texas Council of Governments Local funds, Regional Transportation Council Local funds, and other local funds will be utilized to support activities in Program Administration that may not be eligible for federal reimbursement. Such items may include, but are not limited to:

- Small stipend and travel expenses for a minority student and supporting professor to attend annual TRB meetings to represent work conducted on behalf of NCTCOG under the TRB Minority Student Fellowship Program partnership;
- Meal expenses;
- Individual staff memberships in professional organizations;
- Service awards;
- Travel expenses for foreign applicants;
- Legal and application filing fees for foreign employees;
- Furniture;
- Consumable supplies;
- Audio/video related expenses in the Transportation Council Room
- Travel expenses; and
- Other special projects.

Work Performed and Status: In FY2025, local funds were used to support items such as meeting and staff travel expenses, off-site meeting space accommodations for the Regional Transportation Council, individual staff memberships in professional organizations, legal fees,

consumable supplies, printing and postage charges, reasonable accommodations for NCTCOG staff, and out-of-state registrations for remote employees performing technical responsibilities.

In addition, local funds were used to support a participant in the Transportation Research Board's (TRB) Minority Student Fellowship Program. NCTCOG used local funds to cover travel expenses associated with the student's attendance at the January 2025 TRB meeting to represent work conducted on behalf of NCTCOG on the Safe Routes to School University Partnership Program project.

Regional Transportation Council Local funds, North Central Texas Council of Governments local funds, and local funds were used to support the above expenses. Work will continue in FY2026.

Policy and Project Coordination

Other Funding Sources

This element will be ongoing throughout both FY2024 and FY2025, providing contract management and legal support. Among these activities is staff legal assistance relative to coordination for Regional Transportation Council policies and projects, enhancements of resources and compliance mechanisms related to the Disadvantaged Business Enterprise (DBE) Program, outreach to the vendor community to raise awareness of the DBE Program, and development of new partnerships with regional and State certification agencies. Surface Transportation Block Grant Program funds, supported by Transportation Development Credits, will be used for this effort. Anticipated products include:

- Assistance to the Texas Department of Transportation, as requested;
- Participation on and support for special task forces;
- Identification of federal and State laws to support policy decisions;
- Review of associated transportation funding and other associated policies;
- Education, outreach, events, and workshops with potential bidders/consultants, including partnerships with various contracting associations;
- Website content updates, including traditional and new media tutorials for potential bidders/consultants; and
- Collaboration and new partnerships with regional and State DBE certification agencies, such as the North Central Texas Regional Certification Agency.

Work Performed and Status: Throughout FY2025, the North Central Texas Council of Governments (NCTCOG) continued oversight compliance of the Disadvantaged Business Enterprise (DBE) program. Key activities included continuous oversight and compliance of DBE and subcontractor prompt payment, ensuring adherence to the 10-day payment timeframe. Compliance communications were issued for any delays, and corrective actions were reviewed. The team also updated processes and tools for completing Uniform DBE reports and held a DBE networking event in November 2024. Additionally, NCTCOG continued coordination with the North Central Texas Regional Certification Agency (NCTRCA) on partnership opportunities and began use of an electronic software system for DBE certification data and compliance tracking. Implementation of the system will carry into FY2026.

In preparation for the Fiscal Year 2026–2028 Disadvantaged Business Enterprise (DBE) Triennial Goal update, staff compiled data for anticipated procurements during fiscal years 2026, 2027, and

2028, as well as expenditure data for historical contracts and performed associated review to develop the proposed goal. A DBE consultant workshop was held in June 2025 to hear feedback on the proposed goal, which was also presented to NCTCOG committees and at public meetings. In addition, a DBE networking event was held in July 2025. The final Fiscal Year 2026–2028 DBE triennial goal was approved by NCTCOG committees in July and August 2025.

NCTCOG staff continued work with BidNet Direct on the implementation of an e-procurement and Contract Life Cycle Management (CLM) system to move from a fully paper procurement and contract negotiation process to an electronic and more streamlined procurement process. BidNet Direct was deployed on March 31, 2025. Throughout the remainder of FY2025, NCTCOG staff continued efforts to finalize templates and implement full use of the BidNet Direct system.

NCTCOG staff continued efforts on addressing corrective actions identified as part of the Texas Department of Transportation (TxDOT) Americans with Disabilities Act (ADA) Compliance Assessment completed in May 2023.

Staff prepared and presented updates related to 2 CFR 200 (Uniform Guidance) aimed at Transportation Department and Agency staff involved in grants and compliance. The presentation focused on internal process changes needed to align with the updated guidance. Additionally, Build America Buy America (BABA) internal resources were reviewed and updated to ensure proper tracking of BABA regulations and waivers across relevant funding agencies. In addition, various Executive Orders were summarized and presented to internal staff.

A subcomponent of the Surface Transportation Block Grant (STBG) program funding agreement for this element includes Regional Transportation Council (RTC) Policy and Project Coordination. As part of this effort, staff conducted a review of RTC and Texas Transportation Commission policies, statutory, and regulatory provisions related to the allocation of funding to the Dallas-Fort Worth region to assist the RTC in policy considerations on such matters.

Surface Transportation Block Grant Program funds (CSJ 0918-00-415), supported by Transportation Development Credits, were used to support work activities. This project is ongoing, and work will continue in FY2026.

Regional Transit 2.0: Planning for Year 2050

Other Funding Sources

The Dallas-Fort Worth area is projected to continue unprecedented growth over the next 20 to 30 years. Much of this regional growth is forecast to occur outside of transit authority boundaries, presenting challenges related to congestion, sustainable development, and lack of alternative transportation options beyond the single-occupant vehicle. During FY2024 and FY2025, in response to a request from transit authority member cities and the Regional Transportation Council, the North Central Texas Council of Governments will utilize a consultant to conduct a comprehensive regional study to help identify critical transportation investments necessary to meet this anticipated population growth and support sustainable development across the region, while also addressing the lost opportunities for other investments felt in both non-member transit cities and transit member cities. Regional Transportation Council Local funds will support this initiative. Anticipated products include:

- More aggressive regional transit legislative program;
- Strategies to increase transit authority membership;

- Increased collaboration between the three existing transit authorities (Dallas Area Rapid Transit, Trinity Metro, and the Denton County Transportation Authority);
- Strategies to foster transit authority board partnerships and teamwork;
- Strategies for in-fill development;
- Fare collection strategies to increase ridership without lowering revenue;
- Recommendations to address the transit authority – member city paradox; and
- Final report summarizing findings.

Work Performed and Status: In response to a request from transit authority member cities and the Regional Transportation Council, the North Central Texas Council of Governments worked with consultants on the Regional Transit 2.0: Planning for Year 2050 initiative. During FY2025 staff continued coordination with consultants and stakeholders on a comprehensive regional study to help identify critical transportation investments necessary to meet the anticipated population growth and support sustainable development across the region, while also addressing the lost opportunities for other investments felt in both non-member transit cities and transit member cities. The study included the following tasks that focused on key elements of public transportation service: Transit Legislative Program, Strategies to Increase Transit Authority Membership, Collaborations Between Existing Transit Authorities, Strategies for Authority Board Partnerships and Teamwork, Strategies for In-Fill Development, Fare Collection Strategies to Increase Ridership, and Recommendations for Transit Authority/Member City Paradox. Consultants and NCTCOG staff presented summaries of each task to stakeholders, which included mayors, judges, city managers and county administrators of local governments, transportation authority board members, and members of the Regional Transportation Council (RTC). A final report was developed that documented what together forms the basis for providing effective future public mobility in the rapidly growing North Texas region.

Regional Transportation Council Local funds were used to support work activities. NCTCOG local funds were used to cover a small cost overrun. This project was completed in FY2025.

Grant Management and RTC Initiatives

Other Funding Sources

This work program element, initiated in FY2024, supports North Central Texas Council of Governments (NCTCOG) staff efforts to pursue and manage competitive grants and to advance priority initiatives of the Regional Transportation Council. This initiative supports NCTCOG responsibilities as the direct recipient of federal funds to maximize federal grant funding for project implementation. NCTCOG staff will also provide support services to regional partners to help fulfil grant requirements and ensure project sustainability after grant closeout. Staff work activities may include, but are not limited to, application development, project management, financial and programmatic reporting, compliance monitoring, and collaboration with project partners. Regional Transportation Council Local funds will support this initiative. Anticipated products include:

- Grant applications;
- Financial and programmatic reports; and
- Grant-specific deliverables.

Work Performed and Status: Throughout 2025 NCTCOG staff utilized Grant Management funds to advance Regional Transportation Council priorities such as a food desert analysis and next

steps for regional transit. Staff also facilitated administration, reporting, and collaboration for federal grant opportunities. These activities include agreement coordination for the Crossing Students Safely in the Dallas-Fort Worth region project, awarded under the Safe Streets for All grant program; and continued ongoing budget development and agreement coordination for Four Stations and Southern Dallas Inland Port projects, awarded under the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program. Other staff activities performed during FY2025 include grant administration of the Environmental Protection Agency (EPA) North Texas Zero Emissions Vehicles (NTxZEV) award, proposal development assistance to regional partners for competitive federal funding opportunities, and post award compliance oversight for ongoing programs.

Regional Transportation Council Local funds were utilized to support this initiative. Activities will continue in FY2026.

1.03 Fiscal Management

North Central Texas Council of Governments staff continue to support diverse programs, providing opportunity to facilitate projects with unique and innovative funding methodologies.

Local Funding Support

Other Funding Sources

During FY2024 and FY2025, North Central Texas Council of Governments Local funds, Regional Transportation Council Local funds, and other local funds will be utilized to support certain fiscal processes and fulfill financial commitments. Such items may include:

- Local match to support TxDOT Direct State Costs for State-administered projects; and
- Other costs to supplement project implementation.

Work Performed and Status: During FY2025, local funding was expended for non-refundable travel expenses, taxes, and credit card fees.

North Central Texas Council of Governments Local funds were used for FY2025 accounting reconciliation to defray expenses exceeding grant budgets. Work on this project will continue in FY2026.

Innovative Transportation Financing Strategies

Other Funding Sources

Ongoing throughout FY2024 and FY2025, activities under this work program element explore innovative transportation financing and funding strategies as authorized by State and federal law. Innovative funding tools allow for enhanced flexibility in meeting critical transportation needs. The Regional Transportation Council, in partnership with transportation providers in the Dallas-Fort Worth area, is pursuing many of these strategies, including the use of innovative public and private partnerships, State Infrastructure Bank loans, Transportation Infrastructure Financing and Innovation Act loans, tax increment financing, transportation reinvestment zones, and value

capture mechanisms through municipal land-use authority. In addition, staff will explore the institutional structures, partnerships, and agreements necessary to leverage these innovative financing and funding tools in the Dallas-Fort Worth region. Lastly, staff will continue to monitor and track existing and proposed innovative financing partnerships and funding. Regional Toll Revenue funds will support work activities. Anticipated products include:

- Innovative finance policies and strategies;
- Assessments of State and federal legal authority;
- Development of funding partnership agreements; and
- Presentations and informational materials.

Work Performed and Status: Staff efforts continued on innovative transportation financing strategies, which included working on several funding agreements to memorialize Regional Transportation Council (RTC)-approved strategies, including the following initiatives: Ennis Avenue Grade Separation Funding Strategy, Everman Landbanking Project, Meandering Way Right-of-Way Acquisition Funding Strategy, Cintra Segment 2E Design Backstop, and agreements with the City of Arlington and the Texas Rangers related to the 2026 FIFA World Cup, Colleyville Traffic Signals, and the RTC Pilot Maintenance Program for Denton and Johnson Counties. Completed activities involved drafting, reviewing, and negotiating agreement terms, preparing Executive Board materials, and coordinating with internal and external staff.

Regional Toll Revenue funds (CSJ 0918-00-416) supported work activities. Project activities are ongoing and will continue in FY2026.

1.04 Computer and Audio/Video Resources

Transportation Planning Funds

Ongoing throughout FY2024 and FY2025, the overall goal of this subtask is to provide NCTCOG staff with the tools needed to complete work tasks in an efficient and timely manner. These tools include video equipment, software and associated maintenance/support, licenses, and application subscriptions. A list of equipment and software purchases anticipated to be obtained during the time period of this Work Program, including the identified funding sources, is provided as Exhibit VII-3 in Chapter VII, Overview of Work Program Funding. Equipment and software purchases over \$10,000 per unit that are being obtained with Transportation Planning Funds require prior State and federal approval. Anticipated products include:

- Software licenses;
- New and upgraded software and associated maintenance/support;
- Video equipment and supplies;
- Air cards;
- Application subscriptions; and
- Associated equipment necessary to support activities.

Work Performed and Status: Annual software maintenance and support was purchased to retain the vendor for traffic modeling licenses of TransCAD and Microsoft licenses covered under NCTCOG's Microsoft Enterprise Agreement Licensing Programs for Windows Operating Systems upgrades. This includes Windows upgrades, Microsoft Office 365, and Software Assurance Benefits. New software licenses and upgrades were purchased as needed, including Smartsheet, Adobe Professional DC, Adobe Illustrator, Adobe In-Design, and Adobe Creative Cloud All Apps.

Transportation Planning Funds were used to support these purchases. Work is ongoing and will continue in FY2026.

Other Funding Sources

Regional Transportation Council Local funds will be utilized for video/web hosting services and to purchase or lease computer systems and related equipment/hardware that may not be eligible for federal reimbursement. Consultant assistance may be pursued for assistance. Such items may include, but are not limited to:

- Desktop, portable, and tablet computers (i.e., replacement of computers that are out of warranty and new computers to support staff needs);
- Monitors/televisions;
- Printers and scanners;
- Audio/video equipment and updates, and maintenance for the Transportation Department meeting rooms, including the Transportation Council Room;
- Video/web hosting services; and
- Associated equipment necessary to support activities.

Work Performed and Status: Laptops and desktop computers were purchased to accommodate replacement computers for staff and new employees' needs. The Regional Transportation Council Room audio visual equipment was replaced, aided by consultant assistance used to identify needed components and installation.

Regional Transportation Council Local funds were used to support the purchases. Work is ongoing and will continue in FY2026.

Task 1 – Funding Summary

Funding Source	Amount Budgeted (2-year)	Amount Budgeted FY2024	Amount Expended FY2024	Balance of Budgeted FY2024	% Expended of Budget FY2024	Amount Budgeted FY2025	Amount Expended FY2025	Balance of Budgeted FY2025	% Expended of Budget FY2025	Amount Expended (2-year)	Balance of Budgeted (2-year)	% Expended of Budget (2-year)
1.01 - Community Outreach												
TPF	\$5,668,000	\$2,671,000	\$2,551,243	\$119,757	95.5%	\$2,997,000	\$2,748,191	\$248,809	91.7%	\$5,299,435	\$368,565	93.5%
CMAQ ¹	\$1,848,000	\$873,000	\$767,343	\$105,657	87.9%	\$975,000	\$613,324	\$361,677	62.9%	\$1,380,666	\$467,334	74.7%
STBG ¹	\$1,918,000	\$943,000	\$442,589	\$500,411	46.9%	\$975,000	\$613,324	\$361,677	62.9%	\$1,055,913	\$862,087	55.1%
NCTCOG Local	\$4,000	\$2,000	\$6,628	(\$4,628)	331.4%	\$2,000	\$0	\$2,000	0.0%	\$6,628	(\$2,628)	165.7%
Subtotal	\$9,438,000	\$4,489,000	\$3,767,803	\$721,197	83.9%	\$4,949,000	\$3,974,838	\$974,162	80.3%	\$7,742,642	\$1,695,358	82.0%
1.02 - Program and Policy Administration												
TPF	\$435,000	\$186,000	\$89,379	\$96,621	48.1%	\$249,000	\$83,428	\$165,572	33.5%	\$172,807	\$262,193	39.7%
STBG	\$664,500	\$224,000	\$120,636	\$103,364	53.9%	\$440,500	\$112,387	\$328,113	25.5%	\$233,022	\$431,478	35.1%
LOCAL	\$3,018,600	\$821,800	\$477,695	\$344,105	58.1%	\$2,196,800	\$2,391,368	(\$194,568)	108.9%	\$2,869,063	\$149,537	95.0%
NCTCOG Local ²	\$119,800	\$59,900	\$56,939	\$2,961	95.1%	\$59,900	\$58,990	\$910	98.5%	\$115,929	\$3,871	96.8%
Subtotal	\$4,237,900	\$1,291,700	\$744,649	\$547,051	57.6%	\$2,946,200	\$2,646,172	\$300,028	89.8%	\$3,390,822	\$847,078	80.0%
1.03 - Fiscal Management												
LOCAL ^{1,3}	\$13,000	\$5,000	\$25,000	(\$20,000)	500.0%	\$8,000	(\$25,765)	\$33,765	-322.1%	(\$765)	\$13,765	-5.9%
NCTCOG Local ⁴	\$20,000	\$10,000	\$237	\$9,763	2.4%	\$10,000	(\$591)	\$10,591	-5.9%	(\$354)	\$20,354	-1.8%
RTR	\$286,000	\$138,000	\$53,495	\$84,505	38.8%	\$148,000	\$53,386	\$94,614	36.1%	\$106,881	\$179,119	37.4%
Subtotal	\$319,000	\$153,000	\$78,732	\$74,268	51.5%	\$166,000	\$27,030	\$138,970	16.3%	\$105,762	\$213,238	33.2%
1.04 - Computer and Audio/Video Resources												
TPF	\$304,000	\$142,000	\$133,123	\$8,877.42	93.7%	\$162,000	\$141,829	\$20,171	87.5%	\$274,951	\$29,049	90.4%
LOCAL	\$928,500	\$364,000	\$132,370	\$231,630	36.4%	\$564,500	\$284,697	\$279,803	50.4%	\$417,066	\$511,434	44.9%
Subtotal	\$1,232,500	\$506,000	\$265,492	\$240,508	52.5%	\$726,500	\$426,526	\$299,975	58.7%	\$692,018	\$540,482	56.1%
Total	\$15,227,400	\$6,439,700	\$4,856,677	\$1,583,023	75.4%	\$8,787,700	\$7,074,566	\$1,713,134	80.5%	\$11,931,243	\$3,296,157	78.4%

Transportation Development Credits may be used to satisfy match requirements. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

¹ Expenditures for FY2024 may reflect adjustments made after submission of the FY2024 Annual Report on Performance and Expenditures.

² NCTCOG Local funding was used to cover small cost overruns.

³ Local expenditures include credits from TxDOT for return of unexpended direct state cost payments for completed projects.

⁴ Negative expenditures are due to credits from prior years.

Task 1 – TPF Funding Summary FY2025

	Amount Budgeted	Amount Expended	Balance of Budgeted	% Expended of Budgeted
1.01 - Community Outreach				
TPF	\$2,997,000.00	\$2,748,191.45	\$248,808.55	91.7%
1.02 - Program and Policy Administration				
TPF	\$249,000.00	\$83,427.95	\$165,572.05	33.5%
1.04 - Computer and Audio/Video Resources				
TPF	\$162,000.00	\$141,828.89	\$20,171.11	87.5%
Total	\$3,408,000.00	\$2,973,448.29	\$434,551.71	87.2%

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II. Task 2 – Transportation Data Development and Maintenance

A. Task Summary

Development and maintenance of travel and air quality data and the refinement and application of the travel and air quality models used to support regional transportation and air quality planning activities are critical tasks in support of the metropolitan planning process. This task includes the collection, development, and use of data, maintenance of and improvements to the Dallas-Fort Worth Regional Travel Model, monitoring of demographic and growth activity in the region, and refinement of demographic forecasting techniques. Activities to coordinate and ensure that performance-based planning is fully integrated into the North Central Texas Council of Governments' planning process, as well as emphasize the incorporation of environmental justice analyses, are also a component of this task.

B. Subtasks

2.01 Development of Travel Models

The purpose of this subtask is to provide analytical tools for travel forecasting within the Metropolitan Planning Area (MPA). The Regional Travel Model includes Hill County, in addition to the 12 counties that comprise the MPA, due to the fact that the southern split of IH 35 is located within the boundary of Hill County and because of the impact the IH 35 facility has on transportation planning within the MPA. The forecasting tool set includes mathematical models and computer programs, which take as input various arrays of travel data. These tools are used in essential functions of the Metropolitan Planning Organization. These functions include the long-range Metropolitan Transportation Plan, Transportation Improvement Program, Congestion Management Process, Safety and Security Program, Air Quality Conformity analysis, roadway and transit alternative analyses, subarea studies, thoroughfare planning, environmental statements, and technical assistance to local public agencies. This subtask is closely complemented by Subtasks 2.02, 2.03, and 2.04, which are related to traffic and travel data management, model applications, and demographic data and forecasting, respectively. The components of this subtask are described below.

Regional Travel Model

Transportation Planning Funds

This component covers activities related to the maintenance and improvement of the regional travel models (RTM). Each RTM is a collection of computer program software applications, training materials, and documents used by transportation planners for planning the projects and policies in the region. NCTCOG maintains the primary model, TAFT, as well as the previous model, DFX, to support existing projects and maintain consistency in project analysis. During FY2024 and FY2025, work activities include software component and application development, software updates, version maintenance, model run backup and archiving, user training, documentation and technical support. The technical support may include internal support to users within NCTCOG, responding to questions about the RTMs, and enabling member local governments or agencies to have access to the models. Anticipated products include:

- RTM software applications and components;
- RTM version library;
- Model run archive database;
- Updated documentation and training materials; and
- Technical support.

Work Performed and Status: In FY2025, staff continued development of updated versions of the RTM software applications. Roadway and transit select link analysis tools were developed and incorporated into the application. Mode Choice enhancements that considered 2023 survey market segmentation were tested. The external model was updated with 2021-2023 external counts. The application was made available for use internally and externally. All versions of the RTM are preserved in a library to support previous and existing projects. A model run archive of completed model runs is maintained.

Staff documented report outputs and created additional transit report documentation. Regular meetings were held to present and train internal users on recent updates, and to facilitate discussions on the priority of future enhancements. Training memos and presentations were made available to users. NCTCOG staff provided support to internal and external users of the model.

Transportation Planning Funds were used to support work activities. Work on the regional travel model will continue in FY2026.

Time-Dependent Dynamic Network Model

Other Funding Sources

The dynamic traffic assignment (DTA) model has been preliminarily investigated in traffic simulation through FY2022 and FY2023. This project is a continuation of the initial DTA effort but in a much broader geographic coverage at the regional level. It includes both the DTA traffic model and schedule-based dynamic transit assignment model (SDTA). The superiority of DTA is to provide a much more accurate prediction of traffic flow and congestion compared to the currently used static traffic model, and SDTA can simulate the behavior of individual transit vehicles and passengers in response to real-time traffic conditions. The goal of this project is to develop, well calibrate, and validate a simulation model of the NCTCOG region which includes both state-of-the-art DTA and SDTA components. To accomplish the goal, consultant assistance may be utilized. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support work efforts, which will occur in FY2024 and FY2025. Anticipated products include:

- DTA-based traffic simulation model;
- SDTA model; and
- Final report that documents analysis of the developed DTA simulation/SDTA model.

Work Performed and Status: Staff continued modification of the origin-destination (OD) trip table demand in the regional static model to benchmark the performance of the regional DTA. This activity resulted in a systematic process for OD matrix estimation, which is required for DTA. Traffic signal data preparation was implemented and tested in a static model. A subregional data set was created as a pilot test for procurement of DTA software that matches the technical

requirements. Regarding schedule-based transit assignment, the 2023 transit onboard survey was analyzed and converted to trip tables.

General Transit Feed Specification (GTFS) data was converted to regional data sets, and the procurement process was started to obtain software to match the SDTA technical requirements.

Surface Transportation Block Grant Program funds (CSJs 0918-00-314 and 0918-00-402) and Transportation Development Credits were utilized to support work activities. Work on this project will continue in FY2026.

Non-Motorized Trip Model

Other Funding Sources

This component's main purpose is to develop a non-motorized trips module to represent the travel behavior of non-motorized trips in the RTM. Work activities include investigating existing methods, coding networks, restructuring zones, systemizing bike and person counts, developing travel behavior model(s), developing software applications, and file system development, documentation, and training. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support work efforts. The development of a non-motorized trips model will take place in FY2024 and FY2025. Anticipated products include:

- Non-motorized trip model;
- Final report of the model; and
- User guide and model description.

Work Performed and Status: In FY2025, the developed framework was used in the design of the household travel survey to be conducted in 2025-2026. The household survey data will be used in development of a non-motorized trips model. The work on the non-motorized trip model project was slowed down due to limitation of staff resources and dependency of this project on creation of network model data. The project remains in the work plan to be implemented next year.

Surface Transportation Block Grant Program funds (CSJ 0918-00-314) and Transportation Development Credits were utilized to support this project. Work on this project will continue in FY2026.

Advanced Modeling Tools

Other Funding Sources

The Advanced Modeling Tools project includes a set of activities that enable transportation planners to evaluate new technologies and policies with higher precision than what is available in the regional travel model (RTM). This objective is achieved by simulation modeling with high resolution, inclusion of new modes of transportation beyond what is currently available in the RTM, investigation of emerging data sources, and collaboration with other entities. The technologies may include electric vehicles and micro mobility modes of travel. As part of this project, NCTCOG will collaborate with the Argonne National Laboratory to evaluate the applicability of the national lab's developed model, Polaris, for the MPA transportation modeling

needs. This project will also include enhancement of the RTM reporting system, development of provisions for preventing overloading the roadway network due to excessive demand estimation, upgrade of coding tools, and development of a new zone structure for the RTM based on Census 2020 geographies. The results of this project will ensure that the advancement in the RTM remains relevant with the improvements in technology. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support work efforts. The development of advanced modeling tools will take place in FY2024 and FY2025. This project may require consultant assistance or data purchases. Anticipated products include:

- Report describing the directions for the advancement of the RTM;
- Software application programs or datasets that could be acquired or developed as part of this project;
- Geographic Information System layer of the new zone structure based on census 2020 geographies; and
- Programs for the RTM for reporting and other supplemental activities.

Work Performed and Status: In FY2025, staff continued work on this project with the creation of reporting tools known as the SuperLink dataset, progress on the Department of Energy's Argonne National Lab POLARIS model, and development of a new approach for peak spreading. The SuperLink project was developed as a bridge dataset for summarizing various data from the model or independent data to create a comparison reporting system. Work on POLARIS continued and resulted in the final delivery of a calibrated model to NCTCOG with software. Staff created a new algorithm for peak spreading that was superior to the one that originally existed in the model. RTM programs were modified to include peak hour factor calculation and reporting. Investigation into a base geography for the new zone structure began, but completion of the new layer is anticipated to be completed over the next year.

Surface Transportation Block Grant Program funds (CSJ 0918-00-314) and Transportation Development Credits were utilized to support this project. Work on this project will continue in FY2026.

Economic Evaluation Model

Other Funding Sources

The Economic Evaluation Model project objective is to investigate the application of economic models in the evaluation of transportation projects. These models provide performance measures that are not directly considered in project evaluation by using transportation planning models. Examples of these measures may include tax revenue, employment, and gross domestic product. The new measures may assist in better representation of the effects of the transportation projects for federal discretionary funding opportunities. The economic models may also provide control totals for demographic forecasts. Investigation of the economic evaluation model will take place in FY2024 and FY2025. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support work efforts. Consultant assistance or data purchases may be needed for this project. Anticipated products include:

- Report describing the conclusions of the investigation.

Work Performed and Status: Preliminary work performed in FY2024, which investigated off-the-shelf economic evaluation models in the market, continued in FY2025. The study was documented, highlighting the capabilities and limitations associated with each of the models. Meetings were held with peer agencies, including other metropolitan planning organizations and research institutions, to gain insights into the usability and application of economic evaluation models. NCTCOG staff identified performance measures which could be evaluated using the existing regional travel model and datasets. A framework for the adoption of economic evaluation models to quantify the economic benefits of transportation infrastructure investments was envisaged and documented.

Surface Transportation Block Grant Program funds (CSJ 0918-00-403) and Transportation Development Credits were utilized to support this project. Work on this project will continue in FY2026.

Preston Road Corridor Analysis

Other Funding Sources

In FY2024, staff will continue the analysis on Preston Road focusing on intersections between Interstate Highway 635 in Dallas and the north city limit of Plano. The goal is to evaluate various intersection alternatives based on cost, effectiveness in improving traffic condition, air quality, and safety. The intersections along the Preston corridor will be analyzed by developing a dynamic traffic assignment model in a multi-resolution traffic simulation. Participation by citizens, the business community, and local governments is critical to define the existing problems and develop various acceptable alternative solutions. The traffic modelling product will serve as a blueprint for such analysis for various parts of the region. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support work efforts. Anticipated products include:

- A report containing the process and the results of the analysis.
- A multi-resolution traffic analysis model.

Work Performed and Status: In FY2025, staff utilized the developed traffic simulation model for the Preston corridor in Plano. The scope of the project was updated to include the evaluation of safety benefits. A benefit/cost analysis was performed to appraise the replacement of the intersection with a bridge.

Surface Transportation Block Grant Program funds (CSJ 0918-00-402) and Transportation Development Credits were utilized to support this project. Work on the project will continue in FY2026.

Development and Validation of North Central Texas Regional STOPS Transit Forecasting Model

Transportation Planning Funds

The objective of this project is to create a regional transit model based on the Federal Transit Administration (FTA) transit model framework. Simplified Trips-on-Project Software (STOPS) is a limited implementation of the conventional "4-step" travel model developed by FTA. STOPS is a widely recognized model that uses a simpler and more generalizable modeling approach and can

therefore serve as a basis for comparing against other more complex transit models. This project includes preparation of data and the computational environment for STOPS; creation, calibration, and validation of the model for the region; and documentation of the process. The developed model will be able to facilitate transit project applications for FTA discretionary funds. This project will take place in FY2024 and FY2025. Anticipated products include:

- Calibrated STOPS-based regional transit model; and
- Report containing analysis of the forecast accuracy of the STOPS-based model.

Work Performed and Status: In FY2025, staff attended training on the Simplified Trips-On-Project Software (STOPS) offered by FTA and continued to learn and examine the multifaceted model.

Transportation Planning Funds were utilized to support work activities, and work will continue in FY2026.

2.02 Transportation Data Collection and Development

The purpose of this subtask is to provide data to assist in transportation planning within the Metropolitan Planning Area. The main activities encompass the collection of data that includes surveys and the maintenance of datasets, integration of data and its dissemination. Coordination with regional stakeholders is also part of this subtask. The specific components are described below.

Traffic and Travel Data Maintenance and Services

Transportation Planning Funds

During FY2024 and FY2025, NCTCOG staff will carry out activities related to the maintenance of existing datasets. Efforts will include coordination with data providers, integration of data, dissemination of information in the form of services and websites, and analysis of data. Coordination with internal and external entities plays an important role in the efficiency of data products and activities. NCTCOG staff will also provide technical assistance, services, and training to other program areas in the Transportation Department on the latest data sets and interfaces. Anticipated products include:

- Database of contact information;
- Agreements with agencies, as necessary;
- Databases of compiled data provided by partner agencies and cities, including, but not limited to, traffic counts, transit ridership, travel times, speeds, lane occupancy, vehicle occupancy on special purpose lanes, airport passenger statistics, toll transactions, vehicle registrations, inventories, and vehicle miles traveled;
- Websites and other graphic user interfaces that allow users to see relevant and detailed data at different levels of accessibility;
- Summaries, reports, and charts of the analyses done on the data;
- Databases of transportation planning data;
- Investigation and identification of new sources of transportation data and analysis tools;

- Analyses, reports, maps, and charts; and
- Training sessions.

Work Performed and Status: In FY2025, traffic count data for the year 2023 from the Texas Department of Transportation was integrated into the corresponding database by NCTCOG staff. Transit ridership data and updated routing schedules were requested and obtained from Dallas Area Rapid Transit, the Denton County Transportation Authority, and Trinity Metro. Travel time data was obtained from the Federal Highway Administration for the period of September 2024 to August 2025. The traffic counts website and bicycle and pedestrian counts website were maintained to continue the availability of this data to the public. The website for transportation usage measures was updated with the data for the last 12 months. Transportation data associated with the impacts of COVID-19 continued to be made available during Regional Transportation Council and Surface Transportation Technical Committee meetings.

NCTCOG staff continued to summarize traffic counts and travel time data to address several requests. Travel time data was used to create heat maps that illustrate levels of congestion by day and time of day, on corridors and on specific freeway segments. Seasonal factors for air quality were calculated. Origin-destination data from INRIX was analyzed. New databases for signalized intersections and transit demand were created.

Transportation Planning Funds were used to support work activities. Work will continue in FY2026.

Travel Surveys and Data Collection

Other Funding Sources

This project is a collection of data and travel survey activities to gain a proper picture of the travel behavior and travel pattern in the region in the post-pandemic era. NCTCOG has updated its travel data inventory for the creation of analytical tools to be used for transportation planning and modeling almost every decade. These data and surveys may include household travel, commercial vehicle travel, external trips, workplace and establishment studies, and airport travel surveys. This project includes the investigation of efficient and cost-effective methods for collecting these data, building cooperative agreements with the State and federal agencies, investigation of the use of passive data for this purpose, and development of the budget and data collection plan. This multi-year project, which will begin in FY2024, will be the foundation of future modeling efforts at NCTCOG. Consultant assistance and data purchases may be required for this project. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support work efforts. Anticipated products include:

- Memorandum for each survey planned documenting budget and schedule; and
- The data product for each survey or data purchase.

Work Performed and Status: In FY2025, NCTCOG staff supported Texas Department of Transportation's (TxDOT) project to conduct household, workplace, commercial vehicle, and special generator surveys in the NCTCOG region. Staff attended monthly meetings to receive updates on survey progress and provide input regarding the final list of survey questions and response options. NCTCOG staff assisted in reviewing consultant deliverables, including testing the website interface and phone apps used for the household and commercial vehicle surveys.

To inform people about the survey, English and Spanish language videos were created, the survey was presented to the Regional Transportation Council and Surface Transportation Technical Committee, a Local Motion article was prepared, and dedicated webpages were created.

Surface Transportation Block Grant Program funds (CSJ 0918-00-402) and Transportation Development Credits were utilized to support this project. Work on this project will continue in FY2026.

Transit Travel Survey

Other Funding Sources

NCTCOG, in coordination with Dallas Area Rapid Transit, the Denton County Transportation Authority, and Trinity Metro, will continue conducting a regional transit onboard survey in FY2024. This project includes a survey of fixed and on-demand transit routes, cleaning the survey records, and developing weighting factors. The project will be summarized in a final report, and the data will be made available to the transit agencies and NCTCOG in database tables and a data visualization. The resulting data will be heavily used in updating the Regional Travel Model (RTM). This project includes an automatic passenger count validation study for Trinity Metro. Consultant assistance will be utilized. Surface Transportation Block Grant Program funds, local funds, and Transportation Development Credits will be utilized to support work efforts. Anticipated products include:

- Transit Travel Survey database;
- Transit Travel Survey final report;
- Transit Travel Survey data visualization; and
- Trinity Metro automatic passenger count validation study report.

Work Performed and Status: The Transit Travel Survey was completed in FY2024.

2.03 Model Applications

This subtask focuses on activities related to the support for Regional Travel Model (RTM) application work, both internal and external of the agency, and development and maintenance of geographic roadway and transit network files.

Regional Travel Model Application Support

Transportation Planning Funds

This component covers activities related to the support for Regional Travel Model (RTM) application work, both internal and external of the agency. The tasks in this component are categorized in four perspectives. First, general model application support includes RTM planning application activities, technical support, and the model's functions clarification. Second, project-based model application support is related to certain projects that involve more comprehensive model application support, including analysis of the projects, modification of the RTM to satisfy the projects' requirements, and review of the new analytical tool based on the RTM. Third, general

model trainings are provided to model users as scheduled and requested. The training topics can be the model's usage, concept, and report. Fourth, coordination with model users that includes meeting with model users and collecting questions and feedback from model users and developing a new report format to accommodate more users' needs. Regional Travel Model application support is ongoing throughout FY2024 and FY2025. Anticipated products include:

- Coordination meetings;
- Technical support; and
- Training sessions.

Work Performed and Status: In FY2025, NCTCOG staff continued to provide support for regional travel model usages, both for internal and external projects. Support for several project-based model applications is ongoing. Special versions of the RTM were created for specific project needs such as the High-Speed Rail project and the DART Short-Term model for the Silver Line.

Transportation Planning Funds were used to support these activities. Work will continue in FY2026.

Travel Model Network Development and Maintenance

Transportation Planning Funds

Included in this element are the development and maintenance of geographic electronic roadway and transit network files used in travel demand modeling. Staff will monitor local and regional transportation improvements in order to develop and maintain a current-year network and various forecasted networks. Activities will be ongoing throughout FY2024 and FY2025. Anticipated products include:

- Current-year transportation network;
- Roadway and transit networks for the Metropolitan Transportation Plan and Air Quality Conformity analysis;
- Roadway and transit networks for specific roadway and transit corridor studies;
- Network Development and Maintenance Program that is administered to continually evaluate network quality control through the review of existing and proposed transportation networks; and
- Geographic Information System-based roadway and transit networks for use in roadway corridor, transit corridor, and thoroughfare studies and as a response to technical assistance requests.

Work Performed and Status: A current-year transportation network was monitored and updated to reflect the status of the region's transportation system. Roadway and transit networks were developed on request to support the Metropolitan Transportation Plan and Air Quality Conformity analysis, along with specific roadway and transit corridor studies. To ensure quality control, a Network Development and Maintenance Process was utilized for a continual review of transportation networks. Geographic Information System-based roadway and transit networks were provided to internal and external partners on an as-needed basis for technical assistance and corridor and subarea studies.

Transportation Planning Funds were used to support work activities. Work will continue in FY2026.

2.04 Demographic Data and Forecasts

This subtask focuses on creating data products and models related to land use and demographic data in the region. These products will be used for planning and transportation projects. The subtask is closely associated with Subtask 2.01 for providing demographic inputs to the travel model.

Development of Demographic Forecasts

Transportation Planning Funds

Efforts will continue on the improvement and maintenance of the current regional land-use and demographic forecast model. Activities include compilation of various data sources into estimation datasets and improvement of the calibration of the forecasting model. The regional land-use and demographic model forecasts will be used by the Regional Travel Model, as well as local transportation projects. Preliminary or final regional demographic forecasts will also be developed in coordination with local government agencies. Specialized datasets generated using sound practices and best available information will serve as inputs to the modeling process. Local governments will be given the opportunity to review select input data and preliminary model output. This effort will support the regional demographic model. Activities will be ongoing throughout FY2024 and FY2025. Anticipated products include:

- Model improvements and associated progress reports;
- Validation results;
- An updated set of programs and procedures for demographic forecasting;
- Forecasts of population, households, and employment by broad industry category for sub-county geographies such as census geographies or transportation analysis zones;
- Downloadable forecast data for identified plan years; and
- Documentation providing general understanding of the forecasting process and specific descriptions of available forecast data.

Work Performed and Status: A demographic forecast for 2050 was completed by NCTCOG staff in FY2025 and was used in the region's Metropolitan Transportation Plan, Mobility 2050. The forecasting model was executed, model outputs were visualized and examined, and the model was adjusted several times in a continuing iterative cycle to optimize results. Preliminary results were provided to local governments for their review. Results of the local review process were incorporated into the forecast through an adjustment process, and the final forecast was delivered in early FY2025. Based on lessons learned from this forecast, various process improvements and testing activities are currently underway; these will contribute to future forecasts.

Transportation Planning Funds were used to support work activities. This project is ongoing, and work will continue in FY2026.

Development and Maintenance of Land Use, Demographic Data, and Geographical Databases

Transportation Planning Funds

An inventory of land-use and demographic data will be created through communications with local agencies and government entities. Various datasets, including up-to-date city boundaries, land inventory, Census 2020 and American Community Survey databases, and sub-county area employment estimates will be compiled. This element also includes improvement and maintenance of a large employer geographic database. Large employers are defined based on number of employees and development size. This database will enhance quality control in local transportation projects and studies. When purchasing or evaluating new data sources, this database may also serve as a useful benchmark. In addition, auxiliary geographic databases, including, but not limited to, inventories of pertinent features and development (schools, hospitals, offices, cemeteries, shopping malls, etc.) and major employers will be created. Purchase or acquisition of datasets may be needed for this task.

Technical support regarding access and use of the data will be provided. Activities will be ongoing throughout FY2024 and FY2025. Anticipated products include:

- Digital cartographic layers of city boundaries annually for FY2024 and FY2025;
- Continued support of a regional land-use inventory including such use categories as residential, commercial, and industrial with a reference year of 2020;
- Processed subsets of decennial US Census and American Community Survey data as required by forecast modeling efforts;
- Development of reference year 2019 or 2020 small area estimates of households, population, and employment by industry sector for sub-county areas, including Census geographies or updated transportation analysis zones;
- Information system of the large employers, including specific location, type of activity, and number of employees on site;
- Databases of requested auxiliary datasets; and
- Technical assistance in response to a variety of inquiries by phone or email.

Work Performed and Status: NCTCOG staff continued maintenance on the city boundaries layer, features/development datasets, and annual population estimates. Preliminary work began on a 2025 land use classification. Work to disseminate annual American Community Survey data continued, including maintenance of and improvements to a Census Data Downloader tool. Responses to various requests for assistance were provided by staff. A data purchase for new county control totals was made.

Transportation Planning Funds were used to support work activities. This project is ongoing, and work will continue in FY2026.

2.05 Data Management

The following two projects represent the department's efforts to acquire, curate, analyze, and disseminate various datasets and analyses to support data-drive transportation planning activities throughout the Transportation Department.

Database and Geographic Information System Management

Transportation Planning Funds

This element will be ongoing throughout both FY2024 and FY2025 as part of efforts to inventory, develop, maintain, consolidate, and optimize the numerous internal and external data sources, hardware/software tools, and various computer or web-based applications critical for the comprehensive processing of NCTCOG transportation projects, programs, and stakeholder services. This includes the management, coordination, and more effective utilization of Geographic Information System (GIS) technologies, due not just to the spatial references tied to most databases relevant to transportation-related activities and effects, but also to their potential for enhanced visualization, communication, and performance tracking opportunities. This work will support the establishment of seamless multi-disciplinary linkages, improved productivity and analysis capabilities, expanded venues for public/agency interaction and consumption, and enhanced inter-relationships in identifying, tracking, and reporting on transportation needs, impacts, and outcomes. These objectives will be accomplished through extensive investigations, collaboration, training, and technical development among Transportation Department program areas, other NCTCOG departments, and external partnering agencies.

Resulting databases and applications will integrate the following information, including, but not limited to:

- Transportation Improvement Program (TIP) projects and programs;
- Metropolitan Transportation Plan (MTP) projects and programs;
- Multimodal transportation networks and attributes (roadway, rail, bicycle/pedestrian, etc.);
- Infrastructure support systems/operations networks and attributes;
- NCTCOG Travel Demand Model attributes and outputs;
- Environmental features, constraints, and estimated/measured project effects for National Environmental Policy Act (NEPA) analysis purposes;
- Safety, security, and sustainability qualities;
- Demographic and environmental justice properties; and
- GIS features and outputs.

Anticipated products include:

- Multi-variate databases and application tools, including GIS datasets and maps;
- Online data and GIS services;
- GIS and database management training;
- Technical templates, manuals, and protocols for data coding, storage, manipulation, linkages, and visualization;
- Data collection, quality control/assurance processes, and analysis services;
- Open-source and/or web-based information sharing; and
- Performance measure/target tracking and reporting.

Work Performed and Status: Geographical Information Systems (GIS) and other data-related services and support were provided to the Transportation Department in coordination with other NCTCOG departments. Services provided by Transportation Department staff included data collection/analysis services, scripting and automation of repetitive tasks, creation and maintenance of online mapping products, creation of static maps and other cartographic tasks,

project administration, and user/license management. Technical support for these services was provided by NCTCOG's Information and Innovation Services Department.

Transportation staff continued to provide maintenance of the department's authoritative GIS datasets, with a continuing focus on updating older datasets to ensure that department data users are working with the most up-to-date information. Significant progress was made on new tools and methods to analyze data produced by travel demand models. Custom GIS add-ins were launched to make key datasets easier to access. A cleanup and migration of most of the department's GIS content stored on ArcGIS Online that began in FY2024 was completed in FY2025. The existing departmental inventory was maintained. Two new internal meeting series were continued during FY2025: a monthly meeting for the department's heaviest data users to allow them to share updates, and a quarterly meeting for all GIS users to communicate and ask questions. Preliminary work on a data strategic plan continued. Development of onboarding material, procedures, and manuals continued.

Transportation Planning Funds supported all activities, and work will continue in FY2026.

Regional Geospatial Imagery

Other Funding Sources

During FY2024 and FY2025, this project will obtain high-resolution color digital imagery and related data products for areas of North Central Texas. The imagery and related data products will be high-resolution, orthorectified, appropriately projected, and delivered in a format that allows for locationally accurate display in GIS software. The digital imagery will align with industry-accepted procedures and standards, and image accuracy will be ensured through ground control and surface integration. The resulting imagery will be used for a wide variety of planning purposes, including improvements to travel demand modeling, corridor alignment planning and engineering analysis, watershed hydrology modeling, environmental support, and tracking for changes in population/employment, land uses, and impervious surface cover. Additional work will include post-processing, analysis, and creation of new data products derived from imagery products. This work will be supported through Surface Transportation Block Grant Program funds and Texas Department of Transportation funds. Anticipated products include:

- Digital aerial imagery for use in a wide variety of planning purposes.

Work Performed and Status: NCTCOG staff continued to analyze, interpret, and produce derivative products from aerial imagery acquired in previous fiscal years. These derivative products will help the imagery data to better support various transportation planning applications, including, but not limited to, travel demand modeling, engineering analyses, land-use inventories, hydrology modeling, and demographic forecasting. Significant advancements were made in the production of derivative products during FY2025 through the use of machine learning techniques. Additional activities in FY2025 included tasks to support on-time funding and acquisition of aerial photography and LiDAR data that is currently scheduled to be delivered in early FY2026. Early planning for future cycles was carried out as well. Consultant assistance was utilized.

Surface Transportation Block Grant Program funds (CSJs 0902-00-341 and 0918-00-421) and Texas Department of Transportation funds were used to support work activities. Work will continue in FY2026.

2.06 Ensuring Equity, Nondiscrimination, and Environmental Justice in MPO Planning/Program Activities

Transportation Planning Funds

As a recipient of federal funds, NCTCOG is required to ensure nondiscrimination under Title VI of the 1964 Civil Rights Act. Under Title VI and related statutes, each federal agency is required to ensure that no person is excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion. The Civil Rights Restoration Act of 1987 clarified the intent of Title VI to include all programs and activities of federal-aid recipients, subrecipients, and contractors whether those programs and activities are federally funded or not. Subsequent presidential executive orders call for environmental justice for minority populations and low-income populations; affirmative advancement of equity, civil rights, racial justice, and equal opportunity for people of color and others who have been historically underserved, marginalized, and adversely affected by persistent poverty and inequality; and accountability regarding pollution that disproportionately harms communities of color and low-income communities. As an MPO, NCTCOG strives to ensure that nondiscrimination and the principles of equity and environmental justice are incorporated in its transportation plans, programs, policies, and activities.

This element is ongoing throughout FY2024 and FY2025. Staff will ensure compliance with federal- and State-mandated requirements using data-driven and community-driven methods to assess transportation needs, benefits, and burdens. Anticipated products include:

- Annual and triennial reports;
- Data updates to support decision making;
- Analyses of benefits and burdens of plans, programs, policies, and activities, including the Metropolitan Transportation Plan; and
- Technical and outreach support and training for staff and transportation partners, including support and training related to the federal Justice40 initiative.

Work Performed and Status: In FY2025, staff completed an analysis for Mobility 2050 to ensure nondiscrimination associated with the long-range transportation plan. This analysis supported compliance with Title VI of the Civil Rights Act and related federal requirements. The Fair Access in Communities Tool and the Transit Accessibility Improvement Tool were both updated with new datasets, improving the ability to assess transportation access and service gaps across the region.

The Title VI Program and Policy was reviewed and updated. A final version was approved by the Regional Transportation Council on June 12, 2025, and the Executive Board on June 26, 2025. The Title VI and nondiscrimination website was maintained as a public information resource, and staff training on federal nondiscrimination regulations and executive orders continued. Efforts to improve methods for demographic assessment are ongoing, including refinement of data visualization approaches to support clear communication with stakeholders.

Transportation Planning Funds supported all work activities, and work will continue in FY2026.

2.07 Performance-Based Planning and Coordination

Transportation Planning Funds

Federal and State regulations require performance-based planning to ensure the most beneficial transportation projects and programs are implemented. While data-driven decision making has been a cornerstone of the region's planning processes, this subtask provides for the coordination of this commitment and ensures the federal initiative is fully integrated into NCTCOG's planning process. Work efforts will support both short- and long-range transportation planning efforts. The focus of this subtask will be the continued coordination of data-driven planning activities between staff, regional transportation partners, elected officials, and the public. Activities will include review of evolving rules and regulations related to performance-based planning, as well as oversight of data collection, analysis, and processes to support performance-based planning efforts in the metropolitan transportation planning process. Anticipated FY2024 and FY2025 products include:

- Documentation and presentation materials for stakeholder meetings;
- Maps and databases;
- Documentation of analysis methodologies;
- Documentation of decision-making processes;
- Tracking and monitoring of transportation system performance documentation; and
- Web-based performance measure monitoring reports.

Work Performed and Status: In FY2025, staff attended monthly statewide meetings with metropolitan planning organizations and State and federal partners to ensure information related to performance measurement reaches all stakeholders. Internal performance measurement coordination meetings were also held as needed. Targets were adopted as required for Pavement and Bridge Condition measures (commonly known as "PM2"), Transit Safety measures, and a portion of the System Performance, Freight, and Congestion Mitigation and Air Quality Improvement Program measures (commonly known as "PM3"). Periodic work continued on COVID-19 performance measurement activities with a focus on metrics that have been the slowest to recover. An updated performance measurement framework was incorporated into the region's metropolitan transportation plan, Mobility 2050, which was adopted in June 2025.

Transportation Planning Funds were used to support work activities. This project is ongoing, and work will continue in FY2026.

Task 2 – Funding Summary

Funding Source	Amount Budgeted (2-year)	Amount Budgeted FY2024	Amount Expended FY2024	Balance of Budgeted FY2024	% Expended of Budget FY2024	Amount Budgeted FY2025	Amount Expended FY2025	Balance of Budgeted FY2025	% Expended of Budget FY2025	Amount Expended (2-year)	Balance of Budgeted (2-year)	% Expended of Budget (2-year)
2.01 - Development of Travel Models												
TPF	\$1,354,800	\$546,800	\$480,441	\$66,359	87.9%	\$808,000	\$544,719	\$263,281	67.4%	\$1,025,160	\$329,640	75.7%
STBG	\$5,707,200	\$2,898,000	\$694,837	\$2,203,163	24.0%	\$2,809,200	\$938,530	\$1,870,670	33.4%	\$1,633,366	\$4,073,834	28.6%
Subtotal	\$7,062,000	\$3,444,800	\$1,175,278	\$2,269,522	34.1%	\$3,617,200	\$1,483,248	\$2,133,952	41.0%	\$2,658,526	\$4,403,474	37.6%
2.02 - Transportation Data Collection and Development												
TPF	\$438,000	\$215,000	\$204,618	\$10,382	95.2%	\$223,000	\$232,474	(\$9,474)	104.2%	\$437,091	\$909	99.8%
STBG	\$2,356,000	\$163,000	\$229,592	(\$66,592)	140.9%	\$2,193,000	\$85,809	\$2,107,191	3.9%	\$315,401	\$2,040,599	13.4%
Subtotal	\$2,794,000	\$378,000	\$434,210	(\$56,210)	114.9%	\$2,416,000	\$318,283	\$2,097,717	13.2%	\$752,493	\$2,041,507	26.9%
2.03 - Model Applications												
TPF	\$1,043,200	\$481,200	\$508,560	(\$27,360)	105.7%	\$562,000	\$552,040	\$9,960	98.2%	\$1,060,600	(\$17,400)	101.7%
Subtotal	\$1,043,200	\$481,200	\$508,560	(\$27,360)	105.7%	\$562,000	\$552,040	\$9,960	98.2%	\$1,060,600	(\$17,400)	101.7%
2.04 - Demographic Data and Forecasts												
TPF	\$1,420,000	\$643,000	\$701,794	(\$58,794)	109.1%	\$777,000	\$538,519	\$238,481	69.3%	\$1,240,313	\$179,687	87.3%
Subtotal	\$1,420,000	\$643,000	\$701,794	(\$58,794)	109.1%	\$777,000	\$538,519	\$238,481	69.3%	\$1,240,313	\$179,687	87.3%
2.05 - Data Management												
TPF	\$1,407,000	\$643,000	\$620,256	\$22,744	96.5%	\$764,000	\$710,360	\$53,640	93.0%	\$1,330,616	\$76,384	94.6%
STBG	\$1,335,600	\$39,000	\$333,014	(\$294,014)	853.9%	\$1,296,600	\$929,839	\$366,761	71.7%	\$1,262,854	\$72,746	94.6%
TXDOT	\$334,100	\$10,000	\$83,254	(\$73,254)	832.5%	\$324,100	\$232,460	\$91,640	71.7%	\$315,713	\$18,387	94.5%
Subtotal	\$3,076,700	\$692,000	\$1,036,524	(\$344,524)	149.8%	\$2,384,700	\$1,872,659	\$512,041	78.5%	\$2,909,183	\$167,517	94.6%
2.06 - Ensuring Equity, Nondiscrimination, and Environmental Justice in MPO Planning/Program Activities												
TPF	\$484,000	\$258,000	\$44,313	\$213,687	17.2%	\$226,000	\$40,838	\$185,162	18.1%	\$85,150	\$398,850	17.6%
Subtotal	\$484,000	\$258,000	\$44,313	\$213,687	17.2%	\$226,000	\$40,838	\$185,162	18.1%	\$85,150	\$398,850	17.6%
2.07 - Performance-based Planning and Coordination												
TPF	\$312,000	\$168,000	\$43,262	\$124,738	25.8%	\$144,000	\$44,001	\$99,999	30.6%	\$87,263	\$224,737	28.0%
Subtotal	\$312,000	\$168,000	\$43,262	\$124,738	25.8%	\$144,000	\$44,001	\$99,999	30.6%	\$87,263	\$224,737	28.0%
Total	\$16,191,900	\$6,065,000	\$3,943,940	\$2,121,060	65.0%	\$10,126,900	\$4,849,588	\$5,277,312	47.9%	\$8,793,528	\$7,398,372	54.3%

Transportation Development Credits may be used to satisfy match requirements. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

Task 2 – TPF Funding Summary FY2025

	Amount Budgeted	Amount Expended	Balance of Budgeted	% Expended of Budgeted
2.01 - Development of Travel Models				
TPF	\$808,000.00	\$544,718.88	\$263,281.12	67.4%
2.02 - Transportation Data Collection and Development				
TPF	\$223,000.00	\$232,473.95	(\$9,473.95)	104.2%
2.03 - Model Applications				
TPF	\$562,000.00	\$552,040.12	\$9,959.88	98.2%
2.04 - Demographic Data and Forecasts				
TPF	\$777,000.00	\$538,518.74	\$238,481.26	69.3%
2.05 - Data Management				
TPF	\$764,000.00	\$710,359.54	\$53,640.46	93.0%
2.06 - Ensuring Equity, Nondiscrimination, and Environmental Justice in MPO Planning/Program Activities				
TPF	\$226,000.00	\$40,837.81	\$185,162.19	18.1%
2.07 - Performance-based Planning and Coordination				
TPF	\$144,000.00	\$44,001.05	\$99,998.95	30.6%
Total	\$3,504,000.00	\$2,662,950.09	\$841,049.91	76.0%

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III. Task 3 – Short-Range Planning and Programming, and Air Quality and Transit Operations

A. Task Summary

The continued growth in population and employment in the Dallas-Fort Worth metropolitan area and the resultant travel demand, coupled with the challenges facing the region with regard to air quality, requires the Metropolitan Planning Organization planning and programming process to be both comprehensive and proactive in addressing the region's mobility and air quality needs. Close coordination with the Texas Department of Transportation, local governments, and transportation authorities to identify, evaluate, select, and prioritize those transportation projects to be included in the Transportation Improvement Program is a key function on this work program element. The companion effort of performing Air Quality Conformity analyses in order to ensure new project and programs being proposed for the region will have a positive impact on the region's air quality is a required and vital step toward implementation of these improvements. Programs addressing the demand for mobility, congestion management, the transportation supply, and the importance of new technology are included as part of a coordinated and comprehensive planning approach to the region's air quality problem. In addition, this task recognizes the importance of continued support for planning associated with improving public transportation in the Dallas-Fort Worth area. Implementation activities aimed at helping the region reach attainment of the ozone standards and enhance transit service in the region are also included.

B. Subtasks

3.01 Transportation Project Programming

The Dallas-Fort Worth Metropolitan Planning Organization (MPO) coordinates with the Texas Department of Transportation (TxDOT), transit providers, local governments, and other transportation partners to prioritize and select projects for inclusion in the Transportation Improvement Program (TIP). The Regional Transportation Council (RTC) and North Central Texas Council of Governments (NCTCOG) continue to monitor and implement projects in the TIP.

Transportation Improvement Program

Transportation Planning Funds

The Transportation Improvement Program (TIP) is a staged, multi-year program of projects approved for funding by federal, State, and local sources within the Dallas-Fort Worth area. Before transportation projects are selected and listed in the TIP, they are evaluated to ensure consistency with the current Metropolitan Transportation Plan and Air Quality Conformity Determination. These steps ensure that projects improve regional safety and mobility without detrimentally impacting air quality within the Dallas-Fort Worth area. In addition, the TIP has been analyzed to ensure that project listings are fiscally constrained to available resources, meaning that projects can only be included if federal, State, local or other funds are available to cover project costs. Every two years a new TIP document is developed to which updates are made on a quarterly basis.

As funds are made available, the Regional Transportation Council issues funding initiatives or calls for projects to local governments and transportation agencies. It is anticipated that new projects will be selected in the FY2024 and FY2025 timeframe using federal, State, and local funding. As new funding sources or additional funding allocations arise, staff will implement appropriate project selection processes. In addition, coordination will continue with the Texas Department of Transportation on the update of the region's 10-Year Plan and inclusion of projects into the Unified Transportation Program.

MPO staff will also provide general assistance to implementing agencies, elected officials, and the public regarding funded transportation projects, including the development and implementation of transportation solutions. In addition, MPO staff will track and monitor projects to ensure timely completion. Anticipated products in FY2024 and FY2025 include:

- A financially constrained 2025-2028 TIP document in FY2024;
- Quarterly TIP modifications in alignment with the Statewide Transportation Improvement Program (STIP) revision cycles;
- Calls for projects and funding initiatives as funding becomes available; and
- A report to the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and TxDOT that details the obligation of federal funds to individual projects at the end of each calendar year.

Work Performed and Status: Work by NCTCOG staff to develop the 2027-2030 Transportation Improvement Program began in 2025, including gathering project data for nearly 1,000 transportation projects being implemented by approximately 70 project sponsors. In the period covered, 373 modifications to projects included in the 2025-2028 Transportation Improvement Program and the Statewide Transportation Improvement Program (STIP) were processed through the November 2024, February 2025, May 2025, and August 2025 revision cycles. During these quarterly revision cycles, 124 roadway and 93 transit modifications were completed that required FHWA and/or FTA review and approval.

The Regional Transportation Council approved \$269.7 million in funding for new projects in the 2025 Strategic Transportation Funding Program. An update to the regional 10-Year Plan that included new projects and funding revisions to existing projects was also approved by the RTC after coordination between NCTCOG and TxDOT staff. To date, \$17.8 billion of projects have been funded through the region's 10-Year Plan. The FY2022, FY2023, and FY2024 Annual Project Listings were completed and submitted to state and federal partners.

Transportation Planning Funds were used to support work activities. This project is ongoing, and work will continue in FY2026.

Regional Project Tracking, Monitoring, Assessment, and Software Development

Other Funding Sources

A series of improvements to the transportation project information system (TIP database) will continue. The goal of this project is to enable the tracking of projects by individual phase including the cost, funding, start date, and completion date of each project phase. This project was originally created in response to the federally mandated year of expenditure/total project cost requirements, as well as the increased complexity involved with funding, tracking, and monitoring transportation

projects. Expansion of this data management system will reduce administrative project review time and increase the availability of timely project information. This project is funded with Surface Transportation Block Grant Program funds and Transportation Development Credits. Anticipated products include work on the interactive, web-based interfaces noted below:

- Deployment of Phase II of the TIP Development module expected in FY2024; and
- Deployment of updates to existing modules and additional modules in FY2024 and FY2025 including: project status tracking, improved Geographic Information Systems (GIS) mapping tools, and obligations tracking.

Work Performed and Status: Over the past year, NCTCOG developed and deployed numerous new components to the TIP Development module into the Revenue and Project Tracking System (RAPTS) as part of a Phase 2 roll out that expanded and improved the development of TIP documents within the system. In all, staff identified, created, and deployed 112 software programming updates to the existing TIP Development module. In addition, 52 enhancements and updates were completed in the TIP Modification Editing, Invoicing, and Reports modules to ensure the system operated more efficiently for users. Furthermore, a new Geographic Information Systems (GIS) website was developed and deployed with several mapping tools to assist users with locating/visualizing funded projects and filtering all projects funded since the 1992 Call for Projects and more recent projects by status. Lastly, a new FHWA exception module was developed and deployed to track federal approvals, exceptions, and resolutions every quarterly STIP cycle and TIP Development cycle. Work towards project status tracking and obligations tracking continued in FY2025.

Surface Transportation Block Grant Program funds (CSJ 0918-00-405) and Transportation Development Credits were used to support work activities. This project is ongoing and will continue in FY2026.

Regional Toll Revenue Fund Management and Project Tracking Implementation

Other Funding Sources

Since 2007, MPO staff has tracked Regional Toll Revenue funds and projects, and efforts to monitor selected projects will continue. Regional Toll Revenue (RTR) funds will continue to support these activities. Anticipated products in FY2024 and FY2025 include:

- An up-to-date RTR-funded project list and account balances;
- Coordination with TxDOT and NCTCOG Administration Department on RTR fund and expenditure discrepancies;
- Tracking the status of environmental clearance for RTR-funded projects;
- Submission of RTR project changes to TxDOT for inclusion in the Texas Transportation Commission (TTC) Minute Order for authorization; and
- Communication with local agencies to provide close-out information for completed RTR-funded projects.

Work Performed and Status: NCTCOG consistently monitored RTR expenditures and programmed amounts, comparing them to the data provided by TxDOT. This effort involved regular updates and recalculations of RTR account balances, with ongoing close-out efforts focusing on NCTCOG projects and Incident Management Freeway Blocking Equipment grants.

The team collaborated closely with the TxDOT Finance and District teams through regular meetings, while also working on the development and review of the 2027-2030 TIP for RTR-funded projects. Other important activities included the submission of various reports, such as County Balance summaries and TTC Minute Order submissions, along with monthly invoicing reminders and management of Revenue and Project Tracking System user accounts.

Regional Toll Revenue funds (CSJs 0918-00-285 and 0918-00-404) were used to support work activities. This project is ongoing and will continue in FY2026.

3.02 Regional Air Quality Planning

Since 1991, the North Central Texas region has been in nonattainment for the National Ambient Air Quality Standard (NAAQS) for ozone. As a result of this designation, federal and State procedures are required for projects identified in multimodal transportation plans to proceed to implementation. In response, a variety of air quality planning occurs to ensure these requirements are met.

Air Quality Planning

Transportation Planning Funds

The Dallas-Fort Worth State Implementation Plan (SIP) is a legal and federally enforceable plan mandated by the Clean Air Act (CAA). This plan identifies how nonattainment areas will reduce emissions from stationary, area, and mobile sources to demonstrate attainment and/or maintenance of air quality standards. In nonattainment areas, the CAA mandates federally funded and regionally significant transportation activities must conform to the SIP. Under this requirement, the Regional Transportation Council, the transportation policy body for the Metropolitan Planning Organization, is required to make an initial local-level transportation conformity determination on the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) before submitting recommendations to the US Department of Transportation for independent review and a final federal-level conformity determination. The conformity determination is a method to ensure federal funding and federal approval is given to transportation projects, programs, and policies consistent with regional air quality goals. In addition, many other transportation planning efforts occur throughout the year that ensure successful conformity determinations. Anticipated products in FY2024 and FY2025 include:

- Development, analysis, and monitoring of elements contained in and required of the SIP, as necessary, to meet air quality requirements;
- Assistance with addressing specific data and technical requests;
- Tracking and responding accordingly to statewide and national rules and guidance affecting the nonattainment area and surrounding counties, such as the eight-hour NAAQS for ozone and other primary or secondary pollutants;
- Monitoring during ozone season and end-of-year summary of pollutant levels at monitoring stations located throughout the region;
- A successful regional air quality conformity analysis incorporating new or updated projects proposed for inclusion in the MTP and TIP;
- Monitoring of the timely implementation of Transportation Control Measures;

- Monitoring, collection, and update of Mobile Source Emission Reduction Strategies commitments for annual reporting requirements of emission reductions projects;
- Guidance, rules, and proposals that incorporate NCTCOG direction/expertise and/or experience related to NAAQS and mobile source issues;
- Evaluation of technical models used in regional air quality planning, with feedback to agency developing the model(s) and, as appropriate, creation of in-house applications to successfully run models;
- Presentations for workshops, technical committees, student chapters, and training sessions; and
- Update of the NCTCOG website with latest air quality information.

Work Performed and Status: During FY2025, NCTCOG staff continued planning activities for the region under two ozone and the latest Particulate Matter (PM_{2.5}) National Ambient Air Quality Standards (NAAQS). This included coordination with the Environmental Protection Agency (EPA) and the Texas Commission on Environmental Quality (TCEQ) to understand upcoming requirements and regulatory guidelines. Ongoing review of the Federal Register and appropriate TCEQ Rules, Proposals, and Adoptions was conducted. Technical assistance was provided to a TCEQ contractor who was generating Dallas-Fort Worth nonattainment emission inventory projections for a future 2015 ozone NAAQS reclassification State Implementation Plan.

A successful Transportation Conformity determination for ozone precursors was received on November 21, 2024 from the United States Department of Transportation (USDOT) on the strategic analysis completed in FY2024 for Mobility 2045: The Metropolitan Transportation Plan for North Central Texas – 2022 Update and the associated Transportation Improvement Program for North Central Texas. In addition, a Transportation Conformity analysis for ozone precursors was conducted for Mobility 2050: The Metropolitan Transportation Plan for North Central Texas and the associated Transportation Improvement Program for North Central Texas. This analysis was locally approved by the Regional Transportation Council in June 2025 and is currently under interagency consultation partner review with an estimated USDOT determination by the end of the year.

Updates to the Mobile Source Emission Reduction Strategies (MoSERS) commitments of Congestion Mitigation and Air Quality Improvement Program (CMAQ)-funded projects continued as needed, based on project parameter updates, for inclusion in Transportation Improvement Program reporting and the annual CMAQ report. Staff completed and submitted the 2024 annual CMAQ report to the Texas Department of Transportation. Review was conducted of CMAQ emissions reductions included in the federal PM₃ performance measures targets to ensure estimates were on track to be met in 2026 (see UPWP Subtask 2.07 for more information on performance measures).

Assistance was provided to support statewide and national efforts, including the Association of Metropolitan Planning Organizations Air Quality Work Group, the Transportation Research Board, the MOVES Review Work Group, the Coordinating Research Council, the statewide Technical Working Group for Mobile Source Modeling, and the Advisory Council of the Texas Air Quality Research Program.

The NCTCOG air quality website was continuously updated with relevant information, including information on the State Implementation Plan, Transportation Conformity, and the Environmental Protection Agency's 2008 and 2015 NAAQS for ozone. During ozone season, daily updates were made to allow public awareness of real-time ozone levels and trends. The Air Quality Handbook

was updated to include latest ozone information, and added discussion on particulate matter, and was translated for both Spanish and Vietnamese readers.

Transportation Planning Funds were used to support work activities. This project is ongoing, and work will continue in FY2026.

Regional Greenhouse Gas Emissions Inventory Program

Transportation Planning Funds

Regional Greenhouse Gas (GHG) emissions inventories provide regions an opportunity to understand GHG origins and magnitudes. This allows sound decision making to better manage emission levels through regional GHG emissions goals; enables cities who have their own inventories to compare themselves against a regional inventory; and provides a framework upon which to evaluate, analyze, and prioritize GHG reduction actions. Work is continuing by NCTCOG staff in FY2024 and FY2025 to understand sources and sectors contributing to regional GHG emissions and begin development of a GHG emissions reduction strategy catalog. Staff will continue identifying primary sectors that contribute to GHG emissions at the regional level by analyzing model output results and evaluate, select, and prioritize emissions reduction measures appropriate for cities and other local governments toward creation of the catalog. Anticipated products in FY2024 and FY2025 include:

- Regional Greenhouse Gas emissions inventory;
- Report of quality assurance/control of results; and
- Regional Greenhouse Gas emissions reduction strategy catalog.

Work Performed and Status: NCTCOG staff completed regional carbon dioxide equivalent emissions inventories for the analysis years 2022, 2030, and 2050. Coordination with the Texas Commission on Environmental Quality is ongoing to streamline approaches and compare regional to statewide results. As a contribution to the Environmental Protection Agency's Climate Pollution Reduction Grant (CPRG) initiative, work continued on the development of emission inventories and quantification of the emission benefits of the strategies developed in the plan. CPRG efforts are documented in Climate Pollution Reduction Grants Activities below.

Transportation Planning Funds were used to support work activities. This project is ongoing, and work will continue in FY2026 as part of Air Quality Planning.

Emissions Inventories and Technical Studies

Other Funding Sources

Emissions inventories estimate emission amounts from specific sources within a specified area and time interval. Transportation emission budgets used in transportation conformities are developed based upon emission inventories used in development of the State Implementation Plan (SIP) and the impact of control measures included within that SIP. Emissions are greatly impacted by regionally specific data, so updated regional inventory analyses are necessary to better predict future-case emission impacts from control strategies, vehicle miles traveled, vehicle activity from outside the nonattainment area, and evaporative emissions. This work element will

be supported through Texas Commission on Environmental Quality (TCEQ) funds, with amount to be determined pending TCEQ needs. Anticipated products include:

- A variety of emission inventories for federal, State, or local requirements; and
- Mobile source technical analyses performed to enhance the state of practice.

Work Performed and Status: During FY2025, no on-road emissions inventories were contracted from the Texas Commission on Environmental Quality.

This project is ongoing, and work is anticipated in FY2026.

Rider 7 Air Quality Planning Activities

Other Funding Sources

Rider 7 funding is appropriated for each biennium for air quality planning activities to reduce ozone and now fine particulate matter (PM_{2.5}) in “affected counties” not designated as nonattainment areas for the ozone or PM_{2.5} National Ambient Air Quality Standards but are at significant risk of being designated nonattainment for either standard in the future. Based off ozone regional design values from the 2023 ozone season, Hood County is at high risk for being designated nonattainment under the 2008 standard. With the Environmental Protection Agency’s new reconsideration of the PM_{2.5} standard, monitors in Dallas and Fort Worth are at risk of being designated nonattainment. Work will be done in these areas to help maintain ozone and PM_{2.5} attainment. This work element will be supported through Texas Commission on Environmental Quality funds and is ongoing throughout FY2024 and FY2025. Anticipated products include:

- Various emission inventories; and
- Monitoring of pollution levels.

Work Performed and Status: During FY2025, NCTCOG staff continued work with both ozone and fine particulate matter (PM_{2.5}) under the 88th Texas Legislative Session Rider 7 appropriations. This included installation of non-regulatory monitors for ozone in Hood County and PM_{2.5} in Tarrant, Dallas, and Ellis Counties. Efforts also included the completion of emission inventory work conducted by Hood County and data collection at all newly placed monitors.

Texas Commission on Environmental Quality funds were used to support work activities. This project is ongoing, and work will continue in FY2026.

Climate Pollution Reduction Grants Activities

Other Funding Sources

The Climate Pollution Reduction Grants (CPRG) Program provides funding to develop a regional plan for reducing greenhouse gas (GHG) emissions and other harmful air pollution, such as criteria air pollutants and air toxins. The development of a regional plan to reduce GHGs will help identify opportunities to improve air quality through a multipollutant focus, increase energy security, and benefit public health and the economy. This work element will be supported through

Environmental Protection Agency funds and is ongoing throughout FY2024 and FY2025. Anticipated products include:

- A Priority Climate Action Plan (PCAP), which will include a GHG emissions inventory (EI), identification of short-term GHG reduction measures and their co-benefits (criteria pollutant reduction, increased resiliency, etc.), and an analysis of available funding;
- A Comprehensive Climate Action Plan (CCAP), which will include a GHG EI, identification of short- and long-term GHG reduction measures and their co-benefits (criteria pollutant reduction, increased resiliency, etc.), GHG projections and GHG reduction goals, and an analysis of available funding and local governments' authority to implement GHG reduction measures;
- A status report on the implementation of the CCAP and identification of future regional needs;
- Widespread virtual and in-person community engagement on CPRG products; and
- Updates to the NCTCOG website with information on the CPRG.

Work Performed and Status: In FY2025, NCTCOG staff began efforts to develop the Dallas-Fort Worth Air Quality Improvement Plan: Comprehensive Action Plan (CAP). Work included community and stakeholder engagement, the identification of potential measures (i.e. projects, programs, and policies) to improve air quality, the development of a comprehensive emissions inventory, and development of the projections of future emissions. The Plan is expected to be completed in FY2026.

Environmental Protection Agency funds were used to support work activities. This project is ongoing, and work will continue in FY2026.

3.03 Air Quality Management and Operations

The purpose of this subtask is to identify, design, implement, and promote voluntary local strategies to reduce transportation-related emissions, energy, and air quality impacts. Emphasis is placed on achieving reductions in ozone precursor emissions to achieve compliance with federal ozone standards, but work includes efforts to comprehensively reduce emissions of other air pollutants. In all areas, NCTCOG works collaboratively with local governments, peer organizations, State and federal agencies, and other stakeholders to advance emission-reducing activities. NCTCOG also carries out responsibilities as the Department of Energy (DOE)-designated Dallas-Fort Worth Clean Cities coalition and as an Affiliate of the Environmental Protection Agency (EPA) SmartWay Transport Program.

Air Quality Initiatives: Fleets, Consumers, and Communities

Other Funding Sources

The transportation sector contributes nearly half of all ozone-forming pollution in the Dallas-Fort Worth ozone nonattainment area. Thus, NCTCOG works to reduce emissions from the transportation sector by facilitating projects that reduce emissions from vehicles, equipment, and related sources. Efforts include encouraging retirement of older, higher-polluting vehicles and equipment, adoption of cleanest available technologies (such as zero-emissions vehicles), and operational/behavioral strategies that ensure vehicles are operated in an efficient manner with

minimized emissions (e.g., idle reduction). To reach the full spectrum of the transportation sector, efforts target all end-users – that is, both fleets and consumers. In addition, NCTCOG works toward “community readiness” for the deployment of clean vehicle technologies (especially electric vehicles) by collaborating with local governments, workplaces, and others to help ensure regulatory frameworks and other factors create conditions that are supportive for end-users to adopt cleaner technologies. Work includes consideration of the Justice40 Initiative. This work element will be supported through Surface Transportation Block Grant Program funds and Transportation Development Credits and will be ongoing throughout FY2024 and FY2025. Anticipated products include:

- Funding support, administration of funding, technical assistance, and outreach and education to facilitate emissions-reducing projects among local vehicle fleets, including use of alternative fuel and zero-emissions vehicles, idle reduction, and other emissions-reducing measures;
- Technical assistance, outreach, and education at local events, such as National Drive Electric Week, and encouraging use of financial incentives to support emissions-reducing activities among consumers, including adoption of clean vehicle technologies (e.g., electric vehicles [EVs]), proper maintenance, and vehicle operation strategies that reduce emissions (e.g., idle reduction);
- Technical support, funding assistance, and outreach and education to support community readiness efforts by local governments, workplaces, and others who wish to facilitate adoption of emissions-reducing technologies and initiatives;
- Planning efforts to build out alternative fuel infrastructure, especially electric vehicle charging stations;
- Work associated with serving as the Dallas-Fort Worth Clean Cities Coalition;
- Support for local government peer exchange on comprehensive air quality issues through the Regional Integration of Sustainability Efforts (RISE) Coalition, Air Quality Health Monitoring Task Force, and other avenues;
- Field inspections to monitor, verify, and assess compliance with agreement terms, documented results, and submittal of correspondence regarding compliance status;
- Collaboration with cities, counties, law enforcement agencies, State and federal agencies, and other Inspection and Maintenance program stakeholders to support and enhance programs designed to specifically target consumer vehicles producing excessive emissions or not in compliance with local, State and/or federal standards; and
- Support for ongoing investigation and identification of new demonstration projects to reduce fuel use and emissions through activity and behavior modifications.

Work Performed and Status: NCTCOG continued to inform stakeholders of available grant programs through weekly email blasts, postings at www.nctcog.org/aqfunding, and targeted follow-ups. Activities associated with hosting of the Dallas-Fort Worth Clean Cities Coalition (DFWCC) also continued, including weekly email blasts and weekly updates to www.dfwcleancities.org and other websites as needed. The DFWCC website was revamped and transitioned to a new platform. Public-facing outreach and education activities were heavily concentrated on National Drive Electric Month, previously known as National Drive Electric Week. Events such as these showcased financial incentives to encourage consumer adoption of alternative fuel vehicle technologies, especially electric vehicles (EVs). NCTCOG continued to provide presentations about alternative fuels, electric vehicles, and air quality as requested, including to the quarterly Regional Integration of Sustainability Efforts (RISE) Coalition.

Technical assistance related to alternative fuel vehicle adoption and alternative fuel infrastructure planning and deployment was provided through frequent one-on-one outreach and stakeholder follow ups. Through the 2024 Dallas-Fort Worth Clean Cities Annual Survey, 48 fleets submitted data on their adoption of alternative fuel vehicles and utilization of fuel conservation strategies. In total, these fleets reduced 33.8 million gallons of gasoline equivalent and nearly 135,000 pounds of nitrogen oxides. Using data from the 2023 Dallas-Fort Worth Clean Cities Annual Survey, the DFWCC Fleet Recognition Program recognized 27 fleets for their efforts to improve air quality.

Efforts continued to administer competitive grants which were developed during previous fiscal years, including two infrastructure grant projects awarded by Federal Highway Administration, a Department of Energy grant for Planning Resilient EV Charging in North Texas Project, and the Environmental Protection Agency Clean Heavy Duty Vehicles Grant. Additionally, staff supported stakeholders in identifying or applying for grants. Funding opportunities related to emissions reductions and alternative fuels and energy were provided weekly through email blasts, social media, and one-on-one outreach.

Three rounds of a Call for Projects were completed to provide rebates to private fleet and public sector entities for heavy-duty diesel vehicle and equipment replacements based on Environmental Protection Agency 2023 Diesel Emissions Reduction Act funding. Through the Call for Projects, a total of six heavy-duty diesel vehicle replacements and ten nonroad diesel equipment replacements for four entities were selected and recommended. Over 150 entities were identified as additional prospective outreach contacts for this award.

Further engagement with fleets and commercial freight stakeholders continued through the Saving Money and Reducing Truck Emissions (SMARTE) Program by publishing and distributing 12 online newsletters to more than 549 subscribers, supporting the EPA SmartWay Transport Program as a regional affiliate, and encouraging the adoption of EPA Verified Technologies. Staff also initiated planning for an upcoming SMARTE webinar series, set to launch in FY2026. In an effort to expand program resources, staff conducted outreach visits at 26 truck and trailer sales companies to obtain participation in the SMARTE Vendor Directory. In December 2024, NCTCOG was selected for the EPA SmartWay Profiles in Leadership recognition program and published content through social media channels to call attention to sustainable freight practices. Two SmartWay Transport webinars were attended, and each webinar covered operations and efficiency-related topics. NCTCOG continued pursuing efforts to encourage local governments to adopt Locally Enforced Idling Restrictions through the revised Regional Transportation Council Resolution 21-06, Resolution Supporting Locally Enforced Motor Vehicle Idling Restrictions in North Central Texas. Idle reduction best practices and consumer-related educational materials were updated and made available to local governments through the Engine Off North Texas (EONT) website, in addition to a memo mailed to 42 local governments. Additional outreach efforts for EONT included providing an overview of EONT through a presentation and a hard copy fact sheet at a meeting of the Regional Freight Advisory Committee. Staff also discussed information sharing with the Dallas City Marshal's Office. At the time of reporting, 28 local governments had active idling restriction ordinances in effect. The Regional Smoking Vehicle Program (RSVP) and car care awareness were used to inform the public how consumer behaviors impact vehicle emissions. Through RSVP, 1,379 smoking vehicles were reported with 719 notification letters mailed to smoking vehicle owners. NCTCOG coordinated and participated in one car care event. Staff provided check-engine light scans, and distributed emergency roadside kits and other programmatic education materials at the event.

Planning support for EV infrastructure continued, including collaboration with TxDOT on the Texas EV Charging Plan and a series of regular peer exchange meetings focused on EV infrastructure development. The EMPOWER Workplace Charging Project continued to support EV adoption by advancing outreach to local employers and encouraging them to install EV charging stations at their places of employment.

Staff continued support to partnering local government law enforcement agencies through the Regional Emissions Enforcement Program, including the facilitation of two meetings with law enforcement to discuss fraudulent inspections. Staff attended two commercial vehicle enforcement events in Mansfield and Fort Worth, Texas to observe vehicle roadside enforcements and survey vehicle operators. Three Vehicle Inspection Advisory Committee meetings were held to discuss and advance the state vehicle inspection program.

Surface Transportation Block Grant Program funds (CSJs 0918-00-406 and 0918-00-454) and Transportation Development Credits were used to support work activities. This project is ongoing and will continue in FY2026.

Dallas-Fort Worth Clean Cities

Other Funding Sources

Since 1995, NCTCOG has been designated by the US Department of Energy (DOE) as the host agency for the Dallas-Fort Worth Clean Cities Coalition (DFWCC). DFWCC is part of a national network of local coalitions supported by national laboratories and the DOE. DFWCC works to reduce transportation energy use and improve air quality by providing guidance to fleets and other drivers about clean vehicle fuels/technologies, coordinating infrastructure planning and readiness, and facilitating best practices around transportation-energy integration. The coalition includes collaboration with a range of stakeholders, including fleets, consumer groups, industry representatives, local governments, utilities, and others. The Clean Cities Technical Advisory Committee will guide the Coalition's strategic direction, support its activities, and facilitate its capacity for growth by providing input, assisting in event and project promotion, and increasing stakeholder engagement. Work also includes consideration of the Justice40 Initiative. This work element will be supported through funds provided by the Department of Energy and private funding sources and will be ongoing throughout FY2024 and FY2025. Anticipated products include:

- Participation in calls and conferences, and other coordination with the DOE, national laboratory staff, and other coalitions;
- Planning assistance for alternative fuel infrastructure, both within the NCTCOG region and along highway corridors connecting North Texas to other areas;
- Meetings, workshops, events, or tours that feature alternative fuels or other clean vehicle technologies to raise awareness and understanding among consumers and fleets;
- Technical assistance and coaching to fleets with regard to use of alternative fuels and other advanced vehicle technologies;
- Training for first responders, fleet managers, local government staff and others about alternative fuel vehicle technologies and associated infrastructure; and
- Submittal of reports to DOE and national laboratory staff.

Work Performed and Status: NCTCOG staff continued to participate in peer exchange meetings with DOE, national laboratories, and other designated Clean Cities and Communities Coalitions through monthly virtual meetings, a virtual regional meeting, and additional webinar sessions throughout the year. Data relating to alternative fuels, including fuel pricing, the cost of new alternative fuel vehicles and stations, and fleet use of alternative fuel and fuel efficiency efforts was submitted to DOE. Regular stakeholder communication was maintained through email blasts and maintenance of current information at www.dfwcleancities.org. Staff also continued to convene quarterly meetings of the Dallas-Fort Worth Clean Cities Technical Advisory Committee, update and maintain a strategic plan for coalition work over the next four years, and completed redesignation by DOE, which is a process that happens once every five years for NCTCOG to remain designated the host agency for the Dallas-Fort Worth Clean Cities Coalition.

Education and technical support on Clean Cities-relevant technologies was provided through a fleet manager roundtable focused on best practices for transitioning to alternative fuel vehicles; a listening session and associated report highlighting lessons learned and best practices from fleets who have adopted all-electric lawn equipment; the participation of DFWCC staff in Oncor's Evolution Program, which focuses on educating fleets interested in electric vehicle adoption on how to work with the utility; and the drafting of a whitepaper to assist fleets in transitioning to alternative fuel vehicles. Additional work consistent with the objective of the Dallas-Fort Worth Clean Cities Coalition was completed under the Air Quality Initiatives: Fleets, Consumers, and Communities project previously reported in this subtask.

Department of Energy funds were used to support work activities. NCTCOG local funds were used to cover a small cost overrun. This work is ongoing and will continue in FY2026.

Air Quality Initiatives: Energy Efficiency

Other Funding Sources

As the transportation sector decarbonizes, there is a need for stronger understanding of and collaboration with the energy sector. This is especially true with regard to properly managing the impacts of additional electrical load on the electric grid, particularly related to fleet electrification where substantial grid load could be added in single locations. Strategies to mitigate grid strain, such as collocating renewable or on-site generation, integrating electrical storage, or pairing transportation electrification projects with energy efficiency or energy conservation initiatives are becoming more important. Other projects could include opportunities to increase use of renewable natural gas to offset use of conventional natural gas, or to serve as a source of clean hydrogen. Efforts also include increasing resiliency to ensure availability of fuels in the event of emergencies. Work includes consideration of the Justice40 Initiative. This work element will be supported through Regional Toll Revenue funds and will be ongoing throughout FY2024 and FY2025. Anticipated products include:

- Technical support, outreach, and education to local governments and other fleet stakeholders with regard to energy management, renewable energy, energy efficiency, and energy diversification/redundancy for emergency response;
- Identification of resilience and efficiency improvements needed on the electric grid to accommodate transportation electrification;
- Implementation of specific energy management projects;

- List of recommended strategies to improve resilience and optimize efficiency, including assessment of cost, feasibility, and effectiveness;
- Development and maintenance of website resources, including www.gosolartexas.org and www.conservenorthtexas.org;
- Engagement with utilities;
- Identification and preparation of competitive grant applications to seek additional funds to support regional goals and initiatives; and
- Evaluation of emissions associated with energy generation.

Work Performed and Status: Most work performed under this project is incorporated into the Regional Energy Management project described above and the Planning Resilient EV Charging in Texas described below. Staff conducted a minimal amount of additional work that is complementary to the latter project. This consisted of initial steps toward development of an industry Request for Information and Technology Vendor Survey.

Regional Toll Revenue funds (CSJ 0918-00-436) were used to support work activities. This project is ongoing, and work will continue in FY2026.

Clean Diesel Grants

Other Funding Sources

NCTCOG has been successful in competing for grant funding from the Environmental Protection Agency (EPA) Diesel Emission Reduction Act (DERA) National Grants Program for multiple years. Thus, funding is awarded to local fleets (both public and private sector) to replace older, high-emitting diesel vehicles and equipment with newer, cleaner technology including electrification equipment and idle reduction devices. NCTCOG has distributed funding through open, competitive calls for projects and continues working with funding recipients to implement awarded projects. This work element will be supported through Environmental Protection Agency funds and local funds provided by award recipients and will be ongoing throughout FY2024 and FY2025. Anticipated products include:

- Replacement of old, heavy-duty diesel vehicles and equipment, including purchases of new units and scrappage of replaced units;
- Management of awarded projects including implementation, funding disbursement and oversight and compliance activities; and
- Submittal of reports to EPA.

Work Performed and Status: EPA DERA 2019: North Texas Emissions Reduction Project – NCTCOG presented periodic project status reports to the Regional Transportation Council and the Surface Transportation Technical Committee and communicated with rebate recipients regarding project questions. One rebate recipient took delivery of three new replacement vehicles while NCTCOG processed their reimbursement requests. NCTCOG performed two rebate recipient site visits to witness and document vehicle and equipment destruction as required by the grant. Staff collected and reviewed monthly progress reports from the rebate recipients with executed agreements. Quarterly reports were submitted to EPA. A project closeout report will be submitted in FY2026 to conclude the project.

EPA DERA 2020: North Texas Clean Diesel Project – One subrecipient was reimbursed for replacement of one heavy-duty diesel vehicle with one new all-electric heavy-duty vehicle. The retired heavy-duty vehicle was scrapped. Quarterly reports were submitted to EPA. NCTCOG presented periodic project status reports to the Regional Transportation Council and the Surface Transportation Technical Committee and communicated with rebate recipient.

EPA DERA 2023: In FY2025, NCTCOG opened and implemented a Call for Projects to accept rebate recipient applications. NCTCOG staff collected and reviewed applications from the rebate recipients. One semi-annual report was submitted to EPA.

Environmental Protection Agency funds and local funds provided by award recipients were used to support work activities. This project is ongoing, and work will continue in FY2026.

Transportation Low-Emissions Vehicle

Other Funding Sources

The NCTCOG Transportation Department provides a vehicle for staff use in carrying out NCTCOG business, such as attending meetings, site visits, or outreach events and transporting employees, committee members, and other individuals attending meetings at NCTCOG or other locations. This work element will be supported through Regional Transportation Council Local funds and will be ongoing throughout FY2024 and FY2025. Anticipated products include:

- Purchase or lease, operation, and maintenance of low-emission vehicle(s).

Work Performed and Status: NCTCOG continued to operate and maintain one low-emissions vehicle for staff business use. The vehicle was used for numerous site visits and external meetings, as well as public outreach events.

Regional Transportation Council Local funds were used to support work activities. This project is ongoing, and work will continue in FY2026.

Regional Scrap Tire Abatement Program

Other Funding Sources

There are few end markets for scrap tires and disposing of them properly is expensive and inconvenient, which frequently results in illegal dumping. Illegally dumped tires are not just unsightly, but also pose environmental and health hazards by polluting waterways with contaminated runoff, attracting rodents and mosquitos which carry disease, and increase potential for dangerous fires due to high flammability. Prosecuting and remediating illegally dumped scrap tires is difficult and costly, which indicates that preventing tires from being dumped is the most cost-effective method for managing this challenge. Due to this, NCTCOG has developed a multifaceted approach consisting of education, outreach, technical and legal support, dump site identification for remediation, illegal dumping prevention, and enforcement to deal with this issue. This program will work to reduce illegal dumping by implementing strategies to address challenges faced by the region through collaboration with local governments and businesses. This work element will be supported through Regional Toll Revenue funds and will be ongoing throughout FY2025. Anticipated products include:

- Funding support, technical assistance, and outreach and education to facilitate awareness of the issue of illegal dumping;
- Technical assistance to local governments including ordinance and model creation;
- Technical support, funding assistance, and outreach and education to support regulation and reinforcement;
- Development of a database for abandoned tire locations, haulers, dealerships, and end users in the region;
- Identification and implementation of policies for regional improvement;
- Assistance for local governments, businesses, and citizens in project and program implementation;
- Further research into existing and potential end uses to include local scrap tire utilization as a resource; and
- Support for scrap tire collection events.

Work Performed and Status: During FY2025, NCTCOG staff initiated project planning activities, including the identification of goals and tasks for the upcoming year. Additional efforts were focused on the creation of a detailed work plan and the coordination with NCTCOG partner departments and participating agencies to reduce the duplication of efforts. Finally, a review of existing illegal tire dumping issues across the north central Texas region was completed.

Regional Toll Revenue funds (CSJ 0902-00-389) supported work activities. This project is ongoing, and work will continue in FY2026.

Regional Energy Management

Other Funding Sources

Through an agreement with the State Energy Conservation Office (SECO) and in collaboration with the NCTCOG Environment and Development Department, NCTCOG Transportation Department staff will extend efforts to increase the capacity and resources of local governments related to integration of energy and transportation sectors, including the facilitation of energy efficiency and conservation, renewable energy and distributed energy resources, and energy resilience. Reduction in energy consumption helps improve air quality by reducing emissions associated with energy generation, or at least mitigating increased demand associated with population and economic growth and electrification of the transportation system. Energy resilience measures help reduce risks of operational interruptions associated with power outages or other grid events. As electric vehicle (EV) adoption grows and the transportation system and energy grid become more integrated, this topic is growing in importance. This work element will be supported through funds provided by the Department of Energy and Regional Transportation Council Local funds and is funded through FY2025. Anticipated products include:

- Educational and outreach events for local governments to provide information on energy management topics;
- Efforts to encourage local governments to participate in regional energy-related programs;
- A white paper on resilient electric vehicle charging infrastructure planning;
- An inventory of energy management strategies for local governments to consider implementing;
- Outreach to local governments regarding required annual energy reporting;
- Maintenance of websites at www.gosolartexas.org and www.conservenorthtexas.org;

- Partnerships within the region and across the State to expand regional energy efficiency programs, including support for the Regional Integration of Sustainability Efforts (RISE) Coalition; and
- Submittal of reports to SECO.

Work Performed and Status: During FY2025, NCTCOG staff continued efforts to educate local governments on energy efficiency and energy management best practices. This included hosting four workshops and webinars; compiling a list of energy efficiency strategies in electrification and commercial/residential buildings; completing quarterly updates to both the Go Solar Texas (www.gosolartexas.org) and the Conserve North Texas (www.conservenorthtexas.org) websites; conducting outreach and providing technical assistance to local governments required to submit reporting on energy consumption under Texas Health and Safety Code §388.005(c); attending and distributing information at four outreach events; and publishing three e-blasts with information on funding for energy efficiency initiatives.

Department of Energy funds (through the State Energy Conservation Office) and Regional Transportation Council Local funds were used to support work activities. This project was completed in FY2025.

EV Smart

Other Funding Sources

Through the EV Smart program, NCTCOG will help facilitate equitable access to electric mobility by providing local governments with technical assistance in setting and achieving EV readiness goals as well as providing recognition for these efforts. The growing adoption of EVs and need for charging infrastructure can present challenges to local governments, such as needed revisions to permitting and zoning, and charging infrastructure needs assessments. Through best practices, guidance, toolkits, and facilitated engagement with utilities, local governments can better meet these challenges and help improve air quality in communities by facilitating a smooth and rapid transformation to zero-emission vehicles. The program supports the local adoption of EVs and charging infrastructure with consideration of the Justice40 Initiative. This work element will be supported through funds provided by the Department of Energy and Regional Transportation Council Local funds and is funded through FY2025. Anticipated products include:

- Participation in the Advisory Committee to develop technical assistance materials, presentations, best practice guides, and outreach messaging;
- Feedback on EV Smart designation criteria and metrics tracking guide;
- Outreach plans to recruit North Texas local governments to participate in the EV Smart program;
- Ongoing outreach and education to local governments to pursue EV Smart designation;
- Technical assistance to participating local governments to achieve EV Smart designation;
- Performance evaluation of the EV Smart program through monthly team meetings and annual Advisory Committee meetings;
- Case studies showcasing local government success in the EV Smart program; and
- Submittal of reports.

Work Performed and Status: NCTCOG participated in monthly team calls and other project meetings to provide feedback and report progress. NCTCOG also conducted outreach to recruit

local governments to participate in the EV Smart cohort. Ten training sessions were held in FY2025 to educate local governments and help them towards achieving Charging Smart designation. Technical assistance was provided to local governments as they pursued designation. Three local governments submitted for bronze designation in FY2025. One received designation and efforts to recognize its success were conducted.

Department of Energy funds and Regional Transportation Council Local funds were utilized for these work activities. NCTCOG local funds were used to cover a small cost overrun. This project has concluded, but efforts for continued recognition of the program will be integrated into other projects as appropriate.

Multimodal Drone Delivery

Other Funding Sources

NCTCOG will collaborate with a project team to deploy two mobility demonstration projects in the City of Arlington to deliver food to underserved communities using a multi-modal approach including autonomous drones. Staff will support project cost assessments, support public engagement efforts, evaluate fleet electrification opportunities, and assist in development of reports and outreach materials documenting project results, lessons learned, and opportunities for expansion. The project supports the Justice40 Initiative. This work element will be supported through funds provided by the Department of Energy and Regional Transportation Council Local funds and is funded through FY2026. Anticipated products include:

- Assessment of revenue and expense cost structure for project partners;
- A workshop for residents of the project area;
- Collaboration with stakeholders;
- Analysis of the first demonstration project;
- Fleet assessment to identify electrification opportunities;
- Compilation of community feedback;
- Comparison of actual versus modeled costs;
- Support for development of a story map and final report;
- Outline of steps to scaling up operations; and
- Development of outreach and education materials.

Work Performed and Status: In FY2025, NCTCOG staff supported the completion of a demonstration project that utilized robots to deliver over 160 packages of food to residents within the City of Arlington, Texas. After completion of the second demonstration, staff led the development of a replication guide to assist other entities in the region and the United States to replicate the project; completed an analysis of the energy and emissions savings from utilizing aerial and ground robots instead of conventional fuel vehicles; developed of a suitability analysis to determine other areas of the NCTCOG region that could pilot a robot delivery project; conducted an analysis of a project partner's ability to electrify its fleet; and a prepared cost model.

Department of Energy funds and Regional Transportation Council Local funds were utilized for these work activities. This project was completed in FY2025.

Electric Vehicle Charger Reliability and Accessibility Accelerator (RAA) Program

Other Funding Sources

The North Central Texas Council of Governments will coordinate with charging station companies to repair or replace up to 197 existing but non-operational electric vehicle (EV) charging ports in or connecting travelers to the region. Stations funded through this program will be upgraded to meet federal National Electric Vehicle Infrastructure (NEVI) standards as applicable per the requirements of this program. The program supports the local adoption of EVs and charging infrastructure with consideration of the Justice40 Initiative. This work element will be supported with Federal Highway Administration funds, local funds, and Transportation Development Credits throughout FY2024 and FY2025. Anticipated products include:

- Repair or replacement of up to 197 EV charging ports;
- Increased EV access throughout the region and connections for travelers to the region; and
- Increased reliability and accessibility of EV charging stations in the region.

Work Performed and Status: NCTCOG completed an analysis of all eligible project locations and successfully identified eight potential project locations totaling 24 ports to be replaced. Additional efforts included obtaining committee approvals, drafting subaward agreements, and requesting a project extension.

Federal Highway Administration funds and Transportation Development Credits were used to support work activities. This project is ongoing, and work will continue in FY2026.

Texas Hydrogen and Electric Freight Infrastructure Project (Tx-HEFTI)

Other Funding Sources

The North Central Texas Council of Governments (NCTCOG) will work with existing fueling station providers to deploy five publicly accessible hydrogen refueling stations designed to serve medium- and heavy-duty trucks at existing fueling location sites in the NCTCOG region and throughout the Texas Triangle. Stations will be located near the Alliance Texas Mobility Innovation Zone, Southern Dallas County Inland Port, and at locations around the Texas Triangle to provide fuel availability along major freight routes at intervals that best support fuel availability to serve the freight sector. The program supports the local adoption of medium- and heavy-duty hydrogen vehicles to help reduce air pollution associated with traditional diesel-fueled freight vehicles. The project incorporates consideration of the Justice40 Initiative. This work element will be supported with Federal Highway Administration funds and local funds throughout FY2024 and FY2025. Anticipated products include:

- Community engagement in areas near the project locations (in collaboration with local governments with jurisdiction over each project site);
- Completion of five medium-/heavy-duty hydrogen refueling stations; and
- Progress toward corridor-ready status for hydrogen for all Texas Triangle interstates.

Work Performed and Status: NCTCOG executed an agreement with FHWA and a subaward agreement with the private sector partner to build out the medium/heavy-duty hydrogen refueling stations. Staff highlighted the project at several presentations throughout the year.

Federal Highway Administration funds and local funds were used to support work activities. This project is ongoing, and work will continue in FY2026.

Houston to Los Angeles (H2LA) - I-10 Hydrogen Corridor Project

Other Funding Sources

The North Central Texas Council of Governments (NCTCOG) will coordinate with GTI Energy on the Houston to Los Angeles I-10 Hydrogen Corridor Plan (H2LA). Collaboration will include providing travel demand model data, and creation of a Local Project Advisory Group (LPAG). The LPAG will hold regular meetings to engage stakeholders and disadvantaged communities (DACs) for integration of their feedback into the project and resulting model. The LPAG will convene stakeholders from DACs and rural and urban areas to ensure feedback is broad and inclusive. Findings will be shared publicly with community organizations, DACs, and minority serving institutions (MSIs). The program supports the Justice40 Initiative. This work element will be supported with Department of Energy funds through FY2024 and FY2025. Anticipated products include:

- Creation of a Local Project Advisory Group;
- Summaries of each Local Project Advisory Group meeting;
- Quarterly reports on community input;
- Identification of and engagement with minority serving institutions and disadvantaged communities;
- Publication of findings from the Local Project Advisory Group in a format such as Frequently Asked Questions; and
- Final report on local community input.

Work Performed and Status: Staff held three Local Project Advisory Group meetings in FY2025 before a stop work order was issued by GTI Energy.

Department of Energy funds were utilized for these work activities. This project will not continue in FY2026.

North Texas Equitable Electric Vehicle Infrastructure Project (NTx-EEVI)

Other Funding Sources

NCTCOG will deploy up to 100 electric vehicle (EV) charging ports in locations that fill gaps in the regional EV charging infrastructure network, especially in underserved communities and specified project focus areas. Project focus areas include rural communities, low- and moderate-income neighborhoods, areas with a low ratio of private parking to households, areas with a high ratio of multi-unit dwellings to single-family homes, Justice40 environmental justice areas, multimodal hubs and shared-use fleets and services, and fleet vehicles that operate in communities. Projects will be located on publicly owned facilities and will comply with federal National Electric Vehicle Infrastructure (NEVI) standards. Specialized technical teams will be created to expedite projects in the region. The program supports the local adoption of EVs and charging infrastructure with consideration of the Justice40 Initiative. This work element will be supported with Federal Highway Administration funds, local funds, and Transportation Development Credits throughout

FY2024 and FY2025. Anticipated products include:

- Coordination with local governments to determine suitable site locations;
- Community education on EV charging infrastructure;
- Community input on potential project locations;
- Up to 100 additional EV charging ports in the region;
- Increased access to EV charging infrastructure in underserved communities and project focus areas; and
- Creation of specialized technical teams to deploy projects quickly.

Work Performed and Status: NCTCOG executed a contract with Federal Highway Administration. During FY2025, staff successfully procured the specialized technical team to help deploy this project quickly. Staff also opened a Call for Projects to solicit potential project locations from local governments. The Call for Projects will conclude in FY2026. Additional efforts included highlighting the project to the public at public outreach events and in presentations throughout the year.

Federal Highway Administration funds and Transportation Development Credits were used to support work activities. This project is ongoing, and work will continue in FY2026 under the name CFI Community Award.

Planning Resilient EV Charging in Texas

Other Funding Sources

Through the Planning Resilient Electric Vehicle Charging in Texas project, the North Central Texas Council of Governments will lead a team of stakeholders to develop a resilient electric vehicle (EV) charging plan for North Texas. Due to population growth, extreme weather, and inland ports in the region, a plan addressing the resiliency of EV charging infrastructure is needed. The outcome of this project will be an EV charging resiliency plan that provides actionable recommendations to ensure the continuity of operations of critical EV travel while also addressing grid resiliency issues related to the increased demand for electricity due to EVs. A demonstration project will be carried out to implement aspects of and ensure replicability of the resiliency plan. Work includes consideration of the Justice40 Initiative. This work element will be supported through Department of Energy funds matched with Regional Toll Revenue funds and will be ongoing throughout FY2024 and FY2025. Anticipated products include:

- Project Management Plan (PMP);
- Outreach to local governments, community organizations, residential groups, emergency management groups, and EV sectors for whom continuous operations are more critical;
- Establishment of a stakeholder group that will convene regularly and provide input to the project;
- A regional resilient EV charging plan;
- A demonstration project consisting of a tabletop scenario exercise with emergency preparedness and emergency management personnel to assess the effectiveness of the strategies identified in the plan;
- A demonstration project utilizing equipment necessary to test the effectiveness of the technologies identified in the plan to be utilized in the event of a grid outage to provide continued access to EV charging services;

- Updated regional hazard mitigation planning guidance to incorporate recommendations made in the regional EV charging resilience plan; and
- Dissemination of the project findings and plan via presentations and written media.

Work Performed and Status: In FY2025, NCTCOG executed an agreement with the Department of Energy (DOE) to begin work on the Planning Resilient Electric Vehicle Charging in Texas project. Staff established a stakeholder group to provide feedback to develop the draft North Texas Resilient Electric Vehicle (NTx-REV) Plan. This stakeholder group's input was used to identify critical transportation assets in North Texas which might need resilient electric vehicle infrastructure if electrified; to develop a gap analysis comparing what resilient electric vehicle infrastructure the region has against what it needs; and to assess the feasibility of critical electric vehicles being used during off-grid operations with resilient electric vehicle charging. The draft North Texas Resilient Electric Vehicle Plan was submitted to DOE in June 2025, along with a Continuation Application requesting DOE approval to continue work on the Planning Resilient Electric Vehicle Charging in Texas project.

Department of Energy funds and Regional Toll Revenue funds (CSJ 0918-00-436) were utilized to support work activities. This project is ongoing and is expected to continue in FY2026.

Guaranteeing Access for Underserved and Marginalized Populations Through Building Employment Opportunities (GUMBO)

Other Funding Sources

Through the Guaranteeing Access for Underserved and Marginalized Populations Through Building Employment Opportunities (GUMBO) project, the North Central Texas Council of Governments (NCTCOG) will incorporate electric vehicle charging station technician training into existing automotive programs at North Texas community colleges. The growing adoption of electric vehicles (EVs) and need for charging infrastructure has sparked the need for educational institutions to establish education and training in the fields of EV charging station installation, maintenance, and repair that will directly impact the estimated shortage of workers that support EVs. Utilizing curriculum being applied in Louisiana, NCTCOG will work with North Texas community-based organizations, community colleges, workforce development organizations, industry, and other local stakeholders to deliver EV charging station training to the local workforce. The program supports the local adoption of EVs and charging infrastructure by delivering EV charging station installation and maintenance training to the local workforce with consideration of the Justice40 Initiative. This work element will be supported through funds provided by the Department of Energy and will be ongoing throughout FY2024 and FY2025. Anticipated products include:

- Project team calls and in-person meetings;
- Recruitment of students from disadvantaged communities to participate in training, through connections with community-based organizations, community colleges and workforce development programs in North Texas;
- Identification of local community colleges for integration of the training program into curricula, with a pledge to participate from at least one local college;
- Listening sessions with potential employers to collect information about employer needs, wants, expectations, barriers, and best practices;

- EV charging station workforce needs assessment report on the workforce needs and current state of training in Texas;
- Documentation of collected community input on the needs for workforce development, job training, and education relating to EV charging station installation, operations, and maintenance;
- Project support from at least four stakeholders, such as equipment manufacturers, local organizations, and electric contractors;
- Training targets based on Texas NEVI plans and EV adoption rates in North Texas;
- Utilization of the EV charging station training in a local community college by FY2026; and
- Quarterly and year-end reports.

Work Performed and Status: NCTCOG staff participated in quarterly team calls and a workshop created for all GUMBO subrecipients. Staff also met with program stakeholders. Additionally, staff convened a local community college and potential workforce employers to discuss challenges and barriers related to the GUMBO curriculum. A local workforce needs assessment report was completed.

Department of Energy funds were utilized for work activities. NCTCOG local funds were used to cover a small cost overrun. This project is ongoing, and work will continue in FY2026.

Vehicle Emissions Inspection and License Plate Project

Other Funding Sources

The North Central Texas Council of Governments works to reduce emissions from the transportation sector and related emission sources by facilitating projects that reduce emissions from vehicles. Efforts include the assessment of potential metal license plate fraud in the region by purchasing license plate reading cameras to gather data, assess the rate of counterfeit metal license plates, and determine next steps. These efforts will help ensure vehicles are not circumventing the State's vehicle Inspection and Maintenance (I/M) Program and will occur in the ground-level ozone nonattainment area. This work element will be supported through Regional Toll Revenue funds. Partner assistance may be used. Work activities will be ongoing throughout FY2025. Anticipated products include:

- Outreach and education to local governments;
- Purchase of license plate reading equipment;
- Partner agreement(s) and oversight; and
- Data analysis and final report.

Work Performed and Status: Initial efforts by NCTCOG in FY2025 focused on communications with a local government that utilizes cameras to automatically read license plates. A Data Sharing and Non-Disclosure Agreement was drafted and submitted to the local government to request access to its database to run queries to identify fake metal license plates and assess the extent of the issue, not only at this time following the recent discontinuation of paper temporary tags, but also to monitor future trends. In addition, connections were established with the regional toll agency to support efforts in identifying fraudulent license plates used on toll managed lanes, commonly referred to as "toll dodgers." Recently received aggregated temporary paper plate data is under review.

Regional Toll Revenue funds (CSJ 0918-00-487) were used to support work activities. This project is ongoing, and work will continue in FY2026.

Truck Assessment and Goods Movement Program

Other Funding Sources

The North Central Texas Council of Governments implements projects to reduce emissions from the transportation sector and related emission sources. Efforts include emissions tampering evaluation of heavy-duty diesel trucks operating in the region and the assessment of tampering severity and impacts to determine options to limit these illegal practices. Another strategy will include collecting emissions data from vehicles to validate regional modeling efforts and identify high-emitting vehicles to develop air quality planning strategies in the nonattainment area. This initiative will occur in the ground-level ozone nonattainment area. This work element will be supported through Regional Toll Revenue funds. Consultant and partner assistance may be used. Work activities will be ongoing throughout FY2025. Anticipated products include:

- Collection of emissions data from vehicles to develop air quality planning strategies;
- Purchase of tampering detection equipment, software, and supplemental supplies;
- Consultant and partner agreement(s) and oversight; and
- Data analysis and final report.

Work Performed and Status: Information was compiled by NCTCOG on companies specializing in heavy-duty vehicle emissions tampering detection devices. When connected to an engine's computer port, these devices output engine specifications identifying potential tampering of engine parameters or factory installed, mandatory emission control technology. Tampering detection device companies were identified and asked to submit quotes for NCTCOG's consideration in the procurement of tampering detection devices and supporting software. After receiving only one quote, meetings were held to discuss quote specifications and prepare a contract.

A national inventory was conducted by NCTCOG to identify laboratories in the United States. capable of performing tailpipe emissions testing for heavy-duty trucks, followed by a comparison of capabilities with program-specific needs. Meetings with a laboratory testing facility were held to discuss scope of services and next steps for an agreement.

Regional Toll Revenue funds (CSJ 0918-00-481) were used to support work activities. This project is ongoing, and work will continue in FY2026.

Car Care Safety Integration Project

Other Funding Sources

In an effort to reach the US Department of Transportation's Vision Zero goal of eliminating vehicle-related fatalities in the region by 2050, there is interest to continue educating the public on the importance of proper vehicle safety component operation and maintenance. Vehicle safety assessments will be integrated into existing emissions Car Care Awareness efforts through partnerships with vendors and may include the replacement of safety components in vehicles, if warranted. Public event priority locations will be within ozone nonattainment, low-income, and

disadvantaged communities (LIDAC). This work element will be supported through Regional Transportation Council Local funds. Partner assistance may be used. Activities will be ongoing throughout FY2025. Anticipated products include:

- Partner agreement(s) and oversight;
- Outreach and education at Car Care Awareness events;
- Maintenance of website; and
- Data analysis and final report.

Work Performed and Status: Selection criteria were developed to identify local automotive repair facilities as potential partners for conducting safety evaluations on volunteer vehicles. A Request for Partners (RFP) was opened to local automotive repair shops. No proposals were received by the RFP closing deadline. Therefore, the project has been cancelled due to lack of interest from local automotive repair shops.

Regional Transportation Council Local funds were used to support work activities. This project concluded in FY2025 and was removed from the FY2026 and FY2027 Unified Planning Work Program.

North Texas Zero Emission Vehicle Project

Other Funding Sources

NCTCOG has successfully competed for grant funding from the Environmental Protection Agency (EPA) Clean Heavy-Duty Vehicles (CHDV) Program. Through the North Texas Zero Emission Vehicle Project, funding will be awarded as rebates to local fleets (both public and private sector) to replace emitting (i.e. diesel, gasoline, propane, and natural gas) Class 6 and 7 vehicles with zero-emission versions (i.e. battery-electric or hydrogen fuel cell). Recipients will be selected through an open, competitive call for projects. Additionally, NCTCOG will fund workforce development activities and first-responder training for ZEV. This work element will be supported through EPA CHDV grant funds and local funds and will be ongoing throughout FY2025. Anticipated products include:

- Replacement of Class 6 and 7 emitting vehicles with ZEV;
- Workforce development activities and first-responder trainings for ZEV;
- Management of awarded projects including implementation, funding disbursement and oversight and compliance activities; and
- Submittal of reports to EPA.

Work Performed and Status: In FY2025, NCTCOG staff submitted a Quality Assurance Project Plan (QAPP), a required step prior to beginning any environmental activities. Additionally, staff began drafting the North Texas Zero Emission Vehicle Call for Projects and conducted outreach activities.

Work efforts in FY2025 were supported under Subtask 1.02 Grant Management and RTC Initiatives project utilizing RTC Local funds. Future work will be supported through EPA CHDV grant funds and local funds and will be ongoing through FY2026 as part of the Low-Emitting Vehicle and Equipment Grants project.

3.04 Public Transportation Planning

This Work Program subtask provides funding to assist local governments and transportation providers with public transportation funding and planning activities that focus on identifying opportunities for increased service in the region, as well as improving the efficiency and effectiveness of current systems.

Trinity Metro Pedestrian Improvement Plan

Transportation Planning Funds

In FY2024 and FY2025, staff will continue efforts on the development of a Pedestrian Improvement Plan for the Trinity Metro service area consistent with the City of Fort Worth's *Transit Moves Fort Worth* plan. The plan will review and identify pedestrian and other active transportation gaps and barriers to transit access along high-frequency (15-minute) routes and near existing transfer centers, park-n-ride lots and rail stations. Considerations will also be reviewed for potential wayfinding signage improvements. Anticipated products include:

- Gaps analysis related to existing pedestrian and active transportation infrastructure;
- Recommended improvements to infrastructure;
- Opinions of probable construction costs; and
- Plan with recommended priorities for implementation.

Work Performed and Status: Work on this project was completed in FY2024.

Public Transportation Funding and Administration

Transportation Planning Funds

This planning activity is ongoing throughout both FY2024 and FY2025, supporting the efforts of metropolitan, urban and rural transit providers in the North Central Texas region. General responsibilities include monitoring transit appropriations, grant activities and funding issues; identifying and monitoring transit-related issues of local, regional, and national interest; and responding to citizen, consultant, State, and federal requests for data, information, or assistance. Additional responsibilities include providing technical assistance to providers by coordinating the dissemination of technical information, federal regulations, and grant requirements. Anticipated products include:

- Planning for financial needs in coordination with local public transit providers; and
- Assistance to transit providers in the development of the annual program of projects and coordination of the programming of funds in an approved Statewide Transportation Improvement Program (STIP).

Work Performed and Status: NCTCOG staff coordinated with nine transportation providers and four municipalities in the region to award 30 FY2025 Programs of Projects totaling approximately \$206.3 million and four FY2024 Programs of Projects totaling \$5.1 million in Federal Transit Administration (FTA) formula funds, matched with Transportation Development Credits. Technical assistance was also provided to FTA and transit providers for grant submittals and reporting requirements.

Transportation Planning Funds were used to support work activities. This project is ongoing, and work will continue in FY2026.

Regional Public Transportation Coordination

Transportation Planning Funds

This planning activity is ongoing throughout both FY2024 and FY2025, supporting activities that further a coordinated and seamless public transportation system. This activity includes the Access North Texas Plan, which outlines coordination goals, policies and strategies to move the North Central Texas region toward more coordinated, efficient and seamless transportation services. This activity also includes technical assistance and general planning support to the transportation authorities in the region, as well as smaller transit agencies as they implement strategies from Access North Texas. Regional coordination activities will primarily focus on the counties that comprise the Metropolitan Planning Area. Coordination with surrounding areas will be included based on the impact that public transportation connections have within the planning area boundary. Anticipated products include:

- Enhancements to the Access North Texas Plan;
- Implementation of coordinated strategies identified in the Access North Texas Plan;
- Development of transit options for the transportation needs of the disadvantaged, including low-income, seniors, and individuals with disabilities, to increase opportunities and access to public transportation; and
- Support for transit system improvements resulting in seamless regional connectivity.

Work Performed and Status: In FY2025, NCTCOG staff conducted public outreach with in-person and virtual meetings for the 2026 update of the Access North Texas plan and held stakeholder meetings with transit providers. Staff also began collecting and analyzing regional data in preparation for the 2026 update. Draft goals and strategies for the updated plan are anticipated in early FY2026.

In addition, strategies identified in the 2022 Access North Texas Plan continued to shape planning and funding decisions, including coordination with transit providers in Collin County to increase the access and mobility of seniors and individuals with disabilities. Staff also coordinated with transit providers in Denton County on available demand-response options for riders and the City of Arlington to develop a project to enhance outreach for seniors and riders with disabilities.

As requested throughout FY2025, staff provided planning support and technical guidance to partner agencies to increase opportunities and access to public transportation. Efforts included regular coordination meetings with transportation authorities for special events and assistance with Transit 2.0 activities.

Transportation Planning Funds were used to support work activities. Work is ongoing, and work will continue in FY2026.

Regional Transit Planning Assistance

Transportation Planning Funds

This planning activity is ongoing throughout both FY2024 and FY2025, supporting activities that encourage short- and long-term transit planning for local governments and regional transit providers. Activities include providing technical assistance and general planning support to local governments with implementation options and investigating innovative funding and implementation opportunities for regional transit systems, including fixed guideway alternatives. Other initiatives include technical assistance and general planning support to the transportation authorities in the region, as well as smaller transit agencies, and oversight of federally required transit performance measures in support of the data-driven planning process. Complementing these efforts to support both local governments and transportation authorities, this planning activity includes preliminary project development activities for potential future rail corridors that would support follow-on corridor-specific feasibility and/or engineering studies. These preliminary project development activities include initial travel demand forecasting, early stakeholder coordination, and development of reasonable alternatives for future study. Examples of future rail corridors that would be included in these efforts are the McKinney Line and the Mansfield Line. Anticipated products include:

- Planning conducted on behalf of partner agencies based on identified needs;
- Support to regional transit agencies, including Travel Demand Model data, ridership projections, financial modeling, planning studies, and technical assistance;
- Assistance for transit system improvements resulting in seamless regional connectivity;
- Documentation of analysis methodologies, tracking, and monitoring of transit system performance documentation; and
- Preliminary project development planning for future rail corridors, including ridership forecasts and testing of planning assumptions.

Work Performed and Status: NCTCOG continued refining passenger rail ridership modeling for rail corridors throughout the region based on updated demographics and modeling techniques with a focus on identifying new opportunities for corridor development. A structure for delineating the difference between service characteristics of all-day regional rail service corridor opportunities versus those characteristics of a shorter-term weekend and/or special event type of rail service was developed for future evaluation. This structure will be useful in advancing corridors such as the McKinney Line and Mansfield Line that serve different types of ridership markets.

Travel demand forecasts were modeled to provide support for ongoing discussions between NCTCOG, transit agencies, and transit member and non-member cities on the benefits of expanding transit service throughout the region. Additionally, staff provided technical assistance through stakeholder coordination meetings, testing of transit service operational variables and scenarios, and review of documentation describing methodologies for system improvements.

Technical assistance to NCTCOG transportation department staff, transit providers, local governments, and the public was provided through ongoing efforts to update, maintain, and improve several Geographic Information System mapping products for transit providers, on-demand transit zones, and existing and future rail lines throughout NCTCOG's planning area.

Transportation Planning Funds were used to support work activities. This project is ongoing, and work will continue in FY2026.

Other Funding Sources

In FY2025, this element supports activities that encourage short- and long-term transit planning for transit providers within the Dallas-Fort Worth-Arlington, Denton-Lewisville, or McKinney-Frisco Census Urban Areas, defined as Urbanized Areas by the Federal Transit Administration (FTA), that receive or are eligible to receive FTA 5307 formula funding. Activities include providing technical assistance and general planning support to transit providers with implementation options and investigating innovative funding and implementation opportunities for regional transit systems, including fixed guideway alternatives. Other initiatives include technical assistance and general planning support to the transit providers in the region, and oversight of federally required transit performance measures in support of the data-driven planning process. Federal Transit Administration funds and Transportation Development Credits support work activities. Anticipated products include:

- Support to transit providers, including financial modeling, planning studies, and technical assistance;
- Assistance for transit system improvements resulting in seamless regional connectivity; and
- Documentation of analysis methodologies, tracking, and monitoring of transit system performance.

Work Performed and Status: Work by NCTCOG continued toward federally required performance-based planning and programming responsibilities. Activities included the monitoring and reporting of performance toward the regional Transit Asset Management and Public Transportation Agency Safety Plan targets based on the latest available data from the National Transit Database. Updated Public Transportation Agency Safety Plan performance measure targets were developed and adopted by the Regional Transportation Council.

In response to previously completed transit planning studies, assistance was offered and provided to communities in the region that have begun exploring or working on implementing the recommendations from those studies. This planning assistance included targeted analysis of data, short- and long-term scenarios, and service recommendations for these municipalities. In addition, the documentation of transit planning analyses and development of technical reports for the East Dallas, Kaufman, and Rockwall Counties Transit Planning Study were completed. This includes the completion of the scenario development report and a report on funding and implementation recommendations for new or enhanced transit services in the study area. The final review and formatting of the project deliverables were also largely completed. A Final Report will be developed as the final task for this study.

Technical assistance and coordination were provided to transit partners in the region, including ongoing work with Trinity Metro to assist with service planning and travel demand modeling for a planned high-intensity bus service. Technical assistance efforts also included support for smaller providers in the region, particularly through the ongoing maintenance of an interactive online mapping tool for SPAN Transportation.

Federal Transit Administration funds and Transportation Development Credits were used to support work activities. The project is ongoing, and work will continue in FY2026.

East Dallas, Kaufman, and Rockwall Counties Transit Planning Study

Other Funding Sources

Continuing in FY2024, this transit study will include development of a comprehensive approach to planning for the implementation of transit services outside of existing transit authority service areas. Initiatives include investigation of local and regional connections, a focus on strategic implementation and near-term strategies, increasing transportation options, and reviewing innovative funding opportunities and potential options for inclusion in future transportation plans. Federal Transit Administration funds, Surface Transportation Block Grant Program funds, and Transportation Development Credits will support these activities. Anticipated products include:

- Coordination meetings with transit partners, local governments, and stakeholders that monitor and ensure the continued progress of study completion;
- Mapping of potential alignment alternatives;
- Strategic implementation plans of recommended transit infrastructure and services; and
- Technical reports on transit implementation options in identified subregions that may include potential public transit implementation options, funding sources (public and private), and increased regional connections.

Work Performed and Status: All public and stakeholder engagement, technical data analysis, and scenario development activities were completed for the Eastern Dallas, Kaufman, and Rockwall Counties Transit Planning Study in FY2024.

Work performed for this initiative in FY2025 is documented in the work performed summary for Regional Transit Planning Assistance above. Completion of this initiative will occur in FY2026 as part of the aforementioned UPWP Subtask 3.04 Regional Transit Planning Assistance project, utilizing Federal Transit Administration funds.

Planning to Address Transit Needs in Fort Worth's 76104 Zip Code

Other Funding Sources

In FY2022, NCTCOG was awarded grant funding from the United States Department of Transportation (USDOT) under the Areas of Persistent Poverty (AoPP) Discretionary Grant Program to engage residents and stakeholders to identify innovative transit solutions that connect residents to healthy food, healthcare, affordable housing, jobs, and other needs. The study, Planning to Address Transit Needs in Fort Worth's 76104 Zip Code, will also identify strategies to reduce greenhouse gas emissions in this community, which is divided by an interstate freeway and experiences the lowest life expectancy in Texas. By identifying solutions that improve transit access and reduce emissions, the project will address racial inequities and environmental injustices in a zip code with six census tracts identified as Areas of Persistent Poverty. Activities will be ongoing throughout FY2024 and FY2025. This initiative will be supported through Federal Transit Administration grant funds, matched with Transportation Development Credits. Anticipated products include:

- Public Involvement Plan;
- Presentations and meeting and interview notes;
- List of performance criteria and targets;

- Documentation of community’s potential transit needs and recommended solutions;
- List of strategies to reduce greenhouse gas emissions; and
- Final report.

Work Performed and Status: NCTCOG staff hosted a public meeting in Fall 2024 and conducted a needs assessment survey in alignment with the project’s public involvement. Feedback received through the public meeting and public survey was organized and analyzed. Scenario development and data analyses have been completed and incorporated into a draft report.

Federal Transit Administration funds and Transportation Development Credits were used to support work activities. The final report will be completed in FY2026.

McKinney Avenue Transit Authority ADA Accessibility Study

Other Funding Sources

This element is ongoing throughout both FY2024 and FY2025 to develop a comprehensive Americans with Disabilities (ADA) accessibility study for the McKinney Avenue Transit Authority (MATA). This study will assess ADA requirements and options for streetcars, and develop an implementation program and timeline, a resources plan, and funding options. Consultant assistance will be utilized. Work activities will be supported by Regional Toll Revenue funds. Anticipated products include:

- Coordination meetings with transit partner, local government(s), and stakeholders that monitor and ensure the continued progress of study completion;
- Procurement and executed agreements for consultant services;
- Technical reports on ADA accessibility requirements and options; and
- Strategic implementation plans of recommended ADA upgrades, timeline, and available resources.

Work Performed and Status: In FY2025, a Request for Proposals (RFP) was released by NCTCOG, and a consultant was selected. A contract was executed, and staff conducted a project kick-off meeting with the project advisory committee. Efforts began on data collection and primary stakeholder interviews.

Regional Toll Revenue funds (CSJ 0918-47-439) were used to complete project activities. This project is ongoing and will continue in FY2026.

M-Line Study

Other Funding Sources

During FY2025, and in coordination with the McKinney Avenue Transit Authority, the City of Dallas, Dallas Area Rapid Transit, and other stakeholders in the area, NCTCOG will conduct a feasibility study for an extension of the M-Line Trolley to connect Uptown with the Knox-Henderson neighborhood. The feasibility study will recommend alignments and stops; evaluate the cost of implementation, operation, and maintenance; identify potential funding sources; and develop a preliminary implementation schedule. Consultant assistance will be used for this

initiative. Funding source is Surface Transportation Block Grant Program funds and Transportation Development Credits. Anticipated products include:

- Ridership estimates;
- Preliminary environmental analysis; and
- Technical reports.

Work Performed and Status: Work on this project will begin in FY2026; an executed Advanced Funding Agreement with the Texas Department of Transportation was received in late FY2025.

Western Regional Transit Access Study

Transportation Planning Funds

During FY2024 and FY2025, NCTCOG staff will conduct a comprehensive transit study for Western Tarrant County and Eastern Parker County. Activities include developing a comprehensive approach to planning and implementing transit services outside of existing transit authority service areas. Initiatives will include the investigation of local and regional connections to downtown Fort Worth and other major employment centers in Tarrant County, a focus on strategic implementation and near-term strategies, increasing transportation options, and reviewing innovative funding opportunities and potential options for inclusion in future transportation plans. Anticipated products include:

- Coordination meetings with transit partners, local governments, and stakeholders that monitor and ensure the continued progress of study completion;
- Mapping of potential alignment alternatives;
- Strategic implementation plans of recommended transit infrastructure and services; and
- Technical reports on transit implementation options in identified subregions that may include potential public transit implementation options, funding sources (public and private), and increased regional connections.

Work Performed and Status: Project scoping activities were initiated for work to begin in FY2026.

Transportation Planning Funds were used to support activities, and work will continue in FY2026.

Dallas Area Rapid Transit Member Cities Small Area Plans

Transportation Planning Funds

During FY2024 and FY2025, NCTCOG staff will provide technical assistance in the development of integrated area mobility plans for each Dallas Area Rapid Transit (DART) service area city. This effort will include preparation of an existing conditions report that will highlight potential opportunities DART has identified based on existing area plans, programs, projects, and policies within each of the 13 DART member cities. Programs, policies, plans, and projects will be reviewed based on DART's agency goals of enhancing service, improving multimodal connectivity, enhancing transit facilities, developing corridor investments, and coordinating transit-supportive land use. Anticipated products will include:

- An inventory of projects currently listed in the Mobility 2045 Update, and the Transportation Improvement Program;
- Creation of an information system including existing policies, programs, plans, and projects sorted by each DART member city;
- Technical reports highlighting strategic recommendations for transit-supportive policies and funded projects; and
- Coordination meetings with transit partners, local governments, and stakeholders within respective DART service areas.

Work Performed and Status: At the request of Dallas Area Rapid Transit, this project will not be conducted.

Understanding Transportation Alternatives for an Aging Population

Transportation Planning Funds

During FY2025, data will be collected and areas of concern evaluated related to the availability of supportive transportation options for seniors. Contributing factors such as health and income, along with the availability and accessibility of current transportation options, will be examined. This work will help to inform future directions in the provision of supportive transportation services for seniors. University assistance will be utilized. Anticipated products include:

- Summary of data trends identified; and
- Policy recommendations regarding future directions for supportive transportation services for seniors.

Work Performed and Status: University assistance was used to conduct project activities. Literature related to the mobility needs of seniors was reviewed. Census, crash, and demographic data related to travel and seniors in the Metropolitan Planning Area was collected and analyzed. A final presentation and report were completed.

Transportation Planning Funds were used to support work activities. This work was completed in FY2025.

3.05 Transit Management and Operations

This Work Program subtask provides funding primarily for the implementation of projects that focus on eliminating gaps in services, reducing duplication of services, enhancing coordination, and improving the efficiency and effectiveness of the region's existing services.

FTA Urban Funding Grant Administration

Other Funding Sources

This implementation activity is ongoing throughout FY2024 and FY2025, supporting all responsibilities NCTCOG assumes as the designated recipient for Federal Transit Administration (FTA) grant funds received for urbanized areas in the region. General responsibilities include

program administration, project implementation, grant management and program oversight for all subgrantees who receive funds through the Bus and Bus Facilities Program, Congestion Mitigation and Air Quality Improvement Program, Enhanced Mobility of Seniors and Individuals with Disabilities Program, and the Urbanized Area Formula Program. Activities will also include the administration of emergency assistance funding made available by FTA to subgrantees in response to COVID-19 including the Coronavirus Aid, Relief, and Economic Security (CARES) Act, and American Rescue Plan (ARP) Act of 2021, which are expected to be administered through FY2024, and the Emergency Relief Grants for Public Transportation Systems Affected by Major Declared Disasters in Calendar Years 2017, 2020, 2021, and 2022, which are expected to be administered through FY2025. Federal Transit Administration funds, Regional Toll Revenue funds, subgrantee local funds, and Transportation Development Credits will support these activities. Consultant assistance may be used. Anticipated products include:

- FY2024 and FY2025 funding allocations;
- CARES Act funding allocations;
- ARP Act funding allocations;
- Emergency Relief funding awards;
- Grant and agreement management;
- Application oversight and compliance initiatives;
- Funding disbursement of reimbursable project expenses to subgrantees;
- Administration of a vehicle loaner program;
- Submittal of coordinated reports on behalf of subgrantees; and
- Procurements for services and equipment, including buses, on behalf of subgrantees.

Work Performed and Status: Throughout FY2025, NCTCOG has continued its role as the designated recipient for Federal Transit Administration (FTA) grant funds supporting urbanized areas in the region. Activities have focused on program administration, project implementation, grant management, and oversight of subgrantees participating in federal programs, including the Bus and Bus Facilities Program, Enhanced Mobility of Seniors and Individuals with Disabilities Program, and the Urbanized Area Formula Program. Activities also included the administration of emergency assistance funding under the CARES Act and the Emergency Relief Grants for Public Transportation Systems Affected by Major Declared Disasters in Calendar Years 2017, 2020, 2021, and 2022.

Funding allocations for FY2024 were completed and distributed across subgrantees. FY2025 allocations were fully developed, and staff are in the process of finalizing agreements. New major awards were executed for Section 5310 and Section 5307 funding, apportioned in FY2023 and FY2024, respectively. Staff facilitated amendments, extensions, and revisions for active grants. Staff also continued to improve internal procedures to expedite critical funding and better utilize tracking systems to communicate funding needs and the grant progress. Compliance oversight efforts in FY2025 focused on Equal Employment Opportunity compliance and program-specific reviews for Sections 5307 and 5310. Technical assistance was provided to subgrantees to improve documentation and support compliance assurance. Staff will continue this effort in FY2026, with additional emphasis on safety, including a review of Public Transportation Agency Safety Plans (PTASP) and development of best practices. Reimbursements to subgrantees remained on schedule. Efforts are underway to streamline the reimbursement process to improve efficiency and reduce the wait time for subrecipients to receive reimbursement from NCTCOG.

CARES Act funding was fully expended, with final disbursements completed in May 2025. All subgrantees utilized their allocations, and no funds were returned. This item is not continuing to FY2026. Emergency Relief Grants for Public Transportation Systems Affected by Major Declared

Disasters in Calendar Years 2017, 2020, 2021, and 2022 are actively being administered. Awards have been made, and subgrantee work is underway, with completion expected in early FY2026.

The vehicle loaner program is winding down, with approximately 10 vehicles still in active service. Subgrantees have provided positive feedback, noting that access to rolling stock has supported project goals and service continuity. Two parallel capital procurements were initiated for electric and non-electric rolling stock, including in-plant inspections. Rolling stock has been procured, and technical assistance has been provided to support subgrantee-led procurements.

Reports submitted on behalf of subgrantees include Milestone Progress Reports, Federal Financial Reports, National Transit Database Reporting, and the PTASP General Directive Report. Coordination has improved through the introduction of a new incident reporting form, and subgrantees have expressed appreciation for the shared reporting responsibilities.

Federal Transit Administration funds, local funds from subgrantees, and Transportation Development Credits supported work activities. This project is ongoing and will continue into FY2026.

Sustainability and Innovative Solutions for Transit

Other Funding Sources

This implementation activity is ongoing throughout both FY2024 and FY2025, supporting coordination and implementation of sustainable transit initiatives and innovative solutions. The Program supports Chapter 461 of the Texas Transportation Code that focuses on maximizing the benefits of the State's investment in public transit through the coordination of services and other innovative transit-related projects. Activities include developing projects to encourage access to public transportation, including coordination with local Transportation Management Associations (TMAs). Regional Toll Revenue funds and Regional Transportation Council Local funds will support these activities. Anticipated products include:

- Identification and preparation of competitive grant applications to seek additional funds to support regional initiatives;
- Coordination with transit agencies, community colleges, colleges, and universities to provide students with transit passes;
- Technical assistance for new and existing TMAs;
- Short- and long-range solutions that move the region toward more comprehensive, coordinated, accessible, efficient, and effective public transit services; and
- Policies, programs, and projects that support and encourage sustainable transportation options around the region while elevating customer service and air quality.

Work Performed and Status: Through a partnership with Trinity Metro, NCTCOG continued to provide funding to support transit passes for eligible Tarrant County College students and coordinated with a partner agency to identify project changes to increase efficiencies. In addition, the funding agreement for Transit Passes on the Eastern portion of the region was executed, and staff initiated discussions with Dallas College to develop the scope of the project.

As part of sustaining and enhancing access to public transportation services in the Southern Dallas Inland Port area, staff met regularly with partners in the Southern Dallas Inland Port area to discuss transit needs, coordinated with the local TMA, and enhanced efforts by Dallas County

to develop a Local Government Corporation. In addition, staff supported local governments and a regional transit provider to review programs and transition on-demand transit services in the cities of Lancaster, Wilmer, and Hutchins.

Regional Toll Revenue funds (CSJs 0918-47-466 and 0918-47-468) and Regional Transportation Council Local funds were used to support work activities. This project is ongoing, and work will continue in FY2026.

Mobility Management

Other Funding Sources

These planning and coordination activities are ongoing for FY2024 and FY2025, supporting mobility management and mobility as a service (MaaS) initiatives to improve the coordination of transportation services in the Metropolitan Planning Area. Activities include the implementation of mobility workgroups with a focus on increasing economies of scale, monitoring MaaS platform integration, developing recommendations for regional on-demand trips, and creating new innovative partnerships with local governments and private and non-profit stakeholders who hold key connections or interest in increasing mobility options in the region. Federal Transit Administration funds, Surface Transportation Block Grant Program funds, and Transportation Development Credits will support these activities. Anticipated products include:

- Strengthened mobility management activities with transit partners for the management and delivery of coordinated transportation services to transit-dependent populations;
- Support for the integration of public transportation information with regional and local transportation platforms, including 511DFW;
- Coordination of Regional Mobility Managers and Mobility on Demand workgroup meetings to document best practices and promote partnerships in the region;
- Technical report for regional on-demand implementation options that may include recommendations for transit providers, identification of transfer points, potential funding sources (public and private), and strategies to increase regional connections;
- Resources to assist local governments, transit providers, community service agencies, and the public on available transit options; and
- Execution of subrecipient agreements and documentation of subrecipient compliance to grant requirements through monitoring and on-site reviews.

Work Performed and Status: The Regional Mobility Managers Group highlighted several major projects occurring in the region. Dallas Area Rapid Transit presented on its Strategic Plan (Point B), local transit organizations shared efforts to enhance community engagement, and NCTCOG staff shared progress on the regional coordinated plan, Access North Texas. Activities also included verification of provider information in the regional Get-A-Ride-Guide to connect riders to transit information.

NCTCOG staff continued efforts to integrate transportation information into regional platforms and identify areas for future Mobility as a Service coordination, including reviewing and participating in Transit 2.0 study efforts.

Staff anticipates initiating development of the technical report for regional on-demand implementation options in FY2026 once the Regional Transportation Council Transit Vision Subcommittee provides its recommendations.

Staff continued to provide resources to local governments' transit providers, including development of transit projects within the urbanized areas, and support to the public on available transit options. In addition, staff coordinated with a community service agency to request Regional Transportation Council approval for the Transportation Assistance Hub project, which connects riders with existing providers and creates mobility plans to meet rider needs. A subrecipient agreement is expected in FY2026.

Federal Transit Administration funds and Transportation Development Credits were used to support these activities. This project is ongoing, and work will continue in FY2026 under the Regional Transit Coordination Program initiative.

Strategic Partnership Program

Other Funding Sources

This implementation activity is ongoing for FY2024 and FY2025, supporting coordination with strategic partners to develop transit projects that meet the transit needs of seniors, individuals with disabilities, and low-income populations for job access. Transit projects will be developed based on several factors, including, but not limited to, previously identified strategies in Access North Texas, environmental justice impact with consideration to strategies aligned with the Justice40 initiative, accessibility, strategic value in the region, innovation, and project sustainability. These efforts will fund projects that are responsive to the needs of transit-dependent populations, address gaps in service, and contribute to the coordination of services among transit providers. Federal Transit Administration funds, Regional Transportation Council Local funds, and Transportation Development Credits will support these activities. Anticipated products include:

- Review of Strategic Partnerships project requests;
- Coordination with local governments, transit providers, community service organizations, and other stakeholders to evaluate requests;
- A mobility toolbox to provide local governments with resources on transit project development;
- Programs and projects through Strategic Partnerships funding to improve transit access for seniors, individuals with disabilities, and low-income populations;
- Implementation of projects that address gaps in services and integrate recommendations from recent transit studies (e.g., the Collin County Transit Study), other local governments, and partner agencies; and
- Execution of subrecipient agreements and documentation of subrecipient compliance with grant requirements through monitoring and on-site reviews.

Work Performed and Status: Nine project ideas were received, and one was recommended for consideration through the Transit Strategic Partnership Program. The selected project aligns with regional goals set forth in Access North Texas. The project addresses gaps in service for seniors and individuals with disabilities in the City of Arlington to connect targeted riders with travel navigation services. Staff is also identifying potential changes to the mobility toolbox and the overall program to align funding and implementation of projects with recommendations from the Regional Transportation Council Transit Vision subcommittee when finalized.

Federal Transit Administration funds, Regional Transportation Council Local funds, and Transportation Development Credits were used to support these activities. This project is ongoing and will continue in FY2026.

Enhancing Mobility within the Southern Dallas Inland Port

Other Funding Sources

This implementation activity is ongoing for FY2024 and FY2025. In FY2022, NCTCOG was awarded grant funding from the United States Department of Transportation (USDOT) under the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program to implement mobility enhancements to and within the Southern Dallas Inland Port. The project seeks to enhance connectivity in Southern Dallas County by optimizing transit service, improving pedestrian infrastructure, and updating traffic signals. NCTCOG staff will oversee project management of the RAISE Enhancing Mobility within the Southern Dallas Inland Port project once initiated. Contractor and subrecipient assistance will be utilized. Federal Transit Administration funds, Congestion Mitigation and Air Quality Improvement Program funds, Regional Toll Revenue funds, and local funds will support these activities. Anticipated products include:

- Procurement of electric vehicles and related charging equipment on behalf of subrecipients to deliver on-demand services;
- Installation of charging infrastructure for electric vehicles at strategic locations to optimize on-demand services;
- Construction and implementation of infrastructure to improve safety of pedestrian and vehicle movements, including transit; and
- Execution of subrecipient agreements and documentation of subrecipient compliance to grant requirements through monitoring and on-site reviews.

Work Performed and Status: NCTCOG staff work activities in FY2025 to procure electric vehicles on behalf of subrecipients to deliver on-demand services were supported under Subtask 1.02 Grant Management and RTC Initiatives utilizing RTC Local funds.

Federal Transit Administration funds and local funds were used for a consultant to inspect the prospective buses to ensure they met federal requirements. Work is anticipated to continue in FY2026.

Transit Driver Workforce Development and Training Program

Other Funding Sources

During FY2024 and FY2025, a transit driver program will be developed to provide commercial driver's license tuition reimbursement to address the shortage of transit vehicle drivers, especially across small transit agencies. Training and workshops will assist transit providers to meet all the federal and State certification requirements for transit drivers and introduce alternative fuel technologies. Major efforts will focus on workforce education, outreach, and training. Consultant assistance may be utilized. Work activities will be supported by Surface Transportation Block Grant Program funds. Anticipated products include:

- Development of a curriculum plan for driver recruitment and retention;
- Communication and education/outreach services for small transit providers, transit agencies, and other stakeholders/interested parties;
- Procurement, inventory, and distribution of recruitment items;
- Training sessions and workshops for prospective transit drivers; and

- Training for first responders, fleet managers, local government staff, and others about alternative fuel vehicle technologies and associated infrastructure.

Work Performed and Status: Agreement execution and project implementation is anticipated in FY2026.

Regional Vanpool Program

Other Funding Sources

This program, designed to reduce single-occupancy commuter trips, is ongoing throughout FY2024 and FY2025 and is an important rideshare program for trip reduction, providing a “shared ride” for commuters traveling long distances or in areas with limited or no fixed-route transit service. The Regional Vanpool Program is operated by the Denton County Transportation Authority and Trinity Metro. Activities will include streamlining the program across providers through regional coordination, providing technical assistance to transit partners, monitoring performance measures, reporting trip reduction data, and exploring future program enhancements. Other initiatives include promoting updated vanpool services to the public and possibly conducting a vanpool utilization study to assist with future systems and facilities planning, and for building interagency partnerships with regional partners for the purpose of increasing participation in commuter vanpools. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized for this program. Consultant assistance may be utilized. Anticipated products include:

- Management and oversight of regional vanpool program including operational processes, program budget, invoice activities, agreement development activities, and program assessment activities;
- Coordination meetings with transit partners and stakeholders to maximize regional effectiveness;
- Educational outreach strategies with transit agencies to promote usage among potential riders; and
- Procurement and executed agreements for utilization study.

Work Performed and Status: NCTCOG provided oversight of the activities associated with the Regional Vanpool Program, including coordination with the Denton County Transportation Authority (DCTA) and Trinity Metro on existing and future program budgets; quarterly vanpool coordination meetings; and regular communications with vanpool program staff from Dallas Area Rapid Transit (DART), DCTA, and Trinity Metro. At the end of FY2025, 340 total vanpools operated by DCTA and Trinity Metro were in operation which contributed to vehicle miles of travel reductions, along with producing savings of volatile organic compound and nitrogen oxide emissions. The DART Vanpool Program is still inactive.

Surface Transportation Block Grant Program funds (CSJ 0918-00-363) and Transportation Development Credits were used to support work activities. This project is ongoing, and work will continue in FY2026.

3.06 Congestion Management Planning

As defined in federal guidelines, the Congestion Management Process (CMP) is a regionally coordinated approach that provides accurate, up-to-date information on measuring congestion levels and assessing strategies for addressing congestion that meets State and local needs. A CMP is required in urbanized areas with a population exceeding 200,000, known as Transportation Management Areas (TMAs). In TMAs designated as ozone or carbon monoxide non-attainment areas, federal regulations prohibit the programming of federal funds to projects that result in a significant increase in carrying capacity for single-occupant vehicles (SOVs) unless such projects can be justified and incorporate any reasonable travel demand management (TDM) and transportation system management and operation (TSM&O) strategies identified in the CMP.

Congestion Management Process

Transportation Planning Funds

The updating and maintenance of the Congestion Management Process (CMP) documentation for the Dallas-Fort Worth Metropolitan Area is a major element of this Work Program subtask. While the wide range of higher-cost capacity expansion projects and other major infrastructure investments identified in the Metropolitan Transportation Plan are needed to meet long-term transportation demands, the CMP focuses on identifying a range of lower-cost, short-term strategies for addressing congestion on the most congested roadway corridors in the region. In addition to TDM and TSM&O strategies, the CMP identifies Asset Optimization strategies where corridor deficiencies and performance gaps can be addressed within the existing right-of-way using lower-cost operational and capital improvement strategies that are more cost-effective and quicker to implement than higher-cost capacity expansion projects. Work will be ongoing throughout FY2024 and FY2025, and the following products will be delivered as the result of work done in this element:

- Update and maintenance of the CMP documentation;
- Presentations and maps utilizing CMP data and information;
- Completion of justification analysis and CMP commitment identification for non-exempt single-occupancy vehicle (SOV) capacity-increasing projects submitted for Transportation Improvement Program (TIP) funding;
- Quarterly and other reports to the policy and technical committees to document CMP strategy commitments;
- Coordination meetings with the Texas Department of Transportation (TxDOT) and other implementing agencies of significant SOV capacity-increasing projects to ensure CMP strategy commitments;
- Integration of the data fields from the corridor fact sheets from the Congestion Management Process Update documentation into the planning tool;
- Ongoing coordination with program areas to maintain the planning tool to keep data current and reliable;
- Documentation to guide incorporation of planning tool information and reports into updates to the Metropolitan Transportation Plan, Unified Transportation Program, and Transportation Improvement Program;
- Integration of corridor-specific CMP strategies into updates to the Metropolitan Transportation Plan and the TIP, and within corridor and environmental studies initiated through Subtask 5.01; and

- Development and maintenance of a web page on the CMP and related strategies, including status updates, meeting materials, and resource information.

Work Performed and Status: NCTCOG staff continued work on development of an automated process and user interface to update performance and asset data to allow for more frequent and recurring updates to the Congestion Management Process (CMP). The collection of new data sets to feed into the new process and user interface continued. Roadway capacity projects were tracked and evaluated based on the CMP Project Implementation form, including single-occupant vehicle justification. All projects being entered into the Transportation Improvement Program (TIP) through the modification process were evaluated for added capacity and confirmed through communication with TIP staff. Updates to the CMP compliance form was updated to improve the modification process and documentation.

Transportation Planning Funds were used to support these work activities. This project is ongoing and will continue in FY2026.

Development of Regional and Corridor-Level Travel Demand Management Strategies

Transportation Planning Funds

This element is ongoing throughout FY2024 and FY2025, providing for the planning and development of regional travel demand management (TDM) strategies including, but not limited to, employer trip reduction initiatives, carpools, vanpools, park-and-ride facilities, and transportation management associations. This element also supports the development of regional TDM strategies in the Metropolitan Transportation Plan. Regional travel demand management strategies identified in the Congestion Management Process will be applied on a regional level, and additional travel demand reduction strategies will then be evaluated for their application on the corridor and subarea levels. At the project implementation level, TDM projects are monitored so they can be added to the regional Transportation Improvement Program at the appropriate time with respect to the single-occupancy vehicle facility implementation. Anticipated products include:

- Monitoring of regional TDM goals and strategies outlined in the Metropolitan Transportation Plan and the Congestion Management Process;
- Assessment and monitoring of Metropolitan Transportation Plan Policy Bundle surveys for TDM-related survey components;
- Assessment and monitoring of public- and private-agency participation in the regional trip reduction target setting for single-occupancy vehicle trips;
- Maintenance of and updates to the Regional Park-and-Ride Inventory database and map;
- Coordination with regional partners for the collection of TDM-related performance measures and/or activity reports for inclusion in TDM reports; and,
- Development and implementation assistance efforts to regional employers in developing or strengthening alternative commute programs within their agencies.

Work Performed and Status: The management and progression of regional and corridor-specific travel demand management (TDM) strategies continued throughout FY2025. NCTCOG staff updated TDM chapter content for Mobility 2050 and initiated updates to the MTP Policy Bundle packet, continued to update and maintain the regional Park-and-Ride facility inventory listing and updated online map resources, continued coordination activities with the Southern Dallas County Inland Port Transportation Management Association in Dallas and the Legacy Connect TMA in

Plano, and continued to highlight the annual target of a 20 percent reduction in Single-Occupancy Vehicle (SOV) trips during peak periods as outlined in the SOV Trip Reduction target resolution. The development of a Regional TDM Plan was initiated, with an anticipated completion date in the first quarter of FY2026. Data was captured through the Try Parking It system and collected from department-level programs/projects and regional transit partners for inclusion in the NCTCOG annual TDM Performance Report.

Transportation Planning Funds were utilized to support these work activities. This project is ongoing, and work will continue in FY2026.

Transportation System Management and Operations

Transportation Planning Funds

This program is ongoing throughout FY2024 and FY2025, supporting development of regional Transportation Systems Management and Operations (TSM&O) strategies. It includes strategies such as intersection and signalization improvements, grade separation, freeway bottleneck removal, and Intelligent Transportation Systems (ITS) which will be developed to reduce travel time and enhance system reliability. Anticipated products include:

- Monitoring, updating, identification, and evaluation of regional TSM&O plans, policies, and projects outlined in the Metropolitan Transportation Plan and Congestion Management Process;
- Evaluation of TSM&O projects for inclusion in the Transportation Improvement Program;
- Support and assistance to regional partners to plan strategies and promote cooperation and participation in committee meetings;
- Evaluation of vehicle and infrastructure technology; and
- Monitoring and assessment of Metropolitan Transportation Plan Policy Bundles survey for TSM&O-related survey components.

Work Performed and Status: NCTCOG continued to make significant strides in the advancement of regional Transportation Systems Management and Operations (TSM&O) initiatives. These efforts aligned closely with the goals and strategies outlined in the Metropolitan Transportation Plan, focusing on enhancing the efficiency and effectiveness of the region's transportation network.

A key component of the year's activities involved extensive collaboration with local cities and the Texas Department of Transportation (TxDOT). This coordination centered on identifying and evaluating both current and planned deployments of TSM&O strategies and technologies across the region. NCTCOG staff actively participated in regional updates to the TSM&O plan, ensuring its alignment with evolving transportation needs. Additionally, a thorough review of TSM&O elements in the Metropolitan Transportation Plan Policy Bundle was completed, reinforcing the integration of TSM&O principles into broader transportation planning efforts.

Significant progress was made in enhancing regional connectivity through the center-to-center (C2C) communication system. In partnership with TxDOT, NCTCOG updated the inventory of agencies connected through C2C plug-ins and identified those requiring connection. The team monitored existing agreements and initiated new ones for data and video sharing, bolstering the regional communication system's implementation. Prioritization and development of new C2C

plug-ins for local agencies were undertaken, further strengthening the region's interconnected transportation management capabilities.

Stakeholder engagement remained a priority, with two Intelligent Transportation Systems (ITS) Stakeholder Task Force meetings held during the fiscal year. These meetings served as valuable platforms for disseminating updates on regional ITS activities and featured presentations on TSM&O-related projects from both NCTCOG and local agency representatives. This ongoing dialogue facilitated knowledge sharing and collaboration among key transportation stakeholders in the region.

Transportation Planning Funds were utilized to support work activities related to this project. The project is ongoing, and work will continue in FY2026.

Intelligent Transportation Systems Architecture

Transportation Planning Funds

This program is ongoing throughout FY2024 and FY2025, supporting development of regional Intelligent Transportation Systems (ITS) planning and Regional ITS Architecture. ITS improves transportation safety and mobility, reduces environmental impact, and enhances productivity through the integration of advanced communications-based information and electronic technologies into the transportation infrastructure and vehicles. The ITS Architecture guides the use of ITS and builds regional consensus for integrating the systems of multiple agencies in the Metropolitan Planning Area. Anticipated products include:

- Identification and documentation of standards for interagency communication of data and video through Center-to-Center-related software and requirements to facilitate information standardization and sharing between agencies;
- Update of the Regional ITS Architecture and development of associated plans and documents;
- Review and approval of project-level statements of ITS Architecture consistency;
- Update of the Regional ITS Architecture Strategic Deployment Plan with agency-proposed project listings; and
- Review and update of scoring criteria for prioritization of projects listed in the Strategic Deployment Plan.

Work Performed and Status: During FY2025, NCTCOG staff continued to review and approve project-level statements of ITS Architecture consistency for projects submitted through the Transportation Improvement Program (TIP) to ensure compliance with the Regional Intelligent Transportation Systems (ITS) Architecture. This process remained essential for ITS projects seeking federal funding.

The Regional Network Committee expanded its membership, with an additional three agencies executing Memorandums of Understanding (MOUs), bringing the total to 20 participating agencies. Committee meetings focused on advancing strategies for sharing communications infrastructure, transportation data, and video feeds among regional partners.

Staff updated the Regional ITS Architecture Strategic Deployment Plan Project Listing to reflect new projects and emerging technologies. Prioritization discussions continued with ITS Stakeholder Task Force participants, and staff finalized the evaluation and ranking of projects

submitted by partner agencies. These rankings will guide future funding decisions within the TIP when resources become available.

Additionally, staff began preliminary work on identifying opportunities to integrate connected vehicle and emerging technology initiatives into the regional ITS framework. Coordination with partner agencies included technical assistance and guidance on architecture compliance for upcoming projects.

Transportation Planning Funds supported these activities. This project is ongoing and will continue in FY2026.

Incident Management Signage and Striping

Other Funding Sources

NCTCOG staff will continue to inventory regional signage for limited-access facilities within the 12-county Metropolitan Planning Area. Signage locations will be documented in which inaccurate, poorly located, or otherwise incorrect conditions exist that may contribute to congestion or unsafe traffic operations. These locations will be provided to TxDOT and recommended for replacement. Facilities under construction will be omitted from the inventory. This program uses Regional Toll Revenue funds. Activities will be ongoing throughout FY2024 and FY2025. Anticipated products include:

- Video footage of all limited-access facilities;
- Evaluation of video that will result in a documented inventory containing areas of incorrect or unclear signage;
- Geographic Information System (GIS)-based maps identifying problem locations; and
- Coordination with local TxDOT districts to present project findings.

Work Performed and Status: A selection of limited-access facilities within the 12-county Metropolitan Planning Area were filmed and the video subsequently reviewed to inventory any areas of incorrect or unclear signage. Geographic Information Systems-based maps identifying problem areas were produced. NCTCOG staff met with local TxDOT districts and other regional transportation agencies to present and discuss project findings.

Regional Toll Revenue funds (CSJ 0918-00-344) were used to support work activities. Activities will be ongoing throughout FY2026.

3.07 Congestion Management Operations

The Regional Transportation Council has selected the following congestion management strategies through a series of funding initiatives. The strategies listed below are congestion management projects that NCTCOG is responsible for implementing and/or administering. Efforts in this subtask will be conducted in conjunction with local governments to better coordinate transportation operations and investments.

Special Events

Other Funding Sources

This program is ongoing throughout FY2024 and FY2025, providing planning and implementation activities for various transportation service needs for special events. NCTCOG continues coordination and technical support for local governments, transportation providers, and other key stakeholders in North Central Texas regarding the regional coordination of special event management plans and critical infrastructure needs to support these events. Surface Transportation Block Grant Program funds, Regional Toll Revenue funds, Regional Transportation Council Local funds, and Transportation Development Credits will support this initiative. Consultant assistance will be utilized. NCTCOG staff will provide oversight of this program. Anticipated products include:

- An inventory of major special events in the region;
- Coordinated regional partner involvement;
- Implementation of coordinated congestion management strategies associated with special events including transit;
- Identification of roadway and other modal improvements needed to improve traffic and pedestrian movements around special events;
- Analysis of sports and entertainment express bus service between Fort Worth and Arlington;
- Identification of funding sources or shared resources, and funding agreements executed with regional partners to implement projects;
- Committee meetings;
- Development of local area traffic management plans for the FIFA 2026 World Cup; and
- Lot improvements to accommodate staging areas for transit, charter buses, and transportation network companies, including shade structures, lighting, wayfinding, benches, and rider amenities for the FIFA 2026 World Cup.

Work Performed and Status: NCTCOG staff continued to coordinate activities, including the use of an inventory of regionally significant special events; monitor special events calendars; and work with regional partners to develop strategies and plans for special events. The Regional Transportation Council (RTC) approved additional funding for transportation needs that were identified for the upcoming 2026 World Cup. NCTCOG procured consultant services to develop the 2026 World Cup Mobility Plan. Quarterly meetings were held with partner agencies to discuss and plan for the 2026 World Cup. Transportation World Cup Working Groups were initiated and met as needed throughout FY2025. Staff continued to work with Texas Department of Transportation (TxDOT) and the cities of Arlington and Grand Prairie to identify the hours of operation for the IH 30 reversible managed lanes and coordinate with TxDOT and the North Texas Tollway Authority to monitor the system and post messages on the dynamic message boards during 196 events.

Surface Transportation Block Grant Program funds (CSJ 0902-00-350), Regional Transportation Council Local funds, and Transportation Development Credits were utilized to support work activities. This project is ongoing and will continue in FY2026.

Managed Lane Technology Assessment

Other Funding Sources

This element is ongoing throughout FY2024 and FY2025. To facilitate efficient operation and toll collection on the managed lanes, the region desires that a technology-based system be implemented to verify auto occupancy. The region plans to utilize advanced technology for vehicle occupancy detection and verification, as well as other equipment to improve the safety and operations of managed lanes. As part of this task, staff will provide public outreach and education regarding High Occupancy Vehicle (HOV)/managed lane pricing. Staff will also work with regional partners to implement occupancy-based tolling and dynamic pricing. This element also supports NCTCOG's membership in, and support for research under, the Federal Highway Administration's (FHWA's) High Occupancy Vehicle/Managed Use Lane Pooled Fund Study. Surface Transportation Block Grant Program funds, Transportation Development Credits, Federal Highway Administration funds, Regional Toll Revenue funds, Texas Department of Transportation funds, and Regional Transportation Council Local funds will be used to support these activities. Anticipated products include:

- Coordination and meetings with partner agencies as needed;
- Public outreach and education on HOV/managed lanes;
- Implementation and integration of technology to detect/verify auto occupancy on HOV/managed lane system;
- Identification and implementation of additional roadways and scenarios to implement auto occupancy verification technologies to help with traffic congestion; and
- Support for and participation in FHWA High Occupancy Vehicle/Managed Use Lane Pooled Fund Study.

Work Performed and Status: NCTCOG continued to hold regular meetings with partner agencies to discuss operational aspects and performance of the auto occupancy detection and verification technology on managed lanes within the region. Updates continued on the communication plan to refresh communications talking points, creative pieces, and messaging. Staff continued to track usage, monitor, and respond to customer service inquiries, and refine processes for violations. For efforts for the Surface Transportation System Funding Alternatives (STSFA) Program, staff completed the Travel Behavior Analysis, Road User Perception Analysis, and Administrative Cost Burden Analysis. The implementation phase of the program concluded in August 2025, and the full program is expected to conclude in December 2025 with a Final Project Report. In addition, staff continued to attend meetings and participate in the FHWA High-Occupancy Vehicle/Managed Lane Pooled Fund Study. Consultant and subrecipient assistance were utilized in the implementation of this project.

Surface Transportation Block Grant Program funds (CSJ 0918-00-411), Federal Highway Administration funds (CSJ 0918-00-366), Regional Toll Revenue funds, Regional Transportation Council Local funds, and Transportation Development Credits were utilized to support work activities. This project is ongoing and will continue in FY2026, with the exception of participation in the FHWA High-Occupancy Vehicle/Managed Lane Pooled Fund Study, which concluded in FY2025.

Traffic Incident Management Training

Other Funding Sources

This program is ongoing throughout FY2024 and FY2025, providing training for agencies responsible for managing and clearing traffic incidents. This training has been demonstrated to improve responder and motorist safety, and to significantly reduce the length and size of roadway closures. The Dallas-Fort Worth area was the first area in the nation to formalize the training process to reach out to all responders and generate improvements in the management of traffic incidents. The goal of NCTCOG Traffic Incident Management (TIM) training is to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce upstream traffic accidents, improve the efficiency of the transportation system, and improve air quality in the Dallas-Fort Worth region. By implementing best practices techniques throughout the region, clearance times can be reduced by as much as 40 percent. Such an improvement will reduce the impact of congestion, improve regional air quality, and improve the safety and efficiency of travel for all residents and visitors in the area. Congestion Mitigation and Air Quality Improvement Program funds, Surface Transportation Block Grant Program funds, local funds, and Transportation Development Credits support this program. Consultant services may be utilized. Anticipated products include:

- Program management and oversight for the TIM Training Program;
- Implementation of TIM First Responder and Manager's Courses and TIM Executive Level Courses;
- Quick Clearance Crash Reconstruction Training Program;
- Annual TIM Self-Assessment, performance tracking and coordination activities;
- Incident Management Equipment Purchase Call for Projects oversight activities;
- Commercial Vehicle Enforcement (CVE) Working Group, and CVE equipment and training initiative oversight; and
- Support of general training, educational projects and initiatives that promote the implementation of strategies that mitigate traffic and/or CVE incidents.

Work Performed and Status: NCTCOG hosted six Traffic Incident Management (TIM) First Responder and Manager training classes, training 145 incident responders, and two TIM Executive Level classes, training 61 executives, with a combined total of 206 students. Staff continued to manage and oversee program activities including instructor recruitment, class and instructor invoice processing, development and execution of instructor and interdepartmental agreements, performance tracking and reporting, course material updates, and maintenance of Texas Department of State Health Services Emergency Medical Services Continuing Education Unit eligibility through 2027. Staff also coordinated with partner agency staff to complete the 2024 TIM Self-Assessment and submitted a regional assessment to the Federal Highway Administration.

Oversight activities related to the 2021 Incident Management Freeway Blocking Equipment Call for Projects continued, including project monitoring and scope updates for one remaining purchase. Staff coordinated and participated in Dallas TIM Coalition meetings with regional incident management partners (i.e., police, fire, towing services, Department of Public Safety, Texas Department of Transportation [TxDOT], Comprehensive Development Agency private partners, North Texas Tollway Authority, and NCTCOG) to discuss major incidents and to coordinate ways to address local incident management issues. Staff participated in Tarrant County Area TIM Coalition Meetings coordinated by TxDOT. Staff also attended various regional TIM planning-related meetings, as well as the annual TxDOT TIM Conference. Regional incident

management performance measures, including incident response and clearance times, were requested and collected when available. Staff continued oversight of the Commercial Vehicle Enforcement (CVE) Equipment and Training Initiative to monitor the use of the portable scales distributed to 15 CVE agencies across the region and proposed modifications to the program to address scales that had been returned to NCTCOG for lack of use.

Surface Transportation Block Grant Program funds (CSJ 0902-00-343) and Transportation Development Credits were used to support work activities. This project is ongoing, and work will continue in FY2026.

Mobility Assistance Patrol Program (MAPP) Administration

Other Funding Sources

This program is ongoing throughout FY2024 and FY2025, and aids stalled or stranded motorists by helping them to move disabled vehicles from the main lanes of regional limited access facilities and ultimately get the vehicles operating or off the facility completely. This support includes minor mechanical and crash assistance, protection to first responders, and the removal of debris. All assistance is provided free of charge to motorists. The MAPP is an essential element to the region's Traffic Incident Management operations and provides ancillary congestion relief, safety, and air quality benefits.

Mobility assistance patrols are operated by the Dallas County and Tarrant County Sheriffs' Offices on congested roadway systems in Dallas and Tarrant Counties, and portions of Collin, Denton, and Johnson Counties. The North Texas Tollway Authority (NTTA) operates patrols on NTTA toll facilities throughout the region, and private-sector partners operate patrols on the LBJ and North Tarrant Express Corridors. Surface Transportation Block Grant Program funds and Transportation Development Credits support this program. Consultant services may be utilized. Anticipated products include:

- Regional program oversight including active coordination and support activities for Dallas and Tarrant County operations, and NTTA and private-sector partners on managed-lane facilities;
- Performance tracking, budget monitoring, and patrol route evaluation and expansion;
- Evaluation of supplemental funding opportunities and innovative technologies; and
- Comprehensive assessment of the current program to ensure that each program is operating equitably and efficiently.

Work Performed and Status: NCTCOG oversight continued for the regional Mobility Assistance Patrol Program (MAPP). Staff collected quarterly performance measures and annual struck-by information from the Dallas County and Tarrant County Sheriffs' Offices, the North Texas Tollway Authority, and the private operators patrolling the North Tarrant Express and LBJ Express managed corridors. Performance measures for each patrol were evaluated, updated, and reported in the annual safety performance report and the annual Progress North Texas Report. Performance measures were also used in a continued coordination of route expansions for both the Dallas and Tarrant County patrols. Budget assistance was coordinated with the Dallas County and Tarrant County patrols for 2026-2029 as well.

Surface Transportation Block Grant Program funds (CSJ 0918-00-412) and Transportation Development Credits were utilized to support work activities. This project is ongoing and will continue in FY2026.

Regional Trip Reduction Program

Other Funding Sources

This program is ongoing throughout FY2024 and FY2025 and is designed to reduce single-occupancy vehicle commute trips. The Regional Trip Reduction Program (RTRP) is an educational commute options program aimed at educating large private- and public-sector employers in the region about available Travel Demand Management (TDM) programs and strategies that reduce single-occupancy vehicle trips for work purposes. The strategies promoted under the RTRP include rideshare (carpool and vanpool) programs, telecommuting and flexible work-hour programs, transit programs, walking, bicycling and similar strategies. The Try Parking It website, www.tryparkingit.com, the regional commute tracking, ride-matching and commuter reward system application, is a major component of the RTRP.

Surface Transportation Block Grant Program funds, local funds, and Transportation Development Credits will be utilized for the Regional Trip Reduction Program. NCTCOG staff will provide management, oversight, and implementation of the program. Consultant assistance will be utilized. Anticipated products include:

- Direct outreach to educate commuters and employers on available TDM strategies and assist employers in establishing and/or strengthening alternate commute programs in the workplace;
- Maintenance and update of the Employer Trip Reduction Manual for Regional Employers;
- Maintenance of the RTRP performance database which includes updating, monitoring, and publication of ridership, VMT reduced, emission reductions performance measures, and a listing of new and existing vanpools in operation by regional transit agencies and private vanpool providers;
- Management and oversight of the Try Parking It Program website and commuter recognition activities;
- Promotion of NCTCOG's Try Parking It website to increase program recognition and usage;
- Collaboration with transit agencies in managing vanpool-related information included in the Try Parking It Program;
- Collaboration with private- and public-sector employers regarding their participation in the regional single-occupancy vehicle trip reduction target initiative; and
- Management of the Regional Vanpool Managed Lane Toll Reimbursement Program.

Work Performed and Status: NCTCOG staff continued to manage and oversee the Regional Trip Reduction program, including administration of the Try Parking It (TPI) Program. Key efforts included vendor oversight; website enhancements; cybersecurity assessments and improvements; employer and community outreach; and encouragement of TDM strategies to regional employers, commuters, and the public. New outreach strategies were designed and tested to raise awareness and boost participation in the TPI Program. Ongoing monitoring and performance tracking of TDM-related programs supported the development of the annual TDM Performance Report. A key milestone was the development of the TDM Growth Plan, a forward-looking framework designed to guide the expansion and enhancement of regional TDM strategies. The Growth Plan identified opportunities to strengthen employer partnerships, improve commuter

incentives, and integrate emerging technologies, positioning the region to reduce congestion, improve air quality, and support long-term mobility goals. Staff continued activities to streamline the toll reimbursement request process for vanpools that utilize managed lanes as part of the Vanpool Managed Lane Discount policy.

Surface Transportation Block Grant Program funds (CSJs 0902-00-319 and 0918-00-400) and Transportation Development Credits were utilized to support work activities. NCTCOG local funds were used to cover a small cost overrun. This project is ongoing, and work will continue in FY2026.

Regional Traffic Signal Program

Other Funding Sources

This program is ongoing throughout FY2024 and FY2025 and targets the improvement of the arterial transportation system, including frontage roads, in the Dallas-Fort Worth region. Efforts will be conducted in conjunction with the Texas Department of Transportation (TxDOT), local governments, independent school districts, and/or private-sector companies to identify corridors or intersections to be included. The corridors or intersections will be selected based on several factors, including, but not limited to, previously recommended low-cost program improvements; performance measures criteria; high volumes; regional distribution; previously funded and unfunded projects; safety; environmental justice; and local agency needs such as traffic signal software, traffic signal cabinets, traffic signal controllers, battery backup, intersection cameras, detection devices, communications with Traffic Management Center or other intersections, and Global Positioning System clocks. A traffic signal performance measures platform will be used to identify, evaluate, and prioritize opportunities to improve traffic signal operations. These efforts will generate nitrogen oxide and volatile organic compound emissions reductions to aid in future transportation conformity determinations. Congestion Mitigation and Air Quality Improvement Program funds, Texas Department of Transportation funds, Regional Transportation Council Local funds, local funds, and Transportation Development Credits support this project. NCTCOG staff will provide oversight of this project and consultant services may be utilized. Anticipated products include:

- Development and execution of Interlocal Agreements with local agencies;
- Recommendation and implementation of low-cost capital improvements;
- Procurement of traffic signal and other equipment;
- Inventory and review of regional traffic signal system and operation by corridor and individual signal;
- Review and update of regional traffic signal minimum equipment standard;
- Maintenance of performance platform to measure the traffic signals performance regionwide;
- Implementation of signal retiming plans, including analysis of baseline and improved conditions;
- Monthly progress meetings with consultants, TxDOT, and local agencies as appropriate;
- Review of corridor reports, project summary reports, consultant invoices, and progress reports; and
- Signal retiming, and evaluation for closures during construction and other planned and unplanned events.

Work Performed and Status: NCTCOG continued to advance the Regional Traffic Signal Program, enhancing the arterial transportation system across the Dallas-Fort Worth region. The program encompassed multiple initiatives, including the Regional Traffic Signal Retiming Program, INRIX Traffic Signal Analytics, and the Traffic Signal Equipment Standardization and Upgrade Program, reflecting a comprehensive approach to regional traffic signal management.

NCTCOG staff provided active oversight of all projects, monitoring progress, schedules, and expenditures. Regular invoice reviews and effective contract management ensured program accountability. Staff maintained frequent communication with key stakeholders, including monthly conference calls with consultants and TxDOT representatives, to ensure alignment across all program activities.

A significant milestone in FY2025 was the identification and funding of project locations that did not meet minimum regional traffic signal equipment standards. These upgrades are expected to improve traffic flow, reduce congestion, increase safety at intersections, and support more efficient regional mobility. The program remained focused on implementing new timing plans, conducting before-and-after studies to evaluate improvements, and coordinating future retiming efforts. Recognizing the need for continuity, staff plans to extend consultant agreements to support ongoing work.

Program activities were funded through Congestion Mitigation and Air Quality Improvement Program funds (CSJs 0918-00-417 and 0918-00-464) and Transportation Development Credits. This project is ongoing, with work continuing into FY2026.

Regional TRADE Platform and 511DFW

Other Funding Sources

This program is ongoing throughout FY2024 and FY2025, supporting development, testing, implementation, and operations of the Transportation Systems Management and Operations Regional Aggregated Data Exchange (TRADE) data hub and 511DFW. There is a significant need for the transportation industry to roll out an enterprise solution that will provide standardized interfaces to reduce integration costs with the result being consistent and effective data sharing across the region. NCTCOG plans to integrate data sources from the various regional partners and other sources into a cloud-based system that will reduce redundancy while maximizing scalability, consistency, and security. The TRADE platform will incorporate standard data inputs from across the region and allow each agency the freedom to procure systems that best meet their needs. The 511DFW system will feed information into and may consume data from the data hub. 511DFW comprises the public-facing regional Traveler Information System, and the agency-facing user interface for information and performance measures platform. The 511DFW system's public website (511dfw.org) provides personalized travel information and the Transit Trip Planner link. This program uses Surface Transportation Block Grant Program funds, Texas Department of Transportation funds, Regional Toll Revenue funds, and Transportation Development Credits to support activities in this area. Consultant services may be utilized. Anticipated products include:

- Review of data hub platforms in other regions to utilize best practices (e.g., CalTrans and Florida Department of Transportation);
- Inventory of data sources and prioritization of data needs for agencies in the region;
- Evaluation and integration of new and existing data types/sources into and from a regional data hub;

- Evaluation, improvement, implementation, and operations of the 511DFW system with outreach and communications planning and educational services to enhance public awareness and use of 511DFW;
- Collection and verification of data ensuring that devices and systems are operated and maintained at a level to detect and report accurate information (i.e., speeds, counts, and other data items);
- Agreements for regional communication, infrastructure, and information sharing, including the Memorandum of Understanding between the Dallas-Fort Worth regional Intelligent Transportation System (ITS) partner agencies;
- Agreements for data and video sharing with individual partners or third-party sources;
- Establishment of the North Central Texas Regional Communications Network Committee, comprised of the partners that have executed a Memorandum of Understanding, to move forward with formation of a regional network, including determination of scope, schedule, framework, components, and other criteria to establish the structure and cost of the regional network;
- Guidance and assistance to the North Central Texas Regional Communications Network Committee as it proceeds with the development of regional network parameters and requirements;
- Implementation of the ITS data sharing opportunities for the DFW region; and
- Flood warning driver alert system.

Work Performed and Status: In FY2025, NCTCOG staff continued advancing the development of a regional data exchange to collect and archive Intelligent Transportation System (ITS) data. The exchange will aggregate data from multiple agencies using Center-to-Center (C2C) software and the regional ITS communication network. Building on last year's procurement, staff began working with the selected consultant to develop a concept of operations for the regional Transportation Systems Management and Operations (TSM&O) Data Hub, leveraging the Florida Department of Transportation's Vehicle-to-Everything Data Exchange Platform (V2X DEP) as a foundational model. Work will continue into FY2026 to refine the concept and identify implementation steps.

Progress continued, with consultant assistance, the development of the new 511DFW system for the Dallas-Fort Worth region. Regular meetings were held with partner agencies to continue to identify use cases and implement dashboards as part of the agency user interface. Enhancements continued to be implemented to the system as feedback was received from partner agencies and the general public. NCTCOG staff and partner agencies remain actively engaged in the rollout process.

Surface Transportation Block Grant Program funds (CSJs 0902-00-304, 0918-00-371, and 0918-00-412), Regional Toll Revenue funds (CSJ 0918-00-364), Texas Department of Transportation funds, and Transportation Development Credits supported these initiatives. Both projects remain active and will continue in FY2026.

Strategic Incident Response

Other Funding Sources

In FY2025, this program will implement the staging of tow trucks to quickly clear debris and crashes along corridors with constrained roadway capacity due to construction or other limitations. To sustain the operation of the corridor with constrained capacity, tow trucks will be

staged to clear events quickly and allow lanes to be restored to normal traffic flow. Funding under this program will be utilized to pay tow truck operators to be staged along identified corridors. Surface Transportation Block Grant Program funds and Transportation Development Credits support this program. Anticipated products include:

- Management and oversight of tow truck operator contracts including operational processes, program budget, invoice activities, agreement development activities, and program assessment activities; and
- Coordination meetings with partners and stakeholders to review program effectiveness.

Work Performed and Status: This project is expected to begin in FY2026 pending issuance of the Notice to Proceed.

Task 3 – Funding Summary

Funding Source	Amount Budgeted (2-year)	Amount Budgeted FY2024	Amount Expended FY2024	Balance of Budgeted FY2024	% Expended of Budget FY2024	Amount Budgeted FY2025	Amount Expended FY2025	Balance of Budgeted FY2025	% Expended of Budget FY2025	Amount Expended (2-year)	Balance of Budgeted (2-year)	% Expended of Budget (2-year)
3.01 - Transportation Project Programming												
TPF	\$3,441,000	\$1,764,000	\$1,546,167.95	\$217,832.05	87.7%	\$1,677,000	\$1,714,210	(\$37,210)	102.2%	\$3,260,378	\$180,622	94.8%
STBG	\$1,183,000	\$547,000	\$650,378	(\$103,378)	118.9%	\$636,000	\$566,564	\$69,436	89.1%	\$1,216,942	(\$33,942)	102.9%
RTR	\$1,567,000	\$743,000	\$575,048	\$167,952	77.4%	\$824,000	\$637,342	\$186,658	77.3%	\$1,212,390	\$354,610	77.4%
Subtotal	\$6,191,000	\$3,054,000	\$2,771,593	\$282,407	90.8%	\$3,137,000	\$2,918,116	\$218,884	93.0%	\$5,689,709	\$501,291	91.9%
3.02 - Regional Air Quality Planning												
TPF	\$1,236,000	\$546,000	\$770,364.84	(\$224,364.84)	141.1%	\$690,000	\$923,743	(\$233,743)	133.9%	\$1,694,107	(\$458,107)	137.1%
EPA	\$628,000	\$268,000	\$481,335	(\$213,335)	179.6%	\$360,000	\$172,769	\$187,231	48.0%	\$654,104	(\$26,104)	104.2%
TCEQ	\$828,245	\$248,000	\$138,644	\$109,356	55.9%	\$580,245	\$538,249	\$41,996	92.8%	\$676,894	\$151,351	81.7%
Subtotal	\$2,692,245	\$1,062,000	\$1,390,344	(\$328,344)	130.9%	\$1,630,245	\$1,634,761	(\$4,516)	100.3%	\$3,025,105	(\$332,860)	112.4%
3.03 - Air Quality Management and Operations												
DOE ¹	\$1,660,778	\$590,872	\$309,417	\$281,455	52.4%	\$1,069,906	\$342,541	\$727,365	32.0%	\$651,958	\$1,008,820	39.3%
EPA	\$8,777,255	\$3,864,800	\$1,475,259	\$2,389,541	38.2%	\$4,912,455	\$430,261	\$4,482,194	8.8%	\$1,905,520	\$6,871,735	21.7%
FHWA	\$26,310,885	\$5,714,000	\$0	\$5,714,000	0.0%	\$20,596,885	\$831,086	\$19,765,799	4.0%	\$831,086	\$25,479,799	3.2%
STBG	\$6,745,000	\$3,395,000	\$2,476,010	\$918,990	72.9%	\$3,350,000	\$2,195,297	\$1,154,703	65.5%	\$4,671,307	\$2,073,693	69.3%
LOCAL ¹	\$23,205,058	\$11,228,147	\$2,766,193	\$8,461,954	24.6%	\$11,976,911	\$839,266	\$11,137,645	7.0%	\$3,605,459	\$19,599,599	15.5%
NCTCOG Local ²	\$0	\$0	\$0	\$0	0.0%	\$0	\$6,522	(\$6,522)	0.0%	\$6,522	(\$6,522)	0.0%
RTR	\$2,318,581	\$673,118	\$0	\$673,118	0.0%	\$1,645,463	\$56,252	\$1,589,211	3.4%	\$56,252	\$2,262,329	2.4%
Subtotal	\$69,017,557	\$25,465,937	\$7,026,879	\$18,439,058	27.6%	\$43,551,620	\$4,701,225	\$38,850,395	10.8%	\$11,728,104	\$57,289,453	17.0%
3.04 - Public Transportation Planning												
TPF	\$2,051,000	\$885,000	\$660,685	\$224,315	74.7%	\$1,166,000	\$824,549	\$341,450.95	70.7%	\$1,485,234.54	\$565,765.46	72.4%
FTA	\$1,302,711	\$604,000	\$304,100	\$299,900	50.3%	\$698,711	\$260,367	\$438,344	37.3%	\$564,467	\$738,244	43.3%
STBG	\$638,400	\$50,400	\$35,498	\$14,902	70.4%	\$588,000	\$0	\$588,000	0.0%	\$35,498	\$602,902	5.6%
RTR	\$508,000	\$151,000	\$3,039	\$147,961	2.0%	\$357,000	\$75,777	\$281,223	21.2%	\$78,815	\$429,185	15.5%
Subtotal	\$4,500,111	\$1,690,400	\$1,003,322	\$687,078	59.4%	\$2,809,711	\$1,160,693	\$1,649,018	41.3%	\$2,164,015	\$2,336,096	48.1%
3.05 - Transit Management and Operations												
CMAQ	\$541,000	\$132,000	\$0	\$132,000	0.0%	\$409,000	\$0	\$409,000	0.0%	\$0	\$541,000	0.0%
FTA ^{3,4,5}	\$36,160,740	\$15,011,000	\$9,669,919	\$5,341,081	64.4%	\$21,149,740	\$10,858,069	\$10,291,671	51.3%	\$20,527,988	\$15,632,752	56.8%

Funding Source	Amount Budgeted (2-year)	Amount Budgeted FY2024	Amount Expended FY2024	Balance of Budgeted FY2024	% Expended of Budget FY2024	Amount Budgeted FY2025	Amount Expended FY2025	Balance of Budgeted FY2025	% Expended of Budget FY2025	Amount Expended (2-year)	Balance of Budgeted (2-year)	% Expended of Budget (2-year)
STBG	\$930,000	\$354,000	\$0	\$354,000	0.0%	\$576,000	\$13,218	\$562,782	2.3%	\$13,218	\$916,782	1.4%
LOCAL	\$2,624,700	\$565,400	\$2,062,018	(\$1,496,618)	364.7%	\$2,059,300	\$1,751,956	\$307,345	85.1%	\$3,813,974	(\$1,189,274)	145.3%
NCTCOG Local ²	\$0	\$0	\$4,304	(\$4,304)	0.0%	\$0	\$0	\$0	0.0%	\$4,304	(\$4,304)	0.0%
RTR	\$2,648,300	\$319,300	\$49,775	\$269,525	15.6%	\$2,329,000	\$75,392	\$2,253,608	3.2%	\$125,167	\$2,523,133	4.7%
Subtotal	\$42,904,740	\$16,381,700	\$11,786,018	\$4,595,682	71.9%	\$26,523,040	\$12,698,633	\$13,824,407	47.9%	\$24,484,651	\$18,420,089	57.1%
3.06 - Congestion Management Planning												
TPF	\$1,278,000	\$641,000	\$574,836.50	\$66,163.50	89.7%	\$637,000	\$458,304	\$178,696	71.9%	\$1,033,140.73	\$244,859.23	80.8%
RTR	\$476,000	\$386,000	\$50,045	\$335,955	13.0%	\$90,000	\$53,559	\$36,441	59.5%	\$103,604	\$372,396	21.8%
Subtotal	\$1,754,000	\$1,027,000	\$624,881	\$402,119	60.8%	\$727,000	\$511,863	\$215,137	70.4%	\$1,136,744	\$617,256	64.8%
3.07 - Congestion Management Operations												
CMAQ	\$5,718,000	\$3,672,000	\$2,069,494	\$1,602,506	56.4%	\$2,046,000	\$398,523	\$1,647,477	19.5%	\$2,468,017	\$3,249,983	43.2%
FHWA	\$2,943,300	\$1,826,000	\$852,362	\$973,638	46.7%	\$1,117,300	\$238,581	\$878,719	21.4%	\$1,090,943	\$1,852,357	37.1%
STBG	\$12,009,500	\$5,097,000	\$3,282,600	\$1,814,400	64.4%	\$6,912,500	\$3,831,036	\$3,081,464	55.4%	\$7,113,636	\$4,895,864	59.2%
TXDOT	\$969,000	\$560,000	\$664,315	(\$104,315)	118.6%	\$409,000	\$19,629	\$389,371	4.8%	\$683,943	\$285,057	70.6%
LOCAL	\$6,723,000	\$3,204,000	\$1,655,956	\$1,548,044	51.7%	\$3,519,000	\$946,581	\$2,572,419	26.9%	\$2,602,537	\$4,120,463	38.7%
NCTCOG Local ²	\$0	\$0	\$3,167	(\$3,167)	0.0%	\$0	\$61	(\$61)	0.0%	\$3,228	(\$3,228)	0.0%
RTR	\$1,602,000	\$554,000	\$307,990	\$246,010	55.6%	\$1,048,000	\$139,156	\$908,844	13.3%	\$447,146	\$1,154,854	27.9%
Subtotal	\$29,964,800	\$14,913,000	\$8,835,883	\$6,077,118	59.2%	\$15,051,800	\$5,573,568	\$9,478,232	37.0%	\$14,409,450	\$15,555,350	48.1%
Total	\$157,024,453	\$63,594,037	\$33,438,920	\$30,155,117	52.6%	\$93,430,416	\$29,198,859	\$64,231,557	31.3%	\$62,637,779	\$94,386,674	39.9%

Transportation Development Credits may be used to satisfy match requirements. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

¹ Expenditures for FY2024 may reflect adjustments made after submission of the FY2024 Annual Report on Performance and Expenditures.

² NCTCOG Local funding was used to cover small cost overruns.

³ FY2025 expenses were incurred in advance of execution of the federal funding agreement per pre-award authority approved by FTA.

⁴ FY2025 expenses were incurred in advance of execution of the federal funding agreement per pre-award authority authorized under apportionment rules.

⁵ A portion of the budgeted funding includes funding that was transferred from TxDOT to FTA.

Task 3 – TPF Funding Summary FY2025

	Amount Budgeted	Amount Expended	Balance of Budgeted	% Expended of Budgeted
3.01 - Transportation Project Programming				
TPF	\$1,677,000.00	\$1,714,209.65	(\$37,209.65)	102.2%
3.02 - Regional Air Quality Planning				
TPF	\$690,000.00	\$923,742.59	(\$233,742.59)	133.9%
3.04 - Public Transportation Planning				
TPF	\$1,166,000.00	\$824,549.05	\$341,450.95	70.7%
3.06 - Congestion Management Planning				
TPF	\$637,000.00	\$458,304.31	\$178,695.69	71.9%
Total	\$4,170,000.00	\$3,920,805.60	\$249,194.40	94.0%

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IV. Task 4 – Metropolitan Transportation Plan

A. Task Summary

This task provides funding for the development and refinement of the Metropolitan Transportation Plan (MTP) in conjunction with metropolitan planning requirements of the Infrastructure Investment and Jobs Act (IIJA). It also supports more detailed feasibility studies on projects included in the MTP. Efforts to coordinate the transportation and environmental planning processes and mitigate the environmental impacts of projects are also included.

B. Subtasks

4.01 Metropolitan Transportation Planning

Transportation Planning Funds

This subtask encompasses the development of the metropolitan area's long-range transportation plan and related documentation of the region's transportation system. Work is ongoing throughout FY2024 and FY2025. The Metropolitan Transportation Plan (MTP) provides a blueprint for a multimodal transportation system and responds to broad transportation-oriented goals for the region. These goals include enhancing mobility, improving access, and reducing congestion; quality-of-life goals such as encouraging balanced land use, promoting orderly economic development, and improving air quality; and financial goals such as identifying and pursuing long-term stable sources of funding. The MTP must also meet financial constraint requirements where project and program costs must not exceed anticipated revenue.

At any given time, the MTP is being monitored, developed, or modified. Staff will work in cooperation with the Texas Department of Transportation (TxDOT), Dallas Area Rapid Transit (DART), Trinity Metro, the Denton County Transportation Authority (DCTA), the North Texas Tollway Authority (NTTA), the Collin County Toll Road Authority (CCTRA), local governments, and other public agencies, as needed, to monitor programs and projects recommended in the current MTP, Mobility 2045 Update, to ensure they reflect the latest planning assumptions, allowing those programs and projects to proceed through the planning and environmental stages of project development.

It is anticipated that a plan update, Mobility 2050, will receive local approval during FY2025 and will include any corridor adjustments needed to meet federal requirements for air quality determination. Staff will continue to coordinate with transportation partners and the public during the development of the long-range plan, which will include scenario planning and virtual public outreach as well as traditional outreach methods. This update to the long-range plan will factor in planning efforts for the horizon year, demographics, financial assumptions, and other planning requirements. Planning efforts will also include any recommendations from Subtask 5.01, Regional Transportation Studies, Regional Automated Transportation System Initiative. Mobility 2050 will be developed in accordance with the rules outlining the contents of the MTP under the policy direction of the Regional Transportation Council, technical guidance of NCTCOG's technical committees, and public involvement efforts. Changes to the MTP will be made in coordination with local transportation providers and partners. Staff will also implement all RTC policies included in the MTP update, including monitoring and briefing RTC on emerging

transportation technology proposals, as well as through the regional MTP Policy Bundle effort which seeks implementation of policies by local government entities.

In keeping with the performance-based approach in the transportation planning process, staff will continue to coordinate with TxDOT to monitor and assess the performance of the transportation system and its effect towards meeting federally required performance targets according to guidance from the Infrastructure Investment and Jobs Act. Additional locally developed performance measures and metrics will also be evaluated.

As part of this subtask, NCTCOG staff will work in cooperation with the Texas Department of Transportation, transportation agencies, and local governments to monitor the Regionally Significant Arterial (RSA) system. The RSA database and listing will be amended to be consistent with the revised National Highway System, Federal Functional Classification System and local planning efforts as needed.

Staff will also collect, translate, and inventory local government thoroughfare plans and provide planning support from a regional perspective. Once the thoroughfare plans are combined and compared, some instances will require resolution of boundary disputes to ensure a high degree of consistency and continuity between local government planning efforts and regional planning efforts.

Staff will continue to work in cooperation with federal partners and the local Texas Department of Transportation districts to maintain the Federal Functional Classification System (FFCS) for the Dallas-Fort Worth Metropolitan Area. This element includes monitoring roadway system function to determine the necessary mid-cycle amendments, as needed, to the FFCS.

Anticipated products of this subtask include:

- Presentations utilizing MTP data and information;
- Maps;
- Collection and transmittal of travel model networks, Geographic Information System (GIS) shapefiles, and performance reports as model outputs;
- Periodic reports to the Regional Transportation Council (RTC) and the Surface Transportation Technical Committee (STTC) documenting status of MTP implementation and applicable emerging transportation technology proposals per RTC policy;
- Coordination meetings to monitor and ensure the continued progress of project recommendations;
- Mobility 2050 document and any intermediate Plan Amendments;
- A Geographic Information System (GIS)-based database of RSAs, overall regional arterial system translated from local government thoroughfare plans, and transportation network of FFCS roadways;
- Coordination with transportation partners and local governments in the planning and staging of transportation improvements;
- A listing of existing and planned RSAs to be included in the Metropolitan Transportation Plan and transportation conformity analysis;
- Documented inventory of thoroughfare plans that were collected and included in transportation networks;
- Amendments, as needed, to the roadway system to correct, remove, or add roadways; and
- Maps and presentations demonstrating location, function, and justification for FFCS amendments.

Work Performed and Status: NCTCOG work in FY2025 centered on the completion and adoption of the Mobility 2050 Metropolitan Transportation Plan, which was formally approved by the Regional Transportation Council and submitted for federal conformity review. The plan reflects updated demographic forecasts, financial assumptions, and transportation needs, with year-of-expenditure revenues and costs incorporated into the financial plan. Outreach included traditional meetings, as well as expanded online engagement, to meet public involvement requirements. Parallel to the adoption of Mobility 2050, staff continued implementation of the Mobility 2045 Update through administrative modifications. These adjustments ensured consistency between the long-range plan, the Transportation Improvement Program, and other regional planning documents. Financial constraint requirements were monitored, and coordination with local governments and transportation providers was maintained to advance projects into development and implementation stages.

Data management and other activities advanced the region's roadway and transit planning efforts. RSA database and FFCS to maintain accuracy of roadway classifications and regional network coverage. Local government thoroughfare plans were collected and reviewed to support regional consistency and resolve cross-jurisdictional boundary differences. Work related to RSA and FFCS remains in progress and will continue in future years.

Products such as plan amendments, GIS-based roadway inventories, maps, and technical reports were prepared or advanced. Reporting to the RTC and Surface Transportation Technical Committee provided regular updates on plan development, conformity requirements, and implementation of RTC-adopted policies. Regional needs analyses were completed to support individual passenger rail and roadway project development and recommendations. Emerging transportation technology opportunities continued to be inventoried.

The Subtask 4.04 Regional Passenger Rail Planning and Evaluation Process Development ("Getting Ready for Rail") study continued with the creation of the final report and other supporting documentation.

Transportation Planning Funds supported all work activities. This project is ongoing, and work will continue in FY2026.

4.02 Coordination of Transportation and Environmental Planning Processes

The linking of transportation and environmental planning represents a collaborative, integrated, and potentially streamlined approach to transportation decision making. The following elements link data collection, development, and analysis, as well as an array of multi-disciplinary processes, stakeholder-driven frameworks, resource agency coordination, and environmental mitigation outcomes to support and enhance metropolitan multimodal transportation planning activities at certain stages throughout the project lifecycle, as identified by the United States Department of Transportation (USDOT):

- Needs-Based Planning/Feasibility Studies;
- Preliminary Design and National Environmental Policy Act (NEPA) Review;
- Pre-Construction Activities (Final Design, Permitting, Cooperative Agreements, Development Phasing, Right-of-Way Acquisition, Utility Relocation, etc.);
- Delivery (Funding/Programming, Construction, and Management); and
- Operations (Performance, Asset Management, and Resiliency).

Planning and Environmental Linkages (PEL)

Transportation Planning Funds

This element will support a stakeholder-driven framework to consider environmental, community, and economic goals early in the transportation needs-based planning/feasibility study stage, and then carry forward those goals through subsequent corridor/project lifecycle phases. Work will occur throughout FY2024 and FY2025. Anticipated products include:

- Metropolitan Transportation Plan environmental scoring and mitigation documentation;
- Outreach and technical assistance supporting stakeholder participation in transportation planning processes;
- Partnerships and agreements to improve/expand regional data/analysis needs and facilitate other partner agreements;
- Documentation, visual aids, and other materials for distribution/review at coordination meetings, workshops, training sessions, peer exchanges/conferences, and other events; and,
- Technical papers, as needed.

Work Performed and Status: NCTCOG staff efforts regarding Planning and Environmental Linkages (PEL) continued in FY2025 by supporting the Texas Department of Transportation (TxDOT) and other transportation project providers. These efforts were performed for the planned Regional Outer Loop corridors in Denton, Rockwall, and Kaufman counties, SH 180 Lancaster in Tarrant County, SH 183 in Tarrant County, the East Branch extension of the President George Bush Turnpike in Dallas County, and the SH 360 extension in Ellis and Tarrant counties, and Bonds Ranch in Tarrant County.

Throughout FY2025, staff reviewed multiple pre-National Environmental Policy Act projects for consistency/inclusion in the Metropolitan Transportation Plan, identified potential for environmental impacts, and communicated information to resource and regulatory agencies. Staff participated and presented in multiple PEL-based workshops and webinars to assist the Federal Highway Administration, TxDOT, and other stakeholders in advancing the state of the practice.

Transportation Planning Funds were used to support work activities. This project is ongoing, and work will continue in FY2026.

United States Army Corps of Engineers – Section 214 Program

Other Funding Sources

Throughout FY2024 and FY2025, staff will continue activities associated with the Water Resources Development Act Section 214 Memorandum of Agreement (MOA) between NCTCOG and the United States Army Corps of Engineers (USACE). This agreement was formed to expedite evaluation of Clean Water Act Section 404 permits for high-priority regional transportation projects. Monitoring of permit progress for specific projects identified by transportation partners will be conducted, and USACE performance and cost-effectiveness under the agreement will be evaluated by using specific measures cooperatively identified by staff. Regional Toll Revenue funds and local funds will support Clean Water Act Section 404 permitting activities. Additionally, monitoring of Clean Water Act Section 408 permitting activities for major transportation projects will also be conducted through coordination with partnering resource

agencies. Regional Toll Revenue funds will be used, along with other funds that may be sought, to support this initiative. Overall, this effort will include the following products:

- USACE-reported performance metrics;
- Clear Water Act Section 404 and 408 finalized permit decisions;
- Meetings with associated documentation and visual aids; and
- Annual report documentation.

Work Performed and Status: No expenses were incurred in FY2025. An agreement with the United States Army Corp of Engineers (USACE) was executed in late FY2025; work is anticipated to begin in FY2026.

Environmental Stewardship Program

Other Funding Sources

Federal regulations encourage transportation planners and stakeholders to collaboratively consider the effects of the long-range transportation plan, and its associated projects, on the natural environment. Since its inception in 2016, the Environmental Stewardship Program has engaged with numerous public- and private-sector partners on planning activities to 1) categorize the region's various ecosystem locational, criticality, vulnerability, and conservation priority characteristics; 2) assess current/future environmental impacts created by infrastructure projects; 3) identify, educate, and train on best practices to enhance and preserve the natural environment; 4) evaluate potential impact reduction or mitigation needs/values, and 5) seek opportunities for incorporating project/system-level stewardship-based solutions. Additionally, specific implementation efforts such as wetland restoration, planting and/or tracking of tree cover, development/use of environmental effect cost/benefit assessment tools, public/private sector stewardship education events, and mechanisms to increase demand over the creation and use of wetland/stream mitigation credits had been funded through this innovative program.

Throughout FY2024 and FY2025, staff will evaluate the continuing functionality, data needs, and policy implications of existing online tools relevant to ecosystem quality assessment, impact analysis, mitigation identification, and benefit quantification. Next steps regarding short-term/long-term tool upgrades and/or the development of, linkage to, and use of alternate platforms will be determined and pursued, particularly in reference to environmental screening and mitigation assessment commitment needs outlined for the next Metropolitan Transportation Plan (MTP). This work will also be performed in collaboration with resource agencies, stakeholders, and other NCTCOG departments as staff analyzes its potential roles for protecting the region's environmental quality, as well as preferred strategies in working with partners to meet their conservation priorities while also facilitating delivery of transportation projects. Finally, federal and State formula and discretionary grant programs will be examined as opportunities to either fund implementation of projects/products recommended through previous planning/engineering analysis or support current stewardship-based initiatives identified by partners. This element will utilize Regional Toll Revenue funds. Anticipated products include:

- Agreements with external partners, as needed;
- Updates to data and tools relevant to environmental stewardship and mitigation, including any associated promotional materials, user guides, and/or web pages;

- Documentation and visual aids for distribution and/or presentation at coordination meetings, workshops, training sessions, peer exchanges/conferences, and other outreach events; and,
- Materials associated with the preparation, submittal, approval, and/or administration of federal or State formula/discretionary grant applications.

Work Performed and Status: Staff completed an environmental screening and assessment for potential impacts from *Mobility 2050* on wetlands and streams and the associated availability of mitigation credits for meeting future transportation system needs. Internal and external meetings were held to identify a potential project for the City of Fort Worth, but no project was identified. System-level options addressing potential impacts of urban flooding to roadways within the Dallas-Fort Worth region were explored. Media outreach materials were created detailing a complete history and synopsis of the entire program since its inception.

Regional Toll Revenue funds (CSJ 0902-00-193) were used to support work activities. Work on this project will continue in FY2026.

Blue-Green-Grey Silo-Busting Initiatives

Other Funding Sources

The focus of the “Blue-Green-Grey” initiative is to help evolve the transportation planning process away from where lack of communication or coordination/inclusion with planners or champions of various disciplines resulted in disjointed projects or “silos.” Blue-Green-Grey is an effort to identify and implement “silo-busting” projects focusing on three elements – blue (water), green (environment), and grey (transportation infrastructure). Since the program’s initiation in 2017, 12 total projects out of four rounds of funding solicitation were selected for implementation as examples of how to develop new ideas for transportation enhancements and/or mitigation through engaging multiple disciplines, providing lessons learned and encouragement for similar projects to be replicated elsewhere in the region. Work performed during FY2024 and FY2025 will focus on completion of the last of three projects selected from a 2021 funding solicitation: Blue-Green Neighborhood Beautification Design Guidelines and Pilot Project – Dallas Bottom District and launching three projects selected from the 2024 funding solicitation: Inlet Filter Pilot Program – City of Allen, Vermiculture Food Waste Composting at Lawnview Station – DART, and Median Bioswale Retrofit at Parkwood Boulevard – City of Frisco. Supported through utilization of Regional Transportation Council (RTC) Local funds, staff will determine if new funding rounds can be advanced enabling the program to support additional projects beyond FY2024. Anticipated products include:

- Small-scale green infrastructure pilot project in the Dallas Bottom District, along with supporting beautification plan documentation and visual aids;
- Installed inlet floatable filters at two locations in the city of Allen and guide for fabrication and procedures;
- Installed vermiculture food waste composting system at DART Lawnview Station and guide for implementing;
- Constructed bioswale in roadway median in the city of Frisco and guide for process and design of bioswales in roadway median;
- Final reports/case studies summarizing impacts, lessons learned, and any future plans; and,

- Presentation panels, expert reviews, and other program performance documentation and administrative materials supporting additional funding initiatives and project awards, if justified.

Work Performed and Status: Work activities for the Dallas Bottom District Neighborhood Beautification project were completed by the funding recipient in FY2025. Project deliverables included Bottom District Beautification Design Guidelines, constructed rain garden, and Rain Garden How-To Guide for project replication in the region.

Regional Transportation Council Local funds were used to support work activities. Work on the projects selected from the 2024 funding solicitation is expected to begin in FY2026.

Integrated Planning for Regional Transportation, Urban Development, and Stormwater Management

Other Funding Sources

Performed throughout FY2024 and FY2025, activities contained in this element concentrate on the integration of regional transportation planning, regional stormwater management, urban development planning, and environmental planning for the purposes of identifying impacts, alleviating risks, and incorporating adaptations from extreme riverine flooding, excessive rainfall events, and associated disruptive environmental factors. This comprehensive initiative is established through a partnership between NCTCOG and the United States Army Corps of Engineers (USACE), Federal Emergency Management Agency (FEMA), Federal Highway Administration (FHWA)/Texas Department of Transportation (TxDOT), Texas Water Development Board (TWDB), Texas General Land Office (GLO), Tarrant Regional Water District (TRWD), University of Texas at Arlington (UTA), and the Texas A&M AgriLife Extension. Coordinated through working groups of local partners/stakeholders across all or portions of Dallas, Denton, Ellis, Hood, Johnson, Parker, Tarrant, and Wise counties (specifically, the combined watersheds of the Clear Fork, Elm Fork, and West Fork Trinity River basins upstream from the urban cores of Dallas and Fort Worth), the study will include vulnerability/criticality assessments of infrastructure and land uses, analysis of potential lifecycle-based adaptability and durability measures, and determination of possible delivery and maintenance strategies aimed at improved operational capabilities and reduced flood risk. It will account for future transportation infrastructure plans, land-use plans, and the resultant stormwater runoff and other environmental effects from those plans in generating a menu of technical and policy-oriented options public/private entities may use to mitigate the potential damage, disruption, and recovery stressors from flood events.

Information and outcomes from this collaborative preliminary study could ultimately be used to conduct similar, all-inclusive, and contiguous studies across North Central Texas that may reduce lifecycle costs and other burdens to infrastructure, urban development, and regional growth. Funding for this initiative is provided through Surface Transportation Block Grant Program funds, Regional Transportation Council Local funds, Texas Water Development Board funds, and Transportation Development Credits, in addition to other anticipated funds from other federal and State agencies. Consultant and subrecipient assistance will be utilized. Anticipated products may include:

- Development, application, and technical analysis of dynamic numerical models for estimating occurrences, extent, and severity of flood events and other environmental effects;

- Creation and maintenance of Geographic Information System (GIS) map layers, relational databases, web applications, and other technical tools supporting surveys/inventories, spatial analyses, permitting, and project implementation and performance monitoring;
- Benefit/cost analyses (BCA) and other economic outputs assessing potential multi-disciplinary alternative applications for flood risk reduction and/or mitigation;
- Community engagement and analysis in partnership with FEMA and use of their Community Health and Resource Management (CHARM) scenario planning tool;
- Maps of current/future vulnerable areas and critical transportation facilities to target for enhanced protection and mitigation from flood events;
- Identification and incorporation of performance measures and evaluation criteria to inform transportation project development and selection processes, as well as align with merit, eligibility, and readiness factors from federal/State formula and discretionary grant funding programs;
- Engineering products and tools aimed to calculate infrastructure/land use design parameters, water retention/detention storage and conveyance thresholds, condition degradation values, and lifecycle needs;
- Coordination with resource agencies, technical committees, public/private stakeholders, and other partners highlighting outreach, education, training, regulatory needs/actions, and replication considerations; and
- Documentation of recommended policies, programs, best practices, and/or projects.

Work Performed and Status: Project administration for the Transportation and Stormwater Infrastructure (TSI) Study continued for the West Study Area (Dallas, Ellis, Hood, Johnson, Parker, Tarrant, and the northwestern two-thirds of Wise County) through April 2027 with contracts with TWDB, TxDOT, and multiple subrecipient/consultant partners. Project administration in the North Study Area (Denton County and the northeastern third of Wise County) continues through December 2026 with contracts with the Texas GLO and multiple subrecipient/consultant partners. A subject-matter expert (SME) contract was executed in October 2024 for assistance on hydrologic and hydraulic (H&H) modeling, transportation planning/engineering, and environmental economics within the North Study Area. Continued execution of comprehensive interdepartmental agreements (IDAs) between NCTCOG's Transportation, Information and Innovation (formerly Research and Information Services), and Environment and Development departments have enabled ongoing administrative documentation, budget estimation/tracking, progress reporting, and deliverable preparation/distribution to cover/consolidate specific agency-tracking milestones related to each TSI Study Area throughout FY2025.

Extensive TSI Study public/agency coordination and outreach activities were conducted throughout FY2025, including the following events/outcomes:

- Monthly multi-agency “whiteboard” meetings comprising all the funding and technical partners, along with monthly meetings for small task-oriented groups (transportation, environmental/land use, and H&H) strategically timed between each “whiteboard” event;
- Technical Advisory Group Meetings – October 2024, January 2025, and May 2025;
- Steering Committee Meetings – October 2024, February 2025, and May 2025;
- North Central Texas Economic Development District (NCTEDD) Board – February 2025;
- North Texas Developer Stakeholder Meeting – March 2025;
- Local Government TSI Study FAQ Publication – March 2025;
- Texas Floodplain Managers Association Annual Conference – March 2025;
- NCTCOG Green Infrastructure Asset Management Webinar – April 2025;
- Texas Floodplains Managers Association Newsletter – May 2025;

- TSI Study County Government Workshop – July 2025;
- Bi-weekly NCTCOG/GLO coordination meetings (22);
- NCTCOG Business Digest Articles – February 2025 & September 2025
- Stakeholder Subarea Meeting Series #4 (one meeting each in Denton, Johnson, Parker, and Wise Counties) – September 2025;
- Community Site Visits – Lewisville (February 2025), Arlington (April 2025), Denton (April 2025), Grand Prairie (April 2025), Tarrant County (April 2025), Celina (May 2025), Weatherford (May 2025), Argyle (June 2025), Flower Mound (June 2025), Forest Hill (June 2025), Willow Park (June 2025), Benbrook (July 2025), Everman (July 2025), Fort Worth (July 2025), Pilot Point (July 2025), Aubrey (August 2025), and Sanger (August 2025); and,
- Multiple TSI Study presentations provided at conferences, peer exchanges, professional association gatherings, and other stakeholder engagement opportunities.

In terms of TSI Study technical tasks and product development/deployment, the following progress occurred during FY2025:

- Additional reviews of databases, literature, and information shared from stakeholders concerning frequently flooded locations, indexes of impaired waters, conservation easement protected lands, high-priority stream protection segments, regional dams through the National Inventory of Dams, key types of economic and social values addressed in national innovative stormwater infrastructure impact calculations, and other relevant inputs/topics were conducted and categorized with previously collected information for both the TSI North and TSI West Study Areas.

Surface Transportation Block Grant Program funds (CSJ 0902-00-303), Texas Water Development Board funds, General Land Office funds, Regional Transportation Council Local funds, and Transportation Development Credits were used to support work activities. Consultant assistance was utilized. This project is ongoing, and work will continue in FY2026.

Everman Integrated Stormwater/Flooding Management Study

Other Funding Sources

Targeted for completion during FY2024, NCTCOG will conduct a citywide stormwater baseline assessment to identify areas at risk of flooding, integrate improved stormwater management practices, and identify associated transportation needs. This baseline is critical in establishing the appropriate design elements for the anticipated widening of Forest Hill Drive in the cities of Everman, Forest Hill, and Fort Worth. Regional Transportation Council Local funds will be used to support work activities, including consultant assistance to be facilitated in partnership with Tarrant County and the affected cities. Anticipated products include:

- Technical memoranda documenting transportation alternatives, flood risks, and recommended stormwater management practice improvements.

Work Performed and Status: Project was completed in FY2024. Final billing and payment did not occur until FY2025. NCTCOG local funds were used to cover a small cost overrun.

Forest Hill Drive Planning Study

Other Funding Sources

Work on the Forest Hill Drive Planning Study to facilitate the future reconstruction and widening of Forest Hill Drive between Lon Stephenson Road and Shelby Road within the cities of Everman, Forest Hill, and Fort Worth will be completed in FY2024. The effort will review demographic data and project travel demand forecasts of vehicle volumes. Stormwater impacts will come from a separate effort. FY2023 results will be compared to FY2024 technical data to review proposed options. Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, will be used to support work activities. The development of a system of improvements is anticipated:

- Phase 3 - Travel demand needs, stormwater impacts and option review; and
- Phase 4 - System report of recommendations and final report.

Work Performed and Status: This project was completed in FY2024.

Forest Hill Drive Engineering Study

Other Funding Sources

The results and products of the FY2024 effort will drive the engineering of Forest Hill Drive. A review of fatal flaws will be conducted, and work will be developed to the 30 percent design level. Environmental requirements will be met, sensitive areas highlighted, and stormwater impacts documented. Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, will be utilized, and consultant assistance will be obtained. Anticipated products include:

- A conceptual engineering assessment, including stormwater impacts and a recommendations report;
- Public involvement refinements as the project progresses; and
- Engineering report and products for 30 percent design of Forest Hill Drive.

Work Performed and Status: No work activities were performed in FY2025. Work is anticipated to begin in FY2026 with the Engineering Study to be carried out by Tarrant County outside of the Work Program.

4.03 Understanding Public Return on Investment for Transportation Funding

Transportation Planning Funds

Major transportation projects often multiply economic and other effects to a region and the local communities adjacent to the project. This project is a regional study to develop a process for calculating return on investment of public funds for various transportation modes. As a part of this effort, procedures will be developed to apply this process to major transportation projects/corridors within the region. Components include evaluations of direct and indirect effects of a major transportation project such as safety, economic, social, and mobility benefits. Work for this effort will continue in FY2024. Anticipated products include:

- Technical report outlining process to determine return on investment, including assumptions, standards, and procedures for application.

Work Performed and Status: The return-on-investment initiative advanced during FY2025. Efforts concentrated on drafting an outline and organizational structure for the final technical document. This framework specifies the key components required to assess the direct and indirect benefits of transportation investments, including safety outcomes, economic impacts, mobility improvements, and social effects.

A plan for filling in report sections was developed to guide future work once additional resources are available. This preparatory effort lays the groundwork to effectively produce a technical report that establishes assumptions, standards, and procedures for return-on-investment evaluation in line with the goal of this element.

Transportation Planning Funds supported all work activities. This project is ongoing, and work will continue in FY2026.

4.04 Regional Passenger Rail Planning and Evaluation Process Development

Transportation Planning Funds

Throughout the Dallas-Fort Worth region, several opportunities exist to provide passenger rail service in existing freight rail corridors. During FY2024, North Central Texas Council of Governments staff will analyze opportunities within the region where potential passenger rail service may be feasible in the future and what local governments can do to preserve the corridor and develop compatible land use and economic development options. The activities will include collaboration with many project stakeholders such as Class 1 railroads, transportation partners, and local government entities; development of a set of evaluation criteria of corridor feasibility for rail service; and development of land-use guidance to facilitate future rail service demand. The developed evaluation criteria and guidance methodology will be applied to a potential passenger rail corridor for proof-of-concept applicability. The following products will be delivered as a result of work done on this project:

- An established methodology to evaluate corridors for rail readiness and provide guidance for future passenger rail corridor development;
- Technical memorandums describing the development of the evaluation methodology;
- An evaluation of one or more potential passenger rail corridors using the developed methodology; and
- Presentations and briefings notes.

Work Performed and Status: Work was completed on this project as part of Subtask 4.01 Metropolitan Transportation Planning.

Task 4 – Funding Summary

Funding Source	Amount Budgeted (2-year)	Amount Budgeted FY2024	Amount Expended FY2024	Balance of Budgeted FY2024	% Expended of Budget FY2024	Amount Budgeted FY2025	Amount Expended FY2025	Balance of Budgeted FY2025	% Expended of Budget FY2025	Amount Expended (2-year)	Balance of Budgeted (2-year)	% Expended of Budget (2-year)
4.01 - Metropolitan Transportation Planning												
TPF	\$3,475,000	\$1,674,000	\$1,526,606	\$147,394	91.2%	\$1,801,000	\$1,866,516	(\$65,516)	103.6%	\$3,393,122	\$81,878	97.6%
Subtotal	\$3,475,000	\$1,674,000	\$1,526,606	\$147,394	91.2%	\$1,801,000	\$1,866,516	(\$65,516)	103.6%	\$3,393,122	\$81,878	97.6%
4.02 - Coordination of Transportation and Environmental Planning Processes												
TPF	\$387,000	\$146,000	\$146,790	(\$790)	100.5%	\$241,000	\$175,073	\$65,927	72.6%	\$321,863	\$65,137	83.2%
STBG	\$3,011,800	\$1,465,000	\$768,096	\$696,904	52.4%	\$1,546,800	\$1,014,043	\$532,757	65.6%	\$1,782,139	\$1,229,661	59.2%
GLO ^{1,3}	\$0	\$0	\$55,293	(\$55,293)	0.0%	\$0	\$1,927,242	(\$1,927,242)	0.0%	\$1,982,535	(\$1,982,535)	0.0%
LOCAL ⁴	\$415,410	\$248,500	\$8,040	\$240,460	3.2%	\$166,910	\$222,971	(\$56,061)	133.6%	\$231,011	\$184,399	55.6%
TWDB ¹	\$2,873,500	\$1,095,000	\$968,559	\$126,441	88.5%	\$1,778,500	\$2,027,137	(\$248,637)	114.0%	\$2,995,696	(\$122,196)	104.3%
NCTCOG Local ²	\$0	\$0	\$0	\$0	0.0%	\$0	\$704	(\$704)	0.0%	\$704	(\$704)	0.0%
RTR	\$908,000	\$482,000	\$913	\$481,087	0.2%	\$426,000	\$25,046	\$400,954	5.9%	\$25,959	\$882,041	2.9%
Subtotal	\$7,595,710	\$3,436,500	\$1,947,690	\$1,488,810	56.7%	\$4,159,210	\$5,392,216	(\$1,233,006)	129.6%	\$7,339,906	\$255,804	96.6%
4.03 - Understanding Public Return on Investment for Transportation Funding												
TPF	\$90,000	\$45,000	\$1,911	\$43,089	4.2%	\$45,000	\$453	\$44,547	1.0%	\$2,365	\$87,635	2.6%
Subtotal	\$90,000	\$45,000	\$1,911	\$43,089	4.2%	\$45,000	\$453	\$44,547	1.0%	\$2,365	\$87,635	2.6%
4.04 - Regional Passenger Rail Planning and Evaluation Process Development												
TPF	\$47,000	\$47,000	\$87,505	(\$40,505)	186.2%	\$0	\$0	\$0	0.0%	\$87,505	(\$40,505)	186.2%
Subtotal	\$47,000	\$47,000	\$87,505	(\$40,505)	186.2%	\$0	\$0	\$0	0.0%	\$87,505	(\$40,505)	186.2%
Total	\$11,207,710	\$5,202,500	\$3,563,713	\$1,638,787	68.5%	\$6,005,210	\$7,259,185	(\$1,253,975)	120.9%	\$10,822,898	\$384,812	96.6%

Transportation Development Credits may be used to satisfy match requirements. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

¹ Expenditures for FY2024 may reflect adjustments made after submission of the FY2024 Annual Report on Performance and Expenditures.

² NCTCOG Local funding was used to cover small cost overruns.

³ General Land Office funds used to support the Integrated Planning for Regional Transportation, Urban Development, and Stormwater Management were not programming in the UPWP.

⁴ FY2025 expenditures include an additional payment processed in FY2025 for activities reported in prior year.

Task 4 – TPF Funding Summary FY2025

	Amount Budgeted	Amount Expended	Balance of Budgeted	% Expended of Budgeted
4.01 - Metropolitan Transportation Planning				
TPF	\$1,801,000.00	\$1,866,515.95	(\$65,515.95)	103.6%
4.02 - Coordination of Transportation and Environmental Planning Processes				
TPF	\$241,000.00	\$175,073.10	\$65,926.90	72.6%
4.03 - Understanding Public Return on Investment for Transportation Funding				
TPF	\$45,000.00	\$453.17	\$44,546.83	1.0%
4.04 - Regional Passenger Rail Planning and Evaluation Process Development				
TPF	\$0.00	\$0.00	\$0.00	0.0%
Total	\$2,087,000.00	\$2,042,042.22	\$44,957.78	97.85%

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V. Task 5 – Special Studies

A. Task Summary

Providing support to transportation providers is critical in the planning, operation, and maintenance of a comprehensive regional transportation system. The North Central Texas Council of Governments provides support by conducting and participating in a wide range of travel forecasting, planning, and design projects. Emphasis in this task is placed on assisting local governments with subarea and thoroughfare planning studies, providing technical support for projects such as traffic impact analysis and thoroughfare planning, and participation with transportation providers in corridor or subarea studies where the regional transportation planning process has identified the need for additional transportation system capacity. Work in this area also addresses transportation and land-use planning issues, goods movement, transportation system security and safety, capital and operational asset management, and surface access to aviation. Efforts to streamline and coordinate the planning and environmental review processes to expedite project delivery, implementation of projects or programs aimed at reducing congestion and improving air quality, and activities related to the arrival of autonomous vehicles and high-speed passenger technology in the region are also included.

B. Subtasks

5.01 Regional Transportation Studies

This subtask provides support in the development and refinement of major regional corridor studies. For corridors identified for improvement in the financially constrained Metropolitan Transportation Plan (MTP), as well as other potential facilities being considered for inclusion in future MTPs, a comprehensive, detailed, and environmentally focused study must be performed at the corridor level.

Corridor Studies/Environmental Studies Support

Transportation Planning Funds

This subtask is ongoing throughout both FY2024 and FY2025, providing support in the development of roadway and rail corridor studies. For corridors identified for improvement in the Metropolitan Transportation Plan (MTP), both in the financially constrained and the illustrative list of projects, as well as other facilities being considered for inclusion in future MTPs, a comprehensive, detailed, and environmentally and socially focused study must be performed at the corridor level. These corridor studies are funded by Transportation Planning Funds, unless otherwise noted, and may require environmental analysis, evaluation of existing and/or future infrastructure conditions, or other feasibility assistance. These studies are required by federal regulation and serve as a bridge between the regional planning process and the more detailed environmental analysis and corridor design, and engineering phases conducted with partner agencies, including Dallas Area Rapid Transit (DART), the Denton County Transportation Authority (DCTA), Trinity Metro, the North Texas Tollway Authority (NTTA), and the Texas Department of Transportation (TxDOT). The studies will be conducted based on regional priorities, schedules of partner transportation agencies, and staff and funding availability.

Where transportation investments are contemplated, reasonable alternative strategies for addressing the transportation demands and congestion at a corridor or subarea level of the Metropolitan Planning Area are identified and evaluated in these studies. The corridor study process provides information to elected officials, technical staff, the business community, nearby property owners, and the general public on the costs, benefits, and impacts of these alternatives so that an informed decision can be made for a corridor improvement strategy. The study process also presents the opportunity to promote a balanced and multimodal transportation network to improve system interoperability and efficiency, and support the goals of the Metropolitan Transportation Plan, along with sustainability, livability, and community land-use objectives. Funding assistance may be requested from the participating agencies and potential private concessionaires involved in Comprehensive Development Agreement (CDA) efforts.

In addition, this Work Program subtask includes technical assistance enabling NCTCOG to respond to ad hoc requests for information and assistance from local governments, transportation authorities, public agencies, Transportation Management Associations, and private interest groups. TxDOT technical assistance requests, such as on- or off-system arterial corridor analysis projects that help determine design concept and scope, are similarly included in this element. Tasks performed as technical assistance usually involve special computer processing and rerunning portions of the travel forecast model to determine travel conditions and assumptions as specified in each individual request. This work is often done for local governments in conjunction with consultants retained by the local government to complete a study or project. Anticipated products of this subtask include:

- Travel demand modeling forecasts for study corridor alternatives and alignment analysis;
- Specialized model runs such as select-link analyses and alternative demographic modeling;
- Report of daily volumes, peak-hour volumes, level-of-service, vehicle miles traveled, ridership totals, boarding and alighting figures, and other travel model data for studies;
- Travel demand modeling forecasts and forecast results reports with supporting tabulations as required for New Starts applications;
- Travel model networks, Geographic Information System (GIS) shape files, and performance reports as model outputs;
- Participation in coordination meetings that monitor the progress of environmental documents being prepared by the project sponsor (i.e., TxDOT, NTTA) for implications to the Metropolitan Transportation Plan and other supporting documents;
- Collection and transmittal of travel model data for potential CDA proposals;
- Environmental study and project updates on the NCTCOG website;
- Feedback to sponsoring agencies on review of document recommendations and design concepts as they impact the larger system;
- Update to the regional tolling analysis that evaluates potential environmental justice impacts;
- Analysis that quantifies potential environmental justice impacts at the corridor level;
- Written statements of support at public meetings and hearings for corridors;
- Assistance to local toll project entities on feasibility studies for potential toll roads;
- Review of feasibility and corridor study components;
- Evaluation of institutional structures necessary to implement proposed toll roads;
- Public involvement activities;
- Coordination of planning activities with regional transportation partners, including TxDOT and NTTA;
- Corridor recommendations consistent with the Metropolitan Transportation Plan, the Transportation Improvement Program, and Regional Transportation Council policies; and

- Documentation to guide incorporation of asset management principles, performance measures, and pilot project recommendations in the preparatory, analysis, and decision-making efforts for updates to the Metropolitan Transportation Plan, Congestion Management Process, and the Transportation Improvement Program.

Work Performed and Status: NCTCOG participated in and contributed to TxDOT-led roadway corridor studies and environmental document completion by attending regular meetings, reviewing corridor study documents, and providing travel model related data. Additionally, staff coordinated with partner transportation agencies at the regional, State, and federal levels in the development of corridor studies and analyses and worked to ensure consistency between study recommendations and the Metropolitan Transportation Plan.

Individual corridors involving significant staff time and resources during FY2025 included:

Interstate Highway (IH 20) – Tarrant County: NCTCOG staff attended monthly Metropolitan Transportation Plan coordination meetings with TxDOT Fort Worth which included corridor study coordination on IH 20 in Arlington and Grand Prairie. NCTCOG staff continued to work with TxDOT as it evaluated corridor options between Park Springs and State Highway (SH) 161. This included providing technical analysis data in evaluation of the ultimate and interim schematics. NCTCOG also coordinated with TxDOT to determine which proposed improvements would be recommended in the Metropolitan Transportation Plan, Mobility 2050. Work on this corridor will continue in FY2026 as this study will require ongoing coordination and technical support.

IH 30 – Tarrant County: During FY2025, NCTCOG continued to support TxDOT Fort Worth in the re-evaluation of the IH 30 corridor from IH 35W to SH 161. The long-term vision for this section is a multimodal facility with high-speed rail in the center of the right-of-way. Staff participated in agency coordination meetings with TxDOT Fort Worth and the high-speed rail project team. NCTCOG supported the effort by providing Mobility 2050 travel model data, including projected daily and peak-period traffic volumes. Work on this corridor will continue in FY2026 as this study will require ongoing coordination and technical support.

IH 820 (IH 35W – IH 30): NCTCOG continued to coordinate with TxDOT Fort Worth on this corridor, ensuring consistency with the Metropolitan Transportation Plan. Staff attended corridor monthly progress meetings and a public meeting on the project. This study will require ongoing coordination and technical support, and work will continue in FY2026.

SH 360: NCTCOG staff continued to work with TxDOT Dallas, TxDOT Fort Worth, and local cities/counties on proposed interim and ultimate improvements for this corridor. NCTCOG provided TxDOT with updated travel model data and demographics based on Mobility 2050. Work on this study will continue in FY2026 as this study will require ongoing coordination and technical support.

SH 183 – Tarrant County: NCTCOG staff continued coordination meetings with TxDOT Fort Worth and TxDOT Dallas to review and discuss interim and ultimate corridor improvements and recommendations in Mobility 2050 for SH 183 from SH 121 to SH 161. Updated travel model data based on Mobility 2050 was also provided. This study is ongoing and will continue in FY2026.

DFW Connector: In FY2025, NCTCOG staff analyzed options to alleviate congestion at the north exit of the DFW airport. This involved performing and providing origin-destination analysis data to DFW airport staff and TxDOT Fort Worth. This study is ongoing and will continue in FY2026.

SH 180 East Lancaster Study: NCTCOG attended bi-weekly project progress meetings with TxDOT Fort Worth and the City of Fort Worth. This study is ongoing and will continue in FY2026.

Cheek Sparger Road Traffic Study: For this study, NCTCOG performed origin-destination analysis on Cheek Sparger Road from Bedford Road to Heritage Avenue. Staff attended a meeting with TxDOT Fort Worth, Tarrant County, the City of Colleyville, and the City of Bedford to present the traffic analysis information. This study was completed in FY2025.

US 287 – Tarrant County/Johnson County/Wise County: Staff attended monthly Metropolitan Transportation Plan coordination meetings with TxDOT Fort Worth. Staff also coordinated interim improvements with TxDOT Fort Worth at Walnut Hill in Tarrant County, ensuring consistency with Mobility 2050. Work on this corridor will continue in FY2026 as plans continue to develop.

IH 35E – Ellis County: NCTCOG staff attended project coordination meetings with TxDOT Dallas, performed travel demand forecasting on IH 35E at Grainery Road, and provided the resulting traffic projections to support the assessment of roadway alternatives. Work on this corridor will continue in FY2026 as plans continue to develop.

IH 35/IH 35W – Denton County: NCTCOG continued to work with TxDOT Dallas and Fort Worth on the development of the overall concept and scope and to determine consistency related to the Metropolitan Transportation Plan. Staff attended monthly Metropolitan Transportation Plan coordination meetings with TxDOT Dallas and Fort Worth. Work on this corridor will continue in FY2026 as plans continue to develop.

Transportation Planning Funds were utilized to support the above work activities.

Other Funding Sources

Texas Department of Transportation funds will also be utilized to carry out the work activities noted above, as well as corridor-level mobile source air toxics analyses, on projects that TxDOT requests assistance on. The following projects are anticipated to be performed using Texas Department of Transportation funds. This list is not exhaustive and other corridors may be added at the request of the TxDOT Dallas or Fort Worth districts.

- US 75 – Dallas County/Collin County;
- US 80/IH 30 – Dallas County/Rockwall County/Kaufman County/Hunt County;
- US 380 – Collin County/Denton County;
- IH 635 East;
- City Map (Downtown Dallas Freeway Coordination Study);
- SH 190 East Branch;
- IH 20 – Dallas County;
- Spur 394;
- IH 820 West Loop;
- SH 170;
- IH 30 Tarrant County; and
- IH 635/IH 20/US 175 Feasibility Study.

Work Performed and Status: In FY2025, NCTCOG attended monthly project coordination meetings for the following projects: Kaufman County Outer Loop, Collin County Outer Loop, Rockwall County Outer Loop, Denton County Outer Loop, and IH 35E Lower Stemmons.

NCTCOG attended a public hearing for the IH 345 Corridor Study and participated in weekly coordination meetings with TxDOT Dallas on the IH 345 project submittal for the Bridge Investment Program federal grant application. Travel demand model review and alternatives evaluation were provided to support Outer Loop studies, including Rockwall County alignment review and mitigation discussions for the Denton County Outer Loop. NCTCOG also participated in the Dallas County Inland Port RAISE Grant meeting, the TxDOT Fort Worth District 2027–2030 TIP Development Workshop, Downtown Fort Worth Regional Connections, and US 67/Chisholm Trail Parkway accessibility planning. Staff attended Spur 394 project coordination meetings with TxDOT Dallas, provided roadway networks and travel model data, and supported roadway planning efforts.

Texas Department of Transportation funds were utilized to support work activities. Requested assistance is expected to continue in FY2026.

North Texas Tollway Authority Feasibility Studies

Other Funding Sources

During both FY2024 and FY2025, the North Central Texas Council of Governments (NCTCOG) will assist the North Texas Tollway Authority (NTTA) in providing travel demand modeling for current and future corridor feasibility studies, environmental documents, air quality impact analyses, and traffic and revenue forecasts. NTTA funds have been provided through an interlocal agreement between the two agencies to support this element for corridors listed in the Metropolitan Transportation Plan, as well as other NTTA corridors being considered for inclusion in future MTPs. NCTCOG will employ the Dallas-Fort Worth Regional Travel Model, as well as other planning activities, to provide technical data to NTTA in the analysis of new toll or managed facilities, operational enhancements, capacity improvements, or reconstruction of existing toll roads. Anticipated products of this subtask include:

- Technical data from the travel model, including daily volumes, peak-hour volumes, levels-of-service, and vehicle miles traveled for use in the refinement of corridor recommendations; and
- Corridor-level mobile source air toxics analyses.

Work Performed and Status: During FY2025, NCTCOG attended President George Bush Turnpike East Branch agency coordination meetings and project public meetings. In addition, staff provided travel model data to support the analysis and comparison of corridor alternatives. For SH 360 (Camp Wisdom to US 287), NCTCOG conducted origin-destination analysis and travel demand forecasting to evaluate traffic impacts and corridor access scenarios. On SH 360 (US 287 Toll Road Extension), staff attended coordination meetings with NTTA and TxDOT Fort Worth, as well as a public meeting on the project. Additionally, NCTCOG performed travel demand forecasting and provided the resulting travel model data to support the analysis and comparison of corridor alternatives.

North Texas Tollway Authority funds were utilized to support work activities. NCTCOG staff expects to receive additional requests from NTTA in FY2026.

Strategic Corridor Initiatives

Other Funding Sources

Under this initiative, North Central Texas Council of Governments (NCTCOG) staff will provide technical expertise, advanced planning, environmental coordination, design consultation, and legal/administrative support for transportation providers and the Regional Transportation Council (RTC) to help expedite critical regional projects through all post-feasibility study development phases into implementation as soon as possible. The goal of this element is to streamline the delivery process so attributes/principles like improved lifecycle functionality, reduced cost escalation (by inflation), congestion mitigation, enhanced air quality, and others can be optimized. As regional roadway, freight/passenger rail, and other multimodal projects continue to increase in complexity, scope, and impacts, NCTCOG has identified needs to expand involvement beyond its primary planning and programming functions so transportation system improvements may be executed more rapidly and effectively.

Throughout FY2024 and FY2025, activities conducted from this element will assist the advancement of projects across all surface modes of transportation, and particularly the following: 1) projects dealing simultaneously with multiple transportation modes; 2) projects seeking innovative financing opportunities (including discretionary grant solicitations); 3) projects identified as outcomes or candidates from programs/initiatives directed toward ensuring compliance with federal, State, and other policy body requirements/obligations; and 4) projects incorporating special operational, asset condition, technology/service accommodation, and/or critical functionality characteristics. Surface Transportation Block Grant Program funds, Regional Toll Revenue funds, Regional Transportation Council Local funds, and Transportation Development Credits will support this effort. Consultant assistance will be utilized as needed. Anticipated products will vary depending on the work performed, and could include:

- Implementation and tracking of strategic surface transportation projects among all modes, including progress reports, environmental review milestones and deliverables, design/engineering review, and project sponsor/stakeholder meetings;
- Materials associated with the preparation, submittal, approval, and/or administration of federal or State formula/discretionary grant applications performed by NCTCOG and/or in partnership with transportation providers, local governments, and other eligible entities;
- Documentation and visual aids for distribution and/or presentation relating to the research, development, and negotiation of legal mechanisms for project/program implementation directed at ensuring compliance with federal, State, and other policy body requirements/obligations; and,
- Technical memoranda and visual aids documenting/displaying planning and development activities/considerations for targeted critical and/or innovative projects and their associated areas or corridors.

The following is a list of roadway corridors identified for study and/or advanced development in this element; additional corridors may also be determined:

- North Tarrant Express (NTE) Segments, TEXpress Lanes, and Connectors (IH 30, IH 35W, IH 820, International Parkway, PGBT, SH 121, SH 161, SH 170, SH 183, SH 360, and US 287);
- LBJ Express Segments, TEXpress Lanes, and Connectors (DNT, IH 35E, IH 635, and Loop 12);

- IH 20 – Dallas County/Tarrant County;
- IH 20/IH 30 – Parker County/Tarrant County;
- IH 35E – Dallas County (including IH 35E/DNT interchange);
- IH 35E – Ellis County;
- IH 35W – Denton County;
- IH 35W – Johnson County/Tarrant County;
- IH 45 – Dallas County;
- IH 820 West – Tarrant County;
- Loop 9;
- Loop 12;
- Regional Outer Loop – Collin County/Denton County/Ellis County/Kaufman County/Rockwall County;
- SH 114 – Dallas County/Denton County/Tarrant County;
- SH 360 – Tarrant County;
- US 67 – Dallas County/Ellis County/Johnson County;
- US 175 – Dallas County; and
- US 287 – Ellis County/Johnson County/Tarrant County/Wise County.

Work Performed and Status: NCTCOG continued through FY2025 to support the Texas Department of Transportation (TxDOT) with strategic project development and delivery initiatives within each of the corridors listed above. In summary, this volume of work was comprised of aid in the preparation and review of environmental documents and associated technical memos; creation, modification, and evaluation of conceptual designs and engineering schematics; arrangement and analysis of travel demand model simulations; projections of capital, maintenance, and other lifecycle costs and potential benefits according to construction materials, use/activity types, and facility configurations; assessments of current/future safety, mobility, reliability, and asset condition performance factors; Metropolitan Transportation Plan (MTP)/Transportation Improvement Program (TIP) consistency and modification tracking; investigation of potential funding and construction staging/breakout opportunities; and continued coordination with multiple key transportation, resource, and stakeholder entities. These activities helped ensure projects could meet their desired/required streamlined delivery schedules, level-of-service (LOS) thresholds, and/or functional life expectancies, whether based on feasibility, environmental clearance, implementation, or asset management efforts.

Additional collaboration, technical activities, and documentation were conducted with projects along the IH 20/IH 30, IH 35W, IH 45, IH 820/SH 121, Loop 9, SH 114/SH 170, SH 183, and US 287 corridors in Dallas, Denton, Ellis, Johnson, Parker, Tarrant, and Wise counties for the purposes of evaluating candidacy for Infrastructure Investment and Jobs Act (IIJA)/Inflation Reduction Act (IRA) competitive grant program opportunities. Administration/review, planning/programming, and other specialized assistance was contributed to applications considered, prepared, and submitted in FY2025 for the Railroad Crossing Elimination Program (RCEP), Federal-State Partnership (FSP) for Intercity Passenger Rail – National Program, Better Utilizing Investments to Leverage Development (BUILD) Program, Safe Streets and Roads For All (SS4A) Program, and the Reduction of Truck Emissions at Port Facilities (RTEPF) Program. Similar assistance was provided to TxDOT, other transportation providers, and local governments regarding federal competitive grant applications for projects on and/or impacting these and other regional on-system facilities. Refinements to evaluation and decision-making tools continued throughout FY2025 to incorporate changes and requirements resulting from numerous posted Executive Orders, enable more proactive project slotting, and improve scenario planning between both current and future IIJA/IRA competitive grant solicitations. Substantial efforts have also

remained targeted toward enhancing data collection and calculation methodologies associated with benefit-cost analyses.

Other major assistance and coordination efforts by NCTCOG in FY2025 were concentrated on the delivery of projects recipient of Federal competitive grant awards. This work consisted of the following:

- AllianceTexas/Haslet Accessibility Improvement Project (FY2018 BUILD Grant): Participated in weekly TxDOT/consultant coordination meetings. Finalized white paper documentation aiding TxDOT in obtaining US Department of Transportation (USDOT) approval to close out the BUILD Grant Obligation Agreement and facilitate remaining construction of Avondale Haslet Road as a separate project, though integrated with a proposed BNSF-Fort Worth Subdivision grade separation funded by the Regional Transportation Council (RTC) in 2022. Planning and engineering collaborations continued with TxDOT and the City of Haslet on potential grade separation and Farm-to-Market Road (FM) 156 tie-in concepts in anticipation of Senate Bill (SB) 1555 administration, evaluation, funding, and implementation rules governing the pending Off-System Rail Grade Separation State Fund Program.
- North Texas Strategic National Highway System (NHS) Bridge Program (FY2019 INFRA Grant): Continued tracking of project progress through regular TxDOT correspondence. Construction of the program's last individual bridge project (FM 460 at US 80 – Forney) was completed in FY2025, and TxDOT is seeking USDOT approval to close out the INFRA Grant Obligation Agreement.
- North Texas Multimodal Operations, Velocity, Efficiency, and Safety (MOVES) Program (FY2020 BUILD Grant): Participated in multiple coordination meetings involving the Federal Transit Administration (FTA), NCTCOG Freight Team, TxDOT, Dallas Area Rapid Transit (DART), Trinity Metro, and other key stakeholders. Monitored ongoing TxDOT Fort Worth reconstruction of the northbound (NB) IH 820/Trinity Railway Express (TRE) overpass in Hurst/Richland Hills necessary to facilitate double tracking between Handley Ederville Road and Precinct Line Road. NCTCOG staff continued assistance with planning and conceptual engineering on a Lower Stemmons corridor breakout project to reconstruct/widen the IH 35E/TRE overpass in Dallas and ensure a seamless/efficient transition from the MOVES Program bridge work at Inwood Road and Knights Branch. This was the main application subject of the *Completion of TRE Double-Tracking Project*, which staff had prepared and submitted for FY2024 FSP – National Program grant funding in December 2024. By the close of FY2025, upon news that Trinity Metro could not fulfill its federal match commitment, staff crafted an alternative Local Match Partnership to mitigate the potential loss of BUILD Grant funds for project components in the western subregion. RTC and federal approval of this reorganization is anticipated in early FY2026.
- East Lancaster Avenue Complete Streets and Transit Technology Project (FY2023 BUILD Grant): NCTCOG participated in bi-weekly technical coordination meetings led by TxDOT and its consultant. Staff worked cooperatively with Fort Worth staff to finalize modal and subarea alternatives analysis results and respond to public and agency comments ahead of the City Council's August 2025 adoption of the Fort Worth Eastside Transportation Plan. Occurring simultaneously with TxDOT's work to complete the 60 percent schematic design for East Lancaster, the Plan helped inform an intensive process to select appropriate design/operational treatments for the numerous median openings and driveway access points along the corridor, as well as determine the most effective locations for Trinity Metro bus stops, traffic signal pre-emption zones for transit

vehicles, and other technological upgrades supporting transit user safety and accessibility. In April 2025, USDOT approved a grantee transfer (from NCTCOG to TxDOT) following staff contributions to white paper documentation and support letters submitted to and reviewed by TxDOT. Staff also assisted USDOT/TxDOT with posted Executive Order reviews to ensure project conformity with new and/or revoked requirements. Upon availability of a revised BUILD Grant Obligation Agreement template, staff aided TxDOT with the preparation and submittal of an initial draft for FHWA review in August 2025.

- Bridging Highway Divides for Dallas-Fort Worth Communities (FY2023 Reconnecting Communities and Neighborhoods Grant): NCTCOG staff participated in multiple technical coordination meetings led by various partners for the Klyde Warren Park – Phase 2.0 (KWP2.0), Southern Gateway Park – Phase 2.0 (SGP2.0), IH 30 Dallas Heritage Village/Farmers Market Deck Park, and McKinney Lower 5 Plaza projects. NCTCOG staff worked with local partners and TxDOT to facilitate the completion and phased execution of the Grant Obligation Agreement for three of the four component projects. The McKinney Lower 5 Plaza project was approved “conditionally” awaiting completion of TxDOT’s SH 5 Environmental Assessment. In August 2025, upon federal passage of “H.R. 1, One Big Beautiful Bill”, the McKinney Lower 5 Plaza project was subject to Section 60019 which rescinded all unobligated balances, and further development was halted shortly thereafter by the McKinney City Council. Administrative and technical assistance continued to be provided for the remaining three projects as FY2025 ended.
- AllianceTexas Inland Port Project (FY2026 INFRA Grant): NCTCOG staff participated in numerous coordination meetings conducted by various partners to advance environmental clearance, engineering, and other pre-construction activities for project components along Intermodal Parkway, along with the new-location Spur 170 facility connecting SH 170 east of IH 35W to Intermodal Parkway. Staff also collaborated with TxDOT District/Division staff on a process to facilitate Texas Transportation Commission (TTC) approval for the on-system addition of Spur 170, permitting access to critical financial and technical resources for final design, right-of-way mapping/acquisition, utility relocation, and permitting needs. Local government planning, engineering, and funding inquiries continued to be addressed to gain support for City Council resolutions that are prerequisites to TTC on-system approval. In June 2025, USDOT approved a grantee transfer (from NCTCOG to TxDOT) following staff contributions to white paper documentation and support letters submitted to and reviewed by TxDOT. Upon availability of a revised INFRA Grant Obligation Agreement template, staff aided TxDOT with the preparation and submittal of an initial draft for FHWA review in August 2025.

Environmental clearance activities for the Regional Outer Loop remain ongoing by NCTCOG staff in FY2025 across four counties. The following summarizes corridor work efforts/achievements by county segment:

- Denton County: Stakeholder coordination meetings were conducted monthly by transportation partners to address various administrative and technical tasks in support of TxDOT’s ongoing Environmental Impact Statement activities. Proposed recommendations were incorporated into the Mobility 2050 Plan, and staff performed updated travel demand forecasting and environmental/demographic assessments in contribution to multiple impact analysis memoranda. Staff also helped prepare/review materials for, as well as participate in, TxDOT public meetings held in October 2024 and September 2025.

- Collin County: Staff continued to provide environmental, traffic forecasting, and design assistance supporting completion of a Segment 3a local environmental study for adding the second set of Collin County Outer Loop frontage roads between Dallas Parkway and Choate Parkway. Following completion of Collin County consultant procurement, the December 2024 adoption of the Collin County Southeast Mobility Study – Phase 2, and additional NCTCOG negotiations on a limited assistance plan for on-site environmental evaluations, local environmental studies started in early 2025 along Segments 2 and 4 combined between US 380 and the Collin/Rockwall County boundary. Staff also helped prepare and review materials for, as well as participate in, Collin County Outer Loop public meetings held in April 2025. Coordinated planning activities devoted to compatibility and continuity considerations were performed throughout the year in the interests of corridor transitions in/out of Collin County on either side, particularly as recommendations were finalized in the Mobility 2050 Plan.
- Rockwall/Kaufman County: Though Regional Outer Loop corridor segments within these counties continue to be evaluated separately, monthly coordination meetings between NCTCOG, TxDOT, and key stakeholders were consolidated due to similarities in tasks and schedules. By early 2025, meetings were further consolidated to include all four counties, and this aided with the integration of coding reviews for Outer Loop recommendations in the Mobility 2050 Plan. Additionally, this integration facilitated a concentrated alignment alternatives analysis process throughout spring/summer 2025 for the Rockwall County segment between north of SH 276 and south of SH 205, which had been requested by local elected officials. Year 2050 travel demand model runs were conducted and evaluated for six alignment variations, including one traversing into Hunt County. Comparisons of roadway performance measures and various economic/environmental indicators were generated for maps, tables, and other visualizations before the end of FY2025, and decisions over if/how they may impact locally preferred alternative recommendations are expected in early FY2026.

Surface Transportation Block Grant Program funds (CSJs 0902-00-267 and 0918-00-409), Regional Toll Revenue funds (CSJ 0918-24-174), and Transportation Development Credits were used to support work activities. This project is ongoing and will continue in FY2026.

High-Speed Passenger Technology

Other Funding Sources

North Central Texas Council of Governments (NCTCOG) staff will provide leadership and/or support for work activities related to high- and higher-speed passenger technology within the Dallas-Fort Worth planning area boundary and those areas outside the planning area boundary that impact travel within the boundary. NCTCOG work activities will be supported with Regional Toll Revenue funds, Regional Transportation Council Local funds, and Federal Railroad Administration (FRA) funds through the Corridor Identification and Development (CID) Program grant award. Efforts may include all activities associated with planning and implementation of high- or higher-speed passenger technology (i.e., rail, next generation magnetic levitation) in the Dallas-Fort Worth region, as well as activities related to connecting the Dallas-Fort Worth region to other metropolitan areas. Analysis of corridor-adjacent land use, as well as infrastructure modifications and needs associated with station locations, such as freeway crossings with caps or tunnel crossings with access portals, may supplement the staff activities associated with passenger rail planning. Preparation and monitoring of applications for federal or State grants related to intercity passenger transportation planning may also be included in staff activities. In

FY2024, NCTCOG was awarded funding through FRA's CID Program to advance planning and project development activities for the Fort Worth to Houston High-Speed Rail Corridor. Staff will generate a scope, schedule, and budget to produce a Service Development Plan according to FRA's requirements as a part of the CID Program (Steps 1 and 2 of the 3-step program). This element is ongoing throughout FY2024 and FY2025. Consultant assistance may be used for the production of a Service Development Plan and other related initiatives. Regional Transportation Council Local funds will be used to support travel, agency membership with high-speed rail associations, and associated costs for implementation of high- or higher-speed passenger technology.

The following products will be delivered during FY2024 and FY2025 as the result of work done on this project:

- Various maps identifying alternatives and Regional Transportation Council policies;
- Development of ridership modeling analyses for various high-speed passenger technology alignments and station locations;
- Technical memorandums detailing corridor-adjacent land use and/or infrastructure modification analyses and recommendations, specifically at or proximate to station locations;
- Recommended station locations, alignments, and technology;
- CID Step 1: Scope, Schedule, and Budget for Service Development Plan of a Fort Worth to Houston High-Speed Rail Line (FY2024); and
- CID Step 2: Service Development Plan of a Fort Worth to Houston High-Speed Rail Line (FY2025).

Work Performed and Status: Work under this element by NCTCOG focused on administering the consultant contract for the Dallas to Fort Worth High-Speed Transportation Connections Study, Phase 2 (preliminary engineering and National Environmental Policy Act [NEPA]). Several coordination meetings were held to advance opportunities for improving corridor-adjacent land uses in key locations with enhanced transportation options, along with potential existing and future infrastructure modifications that may be required as mitigation based on the preliminary project alignment. In addition, numerous opportunities continued to be provided for public and stakeholder input through public meetings and community engagement events. The project team continued regular coordination efforts with the Federal Railroad Administration (FRA) and Federal Transit Administration (FTA), with FTA serving as the lead agency for Phase 2 of the project. Staff also continued assessing station area developments and transportation connections, as well as developing ridership modeling for use in the NEPA analysis.

NCTCOG's activities under Step 1 of the Corridor Identification and Development Program (CID Step 1) for the Fort Worth to Houston (through Dallas) High-Speed Rail Corridor included consultant procurement for the completion of Step 1 tasks. Activities are anticipated to continue, with consultant assistance, for CID Step 1 in FY2026 pending the execution of a grant period of performance extension with FRA.

Additional efforts included coordination on a potential hyperloop feasibility study along the IH 35 corridor; engagement with major stakeholders, developers, and Amtrak/Texas Central on the progress of the Dallas to Houston High-Speed Rail project; and coordination with high-speed rail experts from around the world through membership in the US High Speed Rail Association.

Federal Railroad Administration funds and Regional Toll Revenue funds (CSJ 0902-00-194) were used to support work activities. This project is ongoing and will continue throughout FY2026.

High-Speed Passenger Technology: Dallas-Fort Worth High-Speed Transportation Connections Study

Other Funding Sources

The Regional Transportation Council has secured Surface Transportation Block Grant Program funding, matched with Transportation Development Credits, to support the development of high-speed passenger technology between Dallas and Fort Worth. These dollars and credits will be utilized by the North Central Texas Council of Governments to lead the initiative to complete any pre-National Environmental Policy Act (NEPA) planning efforts, as well as the required environmental documents (Environmental Assessment anticipated) in accordance with the National Environmental Policy Act on the Dallas-Fort Worth High-Speed Transportation Connections Study. Preparation and monitoring of applications for federal or State grants related to intercity high-speed rail planning centered on the Dallas to Fort Worth high-speed corridor may also be part of required activities. Consultant assistance will be utilized. Anticipated products during FY2024 and FY2025 include:

- NEPA planning efforts, including preparation of a service development plan;
- Fifteen percent conceptual and 30 percent preliminary design plans of Preferred Alternative;
- Final environmental documents; and
- Finding of No Significant Impact.

Work Performed and Status: Consultant project activities in FY2025 centered on continued work efforts toward Phase 2 (preliminary engineering and NEPA). This included regular coordination meetings with the Federal Transit Administration (FTA) and the Federal Railroad Administration to discuss project progress and schedule for NEPA activities – which was formally initiated by FTA on March 4, 2024, and paused on August 13, 2024. The pause is still in effect as of the end of FY2025. Stakeholder outreach was a key focus, with targeted meetings held with various city councils, transportation agencies, stakeholders, and neighborhood associations to discuss project details.

Throughout the year, the project team made significant progress in refining the corridor alignment in the downtown Dallas and west Dallas areas, advancing engineering designs, analyzing and documenting the social and environmental effects for NEPA, and preparing technical memorandums. The team also worked closely with local governments and transportation authorities to ensure the successful implementation of high-speed transportation connections between Dallas-Fort Worth and other planned high-speed systems. Engineering of alternative alignments advanced per stakeholder feedback and Regional Transportation Council direction.

Surface Transportation Block Grant Program funds (CSJ 0902-00-074) and Transportation Development Credits were used to support work activities. This project is ongoing and will continue in FY2026.

Regional Automated Transportation System Initiative

Other Funding Sources

Throughout the Dallas-Fort Worth region, many opportunities exist for an appropriate technology to serve as a “last mile” connection or distribution system within a mixed-use activity center area. During FY2024 and FY2025, North Central Texas Council of Governments staff, working in collaboration with the many project opportunity owners, stakeholders, and local government and transportation authority partners, will identify the merits of automated transportation systems (ATS) (sometimes referred to as people movers) technologies available and assess each regional project opportunity for unique needs, including similarities and synergies. This initiative also includes detailed feasibility studies, engineering designs, and/or implementation for automated transportation systems at particular locations and for particular use cases such as passenger and freight/goods distribution. ATS projects are expected to be pursued in both the eastern and western subregions, including engineering and implementation of a retrofit of the Las Colinas Area Personal Transit system. This initiative includes an ATS feasibility study centered on the Legacy Business Area in Plano. Consultant assistance may be utilized for this initiative. Surface Transportation Block Grant Program funds and Transportation Development Credits will be used. The following products will be delivered as the result of work done on this project:

- Technical memorandums evaluating the needs and feasibility of the various regional ATS project opportunities, including the Legacy Business Area in Plano;
- Engineering designs of location-specific infrastructure for ATS projects;
- Retrofit guideway structure and stations as well as vehicle procurement for ATS project in Las Colinas.

Work Performed and Status: Coordination with local government entities and other stakeholders continued to advance the identified ATS locations, including the Las Colinas area in Irving, the Legacy Business Area in Plano, and the General Motors/Arlington site. Site visits continued to be performed to evaluate potential routing of the proposed ATS systems, and staff began developing scopes for engineering consultant support for the Plano Legacy Business Area and the Las Colinas Area Personal Transit System. The Request for Proposals for the Las Colinas Area Personal Transit System was released in July 2025. A Consultant Selection Committee was established to review all proposals, and a consultant was selected to undertake the design and engineering for the retrofit of the Las Colinas Area Personal Transit System.

Surface Transportation Block Grant Program funds (CSJs 0918-00-461 and 0918-47-482) and Transportation Development Credits were used to support work activities. This project is ongoing and will continue throughout FY2026.

Regional Passenger Rail Corridor Planning Studies

Other Funding Sources

Mobility 2045 – 2022 Update, the regional Metropolitan Transportation Plan, has identified several potential corridors for future regional passenger rail service. During FY2024 and FY2025, NCTCOG staff, in coordination with DART, Trinity Metro, DCTA, and local governments along the corridor, will analyze travel demand, review potential station locations, develop ridership projections, examine opportunities for regional connectivity (including potential interlining

opportunities and other transit connections) and identify potential capital and operational funding opportunities for several of these corridors. Activities may include conceptual engineering of the rail corridor and alternatives analyses that include interim transit service opportunities. Regional passenger rail corridors to be studied as part of this effort include the Mansfield Line on the Union Pacific-owned corridor from Fort Worth to Midlothian and the McKinney Line on the DART-owned corridor from Plano to a point north of McKinney. Consultant assistance may be utilized for this initiative. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support work activities. The following products will be delivered as the result of work done on these projects:

- Technical reports documenting analysis related to project implementation and financial and governance structure options; and
- Mapping of potential alignment alternatives.

Work Performed and Status: Technical support continued by NCTCOG staff for ridership analysis on various passenger rail corridors in coordination with transit agencies. Work on the McKinney Corridor Study continued, with efforts to update ridership demand estimates with the latest networks and demographics from Mobility 2050. The scope and timing of the study was refined to better align with the needs of stakeholders and the completion of the Transit 2.0 Study, leading to the release of a Request for Proposals near the end of FY2025, with a consultant to be procured in FY2026.

Surface Transportation Block Grant Program funds (CSJ 0918-00-408) and Transportation Development Credits were used to support work activities. This project is ongoing and will continue throughout FY2026.

High-Speed Rail/Cedars Planning Study

Other Funding Sources

Work on this study of potential improvements will occur in FY2024 and FY2025 and will include the review of transportation thoroughfare systems over IH 30. This project will include transportation planning in the Cedars neighborhood of Dallas, transportation connections to the southern sector on both sides of the Trinity River, review of potential structures in proximity of the IH 30 freeway, and preliminary engineering of recommended improvements.

This work will be performed by NCTCOG staff. It is anticipated this effort will be conducted over three years. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support work activities. The anticipated products will include:

- A proposed gridded thoroughfare system over IH 30;
- Transportation recommendations for the Cedars neighborhood; and
- Transportation recommendations crossing the Trinity River, connecting Oak Farms to the Cedars neighborhood.

Work Performed and Status: Work on this project is anticipated to begin in FY2026 pending execution of funding agreement and issuance of the Notice to Proceed.

IH 30/Fair Park Street Grid Planning Study: Foundation for CBD/Fair Park Links

Other Funding Sources

Work will continue in FY2024 on a planning study of the street grid south and north of IH 30 in the area bound by IH 45 to the west, Carroll Avenue to the east, Main Street to the north, and Fitzhugh to the south to support system redundancy, context-sensitive multimodal accommodations, urban land-use revitalization, and the traffic incident management process, including travel forecasts and modeling. The current vision is to create multiple links vs a confined, wider thoroughfare. This project will include a study of the Central Business District (CBD) and Fair Park areas. Surface Transportation Block Grant Program funds, Regional Transportation Council Local funds, and Transportation Development Credits will be utilized to support work activities. Anticipated products include:

- Coordination with City of Dallas, Texas Department of Transportation, Deep Ellum Foundation and Fair Park representatives on a common vision for thoroughfare street designs;
- Review of IH 30 thoroughfare and ramp designs to coordinate freeway access and thoroughfare street recommendations;
- Development of plans to reconnect thoroughfare streets and advance the concept for the CBD/Fair Park Link; and
- Review of light rail/roadway interface for safety concerns.

Work Performed and Status: This study was completed in FY2024.

5.02 Subarea Studies and Local Government Assistance

This subtask provides assistance to local governments, including thoroughfare planning support, comprehensive studies, and technical assistance. This includes coordinating with local, regional, State, and federal agencies and assisting in the preparation of environmental and planning documents, as well as working with local governments in developing the transportation component of a city's comprehensive plan or countywide transportation plan.

Comprehensive Transportation Planning Studies and Technical Support

Transportation Planning Funds

This subtask is ongoing throughout FY2024 and FY2025, providing an evaluation of multimodal transportation needs within a specific geographic area or along an arterial or transit corridor. Subarea studies are designed to study a specific issue and allow for a comprehensive assessment of general transportation needs within an area prior to examining system alternatives. A portion of this subtask is dedicated to assisting local governments in developing the transportation component of a city's comprehensive plan or in the development of citywide transportation plans through the delivery of travel forecasts and technical support for these efforts. This subtask includes technical assistance enabling the North Central Texas Council of Governments (NCTCOG) to respond to ad hoc requests for information and assistance from local governments, transportation authorities, public agencies, Transportation Management Associations, and private interests. Due to the large number of similar requests, NCTCOG will prepare countywide subarea forecasts that can be used to assist local governments with thoroughfare planning needs and to answer many technical assistance questions. Additionally,

this subtask allows for coordinated planning efforts that provide Travel Demand Model ridership data and technical analysis to local transit agencies.

Specific projects in this work subtask are listed below. The list is not all inclusive, as additional requests may be considered pending staff and resource availability. The timing in which local governments are ready to begin studies and the availability of NCTCOG staff and consultant assistance drive the scheduling of these efforts. Consultant assistance may be utilized to support these studies, and local governments may be responsible for consultant assistance funding. The policies set forth to guide the activity in this Work Program element are contained in Exhibit I-5. This Work Program subtask also provides traffic forecasting and technical support for subtasks conducted by other program areas within the department. Anticipated products include:

- Countywide subarea forecasts and identification of recommendations;
- Thoroughfare planning guidelines;
- Travel demand modeling for study corridor alternatives and alignment analyses;
- Report of daily volumes, peak-hour volumes, levels-of-service, vehicle miles traveled, ridership totals, boarding and alighting figures, and other travel model data for studies;
- Collection and transmittal of travel model networks, Geographic Information System shape files, and performance reports as model outputs;
- Project updates on the NCTCOG website; and
- Incorporation of recommendations into the next Metropolitan Transportation Plan.

Provided below is a list of ongoing and candidate projects in the Dallas-Fort Worth area which will be conducted or supported based on regional priorities, schedules of partner transportation agencies, and staff and funding availability. This list is divided into three categories that provide a scaled level of NCTCOG staff involvement: Category 1 – NCTCOG is conducting the study; Category 2 – NCTCOG is providing limited analysis and data to support an external study; and Category 3 – NCTCOG is providing existing data in response to small, ad hoc requests for technical assistance.

Roadway

Category 1

- Hood County Transportation Plan (including Chisholm Trail Parkway Extension)
A countywide plan will be developed that incorporates land-use planning, traffic count and accident data, demographic projections, travel demand modeling, local government committee assistance, and public involvement.
- North Tarrant County Transportation Subarea Study
This study will focus on an assessment of transportation needs in northwest Tarrant County. This effort will include a review of current and future traffic volumes, with attention given primarily to the regional arterial system in regard to connectivity and capacity needs.
- Love Field Surface Transportation Planning Study (Mockingbird Lane)
NCTCOG, working with the City of Dallas, will evaluate roadway and transit options to maximize accessibility to Love Field now and in the future. This study will analyze roadway improvement scenarios along the southern entrance corridor, which includes Mockingbird Lane, as well as evaluate the impacts of various other improvements.

Work Performed and Status: The evaluation of multimodal transportation needs at the subarea or corridor level supports local governments and responds to those needs. The pre-National Environmental Policy Act (NEPA) work performed and project status during the reporting period of FY2025 is as follows:

- Hood County Transportation Plan (including Chisholm Trail Parkway Extension): Alternative roadway scenarios were run and analyzed, with the results provided to the county. Results of the alternate scenarios were presented to the public and stakeholders at a workshop in December 2024. Hood County adopted the thoroughfare plan in March 2025. This project will not carry over to FY2026.
- North Tarrant County Transportation Subarea Study: Per conversations with Tarrant County, NCTCOG data and assistance are no longer required for this project. This project will not carry over to FY2026.
- Love Field Surface Transportation Planning Study (Mockingbird Lane): Continuation of this project is pending collaboration between the City of Dallas and NCTCOG regarding the timeline and scope of the project. This project will carry over to FY2026.

Transportation Planning Funds were utilized to support work activities.

Category 2

- City of Balch Springs Master Thoroughfare Plan Update
- Dallas County Major Capital Improvement Program (MCIP)
- City of Dallas Comprehensive Thoroughfare Plan Update
- City of Dallas Area Planning Program
- City of Dallas Bike Plan Update
- City of Dallas Comprehensive Plan Update
- City of Garland Bobtown/Lyons Connection
- Hunt County Thoroughfare Plan
- Dallas Fort Worth International Airport Landside Modernization Road Map
- East-West Connector for Dallas Fort Worth International Airport
- City of Lake Worth Thoroughfare Planning Assistance
- City of Richardson Comprehensive Plan
- City of White Settlement Thoroughfare Planning Assistance
- City of Cedar Hill West Side Mobility Assistance
- Johnson County Thoroughfare Plan Update

Work Performed and Status: The evaluation of multimodal transportation needs at the subarea or corridor level supports local governments and responds to those needs. The pre-NEPA work performed and project status during the reporting period of FY2025 is as follows:

- City of Balch Springs Master Thoroughfare Plan Update: Commencement of this project is pending collaboration between the City of Balch Springs and NCTCOG regarding the timeline and scope of the project. This project will carry over to FY2026.
- Dallas County Major Capital Improvement Program (MCIP): Commencement of this project is pending collaboration between Dallas County and NCTCOG regarding the timeline and scope of the project. This project will carry over to FY2026.

- City of Dallas Comprehensive Thoroughfare Plan Update: Commencement of this project is pending collaboration between the City of Dallas and NCTCOG regarding the timeline and scope of the project. This project will carry over to FY2026.
- City of Dallas Area Planning Program: Commencement of this project is pending collaboration between the City of Dallas and NCTCOG regarding the timeline and scope of the project. This project will carry over to FY2026.
- City of Dallas Bike Plan Update: Commencement of this project is pending collaboration between the City of Dallas and NCTCOG regarding the timeline and scope of the project. This project will carry over to FY2026.
- City of Dallas Comprehensive Plan Update: Continued work on this project is pending collaboration between the City of Dallas and NCTCOG regarding future needs. This project will carry over to FY2026.
- City of Garland Bobtown/Lyons Connection: Alternative roadway scenarios were run and analyzed by NCTCOG, with the results provided to the City. This project is complete and will not carry over to FY2026.
- Hunt County Thoroughfare Plan: Per conversations with Hunt County, NCTCOG data and assistance are no longer required for this project. This project will not carry over to FY2026.
- Dallas Fort Worth International Airport Landside Modernization Road Map: Commencement of this project is pending collaboration between DFW Airport and NCTCOG regarding the timeline and scope of the project. This project will carry over to FY2026.
- East-West Connector for Dallas Fort Worth International Airport: NCTCOG data and assistance are no longer required for this project. This project will not carry over to FY2026.
- City of Lake Worth Thoroughfare Planning Assistance: Per conversations with the City of Lake Worth, NCTCOG data and assistance are no longer required for this project. This project will not carry over to FY2026.
- City of Richardson Comprehensive Plan: Alternative roadway scenarios were run and analyzed by NCTCOG, with the results provided to the City. This project is complete and will not carry over to FY2026.
- City of White Settlement Thoroughfare Planning Assistance: Per conversations with the City of White Settlement, NCTCOG data and assistance are no longer required for this project. This project will not carry over to FY2026.
- City of Cedar Hill West Side Mobility Assistance: Continued work on this project is pending collaboration between the City of Dallas and NCTCOG regarding future needs. This project will carry over to FY2026.
- Johnson County Thoroughfare Plan Update: Alternative scenarios were run and analyzed by NCTCOG, with the results provided to the County. This project is complete and will not carry over to FY2026.
- Burleson FM 1902 – Lakewood Extension: Continuation of this project is pending collaboration between the City of Burleson and NCTCOG regarding future needs. This project will carry over to FY2026.
- Denton County Thoroughfare Plan Update: Extensive roadway coding and alternative demographics scenario modeling were conducted, and the results delivered to the County. Coordination with its consultants is ongoing, and this project will carry over to FY2026.
- City of Granbury Thoroughfare Plan Update: Continuation of this project is pending collaboration between the City of Granbury and NCTCOG regarding future needs. This project will carry over to FY2026.

- Kleberg Neighborhood Assistance: Continuation of this project is pending collaboration between the City of Dallas and NCTCOG regarding future needs. This project will carry over to FY2026.
- City of Sunnyvale Thoroughfare Plan Update: NCTCOG data and assistance are no longer required for this project. This project will not carry over to FY2026.

Transportation Planning Funds were used to support work activities.

Category 3

- Technical Assistance

Work Performed and Status: NCTCOG staff responded to multiple requests for information and assistance in FY2025. A table highlighting the larger technical assistance efforts is provided below. This list is not all inclusive of assistance provided during the year. Phone calls and emails with simple responses are not documented but make up a large part of NCTCOG staff's job duties.

Requesting Agency	Project Location	Technical Assistance Provided
City of Arlington	Randol Mill Road, City of Arlington	Projected Traffic Volumes, Roadway Network
City of Frisco	City of Frisco	Projected Traffic Volumes, Demographic Forecasts, Level of Service Data, Performance Measures, Vehicle Miles of Travel (VMT), Trip Length Data
City of The Colony	Grandscape Boulevard, Spring Creek Parkway, City of The Colony	Projected Traffic Volumes
City of Watauga	City of Watauga	Demographic Forecasts
City of Waxahachie	City of Waxahachie	Projected Traffic Volumes, Demographic Forecasts, Level of Service Data, Performance Measures, Vehicle Miles of Travel, Trip Length Data
City of Wilmer	City of Wilmer	Projected Traffic Volumes, Demographic Forecasts, Level of Service Data, Performance Measures, Vehicle Miles of Travel, Trip Length Data
Consultant	Haltom City	Projected Traffic Volumes, Roadway Networks
Town of Cross Roads	Town of Cross Roads	Projected Traffic Volumes, Demographic Forecasts, Level of Service Data, Performance Measures, Vehicle Miles of Travel, Trip Length Data
Town of Prosper	Town of Prosper	Projected Traffic Volumes, Demographic Forecasts, Level of Service Data, Performance Measures, Vehicle Miles of Travel, Trip Length Data

Town of Westlake	Town of Westlake	Projected Traffic Volumes, Demographic Forecasts, Level of Service Data, Performance Measures, Vehicle Miles of Travel, Trip Length Data
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Transportation Planning Funds were used to support work activities, and work will continue in FY2026.

Transit

Category 1

- No projects at this time.

Work Performed and Status: No work was conducted in FY2025.

Category 2

- Redbird and East Dallas Transit Facility Planning

Work Performed and Status: No work was conducted in FY2025.

Category 3

- Technical Assistance

Work Performed and Status: No requests for assistance were received in FY2025.

Northwest and Southwest Fort Worth Subarea Studies

Other Funding Sources

In FY2024 and FY2025, NCTCOG, working with the City of Fort Worth, will evaluate and identify roadway improvements and establish multi-modal transportation networks with a focus on land use, safety, and congestion. The Northwest Study will be bounded by US 377 to the east, SH 114 to the north, FM 730 to the west, and IH 820 to the south. The Southwest Study will be bounded by IH 20/IH 820 to the north, FM 1187 to the west, US 377 to the south, and Chisholm Trail to the east. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support work activities, and consultant assistance will be utilized. Anticipated products include:

- Travel demand modeling for study corridor alternatives and alignment analyses;
- Report of daily volumes, peak-hour volumes, levels-of-service, vehicle miles traveled, and other travel model data for studies;
- Collection and transmittal of travel model networks, Geographic Information System shape files, and performance reports as model outputs; and
- Incorporation of recommendations into the next Metropolitan Transportation Plan.

Work Performed and Status: NCTCOG data and assistance are no longer required for this project. This project will not carry over to FY2026.

Love Field Surface Transportation Planning Study (Mockingbird Lane)

Other Funding Sources

During FY2024 and FY2025, NCTCOG, working with the City of Dallas, will evaluate roadway and transit options to maximize accessibility to Love Field now and in the future. This study will analyze roadway improvement scenarios along the southern entrance corridor, which includes Mockingbird Lane, as well as evaluate the impacts of various other improvements, including autonomous transit vehicles, signal improvements, operational turn lanes, and grade separations. The focus of the effort extends from SH 183 to the Dallas North Tollway, taking advantage of the proposed improvements to Stemmons, Mockingbird Lane, and additional arterial streets in that area. Regional Toll Revenue funds will be utilized to support work activities. Anticipated products include:

- Identification of needed transportation solutions along the entire corridor;
- Identification of transportation solutions to be processed as Transportation Improvement Program recommendations for engineering and construction; and
- Development of a communications plan for the City of Dallas, Dallas County, TxDOT, the North Texas Tollway Authority, Southwest Airlines, and public entities/citizens.

Work Performed and Status: No work on this project utilizing Regional Toll Revenue funds was conducted in FY2025. Work is being conducted in the Love Field Surface Transportation Planning Study (Mockingbird Lane) initiative listed in Category 1 of Subtask 5.02, Subarea Studies and Local Government Assistance, Comprehensive Transportation Planning Studies and Technical Support.

5.03 Land-Use/Transportation Initiatives

This subtask is ongoing throughout both FY2024 and FY2025. Work will include various elements, including Sustainable Development Initiatives, Transit-Oriented Development, and Bicycle/Pedestrian Planning, Safety, and Engineering Initiatives.

Sustainable Development Initiatives

General Land Use and Transportation Coordination

Transportation Planning Funds

This subtask includes regional, subarea, corridor, and district-level planning, along with technical assistance focused on the interface between transportation and land use. Staff will continue work on the development and implementation of tools related to land-use planning principles such as sustainable zoning practices and others and will host training sessions and develop educational information. Staff will continue to pursue funding opportunities to expand or enhance activities. Anticipated products during FY2024 and FY2025 include:

- Technical assistance to local governments on implementing Sustainable Development programs and projects such as the development of unified corridor plans, land-use analysis, data collection, education and training regarding transportation and land-use planning best practices, form-based code review, school siting and safe routes to school, curb lane management, parking, housing and transportation analysis, 3D visualization services, financing strategies and tools for economic development, zoning and special district analysis, and planning to promote infill and mixed-use developments;
- Online information, training, and education on topics related to Green Infrastructure, transportation and sustainable stormwater projects and practices, and other such topics to assist in growth management and land-use planning;
- Planning support for the development of the Blue-Green-Grey Program;
- Technical assistance to local governments and Independent School Districts (ISDs) for school siting in relation to transportation infrastructure;
- Coordination with NCTCOG's Environment and Development-related programs;
- Practical tools and planning support for curb lane management throughout the region;
- Meetings and materials for the Coordinated Land Use and Transportation Planning Task Force;
- Analysis of the impacts of mixed-use developments on travel patterns and congestion compared to conventional single-use development; and
- Technical assistance to the City of Plano regarding context-sensitive thoroughfare design best practices.

Work Performed and Status: Staff continued to assist local governments with reviewing transportation and land-use projects and planning needs, and working with local governments for Transportation Improvement Program updates as needed. Staff conducted reviews of coordinated regional housing and transportation best practices and programs. A study of traffic impacts from mixed-use development in Collin County was finalized. Coordination meetings were held quarterly with NCTCOG Environment and Development Department staff to identify areas of overlap and potential support. Three meetings of the Coordinated Land Use and Transportation Planning Task Force were held, and three newsletters were distributed to share education and information among local governments related to best practices for development of walkable mixed-use communities.

Transportation Planning Funds were utilized to support work activities. This project is ongoing, and work will continue in FY2026.

Other Funding Sources

The Regional Transportation Council (RTC) selected a series of infrastructure/construction, planning, and land-banking projects during three Sustainable Development Calls for Projects (SDCFP) in 2001, 2005-2006, and 2009-2010. Efforts in overseeing passthrough construction dollars are conducted in conjunction with local governments to better coordinate transportation investments and land use. This program of projects was originally funded by Surface Transportation Program–Metropolitan Mobility funds (now known as Surface Transportation Block Grant Program [STBG] funds), and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds and was established in 2001 when the RTC selected the first Land-Use/Transportation Joint Venture projects. Additional RTC Local funds were programmed to fund these projects through the 2005-2006 SDCFP. Regional Toll Revenue funds, Surface Transportation Block Grant Program funds, and local funds were allocated to the program with the 2009-2010 Sustainable Development Call for Projects, and Congestion Mitigation and Air Quality Improvement Program funds, Surface Transportation Block Grant

Program funds, and local funds were allocated to the program with the Sustainable Development Phase IV: Turnback, Context-Sensitive, and Transit-Oriented Development funding initiative in FY2018.

Exhibit VI-1 contains the listing of the Sustainable Development infrastructure and land-banking projects still underway. The funds are used to provide:

- Road construction, sidewalks, pedestrian amenities, bike trails, etc.

EXHIBIT VI-1
Sustainable Development Projects

Project Name	Type	Funding Source
Dallas Collective	Infrastructure	RTR/STBG/TDCs
Dallas-Lake Highlands Transit-Oriented Development Town Center	Infrastructure	RTC Local/Local
Irving Heritage District	Land banking	RTC Local/Local
Crowley Main Street	Infrastructure	CMAQ/STBG/Local
Ennis UPRR Safety Zone	Infrastructure	CMAQ/STBG/Local
Irving SH 356/Irving Boulevard	Infrastructure	CMAQ/STBG/Local
Lewisville College Street	Infrastructure	CMAQ/STBG/Local/TDCs
DCTA Intermodal Transit Center	Infrastructure	CMAQ/STBG/TDCs

The 2001 and 2018 projects are coordinated directly between the implementing agencies and the Texas Department of Transportation with staff monitoring project progress. Utilizing Regional Transportation Council Local funds, NCTCOG staff will provide oversight for the implementation of the 2005-2006 infrastructure and land-banking projects. Utilizing Surface Transportation Block Grant Program funds and Transportation Development Credits (TDCs), staff will oversee the implementation of the 2009-2010 infrastructure projects that may be assigned that are project/corridor specific. Regional Transportation Council Local funds will also be used to identify and support the development of future funding opportunities for Sustainable Development initiatives. Anticipated products during FY2024 and FY2025 include:

- Implementation and tracking of infrastructure and land-banking projects which include invoice, progress report, and schedule review; and project sponsor meetings;
- Project tracking and technical assistance to local governments developing Sustainable Development projects;
- Work scopes for plan procurements and consultant selection;
- In-house studies on land use/transportation and sustainability/livability topics of regional benefit;
- Coordination on growth and demographics;
- Training opportunities on regional land use/transportation and sustainability/livability topics of benefit to stakeholders;
- Collection of data as needed, and development and tracking of regional performance measures for reporting to stakeholders and elected officials; and
- Development and assistance in identifying funding programs and grants for regional sustainability/livability initiatives.

Work Performed and Status: Staff continued to work with local governments to implement projects in the Sustainable Development Funding Program. Three infrastructure projects (Lewisville College Street, Ennis UPRR Safety Zone, and DCTA Intermodal Transit Center) and one land-banking project (Irving Heritage District) are currently underway. The Lake Highlands Transit-Oriented Development Multimodal Connectivity and Irving SH 356/Irving Boulevard projects were completed and closed out. Construction activities were completed for the Dallas Collective project. Additional activities supporting the development of land banking agreements were completed. Staff continued development of metrics and data collection/analysis for an evaluation study of completed Sustainable Development Funding Program projects. Locally led initiatives and other Sustainable Development projects were tracked, including the North Richland Hills Smithfield Transit-Oriented Development and North Richland Hills Smithfield Road land-banking initiatives. Staff developed a USDOT BUILD grant application focused on reconstructing the Roaring Springs Road/State Highway (SH) 183 and Pumphrey Drive/SH 183 intersections in Westworth Village to improve multimodal access to the Naval Air Station Joint Reserve Base (NAS JRB) Fort Worth military base. Planning for a potential infrastructure call for projects was initiated. Staff continued to assist local governments with reviews of transportation and land-use project submissions and infrastructure needs and worked with local governments for Transportation Improvement Program updates as needed.

Regional Transportation Council Local funds were used to support the Dallas-Lake Highlands TOD and Irving Heritage District project activities. Surface Transportation Block Grant Program funds (CSJ 0918-00-410), Regional Transportation Council Local funds, and Transportation Development Credits were used to support staff activities. Surface Transportation Block Grant Program funds, Congestion Mitigation and Air Quality Improvement Program funds, and Regional Toll Revenue funds noted in Exhibit VI-1 above were paid directly to the implementing agencies by the Texas Department of Transportation. This project is ongoing, and work will continue in FY2026.

Community Schools and Transportation

Other Funding Sources

During FY2024 and FY2025, staff will coordinate with various local cities, counties, independent school districts, and the Texas Department of Transportation to assist in Safe Routes to School project development. The team will provide technical assistance related to needed safety improvements and best practices related to school location siting. Surface Transportation Block Grant Program funds and Transportation Development Credits will support work activities. Anticipated products include:

- Development of Safe Routes to School plans, training, and education information, as well as promotion of Safe Routes to School encouragement activities;
- Technical assistance and best practices related to school siting and transportation connections to schools, and assistance in reviewing roadway and active transportation projects impacting schools and analysis of potential school sites;
- Various maps and route analysis for specific safety or access projects;
- Training opportunities for technical staff and elected officials;
- Coordination meetings between independent school districts (ISDs) and other stakeholders to engage in regional issues related to school siting, safe routes to school, and policy and transportation issues;

- Practical tools for rapidly growing and greenfield cities and ISDs to plan proactively for school siting and safe bicycle/pedestrian access to schools;
- Survey and/or data collection of site conditions as needed;
- Development of a Safe Routes to School Plan for the City of Richardson and provision of resources for larger-scale planning by city staff; and
- Development of Teen Driver education materials and outreach to targeted high school campuses and Independent School Districts around the region.

Work Performed and Status: Staff provided technical assistance to cities and independent school districts regarding planned or proposed school sites and Safe Routes to School projects and coordination efforts. Staff completed the development of a Safe Routes to School Plan for the City of Richardson. The Safe Routes to School Regional Action Plan, including a Geographic Information Systems analysis prioritizing regional schools based on traffic safety scores, was completed. For the Transportation Alternatives Call for Projects Safe Routes to School funding category, staff developed application materials, reviewed and scored submittals, and coordinated with awardees on project start-up. Previously awarded Transportation Alternatives Call for Projects Safe Routes projects continued to be monitored for advancement and coordination provided when needed. Staff completed planning and preparations to implement Bike and Roll to School Day and Walk and Roll to School Day outreach and encouragement efforts, providing free supportive resources to schools in the region. Staff initiated an analysis of safety and school siting considerations related to charter schools in the region and began development of a regional school siting workshop. Staff participated in regional outreach events to highlight school pedestrian safety education and initiatives. Project planning for the development of teen driver education materials and outreach to targeted high schools and Independent School Districts in the region continued to advance.

Surface Transportation Block Grant Program funds (CSJ 0918-00-410) and Transportation Development Credits were utilized to support work activities. This project is ongoing, and work will continue in FY2026.

Safe Routes to Schools in Lower-Income Communities

Transportation Planning Funds

During FY2024, data will be collected, and areas of concern evaluated related to school safety in lower-income and underserved communities. Contributing factors will be examined and transportation policies reviewed. This information will be developed into a best practice that can be shared with local governments and Independent School Districts (ISDs) and expanded in the future for additional areas of concern. University assistance will be utilized. Anticipated products include:

- Summary of sites studied; and
- Best practice guide on the process and policies to enhance safety around schools in low-income communities.

Work Performed and Status: A final report, containing best practices for enhancing safety was completed, as well as an informational poster.

This project was completed in FY2025.

Regional Mixed-Use Development Study

Transportation Planning Funds

During FY2024, NCTCOG staff will undertake a study investigating the traffic impacts of mixed-use development in the region and its characteristically higher density as compared to standard single use-focused development. The study will 1) explore definitions of mixed use, 2) develop a mixed-use development typology using examples from the region that represent a range of contexts where mixed-use development occurs, 3) use case studies from a range of contexts to investigate the traffic effects that may be associated with mixed-use development and/or other mitigating factors, and 4) explore tradeoffs associated with implementing mixed-use development. Anticipated products include:

- Development of project work scope; and
- Draft and final report and recommendations.

Work Performed and Status: An analysis of the impacts of mixed-use developments on travel patterns and congestion compared to conventional development, mixed-use development typology, and recommendations for local governments to achieve desired mixed-use development outcomes were completed. NCTCOG staff completed a final report and recommendations in FY2025.

Transportation Planning Funds were used to complete this project in FY2025 under Subtask 5.03, Land-use/Transportation Initiatives, Sustainable Development Initiatives, General Land Use and Transportation Coordination.

Transit-Oriented Development

Other Funding Sources

The Transit-Oriented Development (TOD) Program was established to provide training, planning, data collection, and technical assistance to TOD projects. Under this element in FY2024 and FY2025, staff will coordinate with public-sector sponsors to evaluate specific needs for the successful implementation of TOD. Additional work will also be conducted to promote TOD in the region and to develop funding strategies and programs. Staff will analyze local data and identify and develop best practices for development around various transit modes. A regional TOD strategy will also be developed with local government participation. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support these efforts. Anticipated products include:

- Data collection intended to document existing conditions, develop performance measures for long-term transportation and land-use planning for areas surrounding rail stations, and other transit-supportive modes;
- Analysis, training, and planning assistance on TOD-related issues such as the impact of the transit stations and TOD on property values, equity, demographics, parking, job-housing balance, TOD typologies, development codes, performance measures, and analysis of options for density and design/form-based code zoning;

- Technical assistance to develop market assessments and station area plans to promote TOD in the region; and
- A regional TOD strategy.

Work Performed and Status: Staff launched an interactive dashboard and map of TODs in the region, providing site information and use of TOD design best practices. A detailed data collection update was launched to create performance measurements, document existing conditions, and inform ongoing local government implementation efforts. The data collection work included significant editing and quality control updates to both property parcel level density estimates generated from county appraisal district data and to land use categorization in the station area half-mile radius. Additionally, data such as transit riders survey information, local zoning, and area plans required significant effort to collect for all existing and under-construction rail stations in the region. Local government stakeholder coordination on TOD data is ongoing and will continue in FY2026.

Surface Transportation Block Grant Program funds (CSJ 0918-00-410) and Transportation Development Credits were utilized to support staff activities. This project is ongoing, and work will continue in FY2026.

Silver Line Transit-Oriented Development Corridor Planning

Other Funding Sources

Through a grant award in FY2022 under the Federal Transit Administration's Pilot Program for Transit-Oriented Development (TOD) Planning, the Dallas Area Rapid Transit (DART) Silver Line TOD Plan will coordinate with the Cities of Carrollton, Dallas, Grapevine, Plano, and Richardson; Town of Addison; Dallas Fort Worth International Airport; University of Texas at Dallas; DART; and private-sector partners along the corridor to advance equitable and connected TOD opportunities at nine regional rail stations. The plan will analyze pedestrian and bicycle access to stations, collect parking data, and evaluate opportunities for land-use policy to support increased access to workforce housing and jobs. Stakeholders will be engaged throughout the process. Varying tasks will be performed at different stations depending on community need. Consultant assistance may be utilized. Federal Transit Administration funds and Regional Transportation Council Local funds will be used to support this effort. Anticipated products include:

- Sidewalk and bike routes to rail stations mapping, inventory, analysis, and evaluation of needs with recommended improvements;
- Parking study of existing sites with recommendations on policy and practices appropriate to station area needs;
- Land use development analysis of jobs and housing access across the transit corridor and recommendations on policies advancing increased opportunity; and
- Stakeholder engagement including presentations, meetings, digital content, and creation of documents with planning recommendations.

Work Performed and Status: Final coordination on bikeway recommendations was completed, and final design reports were sent to the corridor cities in December 2024.

For the parking study task of the plan, the final analysis of data was completed with consultant assistance. Local stakeholders for the corridor were engaged in review of the draft report with the final report completed and posted online in May 2025.

In the jobs/housing and land use task, the existing conditions report was published online, and data analysis and engagement for different density and land use scenarios was completed, identifying a need for more mixed use around the Silver Line going forward. A complete report of land use recommendations was published online in August 2025.

Federal Transit Administration funds and Regional Transportation Council Local Funds were used for this planning work. This project is complete.

Bicycle and Pedestrian Planning

Other Funding Sources

The focus of this element during FY2024 and FY2025 is to assist in developing, educating on, and promoting bicycle and pedestrian mobility and safety throughout the region. Utilizing Surface Transportation Block Grant Program funds, local funds, and Transportation Development Credits, staff will plan facilities for active transportation modes; support and provide technical assistance to local governments and the Bicycle and Pedestrian Advisory Committee (BPAC); and advance general data collection, mapping, and a regional bicycle and pedestrian count program. Consultant assistance may be utilized. Staff will also develop and provide public education and information related to safety, accessibility, design, and economic impacts of bicycle and pedestrian facilities. Staff will also manage the updated Regional Safety Campaign: Look Out Texans. Anticipated products include:

- Update of the Active Transportation Planning element for Mobility 2050, including the Regional Veloweb, and performance measures and targets;
- Implementation of a bicycle and pedestrian monitoring and data collection program in the region and coordination with local governments on initiatives;
- Bicycle and pedestrian facility plans associated with transit-oriented development areas, bicycle and pedestrian transportation districts, and corridor-area plans;
- Technical assistance to the City of Richardson with review and understanding of the Regional Sidewalk Layer for the city;
- Design guidelines and best practices for wayfinding, on-street and off-street bicycle facilities, and shared-use paths, including policies related to context-sensitive solutions for multimodal accommodations within street rights-of-way;
- Healthy initiatives and air quality coordination data;
- Regional pedestrian and bicycle plans;
- Active transportation funding programs;
- Bicycle and Pedestrian Advisory Committee meetings;
- Bicycle and pedestrian public education, research, and information programs;
- Purchase of automated bicycle and pedestrian count equipment, parts, and services;
- Federal and State active transportation programs which may include transportation alternatives programs such as Transportation Enhancement, Safe Routes to Schools, and Urban Thoroughfares;
- Technical assistance to large, regionally significant projects like the Cotton Belt Trail;
- Grant proposals to secure additional program funds or to support regional applications;

- Technical assistance to cities, towns, and counties, including policy guidance, planning studies, data, mapping, and Geographic Information System support; and
- Technical assistance to the City of Weatherford in the development of the city's Active Transportation Plan.

Work Performed and Status: NCTCOG staff continued ongoing coordination with local governments to integrate updates to the regional trails and bikeway network database and related maps that were integrated as part of Mobility 2050 and finalized narratives related to active transportation planning and programs for Mobility 2050.

Bicycle and pedestrian traffic count data was collected and provided to the Texas Department of Transportation's (TxDOT's) Texas Bicycle and Pedestrian Count Exchange. Staff continued coordination to provide user count forecast data related to the benefits of Congestion Mitigation and Air Quality Improvement Program-funded projects. Coordination with local governments occurred for maintenance and service/equipment upgrades to several existing automated bicycle and pedestrian count equipment locations.

The 2025 Transportation Alternatives Program Call for Projects was conducted with funding awarded to 12 projects by the Regional Transportation Council. Four quarterly meetings of the regional Bicycle and Pedestrian Advisory Committee were conducted. Information was shared relating to a wide variety of topics such as planning for safe streets, advancing the safe system approach, highlights of the AASHTO Bike Guide 5th Edition, bicycle friendly communities, electric bike user experience and regulations, safe routes to school planning, and development of the regional bicycle safety action plan. Staff provided technical assistance and data, attended community stakeholder meetings, and provided support for local governments developing pedestrian and bicycle master plans and safety action plans. Outreach and educational materials were provided to local governments and at community events throughout the year, and staff coordinated with regional partners to share safety tips through social media posts and advertisements.

Staff continued coordination with Dallas Area Rapid Transit (DART) and local governments for construction of Phase 1 and Phase 2 sections of the Cotton Belt Trail associated with the DART Silver Line Commuter Rail project. Staff prepared an application on behalf of DART to the TxDOT Statewide Transportation Alternatives Program Call for Projects to construct Phase 3 sections of the Trail in the town of Addison and the cities of Carrollton, Coppell, and Dallas.

Surface Transportation Block Grant Program funds (CSJ 0918-00-410) and Transportation Development Credits were used to support work activities. This project will continue in FY2026.

Staff will also oversee the implementation of the Regional Bicycle/Pedestrian Sustainable Development Initiatives projects which utilize pass-through Congestion Mitigation and Air Quality Improvement Program funds and Transportation Development Credits available to local governments for the implementation of various bicycle and pedestrian projects. These projects may include, but are not limited to, spot improvements, safety countermeasures, innovative facilities, street reconstruction and rehabilitation as part of bicycle and pedestrian accommodation projects, multiuse trails, signage, pavement markings, traffic signals, and other supportive infrastructure. Staff oversight activities will be supported by Surface Transportation Block Grant Program funds and Transportation Development Credits. Anticipated products include:

- Identification of funding needs and project scopes; and
- General project coordination and project development.

Work Performed and Status: No active projects were assigned during FY2025.

Bicycle and Pedestrian Studies and Engineering

Other Funding Sources

City of Irving Bicycle Plan: In FY2024, staff will continue work on the Irving Bicycle Plan and will oversee consultant assistance for planning activities related to implementation of select bikeway facilities to four Dallas Area Rapid Transit Orange Line stations identified in the Plan. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support work activities. Anticipated products include:

- Targeted implementation strategies; and
- Series of schematics and cost estimates for prioritized projects.

Work Performed and Status: This Plan was completed in FY2024. A retainage payment was made to the consultant in December 2024 for work completed in FY2024.

Regional Pedestrian and Bicycle Safety Campaign

Other Funding Sources

During FY2024 and FY2025, staff will continue to manage and promote the Look Out Texans safety and education campaign. The campaign is intended to inform, encourage, and educate people of various ages, races, and backgrounds about the benefits of multimodal transportation and promote a culture of safety around active transportation in the region. Surface Transportation Block Grant Program funds and local funds will be used to support campaign activities, and Surface Transportation Block Grant Program funds and Transportation Development Credits will be used for staff oversight activities. Deliverables will include:

- Various education and outreach products, which may include billboards, radio ads, print material, social media, bus wraps, etc.; and
- Updates to the Look Out Texans website.

Work Performed and Status: The Look Out Texans Bike-Walk-Drive Safely regional safety campaign continued throughout the year via the campaign website www.lookouttexans.org. Staff provided education and outreach materials for community events, distributed targeted social media ads, and coordinated with regional partners to share safety tips through monthly social media posts and newsletter articles.

Surface Transportation Block Grant Program funds (CSJ 0918-00-410), local funds, and Transportation Development Credits supported work activities. This project is ongoing, and work will continue in FY2026.

Regional Pedestrian Safety and Bicycle Safety Plans

Other Funding Sources

Efforts will continue in FY2024 and FY2025 on the implementation of the regional pedestrian safety action plan and the development of a regional bicycle safety plan to improve safety for the region's pedestrian and bicycle transportation network. Efforts may include preparing grant applications to support these implementation and plan development efforts. These regional plan development and implementation efforts will also serve as a template for the preparation and implementation of local agency pedestrian and bicycle safety plans. This initiative will be funded with Surface Transportation Block Grant Program funds and Transportation Development Credits. Anticipated products include:

- Roadway safety audits of the identified top crash corridors;
- Additional analysis of land-use impacts and various geographies to the crash data;
- Monitoring of safety strategies and countermeasures included in Safety Action Plans, Vision Zero Safety Plans, or similar documents developed by local agencies in the region; and
- Final Plans.

Work Performed and Status: Staff continued data collection efforts. Roadway safety audits of targeted Prioritized Pedestrian Safety Corridors from the Pedestrian Safety Action Plan were initiated. Data collection, analysis, stakeholder meetings, public outreach, and development of draft goals for the regional Bike Safety Action Plan were conducted.

Surface Transportation Block Grant Program funds (CSJ 0918-00-410) and Transportation Development Credits were utilized to support work activities. This project is ongoing, and work will continue in FY2026.

South Dallas Improved Bicycle/Pedestrian Routes to Rail and Transit Technology Upgrades

Other Funding Sources

In FY2022, NCTCOG was awarded grant funding from the United States Department of Transportation (USDOT) under the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program to implement mobility infrastructure near stations on the Dallas Area Rapid Transit (DART) Blue Line in the East Oak Cliff neighborhood of South Dallas. The project will improve connectivity to transit through building new sidewalks, implementing bus stop and rail station safety enhancements, and extending a multi-use trail. NCTCOG staff will oversee project management of the RAISE South Dallas Improved Bicycle/Pedestrian Routes to Rail and Transit Technology Upgrades project once initiated. Contractor and subrecipient assistance will be utilized. Federal Highway Administration funds, Congestion Mitigation and Air Quality Improvement Program funds, Regional Toll Revenue funds, and local funds will support these activities. Anticipated products include:

- Coordination with DART and the City of Dallas to implement project improvements;
- Oversight on procurement of services as needed;
- Reporting on grant progress and deliverables;
- Budget monitoring and oversight, including coordination with the Transportation Improvement Program; and

- Execution of agreement and documentation of compliance to grant requirements through monitoring and onsite reviews.

Work Performed and Status: Agreement execution and project implementation is anticipated in FY2026.

Regional Parking Management Tools and Strategies Program

Other Funding Sources

Parking management at the regional level is meant to improve the efficient use of parking spaces and coordinate the land use elements of parking with its transportation impact. During FY2024 and FY2025, this program will develop data-driven tools and strategies to support public-sector management and programming of parking at various multimodal locations. Staff will lead planning activities and regional coordination with partner entities who set parking policy. Surface Transportation Block Grant Program funds and Transportation Development Credits will support work activities. Data collection and other consultant services may be required. Anticipated products include:

- Parking Management best practice guidance for issues such as technology, district management, and shared parking;
- Plans for strategic areas, pilot policies, and program implementation;
- Analysis of parking use and data collection within areas of interest;
- Coordination of integrated parking management studies with land-use planning; and
- Identification of strategies for transitioning parking with technology-driven transportation systems.

Work Performed and Status: Staff initiated a parking management best practice guide to update NCTCOG online parking toolbox strategies. Investigation of national and local case studies was conducted to find the latest examples and evaluate parking management. Additionally, the application of technology to parking management strategies was evaluated to create a companion guide. Editing and review of best practice content is ongoing and will continue in FY2026.

Following the launch of the Regional Parking Demand Database in 2024, a study of zoning requirements on the sites in the database was initiated. Identification and interpretation of applicable zoning to 90 properties of collected observed parking demand data was completed. Using GIS, contextual data such as transit service, land uses, and sidewalk availability around sites was also gathered and processed to evaluate their relationship to parking demand. Final analysis of trends comparing minimum parking required and parking built and used is ongoing and will continue in FY2026.

Surface Transportation Block Grant Program funds (CSJ 0918-00-385) and Transportation Development Credits were utilized to support staff activities. This project is ongoing, and work will continue in FY2026.

Dallas Opportunity Zone 1: North Oak Cliff Planning and Conceptional Engineering Study

Other Funding Sources

Work will continue in FY2024 and FY2025 on this project, which contains three components within this Opportunity Zone. The first component involves the planning and concept engineering of the Jefferson Viaduct, the Houston Viaduct, the interface thoroughfare street entitled Greenbriar Lane, and the extension onto Jefferson Boulevard. The engineering firm has been retained. This future system of thoroughfare streets is impacted by the age of the infrastructure, changes to the Dallas levee flood control system, economic development opportunities, and context-sensitive design. The second component involves Eads Avenue on the eastern side of IH 35E. The third component is a program that involves traffic calming and access management. All three of these emphasis areas involve planning and concept engineering. It is anticipated that a majority of this work will be conducted through a procurement process engaging the engineering community. The funding source is Surface Transportation Block Grant Program funds, matched with Transportation Development Credits. This item will provide planning assistance to the City of Dallas and is part of a larger system of transportation projects in and near the future high-speed rail station. Anticipated products include:

- Identification of project needs and goals;
- Preliminary work scope for the Viaducts/Greenbriar Lane/Jefferson Boulevard;
- Context-sensitive designs for Eads Avenue; and
- Identification of principles necessary for traffic calming and access management.

Work Performed and Status: Utilizing consultant assistance, work activities consisting of numerous technical analyses and public/stakeholder coordination were performed in coordination with the City of Dallas and Texas Department of Transportation (TxDOT). A total of 11 multimodal alternatives addressing future mobility needs, context-sensitive design elements, neighborhood connectivity issues, and potential impacts from redevelopment of the former Oak Farms Dairy site were developed and evaluated. The alternatives were considered and informed through a foundation of various technical memoranda which staff and the consultant ultimately prepared and reviewed as appendices to a Final Consensus Report completed and submitted to TxDOT at the end of FY2025. These documents included:

- Streetcar Extension Alternatives Analysis: Evaluated potential Dallas Streetcar alignment/service extensions from the current Bishop Arts Station terminus to a new terminus station adjacent to the new Southern Gateway Deck Park under construction across IH 35E between Marsalis Avenue and Ewing Avenue. While concentrating predominantly on screening potential new route alignments and station locations along the proposed extension, the study also examined whether the extension could affect capacity constraints along the streetcar's existing corridor, particularly across the Houston Street Viaduct.
- Houston Street/Jefferson Boulevard Bridge Assessment Reports: Summarized the viaducts' present condition based on previous bridge inspections and BRINSAP reports performed/issued by TxDOT, as well as discrete observations of the deck, superstructure, substructure, and approaches conducted by the consultant. The reports highlighted specific findings and recommendations to support pending bridge repair/rehabilitation efforts funded by TxDOT in alleviating further depreciation of bridge service life.
- Alternative #8D Conceptual Schematic and Cost Estimate: Exhibited the locally preferred alternative's proposed capacity, alignment, and configuration of roadway, streetcar, and

on-/off-street bicycle and pedestrian accommodations for the area surrounding the Oak Farms Dairy site. The documentation included an overview plan drawing, street typical section diagrams, street cross-section horizontal/vertical profile diagrams, and breakdowns of material quantities and associated cost estimates for improvements to all affected streets and shared use paths.

- Alternative #8D Jefferson Boulevard Design: Exhibited the locally preferred alternative's impacts to Jefferson Boulevard resulting from the combined effects of conversion to two-way operations, removal of the Zang Boulevard and Marsalis Avenue ramp structure connections, and proposed City of Dallas improvements based on a multimodal prioritization analysis performed for its portion of the North Oak Cliff Planning and Conceptual Engineering Study south of Colorado Boulevard. The documentation included overview plan drawings and typical section diagrams for Jefferson Boulevard between Ewing Avenue and midpoint of the Trinity River crossing, highlighting how and for which spans the viaduct would require reconstruction to accommodate the two-way operational conversion.
- Preliminary Impact Analysis Table: Expressed qualitative and quantitative information regarding positive attributes, challenges, and environmental impacts for each of the study's alternatives. Evaluations were informed by year 2045 travel demand model simulations performed by NCTCOG, design/right-of-way assessments performed by the consultant, and various public/stakeholder feedback provided during the study's multiple outreach opportunities.
- Houston Street Viaduct Conversion Transit Analysis: Identified Dallas Area Rapid Transit bus/streetcar route and service impacts resulting from the planned elimination of vehicular travel on the Houston Street Viaduct and two-way traffic operational conversion on the Jefferson Boulevard Viaduct. Differences in distance and travel times were estimated, and potential service impacts were determined to be low.
- Alternative #8D Traffic Analysis: Generated a future assessment of locally preferred alternative traffic operations based on micro-simulation outputs informed by year 2045 travel demand model results performed by NCTCOG staff. The report provided future level-of-service calculations of intersection through and turning movements and identified whether specific locations met with warrants for traffic signals and/or dedicated turn-lane storage.
- Public Meeting Presentations and Comment/Response Matrices: Provided copies of Oak Farms Study public meeting presentations conducted in October 2024 (in-person at Dallas Methodist Hospital) and September 2025 (virtual via ZOOM). Also included were copies of postcards, published meeting announcements, and other preparatory correspondence conducted by NCTCOG/City of Dallas staff and the consultant. Presentation slides and various accompanying exhibits were developed, reviewed, and presented by multiple project team representatives before and during each scheduled event. Following each meeting, an extensive public/stakeholder comment and response matrix was created, reviewed, and addressed by the full project team.

Surface Transportation Block Grant Program funds (CSJ 0918-47-307) and Transportation Development Credits were used to support work activities. This project is now complete and will not carry over to FY2026.

Dallas Opportunity Zone: South Boulevard – Park Row Historic District Planning Study

Other Funding Sources

In FY2024, NCTCOG anticipates initiating a comprehensive plan to identify transportation and rehabilitation improvements in the South Boulevard – Park Row Historic District of the City of Dallas. This area is bound by Park Row Avenue on the north, Oakland Avenue (aka Malcolm X Boulevard) on the east, South Boulevard on the south, and South Central Expressway on the west. This initiative is intended to help promote revitalization in Environmental Justice communities. This planning effort will inventory the quality of the pedestrian, bicycle, street surface, and traffic signal conditions. An inventory of the quality of residential structures will also be assessed. The planning effort will be conducted by NCTCOG staff as an initial assessment on how best to preserve the quality of neighborhood assets and make recommendations to the modernization of the transportation elements. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support work activities. Anticipated products include:

- Inventory of transportation assets;
- Inventory of residential/housing assets; and
- Recommendations to advance additional transportation improvements that maximize the architecture, mobility, accessibility, and quality-of-life attributes of the Park Row historic district.

Work Performed and Status: Staff completed a community analysis for the Park Row Historic District study area, including an inventory of existing transportation and housing conditions and a review of constraints and opportunities for transportation and housing improvements in the area.

Surface Transportation Block Grant Program funds (CSJ 0918-00-381) and Transportation Development Credits supported work activities. This project was completed in FY2025.

Grand Avenue from Garland/Gaston Avenue to IH 30

Other Funding Sources

During FY2024 and FY2025, this effort shall identify roadway safety improvements, roadway alignment alternatives, and bicycle/pedestrian connections along Grand Avenue (SH 78) in Dallas from the 3G intersection to IH 30. Public involvement and computer simulations of anticipated demand will be developed. No engineering services will be contracted; the Texas Department of Transportation, as a team member, will provide technical assistance. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support NCTCOG work activities. Anticipated products include:

- Needs assessment and problem identification;
- Report on thoroughfare, intersection, and pedestrian/bicycle options;
- Demographic review and traffic simulation; and
- System improvements and final report.

Work Performed and Status: Work activities performed included coordination with study stakeholders, including the Texas Department of Transportation and the City of Dallas;

development of system improvements and draft recommendations; preparation of traffic simulations; and hosting of public outreach events. NCTCOG conducted site visits and field observations, including roadway traffic operations and traffic circulation around schools. In addition, traffic simulations were generated and evaluated to compare roadway configuration alternatives. Staff prepared thoroughfare, safety, bicycle/pedestrian, and safe routes to schools recommendations for the corridor and identified opportunities for new or improved intersections and active transportation accommodations. These recommendations were presented at public meetings and other community input opportunities.

Surface Transportation Block Grant Program funds (CSJ 0918-47-429) and Transportation Development Credits were used to support work activities. This project is ongoing, and work will continue in FY2026.

National Park Service Partnership (Phase 1)

Other Funding Sources

A multiyear effort will continue into FY2024 by NCTCOG's Environment and Development Department. Staff will create and convene a regional stakeholder committee to coordinate various stakeholders seeking to facilitate tourism and recreation along the Trinity River National Water Trail. Regional Transportation Council Local funds will support work activities. Anticipated products include:

- Support to communities and the Trinity Coalition in the selection of new boat launch sites and strategizing on associated funding sources;
- Compliance with design requirements for new and existing boat launches;
- Publication of the national designation, as well as recreation and tourism opportunities with local media outlets; and
- Continuation of collaboration on regional connections between the river trail and the Fort Worth-to-Dallas Regional Veloweb Trail.

Work Performed and Status: This project was completed in FY2024. A small amount of project expenses incurred in FY2024 were paid in FY2025.

Regional Economic Development Initiatives

Transportation Planning Funds

This element continues throughout FY2024 and FY2025 and will provide planning assistance and transportation demographic technical information and data to support economic development initiatives throughout the metropolitan area. Benefactors of this support may include the office of the Governor; area chambers of commerce; economic development coalitions, authorities, and groups; and public-private sector partnerships when working to attract new business and large industries to the region. Data from this planning process is available to the local governments to support Traffic Impact Analyses and/or Traffic Impact Studies. Transportation Planning Funds will be used to support these initiatives, as well as non-federal sources of funding as they become available. Anticipated products include:

- Maps;
- Travel times;
- Traffic counts and volumes; and
- Socio-economic information.

Work Performed and Status: No requests were received in FY2025.

State Highway 10/Hurst Boulevard Economic Development Plan

Other Funding Sources

During FY2025 this project will develop an economic development plan for the State Highway 10 corridor in the City of Hurst to determine the best zoning and land use, reduce environmental impacts, complement transit-oriented development at the Trinity Lakes Station, and review associated trail connections. Data collection and consultant services are anticipated to complete this study. Regional Transportation Council Local funds will be used to support planning work. Anticipated products include:

- A summary of economic development indicators in the corridor; and
- Recommended coordinated land-use and transportation implementation and policy actions in the corridor.

Work Performed and Status: A consultant team was selected to conduct work on a detailed existing conditions report, first public meeting, initial stakeholder interview, first public survey, and project review committee meetings. Corridor site visits and data collection were completed. Analysis of data and engagement findings were used to create drafting recommendations for transportation and land development improvements in the corridor.

Regional Transportation Council Local funds were used to support work activities. Work will continue in FY2026.

White Settlement Downtown Community Development Plan

Transportation Planning Funds

During FY2025, NCTCOG will initiate a study in the city of White Settlement assessing the feasibility of mixed-use development along White Settlement Road. The feasibility study will include a land use and market analysis, traffic study, evaluation of multimodal transportation options, and an assessment of environmental impact. Anticipated products include:

- Results of land use and market analysis and recommendations;
- Recommendations for land use and multimodal transportation implementation and policy actions;
- Review of potential funding sources and strategies; and
- Feasibility study final report.

Work Performed and Status: Work on this project is anticipated to begin in FY2026; federal approval for the project's inclusion in the Work Program was received in late FY2025.

Crossing Students Safely in the Dallas-Fort Worth Region (CroSS-DFW)

Other Funding Sources

In FY2024, NCTCOG was awarded grant funding from the United States Department of Transportation (USDOT) under the Safe Streets and Roads for All (SS4A) discretionary grant program to 1) create a regional framework and recommendations for crossing guard establishment, and 2) test driver awareness technology in school zones. This project seeks to improve collaboration and decision making among cities and Independent School Districts (ISDs), reduce gaps in crossing guard coverage through regional guidance, and minimize driver error in school zones through improved safety technology. These activities will enhance goals and inform future projects related to the Pedestrian Safety Action Plan (PSAP) and the Roadways Safety Plan (RSP). Federal Highway Administration funds and Regional Toll Revenue funds will support these activities. Anticipated products include:

- Improved coordination between cities and ISDs regarding crossing guard establishment and management;
- Regional guidance for cities and ISDs on establishment and management of crossing guards; and
- Improved understanding of the utility of driver awareness technology for use in school zones to mitigate unsafe driving behavior.

Work Performed and Status: Work on this project is anticipated to begin in FY2026 due to receipt of executed agreement in late FY2025.

Trinity Railway Express Transit-Oriented Development Strategic Plan

Other Funding Sources

Through a grant award in FY2024 under the Federal Transit Administration's Pilot Program for Transit-Oriented Development (TOD) Planning, the Trinity Railway Express (TRE) TOD Strategic Plan will coordinate with Dallas Area Rapid Transit (DART), Trinity Metro, and the cities of Dallas, Fort Worth, and Irving to advance equitable and connected TOD opportunities at seven regional rail stations. The plan will analyze pedestrian and bicycle access to stations, study station area development opportunities, and evaluate financial and funding options for TOD projects. Stakeholders will be engaged throughout the process. Varying tasks will be performed at different stations depending on community need. Consultant assistance may be utilized. Federal Transit Administration funds and Regional Transportation Council Local funds will be used to support this effort. Anticipated products include:

- Sidewalk and bike routes to rail stations mapping, inventory, analysis, and evaluation of needs with recommended improvements;
- Creation of various station area plans for increased dense, mixed-use and mixed-income developments near the TRE stations based on market studies, community input, and transportation/land use context;
- Evaluation of financial and funding options for potential public/private partnership projects which may include affordable housing on key publicly owned land and other sites; and
- Stakeholder engagement including presentations, meetings, digital content, and documents with planning recommendations.

Work Performed and Status: Agreement execution and project implementation is anticipated in FY2026.

5.04 Transportation Asset Management

As defined in federal law, transportation asset management is a strategic and systematic process of operating, maintaining, upgrading, and expanding physical assets effectively throughout their lifecycle. It focuses on business and engineering practices for resource allocation and utilization, with the goal of better decision making based upon quality information and well-defined objectives linking user expectations for system condition, performance, and availability with system management and investment strategies. This subtask will involve work efforts to integrate transportation asset management principles within the metropolitan transportation planning process, enabling a structured sequence of maintenance, preservation, rehabilitation, and replacement actions designed for North Central Texas transportation assets to achieve and sustain a desired lifecycle state of good repair (SGR) at a minimum practicable cost.

Asset Condition-Based Roadway Planning

Transportation Planning Funds

Improved asset management requires acknowledgment of and engagement with the multiple environmental and economic risks likely to affect infrastructure vulnerability and longevity. A durable system not only reduces the probability of component failure, but also reduces the potential extent and severity of overall destruction, service interruption, and recovery time as the result of major disruptive events such as severe weather (e.g., flooding, drought, extreme heat, etc.). To that end, this element will incorporate data evaluating regional pavement/bridge conditions and performance targets; metrics/tools developed from recent University Partnership Program studies; outcomes from the Integrated Planning Study for Regional Transportation, Urban Development, and Stormwater Management (as described within Subtask 4.02); and other associated regional and statewide initiatives to inform both project- and system-level asset planning studies. This work will form the basis for conducting systemwide multilevel criticality and vulnerability assessments, identifying customized durability/adaptation enhancement tactics for various transportation facilities, and utilizing decision making and/or economic justification tools to aid in the development and prioritization of multimodal resiliency measures and strategic projects, as appropriate. Work will be ongoing throughout FY2024 and FY2025, with the following anticipated products:

- Technical memoranda and visual aids documenting/displaying vulnerable and critical transportation infrastructure itemized by defined asset stress types, condition ratings, sustainability/equity considerations, and other categorizations;
- Travel demand modeling forecasts for study corridor alternatives and asset alignment/functionality analyses;
- Quantification of potential asset management and resiliency impacts/benefits at project, corridor, and system levels of reference;
- Feedback to stakeholders and sponsoring agencies on resiliency considerations, design concepts, silo-busting collaborations, and potential funding/financing mechanism eligibility prior to implementing agency approval and delivery;

- Project/corridor recommendations consistent with the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), and Regional Transportation Council (RTC) policies, along with desired alignment and tracking linkages where appropriate to statewide planning/programming documents; and,
- Documentation guiding continued incorporation of asset management principles, risk-based lifecycle condition needs, and critical/vulnerable area infrastructure project recommendations as part of preparation, analysis, and decision-making efforts for updates to the MTP, TIP, Congestion Management Process (CMP), and other local, regional, and statewide complementary plans/programs.

Work Performed and Status: The retrieval and integration of updated bridge/pavement asset condition data to fulfill Infrastructure Investment and Jobs Act target tracking requirements, as well as project-based progress reporting and lifecycle performance compliance requirements for the 2025-2028 Transportation Improvement Program, was ongoing by NCTCOG staff throughout FY2025. Corridor asset information was collected and utilized in the evaluation of possible candidate projects for State/Federal competitive grant solicitations, especially for those where state of good repair, long-term durability, and context-based “right-sizing” were important criteria in the rating of applications. Staff remained actively engaged in local and national webinars, peer exchanges, and other interactions/correspondence for opportunities to learn, analyze, and apply available asset management and risk-based performance planning databases, evaluation tools, return-on-investment/benefit-cost ratio methodologies, communication/visualization platforms, and public/agency involvement strategies designed to shift project programming activities toward improved system lifecycle optimization and enhanced matching of land use/transportation needs and contexts.

Work continued on data collection, methodologies, and the creation and deployment of tools permitting regular, comprehensive, and systemwide multimodal all-hazards criticality and vulnerability assessments of the transportation network. To help inform project- and system-level asset planning studies, updated transportation optimization study outcomes from the Integrated Planning for Regional Transportation, Urban Development, and Stormwater Management (TSI) Study, as described in UPWP Subtask 4.02, were incorporated into worksheets/tables finalized for the Mobility 2050 Plan to illustrate general projections of asset conditions. With the Statewide Transportation Resilience Plan completed/adopted during summer 2025, staff renewed efforts in collaboration with TxDOT to help augment potential data/methodology standardization connectivity between Federal pavement/bridge condition target-setting, the Unified Transportation Plan analysis/scoring process related to asset management, and various risk management/investment strategies highlighted in the State’s Transportation Asset Management Plan. Initiatives to integrate economic and environmental value capture strategies were also examined as potential asset “right-sizing” guiding principles.

Transportation Planning Funds (TPF) were used to support work activities. This project is ongoing, and work will continue in FY2026.

Other Funding Sources

The Infrastructure Investment and Jobs Act (IIJA), Inflation Reduction Act (IRA), and other recent federal and State legislation have created new formula and discretionary grant funding programs directed both exclusively and in part toward improvements in transportation asset management and resiliency. In combination with ongoing Federal Highway Administration (FHWA) initiatives toward context-sensitive solutions, operational efficiency, and performance-based practical design, this new investment represents a substantial expansion and evolution in the umbrella

of sustainability, the cornerstone from which the Asset Optimization designation is defined/applied in the North Central Texas Council of Governments' (NCTCOG) MTP and other planning documents. As a mechanism to ensure more Asset Optimization projects addressing corridor deficiencies or performance gaps can benefit from lower lifecycle costs, faster implementation, and improved reliability compared to traditional high-cost capacity expansion projects, it is critical for those projects to be advanced from planning to environmental approval and delivery as quickly and seamlessly as possible. Partner coordination, technical assistance, and administrative tasks fulfilling this role will be facilitated by NCTCOG in this element, utilizing Surface Transportation Block Grant Program funds and Transportation Development Credits. Work will be ongoing throughout FY2024 and FY2025, with the following anticipated products:

- Performance data, technical memoranda, and best practices related to local infrastructure treatment options fulfilling multi-disciplinary and consensus-based asset management, resiliency, context-sensitive solution, and performance-based practical design/operational objectives;
- Implementation and tracking of designated Asset Optimization capital and operational improvements, including progress reports, environmental review milestones and deliverables, design/engineering consultation, and project sponsor/stakeholder meetings;
- Education and training opportunities on sustainability, resiliency, and asset management topics of regional/statewide benefit, as well as networking with relevant professional associations; and,
- Materials associated with the preparation, submittal, approval, and/or administration of federal or State formula/discretionary grant applications performed by NCTCOG and/or in partnership with transportation providers, local governments, and other eligible entities.

Work Performed and Status: Ongoing staff involvement in resource agency committees continued to foster integration of asset condition factors and lifecycle management principles within considerations of project design, capital and maintenance programming investments, metropolitan transportation planning, and for federal competitive grant solicitations. Examples include the Federal Highway Administration's Transportation Asset Management Expert Task Group, Transportation Research Board's Asset/Performance Management Committees (AJE20/AJE30), and the American Association of State Highway Transportation Officials Performance-Based Planning and Risk Management Committees. Participation in /meetings and coordination among partners facilitated comprehensive access to data, tools, best practices, and lessons learned with respect to asset condition evaluations, lifecycle cost estimation processes, cross-asset resource allocations, planning strategies, and economic and environmental value capture methods. Analysis of Infrastructure Investment and Jobs Act implications, linkages, and progress reporting for asset management and condition-based planning metrics remains ongoing in relation to investigation of the lifecycle costs and durability needs for nature-based infrastructure solutions, particularly to determine efficacy and compliance with recently posted Executive Orders.

Regionally identified Asset Optimization projects were updated for inclusion in the Mobility 2050 Plan. Staff continued to participate in local meetings with TxDOT staff, other transportation providers, and local governments to advance relevant project development and implementation.

Surface Transportation Block Grant Program funds (CSJ 0918-00-409) and Transportation Development Credits were used to support work activities. This project is ongoing, and work will continue in FY2026.

National Highway System Infrastructure Performance Targets, Transportation Asset Management Plan Coordination, and Progress Reporting

Other Funding Sources

Federal regulations require State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to coordinate on the establishment and progress reporting of performance targets for pavement and bridge conditions on National Highway System (NHS) facilities. The NHS includes all Interstate Highways (IH) and other roadways designated by the Federal Highway Administration as important to the nation's economy, defense, and mobility. In the Dallas-Fort Worth region, the North Central Texas Council of Governments has discretion to support Texas Department of Transportation (TxDOT) statewide NHS pavement and bridge targets (i.e., agree to plan and program projects contributing toward the accomplishment of TxDOT's established targets) or to establish its own quantifiable NHS pavement and bridge targets specific to the Metropolitan Planning Area. As part of NCTCOG's contribution toward achieving established targets, data analysis, project review, and other technical assistance will be applied toward expediting condition improvements, particularly for bridges and NHS "off-system" pavements (owned/operated by entities other than TxDOT).

In addition to complying with NHS performance measures, TxDOT is required to develop and implement a Transportation Asset Management Plan (TAMP) to preserve or improve NHS asset conditions and system performance as part of the National Highway Performance Program (NHPP). TxDOT's TAMP not only focuses on NHS pavement and bridge conditions, but also addresses SGR for the entire State Highway System. The TAMP scope includes asset management objectives and performance measures, lifecycle planning, risk management, financial planning, and performance gap analyses. Additionally, as amended by the Infrastructure Investment and Jobs Act (IIJA), TAMPs must consider the effects of extreme weather events and resilience needs within their evaluations of lifecycle costs and risk management. To assist with TAMP implementation, this element highlights the supporting role of NCTCOG in aiding TxDOT with data collection, condition analysis, asset management integration initiatives, and resilience-based planning and project programming efforts, as well as to disseminate TAMP outcomes/recommendations to local jurisdictions with NHS roadways.

Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support work activities. Work will be ongoing throughout FY2024 and FY2025, with the following anticipated products:

- Collection and analysis of NHS pavement and bridge data in coordination with TxDOT and local jurisdictions with NHS roadways;
- Establishment and reporting of NHS pavement and bridge performance targets in coordination with TxDOT, and in accordance with FHWA requirements;
- Documentation and visual aids for distribution and presentation to guide incorporation of NHS performance measures and TAMP findings within updates to the Metropolitan Transportation Plan, Transportation Improvement Program, Congestion Management Process, and other foundational planning documents;
- Creation and maintenance of a web page devoted to North Central Texas infrastructure conditions and TAMP compliance, including status updates, meeting materials, resource information, asset condition/attribute fact sheets, and associated planning/project development efforts;
- Development and management of a dedicated data and project management system, or accessibility/utilization of an existing similar system created/managed by others, to facilitate

reviews of pavement scores and engineering applications directed toward improving NHS “off-system” roadways in poor condition; and,

- Technical and administrative assistance supporting federal and State formula/discretionary grant-funded planning studies and implementation projects focused on asset management and resiliency-based initiatives and partnership linkages.

Work Performed and Status: Based on staff analysis of updated National Highway System (NHS) pavement and bridge condition data for the NCTCOG region, as well as TxDOT adjustments to the statewide horizon-year (2026) PM2 target-setting to conclude the Federal Highway Administration’s Second Performance Period (2022-2026), the Regional Transportation Council reasserted its support for the identified statewide targets. The action also included support for continuing progress within the region to attain those targets, and staff utilized the newly available asset data to perform the following work efforts:

- Continued refinement of the region’s pavement condition management spreadsheet, citing/consolidating regional off-system NHS pavement condition data by asset owner and rates of condition change between 2017 and 2024. Addition of a new data field provided improved resolution for trend analyses and expanded abilities to track/coordinate for future planning/programming purposes. Maps were updated to highlight current pavement conditions and changes over time. New pavement condition data made available for non-NHS on-system facilities allowed more roadway segment groups to compare/contrast.
- Continued refinement of the region’s bridge condition management spreadsheet, illustrating which bridges had been added, retained, or removed from the poor condition list. Status report updates on the funding and delivery of repair, rehabilitation, and/or replacement efforts were requested by the TxDOT district/area office and local government staff and documented in the spreadsheet. Maps were revised to highlight current bridge conditions and changes over time. Expanded use of the National Bridge Inventory’s condition trend analysis tool helped inform projections of condition degradation, as well as aid the identification of possible bridge bundling packages for Bridge Investment Program formula and competitive grant funding.
- Continued enhancement of a more comprehensive and balanced asset management analysis for projects identified in the 2026 Unified Transportation Program/10-Year Plan due to expanded availability of past/present condition data for non-NHS off-system facilities. These attributes improved abilities to more directly/accurately compare Highway Performance Monitoring System and Pavement Condition Record ratings.

To further address regional asset state-of-good-repair issues, staff contributed efforts in administration/review, planning/programming, and other specialized assistance for applications considered, prepared, and submitted in FY2025 within the following Federal competitive grant program solicitations:

- Low-Carbon Transportation Materials Program
- Bridge Investment Program:
 - *IH 345 Connects* (submitted by TxDOT) – NCTCOG staff assisted with preparation of benefit-cost analysis (BCA) calculations and narrative documentation, including vehicle miles/hours of travel comparisons via bridge closure model simulations, bicycle/pedestrian needs index data to determine active transportation impacts, and a support letter from the Regional Transportation Council

- Better Utilizing Investments to Leverage Development Program:
 - *SH 183/SH 356/Belt Line Road Interchange* (submitted by NCTCOG) – Staff coordinated and developed all application materials, including BCA calculations and solicitations for support letters

Surface Transportation Block Grant Program funds (CSJs 0918-00-370 and 0918-00-409) and Transportation Development Credits were used to support work activities. This project is ongoing, and work will continue in FY2026.

5.05 Transportation System Security and Emergency Preparedness

Transportation Planning Funds

This program is ongoing throughout FY2024 and FY2025, supporting ongoing local, State, and federal initiatives to address transportation system security and emergency preparedness planning. NCTCOG continues a dialogue among local governments and transportation providers in North Central Texas regarding the regional coordination of response plans, response capabilities, and emergency medical services in the event of a major incident. Staff also provides technical transportation data needed to support these planning efforts, as well as to facilitate the coordination of various transportation providers and planning agencies. NCTCOG's Transportation Department will continue to support the Emergency Preparedness Department in developing/enhancing regional emergency preparedness capacity as it relates to utilization of Intelligent Transportation Systems or transportation management tools and infrastructure protection by developing a framework for response and contingency planning due to the unexpected loss or intentional removal of roadway capacity. Scenario modeling may identify the impact to parallel or complementary routes for strategic corridors in the region to help determine potential temporary or interim traffic management solutions. Anticipated products include:

- Support and assistance to agency and regional partners, including monitoring of activities, promotion of regional coordination, and committee meetings;
- Interaction and cooperation between emergency responders and transportation staff;
- Technical transportation data, performance analyses, and planning services related to transportation security;
- Infrastructure protection measures (identifying regional transportation assets, including recommending vulnerability analyses on regional facilities and services); and
- Transportation resource support for mass evacuation events.

Work Performed and Status: In collaboration with NCTCOG's Emergency Preparedness Department, staff continued to provide support to national, State, and local initiatives directed to support the region's transportation system security. Support and technical transportation data were provided upon request. Local and state agencies were encouraged to develop internal approaches to identify and protect transportation infrastructure through funding and construction opportunities. Additionally, staff coordinated with the Emergency Preparedness Department and regional partner agencies regarding critical infrastructure and security precautions. Staff participated in public safety initiatives, including coordination for TxDOT video feed sharing with NCT9-1-1 and other local agencies. Transportation staff attended working group meetings associated with the Public Works Emergency Response Team to share transportation-related information and insight. Participation included coordination of potential sharing of Portable Changeable Message Signs (PCMS) to optimize the use of publicly owned equipment for

incidents and large regional events. Staff maintained an inventory of available PCMS within the region, as well as agency contacts.

Transportation Planning Funds were utilized to support work activities. This project is ongoing, and work will continue in FY2026.

5.06 Regional Freight Planning

This Work Program subtask includes activities related to the movement of goods in the Dallas-Fort Worth region, both on the regional roadway network and rail system.

Regional Goods Movement

Transportation Planning Funds

This subtask is ongoing throughout FY2024 and FY 2025 supporting planning activities related to the movement of freight within and through the Dallas-Fort Worth region. Activities include support for meetings of the Regional Freight Advisory Committee, as well as the Regional Transportation Council Intermodal/Multimodal/High-Speed Rail/Freight Subcommittee, as needed. NCTCOG staff will also monitor progress of projects identified in various freight-related planning documents such as the Freight Mobility Plan, Truck Parking Study and freight land-use planning documents. Anticipated products include:

- Public involvement activities;
- Coordination meetings that monitor and ensure the continued progress of freight document completion;
- Analysis that quantifies potential environmental justice impacts at the local level;
- Review of feasibility and freight study components; and
- Project-related Fact Sheets.

Work Performed and Status: Working in collaboration with freight industry professionals and public-sector representatives, NCTCOG staff supported Regional Freight Advisory Committee (RFAC) meetings in November 2024 and May 2025. The RFAC Newsletter was published in December 2024, March 2025, and July 2025. The Driver Awareness Fact Sheet was published in July 2025. Freight impacts were analyzed through several ongoing initiatives that impact local government jurisdictions.

Transportation Planning Funds were utilized to support work activities. This project is ongoing, and work will continue in FY2026.

Other Funding Sources

This subtask is ongoing throughout FY2024 and FY2025, assessing the impact of truck traffic, rail freight, and other freight movement issues within and through the Dallas-Fort Worth region. Activities will be conducted based on truck, rail, and air cargo movements throughout the region in support of city, county, State, and federal agencies. Coordination between private-sector stakeholders and public-sector staff will be initiated through multiple initiatives and meetings. This element also includes the collection and analysis of data pertaining to freight mobility and safety.

These activities will include continued coordination with private-sector partners in the trucking, rail, and freight-forwarding businesses. In FY2020, NCTCOG was chosen for an award by the United States Department of Transportation (USDOT) under the Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program for the North Texas Multimodal Operations Velocity Efficiency and Safety (NT MOVES) Program. The NT MOVES Program seeks to improve freight and passenger mobility in the Dallas-Fort Worth region through strategic investment in rail capacity to improve multimodal transportation. It is anticipated that a portion of these funds will be used in FY2024 and FY2025 to support rail project improvements. NCTCOG staff will oversee project management of the NT MOVES/BUILD grant rail project improvements once initiated and will also oversee other freight rail initiatives. Consultant assistance may be utilized. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized for planning and management work activities. Federal Transit Administration funds may be utilized for potential pass-through administrative costs for the NT MOVES Program once project implementation begins. Anticipated products include:

- Monitoring of truck-lane restriction corridor conditions;
- Reports and studies regarding freight conditions in the Dallas-Fort Worth region, including a Truck Bottleneck Analysis, Rail Crossing Analysis, and a Regional Rail Pathing Study;
- Recommended follow-up studies identified in Freight North Texas 2022, including Truck Safety Analysis, First-and-Last Mile Improvement Study, and a Data Collection Program which could include traffic counts, classification counts, and origin/destination data for the Regional Freight Model;
- Support to the US Department of Transportation, Federal Highway Administration, and Texas Department of Transportation for various projects as needed;
- Corridor studies;
- Roadway/rail crossing assessments;
- Program management of the NT MOVES/BUILD grant projects;
- Public outreach and educational programs; and
- Technical assistance to the City of Lancaster for truck routing.

Work Performed and Status: The use of truck-lane restriction signage was evaluated to determine if planned restrictions/signage could be added to designated roadways based on the status of completed construction projects. Updates were made to the Truck Parking Study, Dallas Rail Crossing Analysis, and Truck Route Database. Work on the Truck Bottleneck Study continued with data collection and preliminary report status meetings. Staff participated in several Texas Freight Advisory Committee meetings held by TxDOT. Work continued on multiple corridor studies, including the Grapevine and North Richland Hills Rail Crossing Review, the McKinney Amphitheater Transportation Review, and the Northeast Texas Rural Rail Transportation District Improvements Project. In addition, roadway and rail crossing assessments continued with efforts focused on Dallas, Fort Worth, and other cities and counties.

Program management continued for the NT MOVES Rail Program and the 2020 BUILD Grant system of projects. NCTCOG hosted regional rail stakeholder meetings to continue ongoing coordination with regional rail agencies in support of the NT MOVES Program. Additional work on the NT MOVES Program included collecting data and submitting the project's performance measures, collecting monthly reports from project partners, and developing and submitting required information to the Federal Transit Administration. In addition, work continued with regional rail partners and TxDOT on highway and rail grade separation projects.

The Freight Safety Initiative, which highlighted public outreach, utilizing advertising and educational efforts to improve freight safety surrounding at-grade railroad crossings and truck safety within the region, was completed in FY2025.

NCTCOG assisted with the submittal of three grant applications under the FY2024 Railroad Crossing Elimination Program (RCEP). Efforts also included submitting grant applications to the Federal-State Partnership for Intercity Rail Program (FSP) and to the Better Utilizing Investments to Leverage Development (BUILD) Program. Additional efforts included data collection, assisting with other discretionary grant funding opportunities, and providing support to partner agencies.

Surface Transportation Block Grant Program funds (CSJs 0902-00-273 and 0918-00-414) and Transportation Development Credits were utilized to support work activities. Work is ongoing and will continue in FY2026.

Regional Rail Information System

Other Funding Sources

Ongoing throughout FY2024 and FY2025, this element includes planning and implementation activities related to the development and implementation of Regional Rail Information System (RRIS) technology in the North Central Texas region to monitor and forecast train traffic conditions for both freight and passenger operations. With the development and implementation of RRIS technology, NCTCOG seeks to remediate railroad congestion and delay in the Dallas-Fort Worth region on the basis of current operation and projected rail traffic growth. In FY2020, NCTCOG was chosen for an award by the United States Department of Transportation (USDOT) under the Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program for the North Texas Multimodal Operations Velocity Efficiency and Safety (NT MOVES) Program. The NT MOVES Program seeks to improve freight and passenger mobility in the Dallas-Fort Worth region through strategic investment in rail capacity to improve multimodal transportation. A portion of these funds will be used to support initiation of the RRIS technology. FTA funds, Surface Transportation Block Grant Program funds matched with Transportation Development Credits, Regional Transportation Council Local funds, and local funds will support work activities. Anticipated products include:

- Development and initiation of a Regional Railroad Information System in the Dallas-Fort Worth region.

Work Performed and Status: Regional Rail Information System (RRIS) efforts continued, with the consultant completing the RRIS structure, meeting with different railroads, and collecting the necessary data needed for the system. A Data Sharing Agreement continues to be reviewed and negotiated between the project participants. Coordination is ongoing with regional rail partners to monitor contract costs and engage in quarterly meetings to advance the project.

Surface Transportation Block Grant Program funds (CSJ 0902-00-300), local funds, and Transportation Development Credits were utilized to support work activities. Work is ongoing and will continue in FY2026.

Engineering for Passenger Rail/Roadway Interfaces

Other Funding Sources

This element is ongoing throughout FY2024 and FY2025 and includes working with local municipalities and project stakeholders to determine the most regionally significant projects to progress in design/engineering, environmental, and design review. Agreements will be established with project stakeholders and consultant assistance procured to complete the project. These agreements would enable streamlined design, environmental review, engineering and design review of various projects. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized for work activities. Anticipated products include:

- Agreements with project stakeholders; and
- Review of regionally significant rail/roadway projects.

Work Performed and Status: In FY2025, work continued with the Texas Department of Transportation, Federal Highway Administration (FHWA), and rail partners to progress agreements for engineering projects that will help streamline the design review process for key rail projects. Funding approval from FHWA is needed to advance projects.

Surface Transportation Block Grant Program funds (CSJs 0918-00-375 and 0918-00-378) and Transportation Development Credits were utilized to support work activities. Work is ongoing and will continue in FY2026.

5.07 Roadway and Railroad Safety

This subtask is ongoing throughout FY2024 and FY2025, supporting planning efforts to develop safety policies, programs, and projects.

Transportation Safety

Transportation Planning Funds

Staff coordinates with the Regional Safety Advisory Committee, the Texas Department of Transportation (TxDOT), Texas Department of Public Safety, Federal Highway Administration, local governments, and other partners to develop strategies for regional safety planning efforts, data collection, and analysis. These partners also assist in developing policies, programs, and projects to improve safety related to the transportation system. Anticipated products include:

- Collection, processing, and analysis of regional safety data including: crash data from TxDOT's Crash Records Information System, fatality data from the National Highway Traffic Safety Administration's Fatality Analysis Reporting System, and hazardous material spill data from the National Response Center;
- Regional Safety Information System implementation and assessment activities;
- Monitoring and promotion of the implementation of regional intersection safety countermeasures outlined in NCTCOG's Intersection Safety Implementation Plan (ISIP) and the Texas ISIP;

- Regional and federal safety performance measure target setting and reporting activities;
- Traffic safety-related education and training courses for member agencies;
- Coordination efforts for the Regional Safety Advisory Committee.

Work Performed and Status: Regional safety data was collected, processed, and analyzed using data from TxDOT's Crash Records Information Systems (CRIS) database, the National Highway Traffic Safety Administration Fatality Analysis Reporting System (FARS), and the National Response Center. Deliverables include, but are not limited to, completing crash data requests for partner agencies, various departmental level projects, and grant proposals; establishing, setting, and reporting on federally mandated safety performance targets at the metropolitan planning organization level; calculating county level crash rates and contributing factors for serious and fatality crashes along limited access facilities; and tracking and mapping hazardous material spills on regional roadways.

Information on regional safety-related programs and projects was collected and published in the annual regional Safety Program Performance Measures Report, which provides an annual report on the performance of NCTCOG safety programs and projects. Statistics including regional crash and fatality data, top 10 contributing factors for regional serious and fatal crashes, attendance statistics for Traffic Incident Management courses, and Roadside Assistance Program Statistics were also tracked, calculated, and published in the report. A supplemental one-page Regional Crash Summary Fact Sheet for 2024 was also published. A regional safety survey was developed and sent to partner agencies to capture safety-related efforts being implemented in the region. Staff continued to coordinate and support activities for the Regional Safety Advisory Committee, holding four quarterly meetings; and continued to participate in emphasis area team meetings for the 2022-2027 Texas Strategic Highway Safety Plan.

Transportation Planning Funds were used to support work activities. This project is ongoing, and work will continue in FY2026.

Other Funding Sources

Surface Transportation Block Grant Program funds, Texas Department of Transportation State Planning and Research funds, Regional Toll Revenue funds, local funds, and Transportation Development Credits will also be utilized to support this program. NCTCOG staff will provide oversight of this project and consultant services may be utilized. Anticipated products include:

- Regional Safety Information System application tool, including crash analysis technology;
- Development and implementation of driver safety public education, outreach, and information programs including a behavioral contributing factor public education campaign and updates to the Drive Aware North Texas website;
- Strategic Targeting of Aggressive Driving and Road Rage;
- Regional roadway safety plan prioritization and implementation activities;
- Implementation of roadway safety plan countermeasures;
- Systemic safety improvements;
- Development and execution of Interlocal Agreements with local agencies;
- Development and maintenance of an inventory of safety strategies and countermeasures included in the Roadway Safety Plans, Local Safety Plans, Vision Zero Safety Plans, or similar documents developed by regional partner agencies;
- Development and maintenance of an inventory of implemented safety strategies and best practices;

- Coordination and organization activities for the Friends of the Statewide Safety Task Force (i.e., organization of meetings, drafting of agendas, recruitment of speakers, and meeting summary documentation); and
- Monitoring of regional safety statistics and performance measures to compare with previous years and with the implementation of projects.

Work Performed and Status: Staff initiated the procurement process for a predictive crash analysis software tool. Completed procurement activities included finalizing and releasing the Request for Proposals, participating in consultant selection committee oversight, conducting consultant interviews, negotiating contracts, developing contracts, and receiving NCTCOG Executive Board approval. Contract execution is anticipated in early FY2026. Staff continued to manage and implement the Drive Aware North Texas (DANT) website (www.DriveAwareNTX.org) and campaign. DANT activities included, but are not limited to, working with the consultant to redesign and relaunch the website; participation in a variety of employer, community, and sporting events to promote and distribute DANT educational materials; and update, design, and procurement of new paid advertisements for placement on various social media and online platforms, print and online publications, hospitality sector venues, and secondary and collegiate level sporting events. Utilization of the Regional Roadway Safety Plan as a framework to identify potential corridors and countermeasures for potential safety improvements, project selection, and grant idea submittals was continued. Staff continued to monitor activities related to the Wrong Way Driving Mitigation project and the frequency and locations of wrong-way driving crash occurrences. Oversight of the Friends of the Safety Task Force and monitoring of regional safety statistics and performance measure continued. The strategic selection process of safety corridors to reduce speed and aggressive driving was developed. Speed and safety data was utilized to identify potential corridors for this program. Staff began outreach to local law enforcement to discuss the program and implementation.

Surface Transportation Block Grant Program funds (CSJs 0902-00-342 and 0902-00-343), Regional Toll. Revenue funds (CSJ 0918-00-473), local funds, and Transportation Development Credits were utilized to support work activities. This project is ongoing, and work will continue in FY2026.

Railroad Crossing Coordination

Other Funding Sources

This element is ongoing throughout FY2024 and FY2025 and includes the identification, planning, and implementation of rail crossing projects throughout the DFW region. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support this project. Anticipated products include:

- Regional rail crossing assessments;
- Analysis of rail safety data to identify target areas for educational efforts;
- Public outreach and education efforts in the region; and
- Enhanced regional partnerships.

Work Performed and Status: Railroad crossing safety work plans continued for specific study areas, including the City of Dallas, Prairie Creek, Bonds Ranch Road, BUS 287/Ennis Avenue in Ennis, and Victory Station in Dallas, as well as other crossings that need safety improvements.

The Rail Crossings Improvement Program was launched identifying at-grade railroad crossings in need of safety improvements that fall within the region. Work continued on the Dallas Rail Crossing Analysis with data analysis and study preparation. To increase regional crossing safety partnerships, collaboration with the Texas Department of Transportation, Operation Lifesaver, cities, counties, and regional railroad agencies was completed to address ongoing crossing concerns.

Surface Transportation Block Grant Program funds (CSJs 0902-00-273 and 0918-00-414) and Transportation Development Credits were utilized to support work activities. Work will continue in FY2026.

Advancing Regional Safety in the Dallas-Fort Worth Region

Other Funding Sources

In FY2023, NCTCOG was awarded grant funding from the United States Department of Transportation (USDOT) under the Safe Streets and Roads for All (SS4A) discretionary grant program to identify and plan transportation safety improvements throughout the region. The project will include Road Safety Audits (RSAs), Safe Routes to School Planning, and demonstration projects. NCTCOG staff will oversee project management of the Advancing Regional Safety in the Dallas-Fort Worth Region (SS4A) project once initiated. Consultant assistance will be utilized. Federal Highway Administration funds and Regional Toll Revenue funds will support these activities in FY2024 and FY2025. Anticipated products include:

- Roadway Safety and Safe Routes to School reports;
- Demonstration project evaluation reports;
- Reporting on grant progress and deliverables;
- Budget monitoring and oversight, including coordination with the Transportation Improvement Program; and
- Documentation of compliance to grant requirements through monitoring and onsite reviews.

Work Performed and Status: In collaboration with local governments, staff identified corridors within the Regional Safety Plan and Pedestrian Safety Action Plan in which to conduct roadway safety audits. In addition, nearby schools in the corridors were identified to conduct safe routes to school plans. In FY2025, a consultant team was engaged to initially prepare road safety audits for 30 corridors and 20 safe routes to school plans. Initial data was gathered and analyzed for the study areas, and meetings were conducted with local government stakeholders associated with each study area.

Federal Highway Administration funds and Regional Toll Revenue funds (CSJ 0902-90-327) were utilized to support work activities. This project is ongoing, and work will continue in FY2026.

5.08 Regional Aviation Planning and Education

This Work Program subtask includes planning for the regional aviation system and linkages to surface transportation assets within the region. The safe integration of Uncrewed Aircraft Systems into the Dallas-Fort Worth region, in addition to public outreach, to help expand and enhance aviation and aerospace education and career skills are also included.

Surface Access to Aviation

Transportation Planning Funds

This element is ongoing throughout FY2024 and FY2025. Work includes data collection and planning efforts to access infrastructure to aviation facilities and associated improvement needs. This item includes a review of travel-time contours, air cargo trends and connectivity, and land-use implications surrounding aviation facilities. This project also includes reporting to the Regional Transportation Council and the Air Transportation Advisory Committee, and input into the Metropolitan Transportation Plan (MTP) and other transportation planning activities. Anticipated products include:

- Inventory and data collection of aviation needs;
- Analysis and recommendations for infrastructure improvements affecting aviation;
- Travel-time contours for aviation facilities;
- Inventory of surface transportation access to aviation facilities; and
- Monitoring and assessment of Metropolitan Transportation Plan Policy Bundles survey and other planning activities for aviation-related components.

Work Performed and Status: In FY2025, work centered on direct engagement with regional airports to assess their existing surface access conditions. Staff conducted visits to eight airports within the 16-county planning area, documenting current roadway connectivity, traffic circulation, and access challenges. These visits provided updated qualitative assessments to supplement prior inventories of aviation facility access conditions. These activities provided valuable insights into the effectiveness of surface access infrastructure and its relationship to air cargo and passenger operations, without requiring new system-level modeling efforts. In addition, staff's participation on advisory committees for ongoing airport master plans ensured that surface access considerations were integrated into broader planning processes and that local needs were reflected in regional discussions.

Transportation Planning Funds were used to support work activities. This project is ongoing, and work will continue in FY2026.

Urban Air Mobility and Advanced Air Mobility Integration

Transportation Planning Funds

This element includes continued work in FY2024 and FY2025 around Urban Air Mobility (UAM) and Advanced Air Mobility (AAM) integration into the traditional transportation planning process. Urban Air Mobility envisions a safe and efficient aviation transportation system that will use highly automated aircraft that will operate and transport passengers or cargo at lower altitudes than traditional aircraft within urban and suburban areas to complement and relieve congestion on the existing surface transportation system. The main program for this effort is the North Texas Uncrewed Aircraft System (UAS) Safety and Integration Initiative, including the UAS Safety and Integration Task Force and Working Groups. UAM will be comprised of an ecosystem that considers the evolution and safety of the aircraft, the framework for operation, access to airspace, infrastructure development, and community engagement. Advanced Air Mobility builds upon the UAM concept by incorporating use cases not specific to operations in urban environments such as commercial intercity (longer range/thin haul), cargo delivery, public services,

private/recreational vehicles, emergency medical response, and infrastructure monitoring and inspection. Anticipated products include:

- Coordination of the North Texas UAS Safety and Integration Task Force and Working Groups;
- Planning for the integration between AAM and intermodal transportation hubs within the region, including planning assistance for infrastructure deployments in the region;
- Determination of synergies between AAM integration and the Automated Vehicle integration initiatives around the region;
- Planning for the integration of North Texas airports into the air taxi network for inter and intracity travel; and
- Development of a best practice document for public outreach, engagement, and education strategy.

Work Performed and Status: During FY2025, staff's activities focused on system-level planning and regional coordination. The North Texas UAS Safety and Integration Task Force held nine meetings, providing a consistent platform for collaboration among municipalities, industry partners, and academic institutions on UAS and AAM integration. Efforts also advanced the planning of an airport-based AAM network, including the development of a memorandum of understanding with regional airports to coordinate future vertiport and infrastructure planning. These activities ensured that AAM considerations were incorporated into regional surface and intermodal transportation planning discussions, in alignment with the Metropolitan Transportation Plan.

Transportation Planning Funds were used to support work activities. This project is ongoing, and work will continue in FY2026.

Other Funding Sources

Utilizing Regional Transportation Council Local funds, work activities in FY2024 and FY2025 will focus on the management and deployment of required infrastructure to support Uncrewed Aircraft Systems, Urban Air Mobility, and Advanced Air Mobility (AAM). Activities also include providing community engagement regarding new policies and standards, as well as public education and overall liaison work with the above industries. Three notable initiatives are university assistance via the North Texas Innovation Alliance Urban Resilience Fellowship Program, which utilizes students to develop innovative solutions to pressing local transportation issues; the North Texas Airspace Awareness Pilot Program, which will enable proactive adjustments to traffic management systems based on live aerial data by equipping cities with a browser-based platform for airspace visualization; and planning for infrastructure deployment for AAM operations for large-scale events like the FIFA World Cup in 2026. Consultant assistance will be utilized. Anticipated products include:

- Establishment of Routine Beyond Visual Line of Sight operations in the region;
- Planning of air taxi and air cargo/package corridors or procedures between Dallas-Fort Worth International Airport and partner cities;
- Creation of public engagement and education campaigns regarding the uncrewed aircraft industry;
- Acquisition of funding to deploy pilot studies and long-term deployment of necessary infrastructure, software, training, and other associated costs;

- Development of an Integrated Network Design and Demand Estimation of Advanced Air Mobility for the region via the North Texas Innovation Alliance Urban Resilience Fellowship Program;
- Development of the North Texas Airspace Awareness Program; and
- Deployment of infrastructure for AAM operations during large-scale events such as the FIFA World Cup Games in 2026.

Work Performed and Status: Staff activities during FY2025 focused on applied integration, public education, and large-scale planning. Staff worked with drone delivery operators to address regional deconfliction and operational readiness, while continuing to expand public outreach through informational video campaigns on safe UAS and AAM use. Development of a regional AAM airport network progressed, with coordination on prospective corridors and facilities designed to connect key hubs across North Texas. Phase Two of the North Texas Airspace Awareness Program also advanced, expanding on previously deployed live airspace visualization tools.

Additional initiatives included collaboration with the City of Arlington on the U.S. Department of Energy multimodal drone delivery project, which examines the relationship between aerial deliveries and ground freight operations. Staff also coordinated with the City of Fort Worth on its U.S. DOT SMART Grant project, which focuses on autonomous vehicle weather infrastructure that supports broader AAM integration. Planning for the 2026 FIFA World Cup continued, with emphasis on vertiport siting, airspace coordination, and safety requirements for large-scale events.

Findings from the study conducted via the North Texas Innovation Alliance Urban Resilience Fellowship Program to develop an Integrated Network Design and Demand Estimation of Advanced Air Mobility for the region were presented to the Air Transportation Advisory Committee in FY2025 to solicit feedback and inform ongoing regional aviation planning efforts.

Regional Transportation Council Local funds were used to support work activities. This project is ongoing, and work will continue in FY2026, with the exception of the North Texas Innovation Alliance Urban Resilience Fellowship Program study, which was completed in FY2025.

Aviation Education Integration and Outreach

Other Funding Sources

This element is ongoing throughout FY2024 and FY2025 and describes implementation and outreach efforts associated with recommendations from the North Texas Aviation Education Initiative Study completed in 2010. Facilitation for development of regional aviation programs, as well as a variety of outreach strategies to local students, will be conducted. These efforts are funded through a combination of grants, Regional Transportation Council Local funds, and industry partnerships. Anticipated products include:

- Participation in aviation advisory committees, school career days, and other outreach opportunities;
- Continued development of a Speakers Bureau;
- Enhancement of the aviation careers-based mentorship program;
- Creation of new website for the aviation career initiative;

- Program curriculum development and facilitation;
- Regional workshops with educators, industry stakeholders, and policy officials; and
- Continued promotion of the aviation education gaming app, FLYBY.

Work Performed and Status: In FY2025, work continued to expand aviation education and workforce development opportunities throughout the North Central Texas region. Staff engaged with Career and Technology Education (CTE) programs across multiple independent school districts and served on advisory boards to help align curriculum with industry needs. Outreach activities included participation in career days, mentorship programs, and presentations at local colleges and universities to encourage aviation career pathways. Engagement extended to regional and national advisory committees, allowing education efforts in North Texas to remain connected with broader workforce initiatives.

Additional outreach emphasized direct student and educator engagement through presentations, mentorship activities, and aviation-specific advisory committees. Staff supported the continued growth of the regional Speakers Bureau and worked with local partners to advance promotion of the aviation education app, FLYBY, as an accessible tool for younger audiences. Coordination also occurred with workforce development boards and community organizations to expand awareness of aviation career opportunities in areas with limited access. These activities ensured a consistent pipeline of outreach to both students and educators across the 16-county region.

Regional Transportation Council Local funds were used to support work activities. This project is ongoing, and work will continue in FY2026.

Regional Aviation System Planning

Other Funding Sources

This element is ongoing throughout FY2024 and FY2025 and includes continuous system planning efforts and implementation of the Regional General Aviation and Heliport System Plan. Ongoing technical assistance to local governments and stakeholders for development recommendations and preservation of the North Central Texas regional aviation system is provided. Coordination with State and federal governments and aviation stakeholders will be completed to provide input to the National Plan of Integrated Airport Systems, the Texas Airport System Plan, and North Central Texas Council of Governments' documents (such as the Metropolitan Transportation Plan). Airport system evaluation may include demand forecasting and capacity assessments. Consultant services may be utilized. Another notable initiative is university assistance via the North Texas Innovation Alliance Urban Resilience Fellowship Program, which utilizes students to develop innovative solutions to pressing local transportation issues. This project is funded through Regional Transportation Council Local funds. Funding from the Federal Aviation Administration (FAA) for production of a new Regional General Aviation and Heliport System Plan will be requested. Anticipated products include:

- New Regional General Aviation and Heliport System Plan if FAA funds are received;
- Air Transportation Advisory Committee meetings;
- Stakeholder meetings and associated outreach materials;
- Continued implementation of the Regional General Aviation and Heliport System Plan;
- Aviation system performance measures;
- Collection of geospatial data related to airport infrastructure;

- Geographical Information System (GIS) web interface;
- Monitoring of compatible development surrounding airports, including obstructions;
- Aviation environmental planning tools such as noise modeling and wildlife tracking;
- Monitoring, coordination, and evaluation of the impacts of uncrewed aircraft systems (UAS) on the regional aviation system; and
- Evaluation of the Change to Electric Aircraft Fleets, Development of Strategies, Benchmarking and Modeling of the Market for Electric Aircraft Costs via the North Texas Innovation Alliance Urban Resilience Fellowship Program.

Work Performed and Status: In FY2025, regional system planning efforts focused on preparing for major events and ensuring continued coordination among aviation stakeholders. A reservation system for general aviation was initiated in preparation for the 2026 FIFA World Cup, with the goal of managing anticipated demand across regional airports. Development also began on a large-event aviation safety plan to coordinate airports, public safety, and regional transportation responses during high-volume periods. These efforts were designed to preserve system efficiency while maintaining safety and compliance with State and federal guidance.

System planning also included regular stakeholder coordination through the Air Transportation Advisory Committee (ATAC). Four ATAC meetings were held during FY2025, providing a forum for elected officials, airport representatives, and regional planners to share updates on infrastructure projects, funding strategies, and policy changes. These meetings facilitated direct collaboration across regional airports and strengthened communication with State and federal partners. Staff also continued site visits to local airports to evaluate system needs and maintain alignment with the Regional General Aviation and Heliport System Plan.

Regional Transportation Council Local funds were used to support work activities. This project is ongoing, and work will continue in FY2026.

5.09 Regional Military and Community Coordination

This Work Program subtask includes the planning and implementation of programs to support regional military and community coordination.

Naval Air Station Joint Reserve Base Fort Worth Land Use and Community Outreach Implementation

Other Funding Sources

Following a 2008 study funded through the Department of Defense Office of Local Defense Community Cooperation (DOD OLDCC) that focused on compatible development near military installations, the Naval Air Station Joint Reserve Base (NAS JRB), Fort Worth Regional Coordination Committee (RCC) was formed. Participating local governments include, but are not limited to, Tarrant County and the cities of Benbrook, Fort Worth, Lake Worth, River Oaks, Sansom Park, Westworth Village, and White Settlement. The interjurisdictional partnership is based on the identification of actions that can be taken jointly by the community and the installation to promote compatible development and address current and future encroachment as identified through the Joint Land Use Study. The RCC created a development review Web tool for communities to discuss proposed developments near NAS JRB Fort Worth. This element is

ongoing throughout FY2024 and FY2025. Regional Transportation Council Local funds and other local funds will be utilized to support activities in this area. Anticipated products include:

- Community outreach meetings;
- Tracking of bills proposed in the State legislature;
- Regional Coordination Committee (RCC) development review web tool project inventory and comments;
- At least four RCC meetings and RCC Officer coordination; and
- Documentation and presentation material for forums, workshops, and meetings.

Work Performed and Status: Administration of the NAS JRB Fort Worth Regional Coordination Committee (also known as the Regional Coordination Committee or RCC) during FY2025 included conducting four quarterly committee meetings and four officer meetings. Committee efforts were supported by providing legislative updates related to compatible development and communication to residents affected by military operations and uncrewed aircraft vehicles as detailed in the RCC Legislative Program for the 89th Texas Legislature. Other support included preparing presentations, providing updates on transportation projects near the base, drafting correspondence, maintaining the RCC Development Review Web Tool, and assisting the NAS JRB Fort Worth Commanding Officer.

Regional Transportation Council Local funds were used to support work activities. This project is ongoing, and work will continue in FY2026.

Regional Military Compatible Use Implementation

Other Funding Sources

The Department of Defense Office of Local Defense Community Cooperation (DOD OLDCC) funds implementation of recommendations from planning studies to maintain military operations and support compatible development surrounding military installations. The North Central Texas Council of Governments (NCTCOG) recently completed a Regional Joint Land Use Study (JLUS), now known as a Compatible Use Study, that contained over 150 recommendations. The Regional Military Compatible Use Implementation will involve work with federal and State military installations, the Texas Military Department, local governments, and the business community to implement the study recommendations. This element is ongoing throughout FY2024 and FY2025. Department of Defense funds and Regional Transportation Council Local funds will be used for this project. Anticipated products include:

- Active parcel compatibility management tool and analysis of parcel data for changes in compatibility;
- Inventory of compatibility actions taken since initial 2008 JLUS;
- Homeowner relations program to inform new residents about quality-of-life issues near military installations and identify resources related to sound attenuation, including a homebuilder certification, documentation of sound attenuation, and a sound attenuation incentive program;
- Updates to local government zoning ordinances, future land-use plans, building codes, and statewide local government codes to increase compatibility near military installations, and participation in local government planning studies near military installations;
- Improved and formal communications channels for Texas Military Department installations;

- Economic development and transportation projects near Texas Military Department installations;
- Efforts to protect military installations from encroachment by uncrewed aircraft systems (UAS);
- Continuation of the strategic parcel acquisition and re-use program;
- Information exchanges between both military installations and local governments within the region and between communities across Texas that participate in the Department of Defense Compatible Use Program; and
- Grant management requirements.

Work Performed and Status: Work continued during FY2025 to collaborate with local governments near NAS JRB Fort Worth on compatible development. All reports and deliverables from the federal grant that concluded in FY2024 were made publicly available on the NCTCOG website. A presentation of the key findings was delivered at the Association of Defense Communities' Installation Innovation Forum. One meeting of the Regional Coordination Committee Technical Subcommittee was held. Additionally, stormwater drainage problem areas and potential solutions were identified through a series of meetings and a site visit. Information on compatible development actions and historical grant funding was provided to the Trust for Public Lands to assist with an application to the USDOD Readiness and Environmental Protection Integration Program.

Regular meetings were held with Texas Military Department staff to discuss compatible development, transportation, and economic development improvements. Coordination also continued on documenting the need for improvements to Fort Wolters that could be addressed through possible mission expansion.

A transportation project status tracking tool was maintained as a clearinghouse for details on projects near NAS JRB Fort Worth.

Four meetings were held with other entities in Texas involved in compatible use planning to exchange best practices.

Regional Transportation Council Local funds were used to support maintenance costs (i.e., mowing, debris cleanup, lighting) for the commercial property located adjacent to the south end of the runway at NAS JRB that was purchased in FY2022. This property was deemed incompatible due to noise and safety considerations given its location next to the base, which had resulted in its purchase. In addition, a portion of a second adjacent property, which falls within the Clear Zone south of the runway, was acquired with Regional Transportation Council Local funds through a swap with a portion of the previously acquired property. The final phase of this project, constructing new fencing around the properties to limit trespassing, is ongoing with the eastern boundary fencing being installed. Installation began on the western boundary fencing while final determinations of the terminus points are negotiated. Consultant assistance was utilized. Work is anticipated to continue at this location in 2026.

Regional Transportation Council Local funds were used to support work activities. This project is ongoing, and work will continue in FY2026.

Aviation, Aerospace, and Defense Manufacturing Agile Curriculum Program

Other Funding Sources

The Department of Defense Office of Local Defense Community Cooperation (DOD OLDCC) funds work to provide resilience to the aviation, aerospace, and defense manufacturing industrial base. In coordination with partner stakeholders at the regional, industrial, and academic levels, NCTCOG will develop an agile curriculum program that will be guided by a governing body to identify training gaps and develop and deploy courses to students recruited to participate in the program. This element is ongoing throughout FY2024 and FY2025. Department of Defense funds and Regional Transportation Council Local funds will be used for this project. Anticipated products include:

- Framework agreement among the program stakeholders to determine roles and responsibilities;
- Inventory of current training programs related to aviation, aerospace, and defense manufacturing careers;
- Using a compression planning approach, inventory, and prioritization of initial training gaps;
- Evaluation criteria, including performance metrics and a framework for data to be collected and reported;
- Program contact road map maintained with current points of contact for each program stakeholder defining institutional touch points and responsibilities;
- Establishment, and ongoing staff support, of a governing body and technical advisory committees;
- Feedback loop process and tool developed to collect data, report on progress towards outcomes, and identify needed program improvements related to academic implementation, student completion/graduation, career placement, and student career performance, among others;
- Based on prioritized training gaps identified, development of agile curriculum at the appropriate level (enhancement to existing courses, new courses, degree programs, certificates, training for specific employer, etc.) that may be targeted to upskilling existing employees or attracting new applicants;
- Student recruitment strategic plan;
- Student recruitment materials developed and distributed to students at all levels (high school, community college, university, existing workforce) to promote each agile curriculum course, as well as to raise awareness in the community at large about career opportunities in aviation, aerospace, and defense manufacturing industries, including specific focus on underrepresented communities and individuals transitioning from military to civilian careers; and
- Grant management requirements.

Work Performed and Status: The University of Texas at Arlington (UTA) Computer Science and Engineering department, the primary grant subrecipient, conducted a literature review on Agile Curriculum Program applications and a student survey from the first graduating class of the new master's degree in software engineering, a degree program supported by the Agile Curriculum Program. Survey results are being analyzed to measure ongoing success of the Agile Curriculum Program. Strategies are being explored for application of the Agile Curriculum Program at UTA, as the project is anticipated to continue into FY2026.

US Department of Defense funds and Regional Transportation Council Local funds were used to support work activities. Work will continue in FY2026.

Surface Access to Critical Infrastructure

Transportation Planning Funds

This element supports planning activities to help ensure the accessibility of critical infrastructure in North Texas, including military installations and energy, water, and communications facilities. NCTCOG will provide support for community thoroughfare planning, support for feasibility studies by the Texas Department of Transportation and other implementing agencies, and technical assistance to military installations and other critical infrastructure facilities seeking transportation system performance data. Planning for the Strategic Highway Network (STRAHNET) and connections between the STRAHNET and military installations is included. This element is ongoing throughout FY2024 and FY2025. This work includes reporting to the Regional Transportation Council and NAS JRB Fort Worth Regional Coordination Committee, as well as input into the Metropolitan Transportation Plan (MTP) and other transportation planning activities. Anticipated products include:

- Inventory and data collection of surface transportation access to military installations and other critical infrastructure;
- Analysis and recommendations for infrastructure improvements affecting military installations and other critical infrastructure; and
- Planning efforts to improve access to military installations and other critical infrastructure.

Work Performed and Status: NCTCOG staff provided planning support to the Cities of Fort Worth and River Oaks on the Meandering Road and LTJG Barnett Road projects, a key transportation corridor that serves as a principal route for local commuters and provides critical access to the NAS JRB Fort Worth East Gate from SH 183, several highways, and transportation facilities. The proposed project includes the reconstruction of Meandering Road between Roberts Cut Off Road and LTJG Barnett Road, resulting in a more context-sensitive roadway compatible with adjacent land uses and community character. Both motorized and non-motorized transportation accessibility are critical to NAS JRB Fort Worth operations and the sustainability of its regional economic impact. Regular briefings regarding the status of the project were provided to the Regional Coordination Committee and city councils. Coordination on funding issues took place as the project advanced toward construction, including processing a Transportation Improvement Program (TIP) amendment to address increased project cost estimates since the original funding. The projected letting date for the project is now Spring 2026. Staff also coordinated the provision of Regional Transportation Council Local funding to the City of River Oaks to serve as advance funding for right-of-way acquisition, with reimbursement to the Regional Transportation Council (RTC). All of the right-of-way for the project has now been acquired.

Staff initiated preliminary planning activities for the extension of Meandering Road from Robert's Cut-Off to SH 183 and a feasibility study for a second bridge structure on J.G. Barnett Road crossing the Trinity River and accessing the NASJRB East Gate. A lead agency for the extension of Meandering Road to SH183 has not yet been determined. The project is funded for design and construction in the TIP. The bridge project will be led by the City of Fort Worth and is currently only funded for planning and design. The City of Fort Worth has initiated this study.

NCTCOG staff continued to provide planning support to TxDOT and the Cities of Fort Worth and White Settlement in the development of improvements to Las Vegas Trail Boulevard between IH 820 and Quebec Drive, a critical project serving NAS JRB Fort Worth and the Lockheed defense manufacturing complex. This project includes improvements to several highly dangerous intersections and expansion of the roadway to four lanes. Coordination with the cities of Fort Worth and White Settlement and TxDOT continued as the project advanced and planning issues were addressed. This project is anticipated to go to construction in FY2026.

NCTCOG staff support to the State Highway (SH) 183 feasibility study, a major north-south corridor with industrial, residential, and commercial developments that serves as the primary roadway access to NAS JRB Fort Worth, was placed on hold pending a decision from Texas Department of Transportation's Fort Worth District regarding project timing.

Transportation Planning Funds were used to support work activities. This project is ongoing, and work will continue in FY2026.

Naval Air Station Joint Reserve Base Fort Worth Wings Over Cowtown Airshow

Other Funding Sources

NCTCOG staff is assisting the Naval Air Station Joint Reserve Base (NAS JRB) Fort Worth with its 2024 Wings Over Cowtown Air Show. This will be a regionally significant event with an estimated 80,000-100,000 attendees, and traffic and access management is expected to be constrained at the base. State Highway (SH) 183 and Interstate Highway (IH) 30 will be closely monitored for traffic controls. Consultant services will be used, and various elements procured for use at the event. Regional Transportation Council Local funds will be utilized to support this initiative. Anticipated products include:

- A parking event management plan;
- On-site management of parking teams for the event;
- Vehicles for public transportation to the event; and
- Additional items to support the event, as needed, such as leased parking spaces, security elements, and a website containing information for the event.

Work Performed and Status: This project was completed in FY2024. Discussions are being held regarding a potential airshow at NASJRB Fort Worth in 2027.

Community Noise Mitigation Program

Other Funding Sources

Through a grant award in FY2024 under the Department of Defense Office of Local Defense Community Cooperation (DOD OLDCC) for the Community Noise Mitigation Program, the North Central Texas Council of Governments will partner with Lake Worth Independent School District (LWISD) and White Settlement Independent School District (WSISD) to install noise mitigation upgrades in six buildings. The upgrades will include retrofit or replacement of windows and doors. The project will also include required environmental reviews and post-construction acoustical testing. This element is ongoing throughout FY2025. Department of Defense funds

and Regional Transportation Council Local funds will be used for this project. Anticipated products include:

- Noise mitigation upgrades to Brewer Middle School (WSISD);
- Noise mitigation upgrades to Effie Morris Early Learning Academy (LWIWD);
- Noise mitigation upgrades to Howry STEAM Academy (LWISD)
- Noise mitigation upgrades to Liberty Elementary School (WSISD);
- Noise mitigation upgrades to Lake Worth ISD Operations Building (LWISD); and
- Noise mitigation upgrades to White Settlement ISD Transition Center (WSISD).

Work Performed and Status: Management tasks to support the Department of Defense grant were completed during FY2025. These tasks included submitting detailed narrative and budget information to the DOD portal and receiving a formal agreement to proceed from DOD. An inaugural meeting was held with DOD and the Independent School Districts (ISDs). Site visits to all six ISD buildings were also conducted. Following the initial meeting, separate monthly meetings were held with DOD and the ISDs. A contractor was procured to complete the hazardous materials and historic resources tasks of the required National Environmental Policy Act review. Work began on Interlocal Agreements between NCTCOG and the ISDs.

Regional Transportation Council Local funds were used to support work activities. This project is ongoing, and work will continue in FY2026.

5.10 Transportation Technology and Innovation Program

Activities in Subtask 5.10 will support connected and automated vehicles, focusing on the implications that such vehicles may have regarding travel demand, land use, congestion, and transportation data, as well as vehicle-to-vehicle (V2V) and vehicle-to-infrastructure (V2X) communications. Planning tools, including travel forecasting models, will be forced to adapt in ways that account for the effect upon the roadway system brought about by these technological innovations and transformations. Automated vehicles are no longer discussed solely in the context of automobile passenger travel, but also in the context of freight, transit, and people-mover/shuttle systems. Planning efforts will include coverage of associated technologies such as connected vehicle technologies and emerging technologies, including artificial intelligence and digital and virtual reality technologies that allow people to engage in life activities without having to travel through physical space.

Automated Vehicles: Planning

Transportation Planning Funds

This program is ongoing throughout FY2024 and FY2025, providing planning for automated vehicles and related technologies and determining the impact of such vehicles and technologies on the transportation system. Strategies include analyzing the impact of automated vehicles and monitoring regulatory development relating to automated vehicles. Anticipated products include:

- Support for existing NCTCOG programs, including transportation planning and modeling;
- Monitoring of automated vehicle laws and policies;
- Maintenance of an information clearinghouse for the region on automated vehicle issues;

- Planning and coordination of pilot programs advancing the deployment of automated vehicles and related technologies; and
- Liaison on automated vehicle issues with public and private parties.

Work Performed and Status: NCTCOG staff continued monitoring state and national legislation to provide timely updates to regional partners on the evolving regulatory environment for connected and automated vehicles (C/AVs). The regional C/AV webpages were updated to highlight current program information, project updates, and resources for local agencies and stakeholders.

Staff participated in conferences, workshops, and focus groups across Texas and nationally, including events hosted by the Texas Innovation Alliance, the Intelligent Transportation Society of America, the Institute of Transportation Engineers, and other technology-focused organizations. These activities supported the exchange of best practices and ensured regional planning remained aligned with industry and policy.

Planning and collaboration with the City of Arlington for the Rideshare, Automation, and Payment Integration Demonstration (RAPID) autonomous vehicle program advanced, as well as efforts on other initiatives such as connected vehicle corridors and workforce development. Staff continued serving as a liaison on automated vehicle issues, engaging public agencies, private-sector partners, and research institutions to explore opportunities for deployment and integration of new technologies.

Transportation Planning Funds were used to support these activities. This program remains ongoing and will continue into FY2026.

Automated Vehicles: Development and Deployment

Other Funding Sources

This program is ongoing throughout FY2024 and FY2025, providing for the development and deployment of automated vehicles and related technologies. Strategies include building an open data infrastructure to support safe deployment of automated vehicles, encouraging shared mobility transportation models to deliver more mobility to more people in the region more cost-effectively, and exploring the benefit of using automated/driverless vehicles. Consultant assistance may be utilized to support work activities. This program uses Surface Transportation Block Grant Program funds and Transportation Development Credits to support activities in this area. Anticipated products include:

- An open data infrastructure for use by automated vehicles;
- Support for shared mobility service delivery models, especially those that increase average vehicle occupancy;
- Support for USDOT's Work Zone Data Exchange protocol;
- Advancing Work Zone Data Exchange reporting in region;
- Regional implementation of situational awareness applications;
- Development and deployment of automated vehicle technologies in the region;
- Coordination of data-related efforts by NCTCOG program areas;
- Advancement of emerging cellular-V2X and other communications technologies; and
- Liaison to the Smart City/Smart State Programs.

Work Performed and Status: Work in FY2025 on smart infrastructure and vehicle automation initiatives continued. Staff engaged with various municipal stakeholders both during their automated vehicle deployments and in planning efforts for future deployments. Staff advanced the Work Zone Data Exchange (WZDx) Call for Projects with regional vendors and municipal stakeholders. WZDx projects from seven municipal partners from the region were selected and moved through the approval process. Interlocal agreements were developed and sent to each municipal partner to initiate WZDx projects.

Surface Transportation Block Grant Program funds (CSJ 0918-00-324 and CSJ 0902-00-383) and Transportation Development Credits were used to support work activities. Work will continue in FY2026 under the Work Zone Data Exchange project.

Updated Regional Automated Vehicle Program (AV 2.0)

Other Funding Sources

Automated Vehicles 2.0 (AV2.0) consists of three elements – 1) “Planning for Local Partners” (or, AV2.1): Planning assistance for public entities that are planning ahead for the deployment of AVs in their communities; 2) “Cost Coverage for Local Partners” (AV2.2): Funding to help public entities cover infrastructure, equipment, safety, public education, and other costs incurred when an AV deployment comes to a community; and 3) “Regional Strategic Investments” (AV2.3): Comprehensive support for AV deployment projects supporting use cases/communities that have not attracted AV developer interest but offer an important opportunity to solve a transportation “pinch-point.”

In 2020, NCTCOG procured a consultant to lead the effort in developing a regional planning framework for connected and automated vehicles as part of AV2.1: Planning for Local Partners. This framework included, but was not limited to, traffic modeling, identifying use cases, policy development, public outreach and education, scenario planning, and land-use planning. The regional plan that resulted will be the basis for continued outreach and planning efforts. The grants linked to AV2.2: Cost Coverage for Local Partners will be accessible by public entities with active or in-development deployments of connected and automated vehicle technology. Eligible costs for reimbursement could include, but are not limited to, local government staff and consultant time, infrastructure upgrades, legal services, public education, safety, and software and technical expertise. AV2.3: Regional Strategic Investments will be selected from proposals on a competitive basis according to selection criteria determined by the Regional Transportation Council. Surface Transportation Block Grant Program funds, Regional Transportation Council Local funds, and Transportation Development Credits will be utilized. Consultant assistance may be utilized. Anticipated products during FY2024 and FY2025 include:

- Automated transportation planning resources for local partners;
- Reimbursement opportunities for local partners that deploy automated transportation solutions;
- Scoping and advancing broadband-as-transportation initiatives;
- Comprehensive projects that address transportation “pinch-points” in the region that require public intervention; and
- Financial and operational support for local partners hosting an automated vehicle implementation.

Work Performed and Status: In FY2025, activities under AV2.0 advanced through consultation, planning support, and outreach to local partners. Collaboration with the City of Fort Worth on the East Rosedale and East Lancaster corridor progressed into early implementation, with broadband infrastructure identified as a key component to enable automated mobility services and expand digital access in neighborhoods with limited access.

Planning efforts also emphasized broadband as a mode of transportation, focusing on data collection, coordination with providers, and engagement with community partners to strengthen readiness for future automated vehicle deployments. These activities integrated automated vehicle planning with broader regional goals for digital equity and infrastructure.

Surface Transportation Block Grant Program funds (CSJ 0902-00-326) and Transportation Development Credits supported this work. The program remains ongoing and will continue into FY2026.

Technology and Innovation Program 3.0

Other Funding Sources

The TTIP 3.0 Program has two main components. First is supporting increased and improved broadband access in the region. Broadband access has emerged as a mode to transport people virtually to a variety of their life activities such as jobs, education, and healthcare. Having the option to access destinations virtually can be especially important for people who are unable to travel physically due to physical or financial restrictions. Regions that provide high-quality physical and virtual transportation will be best situated for economic growth. During FY2025 this project will advance planning efforts to help region identify strategies to address two key issues: (i) removing physical, financial, and training barriers that impede broadband access and (ii) identifying and addressing barriers at destinations such as employment centers, government services providers, and educational institutions that prevent people from accessing those destinations virtually.

The TTIP 3.0 Program will also support USDOT's efforts to build a digital transportation infrastructure. Thus, TTIP will use staff efforts and likely consultants to identify and implement promising technologies and analytic tools to help build this digital infrastructure in DFW. Just as technology changes quickly, TTIP will move as fast as possible to identify promising technologies and implement them with the support and involvement of NCTCOG's local, State, and federal partners. Consultant assistance will be utilized. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support project activities. Anticipated products in FY2025 include:

- Serving as regional hub for information and resources for broadband access;
- Conduct of a planning study to identify the most cost-effective way to optimize universal public access to broadband in DFW and the barriers that exist at various institutional destinations that prevent people from accessing those destinations virtually;
- Assistance to local partners in their efforts to expand and improve broadband access and the quality of the virtual travel to and engagement with employment, education, medical, and other destinations;
- Coordination of and support for emerging technology and connected and automated vehicle deployments;

- Support for workforce development and higher education research efforts to build the next generation transportation workforce; and
- Management of administrative tasks to facilitate projects.

Work Performed and Status: Work on this project will begin in FY2026 pending execution of funding agreement.

Dallas-Fort Worth Freight Optimization Corridors

Other Funding Sources

During FY2024 and FY2025, this project will use connected vehicle and related technologies to optimize the flow of trucks between freight hubs and expressways in the region. The freight industry has identified this initiative as a top priority. The Value of Time for goods movement approaches \$75 per hour. There are safety, operational, and environmental benefits from reducing the number of truck stops/starts at intersections. This project will focus on intersections with high volumes and proportions of freight traffic. It will use the optimal mix of technologies and data sharing to reduce the number of stops trucks make at signalized intersections. Deployment locations will be selected based on an assessment of potential benefits and costs, and after consultation with the responsible local jurisdictions and freight companies. The project will include continual performance monitoring and adjustment to deliver the maximum net benefits. Consultant assistance will be utilized. Surface Transportation Block Grant Program funds, Regional Transportation Council Local funds, and Transportation Development Credits will be utilized to support project activities. Anticipated products include:

- Completion of before and after studies of focus intersections;
- Coordination meetings with the Texas Department of Transportation, freight industry, and other public agencies responsible for roadways in the focus areas;
- Evaluation, procurement, and implementation of connected vehicle and other technologies; and
- Development of data sharing tools that bridge platforms between public- and private-sector stakeholders.

Work Performed and Status: Work on the Freight Optimization project continued throughout 2025 through the combined efforts of staff and the consultant project team. The project team continued to monitor the Key Performance Indicator Dashboard and provide enhancements to the user interface. Outreach to the freight industry continued through presentations, conferences and direct contact. The mobile application continued to be promoted to the freight industry to increase usage. NCTCOG terminated the contract with the consultant team on August 25, 2025 due to the lack of engagement from the freight industry. Staff will continue to explore other technology that is more acceptable for the freight industry.

Surface Transportation Block Grant Program funds (CSJ 0902-00-301) and Transportation Development Credits were used to support work activities. Work will continue in FY2026.

IH 30 Dallas County (Tarrant County Line to IH 635) Designs – Automated Vehicle (AV) Readiness

Other Funding Sources

Throughout FY2024 and FY2025, NCTCOG will conduct a planning study to review Interstate Highway (IH) 30 roadway corridor design elements for optimizing automated and electric vehicle (AV/EV) accommodations. Potential options may include, but are not limited to, dynamic inductive charging technology useable by all vehicles, exclusive geometric design reconfigurations for autonomous vehicle usage, and retrofit parameters for new facilities using existing technologies to advance next generation autonomous vehicle implementation. The IH 30 section from the Tarrant County Line to Downtown Dallas is identified as the candidate location for retrofit technologies. The older section of IH 30 from Downtown Dallas to IH 635 will be analyzed for new autonomous vehicle geometric design needs, which may potentially be incorporated within reconstruction plans under consideration by the Texas Department of Transportation. Consultant assistance may be utilized to perform a substantial portion of the proposed study, with Surface Transportation Block Grant Program funds and Texas Department of Transportation funds used to support overall work activities. Anticipated products include:

- Plans, reports, technical memoranda, concept drawings, visualizations, simulations, and other forms of documentation for distribution and/or presentation.

Work Performed and Status: This project was cancelled in FY2025 due to higher project priorities.

IH 30 Tarrant County (IH 35W to Dallas County Line) Designs – Automated Vehicle (AV) Readiness

Other Funding Sources

Throughout FY2024 and FY2025, NCTCOG will conduct a planning study to review Interstate Highway (IH) 30 roadway corridor design elements for optimizing automated and electric vehicle (AV/EV) accommodations. Potential options may include, but are not limited to, dynamic inductive charging technology useable by all vehicles, exclusive geometric design reconfigurations for autonomous vehicle usage, and retrofit parameters for new facilities using existing technologies to advance next generation autonomous vehicle implementation. The IH 30 section from Farm-to-Market Road (FM) 157/Cooper Street in Arlington to the Dallas County Line is identified as the candidate location for retrofit technologies. The older section of IH 30 from IH 35W in Downtown Fort Worth to FM 157/Cooper Street will be analyzed for new autonomous vehicle geometric design needs, which may potentially be incorporated within reconstruction plans under consideration by the Texas Department of Transportation. Consultant assistance may be utilized to perform a substantial portion of the proposed study, with Surface Transportation Block Grant Program funds and Texas Department of Transportation funds used to support overall work activities. Anticipated products include:

- Plans, reports, technical memoranda, concept drawings, visualizations, simulations, and other forms of documentation for distribution and/or presentation.

Work Performed and Status: This project was cancelled in FY2025 due to higher project priorities.

5.11 North Texas Center for Mobility Technologies

Other Funding Sources

The North Central Texas Council of Governments has partnered with the Texas Research Alliance to develop a mobility research center, the North Texas Center for Mobility Technologies (NTCMT), that brings together North Texas' top mobility research talent to work on sponsored research projects. Regional Transportation Council Local funds will be utilized to support this initiative, with contributions from university partners as the initiative progresses. The primary functions and anticipated products of the NTCMT during FY2024 and FY2025 include:

- Readymade research and development network of and for mobility-related companies, municipalities, and other public agencies;
- Attraction of industry and academic talent to North Texas;
- Mobility-related research capabilities within North Texas universities;
- Facilitation of communication and collaboration among the universities with respect to research and development projects and the pursuit/execution of grants;
- Facilitation of university-public sector partnerships on mobility-related projects;
- Facilitation of mobility-related internships for workforce enhancement;
- Acting as a catalyst for building similar North Texas area university networks in other industry sectors;
- Research and industry reports, regional assessments, white papers, and scholarly articles focused on mobility innovation topics; and
- Applications for grants and other prospective funding sources.

Work Performed and Status: Work during FY2025 continued to support new and existing industry-sponsored initiatives in mobility technologies. University assistance was utilized. Work was completed in FY2025 on the advanced parking system which will support higher levels of vehicle autonomy and increase efficiency of parking in dense urban areas. The 5G Infrastructure Test Platform project was completed in FY2025. Work continued on the Advanced Air Mobility and Urban Mobility Systems. A university, through the North Texas Cohort, is leading advanced research and demonstration activities to design, simulate, and operationalize scalable Advanced Air Mobility air corridors in the Dallas–Fort Worth region, building on prior NASA National Campaign and USAF Agility Prime efforts. Their work focuses on deployable airspace architectures, autonomous operations, and public safety use cases such as wildfire response, providing a nationally replicable foundation for safe and integrated AAM operations. Work also began on the Intelligent Power Management Strategy for Electric Vehicle Grid Integration in Localized Communities in FY2025, which will explore the feasibility of leveraging electric vehicle (EV) batteries as a distributed energy resource to provide support to the electrical grid. In FY2025, a study was completed on the use of EV as grid-supporting power resource, and UNT installed EV charging at the UNT Zero Energy Lab. This work will continue in FY2026.

Regional Transportation Council Local funds were used to support work activities, and work will continue in FY2026.

5.12 Red River Navigation System Feasibility Study

Other Funding Sources

During the 86th Texas Legislative Session, Texas legislators approved execution of a feasibility study by the Red River Authority of Texas and the United States Army Corps of Engineers (USACE) on increasing Red River navigation between approximately Texarkana and Denison, Texas via a partnership effort between the States of Arkansas, Louisiana, Oklahoma, and Texas. During FY2024 and FY2025, NCTCOG will continue to participate in the ongoing collaborative planning process. The extension of Red River navigable waters could provide the Dallas-Fort Worth region with ocean access and result in goods movement logistics changes in the form of additional freight transport options, freight traffic diversion, and electric power generation capabilities. These changes could translate into possible air quality benefits, as well as new opportunities to partner with federally recognized tribal nations. Regional Transportation Council Local funds will be utilized to support this initiative. Anticipated products include:

- Financial feasibility study, with accompanying technical memoranda, evaluating increased Red River navigation; and
- Supporting documentation and visual aids for distribution and/or presentation to the Regional Transportation Council and other policy-making entities, as needed.

Work Performed and Status: In FY2025, the United States Army Corps of Engineers and the Red River Authority continued the Red River Navigation study. Study efforts included reviewing existing data; coordinating with the Office of Management and Budget, as well as other federal agencies; obtaining approval for the economic survey; and conducting interviews with freight-related businesses.

Regional Transportation Council Local funds were used to support work activities. Work is anticipated to continue in FY2026.

5.13 2.5 Percent Set-Aside for Increasing Safe and Accessible Transportation Options

Transportation Planning Funds

During FY2024 and FY2025, NCTCOG staff will coordinate with various local governments, transportation agencies, and the Texas Department of Transportation (TxDOT) to increase safe and accessible options for multiple travel modes for people of all ages and abilities. Technical assistance and education and training will be provided on the concepts and principles related to Complete Streets and context-sensitive design. Anticipated products include:

- Adoption of regional and local Complete Streets standards or policies, and the development of Complete Streets prioritization plans that identify a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street;
- Development of transportation projects and plans that support a network of active transportation facilities (sidewalks, bikeways, or pedestrian and bicycle trails) to connect neighborhoods with destinations such as workplaces, schools, residences, businesses, recreation areas, healthcare and childcare services, or other community activity centers;

- Planning and technical assistance to create multiuse transportation facilities, including bikeways or pedestrian and bicycle trails that make connections within or between communities, increase public transportation ridership, and improve the safety of bicyclists and pedestrians;
- Multimodal corridor coordination with the regional model on active transportation modes and performance measure reporting; and
- Education and training on Complete Streets and context-sensitive design topics.

Work Performed and Status: During 2024, staff reviewed and drafted options for the development of a more robust regional policy and design guidelines related to context sensitive design. However, in 2025, due to changing federal policies related to context sensitive design, these efforts were placed on hold. During FY2025, staff provided technical assistance for various local government transportation projects and master plans that support a network of active transportation facilities and context sensitive design elements. Examples of these efforts included reviewing potential transportation and access needs near the University of North Texas at Dallas campus, which were subsequently funded for construction; improvements supporting an entertainment district area in McKinney; and multimodal safety improvements in the area around US 75 and Haskell Ave in Dallas to support access to a new transit-oriented development. Staff also participated in stakeholder meetings and provided technical assistance for the development of local active transportation master plans and related safety action plans.

Transportation Planning Funds were used to support these activities, and work will continue in FY2026 under UPWP Subtask 5.03, Land-Use/Transportation Initiatives.

5.14 Alternative Fuel Corridor Planning

Transportation Planning Funds

Through the Federal Highway Administration (FHWA) Alternative Fuel Corridor Program, many Texas highways have been designated as alternative fuel corridors for one or more of the following fuels: electricity, hydrogen, compressed natural gas, liquified natural gas, and/or propane (LPG). Corridor designation means that a driver could travel that roadway in the designated alternative fuel vehicle and be confident that refueling facilities for that fuel are available (e.g., electric charging stations are available on electric corridors). These fuels are becoming more widespread in the medium- and heavy-duty sector, which has a disproportionately high impact on ozone levels. Planning to optimize placement and use of infrastructure can further support local air quality efforts while supporting the freight industry in its adoption of alternative fuels. Work in FY2025 will build on the National Zero-Emission Freight Corridor Strategy (released by the Joint Office of Energy and Transportation in March 2024) and Rider 48 Evaluation of Medium-Duty and Heavy-Duty Vehicle Charging Infrastructure and Capacity (released by the Texas Department of Transportation in September 2024). Anticipated products include:

- An inventory of recommended areas for deployment of alternative fuel infrastructure, especially to support operations of medium- and heavy-duty vehicles;
- Evaluation of opportunities to leverage alternative fueling and truck parking investments;
- As appropriate, recommendations to Texas Department of Transportation staff for additional alternative fuel corridor nominations;
- Collaboration with neighboring regions to align corridors between regions and across state lines;
- An assessment of opportunities to post alternative fuel corridor signage;

- Evaluation of rail corridors for potential alternative fuel deployments in both rail and support vehicles (e.g., cranes, drayage and maintenance vehicles)
- Support to stakeholders in pursuing deployments, including technical assistance and identification of funding opportunities; and
- Maintenance of relevant alternative fuel corridor information on the NCTCOG website.

Work Performed and Status: Project scoping activities were initiated for work to begin in FY2026. Transportation Planning Funds were used to support these activities.

Task 5 – Funding Summary

Funding Source	Amount Budgeted (2-year)	Amount Budgeted FY2024	Amount Expended FY2024	Balance of Budgeted FY2024	% Expended of Budget FY2024	Amount Budgeted FY2025	Amount Expended FY2025	Balance of Budgeted FY2025	% Expended of Budget FY2025	Amount Expended (2-year)	Balance of Budgeted (2-year)	% Expended of Budget (2-year)
5.01 - Regional Transportation Studies												
TPF	\$1,890,000	\$749,000	\$662,836	\$86,164	88.5%	\$1,141,000	\$765,679	\$375,321	67.1%	\$1,428,515	\$461,485	75.6%
FRA	\$500,000	\$100,000	\$13,315	\$86,685	13.3%	\$400,000	\$35,361	\$364,639	8.8%	\$48,676	\$451,324	9.7%
STBG ¹	\$14,266,657	\$8,902,657	\$4,302,826	\$4,599,831	48.3%	\$5,364,000	\$2,152,066	\$3,211,934	40.1%	\$6,454,892	\$7,811,765	45.2%
TXDOT	\$488,000	\$194,000	\$25,711	\$168,289	13.3%	\$294,000	\$51,983	\$242,017	17.7%	\$77,694	\$410,306	15.9%
LOCAL	\$117,000	\$107,000	\$35,714	\$71,286	33.4%	\$10,000	\$0	\$10,000	0.0%	\$35,714	\$81,286	30.5%
NTTA	\$85,000	\$40,000	\$2,547	\$37,453	6.4%	\$45,000	\$3,808	\$41,192	8.5%	\$6,355	\$78,645	7.5%
RTR	\$1,108,000	\$479,000	\$649,330	(\$170,330)	135.6%	\$629,000	\$473,705	\$155,295	75.3%	\$1,123,035	(\$15,035)	101.4%
Subtotal	\$18,454,657	\$10,571,657	\$5,692,278	\$4,879,379	53.8%	\$7,883,000	\$3,482,603	\$4,400,397	44.2%	\$9,174,881	\$9,279,776	49.7%
5.02 - Subarea Studies and Local Government Assistance												
TPF	\$1,436,000	\$711,000	\$556,010	\$154,990	78.2%	\$725,000	\$576,715	\$148,285	79.5%	\$1,132,726	\$303,274	78.9%
STBG	\$223,000	\$96,000	\$0	\$96,000	0.0%	\$127,000	\$0	\$127,000	0.0%	\$0	\$223,000	0.0%
RTR	\$500,000	\$250,000	\$0	\$250,000	0.0%	\$250,000	\$0	\$250,000	0.0%	\$0	\$500,000	0.0%
Subtotal	\$2,159,000	\$1,057,000	\$556,010	\$500,990	52.6%	\$1,102,000	\$576,715	\$525,285	52.3%	\$1,132,726	\$1,026,274	52.5%
5.03 - Land-use/Transportation Initiatives												
TPF	\$872,091	\$315,397	\$399,422	(\$84,025)	126.6%	\$556,694	\$371,778	\$184,916	66.8%	\$771,200	\$100,891	88.4%
CMAQ	\$300,000	\$0	\$0	\$0	0.0%	\$300,000	\$0	\$300,000	0.0%	\$0	\$300,000	0.0%
FHWA	\$488,000	\$8,000	\$0	\$8,000	0.0%	\$480,000	\$0	\$480,000	0.0%	\$0	\$488,000	0.0%
FTA	\$1,080,000	\$516,000	\$525,541	(\$9,541)	101.8%	\$564,000	\$169,633	\$394,367	30.1%	\$695,173	\$384,827	64.4%
STBG ^{2,3}	\$9,711,700	\$3,993,700	\$1,974,348	\$2,019,352	49.4%	\$5,718,000	\$2,890,572	\$2,827,428	50.6%	\$4,864,920	\$4,846,780	50.1%
LOCAL ^{3,4}	\$1,356,000	\$254,000	\$208,738	\$45,262	82.2%	\$1,102,000	\$328,005	\$773,995	29.8%	\$536,743	\$819,257	39.6%
NCTCOG Local	\$0	\$0	\$644	(\$644)	0.0%	\$0	\$0	\$0	0.0%	\$644	(\$644)	0.0%
RTR	\$122,000	\$2,000	\$0	\$2,000	0.0%	\$120,000	\$0	\$120,000	0.0%	\$0	\$122,000	0.0%
Subtotal	\$13,929,791	\$5,089,097	\$3,108,693	\$1,980,404	61.1%	\$8,840,694	\$3,759,987	\$5,080,707	42.5%	\$6,868,679	\$7,061,112	49.3%
5.04 - Transportation Asset Management												
TPF	\$177,000	\$90,000	\$86,181	\$3,819	95.8%	\$87,000	\$36,611	\$50,389	42.1%	\$122,792	\$54,208	69.4%
STBG	\$635,000	\$222,000	\$66,895	\$155,105	30.1%	\$413,000	\$206,886	\$206,114	50.1%	\$273,781	\$361,219	43.1%
Subtotal	\$812,000	\$312,000	\$153,076	\$158,924	49.1%	\$500,000	\$243,497	\$256,503	48.7%	\$396,573	\$415,427	48.8%

Funding Source	Amount Budgeted (2-year)	Amount Budgeted FY2024	Amount Expended FY2024	Balance of Budgeted FY2024	% Expended of Budget FY2024	Amount Budgeted FY2025	Amount Expended FY2025	Balance of Budgeted FY2025	% Expended of Budget FY2025	Amount Expended (2-year)	Balance of Budgeted (2-year)	% Expended of Budget (2-year)
5.05 - Transportation System Security and Emergency Preparedness												
TPF	\$64,000	\$32,000	\$6,036	\$25,964	18.9%	\$32,000	\$4,950	\$27,050	15.5%	\$10,986	\$53,014	17.2%
Subtotal	\$64,000	\$32,000	\$6,036	\$25,964	18.9%	\$32,000	\$4,950	\$27,050	15.5%	\$10,986	\$53,014	17.2%
5.06 - Regional Freight Planning												
TPF	\$157,000	\$127,000	\$125,962	\$1,038	99.2%	\$30,000	\$36,109	(\$6,109)	120.4%	\$162,071	(\$5,071)	103.2%
FTA	\$15,283,000	\$6,618,000	\$0	\$6,618,000	0.0%	\$8,665,000	\$0	\$8,665,000	0.0%	\$0	\$15,283,000	0.0%
STBG ²	\$10,850,400	\$6,221,000	\$2,071,820	\$4,149,180	33.3%	\$4,629,400	\$2,400,835	\$2,228,565	51.9%	\$4,472,656	\$6,377,744	41.2%
LOCAL ²	\$9,063,600	\$3,179,000	\$2,183,470	\$995,530	68.7%	\$5,884,600	\$1,463,765	\$4,420,835	24.9%	\$3,647,236	\$5,416,364	40.2%
Subtotal	\$35,354,000	\$16,145,000	\$4,381,253	\$11,763,747	27.1%	\$19,209,000	\$3,900,710	\$15,308,290	20.3%	\$8,281,962	\$27,072,038	23.4%
5.07 - Roadway and Railroad Safety												
TPF	\$643,000	\$333,000	\$156,726	\$176,274	47.1%	\$310,000	\$195,138	\$114,862	62.9%	\$351,863	\$291,137	54.7%
FHWA	\$4,000,000	\$150,000	\$40,169	\$109,831	26.8%	\$3,850,000	\$888,629	\$2,961,371	23.1%	\$928,798	\$3,071,202	23.2%
STBG	\$3,678,000	\$1,637,000	\$454,818	\$1,182,182	27.8%	\$2,041,000	\$692,380	\$1,348,620	33.9%	\$1,147,198	\$2,530,802	31.2%
TXDOT	\$50,000	\$50,000	\$28,475	\$21,525	56.9%	\$0	\$0	\$0	0.0%	\$28,475	\$21,525	56.9%
LOCAL	\$11,800	\$11,800	\$11,390	\$410	96.5%	\$0	\$402	(\$402)	0.0%	\$11,792	\$8	99.9%
NCTCOG Local	\$0	\$0	\$925	(\$925)	0.0%	\$0	\$0	\$0	0.0%	\$925	(\$925)	0.0%
RTR	\$2,500,000	\$37,500	\$0	\$37,500	0.0%	\$2,462,500	\$1,292,875	\$1,169,625	52.5%	\$1,292,875	\$1,207,125	51.7%
Subtotal	\$10,882,800	\$2,219,300	\$692,502	\$1,526,798	31.2%	\$8,663,500	\$3,069,424	\$5,594,076	35.4%	\$3,761,926	\$7,120,874	34.6%
5.08 - Regional Aviation Planning and Education												
TPF	\$326,000	\$159,000	\$137,198	\$21,802	86.3%	\$167,000	\$169,210	(\$2,210)	101.3%	\$306,408	\$19,592	94.0%
LOCAL	\$990,700	\$347,700	\$364,865	(\$17,165)	104.9%	\$643,000	\$472,532	\$170,468	73.5%	\$837,397	\$153,303	84.5%
Subtotal	\$1,316,700	\$506,700	\$502,063	\$4,637	99.1%	\$810,000	\$641,742	\$168,258	79.2%	\$1,143,805	\$172,895	86.9%
5.09 - Regional Military and Community Coordination												
TPF	\$375,000	\$152,000	\$53,372	\$98,628	35.1%	\$223,000	\$35,725	\$187,275	16.0%	\$89,097	\$285,903	23.8%
DOD ²	\$1,346,200	\$135,000	\$298,102	(\$163,102)	220.8%	\$1,211,200	\$39,405	\$1,171,795	3.3%	\$337,507	\$1,008,693	25.1%
LOCAL ²	\$2,130,200	\$993,300	\$450,872	\$542,428	45.4%	\$1,136,900	\$521,880	\$615,020	45.9%	\$972,752	\$1,157,448	45.7%
Subtotal	\$3,851,400	\$1,280,300	\$802,345	\$477,955	62.7%	\$2,571,100	\$597,010	\$1,974,090	23.2%	\$1,399,356	\$2,452,044	36.3%
5.10 - Transportation Technology and Innovation Program												
TPF	\$301,000	\$171,000	\$103,300	\$67,700	60.4%	\$130,000	\$135,627	(\$5,627)	104.3%	\$238,927	\$62,073	79.4%

Funding Source	Amount Budgeted (2-year)	Amount Budgeted FY2024	Amount Expended FY2024	Balance of Budgeted FY2024	% Expended of Budget FY2024	Amount Budgeted FY2025	Amount Expended FY2025	Balance of Budgeted FY2025	% Expended of Budget FY2025	Amount Expended (2-year)	Balance of Budgeted (2-year)	% Expended of Budget (2-year)
STBG	\$5,240,200	\$3,049,800	\$550,926	\$2,498,874	18.1%	\$2,190,400	\$958,903	\$1,231,497	43.8%	\$1,509,829	\$3,730,371	28.8%
TXDOT	\$356,350	\$60,750	\$0	\$60,750	0.0%	\$295,600	\$0	\$295,600	0.0%	\$0	\$356,350	0.0%
LOCAL	\$315,800	\$295,800	\$13,789	\$282,011	4.7%	\$20,000	\$0	\$20,000	0.0%	\$13,789	\$302,011	4.4%
Subtotal	\$6,213,350	\$3,577,350	\$668,015	\$2,909,335	18.7%	\$2,636,000	\$1,094,530	\$1,541,470	41.5%	\$1,762,545	\$4,450,805	28.4%
5.11 - North Texas Center for Mobility Technologies												
LOCAL	\$2,251,000	\$1,460,000	\$190,117	\$1,269,883	13.0%	\$791,000	\$295,809	\$495,191	37.4%	\$485,926	\$1,765,074	21.6%
Subtotal	\$2,251,000	\$1,460,000	\$190,117	\$1,269,883	13.0%	\$791,000	\$295,809	\$495,191	37.4%	\$485,926	\$1,765,074	21.6%
5.12 - Red River Navigation System Feasibility Study												
LOCAL	\$277,200	\$16,200	\$24,007	(\$7,807)	148.2%	\$261,000	\$185,902	\$75,098	71.2%	\$209,908	\$67,292	75.7%
Subtotal	\$277,200	\$16,200	\$24,007	(\$7,807)	148.2%	\$261,000	\$185,902	\$75,098	71.2%	\$209,908	\$67,292	75.7%
5.13 - 2.5% Set-Aside for Increasing Safe and Accessible Transportation Options												
TPF	\$516,909	\$255,603	\$213,584	\$42,019	83.6%	\$261,306	\$250,791	\$10,515	96.0%	\$464,375	\$52,534	89.8%
Subtotal	\$516,909	\$255,603	\$213,584	\$42,019	83.6%	\$261,306	\$250,791	\$10,515	96.0%	\$464,375	\$52,534	89.8%
5.14 - Alternative Fuel Corridor Planning												
TPF	\$200,000	\$0	\$0	\$0	0.0%	\$200,000	\$289	\$199,711	0.1%	\$289	\$199,711	0.1%
Subtotal	\$200,000	\$0	\$0	\$0	0.0%	\$200,000	\$289	\$199,711	0.1%	\$289	\$199,711	0.1%
Total	\$96,282,807	\$42,522,207	\$16,989,978	\$25,532,229	40.0%	\$53,760,600	\$18,103,958	\$35,656,642	33.7%	\$35,093,936	\$61,188,871	36.4%

Transportation Development Credits may be used to satisfy match requirements. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

¹ A portion of the budgeted funding includes funding that was transferred from TxDOT to FTA.

² Expenditures for FY2024 may reflect adjustments made after submission of the FY2024 Annual Report on Performance and Expenditures.

³ FY2025 expenditures include an additional payment processed in FY2025 for activities reported in prior year.

⁴ Local funds used to support advertising efforts for Regional Pedestrian and Bicycle Safety Campaign were not programming in the UPWP.

Task 5 – TPF Funding Summary FY2025

	Amount Budgeted	Amount Expended	Balance of Budgeted	% Expended of Budgeted
5.01 - Regional Transportation Studies				
TPF	\$1,141,000.00	\$765,679.18	\$375,320.82	67.1%
5.02 - Subarea Studies and Local Government Assistance				
TPF	\$725,000.00	\$576,715.33	\$148,284.67	79.5%
5.03 - Land-use/Transportation Initiatives				
TPF	\$556,694.00	\$371,777.58	\$184,916.42	66.8%
5.04 - Transportation Asset Management				
TPF	\$87,000.00	\$36,611.41	\$50,388.59	42.1%
5.05 - Transportation System Security and Emergency Preparedness				
TPF	\$32,000.00	\$4,949.51	\$27,050.49	15.5%
5.06 - Regional Freight Planning				
TPF	\$30,000.00	\$36,109.09	(\$6,109.09)	120.4%
5.07 - Roadway and Railroad Safety				
TPF	\$310,000.00	\$195,137.66	\$114,862.34	62.9%
5.08 - Regional Aviation Planning and Education				
TPF	\$167,000.00	\$169,209.91	(\$2,209.91)	101.3%
5.09 - Regional Military and Community Coordination				
TPF	\$223,000.00	\$35,725.42	\$187,274.58	16.0%
5.10 - Transportation Technology and Innovation Program				
TPF	\$130,000.00	\$135,626.71	(\$5,626.71)	104.3%
5.13 - 2.5% Set-Aside for Increasing Safe and Accessible Transportation Options				
TPF	\$261,306.00	\$250,791.36	\$10,514.64	96.0%
5.14 - Alternative Fuel Corridor Planning				
TPF	\$200,000.00	\$289.33	\$199,710.67	0.1%
Total	\$3,863,000.00	\$2,578,622.49	\$1,284,377.51	66.8%

* Due to staff vacancies, only 66.8 percent of the funding on Task Five was spent in FY2025.

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VI. Funding Source Budget Tables

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**TRANSPORTATION PLANNING FUNDS
(Two-Year Total)**

UPWP Task	Amount Budgeted	Amount Expended	Balance of Programmed	% Expended Programmed
1.0	\$6,407,000.00	\$5,747,193.51	\$659,806.49	89.7%
2.0	\$6,459,000.00	\$5,266,193.60	\$1,192,806.40	81.5%
3.0	\$8,006,000.00	\$7,472,860.38	\$533,139.62	93.3%
4.0	\$3,999,000.00	\$3,804,854.83	\$194,145.17	95.1%
5.0	\$6,958,000.00	\$5,079,249.24	\$1,878,750.76	73.0%
Total	\$31,829,000.00	\$27,370,351.56	\$4,458,648.44	86.0%

	FY2024	FY2025
Estimated Carryover	\$6,896,422.05	\$7,822,815.00
FHWA PL-112	\$10,191,768.61	\$10,349,580.24
FTA 5303	\$3,927,107.21	\$4,166,074.86
Total Revenue¹	\$21,015,297.87	\$22,338,470.10
Total Expended	\$ 13,192,482.87	\$14,177,868.69
Carryover	\$7,822,815.00	\$8,160,601.41

¹ Total revenue is based on actual workorders received from TxDOT addressed to NCTCOG.

FY2025 TPF¹ AND 2.5% SAFE AND ACCESSIBLE SET-ASIDE FUNDING SUMMARY TABLE

UPWP Task	Amount Budgeted	Amount Expended	Balance	% Expended
TPF (excluding 2.5% Safe and Accessible Set-Aside Funds)				
1	\$3,408,000.00	\$2,973,448.29	\$434,551.71	87.2%
2	\$3,504,000.00	\$2,662,950.09	\$841,049.91	76.0%
3	\$4,170,000.00	\$3,920,805.60	\$249,194.40	94.0%
4	\$2,087,000.00	\$2,042,042.22	\$44,957.78	97.8%
5	\$3,601,694.00	\$2,327,831.13	\$1,273,862.87	64.6%
Total	\$16,770,694.00	\$13,927,077.33	\$2,843,616.67	83.0%
2.5% Safe and Accessible Set-Aside Funds				
1	\$0.00	\$0.00	\$0.00	0.0%
2	\$0.00	\$0.00	\$0.00	0.0%
3	\$0.00	\$0.00	\$0.00	0.0%
4	\$0.00	\$0.00	\$0.00	0.0%
5	\$261,306.00	\$250,791.36	\$10,514.64	96.0%
Total	\$261,306.00	\$250,791.36	\$10,514.64	96.0%
Combined TPF and 2.5% Safe and Accessible Set-Aside Funds				
1	\$3,408,000.00	\$2,973,448.29	\$434,551.71	87.2%
2	\$3,504,000.00	\$2,662,950.09	\$841,049.91	76.0%
3	\$4,170,000.00	\$3,920,805.60	\$249,194.40	94.0%
4	\$2,087,000.00	\$2,042,042.22	\$44,957.78	97.8%
*5	\$3,863,000.00	\$2,578,622.49	\$1,284,377.51	66.8%
Total	\$17,032,000.00	\$14,177,868.69	\$2,854,131.31	83.2%

* Due to staff vacancies, only 66.8 percent of the funding on Task Five was spent in FY2025.

¹ TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

TOTAL CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM FUNDS

Budgeted and Expended FY2024

Budgeted and Expended FY2025

UPWP-Task	Amount Budgeted FY2024	Amount Expended FY2024	Balance of Budgeted FY2024	% Expended of Budget FY2024	UPWP-Task	Amount Budgeted FY2025	Amount Expended FY2025	Balance of Budgeted FY2025	% Expended of Budget FY2025
1.0	\$873,000	\$767,343	\$105,657	87.9%	1.0	\$975,000	\$613,324	\$361,677	62.9%
2.0	\$0	\$0	\$0	0.0%	2.0	\$0	\$0	\$0	0.0%
3.0	\$3,804,000	\$2,069,494	\$1,734,506	54.4%	3.0	\$2,455,000	\$398,523	\$2,056,477	16.2%
4.0	\$0	\$0	\$0	0.0%	4.0	\$0	\$0	\$0	0.0%
5.0	\$0	\$0	\$0	0.0%	5.0	\$300,000	\$0	\$300,000	0.0%
Total	\$4,677,000	\$2,836,837	\$1,840,163	60.7%	Total	\$3,730,000	\$1,011,847	\$2,718,153	27.1%

TOTAL DEPARTMENT OF DEFENSE FUNDS

Budgeted and Expended FY2024					Budgeted and Expended FY2025				
UPWP-Task	Amount Budgeted FY2024	Amount Expended FY2024	Balance of Budgeted FY2024	% Expended of Budget FY2024	UPWP-Task	Amount Budgeted FY2025	Amount Expended FY2025	Balance of Budgeted FY2025	% Expended of Budget FY2025
1.0	\$0	\$0	\$0	0.0%	1.0	\$0	\$0	\$0	0.0%
2.0	\$0	\$0	\$0	0.0%	2.0	\$0	\$0	\$0	0.0%
3.0	\$0	\$0	\$0	0.0%	3.0	\$0	\$0	\$0	0.0%
4.0	\$0	\$0	\$0	0.0%	4.0	\$0	\$0	\$0	0.0%
5.0	\$135,000	\$298,102	(\$163,102)	220.8%	5.0	\$1,211,200	\$39,405	\$1,171,795	3.3%
Total	\$135,000	\$298,102	(\$163,102)	220.8%	Total	\$1,211,200	\$39,405	\$1,171,795	3.3%

TOTAL DEPARTMENT OF ENERGY FUNDS

Budgeted and Expended FY2024

Budgeted and Expended FY2025

UPWP-Task	Amount Budgeted FY2024	Amount Expended FY2024	Balance of Budgeted FY2024	% Expended of Budget FY2024	UPWP-Task	Amount Budgeted FY2025	Amount Expended FY2025	Balance of Budgeted FY2025	% Expended of Budget FY2025
1.0	\$0	\$0	\$0	0.0%	1.0	\$0	\$0	\$0	0.0%
2.0	\$0	\$0	\$0	0.0%	2.0	\$0	\$0	\$0	0.0%
3.0	\$590,872	\$309,417	\$281,455	52.4%	3.0	\$1,069,906	\$342,541	\$727,365	32.0%
4.0	\$0	\$0	\$0	0.0%	4.0	\$0	\$0	\$0	0.0%
5.0	\$0	\$0	\$0	0.0%	5.0	\$0	\$0	\$0	0.0%
Total	\$590,872	\$309,417	\$281,455	52.4%	Total	\$1,069,906	\$342,541	\$727,365	32.0%

TOTAL ENVIRONMENTAL PROTECTION AGENCY FUNDS

Budgeted and Expended FY2024					Budgeted and Expended FY2025				
UPWP-Task	Amount Budgeted FY2024	Amount Expended FY2024	Balance of Budgeted FY2024	% Expended of Budget FY2024	UPWP-Task	Amount Budgeted FY2025	Amount Expended FY2025	Balance of Budgeted FY2025	% Expended of Budget FY2025
1.0	\$0	\$0	\$0	0.0%	1.0	\$0	\$0	\$0	0.0%
2.0	\$0	\$0	\$0	0.0%	2.0	\$0	\$0	\$0	0.0%
3.0	\$4,132,800	\$1,956,594	\$2,176,206	47.3%	3.0	\$5,272,455	\$603,030	\$4,669,425	11.4%
4.0	\$0	\$0	\$0	0.0%	4.0	\$0	\$0	\$0	0.0%
5.0	\$0	\$0	\$0	0.0%	5.0	\$0	\$0	\$0	0.0%
Total	\$4,132,800	\$1,956,594	\$2,176,206	47.3%	Total	\$5,272,455	\$603,030	\$4,669,425	11.4%

TOTAL FEDERAL HIGHWAY ADMINISTRATION FUNDS

Budgeted and Expended FY2024					Budgeted and Expended FY2025				
UPWP-Task	Amount Budgeted FY2024	Amount Expended FY2024	Balance of Budgeted FY2024	% Expended of Budget FY2024	UPWP-Task	Amount Budgeted FY2025	Amount Expended FY2025	Balance of Budgeted FY2025	% Expended of Budget FY2025
1.0	\$0	\$0	\$0	0.0%	1.0	\$0	\$0	\$0	0.0%
2.0	\$0	\$0	\$0	0.0%	2.0	\$0	\$0	\$0	0.0%
3.0	\$7,540,000	\$852,362	\$6,687,638	11.3%	3.0	\$21,714,185	\$1,069,667	\$20,644,518	4.9%
4.0	\$0	\$0	\$0	0.0%	4.0	\$0	\$0	\$0	0.0%
5.0	\$158,000	\$40,169	\$117,831	25.4%	5.0	\$4,330,000	\$888,629	\$3,441,371	20.5%
Total	\$7,698,000	\$892,531	\$6,805,469	11.6%	Total	\$26,044,185	\$1,958,296	\$24,085,889	7.5%

TOTAL FEDERAL RAILROAD ADMINISTRATION FUNDS

Budgeted and Expended FY2024

Budgeted and Expended FY2025

UPWP-Task	Amount Budgeted FY2024	Amount Expended FY2024	Balance of Budgeted FY2024	% Expended of Budget FY2024	UPWP-Task	Amount Budgeted FY2025	Amount Expended FY2025	Balance of Budgeted FY2025	% Expended of Budget FY2025
1.0	\$0	\$0	\$0	0.0%	1.0	\$0	\$0	\$0	0.0%
2.0	\$0	\$0	\$0	0.0%	2.0	\$0	\$0	\$0	0.0%
3.0	\$0	\$0	\$0	0.0%	3.0	\$0	\$0	\$0	0.0%
4.0	\$0	\$0	\$0	0.0%	4.0	\$0	\$0	\$0	0.0%
5.0	\$100,000	\$13,315	\$86,685	13.3%	5.0	\$400,000	\$35,361	\$364,639	8.8%
Total	\$100,000	\$13,315	\$86,685	13.3%	Total	\$400,000	\$35,361	\$364,639	8.8%

TOTAL FEDERAL TRANSIT ADMINISTRATION FUNDS

Budgeted and Expended FY2024					Budgeted and Expended FY2025				
UPWP-Task	Amount Budgeted FY2024	Amount Expended FY2024	Balance of Budgeted FY2024	% Expended of Budget FY2024	UPWP-Task	Amount Budgeted FY2025	Amount Expended FY2025	Balance of Budgeted FY2025	% Expended of Budget FY2025
1.0	\$0	\$0	\$0	0.0%	1.0	\$0	\$0	\$0	0.0%
2.0	\$0	\$0	\$0	0.0%	2.0	\$0	\$0	\$0	0.0%
3.0	\$15,615,000	\$9,974,020	\$5,640,980	63.9%	3.0	\$21,848,451	\$11,118,436	\$10,730,015	50.9%
4.0	\$0	\$0	\$0	0.0%	4.0	\$0	\$0	\$0	0.0%
5.0	\$7,134,000	\$525,541	\$6,608,459	7.4%	5.0	\$9,229,000	\$169,633	\$9,059,367	1.8%
Total	\$22,749,000	\$10,499,560	\$12,249,440	46.2%	Total	\$31,077,451	\$11,288,068	\$19,789,383	36.3%

TOTAL GENERAL LAND OFFICE FUNDS

Budgeted and Expended FY2024					Budgeted and Expended FY2025				
UPWP-Task	Amount Budgeted FY2024	Amount Expended FY2024	Balance of Budgeted FY2024	% Expended of Budget FY2024	UPWP-Task	Amount Budgeted FY2025	Amount Expended FY2025	Balance of Budgeted FY2025	% Expended of Budget FY2025
1.0	\$0	\$0	\$0	0.0%	1.0	\$0	\$0	\$0	0.0%
2.0	\$0	\$0	\$0	0.0%	2.0	\$0	\$0	\$0	0.0%
3.0	\$0	\$0	\$0	0.0%	3.0	\$0	\$0	\$0	0.0%
4.0	\$0	\$55,293	(\$55,293)	0.0%	4.0	\$0	\$1,927,242	(\$1,927,242)	0.0%
5.0	\$0	\$0	\$0	0.0%	5.0	\$0	\$0	\$0	0.0%
Total	\$0	\$55,293	(\$55,293)	0.0%	Total	\$0	\$1,927,242	(\$1,927,242)	0.0%

TOTAL LOCAL FUNDS

Budgeted and Expended FY2024					Budgeted and Expended FY2025				
UPWP-Task	Amount Budgeted FY2024	Amount Expended FY2024	Balance of Budgeted FY2024	% Expended of Budget FY2024	UPWP-Task	Amount Budgeted FY2025	Amount Expended FY2025	Balance of Budgeted FY2025	% Expended of Budget FY2025
1.0	\$1,190,800	\$635,065	\$555,735	53.3%	1.0	\$2,769,300	\$2,650,300	\$119,000	95.7%
2.0	\$0	\$0	\$0	0.0%	2.0	\$0	\$0	\$0	0.0%
3.0	\$14,997,547	\$6,484,167	\$8,513,380	43.2%	3.0	\$17,555,211	\$3,537,803	\$14,017,408	20.2%
4.0	\$248,500	\$8,040	\$240,460	3.2%	4.0	\$166,910	\$222,971	(\$56,061)	133.6%
5.0	\$6,664,800	\$3,482,962	\$3,181,838	52.3%	5.0	\$9,848,500	\$3,268,294	\$6,580,206	33.2%
Total	\$23,101,647	\$10,610,233	\$12,491,414	45.9%	Total	\$30,339,921	\$9,679,368	\$20,660,553	31.9%

TOTAL NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS LOCAL FUNDS

Budgeted and Expended FY2024

Budgeted and Expended FY2025

UPWP-Task	Amount Budgeted FY2024	Amount Expended FY2024	Balance of Budgeted FY2024	% Expended of Budget FY2024	UPWP-Task	Amount Budgeted FY2025	Amount Expended FY2025	Balance of Budgeted FY2025	% Expended of Budget FY2025
1.0	\$71,900	\$63,804	\$8,096	88.7%	1.0	\$71,900	\$58,399	\$13,501	81.2%
2.0	\$0	\$0	\$0	0.0%	2.0	\$0	\$0	\$0	0.0%
3.0	\$0	\$7,472	(\$7,472)	0.0%	3.0	\$0	\$6,583	(\$6,583)	0.0%
4.0	\$0	\$0	\$0	0.0%	4.0	\$0	\$704	(\$704)	0.0%
5.0	\$0	\$1,569	(\$1,569)	0.0%	5.0	\$0	\$0	\$0	0.0%
Total	\$71,900	\$72,844	(\$944)	101.3%	Total	\$71,900	\$65,686	\$6,214	91.4%

TOTAL NORTH TEXAS TOLLWAY AUTHORITY FUNDS

Budgeted and Expended FY2024					Budgeted and Expended FY2025				
UPWP-Task	Amount Budgeted FY2024	Amount Expended FY2024	Balance of Budgeted FY2024	% Expended of Budget FY2024	UPWP-Task	Amount Budgeted FY2025	Amount Expended FY2025	Balance of Budgeted FY2025	% Expended of Budget FY2025
1.0	\$0	\$0	\$0	0.0%	1.0	\$0	\$0	\$0	0.0%
2.0	\$0	\$0	\$0	0.0%	2.0	\$0	\$0	\$0	0.0%
3.0	\$0	\$0	\$0	0.0%	3.0	\$0	\$0	\$0	0.0%
4.0	\$0	\$0	\$0	0.0%	4.0	\$0	\$0	\$0	0.0%
5.0	\$40,000	\$2,547	\$37,453	6.4%	5.0	\$45,000	\$3,808	\$41,192	8.5%
Total	\$40,000	\$2,547	\$37,453	6.4%	Total	\$45,000	\$3,808	\$41,192	8.5%

TOTAL REGIONAL TOLL REVENUE FUNDS

Budgeted and Expended FY2024					Budgeted and Expended FY2025				
UPWP-Task	Amount Budgeted FY2024	Amount Expended FY2024	Balance of Budgeted FY2024	% Expended of Budget FY2024	UPWP-Task	Amount Budgeted FY2025	Amount Expended FY2025	Balance of Budgeted FY2025	% Expended of Budget FY2025
1.0	\$138,000	\$53,495	\$84,505	38.8%	1.0	\$148,000	\$53,386	\$94,614	36.1%
2.0	\$0	\$0	\$0	0.0%	2.0	\$0	\$0	\$0	0.0%
3.0	\$2,826,418	\$985,896	\$1,840,522	34.9%	3.0	\$6,293,463	\$1,037,478	\$5,255,985	16.5%
4.0	\$482,000	\$913	\$481,087	0.2%	4.0	\$426,000	\$25,046	\$400,954	5.9%
5.0	\$768,500	\$649,330	\$119,170	84.5%	5.0	\$3,461,500	\$1,766,580	\$1,694,920	51.0%
Total	\$4,214,918	\$1,689,634	\$2,525,284	40.1%	Total	\$10,328,963	\$2,882,489	\$7,446,474	27.9%

TOTAL SURFACE TRANSPORTATION BLOCK GRANT PROGRAM FUNDS

Budgeted and Expended FY2024					Budgeted and Expended FY2025				
UPWP-Task	Amount Budgeted FY2024	Amount Expended FY2024	Balance of Budgeted FY2024	% Expended of Budget FY2024	UPWP-Task	Amount Budgeted FY2025	Amount Expended FY2025	Balance of Budgeted FY2025	% Expended of Budget FY2025
1.0	\$1,167,000	\$563,225	\$603,775	48.3%	1.0	\$1,415,500	\$725,710	\$689,790	51.3%
2.0	\$3,100,000	\$1,257,443	\$1,842,557	40.6%	2.0	\$6,298,800	\$1,954,178	\$4,344,622	31.0%
3.0	\$9,443,400	\$6,444,485	\$2,998,915	68.2%	3.0	\$12,062,500	\$6,606,116	\$5,456,384	54.8%
4.0	\$1,465,000	\$768,096	\$696,904	52.4%	4.0	\$1,546,800	\$1,014,043	\$532,757	65.6%
5.0	\$24,122,157	\$9,421,632	\$14,700,525	39.1%	5.0	\$20,482,800	\$9,301,642	\$11,181,158	45.4%
Total	\$39,297,557	\$18,454,881	\$20,842,676	47.0%	Total	\$41,806,400	\$19,601,689	\$22,204,711	46.9%

TOTAL TEXAS COMMISSION ON ENVIRONMENTAL QUALITY FUNDS

Budgeted and Expended FY2024

Budgeted and Expended FY2025

UPWP-Task	Amount Budgeted FY2024	Amount Expended FY2024	Balance of Budgeted FY2024	% Expended of Budget FY2024	UPWP-Task	Amount Budgeted FY2025	Amount Expended FY2025	Balance of Budgeted FY2025	% Expended of Budget FY2025
1.0	\$0	\$0	\$0	0.0%	1.0	\$0	\$0	\$0	0.0%
2.0	\$0	\$0	\$0	0.0%	2.0	\$0	\$0	\$0	0.0%
3.0	\$248,000	\$138,644	\$109,356	55.9%	3.0	\$580,245	\$538,249	\$41,996	92.8%
4.0	\$0	\$0	\$0	0.0%	4.0	\$0	\$0	\$0	0.0%
5.0	\$0	\$0	\$0	0.0%	5.0	\$0	\$0	\$0	0.0%
Total	\$248,000	\$138,644	\$109,356	55.9%	Total	\$580,245	\$538,249	\$41,996	92.8%

TOTAL TEXAS DEPARTMENT OF TRANSPORTATION FUNDS

Budgeted and Expended FY2024					Budgeted and Expended FY2025				
UPWP-Task	Amount Budgeted FY2024	Amount Expended FY2024	Balance of Budgeted FY2024	% Expended of Budget FY2024	UPWP-Task	Amount Budgeted FY2025	Amount Expended FY2025	Balance of Budgeted FY2025	% Expended of Budget FY2025
1.0	\$0	\$0	\$0	0.0%	1.0	\$0	\$0	\$0	0.0%
2.0	\$10,000	\$83,254	(\$73,254)	832.5%	2.0	\$324,100	\$232,460	\$91,640	71.7%
3.0	\$560,000	\$664,315	(\$104,315)	118.6%	3.0	\$409,000	\$19,629	\$389,371	4.8%
4.0	\$0	\$0	\$0	0.0%	4.0	\$0	\$0	\$0	0.0%
5.0	\$304,750	\$54,185	\$250,565	17.8%	5.0	\$589,600	\$51,983	\$537,617	8.8%
Total	\$874,750	\$801,754	\$72,996	91.7%	Total	\$1,322,700	\$304,072	\$1,018,628	23.0%

TOTAL TEXAS WATER DEVELOPMENT BOARD FUNDS

Budgeted and Expended FY2024					Budgeted and Expended FY2025				
UPWP-Task	Amount Budgeted FY2024	Amount Expended FY2024	Balance of Budgeted FY2024	% Expended of Budget FY2024	UPWP-Task	Amount Budgeted FY2025	Amount Expended FY2025	Balance of Budgeted FY2025	% Expended of Budget FY2025
1.0	\$0	\$0	\$0	0.0%	1.0	\$0	\$0	\$0	0.0%
2.0	\$0	\$0	\$0	0.0%	2.0	\$0	\$0	\$0	0.0%
3.0	\$0	\$0	\$0	0.0%	3.0	\$0	\$0	\$0	0.0%
4.0	\$1,095,000	\$968,559	\$126,441	88.5%	4.0	\$1,778,500	\$2,027,137	(\$248,637)	114.0%
5.0	\$0	\$0	\$0	0.0%	5.0	\$0	\$0	\$0	0.0%
Total	\$1,095,000	\$968,559	\$126,441	88.5%	Total	\$1,778,500	\$2,027,137	(\$248,637)	114.0%

TOTAL TRANSPORTATION PLANNING FUNDS

Budgeted and Expended FY2024					Budgeted and Expended FY2025				
UPWP-Task	Amount Budgeted FY2024	Amount Expended FY2024	Balance of Budgeted FY2024	% Expended of Budget FY2024	UPWP-Task	Amount Budgeted FY2025	Amount Expended FY2025	Balance of Budgeted FY2025	% Expended of Budget FY2025
1.0	\$2,999,000	\$2,773,745	\$225,255	92.5%	1.0	\$3,408,000	\$2,973,448.29	\$434,552	87.2%
2.0	\$2,955,000	\$2,603,244	\$351,756	88.1%	2.0	\$3,504,000	\$2,662,950.09	\$841,050	76.0%
3.0	\$3,836,000	\$3,552,055	\$283,945	92.6%	3.0	\$4,170,000	\$3,920,805.60	\$249,194	94.0%
4.0	\$1,912,000	\$1,762,813	\$149,187	92.2%	4.0	\$2,087,000	\$2,042,042.22	\$44,958	97.8%
5.0	\$3,095,000	\$2,500,627	\$594,373	80.8%	5.0	\$3,863,000	\$2,578,622.49	\$1,284,378	66.8%
Total	\$14,797,000	\$13,192,483	\$1,604,517	89.2%	Total	\$17,032,000	\$14,177,868.69	\$2,854,131	83.2%

SUMMARY OF FUNDS AND EXPENDITURES FY2024 AND FY2025

UPWP Task	Amount Budgeted (2-year)	Amount Budgeted FY2024	Amount Expended FY2024	Balance of Budgeted FY2024	% Expended of Budget FY2024	Amount Budgeted FY2025	Amount Expended FY2025	Balance of Budgeted FY2025	% Expended of Budget FY2025	Amount Expended (2-year)	Balance of Budgeted (2-year)	% Expended of Budget (2-year)
1.0	\$15,227,400	\$6,439,700	\$4,856,677	\$1,583,023	75.4%	\$8,787,700	\$7,074,566	\$1,713,134	80.5%	\$11,931,243	\$3,296,157	78.4%
2.0	\$16,191,900	\$6,065,000	\$3,943,940	\$2,121,060	65.0%	\$10,126,900	\$4,849,588	\$5,277,312	47.9%	\$8,793,528	\$7,398,372	54.3%
3.0	\$157,024,453	\$63,594,037	\$33,438,920	\$30,155,117	52.6%	\$93,430,416	\$29,198,859	\$64,231,557	31.3%	\$62,637,779	\$94,386,674	39.9%
4.0	\$11,207,710	\$5,202,500	\$3,563,713	\$1,638,787	68.5%	\$6,005,210	\$7,259,185	(\$1,253,975)	120.9%	\$10,822,898	\$384,812	96.6%
5.0	\$96,282,807	\$42,522,207	\$16,989,978	\$25,532,229	40.0%	\$53,760,600	\$18,103,958	\$35,656,642	33.7%	\$35,093,936	\$61,188,871	36.4%
Total	\$295,934,270	\$123,823,444	\$62,793,228	\$61,030,216	50.7%	\$172,110,826	\$66,486,156	\$105,624,670	38.6%	\$129,279,384	\$166,654,886	43.7%

SUMMARY OF FY2025 BUDGETED AND AUTHORIZED AMOUNTS

FY2025	Budgeted	Expended	Budgeted Balance	Authorized	Expended	Authorized Balance
TASK 1 - ADMINISTRATION AND MANAGEMENT						
1.01 Community Outreach	\$4,949,000	\$3,974,838	\$974,162	\$4,866,021	\$3,974,838	\$891,183
<i>Total</i>	<i>\$4,949,000</i>	<i>\$3,974,838</i>	<i>\$974,162</i>	<i>\$4,866,021</i>	<i>\$3,974,838</i>	<i>\$891,183</i>
TPF	\$2,997,000	\$2,748,191	\$248,809	\$2,997,000	\$2,748,191	\$248,809
CMAQ	\$975,000	\$613,324	\$361,677	\$757,979	\$613,324	\$144,655
STBG	\$975,000	\$613,324	\$361,677	\$1,109,043	\$613,324	\$495,719
NCTCOG LOCAL	\$2,000	\$0	\$2,000	\$2,000	\$0	\$2,000
Transportation Development Credits (TDCs, no financial value)	--	--	--	--	--	--
1.02 Program and Policy Administration	\$2,946,200	\$2,646,172	\$300,028	\$5,726,634	\$2,646,172	\$3,080,461
<i>Total</i>	<i>\$2,946,200</i>	<i>\$2,646,172</i>	<i>\$300,028</i>	<i>\$5,726,634</i>	<i>\$2,646,172</i>	<i>\$3,080,461</i>
TPF	\$249,000	\$83,428	\$165,572	\$249,000	\$83,428	\$165,572
STBG	\$440,500	\$112,387	\$328,113	\$509,114	\$112,387	\$396,728
Local	\$2,196,800	\$2,391,368	(\$194,568)	\$4,906,382	\$2,391,368	\$2,515,014
NCTCOG Local	\$59,900	\$58,990	\$910	\$62,137	\$58,990	\$3,147
Transportation Development Credits (TDCs, no financial value)	--	--	--	--	--	--
1.03 Fiscal Management	\$166,000	\$27,030	\$138,970	\$202,820	\$27,030	\$175,790
<i>Total</i>	<i>\$166,000</i>	<i>\$27,030</i>	<i>\$138,970</i>	<i>\$202,820</i>	<i>\$27,030</i>	<i>\$175,790</i>
LOCAL	\$8,000	(\$25,765)	\$33,765	\$11,287	(\$25,765)	\$37,052
NCTCOG LOCAL	\$10,000	(\$591)	\$10,591	\$28	(\$591)	\$619
RTR	\$148,000	\$53,386	\$94,614	\$191,505	\$53,386	\$138,119
1.04 Computer and Audio/Video Resources	\$726,500	\$426,526	\$299,975	\$612,335	\$426,526	\$185,809
<i>Total</i>	<i>\$726,500</i>	<i>\$426,526</i>	<i>\$299,975</i>	<i>\$612,335</i>	<i>\$426,526</i>	<i>\$185,809</i>
TPF	\$162,000	\$141,829	\$20,171	\$162,000	\$141,829	\$20,171
LOCAL	\$564,500	\$284,697	\$279,803	\$450,335	\$284,697	\$165,638
TASK 2 - TRANSPORTATION DATA DEVELOPMENT AND MAINTENANCE						
2.01 Development of Travel Models	\$3,617,200	\$1,483,248	\$2,133,952	\$4,960,008	\$1,483,248	\$3,476,760
<i>Total</i>	<i>\$3,617,200</i>	<i>\$1,483,248</i>	<i>\$2,133,952</i>	<i>\$4,960,008</i>	<i>\$1,483,248</i>	<i>\$3,476,760</i>
TPF	\$808,000	\$544,719	\$263,281	\$808,000	\$544,719	\$263,281
STBG	\$2,809,200	\$938,530	\$1,870,670	\$4,152,008	\$938,530	\$3,213,479
Transportation Development Credits (TDCs, no financial value)	--	--	--	--	--	--

FY2025	Budgeted	Expended	Budgeted Balance	Authorized	Expended	Authorized Balance
2.02 Transportation Data Collection and Development	\$2,416,000	\$318,283	\$2,097,717	\$915,197	\$318,283	\$596,914
<i>Total</i>	<i>\$2,416,000</i>	<i>\$318,283</i>	<i>\$2,097,717</i>	<i>\$915,197</i>	<i>\$318,283</i>	<i>\$596,914</i>
TPF	\$223,000	\$232,474	(\$9,474)	\$223,000	\$232,474	(\$9,474)
STBG	\$2,193,000	\$85,809	\$2,107,191	\$692,197	\$85,809	\$606,388
LOCAL	\$0	\$0	\$0	\$0	\$0	\$0
Transportation Development Credits (TDCs, no financial value)	--	--	--	--	--	--
2.03 Model Applications	\$562,000	\$552,040	\$9,960	\$562,000	\$552,040	\$9,960
TPF	\$562,000	\$552,040	\$9,960	\$562,000	\$552,040	\$9,960
2.04 Demographic Data and Forecasts	\$777,000	\$538,519	\$238,481	\$777,000	\$538,519	\$238,481
TPF	\$777,000	\$538,519	\$238,481	\$777,000	\$538,519	\$238,481
2.05 Data Management	\$2,384,700	\$1,872,659	\$512,041	\$2,378,606	\$1,872,659	\$505,947
<i>Total</i>	<i>\$2,384,700</i>	<i>\$1,872,659</i>	<i>\$512,041</i>	<i>\$2,378,606</i>	<i>\$1,872,659</i>	<i>\$505,947</i>
TPF	\$764,000	\$710,359	\$53,641	\$764,000	\$710,359	\$53,641
STBG	\$1,296,600	\$929,839	\$366,761	\$1,291,685	\$929,839	\$361,845
TXDOT	\$324,100	\$232,460	\$91,640	\$322,921	\$232,460	\$90,461
2.06 Ensuring Equity, Nondiscrimination, and Environmental Justice in MPO Planning/Program Activities	\$226,000	\$40,838	\$185,162	\$226,000	\$40,838	\$185,162
TPF	\$226,000	\$40,838	\$185,162	\$226,000	\$40,838	\$185,162
2.07 Performance-based Planning and Coordination	\$144,000	\$44,001	\$99,999	\$144,000	\$44,001	\$99,999
TPF	\$144,000	\$44,001	\$99,999	\$144,000	\$44,001	\$99,999
TASK 3 - SHORT-RANGE PLANNING AND PROGRAMMING, AND AIR QUALITY AND TRANSIT OPERATIONS						
3.01 Transportation Project Programming	\$3,137,000	\$2,918,116	\$218,884	\$3,608,691	\$2,918,116	\$690,575
<i>Total</i>	<i>\$3,137,000</i>	<i>\$2,918,116</i>	<i>\$218,884</i>	<i>\$3,608,691</i>	<i>\$2,918,116</i>	<i>\$690,575</i>
TPF	\$1,677,000	\$1,714,210	(\$37,210)	\$1,677,000	\$1,714,210	(\$37,210)
STBG	\$636,000	\$566,564	\$69,436	\$724,341	\$566,564	\$157,777
RTR	\$824,000	\$637,342	\$186,658	\$1,207,350	\$637,342	\$570,008
Transportation Development Credits (TDCs, no financial value)	--	--	--	--	--	--
3.02 Regional Air Quality Planning	\$1,630,245	\$1,634,761	(\$4,516)	\$1,996,006	\$1,634,761	\$361,245
<i>Total</i>	<i>\$1,630,245</i>	<i>\$1,634,761</i>	<i>(\$4,516)</i>	<i>\$1,996,006</i>	<i>\$1,634,761</i>	<i>\$361,245</i>
TPF	\$690,000	\$923,743	(\$233,743)	\$690,000	\$923,743	(\$233,743)
EPA	\$360,000	\$172,769	\$187,231	\$505,440	\$172,769	\$332,671
TCEQ	\$580,245	\$538,249	\$41,996	\$800,566	\$538,249	\$262,317

FY2025	Budgeted	Expended	Budgeted Balance	Authorized	Expended	Authorized Balance
3.03 Air Quality Management and Operations	\$43,551,620	\$4,701,225	\$38,850,395	\$179,578,792	\$4,701,225	\$174,877,567
Total	\$43,551,620	\$4,701,225	\$38,850,395	\$179,578,792	\$4,701,225	\$174,877,567
DOE	\$1,069,906	\$342,541	\$727,365	\$872,313	\$342,541	\$529,772
EPA	\$4,912,455	\$430,261	\$4,482,194	\$65,979,744	\$430,261	\$65,549,483
FHWA	\$20,596,885	\$831,086	\$19,765,799	\$45,175,138	\$831,086	\$44,344,052
STBG	\$3,350,000	\$2,195,297	\$1,154,703	\$5,182,115	\$2,195,297	\$2,986,818
LOCAL	\$11,976,911	\$839,266	\$11,137,645	\$59,654,783	\$839,266	\$58,815,517
NCTCOG Local	\$0	\$6,522	(\$6,522)	\$6,522	\$6,522	\$0
RTR	\$1,645,463	\$56,252	\$1,589,211	\$2,708,177	\$56,252	\$2,651,925
Transportation Development Credits (TDCs, no financial value)	--	--	--	--	--	--
3.04 Public Transportation Planning	\$2,809,711	\$1,160,693	\$1,649,018	\$2,905,946	\$1,160,693	\$1,745,254
Total	\$2,809,711	\$1,160,693	\$1,649,018	\$2,905,946	\$1,160,693	\$1,745,254
TPF	\$1,166,000	\$824,549	\$341,451	\$1,166,000	\$824,549	\$341,451
FTA	\$698,711	\$260,367	\$438,344	\$648,985	\$260,367	\$388,618
STBG	\$588,000	\$0	\$588,000	\$594,000	\$0	\$594,000
RTR	\$357,000	\$75,777	\$281,223	\$496,961	\$75,777	\$421,185
Transportation Development Credits (TDCs, no financial value)	--	--	--	--	--	--
3.05 Transit Management and Operations	\$26,523,040	\$12,698,633	\$13,824,407	\$42,137,203	\$12,698,633	\$29,438,569
Total	\$26,523,040	\$12,698,633	\$13,824,407	\$42,137,203	\$12,698,633	\$29,438,569
CMAQ	\$409,000	\$0	\$409,000	\$0	\$0	\$0
FTA	\$21,149,740	\$10,858,069	\$10,291,671	\$29,539,022	\$10,858,069	\$18,680,953
STBG	\$576,000	\$13,218	\$562,782	\$1,197,000	\$13,218	\$1,183,782
Local	\$2,059,300	\$1,751,956	\$307,345	\$9,309,060	\$1,751,956	\$7,557,104
RTR	\$2,329,000	\$75,392	\$2,253,608	\$2,092,121	\$75,392	\$2,016,729
Transportation Development Credits (TDCs, no financial value)	--	--	--	--	--	--
3.06 Congestion Management Planning	\$727,000	\$511,863	\$215,137	\$1,003,103	\$511,863	\$491,240
Total	\$727,000	\$511,863	\$215,137	\$1,003,103	\$511,863	\$491,240
TPF	\$637,000	\$458,304	\$178,696	\$637,000	\$458,304	\$178,696
RTR	\$90,000	\$53,559	\$36,441	\$366,103	\$53,559	\$312,544
3.07 Congestion Management Operations	\$15,051,800	\$5,573,568	\$9,478,232	\$25,249,050	\$5,573,568	\$19,675,482
Total	\$15,051,800	\$5,573,568	\$9,478,232	\$25,249,050	\$5,573,568	\$19,675,482
CMAQ	\$2,046,000	\$398,523	\$1,647,477	\$6,446,709	\$398,523	\$6,048,186

FY2025	Budgeted	Expended	Budgeted Balance	Authorized	Expended	Authorized Balance
FHWA	\$1,117,300	\$238,581	\$878,719	\$1,905,850	\$238,581	\$1,667,268
STBG	\$6,912,500	\$3,831,036	\$3,081,464	\$11,587,255	\$3,831,036	\$7,756,219
TXDOT	\$409,000	\$19,629	\$389,371	\$21,589	\$19,629	\$1,961
LOCAL	\$3,519,000	\$946,581	\$2,572,419	\$2,071,724	\$946,581	\$1,125,143
NCTCOG Local	\$0	\$61	(\$61)	\$61	\$61	\$0
RTR	\$1,048,000	\$139,156	\$908,844	\$3,215,862	\$139,156	\$3,076,705
Transportation Development Credits (TDCs, no financial value)	--	--	--	--	--	--
TASK 4 - METROPOLITAN TRANSPORTATION PLAN						
4.01 Metropolitan Transportation Planning	\$1,801,000	\$1,866,516	(\$65,516)	\$1,801,000	\$1,866,516	(\$65,516)
TPF	\$1,801,000	\$1,866,516	(\$65,516)	\$1,801,000	\$1,866,516	(\$65,516)
4.02 Coordination of Transportation and Environmental Planning Processes	\$4,159,210	\$5,392,216	(\$1,233,006)	\$10,130,770	\$5,392,216	\$4,738,554
<i>Total</i>	<i>\$4,159,210</i>	<i>\$5,392,216</i>	<i>(\$1,233,006)</i>	<i>\$10,130,770</i>	<i>\$5,392,216</i>	<i>\$4,738,554</i>
TPF	\$241,000	\$175,073	\$65,927	\$241,000	\$175,073	\$65,927
STBG	\$1,546,800	\$1,014,043	\$532,757	\$1,991,575	\$1,014,043	\$977,532
GLO	\$0	\$1,927,242	(\$1,927,242)	\$3,918,637	\$1,927,242	\$1,991,395
LOCAL	\$166,910	\$222,971	(\$56,061)	\$709,196	\$222,971	\$486,224
TWDB	\$1,778,500	\$2,027,137	(\$248,637)	\$1,804,778	\$2,027,137	(\$222,359)
NCTCOG Local	\$0	\$704	(\$704)	\$704	\$704	\$0
RTR	\$426,000	\$25,046	\$400,954	\$1,464,880	\$25,046	\$1,439,834
Transportation Development Credits (TDCs, no financial value)	--	--	--	--	--	--
4.03 Understanding Public Return on Investment for Transportation Funding	\$45,000	\$453	\$44,547	\$45,000	\$453	\$44,547
TPF	\$45,000	\$453	\$44,547	\$45,000	\$453	\$44,547
TASK 5 - SPECIAL STUDIES						
5.01 Regional Transportation Studies	\$7,883,000	\$3,482,603	\$4,400,397	\$9,939,978	\$3,482,603	\$6,457,375
<i>Total</i>	<i>\$7,883,000</i>	<i>\$3,482,603</i>	<i>\$4,400,397</i>	<i>\$9,939,978</i>	<i>\$3,482,603</i>	<i>\$6,457,375</i>
TPF	\$1,141,000	\$765,679	\$375,321	\$1,141,000	\$765,679	\$375,321
FRA	\$400,000	\$35,361	\$364,639	\$486,685	\$35,361	\$451,324
STBG	\$5,364,000	\$2,152,066	\$3,211,934	\$6,091,014	\$2,152,066	\$3,938,948
TXDOT	\$294,000	\$51,983	\$242,017	\$574,289	\$51,983	\$522,306
LOCAL	\$10,000	\$0	\$10,000	\$18,991	\$0	\$18,991

FY2025	Budgeted	Expended	Budgeted Balance	Authorized	Expended	Authorized Balance
NTTA	\$45,000	\$3,808	\$41,192	\$70,057	\$3,808	\$66,248
RTR	\$629,000	\$473,705	\$155,295	\$1,557,943	\$473,705	\$1,084,238
Transportation Development Credits (TDCs, no financial value)	--	--	--	--	--	--
5.02 Subarea Studies and Local Government Assistance	\$1,102,000	\$576,715	\$525,285	\$725,000	\$576,715	\$148,285
Total	\$1,102,000	\$576,715	\$525,285	\$725,000	\$576,715	\$148,285
TPF	\$725,000	\$576,715	\$148,285	\$725,000	\$576,715	\$148,285
STBG	\$127,000	\$0	\$127,000	\$0	\$0	\$0
RTR	\$250,000	\$0	\$250,000	\$0	\$0	\$0
5.03 Land-use/Transportation Initiatives	\$8,840,694	\$3,759,987	\$5,080,707	\$19,345,814	\$3,759,987	\$15,585,828
Total	\$8,840,694	\$3,759,987	\$5,080,707	\$19,345,814	\$3,759,987	\$15,585,828
TPF	\$556,694	\$371,778	\$184,916	\$556,694	\$371,778	\$184,916
CMAQ	\$300,000	\$0	\$300,000	\$0	\$0	\$0
FHWA	\$480,000	\$0	\$480,000	\$0	\$0	\$0
FTA	\$564,000	\$169,633	\$394,367	\$1,170,451	\$169,633	\$1,000,819
STBG	\$5,718,000	\$2,890,572	\$2,827,428	\$9,112,624	\$2,890,572	\$6,222,052
LOCAL	\$1,102,000	\$328,005	\$773,995	\$1,006,045	\$328,005	\$678,041
RTR	\$120,000	\$0	\$120,000	\$7,500,000	\$0	\$7,500,000
Transportation Development Credits (TDCs, no financial value)	--	--	--	--	--	--
5.04 Transportation Asset Management	\$500,000	\$243,497	\$256,503	\$1,368,648	\$243,497	\$1,125,151
Total	\$500,000	\$243,497	\$256,503	\$1,368,648	\$243,497	\$1,125,151
TPF	\$87,000	\$36,611	\$50,389	\$87,000	\$36,611	\$50,389
STBG	\$413,000	\$206,886	\$206,114	\$1,281,648	\$206,886	\$1,074,762
Transportation Development Credits (TDCs, no financial value)	--	--	--	--	--	--
5.05 Transportation System Security and Emergency Preparedness	\$32,000	\$4,950	\$27,050	\$32,000	\$4,950	\$27,050
TPF	\$32,000	\$4,950	\$27,050	\$32,000	\$4,950	\$27,050
5.06 Regional Freight Planning	\$19,209,000	\$3,900,710	\$15,308,290	\$72,752,418	\$3,900,710	\$68,851,708
Total	\$19,209,000	\$3,900,710	\$15,308,290	\$72,752,418	\$3,900,710	\$68,851,708
TPF	\$30,000	\$36,109	(\$6,109)	\$30,000	\$36,109	(\$6,109)
FTA	\$8,665,000	\$0	\$8,665,000	\$25,000,000	\$0	\$25,000,000
STBG	\$4,629,400	\$2,400,835	\$2,228,565	\$11,795,351	\$2,400,835	\$9,394,515
TXDOT	\$0	\$0	\$0	\$0	\$0	\$0

FY2025	Budgeted	Expended	Budgeted Balance	Authorized	Expended	Authorized Balance
LOCAL	\$5,884,600	\$1,463,765	\$4,420,835	\$35,927,067	\$1,463,765	\$34,463,301
Transportation Development Credits (TDCs, no financial value)	--	--	--	--	--	--
5.07 Roadway and Railroad Safety	\$8,663,500	\$3,069,424	\$5,594,076	\$12,248,777	\$3,069,424	\$9,179,352
Total	\$8,663,500	\$3,069,424	\$5,594,076	\$12,248,777	\$3,069,424	\$9,179,352
TPF	\$310,000	\$195,138	\$114,862	\$310,000	\$195,138	\$114,862
FHWA	\$3,850,000	\$888,629	\$2,961,371	\$3,959,831	\$888,629	\$3,071,202
STBG	\$2,041,000	\$692,380	\$1,348,620	\$2,978,515	\$692,380	\$2,286,134
TXDOT	\$0	\$0	\$0	\$0	\$0	\$0
LOCAL	\$0	\$402	(\$402)	\$431	\$402	\$29
RTR	\$2,462,500	\$1,292,875	\$1,169,625	\$5,000,000	\$1,292,875	\$3,707,125
Transportation Development Credits (TDCs, no financial value)	--	--	--	--	--	--
5.08 Regional Aviation Planning and Education	\$810,000	\$641,742	\$168,258	\$2,356,579	\$641,742	\$1,714,837
Total	\$810,000	\$641,742	\$168,258	\$2,356,579	\$641,742	\$1,714,837
TPF	\$167,000	\$169,210	(\$2,210)	\$167,000	\$169,210	(\$2,210)
LOCAL	\$643,000	\$472,532	\$170,468	\$2,189,579	\$472,532	\$1,717,047
5.09 Regional Military and Community Coordination	\$2,571,100	\$597,010	\$1,974,090	\$5,473,117	\$597,010	\$4,876,107
Total	\$2,571,100	\$597,010	\$1,974,090	\$5,473,117	\$597,010	\$4,876,107
TPF	\$223,000	\$35,725	\$187,275	\$223,000	\$35,725	\$187,275
DOD	\$1,211,200	\$39,405	\$1,171,795	\$3,945,830	\$39,405	\$3,906,425
LOCAL	\$1,136,900	\$521,880	\$615,020	\$1,304,287	\$521,880	\$782,407
5.10 Transportation Technology and Innovation Program	\$2,636,000	\$1,094,530	\$1,541,470	\$10,693,620	\$1,094,530	\$9,599,090
Total	\$2,636,000	\$1,094,530	\$1,541,470	\$10,693,620	\$1,094,530	\$9,599,090
TPF	\$130,000	\$135,627	(\$5,627)	\$130,000	\$135,627	(\$5,627)
STBG	\$2,190,400	\$958,903	\$1,231,497	\$10,563,620	\$958,903	\$9,604,717
TXDOT	\$295,600	\$0	\$295,600	\$0	\$0	\$0
LOCAL	\$20,000	\$0	\$20,000	(\$0)	\$0	(\$0)
Transportation Development Credits (TDCs, no financial value)	--	--	--	--	--	--
5.11 North Texas Center for Mobility Technologies	\$791,000	\$295,809	\$495,191	\$2,054,194	\$295,809	\$1,758,386
LOCAL	\$791,000	\$295,809	\$495,191	\$2,054,194	\$295,809	\$1,758,386
5.12 Red River Navigation System Feasibility Study	\$261,000	\$185,902	\$75,098	\$466,100	\$185,902	\$280,199
LOCAL	\$261,000	\$185,902	\$75,098	\$466,100	\$185,902	\$280,199

FY2025	Budgeted	Expended	Budgeted Balance	Authorized	Expended	Authorized Balance
5.13 2.5% Set-Aside for Increasing Safe and Accessible Transportation Options	\$261,306	\$250,791	\$10,515	\$261,306	\$250,791	\$10,515
TPF	\$261,306	\$250,791	\$10,515	\$261,306	\$250,791	\$10,515
5.14 Alternative Fuel Corridor Planning	\$200,000	\$289	\$199,711	\$200,000	\$289	\$199,711
TPF	\$200,000	\$289	\$199,711	\$200,000	\$289	\$199,711

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APPENDIX A
AMENDMENT SUMMARY
NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

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FY2024 and FY2025 UPWP Amendment Summary

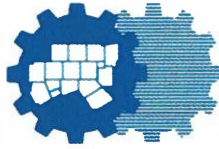
Regional Transportation Council Action Date	Federal Approval Date	UPWP Amendment Resolution Number ¹	UPWP Amendment Summary ³
12/14/2023	03/28/2024	N/A ²	Amendment #1
04/11/2024	07/08/2024	2024-01-11-TR	Amendment #2
07/11/2024	09/22/2024	2024-07-09-TR	Amendment #3
04/10/2025	08/28/2025	2025-04-11-TR	Amendment #4

¹ NCTCOG Executive Board Resolution Numbers for UPWP Amendment Approval; Regional Transportation Council approvals were not through a resolution but documented in the meeting minutes.

² These modifications were not presented to the NCTCOG Executive Board for action following the policy board's action since the individual modifications had all been approved by the Board previously in separate actions.

³ Copies of the modification summaries approved by the Texas Department of Transportation and the Federal Highway and Federal Transit Administrations are provided in the following pages.

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North Central Texas Council of Governments

February 29, 2024

Mr. Todd Gibson
Transportation Planner - MPO Coordinator
Transportation Planning and Programming Division
Regional Planning and Programming
Texas Department of Transportation
6230 E. Stassney Lane
Austin, TX 78744

Dear Mr. Gibson:

On December 14, 2023, the Regional Transportation Council approved the first set of modifications to the FY2024 and FY2025 Unified Planning Work Program for Regional Transportation Planning. These modifications were not presented to the NCTCOG Executive Board for action following the RTC's action since they had all been approved by the Board previously in separate actions. Copies of the approving resolutions are enclosed. Included in these amendments are new initiatives, project updates, and funding adjustments. The modifications are outlined below and in the attached pages.

Transportation Planning Fund (TPF) Modifications

- 2.01 Development of Travel Models – Regional Travel Model (reallocate \$328,200 in Transportation Planning Funds to Subtask 2.03, Model Applications – Regional Travel Model Application Support, as noted below)
- 2.03 Model Applications – Regional Travel Model Application Support (add \$328,200 in Transportation Planning Funds that are being reallocated from Subtask 2.01, Development of Travel Models – Regional Travel Model, as noted above)

Other Funding Source Modifications

- 1.02 Program and Policy Administration – Regional Transit 2.0: Planning for Year 2050 (add initiative and approximately \$2,000,000 in Regional Transportation Council Local funds to support consultant activities; final amount will be approved by the NCTCOG Executive Board in January 2024)

- 2.01 Development of Travel Models – Time-Dependent Dynamic Network Model, Non-Motorized Trip Model, and Advanced Modeling Tools (add \$2,373,000 in Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, that are being reallocated from Subtask 2.02, Transportation Data Collection and Development – Travel Surveys and Data Collection, as noted below)
- 2.02 Transportation Data Collection and Development – Travel Surveys and Data Collection (reallocate \$2,373,000 in Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, to Subtask 2.01, Development of Travel Models – Time-Dependent Dynamic Network Model, Non-Motorized Trip Model, and Advanced Modeling Tools, as noted above)
- 3.03 Air Quality Management and Operations – Regional Energy Management (add initiative and \$100,000 in Department of Energy funds and \$20,000 in Regional Transportation Council Local funds to extend efforts to increase the capacity and resources of local governments related to integration of energy and transportation sectors)
- 3.03 Air Quality Management and Operations – EV Smart (add initiative and \$50,000 in Department of Energy funds and \$50,000 in Regional Transportation Council Local funds to reflect receipt of grant award as a subrecipient to assist municipalities in ways to be electric vehicle [EV] friendly and facilitate equitable access to electric mobility)
- 3.03 Air Quality Management and Operations – Multimodal Drone Delivery (add initiative and \$200,093 in Department of Energy funds and \$200,094 in Regional Transportation Council Local funds to reflect receipt of a grant award as a subrecipient to provide assistance in the deployment of two mobility demonstration projects in the City of Arlington to deliver food to underserved communities)
- 3.05 Transit Management and Operations – FTA Urban Funding Grant Administration (add \$90,000 in Federal Transit Administration funds to reflect receipt of funding through the Emergency Relief Grants for Public Transportation Systems Affected by Major Declared Disasters in Calendar Years 2017, 2020, 2021, and 2022; update text to reflect new funding)
- 3.05 Transit Management and Operations – Strategic Partnership Program (add \$300,000 in Regional Transportation Council Local funds to continue transit service in the cities of Allen and Fairview until federal funding is available; update text to reflect use of RTC Local funds)
- 3.07 Congestion Management Operations – Regional Traffic Signal Program (add \$2,035,000 in Congestion Mitigation and Air Quality Improvement Program funds and \$417,000 in local funds to support consultant assistance and ongoing activities related to the improvement of traffic signal operations on the arterial transportation system; update text to reflect use of Regional Transportation Council (RTC) Local funds, as well)

February 29, 2024

- 5.01 Regional Transportation Studies – Regional Automated Transportation System Initiative (add \$495,000 in Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, for the engineering of the Las Colinas Automated Transportation System retrofit [modernization]).
- 5.02 Subarea Studies and Local Government Assistance – Love Field Surface Transportation Planning Study (Mockingbird Lane) (remove \$74,000 in Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, and add \$500,000 in Regional Toll Revenue funds; update text to reflect funding source change)
- 5.07 Roadway and Railroad Safety – Transportation Safety (reduce State Planning and Research funds from \$53,000 over two years to \$50,000 for Fiscal Year 2024; update text to reflect Texas Department of Transportation State Planning and Research funds and two additional anticipated products)
- 5.09 Regional Military and Community Coordination – Naval Air Station Joint Reserve Base Wings Over Cowtown Airshow (add initiative and \$250,000 in Regional Transportation Council Local funds to provide airshow event transportation assistance)

The following projects are being included in Chapter VIII., Other Metropolitan Transportation and Air Quality Planning-Related Activities in the Dallas-Fort Worth Area, for information:

City of Arlington - AT&T Way Feasibility Study

Dallas Area Rapid Transit - Red Bird and East Dallas Transit Facilities

Your assistance in the review and submittal of these modifications to the Federal Highway Administration for approval is appreciated. With approval, we anticipate receiving a work authorization for the expenditure of this additional programming of funds. If you have any questions or need further information, please contact me at (817) 695-9242 or by email at valexander@nctcog.org.

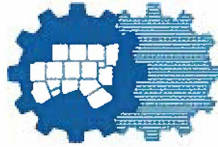
Sincerely,



Vickie Alexander
Program Manager
Transportation Department

vpj
Attachments

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North Central Texas Council of Governments

May 9, 2024

Ms. Shannon Hawkins, MPA
Metropolitan Transportation Planner
Systems Planning Section
Texas Department of Transportation
6230 E. Stassney Lane
Austin, TX 78744

Dear Ms. Hawkins:

On April 25, 2024, the North Central Texas Council of Governments Executive Board executed the enclosed Resolution Approving Modifications to the FY2024 and FY2025 Unified Planning Work Program for Regional Transportation Planning. Prior to Executive Board approval, the Regional Transportation Council approved the referenced Unified Planning Work Program (UPWP) modifications. Included in these amendments are new initiatives, project updates, and funding adjustments. The modifications are outlined below and in the attached pages.

Transportation Planning Fund (TPF) Modification

- 5.02 Subarea Studies and Local Government Assistance – Comprehensive Transportation Planning Studies and Technical Support (add Love Field Surface Transportation Planning Study [Mockingbird Lane] to the Roadway, Category 1 projects utilizing existing Transportation Planning Funds)

Other Funding Source Modifications

- 1.02 Program and Policy Administration – Regional Transit 2.0: Planning for Year 2050 (add \$300,000 in Regional Transportation Council Local funds to support consultant and staff activities, and update funding distribution between fiscal years)
- 3.02 Regional Air Quality Planning – Rider 7 Air Quality Planning Activities (add \$281,250 in Texas Commission on Environmental Quality funds to support ongoing activities to help maintain ozone attainment in Hood and Hunt Counties)
- 3.03 Air Quality Management and Operations – Regional Scrap Tire Abatement Program (update text to reflect change in funding source from Surface Transportation Block Grant Program funds to Regional Toll Revenue funds and remove reference to work being conducted in FY2024)

- 3.03 Air Quality Management and Operations – Electric Vehicle Charger Reliability and Accessibility Accelerator Program (add initiative and \$3,660,000 in Federal Highway Administration funds, \$840,000 in local funds, and Transportation Development Credits to reflect receipt of grant award)
- 3.03 Air Quality Management and Operations – Texas Hydrogen and Electric Freight Infrastructure Project (Tx-HEFTI) (add initiative and \$17,500,000 in Federal Highway Administration funds and \$4,375,000 in local funds to reflect receipt of grant award)
- 3.03 Air Quality and Management and Operations – Houston to Los Angeles (H2LA) – I-10 Hydrogen Corridor Project (add initiative and \$107,000 in Department of Energy funds to reflect receipt of grant award as a subrecipient through GTI Energy)
- 3.03 Air Quality and Management and Operations – North Texas Equitable Electric Vehicle Infrastructure Project (NTx-EEVI) (add initiative and \$3,750,000 in Federal Highway Administration funds and \$937,500 in local funds to reflect receipt of grant award)
- 3.03 Air Quality Management and Operations – Planning Resilient EV Charging in Texas (add initiative and \$926,585 in Department of Energy funds and \$146,581 in Regional Toll Revenue funds to reflect receipt of grant award)
- 3.03 Air Quality Management and Operations – Guaranteeing Access for Underserved and Marginalized Populations Through Building Employment Opportunities (GUMBO) (add initiative and \$25,100 in Department of Energy funds to reflect receipt of grant award as a subrecipient through Louisiana Clean Fuels)
- 3.04 Public Transportation Planning - East Dallas, Kaufman, and Rockwall Counties Transit Planning Study (add \$50,400 Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, to support ongoing activities)
- 3.05 Transit Management and Operations - FTA Urban Funding Grant Administration (add \$4,032,000 Federal Transit Administration funds to support cooperative vehicle procurement)
- 3.05 Transit Management and Operations – Enhancing Mobility within the Southern Dallas Inland Port (update text to remove language regarding the provision of access to transit passes as it is not an eligible activity to be used as match for Federal Transit Administration funding)
- 3.07 Congestion Management Operations – Special Events (add \$250,000 in Regional Toll Revenue funds to support user application primarily focused on Arlington's Entertainment District to improve operational efficiency of special events by integrating data sources and facilitating data sharing within the region)
- 3.07 Congestion Management Operations – Regional Traffic Signal Program (update text to include use of Transportation Development Credits as a matching source)

- 5.01 Regional Transportation Studies – Strategic Corridor Initiatives (reallocate \$150,000 in Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, to Subtask 5.04, Transportation Asset Management - Asset-Condition-Based Roadway Planning, as noted below)
- 5.01 Regional Transportation Studies – Strategic Corridor Initiatives (reallocate \$200,000 in Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, to Subtask 5.04, Transportation Asset Management – National Highway System Infrastructure Performance Targets, Transportation Asset Management Plan Coordination, and Progress Reporting, as noted below)
- 5.01 Regional Transportation Studies - High-Speed Passenger Technology (add \$500,000 in Federal Railroad Administration funds and update text to reflect receipt of grant award)
- 5.01 Regional Transportation Studies - High-Speed Passenger Technology: Dallas-Fort Worth High-speed Transportation Connections Study (add \$1,099,657 in Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, to support consultant activities on the environmental process)
- 5.03 Land-use/Transportation Initiatives – South Dallas Improved Bicycle/Pedestrian Routes to Rail and Transit Technology Upgrades (update text to reflect a change in funding source from the US Department of Transportation to the Federal Highway Administration)
- 5.03 Land-use/Transportation Initiatives – SH 10/Hurst Boulevard Economic Development Plan (add initiative and \$500,000 Regional Transportation Council Local funds)
- 5.03 Land-use/Transportation Initiatives – Advancing Regional Safety in the Dallas-Fort Worth Region (SS4A) (add initiative and \$4,000,000 in Federal Highway Administration funds and \$1,000,000 in Regional Toll Revenue funds to reflect receipt of grant award)
- 5.04 Transportation Asset Management – Asset Condition-Based Roadway Planning (add \$150,000 in Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, that are being reallocated from Subtask 5.01, Regional Transportation Studies – Strategic Corridor Initiatives, as noted above)
- 5.04 Transportation Asset Management – National Highway System Infrastructure Performance Targets, Transportation Asset Management Plan Coordination, and Progress Reporting (add \$200,000 in Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, that are being reallocated from Subtask 5.01, Regional Transportation Studies – Strategic Corridor Initiatives, as noted above)
- 5.07 Roadway and Railroad Safety – Transportation Safety (add \$1,500,000 in Regional Toll Revenue funds to support the implementation of innovative ideas to reduce youth fatalities due to motor vehicle crashes)

- 5.08 Regional Aviation Planning and Education – Urban Air Mobility and Advanced Air Mobility Integration (add \$6,000 Regional Transportation Council Local funds and update text to reflect university assistance in the development of an integrated network design and demand estimation of Advanced Air Mobility for the region)
- 5.08 Regional Aviation Planning and Education – Regional Aviation System Planning (add \$6,000 Regional Transportation Council Local funds and update text to reflect university assistance in evaluating the change to electric aircraft fleets, developing strategies, benchmarking and modeling the market for electric aircraft costs)
- 5.10 Transportation Technology and Innovation Program – Automated Vehicles: Development and Deployment, Updated Regional Automated Vehicle Program (AV 2.0), Technology and Innovation Program 3.0, and Dallas-Fort Worth Freight Optimization Corridors (program \$3,771,200 in previously approved Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, to align with the FY2024 and FY2025 budgets)

The following project is being included in Chapter VIII. Other Metropolitan Transportation and Air Quality Planning-Related Activities in the Dallas-Fort Worth Area for information only:

Regional Partners – Safe Streets for All (SS4A) Planning Grant Projects

Your assistance in the review and submittal of these modifications to the Federal Highway Administration for approval is appreciated. With approval, we anticipate receiving a work authorization for the expenditure of this additional programming of funds. If you have any questions or need further information, please contact me at (817) 695-9242 or by email at valexander@nctcog.org.

Sincerely,



Vickie Alexander
Program Manager
Transportation Department

vpj
Attachments



North Central Texas Council of Governments

July 30, 2024

Ms. Shannon Hawkins, MPA
Metropolitan Transportation Planner
Systems Planning Section
Texas Department of Transportation
6230 E. Stassney Lane
Austin, TX 78744

Dear Ms. Hawkins:

On July 25, 2024, the North Central Texas Council of Governments Executive Board executed the enclosed Resolution Approving Modifications to the FY2024 and FY2025 Unified Planning Work Program for Regional Transportation Planning. Prior to Executive Board approval, the Regional Transportation Council approved the referenced Unified Planning Work Program (UPWP) modifications. Included in these amendments are new initiatives, project updates, and funding adjustments. The modifications are outlined below and in the attached pages.

Transportation Planning Fund (TPF) Modifications

- 1.04 Computer and Audio/Video Resources (add \$20,000 in Transportation Planning Funds to support the purchase of software licenses for NCTCOG staff)
- 3.04 Public Transportation Planning – Understanding Transportation Alternatives for an Aging Population (add initiative and \$50,000 in Transportation Planning Funds)
- 5.02 Subarea Studies and Local Government Assistance – Comprehensive Transportation Planning Studies and Technical Support (add Johnson County Thoroughfare Plan Update as a Category 2 project utilizing existing Transportation Planning Funds)
- 5.03 Land-Use/Transportation Initiatives – Sustainable Development Initiatives, Increasing Safe and Accessible Transportation Options (move project and associated funding in the amount of \$516,909 in Transportation Planning Funds from Subtask 5.03 to a new, separate Subtask, which will be Subtask 5.13, 2.5 Percent Set-Aside for Increasing Safe and Accessible Transportation Options, per a request from the Texas Department of Transportation)
- 5.13 2.5 Percent Set-Aside for Increasing Safe and Accessible Transportation Options (create new Subtask for project and add associated funding in the amount of \$516,909 in Transportation Planning Funds being moved from Subtask 5.03, Land-Use/Transportation initiatives noted above)

- VII. Overview of Work Program Funding (update Exhibit VII-1, FY2024 and FY2025 TPF Programming Summary, to reflect an increase of \$83,523 in NCTCOG's FY2024 allocation of Federal Transit Administration 5303 Transportation Planning Funds and an increase of \$165,723 in NCTCOG's FY2024 allocation of Federal Highway Administration PL 112 Transportation Planning Funds)
- VII. Overview of Work Program Funding – Proposed Budget (update Exhibit VII-3, Anticipated Equipment/Software Purchases to reflect the addition of \$20,000 in Transportation Planning Funds to support the purchase of software licenses for NCTCOG staff under Subtask 1.04)

Other Funding Source Modifications

- 1.02 Program and Policy Administration – Grant Management and RTC Initiatives (add initiative and \$600,000 in Regional Transportation Council Local funds)
- 3.02 Regional Air Quality Planning – Rider 7 Air Quality Planning Activities (add \$488,995 in Texas Commission on Environmental Quality funds and update text to remove reference to Hunt County and include fine particulate matter)
- 3.03 Air Quality Management and Operations – Regional Energy Management (add \$125,000 in Department of Energy funds and \$20,000 in Regional Transportation Council Local funds, and update text to reflect funding through FY2025 as the result of a funding award)
- 3.03 Air Quality Management and Operations – Air Quality Initiatives: Energy Efficiency (change funding source from \$1,408,000 in Carbon Reduction Program funds, matched with Transportation Development Credits, to \$1,408,000 in Regional Toll Revenue funds with no matching funds)
- 3.03 Air Quality Management and Operations – Vehicle Emissions Inspection and License Plate Project (add initiative and \$100,000 in Regional Toll Revenue funds)
- 3.03 Air Quality Management and Operations – Truck Assessment and Goods Movement Program (add initiative and \$307,000 in Regional Toll Revenue funds)
- 3.03 Air Quality Management and Operations – Car Care Safety Integration Project (add initiative and \$100,000 in Regional Transportation Council Local funds)
- 3.05 Transit Management and Operations – Sustainability and Innovative Solutions for Transit (change funding source from \$7,000 in Carbon Reduction Program funds, matched with Transportation Development Credits, to \$7,000 in Regional Toll Revenue funds with no matching funds)
- 3.05 Transit Management and Operations – Enhancing Mobility within the Southern Dallas Inland Port (add previously approved funding in the amount of \$2,910,000 in Federal Transit Administration funds, \$780,000 in Regional Toll Revenue funds, and \$180,000 in local funds to support work activities)

- 3.07 Congestion Management Operations – Regional TRADE Platform and 511DFW (add previously approved funding in the amount of \$667,000 in Surface Transportation Block Grant Program funds matched with Transportation Development Credits, and update text to include flood warning driver alert system as an anticipated work product)
- 4.02 Coordination of Transportation and Environmental Planning Processes – Blue-Green-Grey Silo-Busting Initiatives (add previously approved funding in the amount of \$74,910 in Regional Transportation Council Local funds and update text to add FY2025 to reflect extension of the agreement for the Blue-Green Neighborhood Beautification Design Guidelines and Pilot Project – Dallas Bottom)
- 4.02 Coordination of Transportation and Environmental Planning Processes – Integrated Planning for Regional Transportation, Urban Development, and Stormwater Management (add previously approved funding in the amount of \$283,800 in Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, and \$283,800 in Texas Water Development Board funds to support ongoing activities)
- 5.01 Regional Transportation Studies – High-Speed Passenger Technology (move \$400,000 in Federal Railroad Administration funds from FY2024 to FY2025 to support consultant activities)
- 5.01 Regional Transportation Studies – Strategic Corridor Initiatives (add previously approved funding in the amount of \$150,000 in Regional Toll Revenue funds to support work activities on the Regional Outer Loop)
- 5.03 Land-Use/Transportation Initiatives – Dallas Opportunity Zone 1: North Oak Cliff Planning and Conceptual Engineering Study (add previously approved funding in the amount of \$3,000,000 in Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, and update text to support ongoing work activities in FY2025)
- 5.03 Land-Use/Transportation Initiatives – South Dallas Improved Bicycle/Pedestrian Routes to Rail and Transit Technology Upgrades (add previously approved funding in the amount of \$400,000 in Federal Highway Administration funds, \$300,000 in Congestion Mitigation and Air Quality Improvement Program funds, \$100,000 in Regional Toll Revenue funds, and \$500,000 in local funds as a result of NCTCOG becoming the implementing agency)
- 5.03 Land-Use/Transportation Initiatives – Advancing Regional Safety in the Dallas-Fort Worth Region (move project and associated funding in the amount of \$4,000,000 in Federal Highway Administration funds and \$1,000,000 in Regional Toll Revenue funds as matching funds from Subtask 5.03 to Subtask 5.07, Roadway and Railroad Safety)
- 5.07 Roadway and Railroad Safety – Advancing Regional Safety in the Dallas-Fort Worth Region (add project and associated funding in the amount of \$4,000,000 in Federal Highway Administration funds and \$1,000,000 in Regional Toll Revenue funds as matching funds moved from Subtask 5.03, Land-use/Transportation Initiatives noted above)

July 30, 2024

- 5.09 Regional Military and Community Coordination – Aviation, Aerospace, and Defense Manufacturing Agile Curriculum Program (add previously approved funding in the amount of \$200,000 in Regional Transportation Council Local funds as contingency funding pending extension of Department of Defense grant)
- IX. NCTCOG Planning and Implementation Activities Beyond the FY2024 and FY2025 Unified Planning Work Program (update table of FY2026 non-locally funded projects approved by the Regional Transportation Council for consistency with the 2023-2026 Transportation Improvement Program)

The following project is being included in Chapter VIII - Other Metropolitan Transportation and Air Quality Planning-Related Activities in the Dallas-Fort Worth Area for information only:

Traffic and Multimodal Study for Southern Inland Port Area Including Truck Ordinance/Pedestrian Safety Elements in Downtown Wilmer

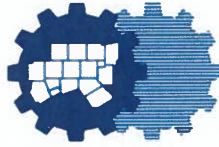
Your assistance in the review and submittal of these modifications to the Federal Highway Administration for approval is appreciated. With approval, we anticipate receiving a work authorization for the expenditure of this additional programming of funds. If you have any questions or need further information, please contact me at (817) 695-9242 or by email at valexander@nctcog.org.

Sincerely,



Vickie Alexander
Program Manager
Transportation Department

va
Attachments



North Central Texas Council of Governments

April 30, 2025

Ms. Shannon Hawkins, MPA
Metropolitan Transportation Planner
Systems Planning Section
Texas Department of Transportation
6230 E. Stassney Lane
Austin, TX 78744

Dear Ms. Hawkins:

On April 24, 2025, the North Central Texas Council of Governments Executive Board executed the enclosed Resolution Approving Modifications to the FY2024 and FY2025 Unified Planning Work Program for Regional Transportation Planning. Prior to Executive Board approval, the Regional Transportation Council approved the referenced Unified Planning Work Program (UPWP) modifications. Included in these amendments are new initiatives, project updates, and funding adjustments. The modifications are outlined below and in the attached pages.

Transportation Planning Fund (TPF) Modifications

- 5.03 Land-use/Transportation Initiatives – White Settlement Downtown Community Development Plan (add initiative and \$200,000 in Transportation Planning Funds)
- 5.14 Alternative Fuel Corridor Planning (add initiative and \$200,000 in Transportation Planning Funds)
- II. Overview of Work Program Funding (update Exhibit VII-1, FY2024 and FY2025 TPF Programming Summary, to reflect an increase of \$322,491 in NCTCOG's FY2025 allocation of Federal Transit Administration 5303 Transportation Planning Funds and an increase of \$1,371,573 in carry-over funds from FY2023)

FY2025 Budget Adjustments:

A reallocation of resources across various UPWP Subtasks are noted in the tables below, resulting from NCTCOG's FY2025 budget development. The changes are highlighted by funding source – Transportation Planning Funds and non-Transportation Planning Funds (Congestion Mitigation and Air Quality Improvement Program [CMAQ], Department of Energy [DOE], Federal Transit Administration [FTA], Local, North Texas Tollway Authority [NTTA], Regional Toll Revenue [RTR], Surface Transportation Block Grant Program [STBG], and Texas Department of Transportation [TxDOT]).

FY2025 Allocation of Transportation Planning Funds

Subtask	Subtask Title	FY2025 Totals		
		Current	Proposed	Variance
1.01	Community Outreach	\$2,780,000	\$2,997,000	\$217,000
1.02	Program and Policy Administration	\$201,000	\$249,000	\$48,000
1.03	Fiscal Management	\$0	\$0	\$0
1.04	Computer and Audio/Video Resources	\$162,000	\$162,000	\$0
	Subtask 1 - Administration and Management	\$3,143,000	\$3,408,000	\$265,000
2.01	Development of Travel Models	\$552,000	\$808,000	\$256,000
2.02	Transportation Data Collection and Development	\$212,000	\$223,000	\$11,000
2.03	Model Applications	\$600,000	\$562,000	(\$38,000)
2.04	Demographic Data and Forecasts	\$644,000	\$777,000	\$133,000
2.05	Data Management	\$654,000	\$764,000	\$110,000
2.06	Ensuring Equity, Nondiscrimination, and Environmental Justice in MPO Planning/Program Activities	\$267,000	\$226,000	(\$41,000)
2.07	Performance-based Planning and Coordination	\$176,000	\$144,000	(\$32,000)
	Subtask 2 - Transportation Data Development and Maintenance	\$3,105,000	\$3,504,000	\$399,000

FY2025 Allocation of Transportation Planning Funds (Continued)

Subtask	Subtask Title	FY2025 Totals		
		Current	Proposed	Variance
3.01	Transportation Project Programming	\$1,773,000	\$1,677,000	(\$96,000)
3.02	Regional Air Quality Planning	\$555,000	\$690,000	\$135,000
3.03	Air Quality Management and Operations	\$0	\$0	\$0
3.04	Public Transportation Planning	\$925,000	\$1,166,000	\$241,000
3.05	Transit Management and Operations	\$0	\$0	\$0
3.06	Congestion Management Planning	\$640,000	\$637,000	(\$3,000)
3.07	Congestion Management Operations	\$0	\$0	\$0
	Subtask 3 - Short-Range Planning, Programming, and Operations	\$3,893,000	\$4,170,000	\$277,000
4.01	Metropolitan Transportation Planning	\$1,923,000	\$1,801,000	(\$122,000)
4.02	Coordination of Transportation and Environmental Planning Processes	\$153,000	\$241,000	\$88,000
4.03	Understanding Public Return on Investment for Transportation Funding	\$0	\$45,000	\$45,000
4.04	Regional Passenger Rail Planning and Evaluation Process Development	\$0	\$0	\$0
	Subtask 4 – Metropolitan Transportation Plan	\$2,076,000	\$2,087,000	\$11,000
5.01	Regional Transportation Studies	\$813,000	\$1,141,000	\$328,000
5.02	Subarea Studies and Local Government Assistance	\$736,000	\$725,000	(\$11,000)
5.03	Land-Use/Transportation Initiatives	\$241,694	\$356,694	\$115,000
5.04	Transportation Asset Management	\$87,000	\$87,000	\$0
5.05	Transportation System Security and Emergency Preparedness	\$32,000	\$32,000	\$0
5.06	Regional Freight Planning	\$149,000	\$30,000	(\$119,000)
5.07	Roadway and Railroad Safety	\$336,000	\$310,000	(\$26,000)
5.08	Regional Aviation Planning and Education	\$160,000	\$167,000	\$7,000
5.09	Regional Military and Community Coordination	\$150,000	\$223,000	\$73,000
5.10	Transportation Technology and Innovation Program	\$143,000	\$130,000	(\$13,000)

FY2025 Allocation of Transportation Planning Funds (Continued)

Subtask	Subtask Title	FY2025 Totals		
		Current	Proposed	Variance
5.11	North Texas Center for Mobility Technologies	\$0	\$0	\$0
5.12	Red River Navigation System Feasibility Study	\$0	\$0	\$0
5.13	2.5 Percent Set-Aside for Increasing Safe and Accessible Transportation Options	\$261,306	\$261,306	\$0
	Subtask 5 – Special Studies	\$3,109,000	\$3,463,000	\$354,000
	Funding Totals	\$15,326,000	\$16,632,000	\$1,306,000

Other Funding Source Modifications

Non-TPF FY2025 Budget Adjustments for Changes Less Than \$200,000

Funding Source	Amount	UPWP Subtasks
CMAQ	\$92,000	1.01 Community Outreach – Increase \$92,000
DOE	\$55,000	3.03 Air Quality Management and Operations – Increase \$55,000
FTA	\$197,300	3.04 Public Transportation Planning – Increase \$197,300
Local	\$145,800	1.02 Program and Policy Administration – Increase \$61,300 3.03 Air Quality Management and Operations – Increase \$10,000 5.08 Regional Aviation Planning and Education – \$25,000 5.09 Regional Military and Community Coordination – Increase \$49,500
NTTA	\$15,000	5.01 Regional Transportation Studies – Increase \$15,000
RTR	\$640,000	1.03 Fiscal Management – Increase \$10,000 3.01 Transportation Project Programming – Increase \$178,000 3.03 Air Quality Management and Operations – Increase \$52,000 3.06 Congestion Management Planning – Increase \$90,000 4.02 Coordination of Transportation and Environmental Planning Processes – Increase \$150,000 5.01 Regional Transportation Studies – Increase \$160,000
STBG	\$571,500	2.01 Development of Travel Models – Increase \$194,500 3.01 Transportation Project Programming – Increase \$88,000 3.07 Congestion Management Operations – Increase \$4,000 5.01 Regional Transportation Studies – Increase \$225,000* 5.02 Subarea Studies and Local Government Assistance – Increase \$10,000 5.10 Transportation Technology and Innovation Program -- Increase \$50,000
TxDOT	\$56,000	5.01 Regional Transportation Studies – Increase \$56,000

*No individual project adjustment exceeds \$200,000

Specific Projects:

- Task 1 Administration and Management – B. Expected Products (update text to reflect change in purchasing threshold for equipment from \$5,000 to \$10,000 for compliance with updates to 2 CFR 200.313 and 2 CFR 200.314)
- 1.02 Program and Policy Administration – Policy and Project Coordination (add \$275,500 in Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, to continue support for work activities)
 - 1.04 Computer and Audio/Video Resources (add \$447,500 in Regional Transportation Council Local funds to continue support for work activities)
 - 1.04 Computer and Audio/Video Resources (update text to reflect change in purchasing threshold for equipment and software from \$5,000 to \$10,000 for compliance with updates to 2 CFR 200.313 and 2 CFR 200.314)
 - 2.01 Development of Travel Models – Time-Dependent Dynamic Network Model, Non-Motorized Trip Model, and Advanced Modeling Tools (add \$670,700 in Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, to continue support for consultant and staff activities)
 - 2.01 Development of Travel Models – Economic Evaluation Model (add \$722,000 in Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, to continue support for consultant and staff activities)
 - 2.05 Data Management – Regional Geospatial Imagery (add \$256,600 in Surface Transportation Block Grant Program funds and \$114,100 in Texas Department of Transportation funds to support the acquisition of digital imagery and related data products)
 - 3.03 Air Quality Management and Operations – Electric Vehicle Charger Reliability and Accessibility Accelerator (RAA) Program (add \$1,400,885 in Federal Highway Administration funds, matched with Transportation Development Credits and local funds in the amount of \$336,000 to support initiation of the project, including staff work activities and the procurement of consultants)
 - 3.03 Air Quality Management and Operations – Clean Diesel Grants (add \$4,912,455 in Environmental Protection Agency funds and \$6,567,864 in local funds to reflect receipt of new grant award and extension of two other previous awards)
 - 3.03 Air Quality Management and Operations – North Texas Equitable Electric Vehicle Infrastructure Project (NTx-EEVI) (update text to reflect the use of Transportation Development Credits)

- 3.04 Public Transportation Planning – Regional Transit Planning Assistance (add \$187,411 in Federal Transit Administration 5307 funds, matched with Transportation Development Credits, and update text to reflect planning activities to be conducted with the FTA funds)
- 3.05 Transit Management and Operations – FTA Urban Funding Grant Administration (add \$750,000 in Regional Toll Revenue funds as match to Federal Transit Administration 5307 funds to support STAR Transit in fulfilling operational commitments that are not eligible under the Enhancing Mobility within the Southern Dallas Inland Port project, and update text to include RTR funds)
- 3.05 Transit Management and Operations – FTA Urban Funding Grant Administration (add \$9,063,840 in Federal Transit Administration funds and \$551,700 in local funds to support disbursement of funds to subgrantees in NCTCOG’s role as the Designated Recipient of Federal Transit Administration funds received for urbanized areas in the region)
- 3.05 Transit Management and Operations – FTA Urban Funding Grant Administration (update text to reflect a change in the time period from 2024 to 2025 for the administration of emergency assistance funding for the Emergency Relief Grants for Public Transportation Systems Affected by Major Declared Disasters)
- 3.05 Transit Management and Operations – Mobility Management (add \$330,000 in Federal Transit Administration funds to continue support for staff work activities)
- 3.05 Transit Management and Operations – Strategic Partnership Program (add \$1,389,600 in Federal Transit Administration funds and \$304,600 in Regional Transportation Council Local funds to support the disbursement of funds for selected partnership projects)
- 3.05 Transit Management and Operations – Enhancing Mobility within the Southern Dallas Inland Port (update text to remove operational activities that are not eligible under the grant)
- 3.07 Congestion Management Operations – Special Events (add \$440,000 in Regional Toll Revenue funds and \$500,000 in Regional Transportation Council Local funds to support consultant assistance in the development of Transportation Mobility Plans and lot improvements, wayfinding, and rider amenities for the FIFA World Cup in 2026)
- 3.07 Congestion Management Operations – Managed Lane Technology Assessment (add \$400,000 in Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, to continue project work activities)
- 3.07 Congestion Management Operations – Traffic Incident Management Training (add \$600,000 in Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, to continue support for staff work activities and the purchase of a software system to assist in analyzing regional crash data and determining crash hotspots)
- 3.07 Congestion Management Operations – Regional Traffic Signal Program (add \$1,165,000 in Congestion Mitigation and Air Quality Improvement Program funds, matched with Transportation Development Credits, to continue support for staff and consultant activities)

- 3.07 Congestion Management Operations – Regional Traffic Signal Program (add \$300,000 in Regional Transportation Council Local Funds to support the procurement and implementation of a traffic signal in Everman)
- 3.07 Congestion Management Operations – Regional TRADE Platform and 511DFW (add \$600,500 in Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, to support continued work on systems integration)
- 3.07 Congestion Management Operations – Regional TRADE Platform and 511DFW (add \$125,000 in Regional Toll Revenue funds to support ongoing work activities)
- 3.07 Congestion Management Operations – Strategic Incident Response (add initiative and \$200,000 in Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, for the staging of tow trucks on limited access facilities)
- 4.02 Coordination of Transportation and Environmental Planning Processes – Blue-Green-Grey Silo-Busting Initiatives (add \$87,000 in Regional Transportation Council Local funds and update text to support the launch of three new projects selected in the 2024 funding solicitation: Inlet Filter Pilot Program – City of Allen, Vermiculture Food Waste Composting at Lawnview Station – DART, and Median Bioswale Retrofit at Parkwood Boulevard – City of Frisco)
- 4.02 Coordination of Transportation and Environmental Planning – Integrated Planning for Regional Transportation, Urban Development, and Stormwater Management (add \$150,000 in Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, \$461,700 in Texas Water Development Board funds, and \$5,000 in Regional Transportation Council Local funds to support the continuation of work activities)
- 5.01 Regional Transportation Studies – Strategic Corridor Initiatives (add \$291,000 in Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, to support continued work activities)
- 5.03 Land-use/Transportation Initiatives – Crossing Students Safely in the Dallas-Fort Worth Region (CroSS-DFW) (add initiative and \$80,000 in Federal Highway Administration funds and \$20,000 in Regional Toll Revenue funds as the result of a Safe Streets for All grant award)
- 5.03 Land-use/Transportation Initiatives – Trinity Railway Express Transit-Oriented Development Strategic Plan (add initiative and \$400,000 in Federal Transit Administration funds and \$100,000 in Regional Transportation Council Local funds as the result of an FTA Pilot Program for Transit-Oriented Development Planning grant award)
- 5.06 Regional Freight Planning – Regional Goods Movement (add \$542,000 in Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, and \$4,982,600 in local funds to support the continuation of work activities)

- 5.06 Regional Freight Planning – Engineering for Passenger Rail/Roadway Interfaces (add \$1,000,400 in Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, to support continuing work efforts.
- 5.07 Roadway and Railroad Safety – Transportation Safety (add \$700,000 in Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, to support consultant assistance and continued staff activities)
- 5.08 Regional Aviation Planning and Education – Urban Air Mobility and Advanced Air Mobility Integration (add \$280,000 in Regional Transportation Council Local funds and update text to reflect development of the North Texas Airspace Awareness Pilot Program, planning for deployment of infrastructure for Advanced Air Mobility operations during large-scale events, and use of consultant assistance)
- 5.09 Regional Military and Community Coordination – Regional Military Compatible Use Implementation (add \$328,400 in Regional Transportation Council Local funds to support continued staff work activities and parcel exchange and maintenance costs)
- 5.09 Regional Military and Community Coordination – Aviation, Aerospace, and Defense Manufacturing Agile Curriculum Program (add \$300,400 in Department of Defense funds and \$159,000 in Regional Transportation Council Local funds to support continuation of project activities resulting from a grant extension)
- 5.09 Regional Military and Community Coordination – Community Noise Mitigation Program (add initiative and \$910,800 in United States Department of Defense (DOD) funds and \$405,000 in Regional Transportation Council Local funds to reflect receipt of a DOD Office of Local Defense Community Cooperation grant award)
- 5.10 Transportation Technology and Innovation Program – Automated Vehicles: Development and Deployment (add \$330,000 in Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, to support consultant assistance)
- 5.10 Transportation Technology and Innovation Program – Updated Regional Automated Vehicle Program (AV2.0) (add \$840,000 in Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, to support continued consultant assistance)
- 5.12 Red River Navigation System Feasibility Study (add \$255,000 in Regional Transportation Council Local funds to support continuation of consultant activities)
- VII. Overview of Work Program Funding (update Exhibit VII-3, Anticipated Equipment/Software Purchases, to reflect the anticipated purchase of software for traffic simulation and dynamic traffic assignments under Subtask 2.01 and software system to assist in analyzing regional crash data under Subtask 3.07 utilizing previously approved Surface Transportation Block Grant Program funds matched with Transportation Development Credits)

April 30, 2025

- IX. NCTCOG Planning and Implementation Activities Beyond the FY2024 and FY2025 Unified Planning Work Program (update table of FY2026 and beyond non-locally funded projects approved by the Regional Transportation Council for consistency with the 2025-2028 Transportation Improvement Program)
- X. Regional Transportation Council Funding to Advance Project Implementation (create new UPWP chapter to reflect NCTCOG managed non-planning funding initiatives approved by the RTC and included in the Transportation Improvement Program – first projects to be inventoried include the backstop funding of \$1,004,000 for the Enhancing Mobility within the Southern Dallas Inland Port project, the advancement of right-of-way acquisition funding in the amount of \$950,000 for Meandering Road, backstop funding of \$200,000 for Transit Subrecipients, and \$100,000 for continued service of the Heartland Flyer Intercity Passenger Rail)

The following project is being included in Chapter VIII. Other Metropolitan Transportation and Air Quality Planning-Related Activities in the Dallas-Fort Worth Area for information only:

Harry Hines Wrong-Way Driving Prevention Project

Your assistance in the review and submittal of these modifications to the Federal Highway Administration for approval is appreciated. With approval, we anticipate receiving a work authorization for the expenditure of this additional programming of funds. If you have any questions or need further information, please contact me at (817) 695-9242 or by email at valexander@nctcog.org.

Sincerely,



Vickie Alexander
Program Manager
Transportation Department

vpj
Attachments