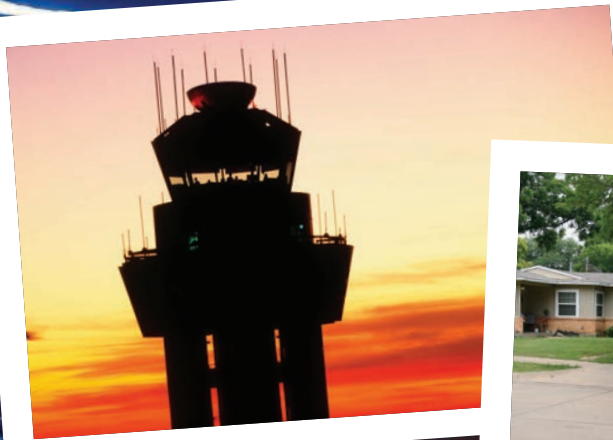


North Central Texas Council of Governments

2026

Progress North Texas

*The Future of Transportation
in Dallas-Fort Worth*



From the Chair



Dear Neighbors,

Thank you for taking the time to read Progress North Texas 2026. Each year, this report serves as an opportunity to highlight the meaningful work taking place across our region to strengthen transportation systems, improve air quality and thoughtfully plan for the future.

This year's theme, The Future of Transportation in Dallas-Fort Worth, reflects a pivotal moment for North Texas. Our region continues to grow at an extraordinary pace, welcoming new residents, businesses and opportunities. With that growth comes both responsibility and possibility: the responsibility to plan wisely and the possibility to shape a transportation system that is as innovative as it is comprehensive.

I am proud to say that North Texas is rising to that challenge. Through collaboration, forward-thinking policies and strategic investments, the region is laying the groundwork for a transportation network that supports mobility, economic vitality and quality of life for generations to come.

Within these pages, you will learn how the Regional Transportation Council and the North Central Texas Council of Governments work together to address evolving transportation needs. From improving roadways and bridges, to advancing air quality initiatives, to planning for emerging technologies and future transit solutions, this work is helping define what transportation will look like in the Dallas-Fort Worth area for years ahead.

Sincerely,
Rick Bailey

Chair, Regional Transportation Council
Johnson County Commissioner

Cover photos (clockwise from left)

Tower at DFW Airport (Getty Images)

Autonomous delivery vehicle (City of Arlington)

Silver Line (NCTCOG)

These are three of the top projects in the region as chosen by our staff.

*All graphics are from NCTCOG,
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Images, unless otherwise indicated.*

Progress North Texas 2026:

The Future of Transportation in Dallas-Fort Worth

June 2026

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Definitions of terms used in this report

12-county metropolitan planning area:

Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, Wise

16-county NCTCOG region:

Collin, Dallas, Denton, Ellis, Erath, Hood, Hunt, Johnson, Kaufman, Navarro, Palo Pinto, Parker, Rockwall, Somervell, Tarrant, Wise

NCTCOG.org/OurRegion

Keeping North Texas Moving

HOW THE SYSTEM IS MEETING THE NEEDS OF THE REGION TODAY

Dallas-Fort Worth is poised to welcome nearly 4 million new residents by 2050, which will bring its population to more than 12 million. As planners contemplate the future of transportation, they will be influenced by a key lesson from the past: A multi-modal approach to mobility will help the growing population move more efficiently throughout the region. The debut of Dallas Area Rapid Transit’s Silver Line from Plano to Dallas Fort Worth International Airport bolsters a growing transit system. However, roadways remain the backbone of a system that moves people to work, school and recreational activities every day.

Grading DFW Congestion

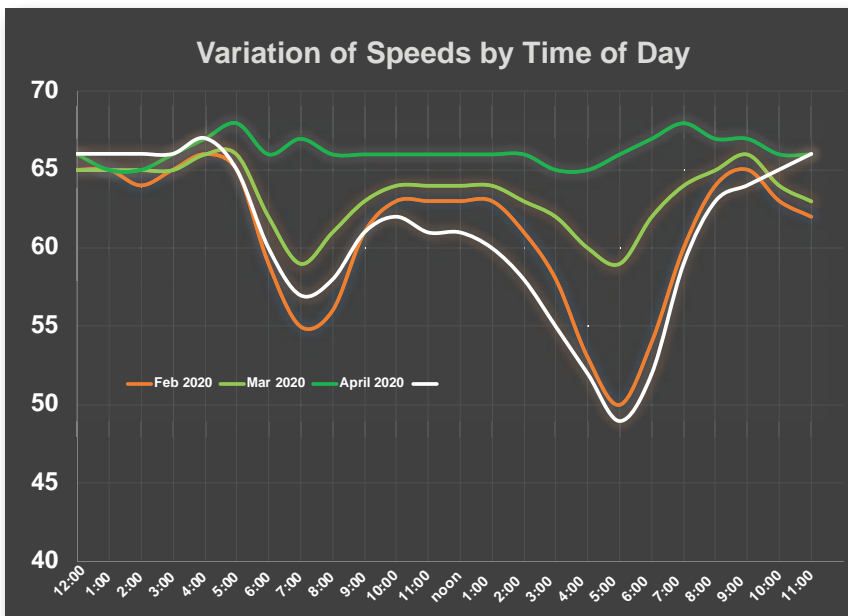
The region has been growing rapidly for decades and currently is the nation’s fourth-largest metropolitan area, with more than 8.5 million residents. Despite adding over 2 million residents since 2010, the roadway system remains remarkably efficient overall. According to data compiled and analyzed by the navigation company INRIX, North Texas is No. 19 in the nation in level of congestion. By comparison, Houston is No. 7. The North Central Texas Council of Governments and the Regional Transportation Council (RTC) continue to advance projects that will keep the region moving efficiently for years to come.

Reliability and Congestion

Reliability is the predictability and consistency of congestion and travel times. Weather, crashes, special events, roadway geometry and other unpredictable factors can make transportation less reliable. It can be improved by asset optimization, ITS infrastructure, safety patrols and provision of alternate routes. Reliable commutes are easier to plan for and lessen the economic impact of congestion. In 2025, 69.2% of travel on interstates and 75.1% of travel on non-interstate major roadways in the region met federal thresholds for reliability. Additionally, the average traveler in the Dallas-Fort Worth-Arlington urban area spent 17.9 hours in excessive delay conditions in 2025. For more information on federal performance measures, visit www.nctcog.org/pm/fed.

Traffic Speeds

Freeway speeds have returned to what they were before the pandemic. In December 2025, the speeds for the afternoon peak were lower than the month before the COVID lockdowns. Partners across North Texas remain focused on delivering projects and programs that will help the region’s roadways keep up with the population growth expected over the next few decades.



Traffic speeds during the morning and afternoon peaks have returned to their pre-pandemic norms.

As the region's population grows, the roadway system remains efficient. According to data collected and analyzed by INRIX, North Texas is 19th in level of congestion.



Managed Lane Data and Toll Transactions

Drivers have many different choices of how to travel on Dallas-Fort Worth roads. In addition to tax-supported roads, Dallas-Fort Worth offers two choices. The network of TEXpress Lanes allows motorists to pay a variable toll in return for more corridors. Transactions on the region's managed lanes operated by TxDOT declined to 68.6 million in 2025 after increasing steadily over the previous four years. The North Texas Tollway Authority operates the region's toll roads, which saw a modest rise in the number of transactions in 2025.

Vehicle Miles Traveled

With more people moving to the region, the vehicle miles traveled metric is also on the rise. According to the Texas Department of Transportation, North Texans drove an estimated 212 million miles a day in 2024, an increase of 26 million miles since 2019, before the pandemic led to a decline in VMT.

Signalized Intersection Level of Service

Approximately 93% of the more than 7,125 signalized intersections in the Dallas-Fort Worth area operate at a good to excellent level of service. NCTCOG is working with cities and agencies across the region to improve the level of service of the remaining 7% of signalized intersections, as it looks to improve the safety and efficiency of the roadway system.

Transportation Surveys

In 2025, the Texas Department of Transportation launched travel surveys in conjunction with NCTCOG to get a clear picture of how, when and why people travel throughout the region.

Surveys from approximately 800 businesses and 300 business vehicles were collected as part of a workplace and commercial vehicle travel effort. About 5,500 surveys were collected as part of a widespread household travel survey that continues in 2026. The goal is for this information to result in projects designed to meet community needs.

Planning for Tomorrow

CASTING A VISION FOR THE SYSTEM OF THE FUTURE

Long-range transportation planning is one of the core responsibilities of the North Central Texas Council of Governments as the region's metropolitan planning organization. The Regional Transportation Council approved Mobility 2050: The Metropolitan Transportation Plan for North Central Texas, in 2025, which charts the course for the transportation system over the next 25 years. The plan calls for \$217.3 billion in transportation improvements to be made across the transportation system through 2050.

Mobility 2050 provides a blueprint for how the system will meet the needs of the ever-expanding population over the next quarter-century. While much of the funding will be reserved for roadway capacity improvements, the plan calls for approximately \$30 billion to be spent on infrastructure maintenance.

Pavement and Bridge Condition

As part of its federally required performance measurement activities, NCTCOG monitors the condition of more than 12,000 lane miles of pavement

and 3,900 bridges across the region's National Highway System (NHS) roadways. These activities include the adoption of regional targets or affirmation and support of existing statewide targets identified by TxDOT. In March 2025, the RTC voted to support TxDOT's revised statewide targets for pavement and bridge condition, consistent with RTC action in July 2023. Policymakers continue to track and report the condition of these assets as data is made available by TxDOT, the North Texas Tollway Authority (NTTA), and local governments.

Additionally, staff regularly addresses project- and system-based state of good repair criteria for project candidates submitted for federal discretionary grant award consideration. In July 2025, NCTCOG provided support for TxDOT's Fiscal Year 2026 application on the Interstate Highway 345 Connects Project in Dallas.

Near-term transportation improvements are also a responsibility of the MPO. NCTCOG has engaged in several planning studies that will set the stage for major transportation improvements in the future.



Grand Avenue

NCTCOG is conducting a planning study of a two-mile stretch of Grand Avenue in coordination with TxDOT, the City of Dallas, local schools and other stakeholders. This effort seeks to identify roadway alignment alternatives and other safety improvements along Grand Avenue from the 3G intersection (Grand Avenue/Garland Road/Gaston Avenue) to IH 30 in Dallas. Planners are looking for ways to reconnect communities, with the planned reconstruction of the IH 30 corridor as a depressed highway. The study is expected to be completed in late summer 2026.

Oak Farms Study

In September 2025, NCTCOG and the City of Dallas completed a two-year joint transportation study focused on the area surrounding the former Oak Farms Dairy site in north Oak Cliff and nearby neighborhoods. This study evaluated existing traffic operations, identified potential transportation improvements and developed multimodal strategies to enhance safety, mobility and connectivity throughout the area.

NCTCOG's portion of the study focused on the Houston Street and Jefferson Boulevard viaducts across the Trinity River. It involved examining the bridges' condition and recommendations to support TxDOT's efforts to repair and rehabilitate infrastructure. A range of future configuration options for bicycle, pedestrian, transit and vehicular travel were also explored. This included the evaluation of potential ways to enhance local and regional connectivity and help the bridges accommodate future transportation demand. For more information, visit www.publicinput.com/oakfarms.

NCTCOG is working on studies that aim to improve connectivity in key parts of the region.

State Highway/Spur 170

Major mobility milestones for the AllianceTexas development were achieved in 2024 when TxDOT opened the SH 170 freeway east of IH 35W, and extensions of Haslet Parkway and Intermodal Parkway west of IH 35W. These roadways provide a critical gateway through the AllianceTexas Global Logistics Center at the heart of the master-planned

development. The latter project was facilitated through a \$20 million federal grant.

Significant engineering and environmental clearance progress occurred in 2025 for the next major mobility milestone, financed through an additional federal award of \$80 million from the Fiscal Year 2026 Multimodal Projects Discretionary Grant Program. Identified as Spur 170, this project will construct 1.5-mile elevated connector ramps in each direction between SH 170 east of IH 35W and Intermodal Parkway south of Westport Parkway. Integrated with innovative vehicle-to-infrastructure technology enhancements and the ability to bypass multiple surface street traffic signals, Spur 170 will leverage other on-site Hillwood Corporation investments to maximize goods movement efficiency and supply chain resilience through one of North America's largest inland ports. Construction of the Spur 170 project is expected by early 2029.

38%

The portion of the DFW population projected to live within the boundaries of a transit authority by 2050. The RTC's Transit Vision Subcommittee is studying ways to expand the footprint of the system to accommodate a larger percentage of the population.

Transit 2.0

Just under half the population (47%) lives within a transit authority boundary. By 2050, that number is projected to decline to 38%. One way for the region to keep up with the demands of exponential growth is an expanded transit system.

The RTC's Transit Vision Subcommittee kicked off its effort to develop a next-generation transit system in 2025. The group discussed ideas for a safe, efficient transit system that covers more of the region in anticipation of continued expansion. The subcommittee is guided by the Regional Transit 2.0 study, which resulted in a series of reports serving as the basis to reimagine public transportation. The results of the study are available at the Regional Transit 2.0 webpage, www.nctcog.org/transit2.0.

The Regional Transportation Council's Transit Vision Subcommittee is examining how the region's public transportation system can be expanded to accommodate an additional 4 million residents by 2050. The resulting system will be depended on to provide services to North Texans young and old.



Linking Communities

SPOTLIGHT ON ALTERNATIVES TO DRIVING ALONE

The Dallas-Fort Worth area relies on a constantly evolving multimodal transportation system to ensure the growing population can move efficiently. Although personal vehicles are the choice of most North Texans, with such a diverse population spread across the ever-expanding region, it is important to provide other transportation options.

Regional Transit Ridership

Transit ridership continued a steady trend throughout 2025. The region's three main transit authorities – Dallas Area Rapid Transit (DART), Trinity Metro and Denton County Transportation Authority (DCTA) – each saw similar ridership from the previous year. Altogether, the three major transit authorities provided over 60 million rides to customers in 2025. For information, visit: www.nctcog.org/transittrends.

Microtransit

Defined as a technology-enabled service that utilizes multi-passenger vehicles, microtransit provides an on-demand "same-day service" public transportation solution to filling gaps and improving regional connectivity. With microtransit programs offered by multiple providers in the 16-county region, regional connectivity becomes more possible. This is especially true for lower density areas that have residents needing to connect to the transit system for employment, education, medical appointments,

shopping, and other needs. Additionally, cities have explored other options such as the City of Wylie's Ride Awake Wylie Rideshare Program, which leverages public-private partnerships to provide subsidized transportation options for riders.

Much of the population lives outside the boundaries of one of the three primary transit authorities. While there are efforts to reimagine the delivery of public transportation through initiatives such as Regional Transit 2.0, the cities and counties that are not part of an established transit authority are finding ways to move people. In those areas, it often falls to smaller agencies to fill the gaps. In 2025, these smaller providers transported hundreds of thousands of North Texans where they needed to go. The chart below provides a summary of the work done in both urban and rural counties to take people to work, medical appointments and other important destinations.

Access North Texas

Access North Texas is the public transportation coordination plan for the 16-county region. Updated every four years, this plan is being revised in fall 2026. By maintaining this plan, the region is meeting federal and state requirements for transit coordination while also identifying the public transportation needs of older adults, individuals with disabilities, people with lower income and other transit-dependent populations.

Small Providers

TRANSIT AGENCY	COUNTY	RIDERSHIP
City/County Transportation	Johnson County	20,810
Community Transit Service	Ellis and Navarro Counties	44,104
Public Transit Services	Parker and Palo Pinto Counties	64,279
Span, Inc.	Denton County	43,258
STAR	Kaufman, Rockwall and Dallas Counties	223,914
TOTAL		396,365



The Regional Transportation Council approved funding last summer to keep the Heartland Flyer rolling between Fort Worth and Oklahoma City for a year. NCTCOG Transportation Department staff members, including Jackie Nolasco, left, and Jacki Kocmoud, traveled to Oklahoma to test the service.

With each update, input is gathered from plan stakeholders to assist in the development of regional goals and county-specific prioritized strategies. These goals and strategies help regional agencies such as transit authorities and local governments identify opportunities to prioritize transportation projects that will benefit the targeted populations. For more information, visit www.accessnorthtexas.org.

Non-SOV Travel

NCTCOG tracks the proportion of commuter trips that involve transit, carpooling and other modes besides driving alone as part of its federal performance measure responsibilities. Census data shows a non-SOV commute rate of 30.8% in the Dallas-Fort Worth-Arlington urbanized area, 32.7% in the Denton-Lewisville urbanized area, and 40.4% in the McKinney-Frisco urbanized area. These percentages are expected to continue increasing due in part to the ongoing normalization of remote working and NCTCOG's efforts to diversify trips. For more information on the federal performance measures being collected, visit www.nctcog.org/pm/fed.

Heartland Flyer

Just as there are transportation options for people who do not want to drive to remain connected to the region, intercity rail provides a reliable link to other parts of the state and nation. Amtrak's Heartland Flyer offers an alternative to driving between North Texas and Oklahoma City, allowing passengers to get some work done or relax in the comfortable, spacious seats.

The train nearly discontinued service last year. But when money for the popular passenger rail service did not make it into the final state budget in 2025, Dallas-Fort Worth transportation officials stepped in to keep it on track. Last summer, the Regional Transportation Council approved a \$3.5 million emergency infusion to ensure the train could keep moving between Fort Worth and Oklahoma City for one year.

In the coming years, the technologies may be more advanced, but planners and policymakers across North Texas will continue to work together to solve the region's transportation challenges.

Transit Asset Management

Asset Category	Metric	Fiscal Year 2024 Performance (Large Agencies)	Adopted Target (Large Agencies)	Fiscal Year 2024 Performance (Small Agencies)	Adopted Target (Small Agencies)
Rolling Stock (transit vehicles)	Vehicles at or past their Useful Life Benchmark (ULB)	17.2%	0%	16.3%	5%
Equipment (support vehicles)	Vehicles at or past their Useful Life Benchmark (ULB)	73.2%	25%	70.3%	25%
Infrastructure (rail track)	Rail track segments with performance restrictions	9.8%	0%	0.0%	0%
Facilities (buildings, stations, park & rides)	Transit facilities rated below "adequate"	3.8%	0%	5.6%	0%

TRANSIT ASSET MANAGEMENT (TAM) is a broad system for monitoring and managing the condition of public transportation assets. Established performance measures help agencies quantify asset conditions and set targets that support local funding prioritization. Federal legislation requires NCTCOG to set regional transit asset management targets, and to evaluate the performance of transit assets to ensure public transportation vehicles, rail lines and other capital assets are in a state of good repair.

Separate targets are set for the region's three transit authorities and smaller providers. This acknowledges the larger agencies may have operating advantages. The targets are compared with data from FY2024 in the table above.

Building a Safer System

EVERYTHING DEPENDS ON GETTING THERE SAFELY

When it comes to building a reliable roadway network, safety comes first. Drivers play a critical role by traveling at appropriate speeds, staying focused on the road and adjusting to changing weather and traffic conditions. But reliability depends on more than just motorists. Keeping people moving – and helping them reach their destinations when they expect to – requires coordination across the region. Transportation planners at the North Central Texas Council of Governments (NCTCOG) work closely with first responders and state and federal partners to monitor conditions, respond to incidents and keep the transportation system running smoothly and safely.

Regional Crash Data

The NCTCOG Safety Program plays a vital role in improving the transportation system by focusing on programs and projects that help reduce the number of crashes, serious injuries and fatalities on regional roadways. The Regional Transportation Council’s position on safety is that even one death on the transportation system is unacceptable, which is in line with state and national efforts to reduce roadway fatalities.

In 2025, the Dallas-Fort Worth region saw 120,707 total crashes, continuing a downward trend from previous years. However, more than 4,200 incidents still resulted in serious injuries or fatalities, highlighting the ongoing need for road safety improvements.

Traffic Incident Management

To help address the number of crashes occurring on regional roadways, NCTCOG continues offering regional Traffic Incident Management (TIM) training to local police, fire, tow truck operators, EMTs and courtesy patrol agencies. Through 2025, more than 3,900 emergency responders and 1,300 executive leaders from 142 regional cities and counties have completed the TIM training offered by NCTCOG.

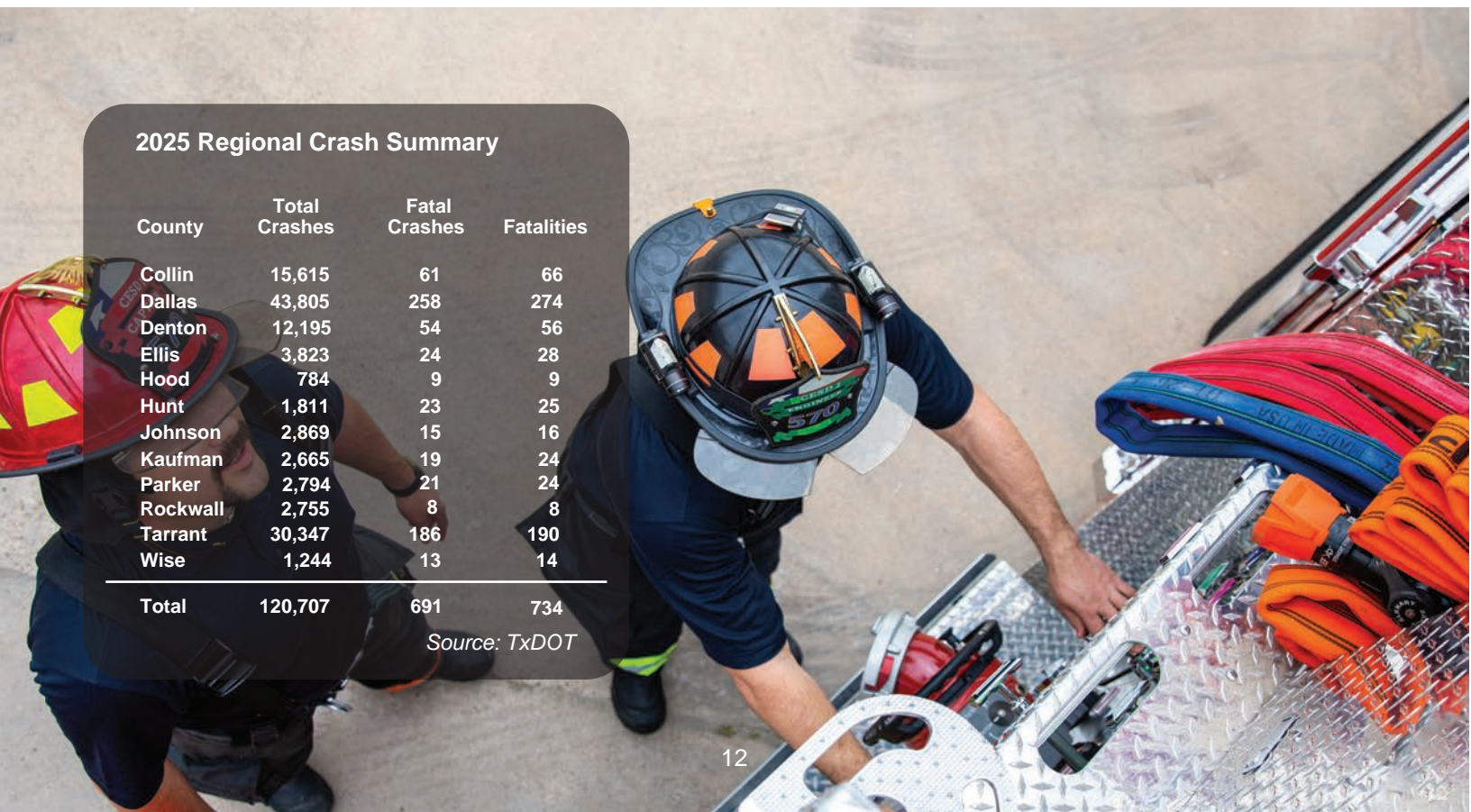
Public Transit Agency Safety

As important as it is for the region’s public transportation agencies to offer a variety of service

2025 Regional Crash Summary

County	Total Crashes	Fatal Crashes	Fatalities
Collin	15,615	61	66
Dallas	43,805	258	274
Denton	12,195	54	56
Ellis	3,823	24	28
Hood	784	9	9
Hunt	1,811	23	25
Johnson	2,869	15	16
Kaufman	2,665	19	24
Parker	2,794	21	24
Rockwall	2,755	8	8
Tarrant	30,347	186	190
Wise	1,244	13	14
Total	120,707	691	734

Source: TxDOT



options, they must maintain a good safety record. The region’s transit providers and NCTCOG collaborate to set and monitor targets for fatalities, injuries, safety events, assaults on transit workers, and system reliability, as part of the responsibility to report federal performance measures. In 2024 there were over 300 major safety and security events reported, below the adopted target of 490. In September 2025, the Regional Transportation Council approved new regional transit safety performance measure targets for fiscal years 2026-2029. These targets are updated every four years. The new target for major events is 217.

Safety Performance Measures

NCTCOG is also required by federal law to track fatalities and serious injuries to help improve roadway safety. The most recent data for fatality crashes is shown below. NCTCOG continues to work with local, state and federal partners on plans, policies and projects designed to enhance safety and achieve federal safety performance targets. Safety targets are becoming increasingly ambitious as the state works toward its goal of zero fatalities by 2050. Ongoing

collaboration with local, state and federal partners will help ensure North Texas implements the projects, programs and policies needed to make roads safer for everyone. For more information, visit www.nctcog.org/pm/fed.

Roadway Assists

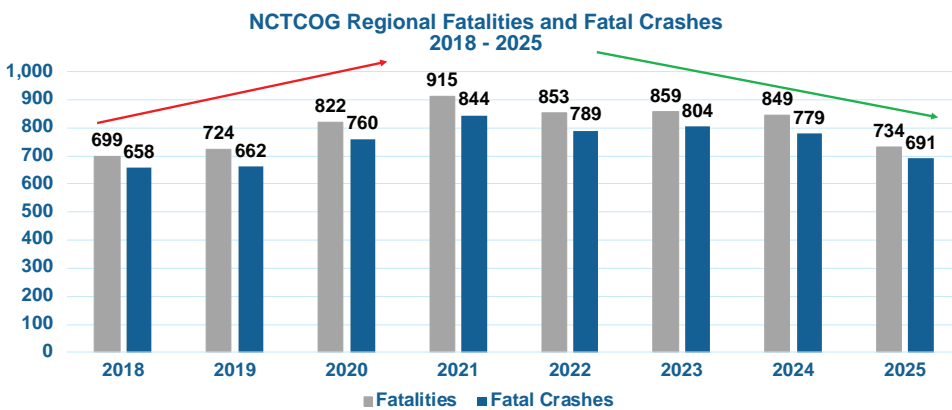
When crashes occur, the Roadside Assistance Program helps stranded motorists across many North Texas counties. Area programs help alleviate congestion and prevent secondary crashes on busy highways/freeways and toll roads by providing free assistance to motorists. Patrols also protect first responders and warn motorists approaching the scene of a crash. Patrols are operated by the Dallas County Sheriff’s Office, Tarrant County Sheriff’s Office, North Texas Tollway Authority, LBJ Express and North Tarrant Express Mobility Partners. In 2025, these entities combined assisted more than 115,000 motorists.

Drive Aware

Drive Aware North Texas is an educational initiative aimed at reducing dangerous driving behaviors that contribute to many of the region’s fatal and serious injury crashes. The campaign website, www.driveawarentx.org, focuses on four main causes of serious and fatal traffic incidents: speeding, impaired driving, distracted driving and wrong-way driving. It examines data over the past five years related to each category, including crashes by time of day and gender, presenting the data in easy-to-read graphs. Speeding traditionally has been the top contributor to fatal and serious-injury crashes on the region’s roadways, playing a role in 34.4% of such crashes in 2025.

2025 Total Roadway Assists	
Dallas County	52,165
NTTA	40,327
Tarrant County	24,572
North Tarrant Express	4,390
LBJ	3,220
TOTAL	124,679

NCTCOG Regional Fatalities and Fatal Crashes – All Crashes



After peaking in 2021, traffic fatalities across Dallas-Fort Worth are on the decline. Fatalities and fatal crashes have dropped over the past two years, according to TxDOT data.

Data as of 2/25/2026- TxDOT’s Crash Records Information System (C.R.I.S.); Data includes vehicular, bicycle, and pedestrian crashes.

At-Grade Rail Crossing Incidents

Accidents at rail crossings have fallen dramatically over the past several years. In 2025, 46 incidents were reported at Dallas-Fort Worth's nearly 3,000 at-grade crossings, compared to 58 in 2024. The biggest change was in Dallas County, which experienced 26 incidents in 2024, but only 17 in 2025, according to the Federal Railroad Administration.

Although influenced mainly by traffic levels, the location and severity of incidents helps determine which crossings are most dangerous and require additional safety measures or other upgrades.

There were 20% fewer incidents at the region's nearly 3,000 at-grade rail crossings in 2025.

Freight Safety Initiative

Building on ongoing safety improvements, regional partners are also focusing on public awareness and education. NCTCOG's 2025 Freight Safety Campaign, which ran from May through August, aimed to reduce freight and crossing-related incidents and remind the public to use caution around large commercial motor vehicles and railroad crossings.

For the campaign, NCTCOG collaborated with Operation Lifesaver, a rail safety group. The campaign used advertisements and other educational tools to encourage drivers and pedestrians to think more about freight safety on the roadways and at railroad crossings. Safety tips were presented through a wide variety of mediums including an activity book, social media, podcast and radio ads, billboards and posters. The activity book, podcast and radio ads were also offered in Spanish.

The 2025 Freight Safety Campaign demonstrated strong success in generating awareness. Billboard advertisements were estimated to have been seen 52.3 million times, while audio advertisements were estimated to have reached over 2 million people.

Truck Travel Time Reliability

Dependable travel times are key to keeping goods moving and businesses operating efficiently. To measure this consistency, the federal government

tracks Truck Travel Time Reliability (TTTR), a performance metric that evaluates how predictable truck travel times are on interstate highways.

It is expressed as a decimal of 1.00 or higher, with 1.00 being perfect reliability. In other words, if TTTR is 1.00, then a 30-minute trip will take 30 minutes. The more reliable travel times are, the easier it is for truckers to plan and arrive on time.

Many factors affecting TTTR are difficult to predict. Weather can slow travel and create hazardous conditions, while roadway construction and special events can temporarily delay trucks when alternate routes are limited. Recurring delays – those that happen at predictable times – also influence TTTR over the long term. As regional congestion grows, variability in truck travel times naturally increases.

In 2025, that trend continued. TTTR increased from 1.85 the previous year to 1.94.

Bicycle-Pedestrian Safety

Creating safer routes for students is an important part of building a safer transportation system. NCTCOG released the Safe Routes to School Regional Action Plan in 2025 to support the efforts of cities, school districts and the public to enable students to walk and bike safely to and from school. The plan addresses challenges like rapid growth and jurisdictional overlap. It emphasizes coordination efforts to improve accessibility and safety for both existing and future campuses.

NCTCOG released the Safe Routes to School Regional Action Plan in 2025.

A transportation safety analysis ranked every school in the region using speed and crash data within a two-mile radius. The higher the score, the more likely it is a school could benefit from better sidewalks, pedestrian crossings and other safety improvements. The Regional Action Plan and other Safe Routes to School resources are available at www.nctcog.org/srts.

The Safe Routes to School Regional Action Plan supports the efforts of cities, school districts and the public to enable students to walk and bike safely to and from school.



Improving the System

ACCOMMODATING THE NORTH TEXAS OF THE FUTURE

As North Texas' population continues to grow, the need for an efficient, reliable transportation system is increasingly important. NCTCOG works closely with regional partners to plan and implement solutions that support mobility and connectivity today, while keeping an eye on the needs of tomorrow. These efforts are supported by multimodal infrastructure improvements that seek to enhance the reliability of the system, whether people drive themselves or turn to public transportation.

Major Transportation Investments

Major transportation projects continued to move forward in 2025, with approximately \$780 million in transportation improvements awarded for construction. In the eastern part of the region, the Silver Line commuter rail project from Shiloh Road to DFW Airport opened, serving as a crucial link in the rail network. The project improves accessibility to major employment and educational opportunities by connecting Grapevine, Coppell, Dallas, Carrollton, Addison, Richardson and Plano by rail.

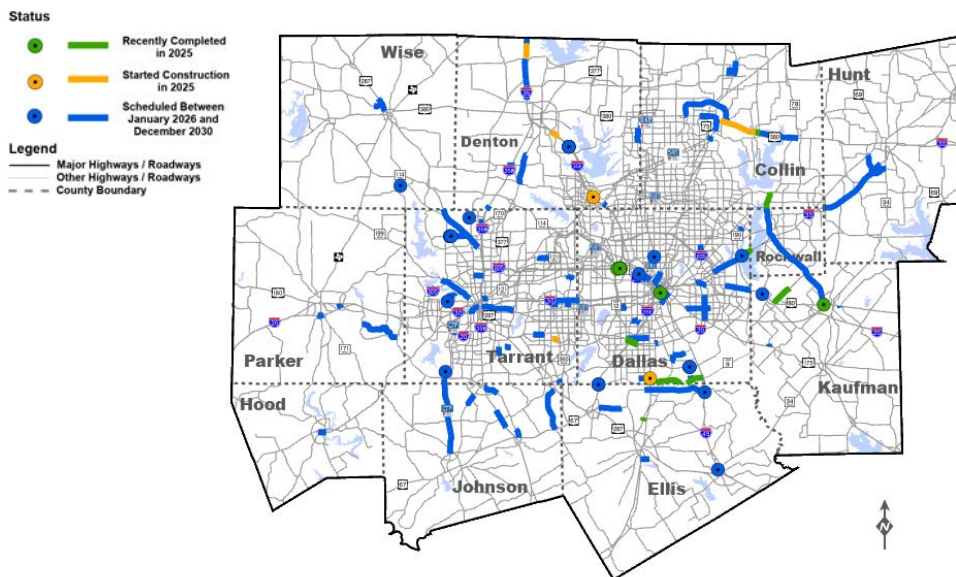
In the western part of the region, work is scheduled to start in 2026 on the highly anticipated TEXRail extension project. The TEXRail commuter rail line travels from downtown Fort Worth through north Fort Worth, North Richland Hills and Grapevine to DFW

Airport. The planned project will extend TEXRail from its current western terminus at Fort Worth's Texas and Pacific (T&P) Station to the Medical District, providing more transit accessibility to and from south Fort Worth.

House Bill 20, passed by the Texas Legislature in 2015, requires the Regional Transportation Council to update its 10-year plan annually. The Legislature requires the state and metropolitan planning organizations to use performance-based planning in project selection. The legislation also required the development of criteria to consider congestion, safety, economic development, available funding, air quality and socioeconomic effects.

The Regional Transportation Council continued to fund projects in 2025 through multiple partnerships and grants, including furthering the North Texas Multimodal Operations, Velocity, Efficiency, and Safety (NT MOVES) Program with federal funds by using the BUILD Grant. This \$130.9 million grant includes:

1. Double tracking the TRE on both the east and west sides
2. Improving and replacing several bridges
3. Implementing a Regional Rail Information System, ClearPath



2025 DFW Major Capital Improvements

In 2025, approximately \$780 million in transportation improvements went to construction with 28 centerline miles of roadway improvements completed and 15 miles started.



The DART Silver Line opened in October, linking seven cities with DFW Airport. 2025 also saw significant progress for the Cotton Belt Trail, a bike-pedestrian facility alongside the Silver Line.

Elsewhere, \$5.6 million of Surface Transportation Block Grant (STBG) funds were approved for rail, bridge and other necessary improvements associated with the Silver Line. Approximately \$2.5 million in federal funds were approved for the TRE track and signal improvements. Both are associated with FIFA World Cup coming to North Texas in summer 2026.

Silver Line Debut

In October 2025, the DART Silver Line made its debut. The 26-mile, east-west regional rail line links seven cities with DFW Airport, where it also connects with Trinity Metro's TEXRail commuter line.

The Silver Line is backed by over 35 years of planning, and construction began after DART secured a \$908 million U.S. Department of Transportation loan in 2021. This service was implemented to transform the way residents travel for work, school and entertainment throughout one of the fastest growing regions in the nation.

The Silver Line Corridor Transit Oriented Development (TOD) Plan was completed in August 2025 with recommendations for the six cities' and DFW Airport's stations on the Silver Line. The Study recommends improving active transportation connections, applying parking management, and

increasing density and mixed land use types to support TOD on the Silver Line. More information at www.NCTCOG.org/TOD.

Cotton Belt Trail

With a \$25 million grant from the state, construction is moving closer on a key segment of the Cotton Belt Trail, a bicycle-pedestrian corridor that will run alongside the Silver Line and help stitch together North Texas' growing trail network.

The Texas Transportation Commission awarded the funding to DART for Phase 3A of the Cotton Belt Trail through the Transportation Alternatives Set-Aside Program, part of a statewide push to expand active transportation options. When complete, the 26-mile trail will stretch from Plano to DFW Airport, offering a continuous, safe east-west route for walkers and cyclists across multiple cities.

DART is managing construction of the trail, including 11 miles of Phase 2 now underway between western Addison and Plano.

Running along the historic "Cotton Belt Route," the trail honors a former rail corridor while advancing a broader regional vision led by NCTCOG.

Air Quality in Action

MAKING IT EASIER TO BREATHE & PROVIDING TRANSPORTATION CHOICES

As efforts for a connected and efficient transportation system continue, NCTCOG remains focused on meeting the National Ambient Air Quality Standard (NAAQS) for ozone pollution.

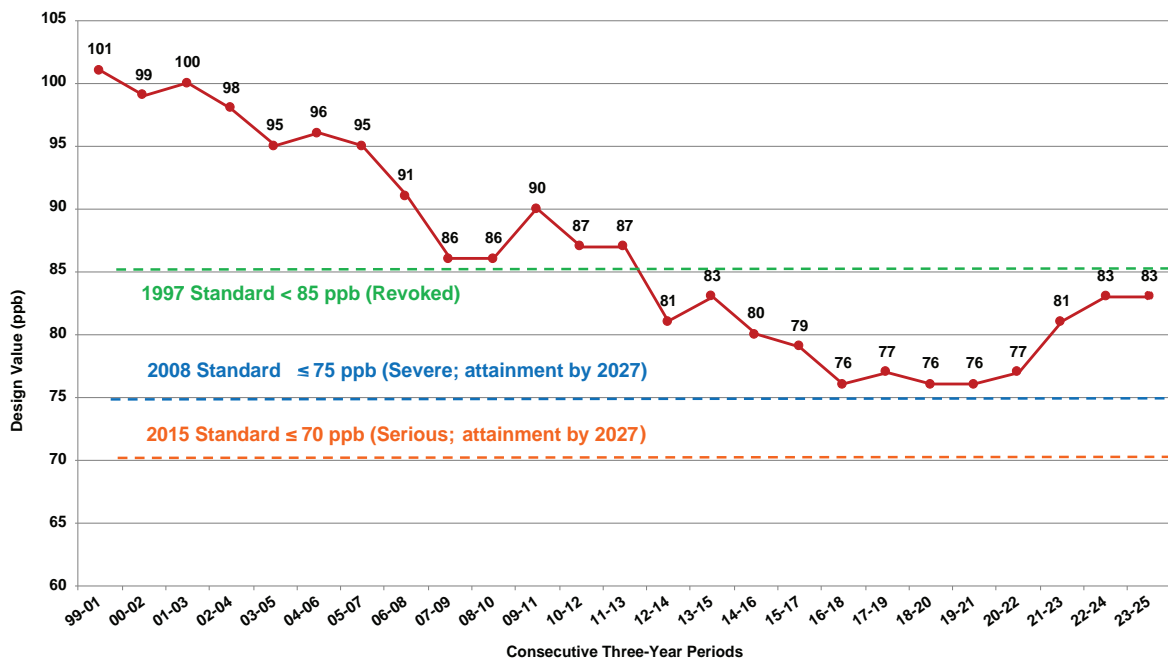
Air Quality Update

Currently, 10 counties (Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise) in the region are in severe nonattainment for the 2008 8-hour ozone NAAQS and 9 counties (all previously mentioned counties, except for Rockwall) are in serious nonattainment for the 2015 8-hour ozone NAAQS. Dallas-Fort Worth has until August 2, 2027, to reach attainment, which will be determined utilizing air quality data collected from the previous 3 years (2024-2026). If the region does not meet the 2008 standard, the Texas Commission on Environmental Quality (TCEQ) will be required to collect Section 185 fees, unless the TCEQ identifies an alternative plan that is approved by the Environmental Protection Agency (EPA). The fees would be paid to the TCEQ by the owners or operators of major stationary sources of nitrogen oxides (NOx) and

volatile organic compounds (VOCs) – precursor pollutants that together can create ozone when exposed to heat. NCTCOG is collaborating with local entities to implement programs aimed at reducing ozone pollution.

While primarily focused on reducing ozone, NCTCOG additionally works to ensure the region maintains acceptable levels of other air pollutants, such as particulate matter. In May 2024, particulate matter became a greater focus when the EPA revised the primary annual PM_{2.5} air quality standard from 12.0 micrograms per cubic meter (µg/m³) to 9.0 µg/m³. In 2025, the EPA announced it would revisit the 2024 standard, but, currently, no official decision has been provided. Air monitors in two North Texas counties – Dallas and Tarrant – show preliminary 2025 design values slightly above the new standard. While a nonattainment designation for PM_{2.5} is not expected, air quality efforts across the region remain comprehensive, and measures aimed at curbing ozone formation also aid in the reduction of PM_{2.5} pollution.

2025 Ozone Progress (8-hour Ozone NAAQS Historical Trends)



Ozone attainment is reached when the region's design value is at or below 75 parts per billion (ppb) for the 2008 federal ozone standard and at or below 70 ppb for the 2015 federal ozone standard.



Programs managed by the NCTCOG Transportation Department are helping improve air quality for future generations.

In 2025, NCTCOG installed five ozone monitors in and around Hood County and six monitors measuring fine particulate matter (PM_{2.5}) in Dallas, Ellis, and Tarrant counties. These monitors help gather information about the quality of the air, interdependencies with activities such as vehicle traffic or construction, and the effects of meteorological conditions. The growing monitoring network and the information it provides helps develop more efficient measures to improve air quality for people across North Texas.

Dallas-Fort Worth Air Quality Improvement Plan

Through a grant from the EPA, NCTCOG is leading the development of the Dallas-Fort Worth Air Quality Improvement Plan (DFW AQIP). The goal of this plan is to identify opportunities for comprehensive air quality improvement through 2050. The DFW AQIP will help address the region's ozone nonattainment issues while mitigating impacts of the region's projected growth on other pollutants of concern. To learn more, visit www.publicinput.com/dfwAQIP.

Federal Performance Measures

As the metropolitan planning organization for the region, NCTCOG is required to set targets and track progress for federal performance measures covering various aspects of the transportation system. The Congestion Mitigation and Air Quality (CMAQ) Improvement Program provides federal funding to state and local governments in nonattainment and maintenance areas. The funding supports

transportation programs and projects aimed at reducing congestion and air pollutants to meet requirements of the Clean Air Act. With these funds, NCTCOG's transportation programs and projects work to reduce total NO_x and VOC emissions from on-road mobile sources. For more information on the federal performance measures, visit www.nctcog.org/pm/fed.

Alternative Fuel and Electric Vehicle Infrastructure Growth

As North Texas strives toward a future of cleaner air, the adoption of electric vehicles and other alternative fuel technologies continues to increase and assist with air quality improvement. NCTCOG hosts the Dallas-Fort Worth Clean Cities Coalition (DFWCC) which helps advance the adoption of alternative fuel vehicles across the region. DFWCC is designated by the Department of Energy as part of the national Clean Cities and Communities Partnership. Progress is documented in this report: www.dfwcleancities.org/annualreport.

DFW Clean Cities reduces transportation energy use and emissions by providing guidance about alternative fuel vehicles, coordinating infrastructure planning and readiness, and facilitating best practices around transportation-energy integration. Alternative fuels include propane, natural gas, electricity, hydrogen and biofuels. These fuels typically produce fewer emissions compared to conventional fuels like gasoline or diesel, thereby improving air quality.



(left) The electric vehicle charging network (left) continues to grow to accommodate the increase of EVs on the roads. NCTCOG is working with partners to deploy more chargers to fill gaps in the network. (right) The City of Arlington's Multimodal Delivery Project showed how advanced technology can be used to deliver essential goods such as food.

Alternative Fuel Adoption by the General Public

Electrification has emerged as the primary alternative to gasoline for passenger vehicles. The popularity of electric vehicles (EV), including all-electric and plug-in hybrid EVs, continues to grow. In 2025, over 46,000 new EVs were registered in the region, bringing the total to over 168,000. Approximately 93% of these EVs were passenger vehicles.

46,000

The number of new EVs registered in DFW in 2025. This brings the total to over 168,000 throughout North Texas.

Expand Availability of EV Charging Station Infrastructure

Charging infrastructure has grown to accommodate increased EV adoption, with over 3,300 EV Level 2 and DC fast charge connectors throughout the region, as of the end of 2025. The Texas Department of Transportation is implementing the Texas EV Infrastructure Plan to facilitate statewide EV travel by building DC fast chargers along highways. NCTCOG

will recommend station locations as part of Phase II of the plan. Additionally, through funds awarded from the Federal Highway Administration, NCTCOG plans to deploy over 250 EV charging ports at public-sector properties focused on filling gaps in the EV charging network. Information is available at www.publicinput.com/nctcogEVcharging.

Multiple initiatives are underway to increase the region's readiness for EVs and associated infrastructure. The GUMBO initiative aims to prepare workers to install and maintain EV charging stations by providing a free curriculum to community colleges. Additionally, the Charging Smart program assists and recognizes municipalities that have achieved their EV readiness goals. Four municipalities in the DFW region have achieved Charging Smart Bronze Designations. Information is available at www.dfwcleancities.org/gumbo and www.dfwcleancities.org/charging-smart.

Alternative Fuel Adoption by Fleets

The region's fleets continue to increase alternative fuel use and fleet efficiency. According to the 2024 DFW Clean Cities Annual Survey, 48 fleets operating approximately 8,500 vehicles and equipment reduced nearly 36 million gasoline gallon equivalents (GGE), 67 tons of ozone-forming nitrogen oxides and 277 thousand tons of carbon dioxide equivalent (CO₂e).

Funding is available to support alternative fuel adoption in Dallas-Fort Worth. For example, of the \$109 million available from the Texas Volkswagen Environmental Mitigation Program's All-Electric Funding Round, \$16 million was awarded to the DFW area fleets for EVs. Additionally, NCTCOG has \$58.6 million available for the replacement of older, emitting trucks with new zero-emission versions. For more information, visit www.nctcog.org/NTxZEV.

Multimodal Delivery Project

The Multimodal Delivery Project was led by the City of Arlington and supported by NCTCOG and other partners. Funded through a Department of Energy grant, this project delivered 300 packages of food to mobility-challenged individuals using electric aerial and ground robots. More information is available at www.arlingtontx.gov/multimodal.

Clean Fleet Policy

The Clean Fleet Policy provides a framework for fleets to reduce emissions, save fuel and collaborate with DFWCC. It also makes fleets eligible for vehicle funding made available by the RTC. As of the end of

2025, approximately 100 entities had adopted the policy. More information is available at www.nctcog.org/fleetpolicy.

Energy Efficiency and Management

Energy demands are increasing due to population growth, economic growth, and transportation electrification. NCTCOG provides resources to assist local stakeholders in meeting this demand and planning for energy resilience in response to severe weather events. Resources include Conserve North Texas (www.conservenorthtexas.org) and Go Solar Texas (www.GoSolarTexas.org). Technical assistance is provided to local governments to help reduce electricity consumption at their buildings, streamline solar planning and permitting for their residents, and identify other efficiency opportunities. Finally, NCTCOG is partnering with the University of North Texas and other regional entities to study how EVs can best integrate as a power grid asset or supply backup power to communities and help make the grid more reliable during disruptions. For more information, visit www.dfwcleancities.org/activities/planning-resilient-ev-charging.

Clearing the Air on Common Vehicle Misconceptions

Texas no longer requires noncommercial vehicles to undergo safety inspections. However, safety is still an essential part of vehicle ownership. Below, we explain a few misconceptions about the change.

MYTH 1: I heard there are no more vehicle inspections.

FACT: While the safety portion of noncommercial vehicle inspections ended on January 2025, vehicles registered in Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall and Tarrant counties must still pass an annual emissions inspection.

MYTH 2: I can get an online inspection to pass my car.

FACT: It is not possible to conduct a certified vehicle inspection remotely in Texas. More information about the vehicle inspection can be found at NTXCarCare.org.

MYTH 3: Since there are no diesel emissions inspections I can disable my truck's emissions control systems.

FACT: Tampering with or disabling vehicle emission control systems is a crime under both state and federal laws. These mandated emission control systems help protect human health and the environment by mitigating air pollutants such as particulate matter and ozone-forming chemicals.

For more information, visit NTXCarCare.org.

Moving Goods and Connecting Globally

THE ROLE OF FREIGHT AND AVIATION IN TODAY'S WORLD

North Texas continues to grow as a major hub for moving goods and connecting to global markets. Strong air cargo activity, ongoing airport investments, major initiatives like NT MOVES, and emerging technologies such as drone delivery are all enhancing the region's ability to move freight efficiently and support future demand.

Air Cargo

Dallas-Fort Worth's central location and well-developed aviation network have made it a key hub for air cargo operations. Businesses shipping time-sensitive goods, including pharmaceuticals and high-value technology, greatly depend on the region's ability to efficiently process and transport freight of varying sizes and handling requirements.

Continuing the trend from 2024, air cargo shipped through DFW Airport, the region's major cargo facility, increased in 2025. Approximately 858,000 tons of cargo passed through DFW Airport, up from 2024's estimated 818,000 tons. Between 2024 and 2025, Alliance Airport also saw an increase in air cargo shipped, from 314,000 tons to 343,000 tons.

Airport Funding

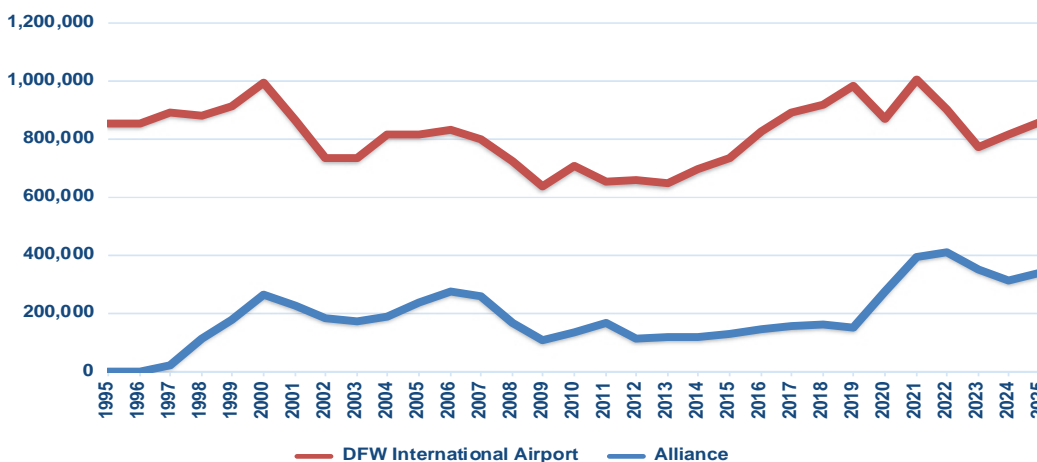
Strategic investment in regional airport infrastructure remains essential to supporting North Texas' broader transportation network. In 2025, more than

\$45 million was distributed across multiple airports, funding improvements that enhance safety, increase capacity and boost operational efficiency. These upgrades strengthen the region's ability to support both passenger travel and freight movement while maintaining a resilient and well-connected aviation system.

Funding reached a wide range of facilities, from national to local general aviation airports, ensuring communities of all sizes benefit. McKinney National Airport received the largest allocation at \$21,800,001, followed by Fort Worth Meacham International Airport with \$7,845,939. Other significant investments included North Texas Regional Airport at \$4,978,849, Cleburne Regional Airport at \$4,370,000 and Fort Worth Spinks Airport at \$3,703,100.



Air Cargo Tonnage



DFW Airport and Perot Field (Alliance) are the primary air cargo facilities in North Texas. Approximately 858,000 tons of air cargo passed through DFW Airport last year, with Perot Field handling over 343,000 tons.



North Central Texas Airports That Received 2025 Funding

McKinney	\$21,800,001
Ft Worth Meacham	\$7,845,939
North Texas Regional	\$4,978,849
Cleburne Regional	\$4,370,000
Fort Worth Spinks	\$3,703,100
Granbury Regional	\$1,185,043
Addison Airport	\$763,000
Hillsboro Municipal	\$230,000
Terrell Municipal	\$199,319
Mid-Way Regional	\$137,419
Denton Enterprise	\$50,540

Additional funding supported smaller but still critical airports across the region, including Granbury Regional Airport, Addison Airport, Hillsboro Municipal Airport, Terrell Municipal Airport, Mid-Way Regional Airport and Denton Enterprise Airport. Together, these investments reinforce the region’s aviation network, ensuring it continues to meet growing demand while supporting economic development across North Texas.

North Texas MOVES

North Texas MOVES is a long-range initiative aimed at improving freight and passenger mobility across the Dallas-Fort Worth region. It focuses on enhancing multimodal transportation by strategically investing in rail capacity, helping to create a more efficient and connected transportation network.

North Texas MOVES projects were submitted for federal funding through the FY2020 Better Utilizing Investments to Leverage Development (BUILD) discretionary grant program. The proposed improvements include double-tracking and bridge enhancements from Medical Market Center to Stemmons Freeway in Dallas, as well as from Handley-Ederville Road to Precinct Line Road in Fort

Worth, along with the implementation of ClearPath Technology™.

These projects are currently in the procurement phase and are expected to advance to construction in 2026. Together, they represent a significant step toward improving rail capacity, efficiency and overall multimodal transportation performance across the North Texas region.

Drone Delivery

Emerging technologies are also reshaping how goods move across North Texas, with drone delivery becoming an increasingly visible component of the region’s logistics ecosystem. In 2025, five of the world’s leading drone delivery companies — Wing, Zipline, Flytrex, Manna and Amazon — established operations across at least 30 cities in the region. Their presence highlights North Texas as a testing ground for innovative last-mile delivery solutions, offering faster, more flexible service for consumers while reducing roadway congestion. As these technologies continue to evolve, they are expected to play a growing role in complementing traditional freight systems and enhancing overall mobility.

Engaging Communities

KEEPING YOU INFORMED SO YOU CAN STAY INVOLVED

Communication is an essential component of the transportation planning process. Whether the goal is to explain the impact of a current project on a neighborhood or the long-term effects of projected growth, the NCTCOG Transportation Department is committed to ensuring the region is well informed about the system.

Media Relations

One way to educate the public about the latest developments in transportation planning is by maintaining a strong relationship with the media. A robust list of reporters helps the department communicate directly with journalists through press releases, personalized pitches and other methods. The NCTCOG Transportation Department distributed approximately 25 press releases in 2025 and fielded more than 140 media requests from local and national reporters. The department’s media relations staff helped reporters inform their audiences by matching them with subject-matter experts to conduct interviews about a variety of topics related to transportation planning. Additionally, NCTCOG was mentioned in the media more than 500 times, with the Heartland Flyer leading the way (62), followed by Dallas Area Rapid Transit (51).

Public Meetings

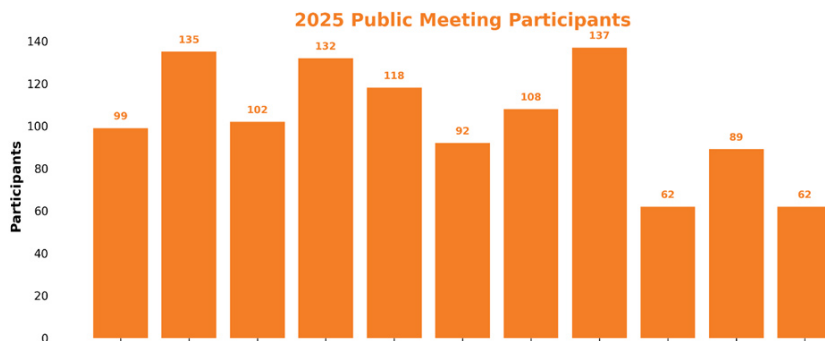
The department offers residents multiple ways to participate in public meetings, including in person, online and via phone. Engagement through monthly public input opportunities remained strong through much of 2025. Participation peaked in August (137), driven by interest around major initiatives such as Mobility 2050, funding and regional safety programs. Public meeting information was viewed online throughout the year and most active in November.

Social Media

The best public engagement strategies provide those affected by the decisions of planners and policymakers opportunities to participate in the conversation. Sometimes that involves face-to-face interactions, but more convenient ways of connecting with people, such as apps that can be accessed on mobile devices, are also a priority for the department. In 2025, social media continued to play a significant part in the communications strategy of the department, serving as one tool to meet residents where they are. The Transportation Department uses

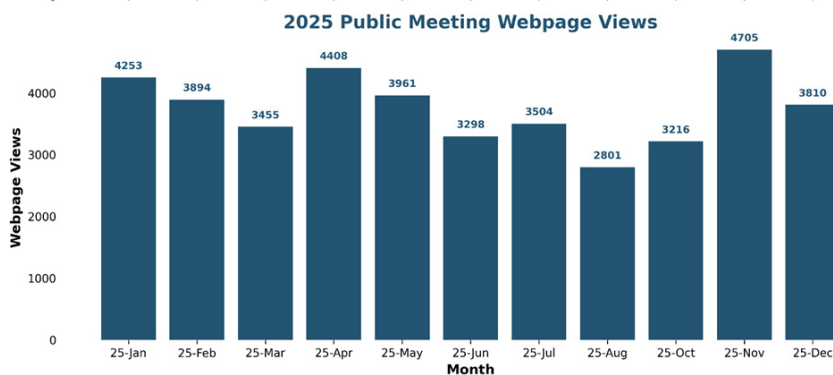
2025 Public Meeting Participants

Public meeting participation has grown since the department introduced online options. In 2025, activity was strong throughout the year, peaking in August. (There was no public meeting in September.)



2025 Public Meeting Webpage Views

Public meeting participation has increased with the introduction of more convenient ways to stay involved. Web views were strong throughout 2025. (There was no public meeting in September.)





Community engagement is an essential part of the transportation planning process.

platforms such as Facebook, Instagram and NextDoor for updates that help users understand how transportation planning impacts them.

Community Engagement

In 2025, the department hosted 41 events, 30 of which focused on community outreach and engagement. These efforts ranged from driver safety and air quality initiatives to broader transportation-related outreach. The Enhanced Community Engagement program continued to meet with nonprofit organizations to discuss ways the department could better support their community by increasing awareness of its role as an MPO and strengthening how transportation information is shared with residents. The program’s purpose is to educate, engage and empower residents across the 12-county region.

It focuses on building relationships by identifying and addressing local ideas, concerns, and opportunities related to regional transportation planning and development. The department plans to continue

meeting with nonprofit and local organizations to keep residents informed and to collaborate on strategies that help address the region’s growing transportation needs.

The Business Engagement program helps staff members develop and maintain relationships with members of the Dallas-Fort Worth business community. Through this program, the department aims to increase awareness of regional transportation and air quality initiatives and seek meaningful input from North Texas employers of all sizes. For more information, sign up for the quarterly Business Digest e-newsletter at publicinput.com/nctcogbusiness.

The department continues to look for different ways to inform the public about transportation. One new effort introduced in 2025 is the topic of the month, which highlights a different issue each month in print, online, across social media channels and in staff presentations.

Stay connected to us. We’re listening.

2025 Top Public Meeting Topics

Topic	Mentions
Transit	80
Air Quality	63
High-Speed Transportation	44
Bicycle/Pedestrian/Sustainable Development	42
Freight	37

Transit was the most popular topic mentioned at public meetings and by residents in 2025.



America
250

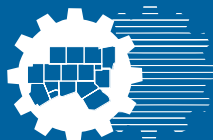
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Progress North Texas 2026

The Future of Transportation in Dallas-Fort Worth



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